

STAFF REPORT
YAMHILL COUNTY DEPARTMENT OF PLANNING AND DEVELOPMENT

HEARING DATE: Planning Commission December 4, 2025

DOCKET NO.: G-01-25

REQUEST: A legislative amendment to the Yamhill County Transportation System Plan (YCTSP), an element of the county comprehensive plan, **to remove the project known as the Yamhelas Westsider Trail** from the YCTSP. This project was originally adopted through Ordinance 880 and is also identified in Ordinance 895. Ordinance 880 had identified the future use of a 15.25-mile section of the former Union Pacific Railroad right-of-way between McMinnville and Gaston as a bicycle and hiking trail and to provide for potential future use of the right-of-way for commuter and/or freight rail.

APPLICANT: Yamhill County Board of Commissioners

CRITERIA: This application is being reviewed based on ORS 197 and 215, OAR 660-012, the criteria in Section 1207.01 of the Yamhill County Zoning Ordinance and the goals and policies of the Yamhill County Comprehensive Plan.

LOCATION: The property is a 15.25-mile section of the abandoned Union Pacific Railroad right-of-way, between McMinnville and Gaston.

EXHIBITS:

1. Minutes of October 2, 2025, Board Hearing
2. Memo with proposed changes to Ordinance 880 and 895
3. Comments Received

FINDINGS:

A. Analysis of the Proposed Amendments

BACKGROUND - On October 2, 2025, the Yamhill County Board of Commissioners voted 2-1 (Commissioner King opposed) to direct the Planning Director to initiate ordinance amendments to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan. Said amendments would entail the repeal of Yamhill County Ordinance 880, which originally identified the project, and modification of the Transportation System Plan adopted by Ordinance 895.

The Yamhelas-Westsider Rails to Trails project was originally identified in Yamhill County Ordinance 880, adopted on December 6, 2012, and processed through Docket G-02-12. Ordinance 880 amended the Yamhill County Transportation System Plan (TSP), an element of the county comprehensive plan, to acknowledge the potential future use of a 15.25-mile section of the abandoned Union Pacific Railroad right-of-way between McMinnville and Gaston as a bicycle and hiking trail, and to provide for potential future use of the same right-of-way for commuter and/or freight rail.

Since the original adoption of the trail as a project, Yamhill County has made three attempts to obtain land use approval to construct the 2.82-mile section of the trail located between the cities of Yamhill and Carlton. In each attempt the land use application was stopped due to the requirements in ORS 215.296 which is a statute that has become known as the “Farm Impacts Test”. The relevant language in this statute is:

Standards for approval of certain uses in exclusive farm use zones; violation of standards: complaint; penalties; exceptions to standards.

(1) A use allowed under ORS 215.213 (2) or (11) or 215.283 (2) or (4) may be approved only where the local governing body or its designee finds that the use will not:

(a) Force a significant change in accepted farm or forest practices on surrounding lands devoted to farm or forest use; or

(b) Significantly increase the cost of accepted farm or forest practices on surrounding lands devoted to farm or forest use.

(2) An applicant for a use allowed under ORS 215.213 (2) or (11) or 215.283 (2) or (4) may demonstrate that the standards for approval set forth in subsection (1) of this section will be satisfied through the imposition of conditions. Any conditions so imposed shall be clear and objective.

As stated in the statute the County needed to find that the use of the trail would neither force a significant change in farm or forest practices on surrounding lands, nor would it increase the cost of accepted farm or forest practices on those lands. One of the key farming issues specific to the trail application involves the accepted farming practice of spraying pesticides and herbicides. A good summation of the issue can be found on the bottom of page 18 and the top of page 19 in the LUBA Remand covering LUBA No. 2020-066 and -067. The remand decision states:

“The farm practice of spraying crops has been a recurring issue over the course of this extended land use dispute. In *Van Dyke II*, we agreed with the county that overspray from adjacent farms onto the county's property is not an accepted farm practice. However, we agreed with the petitioners that the county was required to respond to petitioners' argument that the Trail would force them to supply spray setbacks on their own lands and cease use of certain pesticides and herbicides within the appropriate setback area, which petitioners argued is a significant change in the accepted farm practice of applying pesticides and herbicides.”

Due to the fact that Yamhill County has not been able to make findings to satisfy the Farm Impacts Test in three separate attempts, the majority of the Board of Commissioners initiated the removal of the Yamhelas-Westsider Trail from the TSP in order to pursue other projects.

B. ZONING ORDINANCE PROVISIONS AND ANALYSIS

1. Section 1207.01 of the Yamhill County Zoning Ordinance (YCZO) contains the process and review criteria pertinent to the proposed zoning ordinance text amendments. The ordinance standards are as follows:

A. An amendment may be initiated by the Board, the Commission, or the Director.

On October 2, 2025, the Yamhill County Board of Commissioners voted 2-1 (Commissioner King opposed) to direct the Planning Director to initiate ordinance amendments to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan. Said amendments would entail repeal of Yamhill County Ordinance 880, which originally identified the project, and modification of the Transportation System Plan adopted by Ordinance 895. The Planning Director initiated the ordinance amendment process and sent the required 35-day notice to the Department of Land Conservation and Development; therefore, the proposed amendments comply with criterion (A).

2. *B. An owner of land may petition the Board, the Commission, or the Director to initiate such an amendment, but may not initiate the amendment by making such an application.*

As noted above, the majority of the Board of Commissioners decided to initiate the amendment by voting to instruct the Planning Director to initiate ordinance amendments to remove the Yamhelas-Westsider Trail from the Yamhill County Transportation System Plan. An owner of land did not petition the Board, Commission, or Director for the proposed amendments therefore criterion (B) is not applicable.

3. *C. Such amendments shall be made only by the Board after review and recommendation by the Commission, and after public hearings have been held by both the Commission and Board, pursuant to Section 1402 of this ordinance.*

Regarding criterion (C), Section 1402.02 states: *Notice of any legislative public hearing authorized or required by this ordinance shall be published in a newspaper of general circulation in the county at least ten (10) days prior to the hearing date.* Public notice for the December 4, 2025, Planning Commission hearing was printed in the News Register on November 14th and in the Newberg Graphic on November 13th, 2025. Direct public notice was also mailed to interested parties including property owners who are adjacent to the railroad right-of-way. In addition, the notice required to be submitted to the Department of Land Conservation and Development at least 35-days prior to the first hearing was sent to them with the proposed ordinance modifications, on October 9, 2025. A public hearing will be held before the Planning Commission on December 4, 2025. The hearing will be held both in-person and virtually. The Planning Commission will make a recommendation on the proposed amendments and forward them on to the Board of Commissioners. The initiated process will comply with criterion (C).

4. D. *Approval of a legislative ordinance amendment shall include findings showing the amendment is consistent with the comprehensive plan goals and policies.*

Though the majority of the Yamhill County Goals and Policies are aspirational and not to be mistaken for, or interpreted as, approval criteria, it is required that they be considered. While it is a fact that some of the goals and policies conflict with one another, they are simply to be used as a guide to aid decision makers. For example, where goals or policies conflict the decision makers need to weigh the evidence and decide which goal or policy the request satisfies. Therefore, the Planning Commission and Board of Commissioners would need to decide whether it is more appropriate to keep the language identifying the trail as a project, or if it is better suited for this project to be removed since it has failed to satisfy the Farm Impacts Test. The following are some of the significant goals and policies in the YCCP to consider.

Agriculture plays a key role in Yamhill County's economy as noted in the comprehensive plan. Section 11.05.02.01 of the Yamhill County Comprehensive Plan (YCCP) deals with Agricultural Lands.

Goal Statement (b) and Policy (1) lists

To conserve Yamhill County's farmlands for the production of crops and livestock and to ensure that the conversion of farmland to urban use where necessary and appropriate occurs in an orderly and economical manner. (Underline added).

(i) Policies. 1. Yamhill County will provide for the preservation of farmlands through appropriate zoning, recognizing comparative economic returns to agriculture and alternative uses, changing ownership patterns and management practices, changing market conditions for agricultural produce, and various public financial incentives.

The YCCP also contains goals and policies related to transportation. Section 11.05.03.01 of the Yamhill County Comprehensive Plan (YCCP) is titled Transportation and includes policies that appear to be in support of the trail which includes:

Goal Statement (b) and Policy (9) and (14) lists

b) Goal Statement. To provide and encourage an efficient, safe, convenient and economic transportation and communication system, including roads, rail, waterways, public transit and air, to serve the needs of existing and projected urban and rural development within the county, as well as to accommodate the regional movement of people and goods and the transfer of energy, recognizing the economic, social and energy impacts of the various modes of transportation.

Policy.

9. Yamhill County will encourage bicycle and pedestrian traffic as an element of the transportation system by coordinating with the cities within the county to develop an integrated system of safe and convenient bicycle and pedestrian ways to complement other modes of transportation.

14. Yamhill County will utilize existing facilities and right-of-ways to the fullest extent possible provided that such use is consistent with the county comprehensive plan.

While these policies appear to be in support of the trail, they also need to be balanced with Transportation Policy (2) which states:

2. All transportation-related decisions will be made in consideration of land use impacts including but not limited to adjacent land use patterns, both existing and planned, and their designated uses and densities.

The above policy requires a transportation-related decision to consider land use impacts. In the farm zone these impacts are, in part, analyzed through the Farm Impacts Test. This is a test that is required by ORS 215.296 (and is also found in section 402.07(A) of the YCZO). The statute requires the County to find that the use of the trail would neither force a significant change in farm or forest practices on surrounding lands, nor would it increase the cost of accepted farm or forest practices on those lands. As noted previously, Yamhill County has made three attempts to obtain land use approval to construct the 2.82-mile section of the trail located between the cities of Yamhill and Carlton and has been unable to address those impacts to the satisfaction of the Land Use Board of Appeals (LUBA).

5. *E. Changes to the County zoning map which result from legislative ordinance amendments shall be made and become effective upon filing said ordinance with the County Clerk.*

Regarding criterion (E) above, the request does not involve a map amendment so this criterion does not apply.

CONCLUSIONS FOR APPROVAL:

1. The proposal is to amend the text of the Yamhill County Zoning Ordinance.
2. The proposed text language complies with the review criteria for a legislative amendment in Section 1207.02 of the Yamhill County Zoning Ordinance.
3. The proposed amendments comply with the Yamhill County Comprehensive Plan goals and policies and state statutes.

1. Minutes of October 2, 2025, Board Hearing

BOARD ORDERS AND MINUTES

IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

FOR THE COUNTY OF YAMHILL

SITTING FOR THE TRANSACTION OF COUNTY BUSINESS

THE BOARD OF COMMISSIONERS OF YAMHILL COUNTY (“the Board”) sat for the transaction of county business in formal session on October 2, 2025, at 10:00 a.m. in Room 32 of the Yamhill County courthouse, and in a virtual meeting via Zoom, Commissioners Kit Johnston, Mary Starrett and David “Bubba” King being present.

Also present were Ken Huffer, County Administrator; Kaleb Raever, Assistant County Counsel; Joe Moore, Facilities Director; Don Fairley, Capital Improvement Manager; Paulette Alexandria, Treasurer; Mike Barnhart, Finance Director; Tara Williams, Assistant Finance Manager; Ken Friday, Planning Director; Keri Hinton, Clerk; Patricia Rojas, Human Resources Director; Travis Pease, Parks Manager; Sam Elliott, Sheriff; Brian Young, Emergency Management Program Coordinator; and Mike Browne, Jail Captain. Kevin Perkins, Deputy County Administrator PIO; Christian Boenisch, County Counsel and Nohely Barajas-Montalvo, Legal Assistant participated via Zoom.

Guests: Marvin Bernards, Sonda Martin, Jason Fields, Beth Keyser, John Olson, Phillip Forve, Matt Dolphion, Patty Williams and Chris Chenoweth. Renee Dolphin, susan delvin, Bob Irish, Nick Konen, iPhone, Lee Schrepel, Lindsey Berschauer, Orphan Trashpanda, Rebecca Wallis – Yamhill County News, Bethany Caruso, Gameth, WAAAAARGHGHGHILLIBARGLE, Brian Bowman, Michael, Joe, Erin Gleason Presby, Craig Markham – Yamhill Co, Shumphreys, Lynnette Shaw – she/her, Carlyns iPhone, Amelia, Brandon Slyter, Marcia and Tony May participated via Zoom.

Welcome! Thank you for attending today’s meeting. Public participation is encouraged. If you wish to address the Commissioners on any item not on the agenda, you may do so as part of the public comment period at the beginning of the meeting. If you desire to speak on any item, please raise your hand to be recognized after the Chair announces the agenda item. Please fill out a public comment card to indicate your intent to speak. NEW – Public participation also includes the ability to attend Formal Session via Zoom. For attendees that are attending the meeting via Zoom, the Chair will ask if any Zoom attendees wish to provide public comment in same manner as provided above. At that time, attendees will be asked to use the “raise hand” function in Zoom and staff will unmute the participant. Meetings will also continue to be available for view via a live stream on the Commissioners’ You Tube channel. Written public comments may be submitted via email at bocinfo@yamhillcounty.gov by 5:00 p.m. Wednesday.

A. CALL TO ORDER: Commissioner Johnston called the meeting to order at 10:00 a.m.

B. FLAG SALUTE

C. CALENDAR SESSION: This time is reserved for the review of the commissioners' joint schedule (if needed).

The Commissioners reviewed the joint schedule for the week of October 6 through October 12, 2025. No other county business was discussed.

D. PUBLIC COMMENT: This time is reserved for public comment on any topic other than: 1) agenda items, 2) A quasi-judicial land use matter, or 3) a topic scheduled for public hearing. The Chair may limit the length of individual comments.

Commissioners acknowledged public comments provided by Chris Chenoweth stating that he was not running for Yamhill County commissioner. Sonda Martin provided written and in-person public comment regarding workplace etiquette. Rebecca Wallis provided virtual public comment regarding Public Meeting Laws.

E. DEPARTMENT UPDATES: Clerk's Office – Keri Hinton.

Keri Hinton updated the Board regarding a Property Recording Alert Service to be implemented in October 2025 which would help homeowners monitor for deed fraud. The electronic system would notify homeowners if an individual had recorded a deed in their name. She planned collaboration with the Assessor's Office to mail out notices about the service with property tax statements in October. There would be no cost to the user and the cost to maintain the service was minimal for the department. Ms. Hinton stated that she was preparing for the November 2025 election for citizens to vote on a bond for the City of McMinnville and Amity Fire District's renewal of a five-year local option tax.

F. WORK SESSION: This time is reserved for topics of discussion scheduled for the Commissioners in advance.

1. None.

G. CONSENT AGENDA:

Commissioner Johnston moved approval of the consent agenda. The motion passed, Commissioners Johnston, Starrett and King voting aye.

Minutes

1. **B.O. 25-311** - Approval of Formal Session minutes from September 18, 2025.

2. **B.O. 25-312** - Approval of Formal Session minutes from September 25, 2025.

H. OLD BUSINESS: None.

I. OTHER BUSINESS (Add-ons and non-consent items):

1. **B.O. 25-313** - Consideration of approval of a Memorandum of Understanding between Yamhill County Sheriff's Office and Teamsters Local 223 ratifying the 2024-2027 Collective Bargaining Agreement seniority-based vacation selection period to September 1 through September 30 annually.

Commissioner King moved approval of item I1. The motion passed, Commissioners Johnston, Starrett and King voting aye.

2. **B.O. 25-314** - Consideration of approval of a Memorandum of Understanding between Yamhill County Sheriff's Office and Teamsters Local 223 modifying the 2024-2027 Collective Bargaining Agreement to allow for re-employment of union members effective upon full execution through June 30, 2027.

Commissioner King moved approval of item I2. The motion passed, Commissioners Johnston, Starrett and King voting aye.

3. **B.O. 25-315** - Consideration of approval of the submission of a grant application for the 2025 Oregon Emergency Management State Homeland Security Program (SHSP) grants.

Commissioner King stated that the funding would be used to update radio towers and Sheriff Sam Elliott requested letters of support from local Emergency Service Providers to submit with the proposed application.

Commissioner Starrett moved approval of item I3. The motion passed, Commissioners Johnston, Starrett and King voting aye.

4. **B.O. 25-316** - Consideration of approval of amending the Charles Metsker Park Deed Restrictions and Right of Way Easement Agreement to remove restrictions, allow for public park access, and provide a dedicated easement to access Baker Creek Falls.

Commissioner Johnston added that it had been the County's intention to amend the Deed Restrictions since 2007, and it would increase the acreage of the park grounds. He explained that the park would gradually be opened to the public as maintenance was completed.

Commissioner Johnston moved approval of item I4. The motion passed, Commissioners Johnston, Starrett and King voting aye.

5. **B.O. 25-317** - Consideration of approval of Amendment #2 to Agreement #185833 between Yamhill County and the Oregon Health Authority (B.O. 25-269) for Public Health Services decreasing funding by \$22,510. Oracle #HHS25038IGA.

Commissioner Starrett clarified that Oregon Health Authority's federal funding had decreased compared to previous years.

Commissioner Starrett moved approval of item I5. The motion passed, Commissioners Johnston, Starrett and King voting aye.

6. **B.O. 25-318** - Consideration of approval of Amendment #3 to Agreement #169589 between Yamhill County and the Oregon Department of Human Services (ODHS) Child Welfare (B.O. 21-208) in the amount of \$455,910 effective September 30, 2025, through June 30, 2027. Oracle #HHS24001IGA.

Commissioner Starrett moved approval of item I6. The motion passed, Commissioners Johnston, Starrett and King voting aye.

7. **B.O. 25-319** - Consideration of approval of Service Element Prior Authorization (SEPA) #140162349 under the agreement between Yamhill County Health and Human Services and the Department of Human Services for the financing of our Community Developmental Disabilities Program in the amount of \$757,239.

Commissioner Starrett moved approval of item I7. The motion passed, Commissioners Johnston, Starrett and King voting aye.

8. **B.O. 25-320** - Consideration of approval of Service Element Prior Authorization (SEPA) #135526654 under the agreement between Yamhill County Health and Human Services and the Department of Human Services for the financing of our Community Developmental Disabilities Program in the amount of \$313,936.

Commissioner Starrett moved approval of item I8. The motion passed, Commissioners Johnston, Starrett and King voting aye.

9. **B.O. 25-321** - Consideration of approval of Service Element Prior Authorization (SEPA) #136891883 under the agreement between Yamhill County Health and Human Services and the Department of Human Services for the financing of our Community Developmental Disabilities Program in the amount of \$10,720,461.

Commissioner Starrett moved approval of item I9. The motion passed, Commissioners Johnston, Starrett and King voting aye.

10. **B.O. 25-322** - Consideration of approval of Service Element Prior Authorization (SEPA) #137433217 under the agreement between Yamhill County Health and Human Services and the Department of Human Services for the financing of our Community Developmental Disabilities Program in the amount of \$9,000.

Commissioner Starrett moved approval of item I10. The motion passed, Commissioners Johnston, Starrett and King voting aye.

11. Consideration of approval of Ordinance 943 to adopt the amended Yamhill County Ambulance Service Area Plan and Amending the Yamhill County Ambulance Service Code.

Christian Boenisch stated that Ambulance Service Area had approved the amended plan contingent upon changes and requested to postpone the item until October 16, 2025.

Commissioner Starrett added that the corrections recommended by the committee were mostly to refine language.

12. **B.O. 25-323** - Consideration of approval of Amendment #1 to the lease agreement between Yamhill County (“Lessor”) and Oregon Mutual Insurance Company (“Lessee”), reducing the total square footage leased by Lessee in the building located at 400 Northeast Baker Street, McMinnville, OR 97128, and adjusting base rent and operating expenses accordingly, effective October 1, 2025.

Commissioner Johnston moved approval of item I12. The motion passed, Commissioners Johnston, Starrett and King voting aye.

13. **B.O. 25-324** - Consideration of approval to reappoint Lacey Summers and Katie Russ, and to appoint Richard King to the Property Value Appeals Board (PVAB) for two-year terms through June 30, 2027.

Commissioner Johnston moved approval of item I13. The motion passed, Commissioners Johnston, Starrett and King voting aye.

14. **B.O. 25-325** - Consideration to direct Planning Director to initiate an amendment process to repeal Ordinance 880 and to amend the Transportation System Plan to remove the Yamhelas-Westsider Trail as a future transportation project.

Sonda Martin provided public comment regarding transparency. Phillip Forve provided public comment expressing the trails potential health, safety and economic benefits. Matt Dolphin provided public comment regarding recreation needs identified by a recent survey. Patty Williams provided public comment in opposition of removing the trail from the Transportation System Plan (TSP). Brian Bowman provided virtual public comment stating that removing the trail from the TSP may be fiscally irresponsible. Amelia Roots provided virtual public comment urging the Board to pursue to trail. Renee Dolphin provided virtual public comment in support of the trail. Joe McGlaughlin provided virtual public comment expressing that the Trail would increase bike safety. Lindsey Berschauer provided public comment in opposition of the trail and explained that the trail was intended to become Light Rail. Commissioner King expressed concern about the timeline in which the trail would be removed from the TSP and stated that Yamhill and Carlton had inquired about using the trail to disperse water to County residents from Hillsboro Water. Ken Friday confirmed that the proposed water distribution would still be possible without the Yamhelas Westsider trail. Mr. Friday stated that there were other projects to widen roads for pedestrian use in the TSP. Commissioner Johnston asserted that removing the specificity of the Trail would allow more options for other projects and explained that the County had savings to be used for a bicycle path in the future.

Commissioner Johnston moved approval of item I14. The motion passed, Commissioners Johnston and Starrett voting aye. Commissioner King voting nay.

J. PUBLIC HEARINGS: None.

THE RECORDS FOR PUBLIC HEARINGS CAN BE FOUND AT:

<https://www.yamhillcounty.gov/1190/Public-Hearing-Notices>

K. ANNOUNCEMENTS:

1. For information on county advisory committee vacancies, please refer to the county's website, <https://www.yamhillcounty.gov/765/Boards-and-Committees>, or call the Board of Commissioners' office at 503-434-7501 or 503-554-7801 (toll-free from Newberg).

2. For questions regarding accessibility or to request an accommodation contact the Board of Commissioners' office at (503)-434-7501 or (503)-554-7801 (toll-free from Newberg) or email at bocinfo@yamhillcounty.gov

3. Electronic versions of all meeting agendas and meeting information packets can be found at the county's website: <https://www.yamhillcounty.gov/AgendaCenter>

Following Commissioner announcements, the meeting adjourned at 11:41 a.m.

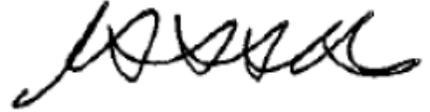
Bailey Barnhart
Secretary

YAMHILL COUNTY BOARD OF COMMISSIONERS



Chair

KIT JOHNSTON



Commissioner

MARY STARRETT



Commissioner

DAVID "BUBBA" KING

**2. Memo with proposed changes
to Ordinance 880 and 895**

Yamhill County

DEPARTMENT OF PLANNING AND DEVELOPMENT

400 NE BAKER STREET • McMinnville, Oregon 97128

Phone: (503) 434-7516 • Fax: (503) 434-7544 • TTY: (800) 735-2900 Internet Address:

www.yamhillcounty.gov/238/Planning-Development

DATE: October 9, 2025

TO: Department of Land Conservation and Development

FROM: Ken Friday, Planning Director

RE: **Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan)**

On October 2, 2025, the Yamhill County Board of Commissioners voted 2-1 (Commissioner King opposed) to direct the Planning Director to initiate ordinance amendments to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan. Said amendments would entail repeal of Yamhill County Ordinance 880, which originally identified the project, and modification of the Transportation System Plan adopted by Ordinance 895. The draft code amendments are attached. The hearing before the Yamhill County Planning Commission is tentatively scheduled for December 4, 2025, at 7:00PM. The location of the hearing is still being determined.

BEFORE THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

FOR THE COUNTY OF YAMHILL

SITTING FOR THE TRANSACTION OF COUNTY BUSINESS

In the Matter of Amending the Yamhill County Transportation System)
Plan to Accommodate the Yamhelas "Rails to Trails" Project,) Ordinance 880
Docket G-02-12)

THE BOARD OF COMMISSIONERS OF YAMHILL COUNTY, OREGON ("the Board") sat for the transaction of County business on December 6, 2012, Commissioners Leslie Lewis, Kathy George, and Mary P. Stern being present.

IT APPEARING TO THE BOARD that Yamhill County wished to consider amendments to the Yamhill County Transportation System Plan (YCTSP), an element of the county comprehensive plan, to acknowledge the potential future use of a 15.25-mile section of Union Pacific Railroad right-of-way between McMinnville and Gaston as a bicycle and hiking trail, and to provide for potential future use of the same right-of-way for commuter and/or freight rail, and

IT APPEARING TO THE BOARD that the Planning Commission and the Board heard this matter at a duly noticed joint public hearing on November 29, 2012, and the Planning Commission voted 8-1 to recommend approval, and immediately after receiving this recommendation the Board voted 3-0 to approve the application. NOW, THEREFORE,

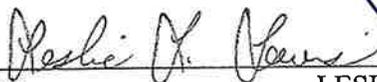
IT IS HEREBY ORDAINED BY THE BOARD, that the application is approved and the Yamhill County Transportation System Plan is hereby amended as follows: the underlined sentences on pages 91, 97 and 139 (attached and incorporated into this ordinance by this reference) are hereby added.

DONE this 6th day of December, 2012, at McMinnville, Oregon.

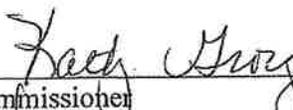
ATTEST

YAMHILL COUNTY BOARD OF COMMISSIONERS

REBEKAH STERN DOLL
County Clerk

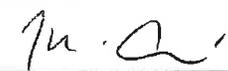

Chair LESLIE LEWIS

By: 
Deputy Anne Britt


Commissioner KATHY GEORGE

APPROVED AS TO FORM:


Commissioner MARY P. STERN


RICK SANAI, Yamhill County Counsel

5.5 AIR/RAIL/WATER/PIPELINE PLAN

AIR TRANSPORTATION PLAN

For the Air Service, the McMinnville Municipal Airport Master Plan provides forecasts of aviation activity, capacity and plans for the future together with a development program. The County zoning ordinance provides for an Airport Overlay (AO) zone. AO zone was established to prevent air space obstructions near public use airports and to ensure compatibility between the Airport use and surrounding land uses.

In addition to the McMinnville Airport, an airport site selection study was conducted for the City of Newberg and finalized in 1990. The study recommended that the City of Newberg not to purchase Sportsman Airpark or pursue development of a new airport facility at the time of the report.

Policies

1. Yamhill County is committed through its zoning ordinance and transportation plan to protect the McMinnville Municipal Airport as a vital county-wide transportation facility and efforts will be made to regulate land use in the environs of the airport to prevent the erection of further airport hazards and obstructions, at the same time preventing any residential encroachment upon critical noise contours without informed consent.
2. The status and proposed location or expansion of all airport facilities shall be specifically designated in a plan map, as amended, and, if under county jurisdiction, will be accorded a planned unit designation in the zoning ordinance, in order to assure a compatible association of airport growth with surrounding urban development.

FREIGHT RAIL TRANSPORTATION PLAN

It is recommended that effort to be made to maintain the existing rail service and expand it in the County. Currently, plans to ship freight north through Newberg to the Southern Pacific's Brooklyn rail yard are being considered. Willamette and Pacific (W&P) plans to ship commodities daily from/to Newberg and McMinnville through Eugene instead of Portland.

In addition, ODOT's 1994 Oregon Freight Rail Plan states that shipments on the Willamina Branch are weight limited to 240,000 per four-axle rail car, and track conditions limit train operating speed. A benefit/cost (B/C) evaluation of this line for eligibility for federal rehabilitation and improvement assistance shows the Willamina Branch to have the third highest B/C ratio of the eight rehabilitation projects considered eligible in Oregon.

Policies

1. Yamhill County does not support further rail abandonment or diminishment of service.
2. Yamhill County supports improvement of rail line conditions to retain railroads as effective freight carriers in Yamhill County.
3. Yamhill County will pursue, whenever possible, conversion of abandoned rail lines through the federal "Rails to Trails" program and seek to integrate these abandoned lines into the County's trail/bikeway system.
- ~~4. Yamhill County supports the Hagg Lake to McMinnville Rail With Trail Project (Yambelas Westsider Trail Project) and considers it important to both the County's rail and trail/bikeway systems.~~

WATER TRANSPORTATION PLAN

The Yamhill County Transportation System Plan recognizes water-borne transportation as an important mode for the movement of goods and recreation, and recommends that future use of the Willamette River be preserved as a transportation system resource, especially for the shipment of large and heavy, bulk commodities.

Policies

1. Yamhill County supports the dredging of the Yamhill River throughout its entire length as it borders Yamhill County not only for the movement of goods but also for recreational activities.

PIPELINE TRANSPORTATION PLAN

Current pipeline transportation in and through Yamhill County includes transmission lines for electricity, cable television, telephone service, water, sewer, and natural gas. The Yamhill County Transportation System Plan encourages continued use of these pipelines to move goods throughout the County.

5.6 YAMHILL COUNTY TRANSPORTATION PROJECT LIST

A list of expected transportation projects over the next twenty years is provided below. The list has been compiled based on:

- 1) Analyzing accident data provided by the State on the County roadway network
- 2) Results of the County and State bridge inspection program
- 3) Expert knowledge of the County Public Works Department
- 4) Applying capacity analysis on the County roadway network
- 5) Efforts to enhance other modes of transportation.

Roadway improvement projects listed below include:

- Bikeways (Figure 26)
- Intersections
- Bridges
- Pavement improvement projects including:
 - Pavement maintenance and rehabilitation projects
 - Pavement of collector gravel roads
 - Pavement of local gravel roads

The list also includes public transportation improvement projects and short term projects listed in the 1994 Transportation Improvement Plan published by the Oregon Department of Transportation.

Other projects that are of major concern to the County are listed finally including the Dundee-Newberg bypass, McDougall Corner, Wheatland Ferry, and east-west minor arterial in north Newberg.

At least once a year, Yamhill County will review identified transportation projects and, if necessary, add, delete, and/or reprioritize them to accommodate new conditions.

A. YAMHILL COUNTY BIKEWAY SYSTEM SUGGESTED IMPROVEMENTS

PRIORITY LIST "A"

WESTSIDE ROAD PHASE I

Vicinity	McMinnville Area
Section	Baker Creek Road to Donnelly Lane
Length	1.4 miles
Alignment	
Horizontal	Generally straight with an assortment of flat and moderately sharp curves
Vertical	Mostly flat with an occasional valley
Traffic Volume	3,400 vehicles per day
Traffic Speeds	35 mph to 55 mph
Surface	Paved - Excellent Condition
Width	22 feet wide (11 feet per each travel lane)
Shoulders	Rock and earth shoulders
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each travel lane
Estimated Cost	\$236,966 (1995 Dollars)

NORTH VALLEY ROAD/BELL ROAD PHASE I

Vicinity	Newberg Area
Section	Aspen Way to Tangen Road
Length	2.05 miles
Alignment	
Horizontal	Mostly straight with an occasional sharp or moderately sharp curve
Vertical	Generally flat with a limited number of severe grade changes
Traffic Volume	1,600 vehicles per day
Traffic Speeds	45 mph to 60 mph
Surface	Paved - Fair Condition on Bell Road and Good Condition on North Valley Road
Width	20 feet wide (10 feet per each travel lane)
Shoulders	No shoulders along some sections, rock and earth shoulders along the remaining sections
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each travel lane.
Estimated Cost	\$418,176 (1995 Dollars)

HAGG LAKE TO McMinnville RAIL AND TRAIL PROJECT

<u>Vicinity</u>	<u>North Central Yamhill County</u>
<u>Section</u>	<u>Union Pacific Railroad From McMinnville to Hagg Lake</u>
<u>Length</u>	<u>15.25 miles in Yamhill County</u>
<u>Alignment</u>	
<u>Horizontal</u>	<u>Predominantly flat.</u>
<u>Surface</u>	<u>Gravel and rail</u>
<u>Recommended Action</u>	<u>Construct a multi-use path along the existing railroad right-of-way</u>
<u>Estimated Cost</u>	<u>TBD (ROW acquisition is \$2.4 million)</u>

4. NORTH NEWBERG EAST-WEST MINOR ARTERIAL

As part of the Newberg Transportation plan, an open public workshop was held to provide a forum for public participation, represented by Newberg's Citizen's Advisory Committee (CAC), in the assessment of the city-wide future transportation/land use system alternatives. It was agreed in the workshop that a major east/west minor arterial street in north Newberg was needed to provide local traffic access and circulation within a balanced transportation system. It was also agreed that the preferred alternative for Newberg's Transportation System Plan was the "Mountainview/Crestview Extension". However, a petition to stop the Crestview Drive Extension was presented by the Oxberg Neighborhood Residents in the Workshop. After reviewing the petition CAC decided to request from the City Staff and their consultant team to conduct additional study of more specific alternatives of an east/west minor arterial in the north Newberg area for improved local traffic circulation and access.

The study examined three alternatives:

- 1) Springbrook-only
- 2) Crestview/Mountainview Extension
- 3) Mountainview Extension.

These alternatives were compared based on:

- Travel time between Highway 99W (at proposed Bypass interchange) and Mountainview Drive at Springbrook Street
- Average travel speed between Highway 99W (at proposed Bypass interchange) and Mountainview Drive at Springbrook Street
- Vehicle miles of travel (VMT)
- Vehicle hours of travel (VHT)
- Vehicle delay
- Anticipated costs of roadway construction, and right-of-way acquisition.

Of the three alternatives, the Crestview/Mountainview Extension alternative was found to provide the greatest relief of traffic congestion on Springbrook Street and other collector streets in the immediate area. In terms of VHT, it had the lowest overall travel time. Total vehicle delay on Springbrook was found to be lowest under the Crestview/Mountainview alternative. This alternative was found to cost about \$3.07 million.

Discussions with the City of Newberg have indicated that Benjamin Road was also considered by the City as an alternate east/west connector. However, it was found that there will be too much misdirection of traffic to provide the relief needed from traffic going to the middle of the City and turning north.

It is recommended that the Oregon Department of Transportation, in cooperation with the City of Newberg and Yamhill County, and possibly as part of OR 99W corridor study, determine the optimum location of the east-west minor arterial connection with Highway 99W in consideration to the location of by-pass interchange. As part of this study, the City of Newberg and Yamhill County shall work together on setting the criteria for selecting the optimum alternative.

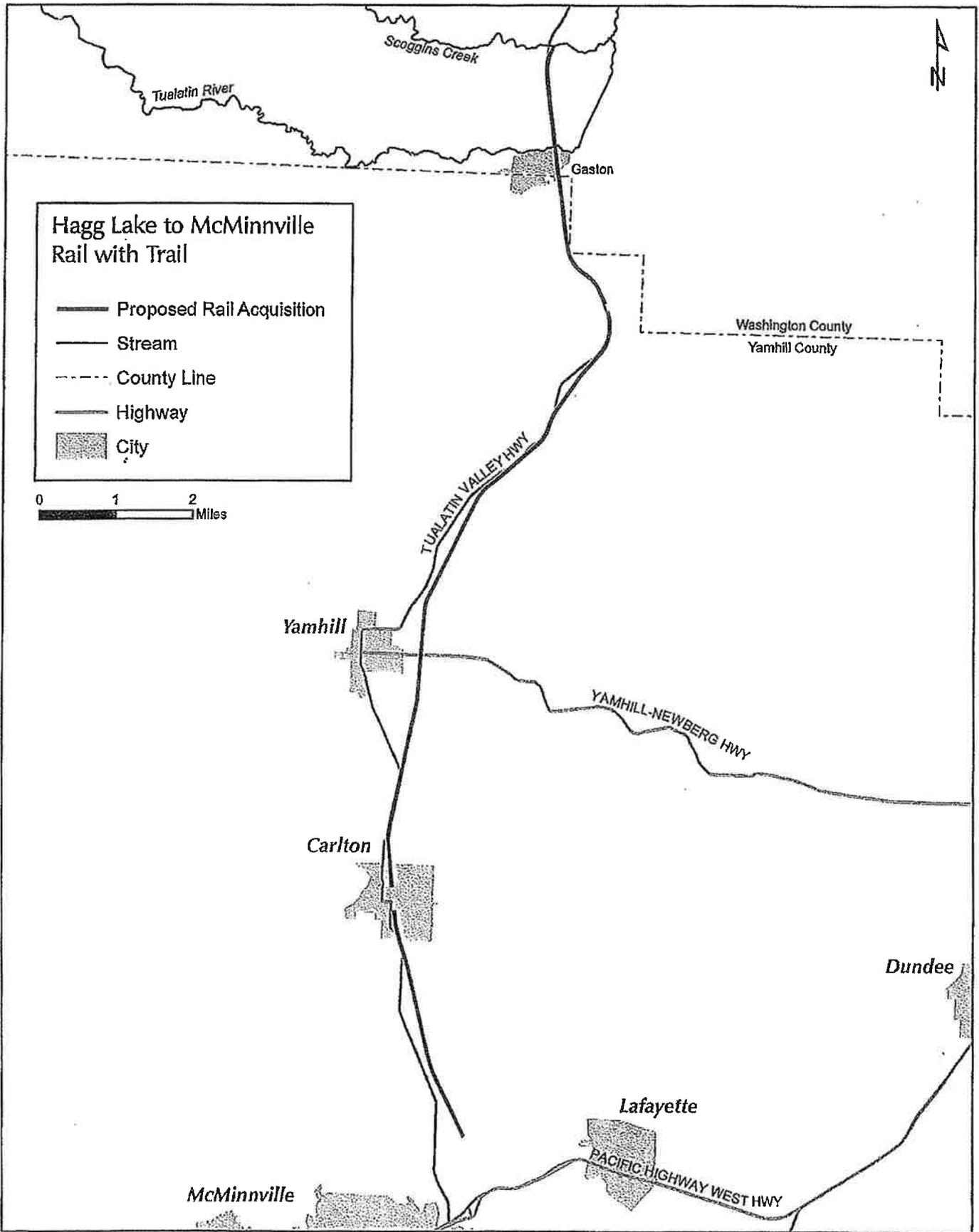
In addition, urban growth management agreements between the County and the cities in Yamhill County shall be strengthened to define the timelines, procedures, and responsibilities of involved parties in regard to management, planning, and annexation of roadways by the cities. Several roadways currently under County jurisdiction are located within the Urban Reserve Area (URA) for the city of Newberg as shown in Figure 31.

5. HAGG LAKE TO McMINNVILLE RAIL WITH TRAIL PROJECT (YAMHELAS WESTSIDER TRAIL PROJECT)

In 2002, Union Pacific Railroad proposed to sell 17-miles of abandoned railway for \$9 million. In 2012 the asking price was reduced to \$2.4 million. The abandoned railway runs from McMinnville to Hagg Lake. The corridor connects the cities of McMinnville, Carlton, Yamhill and Gaston. The Majority of the railway is in Yamhill County, with 1.75 miles entering into Washington County. (See Figure 31.1)

The Hagg Lake to McMinnville Rail with Trail project is a multi-faceted solution to multiple issues. It would allow alternative access to destinations, increase tourism, and assist with the movement of goods in the Willamette Valley. Hagg Lake provides various facilities to the public and cycling communities greatly utilize the roads surrounding the lake. From this destination and traveling south, the only access for cyclists is along a busy state highway (Hwy 47). There is a lack of off-street recreational trails in this area.

The proposed trail would also enhance economic development. Presently tourism and the mobility of goods from Portland to Yamhill County happen via Highway 47. The long term goal of this project is to have a rail line along with the trail component. The Rail with Trail project will improve regional accessibility for business owners and allow the connection to other rail lines in the future. Yamhill County is known for its agricultural production and wine industry. This project will also be a critical factor towards the long term viability for manufacturing and tourism in the valley.



BEFORE THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

FOR THE COUNTY OF YAMHILL

SITTING FOR THE TRANSACTION OF COUNTY BUSINESS

In the Matter of an Ordinance Adopting the 2015)
Yamhill County Transportation System)
Plan (TSP) Update as Part of the Transportation) Ordinance 895
Element of the County Comprehensive Plan;)
Planning Docket G-01-15; and Declaring an)
Emergency)

THE BOARD OF COMMISSIONERS OF YAMHILL COUNTY, OREGON (the Board) sat for the transaction of county business on November 5, 2015, Commissioners Allen Springer, Mary Starrett and Stan Primozich being present.

WHEREAS state and county law require that the county adopt and maintain a Transportation System Plan as part of the transportation element of the Yamhill County Comprehensive Plan; and

WHEREAS, the Transportation System Plan (TSP) update, attached as Exhibit B of this ordinance (labeled "draft" but being adopted as the "final" 2015 Transportation System Plan update) was prepared by the county's consultant in a public process and with input from county staff, the county Road Improvement Advisory Committee and other interested parties; and

WHEREAS, the attached TSP update came before the Planning Commission for public hearing on September 3, 2015 and the Planning Commission voted 7-0 to recommend approval of the plan by the Board of Commissioners; and

WHEREAS, this matter came before the Board on October 22, 2015 for public hearing and that, following the hearing and deliberation, the Board voted 2-0 to approve the plan and to continue the matter to this date for adoption of written findings in support of approval; NOW, THEREFORE

THE BOARD ORDAINS AS FOLLOWS:

Section 1. The "draft" Yamhill County Transportation System Plan attached as Exhibit "B" and incorporated herein by reference is hereby adopted as the "final" 2015 county Transportation System Plan update, and is hereby added to the transportation element of the Yamhill County Comprehensive Land Use Plan.

Section 2. The findings attached as Exhibit "A" and incorporated herein by reference are hereby adopted in support of this ordinance.

Section 3. This ordinance being necessary for the health, safety and welfare of the citizens of Yamhill County, and an emergency having been declared to exist, is effective immediately.

DONE this 5th day of November, 2015, at McMinnville, Oregon.

ATTEST:

YAMHILL COUNTY BOARD OF COMMISSIONERS

BRIAN VAN BERGEN
County Clerk

Unavailable for signature

Chair ALLEN SPRINGER

By: 
Deputy Lucy Flores Mendez

Vice Chair 
MARY STARRETT

FORM APPROVED BY:

Timothy S. Sadlo
Senior Assistant County Counsel

Commissioner 
STAN PRIMOZICH

**ORDINANCE 895 - EXHIBIT A
FINDINGS IN SUPPORT OF APPROVAL**

DOCKET NO.: G-01-15

REQUEST: To adopt the 2015 Yamhill County Transportation System Plan (TSP) as the transportation element of the Yamhill County Comprehensive Land Use Plan

APPLICANT: Yamhill County

CRITERIA:

1. State planning regulations (Statewide Goals, Oregon Transportation Plan, Oregon Highway Plan, Transportation Planning Rule, and Access Management Rule)
2. Sections III(A) and VII(A) of the Yamhill County Comprehensive Land Use Plan
3. Section VII(B) of the Yamhill County Comprehensive Land Use Plan

FINDINGS:

A. History of County Transportation System Planning

The Yamhill County Transportation System Plan (TSP) was adopted on March 27, 1996 by Ordinance 605. The plan was prepared by JRH Transportation Engineering, and contains a detailed transportation inventory; forecast; needs analysis; project and priorities list and financing options analysis. It was formally adopted as part of the Yamhill County Comprehensive Land Use Plan.

Since 1996, the following ordinances have been identified that purport to amend the TSP:

Ordinance 748, September 30, 2004

Ordinance 748 was drafted by attorneys working for ODOT. It amended the county's Comprehensive Plan and the county's Transportation System Plan of 1996 (without specifically referencing Ordinance 605) Finding 3.4.1.5 stated: "Yamhill County has an acknowledged Transportation System Plan (TSP), which it adopted in 1996. The TSP does not authorize construction of a bypass to relieve congestion on Oregon 99W and to enhance the efficiency of the transportation system."

Section 2 of Ordinance 748 states:

"The Yamhill County Transportation System Plan is hereby amended to:

1. Identify the Bypass Corridor on the transportation facility plan map.
2. Identify the Bypass corridor as a long-term project on the project list.
3. Identify the approximately \$300 million as the estimated total Bypass Project cost, including the cost of improvements inside Newberg and Dundee; and

4. Identify federal and state dollars as the primary source of funding for the Bypass Project.”

Ordinance 866, May 12, 2011

Ordinance 866 was also drafted by attorneys working for ODOT. It included amendments to the county’s Comprehensive Plan, and also amended the Transportation System Plan, to incorporate and address proposed modifications to the Newberg-Dundee Bypass, as follows:

“Based on its determination that the proposed amendments and goal exceptions comply with all applicable standards, the Board hereby:

* * *

3. Amends the Yamhill County Transportation System Plan and Yamhill County Comprehensive Plan to identify bypass corridor and interchanges as modified and those changes to the local road system including Kreder Road, Riverwood Road, Crawford Lane, Fulquartz Landing Road, Fox Farm Road, Harmony Road, Klinek Road, Corral Creek Road, Old Parrett Mountain Road, Haugen Road and Quarry Road and the addition of new frontage roads along various sections of the Project on the transportation facility plan map.”

Ordinance 875, August 16, 2012

Ordinance 875 amends the county’s Comprehensive Plan and Zoning Ordinance to accommodate Newberg-Dundee Bypass modifications. With regard to the TSP, Ordinance 875:

“4. Amends the Yamhill County Transportation System Plan to identify the Phase 1 Interim south Dundee Connection and the modification to the Fulquartz Landing Road Realignment.”

Ordinance 880, December 6, 2012

Ordinance 880 amends the TSP: “to Accommodate the Yamhelas ‘Rails to Trails’ Project.” This amendment to the TSP was developed by JRH Transportation Engineering, the authors of the 1996 TSP. It is the only amendment to the TSP to incorporated the amended language into the original sections of the 1996 TSP.

The 1996 TSP and the above-listed TSP amendments contain historical information and provide a more detailed explanation of the county’s transportation policies with regard to the Newberg-Dundee Bypass and the Yamhelas Westsider transportation corridor than does the new TSP attached as Exhibit B of this ordinance. Adoption of this ordinance, Ordinance 895, does not repeal any prior Transportation System Plan or TSP amendment, including those listed here. To the extent there is a conflict between the new TSP adopted through Ordinance 895 and earlier versions of the county’s TSP and TSP amendments, Ordinance 895 controls.

routes in Yamhill County is already available and well-defined for both state highways and county roads, so that no additional management systems or tools are recommended related to these routes (see Section 8).

9. Policy 4B (Alternative Passenger Modes) articulates State policy to advance and support alternative passenger transportation systems where travel demand, land use, and other factors indicate the potential for successful and effective development of alternative passenger modes.

Findings: ~~With the exception of the proposed Yamhill Westsider trail,~~ ^P pedestrian and bicycle travel in the county is occurs mainly on roads and along roadway shoulders. Several projects are recommended in the 2015 TSP to widen and pave shoulders for greater pedestrian and bicycle accessibility and safety (see Table 4). Several improvements are also recommended for transit service in the draft TSP and these will need to be pursued in conjunction with YCTA. Improvements identified in Section 10 of the TSP update include additional service during the evenings and on weekends, more frequent bus stops, expanded service to large employers (e.g. Spirit Mountain Casino and the Riverside Drive industrial area), improved service to outlying areas, bus pull-outs, and improved ADA accessibility. The TSP update notes that additional improvements may be identified in a Transit Development Plan to be prepared by the YCTA.

OAR 660 Division 12 Transportation Planning Rule (TPR)

The purpose of the TPR is “to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided.” A major purpose of the Transportation Planning Rule (TPR) is to promote more careful coordination of land use and transportation planning, to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements.

1. Sections 660-012-0005 through 660-012-0055 of the TPR contain policies for preparing and implementing a transportation system plan.

Findings: The 2015 TSP update includes sections on existing conditions, future conditions, a roadway classification system and corresponding standards, recommended improvements by mode, and a general funding plan as required by Section -0020 of the TPR. The original 1996 TSP and all subsequent updates were acknowledged by the Department of Land Conservation and Development as being in compliance with the TPR. No county Land Division Ordinance or Zoning Ordinance requirements have been identified as needing update or modification in order to implement this 2015 TSP update.

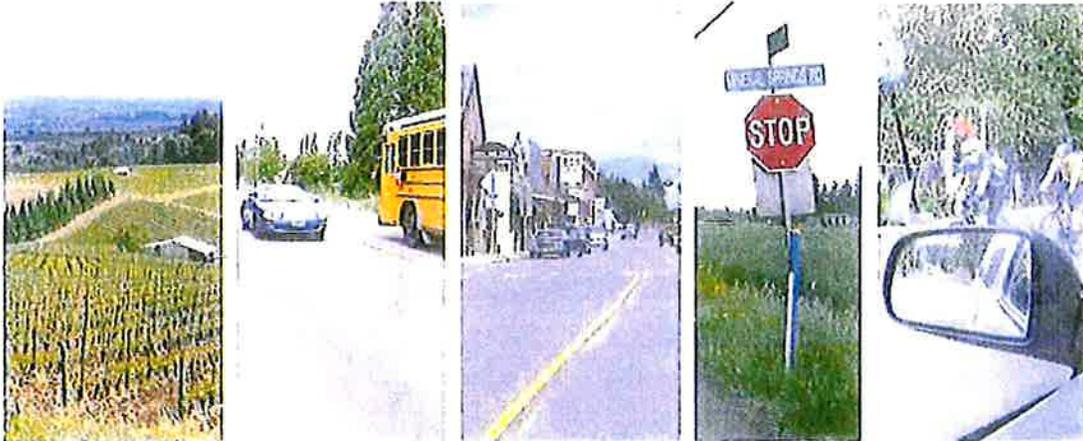
OAR 734, Division 51. Highway Approaches, Access Control, Spacing Standards and Medians

1. OAR 734-051 governs the permitting, management, and standards of approaches to state highways to ensure safe and efficient operation of the state highways. OAR 734-051 policies address how to bring existing and future approaches into compliance with access spacing standards and ensure the safe and efficient operation of the highway; the purpose

ORDINANCE 895- EXHIBIT B
YAMHILL COUNTY TRANSPORTATION
SYSTEM PLAN UPDATE

draft

— Yamhill County —
Transportation System Plan



Prepared for



Prepared by
April 2015



BO 15-453

Roadway Projects

The recommended roadway improvements are in the form of projects, which consist of a bundle of one or more individual improvements that address both the primary and secondary needs at a location. The recommendations describe the type of improvements to be implemented, not their specific design characteristics or features. These would be determined at the time of project development.

Improvement projects are recommended for nine county roadway locations. Almost all of the projects are at intersections and primarily address safety needs and substandard geometric features, such as skewed intersection angle, poor sight distance, and narrow lanes and shoulders. The general improvement types at these locations are realignment of the intersection, removal of sight distance obstructions, and lane and shoulder widening.

There are 12 recommended projects for state highways, primarily along OR 99W and OR 18. Similar to the county roadways, these projects address safety and geometric needs. Because of the higher traffic volumes on state highways, however, they also address mobility and traffic operations needs at several locations. The mobility and traffic operations improvements include roundabouts and the installation of intersection turn lanes. Prior to implementation of the roundabouts, further analysis would be required by ODOT to determine their feasibility and desirability.

Bicycle and Pedestrian Improvements

The recommended bicycle and pedestrian improvements are located throughout the County and consist mainly of shoulder widening and/or paving to accommodate bicycle and pedestrian use. In some cases, lane widening is also recommended because having adequate lane width for vehicular traffic also improves safety for bicyclists and pedestrians. ~~In addition to the shoulder and lane widening improvements, the Yamhela's Westsider Trail is also recommended, which will run parallel to OR 47 between OR 99W and Gaston.~~

- Objective 2: Distribute the benefits and impacts of transportation decisions fairly and address the transportation needs and safety of all users, including the young, elderly, people with disabilities, and people of all races, ethnicities, and income levels.
- Objective 3: Provide connections to all modes that meet applicable County and Americans with Disabilities Act (ADA) standards.
- Objective 4: Support connectivity between the various communities in the County.

Goal 4: Increase the Quality and Availability of Pedestrian and Bicycle Facilities

- Objective 1: Improve bicycle and pedestrian facilities.

Evaluation Criterion:

- Type/level of bicycle/pedestrian facility improvement²⁵
- Objective 2: Consider bicycle/pedestrian improvements that complement the basic provision of facilities to encourage higher levels of usage (e.g., wayfinding signage).
- ~~■ Objective 3: Support the development of the Yamhela's Westsider Trail.~~

Goal 5: Work with Transit Service Providers to Provide Transit Service and Amenities that Encourage and Increase Ridership

- Objective 1: Identify areas that support additional transit services, and coordinate with transit providers and transit plans to improve the coverage, reliability and frequency of services.
- Objective 2: Promote transit accessibility for transportation-disadvantaged groups.
- Objective 3: Enhance intercity transit connectivity.

²⁵ Type of improvement refers to the suitability of an improvement for addressing a specific type of need. Level of improvement represents the extent or degree of an improvement relative to the standard.

Bicycle/Pedestrian Improvements

Nearly all of the proposed bicycle/pedestrian improvements presented at the second open house are recommended for implementation. The improvements are located throughout the County, as shown in Table 4 and Figure 13. They consist mainly of shoulder widening and/or paving to a minimum of six feet, or to the County's or ODOT's standard if it is higher. In some cases, lane widening is also recommended because having adequate lane width for vehicular traffic also improves safety for bicyclists and pedestrians.

In addition to the shoulder and lane widening improvements, the Yamhela's Westsider Trail is recommended (see Figure 13). The trail will run parallel to OR 47 from OR 99W to Gaston, linking up with the State Highway Bicycle trail to Forest Grove and to Hagg Lake. The cities of Gaston, Yamhill and Carlton are situated along the trail. Access will be available from intersecting county roads and nearby OR 47.

All of the recommended improvements are based on existing needs, so they can be implemented as soon as funding becomes available.

Transit Improvements

The recommended improvements for transit service in Yamhill County were determined based on the needs identified in the *Yamhill County Coordinated Human Services Public Transportation Plan: The Next Steps*³⁶ and by YCTA staff, stakeholders, and the public. The recommended improvements are:

- Additional service during the evenings and on weekends
- More frequent bus stops
- Expanded service to large employers (e.g. Spirit Mountain Casino and the Riverside Drive industrial area)
- Improved service to outlying areas

³⁶ Mid-Willamette Valley Council of Governments, Coordinated Human Services Public Transportation Plan, 2007.

The improvement options were screened using the evaluation criteria described in Section 7 and the findings were reviewed with the County, ODOT, and the RIAC. There was general agreement about the improvement concepts and the results of the evaluation. Minor revisions were made to the options based on County and ODOT input. The evaluation scores are shown in the summary sheets at the end of the Improvement Alternatives memo in Appendix H.

Proposed Bicycle and Pedestrian Improvements

The proposed bicycle and pedestrian improvements presented at the second open house address the locations where improvements are needed to safely accommodate higher bicycle or pedestrian volumes. The improvements generally consist of widening travel lanes and/or shoulders to provide greater separation between bicyclists/pedestrians and vehicular traffic. These improvements were proposed at the following locations (see Figure 13):

- a. Old Sheridan Rd. between McMinnville city limits and OR 18
- b. OR 47 between OR 99W and Washington County line
- c. OR 18B between Sheridan and Willamina
- d. OR 99W between Newberg and Dundee
- e. OR 99W between Lafayette and McMinnville
- f. Lafayette Hwy. between Lafayette and OR 18
- g. Westside Rd. between McMinnville and Meadowlake Rd.
- h. Westside Rd. between Meadowlake Rd. and Moore's Valley Rd.

~~The only exception to the lane/shoulder widening improvements is for OR 47 between OR 99W and the Washington County line. Here, the planned Yamhela's Westsider Trail was proposed, which will run parallel to OR 47, with connections via OR 47 and intersecting county roads.~~

Table 4: Recommended Bicycle and Pedestrian Improvements

Location	Recommended Improvement	Cost	Funding Source	Time Frame
A Old Sheridan Rd. - McMinnville to OR 18	<ul style="list-style-type: none"> Widen travel lanes Widen and pave shoulders to six feet 	\$2.0M + culvert replacement	County	Short-term
B OR 47 - OR 99W to Washington County	Yamhela's Westsider Trail	N/A	County/Private	Short-term
C OR 18B - Sheridan to Willamina	<ul style="list-style-type: none"> Widen travel lanes Widen and pave shoulders to six feet 	\$3.0M	ODOT	Medium-term
D OR 99W - Newberg to Dundee	Widen and pave shoulders to six feet*	See Location #17 in Table 3	ODOT	Medium-term or with Location #17 improvement
E OR 99W - Lafayette to McMinnville	Widen and pave shoulders to six feet	Reconstruction of two bridges**	ODOT	Medium-term
F Lafayette Hwy. - Lafayette to OR 18	<ul style="list-style-type: none"> Widen travel lanes Widen and pave shoulders to six feet 	\$1.7M + utility pole relocation	County	Short-term

* Alternatively, the shoulders on Dayton Avenue could be widened, consistent with the Dundee TSP and Chehalam Heritage Trail Strategic Plan.
 ** South Yamhill River bridges only.

3. Comments Received

From: yeowfornow@gmail.com
To: [BOC Info](#)
Subject: Support rails to trails
Date: Wednesday, October 1, 2025 9:15:54 PM

Spam

Caution: This email originated outside of the Yamhill County email system

I support the Yamhelis Westsider Trail.

Please don't kill our opportunity to bring such a beautiful, healthy for mind and body project to our community.

I often travel outside our county for a good, safe bike ride. I often train for half marathons outside our county. I'd love for the chance to do that locally.

A safer route for kids to school, a tourist opportunity to help Carton and Yamhill grow. These trails are successful and highlight Oregon. Please give us this chance.

Anne Falla

McMinnville resident

From: [Carol Foley](#)
To: [BOC Info](#)
Subject: Board agenda item J14 October 2, 2025
Date: Wednesday, October 1, 2025 11:58:00 PM

Caution: This email originated outside of the Yamhill County email system

To the Board of Commissioners and Planning Director,
Please postpone this item so that the public can make comment. Limiting the use of a Transportation Corridor in the transportation system plan is a significant departure. The pros and cons of such an action must be carefully considered with opportunity to explore the impact. Further understanding of why this is being proposed, and the timing of the proposal deserves an explanation. Thank you.

Carol Foley
Yamhill, OR
Sent from my iPhone

From: [Lu Ann Anderson](#)
To: [BOC Info](#)
Subject: Yamhales Trail agenda item #14
Date: Thursday, October 2, 2025 9:43:04 AM

Spam

Caution: This email originated outside of the Yamhill County email system

Dear Board of Commissioners,

What a sneaky thing to do adding a discussion of the Yamhelas Trail to the October 2, 2025 BOC agenda at the last minute. Is this what you call transparency? Who added this item to the agenda? Why are you doing this now? What legal authority do you have to sell the land? Why has the commission wasted thousands of dollars fighting this trail?

It seems this last minute addition to the agenda is intentional so that it will limit public input.

I expect to receive a reply.

Respectfully,

Lu Ann Anderson

From: [Linda & Peter E.](#)
To: [BOC Info](#)
Subject: Yamhelas Westsider Trail project
Date: Monday, October 6, 2025 1:52:21 PM

Caution: This email originated outside of the Yamhill County email system

Dear Yamhill County Commissioners

We support the **Yamhelas Westsider Trail** project and will vote for those officials who also demonstrate their support.

Public accessible trails from Anchorage to Tucson are a wonderful recreation opportunity, boost tourism and support our health.
Why not here?

Peter y Linda Entoicknap
2019 NW Doral St.
McMinnville, OR 97128

Mailto:lindaypeter@gmail.com

From: [Charandy](#)
To: [BOC Info](#)
Subject: Trail
Date: Monday, October 6, 2025 5:25:22 PM

Caution: This email originated outside of the Yamhill County email system

My husband and I are supportive of the rails to trails in Yamhill county.
Please do the right thing in deciding its future .

Thank you
Char and Andy Eldien
Carlton,Oregon
Sent from my iPad

From: [Kate Bryant](#)
To: [BOC Info](#)
Subject: walking and cycling rails-and-trails in Yamhill County
Date: Tuesday, October 7, 2025 9:15:22 AM

Caution: This email originated outside of the Yamhill County email system

Dear Yamhill County Commissioners:

We live in Yamhill County and are very interested in the prospect of improving the walking and biking opportunities in our county. My husband, 95 year-old mother and I support improved cycling and pedestrian routes for so many reasons, but here are just a few of them:

It's incredibly important for kids and seniors to have a safe place to exercise in rural communities, where roads are fast and narrow or are major thoroughfares

Kids could use the bike route to get to school, visit friends, and exercise at the same time

Retired folk would have a safe place to walk at their own pace, without fear of being run over. My 95 year-old mother lives with us, and I would love to take her into nature on a paved surface, with other pedestrians and families.

Whole families can ride or walk together on a bike route, whereas it can be hazardous to make a group outing on a busy road

My experience with rail/trail routes around the country (from Massachusetts to Oregon) has been so happy — I want to experience my beautiful county on foot!

Frankly, our whole country needs to move more, and walking is one of the very best, safest, and cheapest methods of improving personal fitness

And finally, there's no denying that it would be a big draw for visitors to Yamhill County. Cyclists come in all sizes and types, from families with kids to retirees in lycra with money and time to spend on a rustic ride through rural Yamhill County. The prospect of linking the trail to others in the region is especially appealing to long-distance cyclists and walkers. Tourists and folks who love to exercise would come from surrounding counties to see the sights, exercise, eat at restaurants, shop at stores, and boost our local economy.

Let's be forward-thinking and get behind this great idea while we're ahead. Americans are drinking less and less and there are widespread concerns about personal health. Vineyards are dumping perfectly good grapes, and wineries' sales are dipping. Let's set a healthy precedent and connect wine-tasting and appreciation for rural life with healthy movement (cycling and walking). It's a great way to promote our local wineries, and we can tie-in businesses roasting fresh filberts, making local olive oil, growing vegetables, and other local artisanal products.

Please support the concept of the Yamhelas-Westsider trail, whether it keeps the rail alongside or doesn't. We will fervently support the project, and will be so disappointed if it is nixed without any further consideration.

Thank you!

-Katrina Bryant and family

From: [Stephany Weedin](#)
To: [BOC Info](#)
Subject: Please Keep the Y-W Trail in the County's Transportation Plan
Date: Saturday, October 11, 2025 8:47:39 AM

Caution: This email originated outside of the Yamhill County email system

Dear Yamhill County Commissioners,

I am writing to respectfully urge you to keep the Yamhelas-Westsider Trail (Y-W Trail) in the county's transportation plan. This trail represents an important investment in the health, safety, and connectivity of our community. Removing it from the plan would be a step backward for Yamhill County residents who value accessible recreation, safe transportation alternatives, and economic growth through tourism.

The Y-W Trail has the potential to provide safe routes for walking, biking, and commuting, while also preserving a beautiful corridor that connects our towns and highlights the natural and agricultural heritage of our region. Trails like this improve quality of life, promote local business, and make our county more attractive to families and visitors alike.

Please ensure that the Y-W Trail remains part of Yamhill County's transportation vision for the future.

Thank you for your time and your continued service to our community.

Sincerely,

Stephany Weedin

Newberg

From: [Ted Krupicka](#)
To: [BOC Info](#)
Subject: Keep the Yamhelas Westsider Trail on the TSP
Date: Saturday, October 11, 2025 10:26:12 AM

Caution: This email originated outside of the Yamhill County email system

Hello,

I was made aware that the Board of Commissioners recently voted on removing this trail from the TSP and was not happy to hear it. This county desperately needs to add trails to attract visitors and provide healthy activities for county residents.

As a Yamhill County resident, I find it very sad that we have to drive to other counties to find safe biking trails and spend our dollars there instead of supporting local businesses.

Please reverse course and move forward with the Westsider trail.

Regards,

-Ted Krupicka

From: [Marianne Krupicka](#)
To: [BOC Info](#)
Subject: Yamhelas-westsider trail
Date: Saturday, October 11, 2025 10:28:04 AM

Caution: This email originated outside of the Yamhill County email system

Dear Board Members,

I would like to respectfully request that the Y-W trail not be removed from the county's transportation plan.

I have had the pleasure to hike on many rail trails and this option should remain open. We need more hiking trails in Yamhill County.

Leaving the option open for future discussions just makes sense for our community.

Thank you,
Marianne Krupicka
Yamhill County resident

From: [Mary Wujcik](#)
To: [BOC Info](#)
Subject: Keep the trail!
Date: Saturday, October 11, 2025 12:09:05 PM

Caution: This email originated outside of the Yamhill County email system

Why in earth are you abandoning the westside trail when the funding is available!
That makes absolutely no sense! The Newberg Senior Center has a very active walking group that goes to another different trail each week. This trail would be a marvelous addition to our choices. Wake up & at least hold a series of PUBLIC MEETINGS before you make such an irrational decision!

Mary Wujcik
17734 NE Hillsboro Hwy
Newberg, OR 97132
503-354-4644

Sent from my iPhone

From: [Paul Hill](#)
To: [BOC Info](#)
Subject: Yamhelas Westsider Trail
Date: Monday, October 13, 2025 3:09:33 PM

Spam

Caution: This email originated outside of the Yamhill County email system

Hello,
recently saw the results of the country commissioner vote to remove the Yamhelas Westsider Trail from the transportation system plan. As someone who has regularly biked between Carlton and Gaston, I'm asking you to reconsider. The dangers to both myself as a biker and vehicles trying to give me space could be alleviated by keeping the Y-W trail progress moving forward. Thank you for your time,
Paul

From: [Gary Swartsell](#)
To: [BOC Info](#)
Subject: Support the trail
Date: Tuesday, October 14, 2025 8:24:51 AM

Caution: This email originated outside of the Yamhill County email system

I live in Yamhill county. Specifically on Puddy Gulch Rd. Anyway I strongly support having the trail as it was originally purposed, approved, and funded. I am a den leader in cub scouting and having the trail would give us new opportunities to hike and see wildlife. I am also an equestrian and while I have some forestry land it is not enough to really give my horses a good workout. Having a safe trail to ride on would be good for training and for people to see horses that might not normally get to see other than on TV or out to pasture through a car window as they drive by. If concerns are that severe about homeless, give them a job to clean the trail or maintain structures in exchange for an overnight pass to camp at designated areas. The last part is just creative thinking, but at the least we should have the trail open for what it was planned for originally.

Thanks
Gary Swartsell

From: [Lisa Cole Miller](#)
To: [BOC Info](#)
Subject: In support of Yamhelas Westsider Trail
Date: Tuesday, October 14, 2025 10:04:07 AM

Caution: This email originated outside of the Yamhill County email system

Dear Commissioners,

I'm writing to express my strong support for the Yamhelas Westsider Trail project. This trail represents an incredible opportunity for our county — one that will enhance recreation, promote local tourism, improve community health, and provide safe, accessible spaces for people of all ages to enjoy the outdoors.

Trails like this strengthen our rural economy by drawing visitors to nearby businesses and increasing property values along the corridor. They also offer residents safe alternatives to driving, fostering a sense of connection and pride in our shared landscape.

I urge the commission to move forward with this project and work collaboratively with local communities to see the Yamhelas Westsider Trail become a reality. It's an investment in our future that will benefit generations to come.

Thank you for your time and service to our community.

Sincerely,

Lisa Cole Miller
Amity

From: [Signy Erickson](#)
To: [BOC Info](#)
Subject: Yamhelas trail
Date: Tuesday, October 14, 2025 10:24:42 AM

Caution: This email originated outside of the Yamhill County email system

I am writing in strong favor of the Yamhelas trail. We need safe places to walk and bicycle. Please proceed with this investment in our future.
Thanks, Signy Erickson, McMinnville

From: paynelc@gmail.com
To: [BOC Info](#)
Subject: Support the Trail
Date: Tuesday, October 14, 2025 11:43:04 AM

Caution: This email originated outside of the Yamhill County email system

Dear Board of Commissioners,

I am a long time McMinnville resident and voter and I support the Yamhelas Westsider Trail. There is no reason to block this trail in Yamhill county when it will improve the quality of life of so many Yamhill County Residents. The trail promotes health and community and did have funding. In a county with a very poor parks and recreation record and one of the lowest per capita park benchmarks, the trail will improve access to parks and recreation to YC residents.

I urge to you support the YW Trail and your constituents. The land is our land.

Lori Payne
16875 NW Orchard View Rd
McMinnville OR 97128
+1-503-583-0300
paynelc@gmail.com

From: [Gerhard Taeubel](#)
To: [BOC Info](#)
Subject: Yamhelas Westsider Trail Project
Date: Tuesday, October 14, 2025 1:34:30 PM

Caution: This email originated outside of the Yamhill County email system

I am writing to express my dismay at the Board of Commissioner's recent decision to remove the Yamhelas Westsider Trail project from the county's Transportation System Plan. As someone who grew up in Yamhill County and has lived here for many years, I am very much aware that, despite its rural character, Yamhill County is severely deficient when it comes to providing outdoor recreation opportunities for its residents. The Yamhelas Westsider Trail project is exactly the type of project that a Board of Commissioners truly working to improve the livability of the county for its residents should support. I think it is very disingenuous to pit this project against other potential (at this point, non-existent) projects the County might undertake, which was one of the reasons given for striking the Yamhelas Westsider Trail project from the TSP. It is equally specious to argue that the trail project is a kind of backdoor for introducing a light-rail system into the county. Even if a bicycle and pedestrian trail could open the door for a rail project in the distant future, the merits of any rail project would need to be proven and the Board of Commissioners could refuse to approve it. Undermining a bicycle and pedestrian trail project that the county badly needs because of a red herring introduced by the project's opponents shows poor leadership on the Board of Commissioner's part. I ask that the Board of Commissioners reconsider its decision concerning the Yamhelas Westsider Trail project.

Sincerely,
Gerhard Taeubel
Newberg

From: [Mary Adams](#)
To: [BOC Info](#)
Subject: I support the establishment of the Yamhelas Westsider Trail
Date: Tuesday, October 14, 2025 6:46:57 PM

Caution: This email originated outside of the Yamhill County email system

To the Yamhill County Board of Commissioners:

I write in support of developing the Yamhelas Westsider Trail in Yamhill County. This is a recreational opportunity that will yield significant benefits for the County. I came here from central Iowa, also a primarily rural area. One of the most popular sites for locals and tourists is the High Trestle Trail. This Trail is a "rail trail," or a decommissioned railroad line that has been converted into a multi-use trail, so the terrain is relatively smooth and flat. Some sections are tree-covered while others are exposed. If Yamhill County can offer something similar to its citizens and visitors, it would be well worth the investment in time and money.

Mary Adams
McMinnville, Oregon

From: [Cherice Bock](#)
To: [BOC Info](#)
Subject: Support Yamhelas Westsider Trail
Date: Tuesday, October 14, 2025 7:03:38 PM

Caution: This email originated outside of the Yamhill County email system

Hello, Yamhill Board of Commissioners,

I am writing in support of the Yamhelas Westsider Trail. The current rail line property is a public asset that should be used for public benefit. I do not want to see it sold off to private owners or given to contiguous landowners.

I'm a Newberg resident. I grew up here and chose to raise my family here. I love the beauty of this region! I would like to see more ways for people to enjoy nature as well as opportunities for using a network of trail systems to get places safely on a bike. The desirability of our county is increased by having pedestrian and recreational infrastructure such as trails like this. If students want to also design some other trails, that would be fabulous! Let's start with this one and expand to include more trails and safe bike paths.

I was saddened when this trail project was interrupted several years ago. That was a shortsighted decision, especially when we already had funding for a large portion of the project (which our then-commissioners lost). It is an egregious way of removing public benefit.

Let's remedy that problem and make sure the Yamhelas Westsider Trail stays in the Transportation System Plan. We also need to move ahead with making sure the trail gets built.

Cherice Bock

From: [Susan Neidhardt](#)
To: [BOC Info](#)
Subject: Westsider Trail
Date: Wednesday, October 15, 2025 10:36:19 AM

Caution: This email originated outside of the Yamhill County email system

Sent from my iPhone I would like to make my support for the Yamhelas Westsider Trail known. This is something that everyone would benefit from. Please consider making this possible for all the people!!!

From: [Emma Grock](#)
To: [BOC Info](#)
Subject: Carlton resident & YC mom: I support Yamhelas Westsider Trail
Date: Wednesday, October 15, 2025 11:35:53 AM

Spam

Caution: This email originated outside of the Yamhill County email system

Hi,

I live on Hwy 47 in Carlton. My family would be heartbroken if the trail project gets cancelled!

My daughter is a student at Yamhill Carlton Elementary and the trail would give her and her friends the opportunity to safely walk to each other's houses, get to school by foot and also just go out exploring.

We have a farm property, so I can understand why some farmers may not like the idea of a trail nearby. But growing up alongside a busy highway makes it hard for a kid to take a safe walk. I hope those who oppose the trail will take a moment to consider my daughter and other YC kids!

Emma

Emma Grock
[Bird's Eye Farm](#)

From: [Jane Harloff](#)
To: [BOC Info](#)
Subject: Yamhelas Westsider Trail Support
Date: Wednesday, October 15, 2025 3:59:54 PM

Caution: This email originated outside of the Yamhill County email system

I am incredulous that 2/3 of our county commissioners feel they have the right - with the backing of a few county residents who stand to benefit greatly from their decisions- to cancel the use of OUR right of way for the future Yamhelas Westsider Trail.

The flimsy argument that it might become light rail in the future is absurd. The plan all along has been for a 17 mile bike/hike/equestrian trail, with full community input on signage, lighting, fencing and infrastructure.

Surveys, events and letters to editors and the council itself have proven that the citizens of Yamhill country overwhelmingly support the building of this community asset. The health, safety, recreational, convenience and economic benefits of the trail are innumerable.

Progress towards completion of a fully-accessible and community planned trail has been in the works for over 20 years. The land was purchased for this pedestrian/equestrian right of way by the taxpayers of Yamhill County for this purpose. It was never owned by the adjacent landowners.

Citizens of Yamhill and Carlton who wish to go for a walk currently have the option of navigating busy roads or sporadic sidewalks - try this with a mobility device! - or driving to McMinnville, Forest Grove, Banks, Hillsboro or Beaverton. Communities that believe in providing their citizens a safe alternative.

Why is this not going to a vote of the citizens? How do two people get to decide what the rest of us want?

Jane Harloff

From: [Neal Anderson](#)
To: [BOC Info](#)
Subject: Yamhelas-Westsider Trail
Date: Wednesday, October 15, 2025 4:51:57 PM

Caution: This email originated outside of the Yamhill County email system

Dear Sirs and Madam,

Trails generate revenue for surrounding businesses. One small example is mentioned in *The News Register* Friday's edition. Economically these are tough times.

If a goal of the Yamhill County Commissioners is to generate revenue for Yamhill County, then it is time to develop the Yamhelas-Westsider Trail.

Neal Anderson
McMinnville

From: [Joni Zimmerman](#)
To: [BOC Info](#)
Subject: Please Keep the Trail!!!
Date: Thursday, October 16, 2025 8:25:37 AM

Caution: This email originated outside of the Yamhill County email system

Dear Commissioners:

I am writing to ask you to not completely destroy the plan for the Yamhelas Westsider Trail. This trail should be just the beginning for Yamhill County. We are so far behind other places in developing healthy recreation opportunities for our residents. We have lived here almost 40 years, and when we want to go hiking we have to drive to another county. That also involves spending our money elsewhere - instead of lunch or dinner in one of our wonderful restaurants after our hike, our money goes to a restaurant in another place. We thought, with this trail, that Yamhill County was finally going to take advantage of our beautiful potential. But no. It is so sad, and the corruption behind the motives of some of the commissioners is disturbing.

I also love the idea of light rail using this transportation corridor as well. Again, Yamhill County is way behind other places in the state, country, and world in offering decent public transportation to residents. We are forced to use cars, costing us exponentially more than a small tax to fund safe reliable consistent public transportation ever would. Light rail connecting our towns to each other and to cities and transportation hubs in neighboring counties would be an economic boom for all of us. It would ease our individual financial burdens, it would make it possible for people to have jobs in Salem or Portland without polluting the air and spending a huge portion of their paychecks on car ownership and maintenance, and it would bring tourists to the county without adding to the traffic problems. A no brainer, really.

If the government doesn't work FOR THE PEOPLE, it is time to elect a new government. The only reason to have government is for the benefit of ALL the people, not just the wealthy ones who fund campaigns. I don't think the commissioners voting against the trail are working for the benefit of all the people.

Joni Zimmerman
Newberg, Oregon

From: [Comcast account](#)
To: [BOC Info](#)
Subject: Yamhelas Westside Trail
Date: Monday, October 20, 2025 11:50:41 AM

* Spam *

Caution: This email originated outside of the Yamhill County email system

Dear Yamhill Commissioners - This note is to urge you to support the Yamhelas Westside Trail project. I've lived in Yamhill County for 40 of my 74 years. In my opinion this trail when finished would be used by many of us who reside here and many visitors as well - and that would be a good thing. Thanks, Helge R Berg MD (retired)
Sent from my iPad

From: [Jane and Steve Harloff](#)
To: [BOC Info](#)
Subject: Yamhelas Testimony for 9/23/2025
Date: Wednesday, October 22, 2025 11:09:11 AM

Caution: This email originated outside of the Yamhill County email system

To: Commissioners of Yamhill County

From: Steve Harloff

16175 NW Puddy Gulch Road

Yamhill, Or 97148

Re: Yamhelas Westsider Trail

During a visit to Utah's great natural areas recently, I discovered a state covered with easily accessible pedestrian/cycling trails, but I found out something more important. Paralyzed and severely handicapped people want to get out and share the state's lengthy trails with "Advenchairs," a bicycle-like adaptation that allows them to ride in their chairs with the freedom of a bicycle.

The device allows these folks the opportunity to ride one of the thousands of miles of recreational trails across the United States. None of these trails are to be found in Yamhill County!

I've also talked to mothers and fathers who have asked me when the Trail will be done because they want to teach their kids the basics of riding a bike on it.

One Yamhill County woman who gives vocal lessons to clients from all over the country has wanted the Trail as a place for her folks to run and cool down after a training session.

The captain of a small local running club I talked to can't wait for the Trail's completion so his club doesn't have to drive to some other place to run. My experiences like this go on and on.

The polls suggest that even uninformed citizens of our county can't imagine why someone might be opposed to such a valuable resource.

There is also a rumor floating through our county that the Commissioners are excited to give or sell the property cheaply to their family, friends or financial supporters. I would hope this is not true.

I would like to invite you to a walking field trip on the Banks-Vernonia Trail to see how valuable, clean, and refreshing it is for the entire adjacent community to have this resource. Let's schedule the date before you make any decisions.

Remember: Every time another walker or cyclist braves Hwy 47 and is hit by a car or truck, after the people of Yamhill County have cried out to you for this Trail, your decision to cancel the Trail means you will have to share some of the blame for that death.

From: [Elena Mudrak](#)
To: [BOC Info](#)
Subject: Yamhelas Westsider Trail
Date: Thursday, October 23, 2025 1:29:13 PM

Caution: This email originated outside of the Yamhill County email system

Good afternoon Commissioners,

I wanted to iterate a few reasons that the Yamhelas Westsider Trail is an important item to keep in the county's TSP and to actively work towards implementing. These are not novel considerations, but they deserve underscoring all the same.

A common concern across our county is one of public safety. As we are situated right now, there are no routes safe from automobiles for cyclists, and very few for runners and walkers, in Yamhill County. Children learning to ride their bikes are subjected to driveways, streets, and parking lots; all places where cars reign supreme. We don't have to look far to find someone that we know and love who has been in a vehicular accident. Cars kill at an unprecedented rate. Our soft bodies don't stand a chance. Converting the Yamhelas Westsider Trail would give our neighbors the safety and care that they deserve in their own home county while recreating.

Another concern that has been prevalent in conversations across the county is that there are fewer places every year for children and families. In the same vein, there is also a painful lack of places for people who don't want to spend money and who don't want to drink alcohol. Unfortunately, these are not issues that the market can or will correct. As a county, our leaders need to help create spaces for everyone. By investing in something that can benefit all, we can demonstrate true care for folks that are often left out - families, sober folks, poor folks. As everything gets increasingly expensive, I don't want the majority of our county, those that do not have expendable incomes, to be left feeling uncared for. I don't want parents to have to travel long distances and pay growing prices to entertain their families. The Yamhelas Westsider Trail would offer a welcoming place for families, kids, adults, teenagers of any income bracket to cross paths! Literally. We need more spaces to build actual, friendly community.

We don't get enough opportunities to interface across dogmatic lines. A trail in the heart of agricultural land will increase appreciation for the recent trends of this region. There are too many children and adults that don't know one plant from another, that don't know what it takes to tend the land. Rather than creating distance between agriculture and the rest of the county, the Yamhelas Westsider Trail would be a good place for all citizens of Yamhill County to come together and appreciate the regional bounty.

Fiscal concerns taint nearly every conversation these days. A majority of folks cannot afford life's necessities. The average monthly car payment today is \$750. About 2/3 of households in the largest municipality in Yamhill County, McMinnville, makes about \$50,000 or less annually. The average housing cost is near half a million dollars. The County Commissioners need to be doing everything they can to bring business to YC. Trails, like the proposed Westsiders Trail, have proven economic benefits for the areas they are in. Small businesses here are already hurting. We need every ounce of stimulus to encourage people to visit and spend in Yamhill County. Additionally, beginning trail work with the Yamhelas Trail could encourage other connecting trails. As gas also continues to increase in cost, alternate modes of

From: [Stephanie Wiard](#)
To: [BOC Info](#)
Subject: Trail
Date: Tuesday, October 28, 2025 9:14:52 PM

Caution: This email originated outside of the Yamhill County email system

Hi!

Please don't remove the trail from transportation plans. This trail has been part of the TSP for at least 10 years. We have many walkers, hikers, and bikers in Yamhill County who would have a safe place to walk or ride. Please keep the trail!

Sincerely,
Stephanie Wiard
Sent from my iPhone

Ken Friday

Subject: FW: Save the Yamhelas Trail Corridor (Docket G-01-25)

From: Jason Paladino <paladino.jason@gmail.com>

Sent: Monday, November 3, 2025 8:08 AM

To: Planning <planning@yamhillcounty.gov>; BOC Info <bocinfo@yamhillcounty.gov>; Kit Johnston <JohnstonK@yamhillcounty.gov>; Mary Starrett <starrettm@yamhillcounty.gov>; Bubba King <KingB@yamhillcounty.gov>; trailspac@gmail.com; letters@newsregister.com

Subject: Save the Yamhelas Trail Corridor (Docket G-01-25)

Spam

Caution: This email originated outside of the Yamhill County email system

I'm a Newberg resident writing to urge you to protect public land and save the trail.

Ken Friday

From: Troy Jen Rossetti <Rossetti_TJ@msn.com>
Sent: Monday, November 3, 2025 9:45 AM
To: Planning; BOC Info; Kit Johnston; Mary Starrett; Bubba King; trailspac@gmail.com; letters@newsregister.com
Subject: Trail - Docket G-01-25

Caution: This email originated outside of the Yamhill County email system

==

Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.)

===

Hello

We oppose the Yamhelas-Westsider Trail. We do not want our beautiful Yamhill County to become a Portland Springwater corridor that has homeless, crime, drug abuse, stalking trail users, used drug paraphernalia, human feces, etc.

Opening this area up for public use will create a demand for more police along with a demand to hire more county employees to maintain and clean up the trail.

Overall its a bad idea with a downhill ripple effect.

No Trail.

Thank you

Troy, Jennifer and Thomas.

Ken Friday

From: Micah Martinez <micah.martinez@outlook.com>
Sent: Tuesday, November 4, 2025 2:05 PM
To: Planning; BOC Info; Kit Johnston; Mary Starrett; Bubba King; trailspac@gmail.com; letters@newsregister.com
Subject: Save the Yamhelas Trail Corridor (Docket G-01-25)

Caution: This email originated outside of the Yamhill County email system

==

Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.)

===

Dear Planning Commission and Board of Commissioners,

I support the Yamhelas-Westsider Trail and urge you to keep the trail Right of Way (ROW) in the Transportation System Plan (TSP).

Micah Martinez
c. 503-701-5954
e. micah.martinez@outlook.com

From: [Lisa Cole Miller](#)
To: [BOC Info](#)
Subject: Fwd: In support of Yamhelas Westsider Trail
Date: Friday, October 31, 2025 10:20:23 AM

Caution: This email originated outside of the Yamhill County email system

I'd like to continue to communicate my support of this trail.

----- Forwarded message -----

From: Lisa Cole Miller <lisaecole@gmail.com>
Date: Tue, Oct 14, 2025 at 10:03 AM
Subject: In support of Yamhelas Westsider Trail
To: <bocinfo@yamhillcounty.gov>

Dear Commissioners,

I'm writing to express my strong support for the Yamhelas Westsider Trail project. This trail represents an incredible opportunity for our county — one that will enhance recreation, promote local tourism, improve community health, and provide safe, accessible spaces for people of all ages to enjoy the outdoors.

Trails like this strengthen our rural economy by drawing visitors to nearby businesses and increasing property values along the corridor. They also offer residents safe alternatives to driving, fostering a sense of connection and pride in our shared landscape.

I urge the commission to move forward with this project and work collaboratively with local communities to see the Yamhelas Westsider Trail become a reality. It's an investment in our future that will benefit generations to come.

Thank you for your time and service to our community.

Sincerely,

Lisa Cole Miller
Amity

Lisa Cole Miller
(303) 906-5057
lisaEcole@gmail.com
<https://www.linkedin.com/in/lisacolemiller/>

From: [Margaret T](#)
To: [BOC Info](#)
Subject: Yamhelas Light Rail t Trail Project
Date: Friday, October 31, 2025 3:28:09 PM

Spam

Caution: This email originated outside of the Yamhill County email system.

Recently I heard that this trail project is under consideration. Hope this email is not too late. I support rail to trail conversions whole-heartedly. Having hiked on several they are a valuable resource that should be protected.

After many years of hiking I am very aware of the value of the outdoors to health. I walk to live.

Please promote and support this rail to trail project

Margaret B. Talt
Newberg, OR 97132

From: [Jason Paladino](#)
To: [Planning](#); [BOC Info](#); [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#); trailspac@gmail.com; letters@newsregister.com
Subject: Save the Yamhelas Trail Corridor (Docket G-01-25)
Date: Monday, November 3, 2025 8:08:15 AM

Spam

Caution: This email originated outside of the Yamhill County email system

I'm a Newberg resident writing to urge you to protect public land and save the trail.

From: [Troy Jen Rossetti](#)
To: [Planning](#); [BOC Info](#); [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#); trailspac@gmail.com; letters@newsregister.com
Subject: Trail - Docket G-01-25
Date: Monday, November 3, 2025 9:45:21 AM

Caution: This email originated outside of the Yamhill County email system

==

Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.)

===

Hello

We oppose the Yamhelas-Westsider Trail. We do not want our beautiful Yamhill County to become a Portland Springwater corridor that has homeless, crime, drug abuse, stalking trail users, used drug paraphernalia, human feces, etc.

Opening this area up for public use will create a demand for more police along with a demand to hire more county employees to maintain and clean up the trail.

Overall its a bad idea with a downhill ripple effect.

No Trail.

Thank you

Troy, Jennifer and Thomas.

From: [Micah Martinez](#)
To: [Planning](#); [BOC Info](#); [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#); trailspac@gmail.com; letters@newsregister.com
Subject: Save the Yamhelas Trail Corridor (Docket G-01-25)
Date: Tuesday, November 4, 2025 2:05:36 PM

Caution: This email originated outside of the Yamhill County email system

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Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.)
=====

Dear Planning Commission and Board of Commissioners,

I support the Yamhelas-Westsider Trail and urge you to keep the trail Right of Way (ROW) in the Transportation System Plan (TSP).

Micah Martinez
c. 503-701-5954
e. micah.martinez@outlook.com

Ken Friday

From: Marie Frugia <mccnana@comcast.net>
Sent: Thursday, November 6, 2025 7:44 AM
To: Planning; BOC Info; Kit Johnston; Mary Starrett; Bubba King; trailspac@gmail.com; letters@newsregister.com
Subject: NO TRAIL

Caution: This email originated outside of the Yamhill County email system

===

Dear Planning Commission and Board of Commissioners,

I absolutely DO NOT WANT THIS TRAIL

Thank you. Marie Frugia

Sent from my iPhone

Ken Friday

From: John Webb <johnpwebb@yahoo.com>
Sent: Thursday, November 6, 2025 9:09 AM
To: Planning; BOC Info; Kit Johnston; Mary Starrett; Bubba King; trailspac@gmail.com; letters@newsregister.com
Subject: Save the Yamhelas Trail Corridor (Docket G-01-25)

Caution: This email originated outside of the Yamhill County email system

Hi Representatives,

Please save this trail and have a plan to make it come to reality. We need trails like this in our community. They make biking and hiking safer. We see from other communities that they bring economic viability as well. I would love to have this trails in Yamhill County so we can be a premier destination for people that want to enjoy these activities. Today biking is dangerous in Yamhill County because there are no dedicated paths. I have almost been hit several times on the road by cars.

Let me know if you have questions or would like more detail details.

Thanks for representing us,
John Webb

==

Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.) ===

Dear Planning Commission and Board of Commissioners,

I support the Yamhelas-Westsider Trail and urge you to keep the trail Right of Way (ROW) in the Transportation System Plan (TSP).

Sent from my iPhone

Ken Friday

Subject: FW: Save the Yamhelas Trail Corridor (Docket G-01-25)

From: Chas <chasvg@gmail.com>

Sent: Wednesday, November 5, 2025 9:33 AM

To: Planning <planning@yamhillcounty.gov>; BOC Info <bocinfo@yamhillcounty.gov>; Kit Johnston <JohnstonK@yamhillcounty.gov>; Mary Starrett <starrettm@yamhillcounty.gov>; Bubba King <KingB@yamhillcounty.gov>; trailspac@gmail.com; letters@newsregister.com

Subject: Save the Yamhelas Trail Corridor (Docket G-01-25)

Dear Planning Commission and Board of Commissioners,

Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.)

I recently read that there was direction to remove the Yamhelas Westside trail from the transportation system plan. Please keep it in and knock off the back door shenanigans that made this issue surface in the first place.

I support the Yamhelas-Westsider Trail and urge you to keep the trail Right of Way (ROW) in the Transportation System Plan (TSP).

Rail trails are a positive for communities. Initially some paranoid overprotective adjacent landowners don't like them but in reality they are a positive for communities and the economy. Here are links to reinforce my viewpoint.
trailtowns.org

This viewpoint is also not a Republican versus Democrat thing. Consider this article from conservative Arkansas: <https://www.railstotrails.org/trailblog/trailblazing-arkansas-how-trails-are-powering-a-statewide-transformation/>
Or this one from Florida: https://floridadep.gov/sites/default/files/Tweetsie%20Trail_%20EconomicImpactStudy_0.pdf

In summary, the public supports this concept and you should as well. The economic and health benefits show trails as a positive for the communities and, therefore, do not take this trail concept off of any maps. If this concept becomes a reality, affected communities Must consider the impact a project like this might have to agricultural and landowners but it Must also recognize that a few influential landowners should not drive the decisions for the broad public needs and desires.

In fact I propose that it's time to get moving on the master planning and get this 50 year old concept turned into action.

Respectfully,

Charles Van Genderen,
Dayton Oregon

Ken Friday

From: Loretta Johnson <lorettamj@onlinemac.com>
Sent: Thursday, November 6, 2025 10:03 AM
To: Planning; BOC Info; Kit Johnston; Mary Starrett; Bubba King; trailspac@gmail.com; letters@newsregister.com
Subject: Yamhelas Trail Corridor (Docket G-01-25)

Caution: This email originated outside of the Yamhill County email system

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===

Dear Planning Commission and Board of Commissioners,

I do not support the Yamhelas-Westsider Trail.

Loretta and Dave Johnson

Sent from my iPad

Ken Friday

From: Melissa Power <power.melissa.a@gmail.com>
Sent: Thursday, November 6, 2025 9:38 AM
To: Planning; BOC Info; Kit Johnston; Mary Starrett; Bubba King; trailspac@gmail.com; letters@newsregister.com
Subject: Yamhelas Trail Corridor (Docket G-01-25)

Spam

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission and Board of Commissioners,

I have been a Yamhill county resident for 10 years now and strongly OPPOSE the Yamhelas Trail. Please continue with dismantling any efforts to renew this unnecessary project and its associated expenses. Selling off the property purchased for this hypothetical trail is the best option for the county.

Melissa A. Power

Ken Friday

From: ricknsueu@frontier.com
Sent: Thursday, November 6, 2025 6:22 PM
To: Planning; BOC Info; Kit Johnston; Mary Starrett; Bubba King; trailspac@gmail.com; letters@newsregister.com
Subject: Dump the Yamhelas Trail Corridor (Docket G-01-25)

Caution: This email originated outside of the Yamhill County email system

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Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.)

===

Dear Planning Commission and Board of Commissioners,

I DO NOT support the Yamhelas-Westsider Trail and urge you to release the trail Right of Way (ROW) in the Transportation System Plan (TSP) to the adjacent landowners.

Richard Ulrick

Yamhill, OR.

From: [Marie Frugia](#)
To: [Planning](#); [BOC Info](#); [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#); trailspac@gmail.com; letters@newsregister.com
Subject: NO TRAIL
Date: Thursday, November 6, 2025 7:44:21 AM

Caution: This email originated outside of the Yamhill County email system

==

Dear Planning Commission and Board of Commissioners,

I absolutely DO NOT WANT THIS TRAIL

Thank you. Marie Frugia

Sent from my iPhone

From: [John Webb](#)
To: [Planning](#); [BOC Info](#); [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#); trailspac@gmail.com; letters@newsregister.com
Subject: Save the Yamhelas Trail Corridor (Docket G-01-25)
Date: Thursday, November 6, 2025 9:09:36 AM

Caution: This email originated outside of the Yamhill County email system

Hi Representatives,

Please save this trail and have a plan to make it come to reality. We need trails like this in our community. They make biking and hiking safer. We see from other communities that they bring economic viability as well. I would love to have this trails in Yamhill County so we can be a premier destination for people that want to enjoy these activities. Today biking is dangerous in Yamhill County because there are no dedicated paths. I have almost been hit several times on the road by cars.

Let me know if you have questions or would like more detail details.

Thanks for representing us,
John Webb

==

Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.)

==

Dear Planning Commission and Board of Commissioners,

I support the Yamhelas-Westsider Trail and urge you to keep the trail Right of Way (ROW) in the Transportation System Plan (TSP).

Sent from my iPhone

From: [Melissa Power](#)
To: [Planning](#); [BOC Info](#); [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#); trailspac@gmail.com; letters@newsregister.com
Subject: Yamhelas Trail Corridor (Docket G-01-25)
Date: Thursday, November 6, 2025 9:38:28 AM

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission and Board of Commissioners,

I have been a Yamhill county resident for 10 years now and strongly OPPOSE the Yamhelas Trail. Please continue with dismantling any efforts to renew this unnecessary project and its associated expenses. Selling off the property purchased for this hypothetical trail is the best option for the county.

Melissa A. Power

From: [Loretta Johnson](#)
To: [Planning](#); [BOC Info](#); [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#); trailspac@gmail.com; letters@newsregister.com
Subject: Yamhelas Trail Corridor (Docket G-01-25)
Date: Thursday, November 6, 2025 10:03:35 AM

Caution: This email originated outside of the Yamhill County email system

==

==

Dear Planning Commission and Board of Commissioners,

I do not support the Yamhelas-Westsider Trail.

Loretta and Dave Johnson

Sent from my iPad

From: ricknsueu@frontier.com
To: [Planning](#); [BOC Info](#); [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#); trailspac@gmail.com; letters@newsregister.com
Subject: Dump the Yamhelas Trail Corridor (Docket G-01-25)
Date: Thursday, November 6, 2025 6:22:13 PM

Caution: This email originated outside of the Yamhill County email system

==

Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.)

===

Dear Planning Commission and Board of Commissioners,

I DO NOT support the Yamhelas-Westsider Trail and urge you to release the trail Right of Way (ROW) in the Transportation System Plan (TSP) to the adjacent landowners.

Richard Ulrick

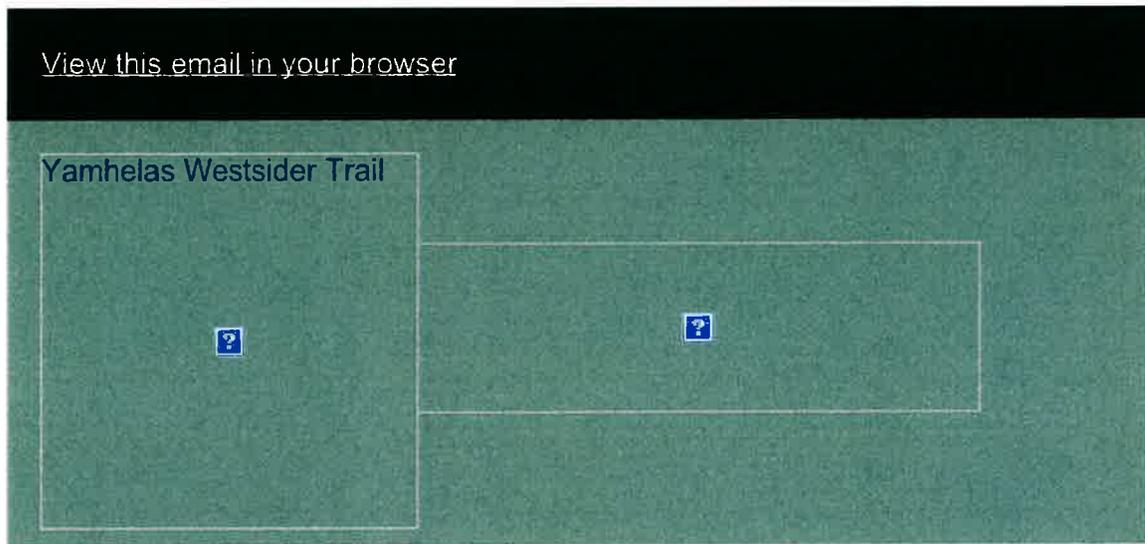
Yamhill, OR.

From: [Greg Driscoll](#)
To: [BOC Info](#)
Subject: Fwd: !!What"s Happening?!
Date: Friday, November 7, 2025 12:14:24 PM

Caution: This email originated outside of the Yamhill County email system

I wish to speak up in support of the rails to trails conversion. Please join me in supporting the **Yamhelas-Westsider trail**

[View this email in your browser](#)



Hello Greg:

The Yamhill County Board of Commissioners Look to Give Trail the Ax

During their Oct. 2 meeting, the Yamhill County Board of Commissioners directed staff to remove the Yamhelas-Westsider Trail from the county's Transportation System Plan as a future project.

The issue could be heard at the **planning commission's Dec. 4 meeting**, or its chair could elect to hold a special meeting on the topic. We will keep you informed about this meeting.

The Yamhelas-Westsider trail has been on the Transportation System Plan since 2012. It is a ~15-mile Rail-to-Trail project within an abandoned railway corridor owned by the County. If completed, it would connect McMinnville to Carlton, Yamhill, and Gaston with a safe, healthy, and fun equestrian, bicycle,

and hiking trail.

Now is the time to act. Let's make our voices heard in support of Rails To Trails. Share your opinion with the Planning Committee. Make plans to present testimony at public hearings on the issue.

Now is the time to make sure the Yamhill County Board of Commissioners does NOT kill the Yamhelas Westsider Trail once and for all.

Yamhill County Board of Commissioners

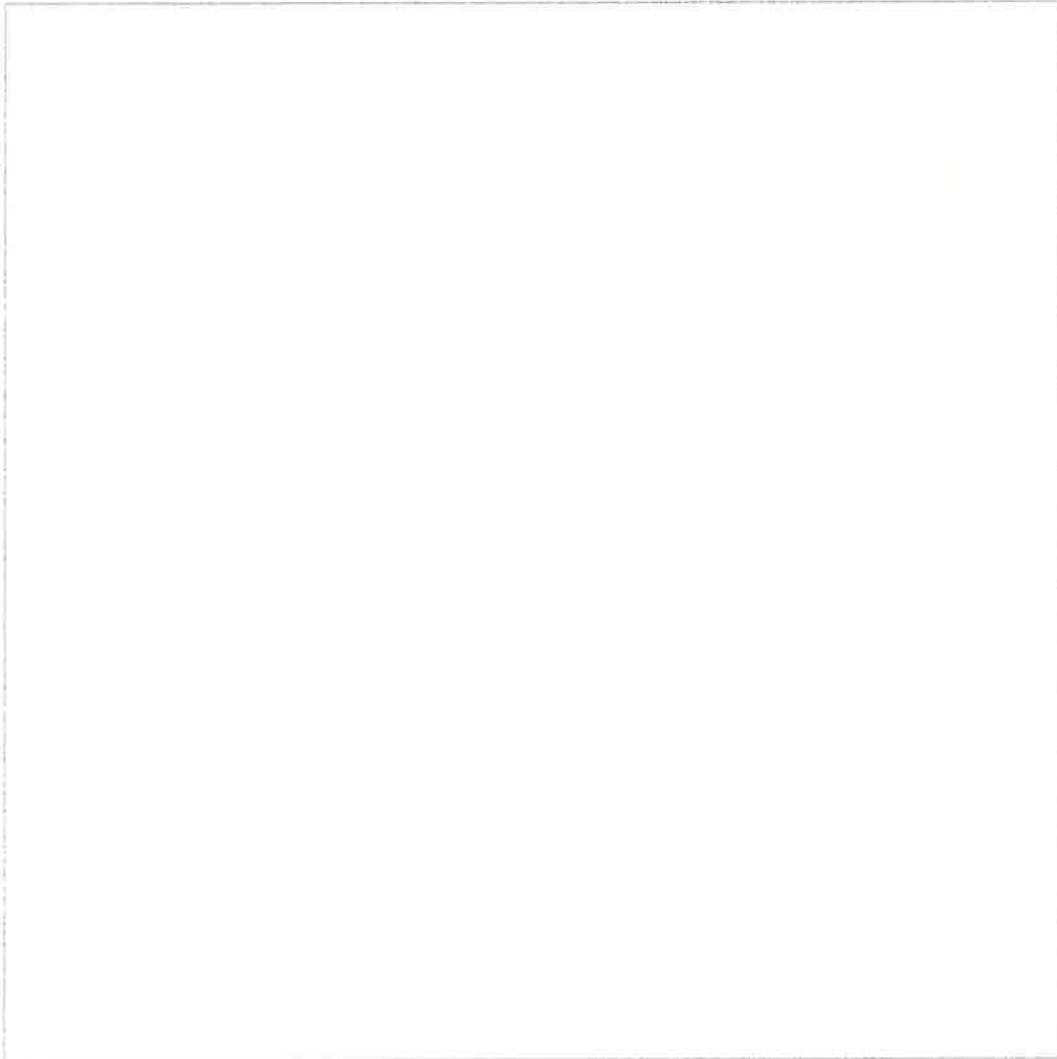
<https://www.yamhillcounty.gov/388/Board-of-Commissioners>

Yamhill County Planning & Development

<https://www.yamhillcounty.gov/283/Planning-Development>

Watch From Rails to Trails On PBS.

Edward Norton narrates the story of one of the most unlikely social movements in American history: the struggle to convert thousands of miles of abandoned railroads into trails for cycling and walking. Facing fierce opposition and legal challenges from private property owners, leaders fought to reclaim these corridors for the public, creating a national network of scenic, car-free paths.



Click image to go to PBS and start video.

What can you do?

Commissioner Kit Johnston indicated this topic was open for lengthy public debate at the next Planning Commission meeting.

Plan to attend and voice your opinion! Stay tuned for time and details.

In the meantime, talk to your friends and neighbors and get their opinions and thoughts on the Yamhelas Westsider Trail project. The FYWT website has lots of good information for understanding our mission.

<https://yamtrail.ccm>

Lot's of great information on our Facebook page! Check it out.



Friends of the Yamhelas Westsider Trail

P.O Box 861, Carlton, OR 97111

info@yamhelaswestsidertrail.com

This email was sent to gdriscoll222@gmail.com

[why did I get this?](#) [unsubscribe from this list](#) [update subscription preferences](#)

Friends of the Yamhelas Westsider Trail • PO Box 861 • Carlton, Oregon 97111 • USA

From: [Shauna Moon](#)
To: [BOC Info](#)
Subject: Yamhelas Westsider Rail-to-Trail Project
Date: Friday, November 7, 2025 3:13:23 PM

Caution: This email originated outside of the Yamhill County email system

To: McMinnville Planning Commission

Subject: Support for the Yamhelas Westsider Rail-to-Trail Project

Dear Members of the McMinnville Planning Commission,

I am writing on behalf of **Bike Bunch**, a recreational cycling club in the greater Portland area with more than 170 members and over 50 years of continuous activity. Our members regularly explore Oregon's scenic backroads, and we have a long-standing appreciation for Yamhill County's rural beauty, quiet charm, and welcoming communities.

Longtime Bike Bunch members **Galen and Kathy McBee**, residents of McMinnville, have been enthusiastic advocates for cycling in your region. Thanks to their encouragement, our club often meets in the area to enjoy local routes and frequent restaurants in McMinnville, Carlton, and Yamhill.

We have long supported the **Yamhelas Westsider Trail**, a 15-mile rail-to-trail project that would connect McMinnville to Carlton, Yamhill, and Gaston. This trail would be an invaluable addition to the region's recreation and transportation infrastructure—offering a **safe, healthy, and scenic north-south corridor** for cyclists, walkers, and families.

In recent years, several of our favorite routes in Yamhill County have been dropped from our ride schedule due to growing safety concerns. For example, the once-popular ride from Newberg to Yamhill, with a lunch stop at Carlton Bakery, is no longer feasible because of hazardous conditions along **North Valley Road**. The few north-south routes available—**Highway 47, North Valley/Spring Hill Road, and Highway 219**—lack adequate shoulders and often carry fast-moving or increasing traffic, making them unsafe for most cyclists.

Completing the **Yamhelas Westsider Trail** would provide a much-needed safe alternative, enhance regional tourism, and support the health and well-being of residents and visitors alike. It would ensure the long-term viability of cycling in Yamhill County and strengthen local businesses that benefit from bike tourism.

We strongly urge the Commission to support and move forward with the completion of this important project.

Thank you for your time and commitment to improving active transportation opportunities in Yamhill County.

Sincerely,
Shauna Moon
Ride Chair, Bike Bunch
Greater Portland Area

<https://www.meetup.com/Bike-Bunch/>

From: [Blaine Ackley](#)
To: [BOC Info](#)
Subject: Westside Trail
Date: Friday, November 7, 2025 3:54:51 PM

Caution: This email originated outside of the Yamhill County email system

Dear Yamhill County Commissioners,

I urge you to reconsider your action about the Yamhelas Westsider Trail. If you take the time to talk to people in Banks or Vernonia about their experiences with the Banks-Vernonia Trial, you will find positive reviews from property owners adjacent to the trail and from business owners in each city.

Don't you want progress for your county? Aren't you in favor of decreased traffic on your roadways?

Please reconsider your action and allow the Yamhelas Westsider Trail to remain on the planning docket.

Thank you,
Blaine Ackley

From: [Ted Magnuson](#)
To: [BOC Info](#)
Subject: Yamhelas West sider trail
Date: Friday, November 7, 2025 8:00:07 PM

Caution: This email originated outside of the Yamhill County email system

Please do make the Yamhelas bike trail happen. Cyclists need a safe north south route. Both North Valley road and Hwy 47 have limited debris free bike lanes. The Yamhelas trail would be a welome relief for cyclists and motorists both. Thank you,

Ted Magnuson

From: [Josh Sullivan](#)
To: [Planning](#); [BOC Info](#); [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#); trailspac@gmail.com; letters@newsregister.com
Subject: Save the Yamhelas Trail Corridor (Docket G-01-25)
Date: Sunday, November 9, 2025 6:35:18 AM

Caution: This email originated outside of the Yamhill County email system

Good morning,

I live in Yamhill county and I love the outdoors, bike riding, and hiking. I would LOVE if we could have a finished bike path from Mcaminville to Carlton, a safe place for my family and I to ride. Please do not sell the Yamhelas Trail or give up on those plans.

Josh Sullivan

From: [laura](#)
To: [BOC Info](#)
Subject: Rails to Trails or the Yamhelas Westsider Trail
Date: Sunday, November 9, 2025 7:38:21 PM

Caution: This email originated outside of the Yamhill County email system

Dear Board of Commissioners,

We are David and Laura Cobbley and we live outside of Gaston in Yamhill County off of Hwy 47 on Phillips Road. We are 67 and 68 years and are fervent "walkers". Please, please, please provide us with a convenient and safe place to walk! Phillips Road does not have sidewalks and streetlights and it is steep, curvy and our neighbors drive fast. A trail across the Hwy would be ever so convenient for us, these next 20 years as we "age in place". We love and have used the Banks/Vernonia trail. Saturdays (we've never been on a Sunday) are hazardous, as this trail is extremely overused and the bike riders get up earlier than we do and they come zipping down the hill at a great pace. Weekdays are great.

Please, please, please provide us the same healthy trail that our Washington County neighbors enjoy!!!

Sincere in our urgent plea,

David and Laura Cobbley

503 880-6960

From: [Jenny Wilson](#)
To: [BOC Info](#)
Subject: Trail
Date: Tuesday, November 11, 2025 6:30:18 AM

Caution: This email originated outside of the Yamhill County email system

Commissioners:

I have lived here since 2014. I came here with a mountain bike. When I lived in Mac there were some bike lanes and it was easy and safe to ride around. But then 7 and 1/2 years ago I moved to Carlton. And there is nowhere safe to ride your bike. In fact vehicles were pretty rude and got very close, and it's almost impossible for log trucks to give you the space you need.

I wish the trail would happen because I would use it often. It's a great way for people to get outside and get exercise especially when you live close to the highways. I think it would be a huge benefit to our County for tourism as well as something to enjoy as the citizens of Yamhill County. I wish the farmers, the community, and the commissioners could all work together to make this happen. No one's going to be camping on the side of the trail, and if you look at most trails and trail systems there's little to no trash because people like me would pick it up. Leave it better than you found it they say.

I wish y'all could take into consideration making the trail happen. I'm not super optimistic, that we will ever see one. But it sure would be nice for people to enjoy.

Thank you for your time,
Jenny Wilson
Carlton

Jenny L. Wilson

From: [Diane Trenhaile](#)
To: [Planning](#); [BOC Info](#); [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#); letters@newsregister.com; opinion@newberggraphic.com
Cc: trailspac@gmail.com
Subject: Keep the Yamhelas Trail in the County Transportation System Plan (Docket G-01-25)
Date: Tuesday, November 11, 2025 4:29:43 PM

Caution: This email originated outside of the Yamhill County email system

Please add our names to the many supporters of the Yamehelas Trail. Don't throw away this opportunity to develop a wonderful outdoor asset.

Jack and Diane Trenhaile
Newberg

From: [Timothy Wade](#)
To: [Planning](#); [BOC Info](#); [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#); letters@newsregister.com; opinion@newberggraphic.com
Cc: trailspac@gmail.com
Subject: Keep the Yamhelas Trail in the County Transportation System Plan (Docket G-01-25)
Date: Tuesday, November 11, 2025 5:16:17 PM

Caution: This email originated outside of the Yamhill County email system

Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325).

Dear Planning Commission and Board of Commissioners,

Below my signature is a letter that was written by a group trying to save the westsider trail. I agree with every word of it 100%.

However, it is not written strongly enough to convey my feelings on the matter.

There are dozens of points that I would like to make in support of the trail and to rebuff those who think it will be a problem or dangerous, but I don't believe these points will be listened to so the only thing I can think of is to point to the Banks-Vernonia bike path.

It is an excellent asset for those communities and it is a pleasure to use and enjoy.

There is NO REASON why our communities here in Yamhill County can't have a similar path. We deserve to have the same amenities and attractions as those other counties around us.

The path is a great idea and deleting it is supporting the values and interests of a vocal minority over the general well being of a majority of residents and visitors.

Please do not delete the trail!

Cheers,
Tim

As a Yamhill County resident, I urge you to retain the Yamhelas-Westsider Trail right-of-way in the Transportation System Plan. This is a public asset that serves all of Yamhill County — linking towns, farms, and schools, and creating safe, family-friendly recreation opportunities.

Removing it would erase years of public investment and community input. Keeping it protects an irreplaceable transportation corridor that can serve walking, biking, emergency access, and connectivity for generations to come.

Trails strengthen our rural economy, support local businesses, and showcase the scenic and agricultural heritage that defines Yamhill County. Please stand for stewardship, public safety, and long-term vision by preserving the full corridor.

From: [Andy Klein](#)
To: [Planning](#); [BOC Info](#); [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#); letters@newsregister.com; opinion@newberggraphic.com
Cc: trailspac@gmail.com
Subject: Keep the Yamhelas Trail in the County Transportation System Plan (Docket G-01-25)
Date: Tuesday, November 11, 2025 5:43:01 PM

Caution: This email originated outside of the Yamhill County email system

Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325).

Dear Planning Commission and Board of Commissioners,

As a Yamhill County resident, I urge you to retain the Yamhelas-Westsider Trail right-of-way in the Transportation System Plan. This is a public asset that serves all of Yamhill County — linking towns, farms, and schools, and creating safe, family-friendly recreation opportunities.

Removing it would erase (and waste!) years of public investment and community input. Keeping it protects an irreplaceable transportation corridor that can serve walking, biking, emergency access, and connectivity for generations to come.

Trails strengthen our rural economy, support local businesses, and showcase the scenic and agricultural heritage that defines Yamhill County. Please stand for stewardship, public safety, and long-term vision by preserving the full corridor.

Sincerely,
Andrew Klein
McMinnville, OR

From: [Catherine](#)
To: [Planning](#); [BOC Info](#); [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#); letters@newsregister.com;
opinion@newberggraphic.com
Subject: Yamhelas-Westsider Trail, Docket G-01-25
Date: Tuesday, November 11, 2025 8:10:46 PM

Spam

Caution: This email originated outside of the Yamhill County email system

Please keep the Yamhelas-Westsider Trail in your transportation plan. It is important to local communities and to those of us who wish to visit and recreate while we are there. When we go places we always take our bikes and we are always looking for trails and other safe routes to bicycle.

Canceling a project like this would be crazy! We need as many trails as possible, for recreation and for transportation. This is a great opportunity to connect McMinnville, Carlton, Yamhill, & Gaston. People like us will visit the area to bike and we will be looking for a nice place for lunch or a coffee shop.

We are looking forward to the completion of this trail. Please develop it as soon as possible.

Thank you,

Catherine Keith
Timothy Keith
11355 NW Valley Vista Road
Hillsboro, OR 97124

From: [Ronald Skidmore](#)
To: [Planning](#); [BOC Info](#); [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#); lwatkins@ci.carlton.or.us; kkipper@ci.carlton.or.us; ward-mullen@ci.carlton.or.us; dhill@ci.carlton.or.us; gerickson@ci.carlton.or.us; crizer@ci.carlton.or.us; sturrell@ci.carlton.or.us; [sbeaucaire](#); communications@ycschools.org; letters@newsregister.com; opinion@newberggraphic.com
Cc: trailspac@gmail.com
Subject: Please Preserve the Yamhelas Trail ROW for Safe Routes Between Carlton and Yamhill (Docket G-01-25)
Date: Wednesday, November 12, 2025 10:08:24 AM

Caution: This email originated outside of the Yamhill County email system

Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.)

Dear Mayor, Councilors, School District Leaders, and Yamhill County Officials,

As a Carlton resident, I urge you to preserve the entire Yamhelas-Westsider Trail right-of-way and keep it in the County Transportation System Plan.

This corridor is a once-in-a-generation opportunity to create a safe route between Carlton and Yamhill for the students of the shared Yamhill-Carlton School District. The two towns are only three miles apart but separated by Highway 47 — a narrow, high-speed road with no safe shoulder or bike path. The trail would give kids and families a safe, healthy way to travel between schools, sports, and community events.

Protecting this corridor also aligns with Carlton's 2025 Transportation System Plan goals to improve bike and pedestrian connectivity, safety, and accessibility. Please adopt a resolution urging Yamhill County to retain the full corridor, include it in the City's TSP update, and continue exploring local control or partnership opportunities.

Our children's safety and our community's future depend on forward-thinking action today.

Sincerely
Ron and Nelda Skidmore
Carlton

Ken Friday

From: Tom Hammer <tom@tomhammerfarms.com>
Sent: Monday, November 17, 2025 8:44 AM
To: Ken Friday
Cc: bveatch@bhhsnw.com; Christy Cooke; Chuck Dolence; Craig Brown; Jodi Gollehon; John Abrams; Lance Woods woodsl@yamhillcounty.gov; Lee Schrepel lee@fruithillinc.com; Mark Gaibler markgaibler@gmail.com; Stephanie Armstrong armstrongs@yamhillcounty.gov; Stephanie Curran currans@yamhillcounty.gov; Steve Belt; Tiffanie Willis WillisT@yamhillcounty.gov; Kit Johnston JohnstonK@yamhillcounty.gov
Subject: G-01-25
Attachments: planning commission testimony Oct. 2025.docx

Caution: This email originated outside of the Yamhill County email system

Mr. Friday,
I wish to testify at the 12/04/25 Planning Commission meeting. Attached is my testimony.
Tom Hammer

Planning Commission testimony for 12/4/2025

The Transportation System Plan which allowed the Yamhelas Westsider light rail trail was granted by Commissioners Kathy George, Mary Stern and Leslie Lewis in 2012 when FYWT told them that farmers had no objections to the project. In a letter, documenting this deliberate act to mislead the commission, Kathy George stated she regretted her vote for the TSP. Farmers were successful plaintiffs in stopping the project in 2020 after defeating the County 5 of 5 times when challenges were brought to LUBA. County Counsel Sadlo represented the County. After each hearing the County was remanded to follow procedure for obtaining a Conditional Use Permit to allow a non-conforming use in an EFU zone, starting with an Agricultural Impact Study. That Study must show no significant financial harm to farm operations. Because there would be substantial financial harm to those farms, the County ignored the remands and proceeded to buy the ROW from Union Pacific, then begin construction of a bridge over Stag Hollow Ck. using first an ODOT grant and second a Connect Oregon grant. Mr. Sadlo did conduct a sham Ag Impact hearing in 2019 before the Planning Commission, hoping that would satisfy the remand. The Planning Commission was not satisfied and left the matter with LUBA. LUBA first ordered a temporary stay on the bridge construction. The County ignored the temporary stay order and continued construction until LUBA ordered a permanent stay on construction and required the County to pay Plaintiff's legal fees. The attempt by the County to run Plaintiffs out of legal defense money failed, ending the legal game. To get ODOT and Connect Oregon grant money, Mr. Sadlo made a claim that the trail was only for foot traffic but to justify bridge construction he claimed the bridge was needed for a fire truck. Which was it, vehicular, or foot traffic only? The Oregon Bar elevated a bar complaint against Mr. Sadlo to a bar investigation because of this contradiction. Mr. Sadlo resigned to avoid their investigation. The bridge being constructed was from a plan contained in the original trail application of 2012. The bridge was of a bearing strength, course and elevation which could accommodate a light rail train at speed. Did it have a railing for hikers?

In public meetings, Mr. Sadlo indicated twice the County would not indemnify farmers against claims trail users might make from direct exposure to farming practices. Nor would the County compensate farmers should they be limited in their farming practices. Liability for farms that interface directly with the public is a major concern. Farms must have insurance to get financing which keeps them in business. They must be able to farm all of their acreage without restriction to enjoy full value of their private property investment. A no-spray buffer would hurt production and spraying would become a new liability. County govt. showed no concern for the needs of the County's largest primary economic sector, agriculture. Farm sales drive the economy of Yamhill County with a multiplier of 3.2 per a study at Tennessee State. A conservative estimate of economic harm to the County from a

YWT is \$.5M a year. The cost to construct a trail and the cost to maintain it, police it and provide fire protection would be in addition. Claims that a trail is an economic engine are made by people of dubious economic literacy who live in a government-centric bubble.

Some point to midwestern states as examples of Rails to Trails. Those states had extensive canals systems which became rail lines, then trails. Rail in Oregon evolved differently. The issue is never the issue. Pretext: YWT would solve a need for outdoor recreation. There are over 200 trails in Oregon, paid for, maintained, not interfering with farm practices, each offering diverse scenic opportunities. What makes them different from YWT? 1. YWT would harm farm practices. 2. YWT is part of a Transportation System Plan that states it may be used for light rail. Tri-Met light rail is bleeding \$billions in red ink claiming to serve our most densely populated region. It would be a bigger financial disaster if built in our less densely populated area. The publication, The Truth About the Yamhelas Westsider Trail, details FIOA obtained emails showing County officials complicity in plotting against farmers in hopes of completing the trail. Those unelected officials are the ones currently leading County government. They lack a respect for private property and free market activity. They are ignorant of knowing they are biting the taxpaying hand that pays their salaries.

<https://thetruthaboutthetrail.com/#:~:text=The%20public%20records%20show%20that,marginalize%20Yamhill%20County's%20generational%20farmers>. The planning commission must act to preserve private property rights basic to a free market economy. The ROW was built on condemned farm land in 1872. The rail line has been abandoned for 50 years. It no longer has value in freight rail. It's time to sell the ROW back to the farmers.

Many YWT advocates have shown they don't know the cost of trail construction, nor costs of maintenance, policing and fire protection. They don't know farming's challenges nor do they appreciate farming practices in today's highly regulated environment. They don't have an appreciation for private property rights. They don't know how to administer a small farm business; accounting: receivables/payables, payroll, hiring and firing, bank financing nor do they understand a farm's need to control liability in meeting insurance and legal requirements. They don't respect Oregon Land Use Law. They appear to not understand macro economics and the need to protect primary industry. Most think grant money is a gift certificate that goes to the squeakiest wheel. Competition for grant money mimics siblings fighting over an inheritance.

ODOT failed due diligence in making the grant to purchase the ROW as did Connect Oregon in making the grant to construct the Stag Hollow bridge. LUBA exposed those failures. In 2021 Connect Oregon discontinued Trails in their grants to just Air, Rail and Road. ODOT is dysfunctional, currently suffering a financial crisis caused by a failure to correctly prioritize spending. The ODOT Director just resigned. The priorities remain uncorrected.

Ken Friday

From: Donna Delikat <donna.delikat@gmail.com>
Sent: Monday, November 17, 2025 4:10 PM
To: Planning; BOC Info; Kit Johnston; Mary Starrett; Bubba King; trailspac@gmail.com; letters@newsregister.com
Subject: Save the Yamhelas Trail Corridor (Docket G-01-25)

Caution: This email originated outside of the Yamhill County email system

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Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.)

===

Dear Planning Commission and Board of Commissioners,

I **strongly** support the Yamhelas-Westsider Trail and urge you to **keep** the trail Right of Way (ROW) in the Transportation System Plan (TSP).

In the early 1990s, as a Girl Scout Leader, our troop of 7th and 8th graders studied the Rails to Trails program. We dreamed that we might be instrumental in getting our rail turned into a trail for all to enjoy. We attended meetings and learned what was needed to bring our dream to reality. It was a monumental project for one Girl Scout troop, and we learned that it really required a much larger community effort.

Fast forward to 2025, our girls are now out of college and raising families of their own and STILL there is no trail. It has been in the minds and hearts of our community FOR YEARS. It is my opinion that there is no good reason to abandon this project and a ton of very good reasons to make it come to fruition. We need livable communities where kids and seniors can walk or ride bicycles away from cars, trucks and machinery on the highway. Many counties have adopted trails in rural areas to facilitate safer access between towns and schools. It is short sighted of the County to not continue to pursue this important addition to our transportation system.

Sincerely,
Donna Delikat
Yamhill

Ken Friday

From: Jana Kolsbun <jkolsbun3@yahoo.com>
Sent: Tuesday, November 18, 2025 7:36 AM
To: Planning; BOC Info; Kit Johnston; Mary Starrett; Bubba King; trailspac@gmail.com; letters@newsregister.com
Subject: Save the Yamhelas Trail Corridor (Docket G-01-25)

Caution: This email originated outside of the Yamhill County email system

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Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.) ===

Dear Planning Commission and Board of Commissioners,

I support the Yamhelas-Westsider Trail and urge you to keep the trail Right of Way (ROW) in the Transportation System Plan (TSP).

Jana Kolsbun
McMinnville

Sent from my iPad

Ken Friday

From: payneld@gmail.com
Sent: Tuesday, November 18, 2025 10:32 AM
To: Planning
Cc: payneld@gmail.com
Subject: Yamhelas Westsider Trail Support

Caution: This email originated outside of the Yamhill County email system

Yamhill County has done a poor job of providing bike and hiking opportunities to their citizens. In the city limits of McMinnville there are opportunities to ride around the city, but not in the county. I live on Orchard View Rd in McMinnville and I would not ride my bike on my own road for safety reasons. I live near Miller Woods and hike there but there are few opportunities in the county for an equivalent experience. I've lived here for 24 years and was excited about the YCTSP project. I looked forward to taking my kids there when it was done. Not only for the exercise and family time but to look at the farms and the agricultural community and provide my kids with an educational experience as well.

I went to school at UC Davis where I didn't have a car for many years. I was able to ride my bike safely everywhere. I went to Grad school in Baton Rouge LA where my husband and I shared a car. I commuted to work on a bike safely and also transported our toddler to day care and swimming lessons on my bike. It was safe. I don't feel that same level of safety and quality here in Yamhill County. There is a large community of cyclist here that would help be a steward of a biking/pedestrian trail. And don't get me started on the mismanagement of funds for this project. Do the right thing and preserve this land and project for Yamhill County's future generations.

Lori Payne
McMinnville Oregon
+1-503-583-0300
payneld@gmail.com

Ken Friday

From: gnakashima99 <gnakashima99@gmail.com>
Sent: Tuesday, November 18, 2025 4:35 PM
To: Planning; BOC Info; Kit Johnston; Mary Starrett; Bubba King; trailspac@gmail.com; letters@newsregister.com
Subject: Save the Yamhelas Trail Corridor (Docket G-01-25)

Spam

Caution: This email originated outside of the Yamhill County email system

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Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.)

===

Dear Planning Commission and Board of Commissioners,

I support the Yamhelas-Westsider Trail and urge you to keep the trail Right of Way (ROW) in the Transportation System Plan (TSP).

Sent from my T-Mobile 5G Device

Ken Friday

From: Philip H <uk4haynes@gmail.com>
Sent: Tuesday, November 18, 2025 7:15 PM
To: Planning
Subject: Yamhelas Trail

Caution: This email originated outside of the Yamhill County email system

I'm trying to think of a reason why the County Supervisors do not feel the need to ask the voters for THEIR input on the trail. Are the supervisors so afraid of losing this vote that they will not ask the voters, but only obey the orders of a few narrow-minded farmers. If we know anything about the opposing supervisors is that they are obviously easily bought-off.

Thank you

Mr Philip Haynes

Ken Friday

From: Jill Poyer <oregonjill@gmail.com>
Sent: Wednesday, November 19, 2025 10:01 AM
To: Planning
Subject: Healthy Trails

Caution: This email originated outside of the Yamhill County email system

Since every medical, cultural and social organization emphasizes the need for all ages to be outside, breathe outdoor air and appreciate what has been given to us in this beautiful slice of the world, why would anyone want to eliminate a popular and well thought out trail system offered by the Yamhelas Trail Organization. It answers so many needs in our county where well balanced recreation is needed so badly. What happened to the communication process that brought us to the point that the majority of our county commissioners want to take the word "trail" out of a planning document so vital to the well-being of our community? Please come together and truly represent the constituency of nearly 70% that want this trail for future and immediate enhancement of our county. Let past communication errors become just that-past. Make now and the future embrace the beauty, responsibility and future of our community. Please vote for the trail and all trails in our county.

Jill Poyer
Former Director of the McMinnville Public Library
503-857-8878 cell
523 NW Birch
McMinnville OR

Ken Friday

From: Planning
Subject: FW: Save the Yamhelas Trail Corridor (Docket G-01-25)

From: Carissa Adsit <carelo.bakker@gmail.com> Sent: Wednesday, November 19, 2025 11:08 PM

Hello,

I'm a mother of young children and unable to make it in person to the upcoming in person meeting regarding this trail, however it has come to my attention that there is a real possibility of the whole project being shut down. I'd like to give my reasons as to why I believe this trail would be an incredible asset to our community.

The Yamhelas Trail Corridor would be such a unique and accessible way to expose our children to freedoms that the suburban and rural infrastructures keep from them. Parents are routinely told that children need fresh air, exercise and freedom out of doors. This is entirely true but it is often simply not possible without driving them to a fully separate location which could easily be 20-30 minutes away if not more. The children are then typically limited to adult schedules and unnecessary or even unhelpful levels of supervision. Keep in mind that it's only fairly intentional parents who have both the time and resources to take their children into these settings. How many more underprivileged children are cut off from beautiful natural settings and the mental and physical benefits of being in them? Our community very much needs more of them, especially with access points in rural communities.

I am a part of a vibrant homeschooling community in our area. We routinely go outside at least one full afternoon a week, rain or shine, and get the kids running under the trees and biking along the trails we can find. Mothers find community, support and get exercise while the kids run and play. We are very aware of how many beautiful spaces that are so close and yet so inaccessible due to traffic and infrastructure. Having 17 miles of passageway through our small towns would be an incredible asset to our community.

Adults are also in need of safe passage and beautiful spaces away from the dangers of traffic. I routinely drive down North Valley Road and am nervous for the bikers, runners and college athletes that use the very narrow shoulder. The same could be said for almost any other rural road. If we had access to a trail like Yamhelas everyone would have a much safer option that would bring health, community access and a sense of local connection to the land. The trail idea reminds me of the beautiful footpaths throughout rural England that have been intentionally protected for public use. Those footpaths are now a national treasure.

Please consider the physical and mental wellbeing of our community and how massively important it is for people to feel tied to a sense of local space and place. Our world is already too tied to the frenetic pace of cars. I hope the word and support of this trail continues to spread and that the county leadership will push it forward.

Thank you for your time and consideration,

Carissa Adsit

Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.) ===

Dear Planning Commission and Board of Commissioners,

I support the Yamhelas-Westsider Trail and urge you to keep the trail Right of Way (ROW) in the Transportation System Plan (TSP).

To: The Planning Commission of Yamhill County
December 4, 2025

From: Steve Harloff
16175 NW Puddy Gulch Road
Yamhill, Or 97148

Re: Repeal of Ordinance 880 re: Yamhelas Westsider Trail

During a recent visit to Utah's great natural areas, I discovered a state covered with easily accessible pedestrian and cycling trails, but I found out something more important.

Paralyzed and severely handicapped people want to get out and share Utah's lengthy trails with "Advenchairs," a bicycle-like adaptation that allows them to ride in their chairs with the freedom of a bicycle.

The device allows these folks the opportunity to ride one of the thousands of miles of recreational trails across the United States. None of these trails are to be found in Yamhill County!

I've also talked to mothers and fathers who have asked me when the Yamhelas Trail will be done because they want to teach their kids the basics of riding a bike on it.

One Yamhill County woman who gives vocal lessons to clients from all over the country has wanted the Yamhelas Trail as a place for her clients to run and cool down after a training session.

The captain of a small local running club I talked to can't wait for the Yamhelas Trail's completion so his club doesn't have to drive to some other place to run. My experiences like this go on and on.

The polls suggest many citizens of our county can't imagine why someone might be opposed to such a valuable resource, especially if the development of the Yamhelas Trail includes extensive input from the public and from adjacent landowners.

There is a rumor floating through our county that the Commissioners are excited to sell the property cheaply to their friends or financial supporters. I would hope this is not true.

I would like to invite you to a walking field trip on the Banks-Vernonia Trail to see how valuable, clean, and refreshing it is for the entire adjacent community to have this resource. Let's schedule the date to stroll the Banks-Vernonia Trail before you make any decisions!

Every time another walker or rider decides to brave Hwy 47 and is hit by a car or truck, especially after the citizens of Yamhill County have pleaded with you for this Trail, we've missed an opportunity to save a life.

Ken Friday

From: Chris W <cward620@gmail.com>
Sent: Friday, November 21, 2025 5:47 PM
To: Planning
Subject: Vote no on Yamhelas trail

Caution: This email originated outside of the Yamhill County email system

Please put an end to this trail fiasco. It provides virtually no benefit to the community and will create numerous unintended issues with nearby landowners (the ones actually paying taxes in the county as opposed to the out of area advocates).

Ken Friday

From: Melanie Fletcher <mellowknees72@yahoo.com>
Sent: Saturday, November 22, 2025 3:34 PM
To: Planning
Subject: Comment submission: Yamhelas-Westsider Trail

Caution: This email originated outside of the Yamhill County email system

To the Members of the Yamhill County Planning Commission:

I have lived in Yamhill County since 2005. I'm writing in strong support of keeping the Yamhelas Westsider Trail in the Transportation System Plan and moving the trail project forward.

In nearly 20 years of living here, I've become acutely aware of how few safe, walkable and bikeable routes exist between our communities. For many residents, the only option is to drive on high-speed rural roads that were never designed with people walking, biking, using mobility devices, or pushing strollers in mind. A separated multi-use trail along the former rail corridor would provide a safe alternative for local travel between towns, schools, jobs, and services.

This project is also a smart investment in our local economy and public health. The Oregon Parks and Recreation Department has found that participation in recreational trail activities generates over \$890 million in spending each year at Oregon businesses and creates about \$14.5 billion in economic benefits for participants statewide.

(<https://www.oregon.gov/oprd/PRP/Documents/6b%20Attachment%20B%20-%202026%20Trails%20Plan%20Public%20Review%20Draft%202.pdf>)

Non-motorized trails are specifically identified by the state as a cost-effective public health strategy for increasing physical activity among Oregonians. (<https://www.americantrails.org/resources/health-benefits-and-funding-for-close-to-home-recreational-trails>)

We don't have to imagine what a successful rural rail-trail could look like — we can look just over the county line. The Banks–Vernonia State Trail, Oregon's first rail-to-trail, converted an old rail line into a 21-mile paved multi-use path between two small towns. It now draws cyclists, walkers and runners from the Portland metro area and beyond, has been designated a National Recreation Trail, and is a key attraction in local economic development and tourism strategies for the City of Banks and the surrounding area.

(https://www.cityofbanks.org/vertical/sites/%7B9449421F-C29B-4D8D-BE42-4EB124C2CA36%7D/uploads/Economic_Development_Strategic_Plan_for_the_City_of_Banks_-_Draft_as_of_June_23_2016%281%29.pdf) Communities across the country have seen similar rural trails bring in new business for cafés, bike shops, lodging, and other local services.

(<https://www.americantrails.org/resources/the-business-of-trails-a-compilation-of-economic-benefits>)

Ken Friday

From: Culbert Family <culbert_family@yahoo.com>
Sent: Sunday, November 23, 2025 11:51 AM
To: Planning; BOC Info; Kit Johnston; Mary Starrett; Bubba King; letters@newsregister.com; opinion@newberggraphic.com
Cc: trailspac@gmail.com
Subject: Yamhelas-Westsider Trail hearings for Docket G-01-25 (Board Order 25-325).

Caution: This email originated outside of the Yamhill County email system

Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325).

Dear Planning Commission and Board of Commissioners,

As a resident of McMinnville for 17 years, I was so excited to see that the community was spending time and energy developing a long hiking/biking corridor. What a disappointment to see that the time and money was thrown away because of the interests of only a relatively few people without the vote of the people of the area. Now you are trying to do it again.

Even if you are not willing to develop this trail at this time, it needs to stay in the Transportation System Plan for future discussion. I do agree that a rail line should not be part of this package. Keep it closer to nature with just bikers, runners, hikers, and walkers.

Please try to understand this right-of-way is a priceless treasure.

1. If McMinnville city is searching for open space in the city, it seems the county should also. This is open space that could be easily used for recreation and transportation.
2. It would enable school age children to independently get to school without being transported by vehicles that cause wear on our roads.
3. It would allow safe outdoor recreation for families and widows, like me, to get out and walk away from traffic without a long commute to a trailhead.
4. It would be a draw for bikers and other outdoor folks to come to the area, spending money on food and housing.

Please consider the needs of those who do like being in the outdoors and allow the Yamhelas-Westsider Trail right-of-way to remain in the Transportation System Plan.

Sincerely,
Kathleen Culbert
McMinnville

RECEIVED

NOV 24 2025

YAMHILL COUNTY
PLANNING DEPARTMENT

To: Yamhill County Planning Commission
Regarding: Yamhelas Westsider Trail
Date: November 21, 2025

To members of the Planning Commission:

You are considering whether or not to remove the Yamhelas Westsider trail from future plans for Yamhill County. We overwhelmingly urge you **NOT** to remove this potential valuable asset to Yamhill County from the county's Transportation System Plan as a future project.

We are avid hikers and campers and have biked on established, traffic-separated bicycle trails in different locations. When we are tourists in other communities, we look for those recreational opportunities and, as such, those attractions often determine where we go. It is encouraging to have those communities address and provide such healthy pursuits for the populace.

We have also hiked four of the extensive network of public trails that traverse private lands in England and Scotland. All of these trails draw not only local users but international tourists.

We have family members that spend 2 months in Yamhill County each summer and who are avid cyclists and hikers where they live in Arizona. They lament the lack of traffic-separated trails for long rides in Yamhill County, like the Springwater Corridor in the Portland area, the Trolley Trail in Milwaukie, or that in Seattle around Lake Washington.

Other communities have successfully turned their vacated railroad right-of-ways into community assets for hiking and cycling. Tourism dollars flow into the area and support local businesses (e.g., cafes between McMinnville and Gaston). Past overwhelming support for the Yamhelas Westsider trail should not be dismissed by the opinion of two County Commissioners.

We urge you to keep the establishment of the Yamhelas Westside trail an active future project for Yamhill County.



Terry Dolan and Catherine Blosser
1050 NW Baker Crest Court
McMinnville, OR 97128

Ken Friday

From: David Lombrozo <david@lombrozo-tech.com>
Sent: Monday, November 24, 2025 11:51 AM
To: Planning
Cc: david@lombrozo-tech.com
Subject: I am STRONGLY in FAVOR of the Yamhelas Westsider Trail

Caution: This email originated outside of the Yamhill County email system

Allow kids from Yamhill and Carlton to safely visit and play after school, without walking on Hwy 47

--

David Lombrozo

24130 NW Turner Creek Rd

Yamhill OR 97148-8217

david@lombrozo-tech.com

503-314-5809 (cell)

--

This email has been checked for viruses by AVG antivirus software.
www.avg.com

November 14, 2025

RE: Rail Trail Testimony

My parents owned property along Highway 6 and the Northern Pacific railroad which runs between Centralia and South Bend, Washington. The property was owned continuously by my family from the mid 1960's until spring 2025. The railway was abandoned in 1996, and ownership was transferred to Washington State Parks for trail development in 1993 (Now the Willapa Hills State Trail). My dad was concerned at the time about trail users trespassing, littering, or vandalizing his property. His fears were unfounded—I do not recall even a single incident where trail users were a problem on the property.

My husband and I are e-bike and mountain bike riders. When traveling, we frequently plan extra stops or add extra days to trips specifically to ride a rail trail or mountain bike park. Our stops often include an overnight stay in a motel or RV park, and/or purchase of food and drink. In other words, we **ALWAYS** spend money in towns where we are riding.

In addition to the Willapa Hills State Trail, we have ridden many trails that have sections adjacent to private property: Trail of the Coeur d'Alenes, Coeur d'Alene, ID; Sacramento River Trail, Redding, CA; Mickelson Trail, Custer, SD, Banks-Vernonia Trail, the Covered Bridges Scenic Bikeway, Cottage Grove; Historic Columbia River Highway State Trail. We are respectful riders—we stay on the trail, and pack out whatever we pack in. We are often on the trail with other riders. We have not witnessed riders going off trail or littering. Our experiences lead us to believe that riders are generally a respectful bunch.

We would love more local places to ride. We think it's important to help people stay active locally. Biking trails would benefit our county economically. We support all development of biking activities in Yamhill County.

Thank you for considering my comments.

Tammy Secrist
971.264.8081
408 Brandon Drive
Newberg, OR 97132

Mike Secrist
503.804.3992

Ken Friday

From: Myra Classen <mmclassen@outlook.com>
Sent: Monday, November 24, 2025 3:20 PM
To: Planning
Subject: The YamhelasWestsiderTrail

Caution: This email originated outside of the Yamhill County email system

I am a resident of Newberg who would very much like to see the Yamhelas-Westsider Trail become a reality. Although I am now retired, my career involved travel all over the United States. Often, I would look for a nearby trail or park for a walk to refresh at the end of my work day. Many of these were rail-to-trail sites. I found them to be a wonderful resource for these locations, and a positive reflection on the area.

An example, of course, is the nearby Banks-Vernonia trail. We have walked, biked and ridden our horses on sections of this trail. It, along with the national network of rail-to-trail recreational sites, prove that, with careful planning and attention to the needs of landowners and the community, these can be a safe, clean and beneficial resource.

There has already been extensive resource and research toward the development of the Yamhelas-Westsider Trail. Unfortunately, some of the County Commissioners have, in the past seemed to have weighed the wills and wants of their friends and relatives over the needs and desires of the citizens of Yamhill county. I hope that you, as current commissioners, will consider the benefits of such a trail fairly and vote to retain the property and continue working toward a trail that is a resource and attraction for Yamhil County's citizens and tourists alike.

Myra Classen
16545 NE Wilkerson Way
Newberg, OR 97132

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

Ken Friday

From: Jennifer Nice <jenmattechecknice@gmail.com>
Sent: Monday, November 24, 2025 6:55 PM
To: Planning; BOC Info; Kit Johnston; Mary Starrett; Bubba King; letters@newsregister.com; opinion@newberggraphic.com
Cc: trailspac@gmail.com
Subject: Keep the Yamhelas Trail in the County Transportation System Plan (Docket G-01-25)

Caution: This email originated outside of the Yamhill County email system

Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325).

Dear Planning Commission and Board of Commissioners,

As a Yamhill County resident, I urge you to retain the Yamhelas-Westsider Trail right-of-way in the Transportation System Plan. This is a public asset that serves all of Yamhill County — linking towns, farms, and schools, and creating safe, family-friendly recreation opportunities.

Removing it would erase years of public investment and community input. Keeping it protects an irreplaceable transportation corridor that can serve walking, biking, emergency access, and connectivity for generations to come.

Trails strengthen our rural economy, support local businesses, and showcase the scenic and agricultural heritage that defines Yamhill County. Please stand for stewardship, public safety, and long-term vision by preserving the full corridor.

Thank you for truly considering what the majority of Yamhill County residents want - which is to develop the Yamhelas-Westsider Trail.

Sincerely,
Jennifer Nice
McMinnville

Ken Friday

From: Rae Parlier <raeparlier@gmail.com>
Sent: Tuesday, November 25, 2025 10:49 AM
To: Planning
Subject: Yamhelas Westsider Trail

Caution: This email originated outside of the Yamhill County email system

Planning Commission,

We have lived in rural Yamhill County for 50 years and have seen that our scenic rural roads have become popular with bicyclists.

Unfortunately, even for us local residents these roads are not really safe:

- 1) There are no shoulders and sometimes a drop off from asphalt to dirt.
- 2) There are blind corners on the many winding roads.
- 3) Rural residents drive very fast on these roads

I am in favor of keeping as future use the Union Pacific Railroad right -of-way between Gaston and McMinnville.

This is a safe and good use of existing 'infrastructure', not to mention the draw to our county of 'eco'tourists'.

Thank you for your consideration,

Rae Parlier
18420 SW Sunnyridge Lane
Sheridan. 97378

Ken Friday

From: Karen Willard <kwillard7@gmail.com>
Sent: Tuesday, November 25, 2025 12:52 PM
To: Planning; BOC Info; Kit Johnston; Mary Starrett; Bubba King; letters@newsregister.com; opinion@newberggraphic.com
Cc: trailspac@gmail.com
Subject: Keep the Yamhelas Trail in the County Transportation System Plan (Docket G-01-25)

Caution: This email originated outside of the Yamhill County email system

Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325).

Dear Planning Commission and Board of Commissioners,

As a Yamhill County resident, I urge you to retain the Yamhelas-Westsider Trail right-of-way in the Transportation System Plan. This is a public asset that serves all of Yamhill County — linking towns, farms, and schools, and creating safe, family-friendly recreation opportunities.

Removing it would erase years of public investment and community input. Keeping it protects an irreplaceable transportation corridor that can serve walking, biking, emergency access, and connectivity for generations to come.

Trails strengthen our rural economy, support local businesses, and showcase the scenic and agricultural heritage that defines Yamhill County. Please stand for stewardship, public safety, and long-term vision by preserving the full corridor.

Sincerely,
Karen willard
McMinnville, Oregon

“Stop the noise in your mind in order for the wondrous sounds of life to be heard.”

— THICH NHAT HANH

Ken Friday

From: Karen Willard <kwillard7@gmail.com>
Sent: Tuesday, November 25, 2025 12:52 PM
To: Planning; BOC Info; Kit Johnston; Mary Starrett; Bubba King; letters@newsregister.com; opinion@newberggraphic.com
Cc: trailspac@gmail.com
Subject: Preserve the Yamhelas Trail — A Regional Destination for Oregon (Docket G-01-25)

Caution: This email originated outside of the Yamhill County email system

Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325).

Dear Yamhill County Commissioners and Planning Commission,

Although I live outside Yamhill County, I visit frequently to enjoy its wineries, farms, and rural charm. The Yamhelas-Westsider Trail would be a tremendous regional attraction, drawing cyclists, walkers, and families from across Oregon to explore safely and spend locally in your communities.

Trails like this generate measurable economic benefits — supporting local lodging, restaurants, farm stands, and agritourism — while promoting health, sustainability, and rural vitality. The corridor is already a public asset; removing it would mean losing an opportunity to build a legacy of connectivity and prosperity for decades to come.

Please preserve the Yamhelas Trail right-of-way and keep it in the County Transportation System Plan.

Sincerely,
Karen Willard
McMinnville, Oregon

“Stop the noise in your mind in order for the wondrous sounds of life to be heard.”

— THICH NHAT HANH

Ken Friday

From: Karen Willard <kwillard7@gmail.com>
Sent: Tuesday, November 25, 2025 12:53 PM
To: Planning; BOC Info; Kit Johnston; Mary Starrett; Bubba King; s.corrigan@cityofyamhill.org; t.askey@cityofyamhill.org; k.kind@cityofyamhill.org; c.featherston@cityofyamhill.org; p.pairan@cityofyamhill.org; communications@ycschools.org; letters@newsregister.com; opinion@newberggraphic.com
Cc: trailspac@gmail.com
Subject: Preserve the Yamhelas Trail ROW for Safe Routes and Livability (Docket G-01-25)

Caution: This email originated outside of the Yamhill County email system

Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325).

Dear Mayor, Councilors, School District Leaders, and Yamhill County Officials,

As a Yamhill resident, I urge you to support preserving the entire Yamhelas-Westsider Trail right-of-way and keeping it in the County Transportation System Plan.

This corridor is vital for the safety of our students and families. The Yamhelas Trail would connect Yamhill and Carlton — two communities bound by a single school district but divided by a dangerous stretch of Highway 47. A safe, off-road trail would let kids walk or bike between schools, activities, and friends without risk.

The project also advances Yamhill's priorities of Economic Development, Parks, and Livability. Trails bring visitors who shop and dine locally, expand outdoor recreation options, and make our town more walkable and vibrant.

Please pass a resolution supporting the corridor's preservation, communicate this position to the County, and work with regional partners to make this vision real.

Sincerely,
Karen willard
Yamhill (McMinnville, Oregon)

“Stop the noise in your mind in order for the wondrous sounds of life to be heard.”

— THICH NHAT HANH

Ken Friday

From: Karen Willard <kwillard7@gmail.com>
Sent: Tuesday, November 25, 2025 12:53 PM
To: Planning; BOC Info; Kit Johnston; Mary Starrett; Bubba King; l Watkins@ci.carlton.or.us; kskipper@ci.carlton.or.us; sward-mullen@ci.carlton.or.us; dhill@ci.carlton.or.us; gerickson@ci.carlton.or.us; crizer@ci.carlton.or.us; sturrell@ci.carlton.or.us; sbeaucaire; communications@ycschools.org; letters@newsregister.com; opinion@newberggraphic.com
Cc: trailspac@gmail.com
Subject: Please Preserve the Yamhelas Trail ROW for Safe Routes Between Carlton and Yamhill (Docket G-01-25)

Caution: This email originated outside of the Yamhill County email system

Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.)

Dear Mayor, Councilors, School District Leaders, and Yamhill County Officials,

As a Carlton resident, I urge you to preserve the entire Yamhelas-Westsider Trail right-of-way and keep it in the County Transportation System Plan.

This corridor is a once-in-a-generation opportunity to create a safe route between Carlton and Yamhill for the students of the shared Yamhill-Carlton School District. The two towns are only three miles apart but separated by Highway 47 — a narrow, high-speed road with no safe shoulder or bike path. The trail would give kids and families a safe, healthy way to travel between schools, sports, and community events.

Protecting this corridor also aligns with Carlton’s 2025 Transportation System Plan goals to improve bike and pedestrian connectivity, safety, and accessibility. Please adopt a resolution urging Yamhill County to retain the full corridor, include it in the City’s TSP update, and continue exploring local control or partnership opportunities.

Our children’s safety and our community’s future depend on forward-thinking action today.

Sincerely,
Karen Willard
McMinnville, OR

“Stop the noise in your mind in order for the wondrous sounds of life to be heard.”

— THICH NHAT HANH

November 24, 2025

RE: Docket G-01-25 — GFU Survey Supports Yamhelas Trail

Dear Commissioners and Planning Commission Members,

I am submitting this letter, along with the results of the October 2025 Yamhill County Bike-Pedestrian Survey, for inclusion in the record for DOCKET G-01-25. The survey—conducted by Yamhill County Public Works in partnership with George Fox University Engineering students—invited residents to share the real challenges they face when walking or biking on county roadways. The stated purpose of the project was to “inform and prioritize the County’s plan for bicycle and pedestrian improvements.”

The community responded with unmistakable clarity: residents overwhelmingly want safer, separated, and connected walking and biking routes throughout Yamhill County. Across 72 submitted comments, more than 85-90% expressed support for bike/pedestrian improvements. Respondents repeatedly described dangerous conditions on rural corridors—especially OR-47—as well as speeding traffic, blind corners, lack of shoulders, and the inability to let children safely access school, parks, or nearby towns. Only two comments opposed bike/ped investments, and neither received any community endorsement.

Strong Community Support for the Yamhelas-Westsider Trail

Five comments directly addressed the Yamhelas Trail or related rail-to-trail opportunities. Collectively, they received 41 likes, among the highest engagement levels in the entire dataset:

- ID 31 (6 likes): Acquire remaining railway between Carlton and McMinnville to complete the trail connection.
- ID 33 (9 likes): Prioritize completing the Yamhelas-Westsider rail-to-trail project.
- ID 35 (13 likes): Complete the Yamhelas Trail; Hwy 47 is unsafe for cyclists and pedestrians.
- ID 46 (9 likes): Utilize old rail infrastructure as a car-free corridor.
- ID 47 (4 likes): “Yamhallis (Yamhelas) Westsider Trail!!”

In contrast, the two comments critical of rural bike infrastructure (IDs 60 and 69) received zero likes. This contrast underscores the remarkable public support for the Yamhelas Trail when compared with other transportation ideas.

Broader Public Input Reinforces These Survey Findings

While the October 2025 GFU Bike-Pedestrian Survey provides five high-engagement comments directly supporting the Yamhelas-Westsider Trail, the themes expressed in these comments are also consistent with years of public engagement on the project — including prior Yamhill County hearings, written testimony, trail surveys, and extensive online community discussion. Across these sources, residents have repeatedly identified the Yamhelas-Westsider Trail as:

- A much-needed alternative to the dangerous conditions along OR-47

- A safe, family-friendly connection between Carlton, Yamhill, Gaston, and surrounding communities
- A valuable reuse of an existing public transportation corridor
- A project that supports recreation, agri-tourism, and active transportation

Yamhelas Directly Addresses the Safety Concerns Identified in the Survey

Two themes appear consistently across the survey:

1. County roads are unsafe for people walking or biking.
2. Residents want separated, off-road multi-use routes that connect communities without exposing families to highway traffic.

The Yamhelas-Westsider Trail is uniquely suited to meet these needs. Because the corridor already exists as a public right-of-way, it offers an immediate, low-stress, and cost-effective alternative to OR-47, along with a countywide backbone that can link to local city trail and sidewalk systems. Few projects match its combination of safety impact, community support, connectivity, and return on investment.

Request

Given the overwhelming public sentiment expressed in this county-sponsored survey, I respectfully ask the Planning Commission and Board of Commissioners to:

1. Include the attached survey results in the record for DOCKET G-01-25.
2. Acknowledge the strong community support for improving bike/pedestrian safety.
3. Recognize the Yamhelas-Westsider Trail as one of the most supported projects in the survey.
4. Retain the Yamhelas-Westsider corridor in the County Transportation System Plan.

The community has spoken clearly: residents want safer, more connected, and more accessible active transportation options. The Yamhelas-Westsider Trail is central to achieving those goals.

Thank you for your consideration.

Sincerely,

David Heddy
2317 E Jodi Ct.
Newberg, OR 97132

id	date	comment	likes
60	October 02 2025	Too expensive to add rural bike paths. Should focus only on city bike paths. Don't ask taxpayers to fund rural paths.	0
61	October 02 2025	Hess Creek crossing on Mountain View has no shoulder dangerous.	11
62	October 02 2025	North Valley has no shoulder 45mph speed limit very dangerous.	12
63	October 02 2025	Narrow bridge pedestrians. Entire Lafayette-Mac unsafe. Want sons to bike to town but no bike lane.	6
64	October 02 2025	Sunnycrest needs shoulderbike lane. Many walkersrunnersjoggers forced to dodge traffic.	3
65	October 02 2025	Bike lane ends before Deskins forces unsafe conditions must wait for no cars.	5
66	October 02 2025	Bike lane ends leaving cyclists choosing between narrow road or sidewalk.	1
67	October 02 2025	Bike lane ends and cars get too close when turning right.	1
68	October 02 2025	Limited visibility at intersection with fast traffic.	6
69	October 02 2025	We should not have bikes on windy hilly rural roads. Cyclists should pay registration for improvements.	0
70	October 01 2025	Would be much safer to have pedestrian and bike paths here.	6
71	October 01 2025	Bike lanes on county roads would greatly improve safety.	8
72	October 01 2025	Would love widened roads with bike lanes to improve cycling infrastructure.	6

COMMENTS FOR "YAMHILL COUNTY BIKE/PED SYSTEM PLAN"

[← Back to the map](#)

- October 27 2025**

March 2012 A Western Oregon University professor was killed while riding his bike on Saturday.

Henry Alexander Bersani, Jr., 61, was struck by a pickup on Highway 99W about one mile north of Monmouth. The crash happened around 11:20 a.m.

<https://kval.com/news/local/wou-professor-hit-and-killed-while-riding-his-bike>

👍 You liked this Liked 1 time

- October 27 2025**

September 2025. Bicyclist unresponsive on side of road. Possible hit and run. https://www.newsbreak.com/crime/yamhill-county-or/1102_1759135394_nxhpoeoq-person-found-unresponsive-near-highway-99w-bicycle-crash

👍 You liked this Liked 1 time

- October 26 2025**

Our citizens are dying and our children are unsafe to move freely on our streets and roads because of the (in)actions of commissioner Johnston, commissioner starrette, and former commissioner berschauer. All citizens deserve the right to life, liberty, and the pursuit of happiness. But they have prioritized the bottom dollar and wishes of their friends and backers over we the people. It's time for a change. Boot them out once and for all.

👍 You liked this Liked 2 times

- October 26 2025**

2020 Pedestrian killed in hit-and-run collision on Southwest Durham Lane near McMinnville, Oregon. MCMINNVILLE, Ore. — The Yamhill County Sheriff's Office is investigating a deadly hit and run crash on Southwest Durham Lane near Highway 18, officials said.

Deputies were called out around 11 a.m. Sunday because a passerby found a deceased man in a ditch one mile west of McMinnville.

Authorities believe that then man was struck on Saturday between 2:00 p.m. and 3 p.m., the sheriff's office said.

👍 You liked this Liked 2 times

- October 26 2025**

Bicyclist Critically Injured In Crash On Highway 99W Near McMinnville - Yamhill County

Oregon State Police - 07/01/16 4:54 PM

On July 1, 2016, at about 9:49AM, Oregon State Police (OSP) Troopers and emergency personnel responded to the report of a pickup versus bicycle collision on Highway 99W (milepost 35) near the intersection with Highway 47 just north of McMinnville.

Preliminary investigation revealed a 2011 Dodge Ram pickup pulling a utility trailer, driven by John D HARTLEY II, age 30, of Banks was traveling southbound on Highway 99W when a southbound bicycle being operated by, Joseph T BOWERMAN, age 37, of Lafayette entered the southbound travel lanes. HARTLEY II swerved into the southbound guardrail in attempt to avoid the bicyclist, but ultimately struck the bicyclist.

BOWERMAN was transported by air ambulance to Legacy Emanuel Medical Center in Portland with life threatening injuries; he was not wearing a helmet. HARTLEY II was not injured and is cooperating with the investigation.

The southbound lanes of Highway 99W were closed for approximately 3 and a half hours while the investigation was conducted. OSP was assisted by the Oregon Department of Transportation and McMinnville Fire Department.

There were reports of possible witnesses who stopped to render aid, but left prior to OSP arrival. It was reported one of these witnesses was an adult male wearing a shirt with the word "Verizon" on it. It is speculated he is an employee of a Verizon retail store. Anyone who witnessed the crash is asked to contact the Oregon State Police Northern Command Center at (503) 472-2184.

More information will be released when it becomes available.

👍 You liked this Liked 2 times

- October 26 2025**

August 2014 A bicyclist killed Tuesday evening in a collision along Oregon 47 north of McMinnville has been identified as a Carlton man.

Oregon State Police said Wednesday that the man was Juan Huapeo Garcia, 56.

According to OSP, they were alerted about 5 p.m. Tuesday. When they arrived, they learned that Huapeo Garcia was apparently riding a bicycle along the paved northbound shoulder of Oregon 47, near milepost 41, when a 1999 Chevrolet van driven by Richard King, 45, also of Carlton, struck the bicycle from behind. OSP said the collision apparently happened because King reportedly fell asleep at the wheel.

👍 You liked this Liked 1 time

- October 26 2025**

September 2015 NEWBERG, Ore. -- Two bicyclists were hit by a SUV Tuesday night, killing one of them and injuring the other, according to the Yamhill County Sheriff's Office. The crashed happened around 7 p.m. on North Valley Road near Dopp Road in rural Newberg adjacent to Ewing Young Elementary School.

The sheriff's office said one bicyclist died at the scene and the other was flown by medical helicopter to Oregon Health & Science University in Portland. The driver of the SUV received a minor injury and is cooperating with investigators, the sheriff's office said.

👍 You liked this Liked 1 time

- October 26 2025**

ROW on Worden hill appears to be wide enough to widen road and accommodate a nice bike/ped path from Dundee to Crabtree Park.

👍 Like Liked 0 times

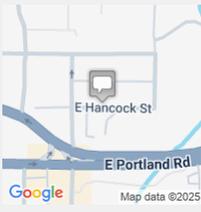
- October 26 2025**

Larry Joseph Melvin Jacobs struck by a vehicle on Highway 240 A Newberg man was struck by a vehicle and killed Monday evening, Oct. 13, west of Newberg. According to a release from the Oregon State Police, a westbound Toyota Rav4 driven by a 47-year-old Cornelius resident struck Larry Joseph Mervin Jacobs in the roadway at about 5 p.m. near milepost 10 on Highway 240 west of Newberg. Jacobs, 66, was pronounced dead at the scene. The driver was not injured in the crash.

Read more at: <https://youroregonnews.com/2025/10/15/newberg-man-killed-in-pedestrian-crash-monday/>

👍 You liked this Liked 1 time

10. **October 25 2025**



Parking separated bike/pedestrian paths or some other separation between vehicles and bikes is preferred. A line on the side of the road does little to protect our kids from distracted/aggressive drivers.

Like Liked 0 times

11. **October 22 2025**



It would be great to have a safe route to Sheridan, Willamina, Grand Ronde and beyond! Imagine being able to bike to the coast!

Like Liked 1 time

12. **October 22 2025**



We need a safe route between amity and Mac!

You liked this Liked 5 times

13. **October 12 2025**



Red Hills Road could be a good connector, but it is narrow and cars drive extremely fast (50+ mph).

Like Liked 1 time

14. **October 11 2025**



Would love a shoulder sidewalk or trail for safe pedestrian access along Fairview road.

You liked this Liked 2 times

15. **October 11 2025**



Would love some sort of trail, sidewalk, shoulder or other safe pedestrian access to loop/ connect Harvey creek trail back to town.

You liked this Liked 2 times

16. **October 11 2025**



My family lives off 9th Ave/ Worden Hill Road. Finishing and having a continuous sidewalk on at least one side of the road is a high priority for us to allow safe pedestrian access both down the hill to the "downtown" corridor. Additionally having sidewalks continue up the hill to the wineries would go a long way to giving tourists foot access and decreasing impaired driving through the family neighborhoods between the wineries and downtown. Pair this with a paid parking lot downtown and you could have revenue from the city, safer streets for citizens, increased foot traffic at Dundee businesses and a safer healthier way for visitors to sober up as they walk before driving home.

Win, win, win.

You liked this Liked 3 times

17. **October 11 2025**



I'd love to see Dayton connected to the surrounding areas with more than just roads (roads and cars are just fine!), and not be so isolated from Newberg and closer-to-PDX cities, especially from a bikeability standpoint. The Dayton Bridge is dangerous for those on bikes, though the rest of 18 to Mac offers a spacious emergency lane (full of rocks) to bike.

Additionally, for those staying at The Vintages, a safer opportunity to cross Kreder Rd or simply be able to bike or walk and explore Dayton without needing to get in a car for 2 seconds would be a huge boon to their guests' experience.

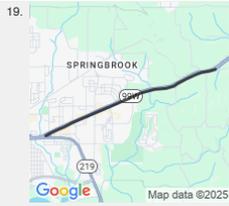
You liked this Liked 3 times

18. **October 11 2025**



My favorite section of 99 between Mac and the Berg. Semi-Death westbound, and Super Death headed east, which I don't do as I route around via Riverwood and Crawford. A bike/MUP between these two cities (Lafayette, too) would be awesome! Beautiful scenery and many vineyards to enjoy.

You liked this Liked 5 times



October 11 2025

City of Newberg, train me to street sweep your city! I have a clean driving record and wish to keep the bike lanes clean and safe for all the cyclists and people on bikes I see on this road daily!

You liked this Liked 2 times



October 11 2025

NE Wilsonville Rd is great for a sunny day drive, but immensely dangerous on a bike for the obvious reasons of no shoulder, blind corners, blind corners with elevation gain, and the fact that it is one of the quickest ways from South Wilsonville to Newberg. I think many of us know this. To revamp this would be an enormous effort, though it would connect two cities that are decently (or trying to be) rideable.

This is part of it: Wilsonville, Sherwood, Newberg, and Mac can be ridden to an extent, but they are all islands, with great swaths of dangerous-to-cyclists roads as the only connection...though 99 from Newberg to Sherwood is, apart from the gravel/rock/glass/trash combo, is the best and 'safest' of all, having ridden it many times.

You liked this Liked 3 times



October 11 2025

Continuing from the 219 road danger just south of town, imagine a safe corridor to ride/walk/explore from Newberg to Champoeg, just a few short miles away. It could be along the Willamette River or in the vicinity.

You liked this Liked 4 times



October 11 2025

To access some of the most beautiful countryside for riding to the south of Newberg, from anywhere in the city, is more or less a death wish as the bike lane of 219 ends at the present termination of the bypass. Please be as specific as possible

lane of 219 ends at the present termination of the bypass. Yes, there was no consideration of such accommodation when the bridges and road was built, but it is, by all accounts not that much distance that separates two lovely places to ride.

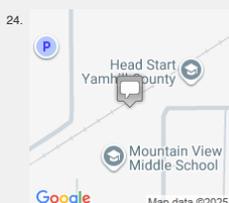
You liked this Liked 3 times



October 11 2025

Westside would be a lovely ride, but without any shoulders and all the log trucks and farmers trying to run us off the road, there's no way I'd ride it.

Like Liked 2 times



October 10 2025

I'd like to see a crossing replaced on Crestview for pedestrians and bicycles. The road was changed several years ago and the alternative of Springbrook Rd is not desirable: too much traffic, too much distance to reach A-dec or surrounding area.

Like Liked 1 time



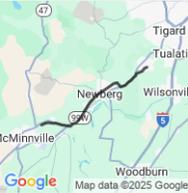
October 09 2025

I would love a protected bike lane along 2nd St. from Hill west to Baker and Adam's.

Like Liked 2 times

COMMENTS FOR "YAMHILL COUNTY BIKE/PED SYSTEM PLAN"

[← Back to the map](#)

- 26.  **October 09 2025**
 NE Riverside Road/Loop. this is where I ride my bike for exercise because it is relatively safe from car traffic. Would like an actual bike lane, please. Would bike more if more safe lanes.
 👍 Like Liked 1 time
- 27.  **October 09 2025**
 Why doesn't our county have wide biking/walking paths next to farmland and along state highways like our neighbors in rural Polk county?
 👍 Like Liked 1 time
- 28.  **October 08 2025**
 This intersection is dangerous! blind corner, high speed, left turning traffic, etc. It's a mess.
 👍 Like Liked 3 times
- 29.  **October 08 2025**
 This road is an important connector from Newberg to other rural low-traffic roads. It is too narrow for bicycles and pedestrians. Add a bike lane!
 👍 You liked this Liked 6 times
- 30.  **October 08 2025**
 Complete the Newberg-Dundee Bypass Trail
 👍 You liked this Liked 6 times
- 31.  **October 08 2025**
 Acquire remaining section of railway between Carlton and McMinnville to complete link between Gaston and McMinnville.
 👍 You liked this Liked 6 times
- 32.  **October 08 2025**
 Explore acquisition of this railway for a potential future trail connecting McMinnville to Lafayette, Dundee, Newberg, and Sherwood.
 👍 You liked this Liked 7 times
- 33.  **October 08 2025**
 Please prioritize completing the Yamhill-Westsider Rail-to-Trail project to connect Carlton, Yamhill, Cove Orchard, and Gaston.
 👍 You liked this Liked 9 times
- 34.  **October 08 2025**
 More "caution bikes on road" from Chehalem Glenn Golf Course along Fernwood Rd, Corral Creek Rd, NE Parrett Mountain Rd. to Rilee Park would help make this a safer route connecting this park to Newberg.
 👍 Like Liked 1 time

35. **October 08 2025**



Please complete the Yamhelad-Westsider Trail. It is unsafe to travel between Carlton, Yamhill, and Gaston on Hwy 47.

👍 You liked this Liked 13 times

36. **October 07 2025**



Dangerous intersection for pedestrians and bikers. A three way stop sign could help here. Bikers are very exposed as a high volume of cars is turning every which way. Sometimes I use the lighted pedestrian crosswalk (on my bike) just to cross safely. There is a lack of sidewalk on Villa east side, and the crosswalk is poorly placed for George Fox students and Friendsview residents who want to use the CPRD gym facility.

👍 You liked this Liked 5 times

37. **October 07 2025**



I ride Newberg to NE Sunnycrest to NE Hidden Springs to NE Red Hills Rd to Worden Hill then down 9th street into Dundee. This is a low traffic area and great workout. There is no shoulder but visibility is good.

👍 Like Liked 0 times

38. **October 07 2025**



S College in this area is rough road, be careful going south down the hill. Also lots of parked cars on the street and dark with tree cover.

👍 Like Liked 1 time

39. **October 06 2025**



It would be great to have a small MTB area at the park here to practice and stay in shape. Similar to the small areas around Portland like Gateway Green Project. Its about 25 acres and is lovely to do loops and work on skills. The park is 320 acres here.

👍 You liked this Liked 8 times

40. **October 06 2025**



I end up going across 99W at Meridian a lot on my bike. This is because the traffic seems a bit more safe than other options. However, the stop light does not always recognize a bike and at times I need the car behind me to come up closer to trigger signal or I run the red light on my bike after waiting a few minutes. I wish there was 1-2 crossings on 99 North to South that were specifically setup for bikes.

👍 Like Liked 4 times

41. **October 06 2025**



I have ridden out in Yamhill area several times on the gravel routes popular with Yamhill gravel coop. However, I am not totally sure the local people are on board with it because I have had some road rage people in this area even though visibility is great and traffic is low.

👍 Like Liked 3 times

42. **October 06 2025**



The new development here opens up a major route for those in NW Newberg to get through low traffic neighborhoods to mountainview/Villa roundabout going south to GFU/downtown area.

👍 Like Liked 2 times

43. **October 06 2025**



The new bridge that goes over the creek looks to have a path that leads to nothing on the east side of the Hess creek dip. I am hoping that this has a better plan. If going east, crossing over to the other side of street seems sketchy.

I echo comments that this is one of the most sketchy areas in town.

👍 You liked this Liked 5 times

44.  **October 06 2025**
There is no bike lane going west on Dayton Ave. I ride the between Dundee and Newberg as it is a bit safer than 99W or red hills road. The dip at the bridge is also a bit sketchy since cars gun it down the hill right before it turns to 25 mph. I wish it was 25 mph between hidden meadows and the city limits.
👍 You liked this Liked 5 times

45.  **October 06 2025**
North Valley is a important East/West means of access from Newberg to lower traffic rural roads. Traffic and speeds seem to be increasing. Shoulders are very poor w/ some dangerous limited sight lines.
👍 You liked this Liked 9 times

46.  **October 06 2025**
Opportunity to utilized old rail infrastructure as a car-free corridor?
👍 You liked this Liked 9 times

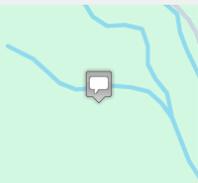
47.  **October 03 2025**
Yamhalls Westsider Trail!!!
👍 You liked this Liked 4 times

48.  **October 03 2025**
Bike/pedestrian lane along Sunnycrest and the north portion of Red Hills Rd.
👍 Like Liked 0 times

49.  **October 03 2025**
Bikes on road signs along North Valley at least.
👍 You liked this Liked 3 times

50.  **October 03 2025**
North Valley Rd from Newberg to at least Lewis Rogers Road would be an ideal place for at least a one sided extended shoulder to allow cyclists or runners/walkers to enjoy the countryside without being fearful of getting hit or disrupting traffic. There are no good areas to be on the roads outside of town currently and very few in town for that matter.
👍 You liked this Liked 3 times

60. **October 02 2025**



It is way too expensive to add bike paths along rural roads. There are other road projects that need completed first for motorists safety. And the rural paths only benefit a few people most of whom do not even live in the rural areas. Please focus only on CITY bike paths. But do NOT ask taxpayers to fund it.

👍 Like Liked 0 times

Google Map data ©2025

61. **October 02 2025**

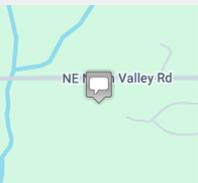


The crossing of Mountain View road over Hess creek has no shoulder and is very dangerous for both biking and running.

👍 You liked this Liked 11 times

Google Map data ©2025

62. **October 02 2025**



North Valley road has no shoulder for biking or running. Considering the speed limit of 45, this is a very dangerous road.

👍 You liked this Liked 12 times

Google Map data ©2025

63. **October 02 2025**



Narrow bridge for pedestrians. Also, this entire route between Lafayette and McMinnville is unsafe for bicycles. I have two boys in high school I'd like to let ride their bikes to town and to school (and use myself), but there's no bike lane.

👍 Like Liked 6 times

Google Map data ©2025

64. **October 02 2025**



Add a shoulder, bike lane, pedestrian path, or sidewalk along Sunnycrest Rd toward Newberg. Pedestrians, bicyclists, and joggers use this road frequently, but they must dodge out of the way of traffic, or cars must swerve out of their lanes to avoid them. This addition would increase safety and encourage more pedestrians/bicyclists with access to Sunnycrest Rd as it is close to Newberg and its shops and restaurants.

👍 Like Liked 3 times

Google Map data ©2025

65. **October 02 2025**



Bike lane ending here right before Deskins rd often puts me in an unsafe spot and cause me to just stop and wait for no cars on the busy street, to pass the road and continue on college with no bike lane.

👍 Like Liked 5 times

Google Map data ©2025 Google

66. **October 02 2025**



Bike lane ends here and leaves no safe options for cyclists. The choices are staying on tight, skinny, college street, or riding on the small sidewalk with pedestrians.

👍 Like Liked 1 time

Google Map data ©2025 Google

67. **October 02 2025**

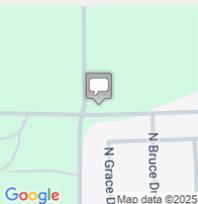


Bike lane ends here and cars often get to close when turning right

👍 Like Liked 1 time

Google Map data ©2025 Google

68. **October 02 2025**



Limited visibility at this intersection, especially with the speed of traffic

👍 You liked this Liked 6 times

Google Map data ©2025

COMMENTS FOR "YAMHILL COUNTY BIKE/PED SYSTEM PLAN"

[← Back to the map](#)

- 51.



October 02 2025

This road is a mess, it's too narrow for two cars to drive on it at once, let alone bikes.

[Like](#) Liked 0 times
- 52.



October 02 2025

This section is very hard to walk or bike in, as the road is narrow and there are no sidewalks.

[Like](#) Liked 1 time
- 53.



October 02 2025

I live on the east side of College, and trying to cross to get to Jaquith is incredibly difficult. You either need to go way far north to Mountainview, or way far south to Vermillion.

A pedestrian crossing at Sierra Vista would be very useful.

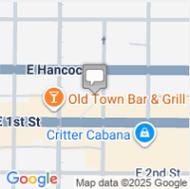
[You liked this](#) Liked 5 times
- 54.



October 02 2025

The park and ride for the bus is not very close for east bound/west bound. I have to cross both directions of 99W and walk 0.3 miles if I park at one and return getting off at the other stop. I do not feel safe doing this, especially in the dark for the commuter bus from Newberg to McMinnville. They should be at the same location.

[Like](#) Liked 2 times
- 55.



October 02 2025

I would love to see a separate walking/biking paved trail between Newberg and Dundee and possibly all the way to McMinnville, that runs alongside 99W and Hwy 18. I do not feel comfortable riding or walking on a road shared with vehicles.

[You liked this](#) Liked 8 times
- 56.



October 02 2025

No sidewalk on either side of the street

[Like](#) Liked 0 times
- 57.



October 02 2025

College is a main thoroughfare for the city, and quite a busy road. There needs to be room for bikes and vehicles to coexist safely.

[You liked this](#) Liked 5 times
- 58.



October 02 2025

Despite being a designated "bikeway," this is one of the worst roads for bikes. Parked vehicles along the road cause bikers to have to weave in and out of auto traffic. It essentially just removes any sort of bike lane and forces cyclists to ride with auto traffic.

There tends to be a considerable amount of auto traffic. I am surprised that given the proximity to three schools and the CPRD rec facility, this has not already been addressed.

[You liked this](#) Liked 9 times
- 59.



October 02 2025

There needs to be a walking bridge beside the Baker Creek bridge on Westside road. For bikes or pedestrians it's really scary going across that bridge.

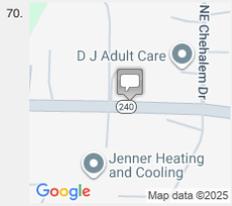
[Like](#) Liked 5 times



October 02 2025

We really should not have bikes on the windy and hilly country roads and highways. If cyclists want to improve the roads and add bike lanes they should pay for it through bicycle registration. These roads are very unsafe to encounter cyclists on.

Like Liked 0 times



October 01 2025

It would be much safer to have pedestrian and bike paths in this lane.

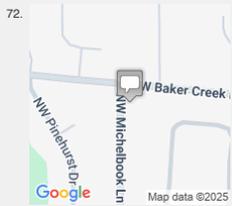
Like Liked 6 times



October 01 2025

Again, bike lanes on county roads would greatly improve safety for cyclists.

You liked this Liked 8 times



October 01 2025

Would love to see widened roads with a bike lane on many of our county roads. It would greatly improve our cycling infrastructure.

You liked this Liked 6 times

Ken Friday

From: Planning
Subject: FW: Proposal to remove YWT from the Yamhill County transportation plan

From: Philip Forve <pforve@gmail.com>
Sent: Wednesday, November 26, 2025 10:48 AM
To: Planning <planning@yamhillcounty.gov>
Cc: Matt Dolphin <matt@mattdolphin.com>; Wayne Wiebke <shadypondacre@yahoo.com>
Subject: Proposal to remove YWT from the Yamhill County transportation plan

Members of the Yamhill County Planning Commission,

I am writing to encourage you to deny the request by the Yamhill County Commissioners to remove the project known as the Yamhelas Westsider Trail from the Yamhill County Transportation System Plan. In addition to the arguments you will see and hear from many county residents who are desiring a future where this trail will be available for their enjoyment, and for the safe transportation for school age children between Carlton and Yamhill, the removal of this project from the YCTSP goes directly against provisions of the Oregon transportation guidelines from the Oregon Land Conservation and Development Department and as a result, may result in costly legal challenges for the County if the trail plans are removed.

The Land Conservation and Development Department Chapter 660, Division 12 Goals On Transportation Planning include the following:

"(1) This division implements Statewide Planning Goal 12 (Transportation) to provide and encourage safe, convenient, and economic transportation systems. This division also implements provisions of other statewide planning goals related to transportation planning in order to plan and develop transportation facilities and services in close coordination with urban and rural development. The purpose of this division is to direct transportation planning in coordination with land use planning to:

- (a) Provide for safe transportation for all Oregonians;*
- (b) Promote the development of transportation systems adequate to serve statewide, regional, and local transportation needs;*
- (c) Provide a transportation system that serves the mobility and access needs of those who cannot drive and other underserved populations;*
- (d) Provide for affordable, accessible and convenient transit, pedestrian, and bicycle access and circulation, with improved connectivity to destinations people want to reach, such as education facilities, workplaces, services, shopping, places of worship, parks, open spaces, and community centers;*
- (e) Reduce pollution from transportation to meet statewide statutory and executive goals to reduce climate pollution..."*

The Yamhelas Westsider Trail provides an effective answer to these goals for Yamhill County. If you and the Commissioners remove the trail from the YCTSP, what will you replace it with? I am not aware of any other right of way or trail corridor in the county that comes close to the potential of the Yamhelas Westsider Trail corridor. I urge you to work with the Commissioners and the residents of the County to find solutions to challenges that have been raised by some stakeholders and to ensure that this safe and effective means of transportation can become a reality.

Thank you for your service to the people of Yamhill County.

Philip Forve,

2089 NW Doral Street, McMinnville, OR 97128

Ken Friday

From: Liesl Forve <lieslhousehyde@gmail.com>
Sent: Wednesday, November 26, 2025 10:50 AM
To: Planning
Subject: Keep the Yamhelas Westsider Trail // Remove big donor influence

Caution: This email originated outside of the Yamhill County email system

Americans in both Republican and Democratic parties are becoming more aware of the toxic politics caused by big money donors. Elected politicians who accept donations from the wealthy are more likely to support their donors on important issues rather than their constituents. We are aware of this issue with respect to the current Commissioners voting 2-1 to come to this planning commission with the proposal to remove the Yamhelas Westsider Trail from the county transportation plan.

Why are they going against the wishes of their constituents and the goals of the Oregon State Land Conservation and Development commission? It appears two commissioners are siding with their large donors on this issue. With roughly 2/3's of county residents in favor of this trail, it is abundantly clear the two commissioners voting against the trail are not listening to everyone they represent. They were elected to represent ALL of Yamhill County.

This feels like the wrong kind of "golden rule" wherein those who have the gold make all the rules! This is wrong. And, I expect, not the way you learned about democracy in school.

While I hope you will do the right thing and reject this proposal. At the very least, send it back to the Commissioners with a recommendation to put the issue up to a vote of the people of Yamhill County.

Thank you for your consideration and your service to the people of this county.

Liesl A. Forve

2089 NW Doral Street

McMinnville, OR 97128

Ken Friday

From: Linda & Peter E. <lindaypeter@gmail.com>
Sent: Wednesday, November 26, 2025 1:57 PM
To: Planning
Subject: Yamhelas-Westsider

Follow Up Flag: Follow up
Flag Status: Flagged

Caution: This email originated outside of the Yamhill County email system

We, along with the majority of residents, support this rail to trail project for the benefit All of Yamhill County, business and tourism.

Peter y Linda Enticknap

McMinnville OR

Mailto:lindaypeter@gmail.com

Ken Friday

From: Robin Smith <smithrobin@gmail.com>
Sent: Wednesday, November 26, 2025 1:59 PM
To: Planning
Subject: Yamhela Trail Support

Follow Up Flag: Follow up
Flag Status: Flagged

Caution: This email originated outside of the Yamhill County email system

Commissioners

I am completely mystified by the lack of support by your commission for the trail. I ask you to reconsider on behalf of:

- kids who would have a safer route to school
- people who would like to have a safer route place to walk or bike
- business owners that will see significant increased business from visitors using the trail (in many communities trails add \$millions to the economy)

Please support the Yamhela trail!!

Robin Smith
smithrobin@gmail.com
971.570.9491

Ken Friday

From: Blaine Ackley <blaineackley@gmail.com>
Sent: Wednesday, November 26, 2025 2:03 PM
To: Planning
Subject: Yamelas Trail

Follow Up Flag: Follow up
Flag Status: Flagged

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission folks,
Please keep the planning for the Yamelas Rail to Trail on your agenda for the future. The future will demand that we use automobiles less and provide alternative transportation like walking, running, and biking more. Therefore it would be silly to remove the Yamelas Trail plan from the future planning for the county. I urge you to keep the Yamelas Trail in the planning docket and conversation.

Thank you for your time and consideration, :)Blaine Ackley

Ken Friday

From: Jim DeVoe <jimdevoe@msn.com>
Sent: Wednesday, November 26, 2025 2:03 PM
To: Planning
Subject: Yamhelas Trail

Follow Up Flag: Follow up
Flag Status: Flagged

Caution: This email originated outside of the Yamhill County email system

Planning Commission:

As a past resident of several communities, I urge you to keep planning for the Yamhelas Trail. This is about quality of life period. People should have a safe place to go to enjoy the outdoors, fresh air,... Every sensible community invests in itself. The people of this community should not have their community's future killed by two short sighted county commissioners.

Vote to maintain our community future.

Sincerely,
Jim DeVoe
Carlton.

Ken Friday

From: Kip Beckwith <kip.beckwith@gmail.com>
Sent: Wednesday, November 26, 2025 3:03 PM
To: Planning
Subject: Please Keep the YAMHELAS Trail

Caution: This email originated outside of the Yamhill County email system

Hi county folks,

Please keep the YAMHELAS Trail! As someone who grew up in rural yamhil county, I would love to see this trail in place for future generations to enjoy.

Thank you,

Kip

-Kip Beckwith

Ken Friday

From: Wayne Wiebke <shadypondacre@yahoo.com>
Sent: Wednesday, November 26, 2025 3:06 PM
To: Philip Forve; Planning
Cc: Matt Dolphin
Subject: Re: Proposal to remove YWT from the Yamhill County transportation plan

Caution: This email originated outside of the Yamhill County email system

Their solutions stated was 6' shoulders along county roads such as Westside Rd. Three things: the county barely has money for patching let alone building to code a 6' shoulder which mean eminent domain, "taking" of private property in most cases. Never a popular political action; especially if they do not compensate like what happened to my neighbor who owns 80 acres along a county road West of Yamhill. He and his neighbors are not happy campers. Their solution would be like Trumps infrastructure plan or should I say "weekly infrastructure plan"; never happen.

Sent from Yahoo Mail for iPhone

On Wednesday, November 26, 2025, 10:48 AM, Philip Forve <pforve@gmail.com> wrote:

Members of the Yamhill County Planning Commission,

I am writing to encourage you to deny the request by the Yamhill County Commissioner's to remove the project known as the Yamhelas Westsider Trail from the Yamhill County Transportation System Plan. In addition to the arguments you will see and hear from many county residents who are desiring a future where this trail will be available for their enjoyment, and for the safe transportation for school age children between Carlton and Yamhill, the removal of this project from the YCTSP goes directly against provisions of the Oregon transportation guidelines from the Oregon Land Conservation and Development Department and as a result, may result in costly legal challenges for the County if the trail plans are removed.

The Land Conservation and Development Department Chapter 660, Division 12 Goals On Transportation Planning include the following:

"(1) This division implements Statewide Planning Goal 12 (Transportation) to provide and encourage safe, convenient, and economic transportation systems. This division also implements provisions of other statewide planning goals related to transportation planning in order to plan and develop transportation facilities and services in close coordination with urban and rural development. The purpose of this division is to direct transportation planning in coordination with land use planning to:

(a) Provide for safe transportation for all Oregonians;

(b) Promote the development of transportation systems adequate to serve statewide, regional, and local transportation needs;

(c) Provide a transportation system that serves the mobility and access needs of those who cannot drive and other underserved populations;

(d) Provide for affordable, accessible and convenient transit, pedestrian, and bicycle access and circulation, with improved connectivity to destinations people want to reach, such as education facilities, workplaces, services, shopping, places of worship, parks, open spaces, and community centers;

(e) Reduce pollution from transportation to meet statewide statutory and executive goals to reduce climate pollution..."

The Yamhelas Westsider Trail provides an effective answer to these goals for Yamhill County. If you and the Commissioners remove the trail from the YCTSP, what will you replace it with? I am not aware of any other right of way or trail corridor in the county that comes close to the potential of the Yamhelas Westsider Trail corridor. I urge you to work with the Commissioners and the residents of the County to find solutions to challenges that have been raised by some stakeholders and to ensure that this safe and effective means of transportation can become a reality.

Thank you for your service to the people of Yamhill County.

Philip Forve

2089 NW Doral Street

McMinnville, OR 97128

Ken Friday

From: Wayne Beckwith <wb.muleskinner@gmail.com>
Sent: Wednesday, November 26, 2025 8:26 PM
To: Planning
Subject: Establishing the Yamhelas-Westsider trail

Caution: This email originated outside of the Yamhill County email system

Thank you for reading my comments.

I have lived in Yamhill County for more than 40 years and currently have kids and grandkids that live in the county also. We ride bicycles and consider them legitimate and efficient, as well as good exercise. At the age of 79 I regularly use my bike to do errands using roads that I consider safe enough to ride on. But there are too few safe roads. Having routes to ride that one does not have high safety risks to bike, would be a very tangible benefit for many families. Repurposing the unused railroad lines to trails is just what we need to help people get exercise, use less fuels, enjoy our county, make bike riding safe and make connections.

I grew up on a large farm and have stewarded the land we have access to here over the years. Farming and a bike trail are very compatible, in my opinion.

I sure don't want to go down in history as one who didn't see the opportunity to continue to work on making the Yamhelas-Westsider trail a reality, and I imagine you want a positive legacy also. Please do the right thing and work on making this trail happen.

Thanks for your work,
Wayne Beckwith

Ken Friday

From: Greg Driscoll <gdriscoll222@gmail.com>
Sent: Thursday, November 27, 2025 9:03 AM
To: Planning
Subject: support for the Yamhelas-Westsider trail

Caution: This email originated outside of the Yamhill County email system

I am writing to come out in support of the **Yamhelas-Westsider trail**.

Please use your vote to support the desires of your constituency and support moving forward with the Yamhelas-Westsider trail.

Thank you

Ken Friday

From: Carolyn Thompson-Rizer <carolynthompsonrizer@gmail.com>
Sent: Thursday, November 27, 2025 4:14 PM
To: Planning
Subject: Can Yamhill County use railbanking to save for future generations?

Caution: This email originated outside of the Yamhill County email system

Yes, an Oregon county can use railbanking to preserve an abandoned rail corridor for future use. This is a process where a public agency, like a county, can take over a corridor for a public use, such as a trail, while keeping the option open for the railroad to restore service in the future. The process is initiated after a railroad files an abandonment notice with the Surface Transportation Board (STB) and requires negotiations between the county and the railroad.

How it works

- **Negotiation:** The county negotiates with the railroad and agrees to take full responsibility for the corridor for interim trail use. This includes maintaining the land and any liability that may arise.
- **Transfer:** If successful, the railroad transfers the corridor to the county, typically through a sale, lease, or donation.
- **Interim Trail Use:** The corridor can be converted into a trail for public use, like hiking or biking.
- **Preservation:** By railbanking, the corridor is not legally considered abandoned, which prevents it from reverting to the original landowners and preserves its future potential for rail service.

Key aspects

- **Railroad's right to reactivate:** The railroad retains the right to reactivate service on the corridor if needed in the future.
- **Compensation for improvements:** If the railroad reactivates the line, the county is entitled to compensation, which should include the value of any capital improvements the county has made to the corridor.
- **Process initiated by railroad:** The railbanking process is a voluntary option offered to public agencies only after a railroad has filed a formal notice of abandonment with the Surface Transportation Board.

- Legal basis: This system is authorized by the [National Trails System Act](#), and the Supreme Court has upheld its constitutionality.
- Railbanking: Trail-Building Toolbox - Rails to Trails ...

Railbanking takes place during the rail corridor abandonment process, and official negotiations with the railroad can begin only a...



Rails to Trails Conservancy · Rails to Trails Conservancy



- What Happens When Railroad Right-of-Way is Abandoned and Turned into a Public Trail System? - Lexology

Jun 8, 2021 – When a railroad is abandoned, it can be converted into other uses, such as hiking, biking, or other trail purposes. The...



Lexology



- What is Railbanking? | Sunflower Rail-Trails Conservancy

Railbanking takes place during the rail corridor abandonment process. The process includes: *

Agreement If negotiations succee...



Sunflower Rail-Trails Conservancy



Show all

Dive deeper in AI Mode

Railbanking: Trail-Building Toolbox



Rails to Trails Conservancy

<https://www.railstotrails.org> › trail-building-toolbox › r...

A corridor that is railbanked, on the other hand, precludes abandonment, and railbanking preserves the railroad's right to transfer all forms of ownership, ...

Submitted by Carolyn Thompson-Rizer
716 E. Roosevelt St.
Carlton, OR 97111

Hopefully my internet "Copy/Paste" is visible to you.

Ken Friday

From: Judy Toliver <judytoliver@yahoo.com>
Sent: Friday, November 28, 2025 12:23 AM
To: Planning
Cc: BOC Info
Subject: Yamhelas Trail

Caution: This email originated outside of the Yamhill County email system

Dear Members of the Yamhill County Planning Commission,

I am writing to urge you to vote NO on Docket G-01-25 and keep the Yamhelas-Westsider Trail corridor in the Yamhill County Transportation System Plan.

The 15.25-mile corridor between McMinnville and Gaston is an irreplaceable public asset. For more than a decade, it has been identified in the County's own planning documents and ordinances as a future multimodal transportation route—supporting walking, biking, and potential future rail. Removing it from the TSP now would significantly undermine long-term planning efforts and close the door on important opportunities that communities across the county may need in the future.

Keeping the corridor in the TSP ensures that Yamhill County can continue to:

- Preserve a critical public right-of-way for future transportation and utility use
- Maintain eligibility for state and federal funding for safety, connectivity, and infrastructure
- Improve safe routes for students, seniors, and families
- Support local mobility, active transportation, and east–west connectivity
- Protect a corridor with strong potential for recreation, tourism, and economic vitality
- Ensure long-term options for emergency access, wildfire mitigation, and maintenance

If the corridor is removed, it risks becoming fragmented or sold off, making it extremely difficult—if not impossible—to reassemble or repurpose for any public benefit. Once the right-of-way is lost, it is lost permanently.

This is not simply a trail issue. It is a transportation, safety, economic, and public land stewardship issue affecting the entire region. The TSP exists specifically to preserve future options. Removing them without a viable alternative in place puts the county at a severe disadvantage.

For these reasons, I strongly urge you to vote NO on Docket G-01-25, retain the Yamhelas-Westsider Trail in the Transportation System Plan, and protect this publicly owned corridor for the benefit of current and future generations.

Thank you for your service and for considering this request.

Sincerely,
Judy Toliver
McMinnville

Sent from my iPhone

Ken Friday

From: Bill Wright <bill.wright.0000@gmail.com>
Sent: Friday, November 28, 2025 5:19 AM
To: Planning
Cc: BOC Info
Subject: Please Vote NO on Docket G-01-25 and Keep the Yamhelas Trail in the Transportation Plan

Caution: This email originated outside of the Yamhill County email system

Dear Members of the Yamhill County Planning Commission,

I am writing to urge you to vote NO on Docket G-01-25 and keep the Yamhelas-Westsider Trail corridor in the Yamhill County Transportation Plan.

I strongly support walking-cycling activities in our community and would hope to live long enough to see the Yamhelas-Westsider Trail completed.
(I am an active octogenarian.)

Sincerely,
Bill Wright
McMinnville

Ken Friday

From: Terry Peasley <tapeasley@yahoo.com>
Sent: Friday, November 28, 2025 6:18 AM
To: Planning
Cc: BOC Info
Subject: Please Vote NO on Docket G-01-25 and Keep the Yamhelas Trail in the Transportation Plan

Caution: This email originated outside of the Yamhill County email system

Dear Members of the Yamhill County Planning Commission,

I am writing to urge you to vote NO on Docket G-01-25 and keep the Yamhelas-Westsider Trail corridor in the Yamhill County Transportation System Plan.

The 15.25-mile corridor between McMinnville and Gaston is an irreplaceable public asset. For more than a decade, it has been identified in the County's own planning documents and ordinances as a future multimodal transportation route—supporting walking, biking, and potential future rail. Removing it from the TSP now would significantly undermine long-term planning efforts and close the door on important opportunities that communities across the county may need in the future.

Keeping the corridor in the TSP ensures that Yamhill County can continue to:

- Preserve a critical public right-of-way for future transportation and utility use
- Maintain eligibility for state and federal funding for safety, connectivity, and infrastructure
- Improve safe routes for students, seniors, and families
- Support local mobility, active transportation, and east–west connectivity
- Protect a corridor with strong potential for recreation, tourism, and economic vitality
- Ensure long-term options for emergency access, wildfire mitigation, and maintenance

If the corridor is removed, it risks becoming fragmented or sold off, making it extremely difficult—if not impossible—to reassemble or repurpose for any public benefit. Once the right-of-way is lost, it is lost permanently.

This is not simply a trail issue. It is a transportation, safety, economic, and public land stewardship issue affecting the entire region. The TSP exists specifically to preserve future options. Removing them without a viable alternative in place puts the county at a severe disadvantage.

For these reasons, I strongly urge you to vote NO on Docket G-01-25, retain the Yamhelas-Westsider Trail in the Transportation System Plan, and protect this publicly owned corridor for the benefit of current and future generations.

Thank you for your service and for considering this request.

Being a cyclist in McMinnville since 1970, I have seen our roads busier and more dangerous. It is not only economically feasible to keep the trail in the transportation system plan, it is a must for safety.

Sincerely,

[Terry A PeasleyYour Name]

[McMinnville, ORCity / Community]

Sent from my iPad

Ken Friday

From: Anne Witherspoon <anniespoon@gmail.com>
Sent: Friday, November 28, 2025 7:37 AM
To: Planning
Cc: BOC Info
Subject: Please Vote NO on Docket G-01-25 and Keep the Yamhelas Trail in the Transportation Plan

Caution: This email originated outside of the Yamhill County email system

Dear Members of the Yamhill County Planning Commission, I am writing to urge you to vote NO on Docket G-01-25 and keep the Yamhelas-Westsider Trail corridor in the Yamhill County Transportation System Plan. My family has lived outside of Yamhill for 40 years. Over the course of this time the roads have become increasingly more difficult to navigate for those of us who walk and run on them. The 15.25-mile corridor between McMinnville and Gaston is an irreplaceable public asset. For more than a decade, it has been identified in the County's own planning documents and ordinances as a future multimodal transportation route—supporting walking, biking, and potential future rail. Removing it from the TSP now would significantly undermine long-term planning efforts and close the door on important opportunities that communities across the county may need in the future. Keeping the corridor in the TSP ensures that Yamhill County can continue to:

- Preserve a critical public right-of-way for future transportation and utility use
- Maintain eligibility for state and federal funding for safety, connectivity, and infrastructure
- Improve safe routes for STUDENTS, SENIORS, and families
- Support local mobility, active transportation, and east-west connectivity
- Protect a corridor with strong potential for recreation, tourism, and economic vitality
- Ensure long-term options for emergency access, wildfire mitigation, and maintenance

If the corridor is removed, it risks becoming fragmented or sold off, making it extremely difficult—if not impossible—to reassemble or repurpose for any public benefit. Once the right-of-way is lost, it is lost permanently. This is not simply a trail issue. It is a transportation, safety, economic, and public land stewardship issue affecting the entire region. The TSP exists specifically to PRESERVE future options. Removing them without a viable alternative in place puts the county at a severe disadvantage. It is beyond unfair that bought politicians installed in positions of power should defy the will of the majority of people to defeat this issue. Our family has already donated land for use on the trail. For these reasons, I strongly urge you to vote NO on Docket G-01-25, RETAIN the Yamhelas-Westsider Trail in the Transportation System Plan, and PROTECT this publicly owned corridor for the benefit of current and future generations. THANK YOU for your service and for considering this request. Sincerely, Annie Witherspoon, Yamhill

Ken Friday

From: David Phillips <phillipsdf@me.com>
Sent: Friday, November 28, 2025 7:52 AM
To: Planning
Cc: BOC Info
Subject: Please Vote NO on Docket G-01-25 and Keep the Yamhelas Trail in the Transportation Plan

Caution: This email originated outside of the Yamhill County email system

Dear Members of the Yamhill County Planning Commission,

I am writing to urge you to vote NO on Docket G-01-25 and keep the Yamhelas-Westsider Trail corridor in the Yamhill County Transportation System Plan.

As recent transplants from Idaho, we were dismayed to read about this planned action. We've witnessed how, when properties like this are repurposed to benefit special interests, they never return to their intended public use.

The 15.25-mile corridor between McMinnville and Gaston is an irreplaceable public asset. For more than a decade, it has been identified in the County's own planning documents and ordinances as a future multimodal transportation route—supporting walking, biking, and potential future rail. Removing it from the TSP now would significantly undermine long-term planning efforts and close the door on important opportunities that communities across the county may need in the future.

Keeping the corridor in the TSP ensures that Yamhill County can continue to:

- Preserve a critical public right-of-way for future transportation and utility use
- Maintain eligibility for state and federal funding for safety, connectivity, and infrastructure
- Improve safe routes for students, seniors, and families
- Support local mobility, active transportation, and east–west connectivity
- Protect a corridor with strong potential for recreation, tourism, and economic vitality
- Ensure long-term options for emergency access, wildfire mitigation, and maintenance

If the corridor is removed, it risks becoming fragmented or sold off, making it extremely difficult—if not impossible—to reassemble or repurpose for any public benefit. Once the right-of-way is lost, it is lost permanently.

This is not simply a trail issue. It is a transportation, safety, economic, and public land stewardship issue affecting the entire region. The TSP exists specifically to preserve future options. Removing them without a viable alternative in place puts the county at a severe disadvantage.

For these reasons, I strongly urge you to vote NO on Docket G-01-25, retain the Yamhelas-Westsider Trail in the Transportation System Plan, and protect this publicly owned corridor for the benefit of current and future generations.

Thank you for your service and for considering this request.

Sincerely,
David Phillips
McMinnville

Ken Friday

From: Pam Conner <pamconner64@gmail.com>
Sent: Friday, November 28, 2025 7:53 AM
To: Planning
Cc: BOC Info
Subject: Please Vote NO on Docket G-01-25 and Keep the Yamhelas Trail in the Transportation Plan

Caution: This email originated outside of the Yamhill County email system

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Thank you for your service and for considering this request.

Sincerely,
Pam conner
McMinnville

Sent from my iPad

Ken Friday

From: Maureen Rogers <gemeroym@gmail.com>
Sent: Friday, November 28, 2025 7:59 AM
To: Planning
Cc: BOC Info
Subject: Please Vote NO on Docket G-01-25 and Keep the Yamhelas Trail in the Transportation Plan

Caution: This email originated outside of the Yamhill County email system

Dear Members of the Yamhill County Planning Commission,

I am writing to urge you to vote NO on Docket G-01-25 and keep the Yamhelas-Westsider Trail corridor in the Yamhill County Transportation System Plan.

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- Improve safe routes for students, seniors, and families
- Support local mobility, active transportation, and east–west connectivity
- Protect a corridor with strong potential for recreation, tourism, and economic vitality
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If the corridor is removed, it risks becoming fragmented or sold off, making it extremely difficult—if not impossible—to reassemble or repurpose for any public benefit. Once the right-of-way is lost, it is lost permanently.

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For these reasons, I strongly urge you to vote NO on Docket G-01-25, retain the Yamhelas-Westsider Trail in the Transportation System Plan, and protect this publicly owned corridor for the benefit of current and future generations.

Thank you for your service and for considering this request.

Sincerely,
Maureen Rogers
Business Owner
Newberg OR

Ken Friday

From: Planning

From: Crystal Poczynek <crystalpoc86@gmail.com>

Sent: Friday, November 28, 2025 8:09 AM

To: Planning <planning@yamhillcounty.gov>

Cc: BOC Info <bocinfo@yamhillcounty.gov>

Subject: Please Vote NO on Docket G-01-25 and Keep the Yamhelas Trail in the Transportation Plan

Dear Members of the Yamhill County Planning Commission,

I am writing to urge you to vote NO on Docket G-01-25 and keep the Yamhelas-Westsider Trail corridor in the Yamhill County Transportation System Plan.

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- Improve safe routes for students, seniors, and families
- Support local mobility, active transportation, and east-west connectivity
- Protect a corridor with strong potential for recreation, tourism, and economic vitality
- Ensure long-term options for emergency access, wildfire mitigation, and maintenance

If the corridor is removed, it risks becoming fragmented or sold off, making it extremely difficult—if not impossible—to reassemble or repurpose for any public benefit. Once the right-of-way is lost, it is lost permanently.

This is not simply a trail issue. It is a transportation, safety, economic, and public land stewardship issue affecting the entire region. The TSP exists specifically to preserve future options. Removing them without a viable alternative in place puts the county at a severe disadvantage.

For these reasons, I strongly urge you to vote NO on Docket G-01-25, retain the Yamhelas-Westsider Trail in the Transportation System Plan, and protect this publicly owned corridor for the benefit of current and future generations.

Thank you for your service and for considering this request.

Sincerely,
Crystal Poczynek
Newberg, OR

Ken Friday

From: Crystal Poczynek <crystalpoc86@gmail.com>
Sent: Friday, November 28, 2025 8:10 AM
To: raeverc@ycschools.org; communications@ycschools.org
Cc: Planning; BOC Info; s.corrigan@cityofyamhill.org; lwatkins@ci.carlton.or.us
Subject: Support for Preserving the Yamhelas Corridor to Improve Student & Family Safety

Caution: This email originated outside of the Yamhill County email system

Dear Superintendent Raever and Members of the Yamhill-Carlton School Board,

I am writing to respectfully request that the Yamhill-Carlton School District support preserving the Yamhelas-Westsider corridor by urging Yamhill County to keep the project in the Transportation System Plan and vote NO on Docket G-01-25.

Because the cities of Yamhill and Carlton share a school district, safe and reliable connections between the two towns are essential for students, families, and school activities. The Yamhelas corridor represents a once-in-a-generation opportunity to create a protected, off-street route that would allow students to travel more safely between both communities—whether for classes, athletic practices, after-school programs, jobs, or visiting friends.

A Safer Option for Students and Families

Today, the only route connecting Yamhill and Carlton is OR-47, a highway with fast-moving traffic, limited shoulders, and hazardous conditions for anyone walking or biking. Families frequently voice concerns about students who would like to bike or walk but cannot do so safely.

A preserved Yamhelas corridor would create space for:

- Safe walking and biking trips between the two towns
- Students accessing school events and extracurriculars
- Families traveling without needing a car for every trip
- Healthier transportation options that reduce barriers for youth

For many students—especially teens without driver’s licenses—this corridor could become a lifeline for independence, connection, and access to school activities.

Strengthening a Unified School Community

YCSO spans two towns, but it functions as one community. A safe trail connecting Yamhill and Carlton would help strengthen that unity by:

- Making it easier for families to participate in school events held in either town
- Reducing transportation barriers for low-income or single-car households
- Increasing opportunities for students to socialize and build friendships across town boundaries
- Supporting the district’s long-standing vision of a connected, inclusive school community

A Long-Term Asset That Serves Generations of Students

If the corridor is removed from the Transportation System Plan now, it becomes far more likely that pieces will be sold or repurposed—and the opportunity to build a safe school connector will be lost forever.

Preserving the corridor keeps future options open for:

- Safe Routes to School grants
- Federal and state funding for trails and rural mobility
- Emergency access and safety improvements
- Long-term student and family transportation planning

The School District's voice carries significant weight in decisions that affect children's safety and access. Your support would clearly communicate that protecting this corridor is not only a transportation issue, but a student well-being and family access issue.

Request

I respectfully ask the School District to:

- 1) Submit a letter urging the County to retain the Yamhelas corridor in the TSP, and
- 2) Publicly support preserving this right-of-way as a future safe school connection between Yamhill and Carlton.

Thank you for your leadership and for your ongoing commitment to the safety and success of our students and families.

Sincerely,
Crystal Poczynek
Newberg, OR

Ken Friday

From: Crystal Poczynek <crystalpoc86@gmail.com>
Sent: Friday, November 28, 2025 8:11 AM
To: l Watkins@ci.carlton.or.us; kskipper@ci.carlton.or.us; sward-mullen@ci.carlton.or.us; dhill@ci.carlton.or.us; gerickson@ci.carlton.or.us; crizer@ci.carlton.or.us; sturrell@ci.carlton.or.us; sbeaucaire
Cc: Planning; BOC Info
Subject: Keep the Yamhelas in the TSP

Caution: This email originated outside of the Yamhill County email system

Dear Mayor Watkins and Councilors,

I'm writing as a non-Carlton resident who regularly visits and cares about the future of the Yamhill Valley. I respectfully urge you to send the City's letter opposing Docket G-01-25 and support keeping the Yamhelas-Westsider corridor in the County Transportation System Plan.

Although I don't live within Carlton city limits, the corridor is a regional asset. Residents from all over Yamhill County—and well beyond—travel here to enjoy your parks, small businesses, wineries, and community events. A safe, continuous walking and biking route between Yamhill, Carlton, and McMinnville would strengthen the entire region by supporting outdoor recreation, family access, and tourism.

Removing the project from the TSP would make it far harder for any community to pursue future grants, crossing improvements, school-safe routes, or recreational paths along the corridor. It also raises concerns about the corridor being broken up or sold off, which would permanently close the door on regional connectivity that benefits everyone.

The Yamhelas corridor is exactly the kind of long-term public investment that builds stronger, safer, and healthier communities. Carlton's leadership matters—not just for the city, but for the people who visit, spend money locally, and contribute to the broader Yamhill County economy.

Thank you for your consideration and for standing up for a resource that serves the whole region.

Sincerely,
Crystal Poczynek
Newberg, OR

Ken Friday

From: Crystal Poczynek <crystalpoc86@gmail.com>
Sent: Friday, November 28, 2025 8:12 AM
To: s.corrigan@cityofyamhill.org; t.askey@cityofyamhill.org; k.kind@cityofyamhill.org;
c.featherston@cityofyamhill.org; p.pairan@cityofyamhill.org
Cc: Planning; BOC Info
Subject: Preserving Yamhelas Trail is key to livability for Yamhill and beyond

Caution: This email originated outside of the Yamhill County email system

Dear Mayor Corrigan and Yamhill City Councilors,

I'm writing to ask the City of Yamhill to support keeping the Yamhelas-Westsider Trail in the Yamhill County Transportation System Plan and to oppose Docket G-01-25.

The trail corridor directly advances several of Yamhill's core priorities:

- **Economic Development:** A safe regional walking and biking route would bring new visitors, increase local spending, and strengthen Yamhill's role in the wine-country recreation economy.
- **Parks & Recreation:** The corridor is a once-in-a-generation opportunity to expand park access and provide families, students, and seniors with a protected, off-street place to walk and bike.
- **Livability & Safety:** Preserving the corridor keeps future options open for safer mobility, improved crossings, emergency access, and healthier ways for residents to move around the community.

Removing the corridor from the TSP risks losing these benefits forever. Once fragmented or sold, the opportunity cannot be regained.

For these reasons, I respectfully ask the City of Yamhill to join residents in urging the County to keep the corridor in the TSP and protect this valuable public asset.

Thank you for your leadership.

Sincerely,
Crystal Poczynek
1767 NE Waterfront St, Newberg, OR 97132

Ken Friday

From: Crystal Poczynek <crystalpoc86@gmail.com>
Sent: Friday, November 28, 2025 8:13 AM
To: yamhillcarltonwine@gmail.com; members@carltonbusinessassociation.com; chamberinfo@mcminnville.org; office@chehalemvalley.org; karaweber111@gmail.com; info@traveldundee.com; info@willamettewines.com; director@tastenewberg.com; karen@willamettevalley.org; claire@willamettevalley.org; tori@willamettevalley.org; info@visitmcminnville.com; info@mcminnvillebusiness.com; info@downtownmcminnville.com; info@traveloregon.com
Cc: Planning; BOC Info
Subject: Protect Yamhelas Trail for Future Economic Vitality

Caution: This email originated outside of the Yamhill County email system

Dear Business and Tourism Leaders,

I'm reaching out to ask your organizations to support keeping the Yamhelas-Westsider Trail corridor in the Yamhill County Transportation System Plan and to oppose Docket G-01-25, which would remove it.

For tourism, hospitality, and local businesses, this corridor represents an extraordinary economic opportunity. Trails consistently increase visitor spending, extend stays, and strengthen local business districts—benefits demonstrated across Oregon in places like McMinnville, Vernonia, Banks, Sisters, and the Willamette Valley Scenic Bikeway. The Yamhelas corridor offers similar potential: a safe, scenic connection linking our wineries, farm stands, tasting rooms, downtowns, lodging, and outdoor attractions.

Removing the project from the TSP would make it significantly more difficult to pursue funding for trail development, safe crossings, and visitor-friendly infrastructure—and risks the corridor being sold or fragmented, eliminating the opportunity entirely.

Maintaining the corridor in the TSP supports:

- Local Economic Growth – Increased tourism revenue, more reasons for visitors to stay longer, and greater visibility for businesses in Yamhill County.
- Regional Recreation Assets – A signature walking/biking experience that complements wine country, agritourism, and outdoor recreation.
- Competitive Positioning – Trails are becoming core regional amenities; removing this one places the county at a disadvantage.
- Quality of Life – Attractive amenities that help businesses recruit employees and retain workforce talent.

For these reasons, I respectfully ask your organization to voice support for preserving the Yamhelas corridor. A letter from the business community carries meaningful weight and helps reinforce that this is

an economic-development issue as much as a transportation one.

Thank you for considering this request and for your continued leadership in strengthening our region's economy.

Sincerely,
Crystal Poczynek
1767 NE Waterfront St Newberg, OR 97132

Ken Friday

From: Planning

From: Russell Nault <nault russell@gmail.com>

Sent: Friday, November 28, 2025 8:27 AM

To: Planning <planning@yamhillcounty.gov>

Cc: BOC Info <bocinfo@yamhillcounty.gov>

Subject: Please Vote NO on Docket G-01-25 and Keep the Yamhelas Trail in the Transportation Plan

Dear Members of the Yamhill County Planning Commission,

I am writing to urge you to vote NO on Docket G-01-25 and keep the Yamhelas-Westsider Trail corridor in the Yamhill County Transportation System Plan.

The 15.25-mile corridor between McMinnville and Gaston is an irreplaceable public asset. For more than a decade, it has been identified in the County's own planning documents and ordinances as a future multimodal transportation route—supporting walking, biking, and potential future rail. Removing it from the TSP now would significantly undermine long-term planning efforts and close the door on important opportunities that communities across the county may need in the future.

Keeping the corridor in the TSP ensures that Yamhill County can continue to:

- Preserve a critical public right-of-way for future transportation and utility use
- Maintain eligibility for state and federal funding for safety, connectivity, and infrastructure
- Improve safe routes for students, seniors, and families
- Support local mobility, active transportation, and east–west connectivity
- Protect a corridor with strong potential for recreation, tourism, and economic vitality
- Ensure long-term options for emergency access, wildfire mitigation, and maintenance

If the corridor is removed, it risks becoming fragmented or sold off, making it extremely difficult—if not impossible—to reassemble or repurpose for any public benefit. Once the right-of-way is lost, it is lost permanently.

This is not simply a trail issue. It is a transportation, safety, economic, and public land stewardship issue affecting the entire region. The TSP exists specifically to preserve future options. Removing them without a viable alternative in place puts the county at a severe disadvantage.

For these reasons, I strongly urge you to vote NO on Docket G-01-25, retain the Yamhelas-Westsider Trail in the Transportation System Plan, and protect this publicly owned corridor for the benefit of current and future generations.

Thank you for your service and for considering this request.

Sincerely,

Russell Nault -Carlton ,Oregon (I live a block away from the former railroad right of way, It's my dog's favorite place to walk)

Ken Friday

From: Planning
Subject: FW: Protect Yamhelas Trail for Future Economic Vitality

From: Russell Nault <naultrussell@gmail.com>

Sent: Friday, November 28, 2025 8:28 AM

To: yamhillcarltonwine@gmail.com; members@carltonbusinessassociation.com; chamberinfo@mcminnville.org; office@chehalemvalley.org; karaweber111@gmail.com; info@traveldundee.com; info@willamettewines.com; director@tastenewberg.com; karen@willamettevalley.org; claire@willamettevalley.org; tori@willamettevalley.org; info@visitmcminnville.com; info@mcminnvillebusiness.com; info@downtownmcminnville.com; info@traveloregon.com

Cc: Planning <planning@yamhillcounty.gov>; BOC Info <bocinfo@yamhillcounty.gov>

Subject: Protect Yamhelas Trail for Future Economic Vitality

Dear Business and Tourism Leaders,

I'm reaching out to ask your organizations to support keeping the Yamhelas-Westsider Trail corridor in the Yamhill County Transportation System Plan and to oppose Docket G-01-25, which would remove it. For tourism, hospitality, and local businesses, this corridor represents an extraordinary economic opportunity. Trails consistently increase visitor spending, extend stays, and strengthen local business districts—benefits demonstrated across Oregon in places like McMinnville, Vernonia, Banks, Sisters, and the Willamette Valley Scenic Bikeway. The Yamhelas corridor offers similar potential: a safe, scenic connection linking our wineries, farm stands, tasting rooms, downtowns, lodging, and outdoor attractions.

Removing the project from the TSP would make it significantly more difficult to pursue funding for trail development, safe crossings, and visitor-friendly infrastructure—and risks the corridor being sold or fragmented, eliminating the opportunity entirely.

Maintaining the corridor in the TSP supports:

- Local Economic Growth – Increased tourism revenue, more reasons for visitors to stay longer, and greater visibility for businesses in Yamhill County.
- Regional Recreation Assets – A signature walking/biking experience that complements wine country, agritourism, and outdoor recreation.
- Competitive Positioning – Trails are becoming core regional amenities; removing this one places the county at a disadvantage.
- Quality of Life – Attractive amenities that help businesses recruit employees and retain workforce talent.

For these reasons, I respectfully ask your organization to voice support for preserving the Yamhelas corridor. A letter from the business community carries meaningful weight and helps reinforce that this is an economic-development issue as much as a transportation one.

Thank you for considering this request and for your continued leadership in strengthening our region's economy.

Sincerely,
Russell Nault

Ken Friday

From: Planning

From: JOE DRESSMAN, REALTOR <joedressman@gmail.com>

Sent: Friday, November 28, 2025 9:14 AM

To: Planning <planning@yamhillcounty.gov>

Cc: BOC Info <bocinfo@yamhillcounty.gov>

Subject: Please Vote NO on Docket G-01-25 and Keep the Yamhelas Trail in the Transportation Plan
Dear Esteemed Members of the Yamhill County Planning Commission,

I am writing to urge you to vote NO on Docket G-01-25 and keep the Yamhelas-Westsider Trail corridor in the Yamhill County Transportation System Plan.

The 15.25-mile corridor between McMinnville and Gaston is an irreplaceable public asset. For more than a decade, it has been identified in the County's own planning documents and ordinances as a future multimodal transportation route—supporting walking, biking, and potential future rail. Removing it from the TSP now would significantly undermine long-term planning efforts and close the door on important opportunities that communities across the county will need in the future.

Keeping the corridor in the TSP ensures that Yamhill County can continue to:

- Preserve a critical public right-of-way for future transportation and utility use
- Maintain eligibility for state and federal funding for safety, connectivity, and infrastructure
- Improve safe routes for students, seniors, and families
- Support local mobility, active transportation, and east–west connectivity
- Protect a corridor with strong potential for recreation, tourism, and economic vitality
- Ensure long-term options for emergency access, wildfire mitigation, and maintenance

If the corridor is removed, it risks becoming fragmented or sold off, making it impossible to reassemble or repurpose for any public benefit. Once the right-of-way is lost, it is lost permanently.

This is not simply a trail issue. It is a transportation, safety, economic, and public land stewardship issue affecting the entire region. The TSP exists specifically to preserve future options. Removing them without a viable alternative in place puts the county at a severe disadvantage. For these reasons, I strongly urge you to vote NO on Docket G-01-25 in order to retain the Yamhelas-Westsider Trail in the Transportation System Plan, and protect this publicly-owned corridor for the benefit of current and future generations. Thank you for your tireless service and for fulfilling my request.

Sincerely,
Joseph G. Dressman
Tillamook County

Ken Friday

From: Carol Wingate <cwingate322@yahoo.com>
Sent: Friday, November 28, 2025 9:21 AM
To: Planning
Cc: BOC Info
Subject: Please Vote NO on Docket G-01-25 and Keep the Yamhelas Trail in the Transportation Plan

Caution: This email originated outside of the Yamhill County email system

Dear Members of the Yamhill County Planning Commission,

I am writing to urge you to vote NO on Docket G-01-25 and keep the Yamhelas-Westsider Trail corridor in the Yamhill County Transportation System Plan.

The 15.25-mile corridor between McMinnville and Gaston is an irreplaceable public asset. For more than a decade, it has been identified in the County's own planning documents and ordinances as a future multimodal transportation route—supporting walking, biking, and potential future rail. Removing it from the TSP now would significantly undermine long-term planning efforts and close the door on important opportunities that communities across the county may need in the future.

Keeping the corridor in the TSP ensures that Yamhill County can continue to:

- Preserve a critical public right-of-way for future transportation and utility use
- Maintain eligibility for state and federal funding for safety, connectivity, and infrastructure
- Improve safe routes for students, seniors, and families
- Support local mobility, active transportation, and east–west connectivity
- Protect a corridor with strong potential for recreation, tourism, and economic vitality
- Ensure long-term options for emergency access, wildfire mitigation, and maintenance

If the corridor is removed, it risks becoming fragmented or sold off, making it extremely difficult—if not impossible—to reassemble or repurpose for any public benefit. Once the right-of-way is lost, it is lost permanently.

This is not simply a trail issue. It is a transportation, safety, economic, and public land stewardship issue affecting the entire region. The TSP exists specifically to preserve future options. Removing them without a viable alternative in place puts the county at a severe disadvantage.

For these reasons, I strongly urge you to vote NO on Docket G-01-25, retain the Yamhelas-Westsider Trail in the Transportation System Plan, and protect this publicly owned corridor for the benefit of current and future generations.

Thank you for your service and for considering this request.

Sincerely,
[Carol Wingate
Newberg

Sent from my iPhone

From: Planning

From: Kris Wessel <kwesseluk@gmail.com>
Sent: Friday, November 28, 2025 9:23 AM
To: Planning <planning@yamhillcounty.gov>
Cc: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Please Vote NO on Docket G-01-25 and Keep the Yamhelas Trail in the Transportation Plan

Dear Members of the Yamhill County Planning Commission,

I am writing to urge you to vote NO on Docket G-01-25 and keep the Yamhelas-Westsider Trail corridor in the Yamhill County Transportation System Plan.

The 15.25-mile corridor between McMinnville and Gaston is an irreplaceable public asset. For more than a decade, it has been identified in the County's own planning documents and ordinances as a future multimodal transportation route—supporting walking, biking, and potential future rail. Removing it from the TSP now would significantly undermine long-term planning efforts and close the door on important opportunities that communities across the county may need in the future.

Keeping the corridor in the TSP ensures that Yamhill County can continue to:

- **Preserve a critical public right-of-way for future transportation and utility use**
- **Maintain eligibility for state and federal funding for safety, connectivity, and infrastructure**
- **Improve safe routes for students, seniors, and families**
- **Support local mobility, active transportation, and east-west connectivity**
- **Protect a corridor with strong potential for recreation, tourism, and economic vitality**
- **Ensure long-term options for emergency access, wildfire mitigation, and maintenance**

If the corridor is removed, it risks becoming fragmented or sold off, making it extremely difficult—if not impossible—to reassemble or repurpose for any public benefit. Once the right-of-way is lost, it is lost permanently.

This is not simply a trail issue. It is a transportation, safety, economic, and public land stewardship issue affecting the entire region. The TSP exists specifically to preserve future options. Removing them without a viable alternative in place puts the county at a severe disadvantage. For these reasons, I strongly urge you to vote NO on Docket G-01-25, retain the Yamhelas-Westsider Trail in the Transportation System Plan, and protect this publicly owned corridor for the benefit of current and future generations.

Thank you for your service and for considering this request.

Sincerely,
Kristen Wessel
Carlton

From: Planning

From: Suzanne Henry <sjh2teach@gmail.com>
Sent: Friday, November 28, 2025 9:24 AM
To: Planning <planning@yamhillcounty.gov>
Cc: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Please Vote NO on Docket G-01-25 and Keep the Yamhelas Trail in the Transportation Plan

Dear Members of the Yamhill County Planning Commission,

I am writing to urge you to vote NO on Docket G-01-25 and keep the Yamhelas-Westsider Trail corridor in the Yamhill County Transportation System Plan. The 15.25-mile corridor between McMinnville and Gaston is an irreplaceable public asset. For more than a decade, it has been identified in the County's own planning documents and ordinances as a future multimodal transportation route—supporting walking, biking, and potential future rail. Removing it from the TSP now would significantly undermine long-term planning efforts and close the door on important opportunities that communities across the county may need in the future.

Keeping the corridor in the TSP ensures that Yamhill County can continue to:

- Preserve a critical public right-of-way for future transportation and utility use
- Maintain eligibility for state and federal funding for safety, connectivity, and infrastructure
- Improve safe routes for students, seniors, and families
- Support local mobility, active transportation, and east-west connectivity
- Protect a corridor with strong potential for recreation, tourism, and economic vitality
- Ensure long-term options for emergency access, wildfire mitigation, and maintenance

If the corridor is removed, it risks becoming fragmented or sold off, making it extremely difficult—if not impossible—to reassemble or repurpose for any public benefit. Once the right-of-way is lost, it is lost permanently. This is not simply a trail issue. It is a transportation, safety, economic, and public land stewardship issue affecting the entire region. The TSP exists specifically to preserve future options. Removing them without a viable alternative in place puts the county at a severe disadvantage. For these reasons, I strongly urge you to vote NO on Docket G-01-25, retain the Yamhelas-Westsider Trail in the Transportation System Plan, and protect this publicly owned corridor for the benefit of current and future generations.

Thank you for your service and for considering this request. The public is watching how you vote. Will you represent the will of the people?

Sincerely,
Suzanne Henry
1430 SW Apperson St
McMinnville OR 97128

From: Suzanne Henry <sjh2teach@gmail.com>
Sent: Friday, November 28, 2025 9:24 AM
To: l Watkins@ci.carlton.or.us; kskipper@ci.carlton.or.us; sward-mullen@ci.carlton.or.us; dhill@ci.carlton.or.us; gerickson@ci.carlton.or.us; crizer@ci.carlton.or.us; sturrell@ci.carlton.or.us; sbeaucaire
Cc: Planning; BOC Info
Subject: Keep the Yamhelas in the TSP

Caution: This email originated outside of the Yamhill County email system

Dear Mayor Watkins and Councilors,

I'm writing as a non-Carlton resident who regularly visits and cares about the future of the Yamhill Valley. I respectfully urge you to send the City's letter opposing Docket G-01-25 and support keeping the Yamhelas-Westsider corridor in the County Transportation System Plan.

Although I don't live within Carlton city limits, the corridor is a regional asset. Residents from all over Yamhill County—and well beyond—travel here to enjoy your parks, small businesses, wineries, and community events. A safe, continuous walking and biking route between Yamhill, Carlton, and McMinnville would strengthen the entire region by supporting outdoor recreation, family access, and tourism.

Removing the project from the TSP would make it far harder for any community to pursue future grants, crossing improvements, school-safe routes, or recreational paths along the corridor. It also raises concerns about the corridor being broken up or sold off, which would permanently close the door on regional connectivity that benefits everyone.

The Yamhelas corridor is exactly the kind of long-term public investment that builds stronger, safer, and healthier communities. Carlton's leadership matters—not just for the city, but for the people who visit, spend money locally, and contribute to the broader Yamhill County economy.

Thank you for your consideration and for standing up for a resource that serves the whole region.

Sincerely,
Suzanne Henry
1430 SW Apperson St, McMinnville, OR 97128

From: Suzanne Henry <sjh2teach@gmail.com>
Sent: Friday, November 28, 2025 9:25 AM
To: s.corrigan@cityofyamhill.org; t.askey@cityofyamhill.org; k.kind@cityofyamhill.org;
c.featherston@cityofyamhill.org; p.pairan@cityofyamhill.org
Cc: Planning; BOC Info
Subject: Preserving Yamhelas Trail is key to livability for Yamhill and beyond

Caution: This email originated outside of the Yamhill County email system

Dear Mayor Corrigan and Yamhill City Councilors,

I'm writing to ask the City of Yamhill to support keeping the Yamhelas-Westsider Trail in the Yamhill County Transportation System Plan and to oppose Docket G-01-25.

The trail corridor directly advances several of Yamhill's core priorities:

- **Economic Development:** A safe regional walking and biking route would bring new visitors, increase local spending, and strengthen Yamhill's role in the wine-country recreation economy.
- **Parks & Recreation:** The corridor is a once-in-a-generation opportunity to expand park access and provide families, students, and seniors with a protected, off-street place to walk and bike.
- **Livability & Safety:** Preserving the corridor keeps future options open for safer mobility, improved crossings, emergency access, and healthier ways for residents to move around the community.

Removing the corridor from the TSP risks losing these benefits forever. Once fragmented or sold, the opportunity cannot be regained.

For these reasons, I respectfully ask the City of Yamhill to join residents in urging the County to keep the corridor in the TSP and protect this valuable public asset.

Thank you for your leadership.

Sincerely,
Suzanne Henry
1430 SW Apperson St, McMinnville, OR 97128

From: Kris Wessel <kwesseluk@gmail.com>
Sent: Friday, November 28, 2025 9:25 AM
To: lwatkins@ci.carlton.or.us; kskipper@ci.carlton.or.us; Shirley Ward-Mullen;
dhill@ci.carlton.or.us; gerickson@ci.carlton.or.us; crizer@ci.carlton.or.us;
sturrell@ci.carlton.or.us; sbeaucaire
Cc: Planning; BOC Info
Subject: I support the Yamhelas Trail - No to Docket G-01-25

Caution: This email originated outside of the Yamhill County email system

Dear Mayor Watkins and Councilors,

I urge the City Council to send the City's letter opposing Docket G-01-25, the proposal to remove the Yamhelas-Westsider Trail corridor from the Yamhill County Transportation System Plan.

This corridor is a once-in-a-generation public asset running directly through Carlton. Keeping it in the TSP preserves future options for safe walking and biking routes, school and commuter connections, and east-west mobility improvements that the community has talked about for years. It also protects Carlton's ability to pursue grant funding for crossings, safety upgrades, and long-term planning. Removing the project from the TSP would make all of that far more difficult.

It would also increase the risk that the corridor becomes fragmented or sold off, which would permanently eliminate opportunities for public use, emergency access, regional utilities, and future multi-modal transportation. Once pieces are gone, they cannot realistically be put back together.

The County's proposal directly affects Carlton residents, businesses, and long-term planning goals. Preserving the corridor keeps options open for our city's safety, mobility, economic vitality, and quality of life. Losing it would close the door on future solutions our community may need.

For these reasons, I urge you to send the letter included in the agenda packet and stand firmly for protecting this corridor on behalf of Carlton's present and future residents.

Thank you for considering this request and for your leadership.

Sincerely,
Kris Wessel

Ken Friday

From: Suzanne Henry <sjh2teach@gmail.com>
Sent: Friday, November 28, 2025 9:26 AM
To: raeverc@ycschools.org; communications@ycschools.org
Cc: Planning; BOC Info; s.corrigan@cityofyamhill.org; lwatkins@ci.carlton.or.us
Subject: Support for Preserving the Yamhelas Corridor to Improve Student & Family Safety

Caution: This email originated outside of the Yamhill County email system

Dear Superintendent Raever and Members of the Yamhill-Carlton School Board,

I am writing to respectfully request that the Yamhill-Carlton School District support preserving the Yamhelas-Westsider corridor by urging Yamhill County to keep the project in the Transportation System Plan and vote NO on Docket G-01-25.

Because the cities of Yamhill and Carlton share a school district, safe and reliable connections between the two towns are essential for students, families, and school activities. The Yamhelas corridor represents a once-in-a-generation opportunity to create a protected, off-street route that would allow students to travel more safely between both communities—whether for classes, athletic practices, after-school programs, jobs, or visiting friends.

A Safer Option for Students and Families

Today, the only route connecting Yamhill and Carlton is OR-47, a highway with fast-moving traffic, limited shoulders, and hazardous conditions for anyone walking or biking. Families frequently voice concerns about students who would like to bike or walk but cannot do so safely.

A preserved Yamhelas corridor would create space for:

- Safe walking and biking trips between the two towns
- Students accessing school events and extracurriculars
- Families traveling without needing a car for every trip
- Healthier transportation options that reduce barriers for youth

For many students—especially teens without driver’s licenses—this corridor could become a lifeline for independence, connection, and access to school activities.

Strengthening a Unified School Community

YCSD spans two towns, but it functions as one community. A safe trail connecting Yamhill and Carlton would help strengthen that unity by:

- Making it easier for families to participate in school events held in either town
- Reducing transportation barriers for low-income or single-car households
- Increasing opportunities for students to socialize and build friendships across town boundaries
- Supporting the district’s long-standing vision of a connected, inclusive school community

A Long-Term Asset That Serves Generations of Students

If the corridor is removed from the Transportation System Plan now, it becomes far more likely that pieces will be sold or repurposed—and the opportunity to build a safe school connector will be lost forever.

Preserving the corridor keeps future options open for:

- Safe Routes to School grants
- Federal and state funding for trails and rural mobility
- Emergency access and safety improvements
- Long-term student and family transportation planning

The School District's voice carries significant weight in decisions that affect children's safety and access. Your support would clearly communicate that protecting this corridor is not only a transportation issue, but a student well-being and family access issue.

Request

I respectfully ask the School District to:

- 1) Submit a letter urging the County to retain the Yamhelas corridor in the TSP, and
- 2) Publicly support preserving this right-of-way as a future safe school connection between Yamhill and Carlton.

Thank you for your leadership and for your ongoing commitment to the safety and success of our students and families.

Sincerely,

Suzanne Henry

1430 SW Apperson St, McMinnville, OR 97128

Ken Friday

From: Suzanne Henry <sjh2teach@gmail.com>
Sent: Friday, November 28, 2025 9:27 AM
To: yamhillcarltonwine@gmail.com; members@carltonbusinessassociation.com; chamberinfo@mcminnville.org; office@chehalemvalley.org; karaweber111@gmail.com; info@traveldundee.com; info@willamettewines.com; director@tastenewberg.com; karen@willamettevalley.org; claire@willamettevalley.org; tori@willamettevalley.org; info@visitmcminnville.com; info@mcminnvillebusiness.com; info@downtownmcminnville.com; info@traveloregon.com
Cc: Planning; BOC Info
Subject: Protect Yamhelas Trail for Future Economic Vitality

Caution: This email originated outside of the Yamhill County email system

Dear Business and Tourism Leaders,

I'm reaching out to ask your organizations to support keeping the Yamhelas-Westsider Trail corridor in the Yamhill County Transportation System Plan and to oppose Docket G-01-25, which would remove it.

For tourism, hospitality, and local businesses, this corridor represents an extraordinary economic opportunity. Trails consistently increase visitor spending, extend stays, and strengthen local business districts—benefits demonstrated across Oregon in places like McMinnville, Vernonia, Banks, Sisters, and the Willamette Valley Scenic Bikeway. The Yamhelas corridor offers similar potential: a safe, scenic connection linking our wineries, farm stands, tasting rooms, downtowns, lodging, and outdoor attractions.

Removing the project from the TSP would make it significantly more difficult to pursue funding for trail development, safe crossings, and visitor-friendly infrastructure—and risks the corridor being sold or fragmented, eliminating the opportunity entirely.

Maintaining the corridor in the TSP supports:

- Local Economic Growth – Increased tourism revenue, more reasons for visitors to stay longer, and greater visibility for businesses in Yamhill County.
- Regional Recreation Assets – A signature walking/biking experience that complements wine country, agritourism, and outdoor recreation.
- Competitive Positioning – Trails are becoming core regional amenities; removing this one places the county at a disadvantage.
- Quality of Life – Attractive amenities that help businesses recruit employees and retain workforce talent.

For these reasons, I respectfully ask your organization to voice support for preserving the Yamhelas corridor. A letter from the business community carries meaningful weight and helps reinforce that this is

an economic-development issue as much as a transportation one.

Thank you for considering this request and for your continued leadership in strengthening our region's economy.

Sincerely,
Suzanne Henry
1430 SW Apperson St. McMinnville OR 97128

Ken Friday

From: Kris Wessel <kwesseluk@gmail.com>
Sent: Friday, November 28, 2025 9:29 AM
To: s.corrigan@cityofyamhill.org; t.askey@cityofyamhill.org; k.kind@cityofyamhill.org;
c.featherston@cityofyamhill.org; p.pairan@cityofyamhill.org
Cc: Planning; BOC Info
Subject: Preserving Yamhelas Trail is key to livability for Yamhill and beyond

Caution: This email originated outside of the Yamhill County email system

Dear Mayor Corrigan and Yamhill City Councilors,

I'm writing to ask the City of Yamhill to support keeping the Yamhelas-Westsider Trail in the Yamhill County Transportation System Plan and to oppose Docket G-01-25.

The trail corridor directly advances several of Yamhill's core priorities:

- **Economic Development:** A safe regional walking and biking route would bring new visitors, increase local spending, and strengthen Yamhill's role in the wine-country recreation economy. I hope to one day walk the trail to and from Carlton and Yamhill while my grandchild rides her bike safely.
- **Parks & Recreation:** The corridor is a once-in-a-generation opportunity to expand park access and provide families, students, and seniors with a protected, off-street place to walk and bike.
- **Livability & Safety:** Preserving the corridor keeps future options open for safer mobility, improved crossings, emergency access, and healthier ways for residents to move around the community.

Removing the corridor from the TSP risks losing these benefits forever. Once fragmented or sold, the opportunity cannot be regained.

For these reasons, I respectfully ask the City of Yamhill to join residents in urging the County to keep the corridor in the TSP and protect this valuable public asset.

Thank you for your leadership.

Sincerely,
Kris Wessel
[Address]

Ken Friday

From: Kris Wessel <kwesseluk@gmail.com>
Sent: Friday, November 28, 2025 9:31 AM
To: raeverc@ycschools.org; communications@ycschools.org
Cc: Planning; BOC Info; s.corrigan@cityofyamhill.org; lwatkins@ci.carlton.or.us
Subject: Support for Preserving the Yamhelas Corridor to Improve Student & Family Safety

Caution: This email originated outside of the Yamhill County email system

Dear Superintendent Raever and Members of the Yamhill-Carlton School Board,

I am writing to request that the Yamhill-Carlton School District support preserving the Yamhelas-Westsider corridor by urging Yamhill County to keep the project in the Transportation System Plan and vote NO on Docket G-01-25.

Because the cities of Yamhill and Carlton share a school district, safe and reliable connections between the two towns are essential for students, families, and school activities. The Yamhelas corridor represents a once-in-a-generation opportunity to create a protected, off-street route that would allow students to travel more safely between both communities—whether for classes, athletic practices, after-school programs, jobs, or visiting friends.

A Safer Option for Students and Families

Today, the only route connecting Yamhill and Carlton is OR-47, a highway with fast-moving traffic, limited shoulders, and hazardous conditions for anyone walking or biking. Families frequently voice concerns about students who would like to bike or walk but cannot do so safely.

A preserved Yamhelas corridor would create space for:

- Safe walking and biking trips between the two towns
- Students accessing school events and extracurriculars
- Families traveling without needing a car for every trip
- Healthier transportation options that reduce barriers for youth

For many students—especially teens without driver’s licenses—this corridor could become a lifeline for independence, connection, and access to school activities.

Strengthening a Unified School Community

YCSD spans two towns, but it functions as one community. A safe trail connecting Yamhill and Carlton would help strengthen that unity by:

- Making it easier for families to participate in school events held in either town
- Reducing transportation barriers for low-income or single-car households
- Increasing opportunities for students to socialize and build friendships across town boundaries
- Supporting the district’s long-standing vision of a connected, inclusive school community

A Long-Term Asset That Serves Generations of Students

If the corridor is removed from the Transportation System Plan now, it becomes far more likely that pieces will be sold or repurposed—and the opportunity to build a safe school connector will be lost forever.

Preserving the corridor keeps future options open for:

- Safe Routes to School grants
- Federal and state funding for trails and rural mobility
- Emergency access and safety improvements
- Long-term student and family transportation planning

The School District's voice carries significant weight in decisions that affect children's safety and access. Your support would clearly communicate that protecting this corridor is not only a transportation issue, but a student well-being and family access issue.

Request

I respectfully ask the School District to:

- 1) Submit a letter urging the County to retain the Yamhelas corridor in the TSP, and
- 2) Publicly support preserving this right-of-way as a future safe school connection between Yamhill and Carlton.

Thank you for your leadership and for your ongoing commitment to the safety and success of our students and families.

Sincerely,
Kris Wessel
Carlton

Ken Friday

From: Kris Wessel <kwesseluk@gmail.com>
Sent: Friday, November 28, 2025 9:32 AM
To: yamhillcarltonwine@gmail.com; members@carltonbusinessassociation.com; chamberinfo@mcminnville.org; office@chehalemvalley.org; karaweber111@gmail.com; info@traveldundee.com; info@willamettewines.com; director@tastenewberg.com; karen@willamettevalley.org; claire@willamettevalley.org; tori@willamettevalley.org; info@visitmcminnville.com; info@mcminnvillebusiness.com; info@downtownmcminnville.com; info@traveloregon.com
Cc: Planning; BOC Info
Subject: Protect Yamhelas Trail for Future Economic Vitality

Caution: This email originated outside of the Yamhill County email system

Dear Business and Tourism Leaders,

I'm reaching out to ask your organizations to support keeping the Yamhelas-Westsider Trail corridor in the Yamhill County Transportation System Plan and to oppose Docket G-01-25, which would remove it.

For tourism, hospitality, and local businesses, this corridor represents an extraordinary economic opportunity. Trails consistently increase visitor spending, extend stays, and strengthen local business districts—benefits demonstrated across Oregon in places like McMinnville, Vernonia, Banks, Sisters, and the Willamette Valley Scenic Bikeway. The Yamhelas corridor offers similar potential: a safe, scenic connection linking our wineries, farm stands, tasting rooms, downtowns, lodging, and outdoor attractions.

Removing the project from the TSP would make it significantly more difficult to pursue funding for trail development, safe crossings, and visitor-friendly infrastructure—and risks the corridor being sold or fragmented, eliminating the opportunity entirely.

Maintaining the corridor in the TSP supports:

- Local Economic Growth – Increased tourism revenue, more reasons for visitors to stay longer, and greater visibility for businesses in Yamhill County.
- Regional Recreation Assets – A signature walking/biking experience that complements wine country, agritourism, and outdoor recreation.
- Competitive Positioning – Trails are becoming core regional amenities; removing this one places the county at a disadvantage.
- Quality of Life – Attractive amenities that help businesses recruit employees and retain workforce talent.

For these reasons, I respectfully ask your organization to voice support for preserving the Yamhelas corridor. A letter from the business community carries meaningful weight and helps reinforce that this is

an economic-development issue as much as a transportation one.

Thank you for considering this request and for your continued leadership in strengthening our region's economy.

Sincerely,
Kris Wessel
Carlton

Ken Friday

From: Patty Williams <director@wvcancerfoundation.org>
Sent: Friday, November 28, 2025 9:32 AM
To: lwatkins@ci.carlton.or.us; kskipper@ci.carlton.or.us; sward-mullen@ci.carlton.or.us; dhill@ci.carlton.or.us; gerickson@ci.carlton.or.us; crizer@ci.carlton.or.us; sturrell@ci.carlton.or.us; sbeaucaire
Cc: Planning; BOC Info
Subject: I support the Yamhelas Trail - No to Docket G-01-25

Caution: This email originated outside of the Yamhill County email system

Dear Mayor Watkins and Councilors,

Per the city council meeting agenda for December 2, please agree and decide to send the City's letter opposing Docket G-01-25, the proposal to remove the Yamhelas-Westsider Trail corridor from the Yamhill County Transportation System Plan. The pros of this action far outweigh the cons, namely negotiating with the county. While the city may not have formal documentation of residents' input, the Friends of the Yamhelas Westsider Trail have access to 1) petition signers supporting the trail, 2) a valid county survey showing support for the trail, and 3) documentation from numerous public meetings and charrettes where both supporters and opponents were allowed a voice at the table.

County commissioners have repeatedly shown their disdain for public opinion. Their long game, initiated when former commissioner Lindsay Berschauer took office in 2021, is about to see completion if citizens and public service officials don't step up. In four short years, they intentionally stacked the parks advisory board and planning commission with anti-trail members. The Yamhelas Westsider Trail is not mentioned in the County's Park System Plan approved in September 2025. Now, they aim to eliminate the trail forever.

Thank you.

Patty Williams

7860 NW Meadow Lake, Carlton

Ken Friday

From: Linda Noordman-Velebir <lleevelebir@comcast.net>
Sent: Friday, November 28, 2025 9:33 AM
To: Planning
Cc: BOC Info
Subject: Please Vote NO on Docket G-01-25 and Keep the Yamhelas Trail in the Transportation Plan

Caution: This email originated outside of the Yamhill County email system

Dear Members of the Yamhill County Planning Commission,

I am writing to urge you to vote NO on Docket G-01-25 and keep the Yamhelas-Westsider Trail corridor in the Yamhill County Transportation System Plan.

The 15.25-mile corridor between McMinnville and Gaston is an irreplaceable public asset. For more than a decade, it has been identified in the County's own planning documents and ordinances as a future multimodal transportation route—supporting walking, biking, and potential future rail. Removing it from the TSP now would significantly undermine long-term planning efforts and close the door on important opportunities that communities across the county may need in the future.

Keeping the corridor in the TSP ensures that Yamhill County can continue to:

- Preserve a critical public right-of-way for future transportation and utility use
- Maintain eligibility for state and federal funding for safety, connectivity, and infrastructure
- Improve safe routes for students, seniors, and families
- Support local mobility, active transportation, and east–west connectivity
- Protect a corridor with strong potential for recreation, tourism, and economic vitality
- Ensure long-term options for emergency access, wildfire mitigation, and maintenance

If the corridor is removed, it risks becoming fragmented or sold off, making it extremely difficult—if not impossible—to reassemble or repurpose for any public benefit. Once the right-of-way is lost, it is lost permanently.

This is not simply a trail issue. It is a transportation, safety, economic, and public land stewardship issue affecting the entire region. The TSP exists specifically to preserve future options. Removing them without a viable alternative in place puts the county at a severe disadvantage.

For these reasons, I strongly urge you to vote NO on Docket G-01-25, retain the Yamhelas-Westsider Trail in the Transportation System Plan, and protect this publicly owned corridor for the benefit of current and future generations.

Thank you for your service and for considering this request.

Sincerely,
[Your Name]
[City / Community]

Sent from my iPhone

Ken Friday

From: Patty Williams <director@wvcancerfoundation.org>
Sent: Friday, November 28, 2025 9:39 AM
To: lwatkins@ci.carlton.or.us; kskipper@ci.carlton.or.us; sward-mullen@ci.carlton.or.us; dhill@ci.carlton.or.us; gerickson@ci.carlton.or.us; crizer@ci.carlton.or.us; sturrell@ci.carlton.or.us; sbeaucaire
Cc: Planning; BOC Info; patty3w@gmail.com
Subject: Re: I support the Yamhelas Trail - No to Docket G-01-25

Caution: This email originated outside of the Yamhill County email system

Please note the email I just sent automatically loaded to my work email address at the Willamette Valley Cancer Foundation. The foundation has no stance on the trail. The email should have come from my personal email [patty3w@gmail.com <mailto:patty3w@gmail.com>] which I have copied here as well. Thank you.
-pw-

On Fri, Nov 28, 2025 at 9:32 AM Patty Williams <director@wvcancerfoundation.org <mailto:director@wvcancerfoundation.org>> wrote:

Dear Mayor Watkins and Councilors,

Per the city council meeting agenda for December 2, please agree and decide to send the City's letter opposing Docket G-01-25, the proposal to remove the Yamhelas-Westsider Trail corridor from the Yamhill County Transportation System Plan. The pros of this action far outweigh the cons, namely negotiating with the county. While the city may not have formal documentation of residents' input, the Friends of the Yamhelas Westsider Trail have access to 1) petition signers supporting the trail, 2) a valid county survey showing support for the trail, and 3) documentation from numerous public meetings and charrettes where both supporters and opponents were allowed a voice at the table.

County commissioners have repeatedly shown their disdain for public opinion. Their long game, initiated when former commissioner Lindsay Berschauer took office in 2021, is about to see completion if citizens and public service officials don't step up. In four short years, they intentionally stacked the parks advisory board and planning commission with anti-trail members. The Yamhelas Westsider Trail is not mentioned in the County's Park System Plan approved in September 2025. Now, they aim to eliminate the trail forever.

Thank you.

Patty Williams

7860 NW Meadow Lake, Carlton

Ken Friday

From: sharon nistler <grammar041444@yahoo.com>
Sent: Friday, November 28, 2025 9:41 AM
To: Planning
Cc: BOC Info
Subject: Please Vote NO on Docket G-01-25 and Keep the Yamhelas Trail in the Transportation Plan

Caution: This email originated outside of the Yamhill County email system

Dear Members of the Yamhill County Planning Commission,

My parents moved to Carlton in 1935, bought a house, my siblings & I all grew up there and my children & nieces and nephew grew up there! My mother worked in the Post Office, my Dad a city employee and lifetime fireman.

My Husband and I had businesses there, etc. it's always been a thought/wish that our kids and whoever could ride their bikes between the two towns that share our school.

In the 1990's or thereabouts, people started working on a plan, raising money, walking and planning, the whole nine yards of putting thought and effort into that path. We love our area and want our next generations to be able to use and share it too!

After it being purposely shot down by people that didn't grow up here, even tho people that did grow up here helped fund those commissioners, it seems so sad that we have to defend ourselves because of them.

We live in McMinnville now in a retirement community that is largely walking paths on our own campus, but not far away is a city path that goes from Baker Creek to 2nd street , this section goes between houses, across streets, etc. it is paved, has fences where necessary and is very clean and maintained by the city. No homeless, no garbage, it's an awesome relaxing place to walk. That's what we want the Yamhelas-Westsider trail to be! Beautiful, useful and enjoyable

I am writing to urge you to vote NO on Docket G-01-25 and keep the Yamhelas-Westsider Trail corridor in the Yamhill County Transportation System Plan.

The 15.25-mile corridor between McMinnville and Gaston is an irreplaceable public asset. For more than a decade, it has been identified in the County's own planning documents and ordinances as a future multimodal transportation route—supporting walking, biking, and potential future rail. Removing it from the TSP now would significantly undermine long-term planning efforts and close the door on important opportunities that communities across the county may need in the future.

Keeping the corridor in the TSP ensures that Yamhill County can continue to:

- Preserve a critical public right-of-way for future transportation and utility use
- Maintain eligibility for state and federal funding for safety, connectivity, and infrastructure
- Improve safe routes for students, seniors, and families
- Support local mobility, active transportation, and east–west connectivity
- Protect a corridor with strong potential for recreation, tourism, and economic vitality
- Ensure long-term options for emergency access, wildfire mitigation, and maintenance

If the corridor is removed, it risks becoming fragmented or sold off, making it extremely difficult—if not impossible—to reassemble or repurpose for any public benefit. Once the right-of-way is lost, it is lost permanently.

This is not simply a trail issue. It is a transportation, safety, economic, and public land stewardship issue affecting the entire region. The TSP exists specifically to preserve future options. Removing them without a viable alternative in place puts the county at a severe disadvantage.

For these reasons, I strongly urge you to vote NO on Docket G-01-25, retain the Yamhelas-Westsider Trail in the Transportation System Plan, and protect this publicly owned corridor for the benefit of current and future generations.

Thank you for your service and for considering this request.

Sincerely,
Sharon Nistler
McMinnville (Hillside)

Sent from my iPhone

Ken Friday

From: Patty Williams <patty3w@gmail.com>
Sent: Friday, November 28, 2025 9:49 AM
To: Planning
Cc: BOC Info
Subject: Vote NO (Docket G-01-25)

Caution: This email originated outside of the Yamhill County email system

Dear Members of the Yamhill County Planning Commission, I am writing to urge you to vote NO on Docket G-01-25 and keep the Yamhelas Westsider Trail corridor in the Yamhill County Transportation System Plan.

The 15.25-mile corridor between McMinnville and Gaston is an irreplaceable public asset. For more than a decade, the trail has been identified in the County's own planning documents and ordinances as a future multi-modal transportation route.

The county will not magically find funding to expand access to walking and biking opportunities around the county. The Yamhelas Westsider Trail provides that opportunity and has the potential to secure funding so taxpayers are relieved of another county-funded project.

Removing the trail will have long-term impacts on the future of the county. If anything, delay this vote and let the voters decide how to address the future of the Trail.

Patty Williams
Carlton OR 97111

Ken Friday

From: gaak117 <gaak117@yahoo.com>
Sent: Friday, November 28, 2025 1:47 PM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@yocschools.org
Subject: Our Community Needs This Public Right-of-Way Protected

Caution: This email originated outside of the Yamhill County email system

Dear Yamhill County Planning Commission,

I'm writing as someone who has lived, worked, and raised a family in Yamhill County long enough to know that we don't get many chances like this corridor. The old rail line between McMinnville and Gaston has been part of our landscape for generations, and for many of us, it represents something rare: a continuous stretch of publicly owned land that could finally give our small towns a safe way to connect with one another.

What concerns me most about Docket G-01-25 is not just the proposal itself, but the consequences it sets in motion. Removing this corridor from the Transportation System Plan doesn't simply "pause" the idea of a trail—it effectively removes the protection that keeps the right-of-way intact. Once that protection is gone, the corridor becomes vulnerable to fragmentation, sale, or uses that permanently eliminate the possibility of any future public benefit.

And that's what's at stake here. Not a trail tomorrow, or even next year—but whether we preserve an opportunity that we may very well need in the coming decades. Whether it's safer ways for kids to move between communities, emergency access routes during wildfire seasons, a future utility path, or the potential for a walking/biking route that supports local health and tourism—the corridor offers options that disappear the moment pieces of it are lost.

Counties all over Oregon and across the country have learned the same lesson: once these corridors are gone, they do not come back. And the cost of trying to reassemble them later is astronomical—financially, legally, and politically.

Keeping the Yamhelas-Westsider corridor in the TSP doesn't commit the county to build anything today. It simply maintains that essential protection and keeps the door open for future solutions that may become more valuable than we can foresee right now.

For all of these reasons, I respectfully ask you to vote NO on Docket G-01-25 and maintain the corridor's place in the Transportation System Plan. It's a practical choice, a fiscally responsible choice, and above all, a choice that preserves options for the next generation.

Thank you for considering this perspective and for the work you do on behalf of the county.

Sincerely,
Gail Akerson
Dundee OR 97115

Sent via the Samsung Galaxy S24+, an AT&T 5G smartphone

Ken Friday

From: gaak117 <gaak117@yahoo.com>
Sent: Friday, November 28, 2025 1:49 PM
To: l Watkins@ci.carlton.or.us; kskipper@ci.carlton.or.us; sward-mullen@ci.carlton.or.us; dhill@ci.carlton.or.us; gerickson@ci.carlton.or.us; crizer@ci.carlton.or.us; sturrell@ci.carlton.or.us; sbeaucaire
Cc: Planning; BOC Info
Subject: I support the Yamhelas Trail - No to Docket G-01-25

Caution: This email originated outside of the Yamhill County email system

Dear Mayor Watkins and Councilors,

I'm writing to respectfully urge the City Council to send the City's letter opposing Docket G-01-25, the proposal to remove the Yamhelas-Westsider Trail corridor from the Yamhill County Transportation System Plan.

This corridor is a once-in-a-generation public asset running directly through Carlton. Keeping it in the TSP preserves future options for safe walking and biking routes, school and commuter connections, and east-west mobility improvements that the community has talked about for years. It also protects Carlton's ability to pursue grant funding for crossings, safety upgrades, and long-term planning. Removing the project from the TSP would make all of that far more difficult.

It would also increase the risk that the corridor becomes fragmented or sold off, which would permanently eliminate opportunities for public use, emergency access, regional utilities, and future multi-modal transportation. Once pieces are gone, they cannot realistically be put back together.

The County's proposal directly affects Carlton residents, businesses, and long-term planning goals. Preserving the corridor keeps options open for our city's safety, mobility, economic vitality, and quality of life. Losing it would close the door on future solutions our community may need.

For these reasons, I urge you to send the letter included in the agenda packet and stand firmly for protecting this corridor on behalf of Carlton's present and future residents.

Thank you for considering this request and for your leadership.

Sincerely,
Gail Akerson
875 SW View Crest Dr
Dundee OR 97115

Ken Friday

From: gaak117 <gaak117@yahoo.com>
Sent: Friday, November 28, 2025 1:51 PM
To: l Watkins@ci.carlton.or.us; kskipper@ci.carlton.or.us; sward-mullen@ci.carlton.or.us; dhill@ci.carlton.or.us; gerickson@ci.carlton.or.us; crizer@ci.carlton.or.us; sturrell@ci.carlton.or.us; sbeaucaire
Cc: Planning; BOC Info; s.corrigan@cityofyamhill.org; t.askey@cityofyamhill.org
Subject: A Visitor's Request to Help Protect a Shared Yamhill Valley Treasure

Caution: This email originated outside of the Yamhill County email system

Mayor Watkins and Carlton City Councilors,

I'm writing as someone who doesn't live in Carlton but finds myself returning again and again to this part of the valley—sometimes for a wine tasting, sometimes for a meal with friends, and sometimes simply because it's one of the most welcoming corners of Oregon.

Because I spend time here, I also see what makes this place special: people out walking, families biking together, visitors exploring downtown, and the way the landscape ties Yamhill, Carlton, and the surrounding communities together. It's easy to imagine how much stronger those connections could be with a safe, protected route linking the towns in a way that feels natural and inviting.

That's why I'm asking you to send the City's letter opposing Docket G-01-25. The Yamhelas-Westsider corridor isn't just about a potential trail—it's about keeping a regional pathway intact so future generations have a safe way to move between these communities. It's about preserving opportunities for recreation, tourism, family-friendly access, and the simple joy of being able to walk or ride between towns without relying on a car or driving on a highway.

If the corridor is removed from the County Transportation System Plan, that opportunity becomes much harder to hold onto. And once sections are sold or altered, there's no easy way to put them back together.

I may not live in Carlton, but I—and so many others—care deeply about the health, safety, and character of the Yamhill Valley. A connected trail system would be a gift not only to local residents, but to everyone who supports your small businesses, your wineries, your community events, and your local economy.

Thank you for considering this perspective from someone outside your city limits who values what you've built and hopes to see it strengthened.

Warm regards,
Gail Akerson
Dundee OR

Ken Friday

From: Dahe Good <Dahe@goodlandcompany.com>
Sent: Friday, November 28, 2025 2:23 PM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@yocschools.org
Subject: Our Community Needs This Public Right-of-Way Protected

Caution: This email originated outside of the Yamhill County email system

Dear Yamhill County Planning Commission,

I'm writing as someone who has lived, worked, and helped families buy homes in Yamhill County long enough to know that we don't get many chances like this corridor.

We moved into 110 year-old farmhouse in Yamhill in 2002, one country block away from the proposed trail line. Our farmhouse was built by the Zimmerman's, and we were friends with Gordon Zimmerman, a third generation resident before he passed. He was a very strong proponent for this trail. And his testimonies at public hearings were stirring. He defended farmers rights, but reminded them that they didn't own the land that was the old rail real right away. With the rail line converted to a rails to trails project, it would be owned by everyone, and a great value to bikers, walkers and horseback riders; children, families and tourists, keeping them off the very dangerous two lane highways with no shoulders that we have running between these towns.

The old rail line between McMinnville and Gaston has been part of our landscape for generations, and for many of us, it represents something rare: a continuous stretch of publicly owned land that could finally give our small towns a safe way to connect with one another.

And in my over 3 decades experience in Real Estate, properties that adjoin or are near trails are highly sought and trails often increase property values. In other parts of our state and country, they coexist with multiple uses, including residential and farming uses.

What concerns me most about Docket G-01-25 is not just the proposal itself, but the consequences it sets in motion. Removing this corridor from the Transportation System Plan doesn't simply "pause" the idea of a trail—it effectively removes the protection that keeps the right-of-way intact. Once that protection is gone, the corridor becomes vulnerable to fragmentation, sale, or uses that permanently eliminate the possibility of any future public benefit.

And that's what's at stake here. Not a trail tomorrow, or even next year—but whether we preserve an opportunity that we may very well need in the coming decades. Whether it's safer ways for kids to move between communities, emergency access routes during wildfire seasons, a future utility path, or the potential for a walking/biking route that supports local health and tourism—the corridor offers options that disappear the moment pieces of it are lost.

Counties all over Oregon and across the country have learned the same lesson: once these corridors are gone, they do not come back. And the cost of trying to reassemble them later is astronomical—financially, legally, and politically.

Keeping the Yamhelas-Westsider corridor in the TSP doesn't commit the county to build anything today. It simply maintains that essential protection and keeps the door open for future solutions that may become more valuable than we can foresee right now.

For all of these reasons, I respectfully ask you to vote NO on Docket G-01-25 and maintain the corridor's place in the Transportation System Plan. It's a practical choice, a fiscally responsible choice, and above all, a choice that preserves options for the families living here as well as the next generation.

Thank you for considering this perspective and for the work you do on behalf of the county.

Sincerely,
Dahe Good
Yamhill County resident for 23 years
Good Land Company
971-219-1344

Ken Friday

From: Sheila T Barnes <sheilabarnes@mac.com>
Sent: Friday, November 28, 2025 3:03 PM
To: Planning
Subject: Yamhelas Westsider Trail

Caution: This email originated outside of the Yamhill County email system

**December 28, 2025
Yamhill County Planning Commission:**

I completely support the Yamhelas Westsider Trail. I am elderly with mobility issues so I doubt I would be able to use the trail often. However I am speaking in favor of the trail as a retired teacher. One of the benefits will be to provide a safe path for kids who live in the town of Yamhill to be able to ride their bikes safely to and from their home to their school in Carlton.

The quote below was posted as a comment on a posting about the meeting concerning the Yamhelas Westsider trail to be held on December 4th.

“A Long trail to a little town won’t be used much. The novelty will wear off fast.”

My response:

Let's see. It will be used every school day as the safe way to go to and from the towns of Yamhill and Carlton. Right now, kids ride their bikes on Hiway 47. 180 school days x's 2 (to and from), so 360. Based on census numbers showing around 350 households in the town of Yamhill (info not current, probably more now) and under 18 age population was around 27%, that's about a quarter of the population. So, around 80 kids. 80 times x 360. That's a pretty big number. Granted not every kid rides their bike to school. Many get rides in cars. High School kids might drive their own car. But still that leaves a lot of kids who ride their bikes. Or WOULD ride their bikes if the route was a safe one. And besides, even if this trail would prevent one accident, one death, it would be worth it.

This was my comment - my response - to this posting. I thought to share it with you.

Please do not remove the trail from the transportation system plan. Thank you for your consideration in this matter.

**Sheila Barnes
McMinnville, Oregon**

-

Ken Friday

From: Wayne Wiebke <shadypondacre@yahoo.com>
Sent: Wednesday, November 26, 2025 3:06 PM
To: Philip Forve; Planning
Cc: Matt Dolphin
Subject: Re: Proposal to remove YWT from the Yamhill County transportation plan

Caution: This email originated outside of the Yamhill County email system

Their solutions stated was 6' shoulders along county roads such as Westside Rd. Three things: the county barely has money for patching let alone building to code a 6' shoulder which mean eminent domaine, "taking" of private property in most cases. Never a popular political action; especially if they do not compensate like what happened to my neighbor who owns 80 acres along a county road West of Yamhill. He and his neighbors are not happy campers. Their solution would be like Trumps infrastructure plan or should I say "weekly infrastructure plan"; never happen.

Sent from Yahoo Mail for iPhone

On Wednesday, November 26, 2025, 10:48 AM, Philip Forve <pforve@gmail.com> wrote:

Members of the Yamhill County Planning Commission,

I am writing to encourage you to deny the request by the Yamhill County Commissioners to remove the project known as the Yamhelas Westsider Trail from the Yamhill County Transportation System Plan. In addition to the arguments you will see and hear from many county residents who are desiring a future where this trail will be available for their enjoyment, and for the safe transportation for school age children between Carlton and Yamhill, the removal of this project from the YCTSP goes directly against provisions of the Oregon transportation guidelines from the Oregon Land Conservation and Development Department and as a result, may result in costly legal challenges for the County if the trail plans are removed.

The Land Conservation and Development Department Chapter 660, Division 12 Goals On Transportation Planning include the following:

"(1) This division implements Statewide Planning Goal 12 (Transportation) to provide and encourage safe, convenient, and economic transportation systems. This division also implements provisions of other statewide planning goals related to transportation planning in order to plan and develop transportation facilities and services in close coordination with urban and rural development. The purpose of this division is to direct transportation planning in coordination with land use planning to:

(a) Provide for safe transportation for all Oregonians;

(b) Promote the development of transportation systems adequate to serve statewide, regional, and local transportation needs;

(c) Provide a transportation system that serves the mobility and access needs of those who cannot drive and other underserved populations;

(d) Provide for affordable, accessible and convenient transit, pedestrian, and bicycle access and circulation, with improved connectivity to destinations people want to reach, such as education facilities, workplaces, services, shopping, places of worship, parks, open spaces, and community centers;

(e) Reduce pollution from transportation to meet statewide statutory and executive goals to reduce climate pollution..."

The Yamhelas Westsider Trail provides an effective answer to these goals for Yamhill County. If you and the Commissioners remove the trail from the YCTSP, what will you replace it with? I am not aware of any other right of way or trail corridor in the county that comes close to the potential of the Yamhelas Westsider Trail corridor. I urge you to work with the Commissioners and the residents of the County to find solutions to challenges that have been raised by some stakeholders and to ensure that this safe and effective means of transportation can become a reality.

Thank you for your service to the people of Yamhill County.

Philip Forve

2089 NW Doral Street

McMinnville, OR 97128

Ken Friday

From: Ken Wright <ken@kenwrightcellars.com>
Sent: Friday, November 28, 2025 3:20 PM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@yoschools.org
Subject: Our Community Needs This Public Right-of-Way Protected

Caution: This email originated outside of the Yamhill County email system

Dear Yamhill County Planning Commission,

I'm writing as someone who has lived, worked, and raised a family in Yamhill County long enough to know that we don't get many chances like this corridor. The old rail line between McMinnville and Gaston has been part of our landscape for generations, and for many of us, it represents something rare: a continuous stretch of publicly owned land that could finally give our small towns a safe way to connect with one another.

What concerns me most about Docket G-01-25 is not just the proposal itself, but the consequences it sets in motion. Removing this corridor from the Transportation System Plan doesn't simply "pause" the idea of a trail—it effectively removes the protection that keeps the right-of-way intact. Once that protection is gone, the corridor becomes vulnerable to fragmentation, sale, or uses that permanently eliminate the possibility of any future public benefit.

And that's what's at stake here. Not a trail tomorrow, or even next year—but whether we preserve an opportunity that we may very well need in the coming decades. Whether it's safer ways for kids to move between communities, emergency access routes during wildfire seasons, a future utility path, or the potential for a walking/biking route that supports local health and tourism—the corridor offers options that disappear the moment pieces of it are lost.

Counties all over Oregon and across the country have learned the same lesson: once these corridors are gone, they do not come back. And the cost of trying to reassemble them later is astronomical—financially, legally, and politically.

Keeping the Yamhelas-Westsider corridor in the TSP doesn't commit the county to build anything today. It simply maintains that essential protection and keeps the door open for future solutions that may become more valuable than we can foresee right now.

For all of these reasons, I respectfully ask you to vote NO on Docket G-01-25 and maintain the corridor's place in the Transportation System Plan. It's a practical choice, a fiscally responsible choice, and above all, a choice that preserves options for the next generation.

Thank you for considering this perspective and for the work you do on behalf of the county.

Sincerely,
Ken Wright
Carlton

Sent from my iPhone

Ken Friday

From: Lige Dickson <lige.dickson@gmail.com>
Sent: Friday, November 28, 2025 4:17 PM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@ycschools.org
Subject: Our Community Needs This Public Right-of-Way Protected

Caution: This email originated outside of the Yamhill County email system

Dear Yamhill County Planning Commission,

I'm frequent user of the Vernonia to Banks trail and would love to have a similar resource here in Yamhill county.

My wife and I have lived, worked, and raised our family here in Yamhill county since 1993 and are aware that we don't get many chances like this to develop a public space that benefit the community in such a unique fashion. The old rail line between McMinnville and Gaston has been part of our landscape for generations, and for many of us, it represents something rare: a continuous stretch of publicly owned land that could finally give our small towns a safe way to connect with one another.

What concerns me most about Docket G-01-25 is not just the proposal itself, but the consequences it sets in motion. Removing this corridor from the Transportation System Plan doesn't simply "pause" the idea of a trail—it effectively removes the protection that keeps the right-of-way intact. Once that protection is gone, the corridor becomes vulnerable to fragmentation, sale, or uses that permanently eliminate the possibility of any future public benefit.

And that's what's at stake here. Not a trail tomorrow, or even next year—but whether we preserve an opportunity that we may very well need in the coming decades. Whether it's safer ways for kids to move between communities, emergency access routes during wildfire seasons, a future utility path, or the potential for a walking/biking route that supports local health and tourism—the corridor offers options that disappear the moment pieces of it are lost.

Counties all over Oregon and across the country have learned the same lesson: once these corridors are gone, they do not come back. And the cost of trying to reassemble them later is astronomical—financially, legally, and politically.

Keeping the Yamhelas-Westsider corridor in the TSP doesn't commit the county to build anything today. It simply maintains that essential protection and keeps the door open for future solutions that may become more valuable than we can foresee right now.

For all of these reasons, I respectfully ask you to vote NO on Docket G-01-25 and maintain the corridor's place in the Transportation System Plan. It's a practical choice, a fiscally responsible choice, and above

all, a choice that preserves options for the next generation.

Thank you for considering this perspective and for the work you do on behalf of the county.

Sincerely,
Elijah Dickson
Newberg, Oregon

Ken Friday

From: Ariel <ariel931979@gmail.com>
Sent: Friday, November 28, 2025 5:12 PM
To: BOC Info; lwatkins@ci.carlton.or.us; Planning; raeverc@ycschools.org; s.corrigan@cityofyamhill.org
Subject: Docket G-01-25 : protect this public right of way

Caution: This email originated outside of the Yamhill County email system

Dear Yamhill County Planning Commission,

I'm writing as someone who has lived, worked, and raised a family adjacent to Yamhill County with it as part of our backyard long enough to know that we don't get many chances like this corridor. The rolling vistas, so important as development continues to grow, are part of what brings many of us out to visit and recreate.

Please help preserve and protect this priceless opportunity to create something generations to come will use, just like the Banks Vernonia trail. The old rail line between McMinnville and Gaston has been part of our landscape for generations, and for many of us, it represents something rare: a continuous stretch of publicly owned land that could finally give our small towns a safe way to connect with one another.

What concerns me most about Docket G-01-25 is not just the proposal itself, but the consequences it sets in motion. Removing this corridor from the Transportation System Plan doesn't simply "pause" the idea of a trail—it effectively removes the protection that keeps the right-of-way intact. Once that protection is gone, the corridor becomes vulnerable to fragmentation, sale, or uses that permanently eliminate the possibility of any future public benefit.

And that's what's at stake here. Not a trail tomorrow, or even next year—but whether we preserve an opportunity that we may very well need in the coming decades. Whether it's safer ways for kids to move between communities, emergency access routes during wildfire seasons, a future utility path, or the potential for a walking/biking route that supports local health and tourism—the corridor offers options that disappear the moment pieces of it are lost.

Counties all over Oregon and across the country have learned the same lesson: once these corridors are gone, they do not come back. And the cost of trying to reassemble them later is astronomical—financially, legally, and politically.

Keeping the Yamhelas-Westsider corridor in the TSP doesn't commit the county to build anything today. It simply maintains that essential protection and keeps the door open for future solutions that may become more valuable than we can foresee right now.

For all of these reasons, I respectfully ask you to vote NO on Docket G-01-25 and maintain the corridor's place in the Transportation System Plan. It's a practical choice, a fiscally responsible choice, and above all, a choice that preserves options for the next generation.

Thank you for considering this perspective and for the work you do on behalf of the county.

Sincerely,
Ariel Goodwin
North Plains

Ken Friday

From: Linda Saunders <lindap4877@gmail.com>
Sent: Saturday, November 29, 2025 12:08 AM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raevert@yocschools.org; kim.morris@mcminnvilleoregon.gov
Subject: Keep Yamhelas Trail in Transportation Plan

Caution: This email originated outside of the Yamhill County email system

Members of the Yamhill County Planning Commission,

I am writing to urge you to keep the Yamhelas-Westsider Trail project in the Yamhill County Transportation System Plan and to vote NO on Docket G-01-25.

The former rail corridor between McMinnville and Gaston is not just another line on a map. It is one of the few continuous, publicly controlled corridors left in our county—an asset that can serve multiple public purposes over many decades. The TSP exists precisely to safeguard these kinds of long-range options.

Preserving the Yamhelas corridor in the TSP:

- Keeps open the possibility of a safe, separated route for people walking and biking, including students, families, and seniors who do not have easy access to a car.
- Supports future applications for state and federal funding for crossings, trails, and safety improvements—funding that often requires a project to be in an adopted transportation plan.
- Protects a potential utility and emergency-access corridor, which could be invaluable as the county plans for growth, wildfire risk, and infrastructure needs.
- Strengthens regional connectivity, tying together Yamhill, Carlton, McMinnville, and rural areas in a way that supports local businesses and recreation-based tourism.

Removing the project from the TSP does not solve a problem; it removes a tool. It increases the risk that the corridor will be sold off in pieces or repurposed in ways that make it impossible to use later for any public benefit. Once that happens, the opportunity is gone for good, and future leaders will have far fewer options to address transportation, safety, and connectivity challenges.

Leaving the Yamhelas-Westsider Trail project in the Transportation System Plan does not require immediate construction, nor does it lock the County into a single design. It simply preserves the corridor as a viable, planned facility so that, when funding and community will align, Yamhill County is ready instead of starting from scratch.

For these reasons, I respectfully ask you to reject Docket G-01-25, retain the Yamhelas-Westsider Trail in the Yamhill County Transportation System Plan, and protect this irreplaceable public corridor for current residents and future generations.

Thank you for your work and for considering this request.

Sincerely,
Linda Saunders
McMinville

Ken Friday

From: LANA MCKAY BROWN <lmckay540@hotmail.com>
Sent: Saturday, November 29, 2025 1:33 PM
To: Planning
Subject: Vote to Keep the Yamhelas Trail in the Transportation Plan!

Caution: This email originated outside of the Yamhill County email system

Hello,

We want to voice our desire to keep the Yamhelas Trail in the Transportation Plan, and protect our public land! We believe this Trail will contribute so much to the livability of Yamhill County and feel it should remain in the Transportation Plan.

Thank you!

Lana McKay Brown
Barry Brown
2664 NE Cole Avenue
McMinnville, OR 97128

Ken Friday

From: Ken Benkstein <kgbenkstein@gmail.com>
Sent: Saturday, November 29, 2025 2:45 PM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raevec@yoschools.org; kim.morris@mcminnvilleoregon.gov
Subject: Yamhelas Trail

Caution: This email originated outside of the Yamhill County email system

Yamhill County Planning Commission,

I'm asking you to keep the Yamhelas-Westsider corridor in the Transportation System Plan and to vote NO on Docket G-01-25.

This corridor is one of the only continuous public routes that could safely connect multiple communities in our county. Removing it would close the door on future options for walking and biking routes, school connections, utility access, and grant-funded safety projects that can only move forward if the corridor remains in the TSP.

We lived in Iowa during the late 1990s and can attest to the positive impact of the bike/hike trail between West Des Moines and the small town of Adel. Recreational traffic along the old railway led to the opening of several new businesses in Adel that continue to thrive. Farmer friends along the route have no negative comments about the trail, even many decades later.

This is not a decision about building a trail tomorrow—it is a decision about keeping our options open.

Please protect this public asset and maintain the Yamhelas-Westsider Trail in the Transportation System Plan.

Thank you for your consideration.

Sincerely,
Ken Benkstein
MCMINNVILLE, OR

Ken Friday

From: Ted Miller <ted.miller22@gmail.com>
Sent: Saturday, November 29, 2025 5:24 PM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@yoschools.org; kim.morris@mcminnvilleoregon.gov
Subject: Docket G-01-25

Caution: This email originated outside of the Yamhill County email system

Yamhill County Planning Commission,

I'm asking you to keep the Yamhelas-Westsider corridor in the Transportation System Plan and to vote NO on Docket G-01-25.

This corridor is one of the only continuous public routes that could safely connect multiple communities in our county. Removing it would close the door on future options for walking and biking routes, school connections, utility access, and grant-funded safety projects that can only move forward if the corridor remains in the TSP.

Once a corridor like this is divided or sold, it cannot realistically be reassembled. Preserving it in the TSP simply protects the public's ability to decide how best to use it in the years ahead.

This is not a decision about building a trail tomorrow—it is a decision about keeping our options open.

Please protect this public asset and maintain the Yamhelas-Westsider Trail in the Transportation System Plan.

Thank you for your consideration.

Sincerely,
[Your Name]
[City / Community]

I own property along the trail south of Carlton. and would like to be able to walk to town on the trail. cannot cannot now walk along highway 47 because it's not safe..

TED & Paula Miller
9140 HWY 47
Carlton, Or 97111
Ph 503-515-4954
ted.miller22@gmail.com

Ken Friday

From: Cameron Backus <spotteddolphin253@gmail.com>
Sent: Saturday, November 29, 2025 5:58 PM
To: Planning; BOC Info; Kit Johnston; Mary Starrett; Bubba King; trailspac@gmail.com; letters@newsregister.com
Subject: Re: Repeal of Ordinance 880 re: Yamhelas Westsider Trail

Spam

Caution: This email originated outside of the Yamhill County email system

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Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.) ===

Dear Planning Commission and Board of Commissioners,

I support the Yamhelas-Westsider Trail and urge you to keep the trail Right of Way (ROW) in the Transportation System Plan (TSP).

I am a lifelong resident of Yamhill County. I have been excited about the Yamhelas-Westsider Trail ever since its inception, and I care deeply about it being completed. I grew up on Parrett Mountain, where there was absolutely nowhere I could walk or ride my bike where I wasn't in danger of getting run over by cars. A safe, level, multi-use, public trail like this one sounds like a dream come true to me.

It is frustrating that every couple of years we have to defend this project from getting cancelled, while in the meantime progress on it stalls. The outcomes of Yamhelas-Westsider Trail are positive only:

- * Connecting the communities of Carlton, Yamhill, Cove Orchard, and Gaston, with potential expansions to Forest Grove and McMinnville
- * Improving transportation safety, including providing a safe route to school between Carlton and Yamhill
- * Expanding access to regional parks and trails (e.g. the Banks-Vernonia Linear Trail, the Chehalem Heritage Trail System, and the Wapato Lake Wildlife Refuge)
- * Providing outdoor recreational opportunities like biking, hiking, and equestrian trail riding

- * Promoting tourism and economic development in our region
- * Increasing our community's health and well-being

So what gives? I am with the majority of Yamhill County residents, who do not want to see the trail property get abandoned, sold off, and lost forever to future generations. Please, do not repeal ordinance 880 and do not remove the Yamhelas-Westsider Trail from the county transportation plan.

Regards,
Cameron Backus
Newberg, OR 97132

11/29/2025

Re: Docket G-01-25

To: Yamhill County Planning Commission

Dear Planning Commission Members,

I strongly oppose the removal of the project know as the Yamhelas Westsider Trail from the YCTSP. The project is broadly supported in our County and the benefits of it's inclusion and possible completion far outweigh any perceived negative effects. Please listen to the citizens of Yamhill County and leave this project in the YCTSP.

Sincerely,
Marilyn Kosel

516 NE 3rd St.
McMinnville, OR 97128

Dear Yamhill County Commissioners,

I am writing in regards to your proposal to remove the proposed Yamhelas Westsider Trail (YWT) from the county transportation plan.

Specifically to register my opposition to your incessant and baffling attempts to forestall the development and ultimate utilization of this public resource that was legally acquired by the county in 2017.

While it is true that public lands need to be good neighbors and any publicly accessible properties have issues (e.g. litter, trespass, homeless camping, etc.) from time to time the continued portrayal of this particular proposed trail as being some sort of assault on private property rights and agriculture is a red herring if ever there was one. I intend to make my point along the following lines; economic development, public recreation, and civic health.

One needs only to look (or venture) a short ways north to see but some of the economic vitality that has been injected into the small rural towns of Banks and Vernonia courtesy of the Banks Vernonia State Trail (also a redeveloped former railroad right of way). Bicycle rental and repair shops and increased traffic at coffee shops, restaurants, etc. I am not suggesting this is an economic panacea for the record. I am however suggesting that this sort of trail is but one piece of a diverse and vibrant economy that can help support privately owned businesses and entrepreneurs. Last I checked these are the sorts of things that lead to *both* job creation and tax revenue. Tax revenue that can support county and municipal functions such as education, first responders, and infrastructure. Perhaps this may be of some interest to you as commissioners whose purview includes several similar communities here in Yamhill County. And please let me forestall the notion that the Banks Vernonia State Trail (BVST) is a poor analogue for the proposed YWT. While the northern three quarters or so of the aforementioned BVST does run through timber ground (including L.L. Stub Stewart State Park) that is quite different than the country and land use between McMinnville and Gaston, the first six or so miles from Banks to Buxton is a near identical twin to the terrain, land use, and communities astride the proposed YWT. So I do not believe it a stretch to think the development of this trail will not meaningfully derail adjacent land uses/land values any more than has happened in Washington County (it has not). Nor do I think there will be anything dissimilar in terms of boosting the economic health of the communities to be found along this route. And all at the bare minimum of impact to high value agricultural lands (and associated tax base). Just a slender ribbon of public land threading through the countryside.

And as I move on to my second point I find myself compelled to mention the rather obvious - that even though Oregon is blessed with copious public lands the Willamette Valley has very little in the way of publicly accessible recreational lands. This issue is particularly acute in Yamhill County. While there is some scattered BLM and Forest Service holdings in the far west of the county none of this is proximal to where most of the counties population base lives. If fully developed, the YWT will be directly accessible from McMinnville, Carlton, Yamhill, Cove Orchard, and Gaston. This represents a significant portion of the counties citizens that would have near at hand recreational access to a safe non-motorized trail. This may also have the ancillary benefit of taking some portion of the ever increasing amount of bicyclists off of our narrow, winding, and *shoulderless* public roads while concurrently improving traffic flow and perhaps reducing accidents and fatalities (unfortunately not unheard of within the county).

Lastly, you might perhaps think my notion of this proposed trail benefiting civic health a stretch. But I believe affording the mostly urban citizenry of the county the opportunity to get out on the landscape and into the small towns may yield, however modestly, some appreciation of how rural landowner's live. Of how small town entrepreneurs help build their local communities.

Some small insight into what it takes to raise crops and manage a landscape. It's this last point that I hang my hat on actually. A trail such as this offers nearly limitless potential for interpretive signage that can speak to the areas history - from our native predecessors to the present day as well as everything that's happened inbetween. And yes, signage costs money. But there are grant funds to be found to fund this sort of thing. My point simply being that anything that helps bridge connections between the citizens of the county has to be a good thing - we all live here together after all.

So in conclusion I'd also like to mention that I have had the good fortune and privilege of travelling a good deal throughout not just Oregon but the broader United States of America as a whole. I have subsequently enjoyed the foresight of our fellow citizens in acquiring and developing rails to trails in many, many places. To appreciate a unique vantage point on our nation's beautiful landscapes from places as diverse as not just Oregon (a 'liberal' state) but Kansas (a 'conservative' state) and countless other places from coast to coast. But nowhere, and I mean nowhere, has there been a more baffling, backwards approach to municipal civic engagement, economic development and constituent service than right here at home in regards to the proposed YWT. So please, for the love of whatever it is you love, stop trying to kill this proposal and respond to your constituents. Approve this trail and support its development. Current and future generations will thank you.

I have been a tax paying resident of Yamhill County for the past 18 years. I am a registered independent. And I vote. Regularly. Thank you for your consideration.

Sincerely,

Christian Seal

cc: Lucetta Elmer, Bruce Starr, Andrea Salinas, Ron Wyden, Jeff Merkley, Yamhill County's News-Register

P.S. Full disclosure: my wife co-owns one of the businesses in Carlton that have donated an easement for the trail across their property. I believe in some circles this is referred to as putting your money where your mouth is.

Ken Friday

From: Susan Brickey <sab97206@comcast.net>
Sent: Sunday, November 30, 2025 8:56 AM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raevert@yoschools.org; kim.morris@mcminnvilleoregon.gov
Subject: Please Align TSP Changes with Oregon Statewide Planning Goal 1 – Citizen Involvement

Caution: This email originated outside of the Yamhill County email system

Dear Yamhill County Planning Commissioners,

I am writing regarding Docket G-01-25 and the proposed removal of the Yamhelas-Westsider Trail project from the Transportation System Plan. Because this is a legislative amendment to a core county planning document, it should clearly follow Oregon Statewide Planning Goal 1 (Citizen Involvement), which calls for meaningful, ongoing public participation in land use planning decisions.

From a citizen's perspective, it does not appear that this standard has been met. Beyond the December 4 Planning Commission hearing, I am not aware of any substantial outreach to engage the wider public on this proposal. There have been:

- No county-initiated community surveys about the future of the corridor
- No public open houses or listening sessions focused on this change
- No targeted outreach to key groups who will be directly affected (students and families, adjacent cities, business communities, etc.)

For a change of this scale—removing a 15.25-mile, long-planned multimodal corridor from the TSP—Goal 1 suggests a much more robust citizen involvement process than a single formal hearing with limited notice and limited capacity. Residents across the county deserve a reasonable opportunity to understand what is being proposed, to ask questions, and to offer informed input before such a decision is made.

I respectfully request that the Planning Commission:

- 1) Acknowledge the need to fully meet the spirit and intent of Goal 1 for this TSP amendment; and
- 2) Direct staff to conduct additional public engagement—such as surveys, open houses, community meetings, and broader outreach—before making a final recommendation on Docket G-01-25.

Taking extra steps now to ensure genuine citizen involvement will build trust in the process and lead to a better, more durable decision for the entire county.

I truly believe you are missing an opportunity for your community. I've run into one of your community members at a Farmer's Market who told me how frightened she was of riders coming through her community and feeling at risk. I heard her and do understand how she sincerely feels that fear. But I've ridden many of the long distance trails in the USA and have seen and experienced first hand how these trails have revitalized communities, brought revenue, founded opportunities for locals to stay local when desired. I've never ONCE felt fearful riding as a single older female whether alone, with a parter or in a group. The financial numbers on the money trails bring into the community are phenomenal!!! And I find pure joy riding these trails. I've been doing it since in my 50s and I'm now 78. I'm hoping to travel rail trails all over the US again!! But I'd love to add to the beginning and/or end of the wonderful Banks-Vernonia

Trail with your trail!! I most sincerely believe in the great benefits it would bring. The return on investment numbers are available from Adventure Cycling!!

Thank you for your consideration and for your service to Yamhill County. Such important work you do. How important to the now and the future it is to be open minded to future possibilities!!

Sincerely,
Susan A Brickey
Unincorporated Washington County
11407 NW Kearney Street
Portland, OR. 97229

Sent from my iPad

Ken Friday

From: Katrina Rudeen <kamsber@gmail.com>
Sent: Sunday, November 30, 2025 9:17 AM
To: Planning
Cc: BOC Info
Subject: Yamhelas Trail Impact

Caution: This email originated outside of the Yamhill County email system

Dear Members of the Yamhill County Planning Commission,

I am writing to urge you to vote NO on Docket G-01-25 and keep the Yamhelas-Westsider Trail corridor in the Yamhill County Transportation System Plan.

This trail would be a game changer for our small communities. I am a local PE teacher and one of my goals is to teach kids that biking is a healthy, worthwhile form of transportation. It's really hard to sell this when we have so few spaces to actually put this into practice. This trail would offer one more opportunity to my kids and their families. I, myself would LOVE to have something like this available for me and my family.

Also, our small towns rely on tourism. I'm certain this trail would bring visitors from all over and offer a major boost to our local industries. For example, there's really few reasons I would choose to visit the small towns of Banks and Vernonia- but the trail there is a huge draw and reason enough to visit.

If the corridor is removed, it risks becoming fragmented or sold off, making it extremely difficult—if not impossible—to reassemble or repurpose for any public benefit. Once the right-of-way is lost, it is lost permanently. Please hold on to the land to allow for future options, even if we can't all agree yet on how the project will look in the end.

For these reasons, I strongly urge you to vote NO on Docket G-01-25, retain the Yamhelas-Westsider Trail in the Transportation System Plan, and protect this publicly owned corridor for the benefit of current and future generations.

Thank you for your service and for considering this request.

Sincerely,
Katrina Rudeen
McMinnville Resident

Ken Friday

From: Sarah Phillips <phillipssb@icloud.com>
Sent: Sunday, November 30, 2025 10:11 AM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@yoschools.org; kim.morris@mcminnvilleoregon.gov
Subject: Please Align TSP Changes with Oregon Statewide Planning Goal 1 – Citizen Involvement

Caution: This email originated outside of the Yamhill County email system

Dear Yamhill County Planning Commissioners,

RE: Docket G-01-25 removal of the Yamhelas-Westsider Trail project .

Removing a 15.25-mile, **long-planned** multimodal corridor would be yet another example of County/Planning Commissioners around the country caving to big development to the detriment of their communities. We left what was once a lovely ski town, as it is being sold off piece by piece to appease developers with deep pockets and the tourist industry.

Please do not facilitate this, as it **will harm** all the citizens, (and tourists), who use this trail to recreate, educate, exercise and enjoy the outdoors. It appears that this is being considered with no interest in seeking input from citizens. It is incumbent upon you all to explain yourselves for this lack of transparency and apparent dishonesty, as well as to mount robust community engagement, prior to making a decision of this magnitude. Citizens will be happy to work with you to mount meaningful, and ongoing public participation in land use planning decisions.

I am not aware of any substantial outreach to engage the wider public on this proposal. There have been:

- No county-initiated community surveys about the future of the corridor
- No public open houses or listening sessions focused on this change
- No targeted outreach to key groups who will be directly affected (students and families, adjacent cities, business communities, etc.)

Residents across the county deserve a reasonable opportunity to understand what is being proposed, to ask questions, and to offer informed input before such a decision is made.

I respectfully request that the Planning Commission:

- 1) Acknowledge the need to fully meet the spirit and intent of Goal 1 for this TSP amendment; and
- 2) Direct staff to conduct additional public engagement—such as surveys, open houses, community meetings, and broader outreach—before making a final recommendation on Docket G-01-25.

Thank you for your consideration.

Sincerely,
Sarah Phillips
McMinnville, OR

Ken Friday

From: Sarah Phillips <phillipssb@icloud.com>
Sent: Sunday, November 30, 2025 10:14 AM
To: lwatkins@ci.carlton.or.us; kskipper@ci.carlton.or.us; sward-mullen@ci.carlton.or.us; dhill@ci.carlton.or.us; gerickson@ci.carlton.or.us; crizer@ci.carlton.or.us; sturrell@ci.carlton.or.us; sbeaucaire
Cc: Planning; BOC Info; raeverc@ycschools.org
Subject: Regional Connectivity Matters — Please Support Preserving the Corridor

Caution: This email originated outside of the Yamhill County email system

Mayor Watkins and Carlton Leaders,

I am writing from outside Carlton, but as someone who follows regional planning issues closely, I want to emphasize how important the Yamhelas-Westsider corridor is to the long-term connectivity and economic strength of this part of Yamhill County.

The communities of the valley do not function in isolation. Visitors, workers, students, and businesses move fluidly between Yamhill, Carlton, McMinnville, and the rural areas in between. Maintaining a continuous, publicly owned transportation corridor is a practical, forward-looking decision that preserves options the region may depend on decades from now.

Keeping the corridor in the Transportation System Plan does not commit the City or County to constructing a trail today. It simply keeps a strategic asset intact so future leaders have the flexibility to create safer routes, pursue grants, improve emergency access, and support small-town economic development when the timing and funding align.

Removing the corridor from the TSP, however, creates immediate risk. Once discontinuities appear—through sale or fragmentation—the route’s long-term usefulness is compromised. Reassembling it later would be prohibitively expensive and politically difficult. Many counties across Oregon have learned this the hard way.

Carlton’s voice carries weight in decisions that affect the entire region. A letter from the City affirming support for preserving this corridor would signal a commitment to thoughtful planning, economic resilience, and safe mobility for future generations.

Thank you for your attention to this issue and for the leadership you provide for your community.

Sincerely,
Sarah Phillips
McMinnville, OR

Ken Friday

From: Sarah Phillips <phillipssb@icloud.com>
Sent: Sunday, November 30, 2025 10:16 AM
To: s.corrigan@cityofyamhill.org; t.askey@cityofyamhill.org; k.kind@cityofyamhill.org;
c.featherston@cityofyamhill.org; p.pairan@cityofyamhill.org
Cc: Planning; BOC Info; l.watkins@ci.carlton.or.us; raeverc@ycschools.org
Subject: Please save our trail for the Future

Caution: This email originated outside of the Yamhill County email system

Dear Mayor Corrigan and Yamhill City Councilors,

I'm reaching out today to ask that the City of Yamhill support preserving the Yamhelas-Westsider corridor by urging the County to keep it in the Transportation System Plan and to oppose Docket G-01-25.

This corridor represents far more than a future trail. It aligns directly with the priorities Yamhill has identified for itself—growing the local economy, expanding park and recreation opportunities, and improving the overall livability of the community. A safe, regional walking and biking route would give visitors and residents alike a new way to experience Yamhill's wineries, farms, and small businesses. It would also provide families, students, and seniors with a comfortable place to move around outside of traffic, while opening the door to future safety improvements and emergency access options.

If the project is removed from the TSP now, those possibilities become significantly harder to achieve. Once a corridor like this is broken up or sold off, it's extremely difficult—often impossible—to reassemble it for any public use down the road.

For these reasons, I respectfully ask the City to stand with the residents who want to see this corridor preserved and to communicate to the County that keeping it in the TSP is essential for Yamhill's long-term goals and quality of life.

Thank you for your time and for your continued service to the community.

Sincerely,
Sarah Phillips
McMinnville, OR

Ken Friday

From: joanbuccino@comcast.net
Sent: Sunday, November 30, 2025 11:25 AM
To: Planning
Subject: Yamhelas Westsider Trail

Caution: This email originated outside of the Yamhill County email system

Rails-to-Trails pathways already successfully co-exist in every state across the country.

As our region grows, more of our neighbors live in apartment complexes or in homes built on very small lots. The Yamhelas Westsider Trail provides an opportunity for individuals and families to enjoy an affordable outing. For the cost of a picnic lunch and a little fuel, they can lace up their shoes or load up the bikes and enjoy a healthy outdoor adventure.

It is unconscionable that the planning commission, who has a duty to represent the interests of all the citizens of Yamhill County, not just their own self-interests, assisted by Mary Starrett and Kit Johnson would choose to forever deny the citizens of Yamhill County the use of this rare, available corridor. The only beneficiaries of this action would be their deep pocketed supporters, and not the citizens they were elected to represent.

Joan Buccino
McMinnville

Ken Friday

From: Jared Coon <jaredcoon14@gmail.com>
Sent: Sunday, November 30, 2025 1:52 PM
To: Planning; BOC Info; Kit Johnston; Mary Starrett; Bubba King; trailspac@gmail.com; letters@newsregister.com
Subject: Save the Yamhelas Trail Corridor (Docket G-01-25)

Caution: This email originated outside of the Yamhill County email system

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Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.) ===

Dear Planning Commission and Board of Commissioners,

I support the Yamhelas-Westsider Trail and urge you to keep the trail Right of Way (ROW) in the Transportation System Plan (TSP).

I think the trail would be a great addition to Yamhill county both for visitors and residents alike.

Thank you,

Jared Coon

Sent from my iPhone

Ken Friday

From: Karen Brock <karenbrockstudio@gmail.com>
Sent: Sunday, November 30, 2025 6:24 PM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@yoschools.org; kim.morris@mcminnvilleoregon.gov
Subject: Need for Full Goal 1 Public Engagement Before TSP Amendment

Caution: This email originated outside of the Yamhill County email system

Yamhill County Planning Commission Members: I'm writing with a concern about the process surrounding Docket G-01-25 and the proposed removal of the Yamhelas-Westsider project from the Transportation System Plan. A change to the TSP is a legislative land-use action, and under Oregon's Statewide Planning Goal 1, the County is expected to provide meaningful, ongoing opportunities for public involvement—not just a single hearing or minimal notice. Goal 1 emphasizes early participation, broad outreach, and engaging the public before decisions are shaped. At this point, aside from the December 4 hearing, there has been no significant public outreach on this proposal: - No surveys or broader feedback tools - No community meetings or open houses - No outreach to stakeholders who depend on or would be affected by the corridor - No attempt to gather regional input on a 15-mile public asset Given the scale and long-term significance of removing a major transportation corridor from the TSP, this level of public involvement appears incomplete. I ask the Commission to pause action on Docket G-01-25 and direct staff to conduct a more thorough Goal 1-compliant engagement process before moving forward. This would help ensure transparency, public trust, and a decision based on genuine community input. Thank you for your time and for considering this request. Sincerely, [Your Name] [City / Community]

Karen Brock
Yamhill

Ken Friday

From: Planning

From: Karen Brock <karenbrockstudio@gmail.com>

Sent: Sunday, November 30, 2025 6:26 PM

To: Planning <planning@yamhillcounty.gov>

Cc: BOC Info <bocinfo@yamhillcounty.gov>; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raevertc@yocschools.org; kim.morris@mcminnvilleoregon.gov

Subject: We own property on the transportation corridor

My husband and I have been part of Yamhill County for 30 years. We have owned businesses in Yamhill and Carlton, we currently own property in both Yamhill and Carlton, and we are avid cyclists.

We own property in Carlton city limits that is directly adjacent to the transportation corridor. We have ridden many trails around the west, both rural and urban. We have seen what the impact on our property might be if the corridor remains part of the transportation plan. We have also been on trails where farmers periodically move equipment or livestock across the trail because they might own the property on the other side. We have seen loose or lost animals when we ride.

As citizens who would be impacted, and also impacting, we are very much IN FAVOR of the corridor remaining part of the transportation plan for Yamhill County.

The issues regarding homelessness has not been one we have seen. Any trail we have ridden reflects the environment that it travels through. The Springwater Corridor is often brought up as an example of how a trail creates a homeless situation that the county does not want to deal with. The truth is that the Springwood corridor was opened in 1996. One of the worst parts of the trails is at milepost 8 to 9. But there was already a problem there. In 1973, the Clackamas Community Service Center (a food bank) was opened. Two women won big at casino and shared the wealth! There was already a need in that area 13 years before the trail opened. The food bank is a block from trailhead 8. To reiterate, a big commercial food bank was built in 1973. Thirteen years later, the Springwood corridor opened that passes 1 block from the food bank. Trail head 8 is one block from the food bank.

Regarding farmland and trail property existing together. I do not think we are so special in Yamhill County that out of all the places in the nation who are doing this, we are the only ones who cannot figure it out. There has been a huge push by farmers against the transportation corridor who are already using the property, not paying taxes on it, nor partial revenue. Since the county bought it, we are all owners. Their voice is not bigger because they are next to it.

I urge the City of Carlton to join the movement to keep the Carlton and Coast Railroad bed as part of Yamhill County's transportation plan. Safe passage between two different cities within the same school district would be a responsible thing to support. Supporting something that keeps bikes, runners and walkers off the highway would be something the city could be proud of.

Thank you!
Karen Brock

Ken Friday

From: Karen Brock <karenbrockstudio@gmail.com>
Sent: Sunday, November 30, 2025 6:30 PM
To: lwatkins@ci.carlton.or.us; kskipper@ci.carlton.or.us; sward-mullen@ci.carlton.or.us; dhill@ci.carlton.or.us; gerickson@ci.carlton.or.us; crizer@ci.carlton.or.us; sturrell@ci.carlton.or.us; sbeaucaire; Planning; BOC Info; raeverc@ycschools.org
Cc: yamhillcarltonwine@gmail.com; members@carltonbusinessassociation.com
Subject: Preserve the Trail for Carlton's Future

Caution: This email originated outside of the Yamhill County email system

Mayor Watkins and Carlton City Councilors, I'm writing to share my support for keeping the Yamhelas-Westsider corridor protected within the County's Transportation System Plan. Whether someone lives in Carlton or in a neighboring community, it's clear that this corridor is one of the few pieces of public land that has long-term value for everyone in this part of the valley. The towns in this region are closely connected. Families travel between them for school and sports; local workers commute across city boundaries; visitors move from wineries to downtowns; and small businesses count on easy regional access. A continuous corridor like this—already in public ownership—gives future leaders the ability to improve mobility and safety in ways that benefit the whole area. Leaving the corridor in the TSP doesn't force immediate construction or set any single vision in stone. It simply preserves a resource so that, years from now, the City and County still have the option to build safer walking and biking routes, pursue competitive grant funding, or use the corridor for utilities or emergency access. Those options disappear quickly if the property becomes fragmented. Once a route like this is broken up, it doesn't come back. Reassembling it later would be costly and unlikely. Protecting it now is the most responsible and forward-thinking action. I hope Carlton will choose to support retaining the corridor in the TSP and help ensure this shared public asset remains available for future generations. Thank you for considering this request. Sincerely,

Karen Brock
Yamhill

Ken Friday

From: Planning
Subject: FW: Preserve the Trail for Carlton's Future

From: Karen Brock <karenbrockstudio@gmail.com>
Sent: Sunday, November 30, 2025 6:31 PM
To: lwatkins@ci.carlton.or.us; kskipper@ci.carlton.or.us; sward-mullen@ci.carlton.or.us; dhill@ci.carlton.or.us; gerickson@ci.carlton.or.us; crizer@ci.carlton.or.us; sturrell@ci.carlton.or.us; sbeaucaire <sbeaucaire@ci.carlton.or.us>; Planning <planning@yamhillcounty.gov>; BOC Info <bocinfo@yamhillcounty.gov>; raeverc@ycschools.org
Cc: yamhillcarltonwine@gmail.com; members@carltonbusinessassociation.com
Subject: Preserve the Trail for Carlton's Future

My husband and I have been part of Yamhill County for 30 years. We have owned businesses in Yamhill and Carlton, we currently own property in both Yamhill and Carlton, and we are avid cyclists.

We own property in Carlton cit limits that is directly adjacent to the transportation corridor. We have ridden many trails around the west, both rural and urban. We have seen what the impact on our property might be if the corridor remains part of the transportation plan. We have also been on trails where farmers periodically move equipment or livestock across the trail because they might own the property on the other side. We have seen loose or lost animals when we ride.

As citizens who would be impacted, and also impacting, we are very much IN FAVOR of the corridor remaining part of the transportation plan for Yamhill County.

The issues regarding homelessness has not been one we have seen. Any trail we have ridden reflects the environment that it travels through. The Springwater Corridor is often brought up as an example of how a trail creates a homeless situation that the county does not want to deal with. The truth is that the Springwood corridor was opened in 1996. One of the worst parts of the trails is at milepost 8 to 9. But there was already a problem there. In 1973, the Clackamas Community Service Center(a food bank) was opened. Two women won big at casino and shared the wealth! There was already a need in that area 13 years before the trail opened. The food bank is a block from trailhead 8. To reiterate, a big commercial food bank was built in 1973. Thirteen years later, the Springwood corridor opened that passes 1 block from the food bank. Trail head 8 is one block from the food bank.

Regarding farmland and trail property existing together. I do not think we are so special in Yamhill County that out of all the places in the nation who are doing this, we are the only ones who cannot figure it out. There has been a huge push by farmers against the transportation corridor who are already using the property, not paying taxes on it, nor partial revenue. Since the county bought it, we are all owners. Their voice is not bigger because they are next to it.

I urge the City of Carlton to join the movement to keep the Carlton and Coast Railroad bed as part of Yamhill County's transportation plan. Safe passage between two different cities within the same school district would be a responsible thing to support. Supporting something that keeps bikes, runners and walkers off the highway would be something the city could be proud of.

Thank you!
Karen Brock

Ken Friday

From: Marie Frugia <mccnana@comcast.net>
Sent: Sunday, November 30, 2025 6:36 PM
To: Planning
Subject: Yamhellas trail

Caution: This email originated outside of the Yamhill County email system

Please stand with NO

Safety. Maintaining. Strangers

I love close to this place. No thank you to the trail.

Marie Frugia
310 W Lincoln. Carlton Or
Sent from my iPhone

Ken Friday

From: Karen Brock <karenbrockstudio@gmail.com>
Sent: Sunday, November 30, 2025 6:39 PM
To: s.corrigan@cityofyamhill.org; t.askey@cityofyamhill.org; k.kind@cityofyamhill.org; c.featherston@cityofyamhill.org; p.pairan@cityofyamhill.org; Planning; BOC Info
Cc: lwatkins@ci.carlton.or.us; kskipper@ci.carlton.or.us; raeverc@ycschools.org
Subject: Preserve Yamhelas Trail for City of Yamhill Livability

Caution: This email originated outside of the Yamhill County email system

Dear Mayor Corrigan and Yamhill City Councilors, I'm writing to ask the City of Yamhill to take a clear position in favor of preserving the Yamhelas-Westsider corridor by urging the County to keep it in the Transportation System Plan and to reject Docket G-01-25. Yamhill has built its identity around three big ideas: a strong local economy, access to parks and open space, and a small-town quality of life that people are proud of. The Yamhelas corridor supports all three. A protected walking and biking route would knit together homes, schools, downtown, and nearby farms and wineries, giving residents and visitors a safe, attractive way to move through and experience Yamhill without relying solely on cars or busy highways. If the corridor is removed from the TSP and later broken up or sold, those future options mostly disappear. It becomes much harder to pursue grants, build safe connections, or use the corridor for any public purpose. Protecting it now is the most practical way to keep those doors open for the next generation. I respectfully urge the City to add its voice to those asking the County to keep the corridor in the Transportation System Plan and to recognize it as a key asset for Yamhill's economic vitality, park system, and overall livability. Thank you for considering this request. Sincerely,

Karen Brock
Yamhill

Ken Friday

From: Planning

From: Karen Brock <karenbrockstudio@gmail.com>

Sent: Sunday, November 30, 2025 6:40 PM

To: s.corrigan@cityofyamhill.org; t.askey@cityofyamhill.org; k.kind@cityofyamhill.org; c.featherston@cityofyamhill.org; p.pairan@cityofyamhill.org; Planning <planning@yamhillcounty.gov>; BOC Info <bocinfo@yamhillcounty.gov>

Cc: lwatkins@ci.carlton.or.us; kskipper@ci.carlton.or.us; raeverc@ycschools.org

Subject: Preserve Yamhelas Trail for City of Yamhill Livability

My husband and I have been part of Yamhill County for 30 years. We have owned businesses in Yamhill and Carlton, we currently own property in both Yamhill and Carlton, and we are avid cyclists.

We own property in Carlton cit limits that is directly adjacent to the transportation corridor. We have ridden many trails around the west, both rural and urban. We have seen what the impact on our property might be if the corridor remains part of the transportation plan. We have also been on trails where farmers periodically move equipment or livestock across the trail because they might own the property on the other side. We have seen loose or lost animals when we ride.

As citizens who would be impacted, and also impacting, we are very much IN FAVOR of the corridor remaining part of the transportation plan for Yamhill County.

The issues regarding homelessness has not been one we have seen. Any trail we have ridden reflects the environment that it travels through. The Springwater Corridor is often brought up as an example of how a trail creates a homeless situation that the county does not want to deal with. The truth is that the Springwood corridor was opened in 1996. One of the worst parts of the trails is at milepost 8 to 9. But there was already a problem there. In 1973, the Clackamas Community Service Center(a food bank) was opened. Two women won big at casino and shared the wealth! There was already a need in that area 13 years before the trail opened. The food bank is a block from trailhead 8. To reiterate, a big commercial food bank was built in 1973. Thirteen years later, the Springgood corridor opened that passes 1 block from the food bank. Trail head 8 is one block from the food bank.

Regarding farmland and trail property existing together. I do not think we are so special in Yamhill County that out of all the places in the nation who are doing this, we are the only ones who cannot figure it out. There has been a huge push by farmers against the transportation corridor who are already using the property, not paying taxes on it, nor partial revenue. Since the county bought it, we are all owners. Their voice is not bigger because they are next to it.

I urge the City of Carlton to join the movement to keep the Carlton and Coast Railroad bed as part of Yamhill County's transportation plan. Safe passage between two different cities within the same school district would be a responsible thing to support. Supporting something that keeps bikes, runners and walkers off the highway would be something the city could be proud of.

Thank you!
Karen Brock
Yamhill

Ken Friday

From: Karen Brock <karenbrockstudio@gmail.com>
Sent: Sunday, November 30, 2025 6:40 PM
To: raeverc@ycschools.org; communications@ycschools.org
Cc: Planning; BOC Info; s.corrigan@cityofyamhill.org; lwatkins@ci.carlton.or.us
Subject: Protecting a Future Safe Route Between Yamhill & Carlton

Caution: This email originated outside of the Yamhill County email system

Superintendent Raever and Yamhill-Carlton School Board Members, I'm writing not as a transportation expert, but as someone who watches our students move between Yamhill and Carlton every day and thinks: we can do better for them. Right now, our kids have only one option between the two towns—OR-47. Anyone who has driven it knows it's fast, narrow, and simply not a place where you'd ever want a young person walking or riding a bike. Yet many teens want that independence, and many families could really use an alternative to driving every single trip. That's why I'm asking you to speak up for the Yamhelas-Westsider corridor. Keeping it in the Transportation System Plan preserves the possibility of a safe, low-stress path between the towns our district serves. I imagine students being able to get from home to practice, or from an after-school activity to a friend's house, without needing a parent to shuttle them everywhere. I imagine families walking together on a route that feels comfortable and protected. I imagine seniors and younger siblings using it too—not just students. I also know that if the corridor is removed now, that chance disappears. Once small sections are sold or built over, there's no realistic way to get it back. The opportunity to create something that benefits generations of YCSD students disappears with it. Your voice is influential in decisions that affect student safety and access. I hope you'll consider sharing that voice now by asking the County to keep the Yamhelas corridor in the Transportation System Plan and voting against Docket G-01-25. Thank you for all you do for our kids and for this community. Sincerely,
Karen Brock
Yamhill

Ken Friday

From: Planning
Subject: FW: Protecting a Future Safe Route Between Yamhill & Carlton

From: Karen Brock <karenbrockstudio@gmail.com>
Sent: Sunday, November 30, 2025 6:41 PM
To: raeverc@ycschools.org; communications@ycschools.org
Cc: Planning <planning@yamhillcounty.gov>; BOC Info <bocinfo@yamhillcounty.gov>; s.corrigan@cityofyamhill.org; lwatkins@ci.carlton.or.us
Subject: Protecting a Future Safe Route Between Yamhill & Carlton

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I urge the City of Carlton to join the movement to keep the Carlton and Coast Railroad bed as part of Yamhill County's transportation plan. Safe passage between two different cities within the same school district would be a responsible thing to support. Supporting something that keeps bikes, runners and walkers off the highway would be something the city could be proud of.

Thank you!
Karen Brock

Ken Friday

From: Karen Brock <karenbrockstudio@gmail.com>
Sent: Sunday, November 30, 2025 6:41 PM
To: yamhillcarltonwine@gmail.com; members@carltonbusinessassociation.com; chamberinfo@mcminnville.org; office@chehalemvalley.org; karaweber111@gmail.com; info@traveldundee.com; info@willamettewines.com; director@tastenewberg.com; karen@willamettevalley.org; claire@willamettevalley.org; tori@willamettevalley.org; info@visitmcminnville.com; info@mcminnvillebusiness.com; info@downtownmcminnville.com; info@traveloregon.com
Cc: Planning; BOC Info
Subject: Request for Support: Protect the Yamhelas Corridor

Caution: This email originated outside of the Yamhill County email system

Dear Business Leaders, Please support keeping the Yamhelas-Westsider corridor in the County Transportation System Plan and oppose Docket G-01-25. This route is a major economic and tourism asset—linking wineries, farms, downtowns, and outdoor recreation—and removing it risks losing millions in future visitor spending, grant funding, and regional connectivity. Preserving the corridor protects long-term economic growth and strengthens Yamhill County’s competitive advantage. Thank you for your leadership,

Karen Brock
Yamhill

Ken Friday

From: linda budan <linda.budan@gmail.com>
Sent: Sunday, November 30, 2025 6:54 PM
To: Planning
Cc: Linda Budan
Subject: Yamhales Trail

Caution: This email originated outside of the Yamhill County email system

Dear Commissioners,

I am an 81 year old woman striving to maintain my health and well being—exercise is one of my methods to stay well. On my income, I need affordable, accessible options.

I encourage you to preserve the promise of open-air, safe, easy access walking options. In particular the Yamhelas Trail project should not be removed from Yamhill Country transportation system plan.

I urge you all to be forward looking—not backward looking. Do not insist that short falls of past planning are reason enough to discontinue the hope of the Yamhelas Trail plan.

Look to the positive side of the trail option.
Put health and well being of citizen first in your considerations.
Look to positive models such as the Banks - Vernonia Trail system.

It is not only the elderly who need safe, accessible options for open air recreation, but think of future generations.

Maybe you yourselves have grandchildren who would equally benefit from safe, easy, open air places to ride their bikes, to walk with their parents or grandparents.

I urge you to support the Yamhelas-Westsider Trail and work to bring the trail to fruition.

Linda Budan
19759 NE Calkins Lane
Newberg, OR 97132

Ken Friday

From: Planning

From: Robert Johnson <mayday54@gmail.com>

Sent: Sunday, November 30, 2025 11:30 PM

To: Planning <planning@yamhillcounty.gov>

Cc: BOC Info <bocinfo@yamhillcounty.gov>; raevertc@ycschools.org; s.corrigan@cityofyamhill.org;

lwatkins@ci.carlton.or.us; billm@cityofgaston.com

Subject: Goal 3 Requires Farm Impact Analysis Before Removing the Yamhelas Trail

Dear Yamhill County Planning Commission,

I am writing to oppose removing the Yamhelas-Westsider Trail project from the Yamhill County Transportation System Plan.

Oregon's Statewide Planning Goal 3 (Agricultural Lands) is very clear: counties must protect agricultural lands and ensure that non-farm uses do not significantly interfere with farm operations. The Land Use Board of Appeals (LUBA), in the remand related to the Yamhelas project, did not tell Yamhill County to abandon the trail. Instead, LUBA instructed the County to do more homework—specifically, to conduct additional fact-finding and analysis on farm impacts and appropriate setbacks for different agricultural uses along the corridor.

Nearly five years later, there is still no evidence that those agricultural impact studies or setback analyses have been completed.

From a citizen's perspective, it looks as if the County is trying to skip the hard work that Goal 3 and LUBA require. Rather than evaluating how to design the trail so it can coexist with surrounding farms—through setbacks, screening, crossings, or other mitigation—the current proposal simply walks away from the project entirely by deleting it from the TSP.

That approach does not fulfill Goal 3. Goal 3 does not say “avoid studying impacts by eliminating the project.” It says to protect agricultural lands by understanding and managing impacts. LUBA's remand echoed that duty by directing the County to gather facts about farm operations, determine appropriate setbacks, and then decide whether the project can proceed with those protections in place. Additionally, the staff report in Docket G-01-25 does not adequately address whether or not removing the corridor from the TSP is likely to cause any unintended negative impact on adjacent farmland.

I respectfully ask you to:

- 1. Keep the Yamhelas-Westsider Trail in the Transportation System Plan, and**
- 2. Direct staff to complete the agricultural impact studies and setback analysis LUBA called for, in order to meet the requirements of Goal 3.**

Only after that work is done—with a real factual record on farm impacts and mitigation—should the County consider any changes to the project or the TSP.

Thank you for your service and for taking Goal 3 and LUBA's instructions seriously.

Sincerely,
Robert Johnson
Carlton

Ken Friday

From: Joni Zimmerman <jonizim@gmail.com>
Sent: Monday, December 1, 2025 8:59 AM
To: Planning
Cc: BOC Info; raevert@ycschools.org; s.corrigan@cityofyamhill.org; t.askey@cityofyamhill.org; lwatkins@ci.carlton.or.us; kskipper@ci.carlton.or.us
Subject: Goal 13: Keep the Yamhelas Trail to Reduce Energy Use and Car Dependence

Follow Up Flag: Follow up
Flag Status: Completed

Caution: This email originated outside of the Yamhill County email system



Hanna Heddy Nov 30, 2025, 10:20 PM (10 hours ago)

to me



Hi Joni,

Would you send this email in? It could be from you or from the Sustainable Solutions email.

I already sent my own personal letter in, so I don't want to send my name in twice.

What about you, perhaps you already sent in as well?

You came to mind because you are a definite transportation advocate.

Let me know,

Thanks,

Hanna

Dear Planning Commissioners,

I'm writing regarding Docket G-01-25 and the proposal to remove the Yamhelas-Westsider Trail from the Yamhill County Transportation System Plan. I want to highlight a piece of this discussion that hasn't gotten enough attention: Oregon Statewide Planning Goal 13 – Energy Conservation.

Goal 13 calls on local governments to plan and develop land uses and transportation systems that conserve energy. In practical terms, that means giving people options other than getting in a car for every trip. Right now, in northern Yamhill County, there are almost no realistic alternatives. If you want to go to school, visit a friend, grab a meal in town, or just get some exercise, you're almost always forced to drive.

The Yamhelas-Westsider Trail is one of the few tools the County has to change that. A continuous, safe path between communities would:

- Let people make short trips on foot or by bike instead of by car
- Reduce vehicle miles traveled and fuel consumption over time
- Provide a cleaner, more efficient way for residents to run errands, commute short distances, or get to school and activities
- Support e-bikes and other low-energy transportation options that more and more people are adopting

From an energy standpoint, deleting this project from the TSP moves Yamhill County in the wrong direction. Instead of planning for a more efficient, less car-dependent future—as Goal 13 encourages—the County would be locking in patterns of automobile dependence and higher energy use for decades. Once this public right-of-way is fragmented or sold, the chance to create an energy-efficient corridor connecting towns is essentially gone.

Even if some details of the project need to be revisited, the basic idea—a safe, non-motorized route that lets people choose something other than a gas-powered vehicle (or even an electric vehicle)—fits squarely within the spirit and purpose of Goal 13.

I respectfully ask you to keep the Yamhelas-Westsider Trail in the Transportation System Plan and treat it as an important part of meeting Oregon's energy conservation goals. Please do not remove it without fully considering how it can reduce car dependence and conserve energy for current and future residents.

Thank you for your time and service.

Sincerely,
Joni Zimmerman
Newberg, Oregon

Ken Friday

From: gary shuler <4gcshuler@gmail.com>
Sent: Monday, December 1, 2025 9:06 AM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@ycschools.org; kim.morris@mcminnvilleoregon.gov
Subject: Need for Full Goal 1 Public Engagement Before TSP Amendment

Follow Up Flag: Follow up
Flag Status: Completed

Caution: This email originated outside of the Yamhill County email system

The opportunity to create these kind of pathways will become fewer and fewer in the future Need to take advantage of it at this time with a dancer population recreational areas are more important than ever Gary Shuler, Newberg, Oregon Yamhill County Planning Commission Members:

I'm writing with a concern about the process surrounding Docket G-01-25 and the proposed removal of the Yamhelas-Westsider project from the Transportation System Plan.

A change to the TSP is a legislative land-use action, and under Oregon's Statewide Planning Goal 1, the County is expected to provide meaningful, ongoing opportunities for public involvement—not just a single hearing or minimal notice. Goal 1 emphasizes early participation, broad outreach, and engaging the public before decisions are shaped.

At this point, aside from the December 4 hearing, there has been no significant public outreach on this proposal:

- No surveys or broader feedback tools
- No community meetings or open houses
- No outreach to stakeholders who depend on or would be affected by the corridor
- No attempt to gather regional input on a 15-mile public asset

Given the scale and long-term significance of removing a major transportation corridor from the TSP, this level of public involvement appears incomplete.

I ask the Commission to pause action on Docket G-01-25 and direct staff to conduct a more thorough Goal 1-compliant engagement process before moving forward. This would help ensure transparency, public trust, and a decision based on genuine community input.

Thank you for your time and for considering this request.

Sincerely,
[Your Name]
[City / Community]

Sent from my iPad

Ken Friday

From: carol foleyresearch.com <carol@foleyresearch.com>
Sent: Monday, December 1, 2025 10:24 AM
To: Planning
Subject: Yamhelas Westsider Trail support
Attachments: 2021 Trail Survey website page.pdf

Caution: This email originated outside of the Yamhill County email system

To the Planning Commission & Yamhill County Commissioners:

Please withdraw a proposal to take the Yamhelas Westsider Trail (YWT) off the County's Transportation Plan. Development of the trail has widespread community support, both for this specific trail and generally for more trails and open spaces. In 2021, an independent survey conducted by Nelson Research (an unbiased research firm in Salem) found that 70% of people support the development of this multi-use trail, especially when the concerns expressed by farmers and others are addressed. See attached. If that survey were to be done again in 2026, it is believed the support would be even higher. Those concerns CAN be addressed, as evidenced by several initiatives across the nation focused on the ability of recreational trails to successfully coexist with agricultural lands. However, the process to address those concerns--The Master Plan--was unfortunately cut short by the County. Right here in Oregon, we have several rural and successful rail trails: The Banks to Vernonia Trail, the Salmonberry Trail, and the Row River Trail—all through agricultural land.

Holding on to the potential for a multi-use Trail for development along this abandoned rail line is the best thing for the majority of county residents. Demands for more recreation spaces and the promise of benefits to the communities along the YWT make this one of the best uses of that dedicated corridor.

I ask that members of the planning body for the County please think about the future and the wisdom of keeping the YWT in the transportation plan so that the whole community can benefit. As of now, that land is owned by the County. If it is taken off the transportation plan, not only is the future benefit as a trail in jeopardy, but the land itself might not remain in the hands of the County's citizenry nor remain as a transportation corridor.

Thank you for listening!

Carol Foley
Yamhill, OR

2021 Recreation & Trails Survey

- Unbiased, independent survey of Yamhill County
- Research: Nelson Research - Salem OR
- Sponsor: Chehalem Park & Recreation District
- Random sample of 400 registered voters

Respondents were given the following information and question: "Yamhill County purchased a 92-acre parcel of railroad line to convert it into a multi-use path for pedestrians, bicyclists and horseback riders. This path, known as the Yamhelas Westsider Trail, has been planned to connect the communities of Carlton, Yamhill, Cove Orchard and Gaston. Do you personally FAVOR or OPPOSE developing the Yamhelas Westsider Trail into a multi-use trail?"

- 64% favored the development of the Yamhelas Westsider Trail
- 16% opposed the development
- 20% were not sure
- Majority of respondents in every demographic group favored developing the Trail

After respondents heard messages about both the benefits of the trail as well as concerns that have been raised, support increased. Conversely those who oppose the trail also increased. Those who are unsure decreased.

- 64 → 70%, favored the development of the Trail
- 16 → 23% opposed the development
- 20 → 8% were not sure
- Majority of respondents in every demographic group favored developing the Trail

Respondents were asked if they had heard, read, or seen information about the Yamhelas Westsider Trail.

- 46% had heard/read/seen information about the trail
- 52% had not heard/read/seen information about the trail
- 2% were not sure if they had

In addition: One third say number of parks, trails, scenic byways in Yamhill County are inadequate

These compelling facts are important to our supporters and guide our community outreach:

- The Yamhelas Westsider Trail will create a safe and convenient transportation choice for walking, biking or horseback riding between the communities of Carlton, Yamhill, Cove Orchard and Gaston.
- The Trail will include features to keep it safe and respect our farmers
- The Yamhelas Westsider Trail is good for our local economy
- The process to develop the trail will ensure concerns are addressed

For questions/more info, email us at info@yamhelaswestsidertrail.com

RECEIVED

DEC 01 2025

YAMHILL COUNTY
PLANNING DEPARTMENT

10-21-2025

From Debra Youngs

21970 HWY 47

Yamhill OR

971-495-7481

Responding to Westside Trail:

I wrote a letter over a year ago if not 2 years ago that they need to suspend the Westside Trail. The people working on it has collected money and getting paid for the planning of the program. If not getting paid, then they were wasting their time.

The land floods every year and the cost would be out of control. I even got a letter thanking for the insight and that the program was suspended.

I do take walks on the Yamhill part of the trail but you all should have known that it couldn't have gone any further.

Debra Youngs

To the Yamhill County Planning Commission:

I am opposed to removing the Yamhelas-Westsider Trail Corridor from the County Transportation System Plan (TSP). I believe this land should be held for future use. Once removed, the Corridor potential is gone forever.

My testimony focuses on two areas:

- 1) Strategic losses
- 2) Recreation

Strategic losses (among others) regarding removal of the Corridor:

- Eliminates the possibility for future utilities and water transmission
- Hampers economic development in the nearby rural communities
- Removes a major recreation opportunity
- Banishes safe travel opportunities for local students or residents

When considering the Recreation factor, I will reference the recently adopted Yamhill County Parks System Plan (PSP). The PSP is a public document found on the Parks page of the County website.

While I am a member of the Yamhill County Parks Advisory Board, I am presenting this testimony as an individual resident, not as a representative of the Advisory Board.

Recreational factors (among others) regarding removal of the Corridor:

- Hampers the ability to achieve Goals identifies in the PSP:
 - Distinctive Park Lands and Experiences
 - Responsible Recreation and Tourism
- Eliminates the #1 most popular activity mentioned by PSP survey respondents
- Removes alignment with the Plan's focus on strategic land ownership
- Maintains the poor comparison of County Parkland to neighboring counties. Per 1,000 residents, Yamhill County has 13% of the parkland in Benton County and 11% of the parkland in Linn County. **Can't we do better?**

While I understand that the Corridor would not initially be a Parks Department responsibility, it would be used as such. Let's keep this option available.

In closing, I encourage Yamhill County to publicly share its reasoning for removal of the Corridor. Is there a financial reason for such action that should be shared with local residents? At the very least, couldn't this issue be forwarded to the voters?

Yamhill County has the opportunity to address the issues identified in the 2020 LUBA decision. Let's not shut the door. We have time.

Carla Chambers

2984 SW 2nd, McMinnville, OR 97128, 503-883-1697



12/2/25

Yamhill County Planning Commission:

I completely support the Yamhelas Westsider Trail. I am elderly with mobility issues so I doubt I would be able to use the trail often. However I am speaking in favor of the trail as a retired teacher. One of the benefits will be to provide a safe path for kids who live in the town of Yamhill and ride their bikes to and from their home to their school in Carlton.

The quote below was posted as a comment on a posting about the meeting concerning the Yamhelas Westsider trail to be held on December 4th.

“A Long trail to a little town won’t be used much. The novelty will wear off fast.”

My response:

Let's see. It will be used every school day as the safe way to go to and from the towns of Yamhill and Carlton. Right now, kids ride their bikes on Hiway 47. 180 school days x's 2 (to and from), so 360. Based on census numbers showing around 350 households in the town of Yamhill (info not current, probably more now) and under 18 age population was around 27%, that's about a quarter of the population. So, around 80 kids. 80 times x 360. That's a pretty big number. Granted not every kid rides their bike to school. Many get rides in cars. High School kids might drive their own car. But still that leaves a lot of kids who ride their bikes. Or WOULD ride their bikes if the route was a safe one. And besides, even if this trail would prevent one accident, one death, it would be worth it.

This was my comment - my response - to this posting. I thought to share it with you.

Please do not remove the trail from the transportation system plan. Thank you for your consideration in this matter.

**Sheila Barnes
McMinnville, Oregon**

RECEIVED
DEC 02 2025
YAMHILL COUNTY
PLANNING DEPARTMENT

Ken Friday

From: Elizabeth Licon <elizabethleclare@gmail.com>
Sent: Monday, December 1, 2025 1:41 PM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raevert@yoschools.org; kim.morris@mcminnvilleoregon.gov
Subject: Need for Full Goal 1 Public Engagement Before TSP Amendment

Caution: This email originated outside of the Yamhill County email system

Yamhill County Planning Commission Members:

We are writing with a concern about the process surrounding Docket G-01-25 and the proposed removal of the Yamhelas-Westsider project from the Transportation System Plan.

A change to the TSP is a legislative land-use action, and under Oregon's Statewide Planning Goal 1, the County is expected to provide meaningful, ongoing opportunities for public involvement—not just a single hearing or minimal notice. Goal 1 emphasizes early participation, broad outreach, and engaging the public before decisions are shaped.

At this point, aside from the December 4 hearing, there has been no significant public outreach on this proposal:

- No surveys or broader feedback tools
- No community meetings or open houses
- No outreach to stakeholders who depend on or would be affected by the corridor
- No attempt to gather regional input on a 15-mile public asset

Given the scale and long-term significance of removing a major transportation corridor from the TSP, this level of public involvement appears incomplete.

We ask the Commission to pause action on Docket G-01-25 and direct staff to conduct a more thorough Goal 1-compliant engagement process before moving forward. This would help ensure transparency, public trust, and a decision based on genuine community input.

Thank you for your time and for considering this request.

Sincerely,
Elizabeth and Daniel Licon
Residents of Yamhill County, partway between Newberg and Yamhill

Ken Friday

From: V H <veronica4249@yahoo.com>
Sent: Monday, December 1, 2025 2:47 PM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org;
raeverc@ycschools.org
Subject: Please Keep the Yamhelas Corridor in the TSP

Caution: This email originated outside of the Yamhill County email system

Re: Docket G-01-25

Dear Planning Commission Members,

I am submitting this comment for your December 4 hearing to express my opposition to removing the Yamhelas-Westsider corridor from the Yamhill County Transportation System Plan.

This corridor is a rare and valuable public asset, and has been a transportation corridor for more than 150 years. A trail on this corridor forwards goals 2,3,4,6 and 8 of the Transportation System Plan, addressing safety, multi-modal transportation, transportation equity, economic development and potential energy savings and environmental improvements.

Preserving it maintains future options for safe walking and biking routes, emergency access, utilities, and regional connections between our communities. Removing it from the TSP would make these opportunities far more difficult to achieve and could permanently limit the public's ability to benefit from this long-established right-of-way. In addition, this action could trigger a demand for repayment of the \$1.4 million ODOT acquisition grant.

If the concern is language about future rail use, then remove that language, but don't use that as an excuse to squander this public asset and eliminate all its future possibilities.

Please vote NO on Docket G-01-25 and protect the corridor for current and future generations.

Thank you for considering this comment for the December 4 record.

Sincerely,

Veronica Hinkes
Carlton, OR

Sent from and autocorrected by my iPhone

Ken Friday

From: Cynthia Teruya <cynthiateruya@cs.com>
Sent: Monday, December 1, 2025 4:42 PM
To: Planning
Subject: Yamhelas Westsider Trail

Caution: This email originated outside of the Yamhill County email system

I wish to voice my strong opposition to removing the Yamhelas Westsider Trail from the Transportation System Plan.

The opportunity to develop this into something that would serve so many people was NEVER VOTED ON by the residents of the county, and the decision of what to do with a piece of public land should not be left to just a few. Creating this Trail is a rare opportunity that could not be replicated.

This decision should be left up to voters, not just those with vested interests, and I believe there are members of the Planning Commission have personal or financial connections to many who have been opposed to the Trail for a long time. This creates bias, and should have no place in this process.

Cynthia Teruya
14605 Baker Creek Road
McMinnville

Ken Friday

From: actsm25 <actsm25@proton.me>
Sent: Monday, December 1, 2025 4:44 PM
To: Planning
Cc: BOC Info; raevert@ycschools.org; s.corrigan@cityofyamhill.org; lwatkins@ci.carlton.or.us; billm@cityofgaston.com; Kim.Morris@mcminnvilleoregon.gov; bill.rosacker@newbergoregon.gov; David.Ford@dundeecity.org; hmalcomson@lafayetteoregon.gov; cityofdayton@daytonoregon.gov; cgeorge@cityofsheridanor.com; rkink@amityoregon.gov
Subject: Please Ensure Goal 1 Compliance Before Removing the Yamhelas Trail

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commissioners-

I am writing because the proposed removal of the Yamhelas-Westsider Trail from the Transportation System Plan deserves a far more robust public process than what we've seen so far. Oregon's Statewide Planning Goal 1 – Citizen Involvement exists precisely to prevent major decisions like this from happening without adequate notice, outreach, or participation. Unfortunately, this process does not appear to meet those standards.

For a change of this magnitude, citizens should reasonably expect clear communication and multiple opportunities to engage. Instead, we saw the opposite:

- No public notice or project update was posted on the County's website. An advisory about reducing the spread of Equine Herpes Virus received more visibility than this proposed change to the County's transportation plan.
- The December 4 hearing date was only added to the public calendar on Thanksgiving Day—just one week before the meeting, at a time when many residents were traveling or offline.
- There were no Board of Commissioners meetings for two consecutive weeks leading up to the hearing: the first cancelled for a conference, the second cancelled for Thanksgiving. This left no opportunity for the public to hear discussion, raise concerns, or ask questions prior to the Planning Commission meeting.
- The newspaper public notice directed citizens to the wrong address. Most GPS systems route to a location in downtown Lafayette rather than the actual hearing site, creating confusion for anyone trying to attend.
- The Planning Commission has not actively fulfilled its role as the County's Committee for Citizen Involvement (CCI). To my knowledge, there has been no discussion or action—at any meeting in recent years—related to improving or even maintaining citizen engagement, despite statutory expectations for the CCI to do exactly that.

Combined, these issues paint a picture of a process that is not accessible, not transparent, and not consistent with the spirit or requirements of Goal 1. Removing a long-planned regional corridor from the TSP is a significant legislative decision with far-reaching implications. It should only occur after broad outreach, clear communication, and meaningful opportunities for public input.

Given these shortcomings, I respectfully request that you postpone action on Docket G-01-25 and direct staff to conduct a genuine, Goal 1–compliant public involvement process—one that includes timely notice, open houses, surveys, outreach to stakeholders, and corrected information for the public.

Regardless of differing views about the trail itself, our community deserves a process that is fair, transparent, and consistent with Oregon’s planning system.

Thank you for your consideration.

Sincerely,

Sonda Martin
Newberg

Sent with [Proton Mail](#) secure email.

Ken Friday

From: actsm25 <actsm25@proton.me>
Sent: Monday, December 1, 2025 4:48 PM
To: Planning
Cc: BOC Info; raeverc@ycschools.org; s.corrigan@cityofyamhill.org; lwatkins@ci.carlton.or.us; billm@cityofgaston.com; Kim.Morris@mcminnvilleoregon.gov; bill.rosacker@newbergoregon.gov; David.Ford@dundeecity.org; hmalcomson@lafayetteoregon.gov; cityofdayton@daytonoregon.gov; cgeorge@cityofsheridanor.com; rkink@amityoregon.gov
Subject: Follow-Up for the Record – DLCD Goal 1 Materials (Docket G-01-25)

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commissioners,

I'm submitting this brief follow-up so that several key Oregon DLCD resources on Statewide Planning Goal 1 – Citizen Involvement are included in the official record for Docket G-01-25.

DLCD's Goal 1 overview page is available here:
<https://www.oregon.gov/lcd/OP/Pages/Goal-1.aspx>

In addition, I ask that the following two documents be added to the record in their entirety, as they outline DLCD's standards and expectations for public participation in land use decisions:

DLCD Putting the People in Planning
https://www.oregon.gov/lcd/Publications/PPIP-Final_2019-06-30.pdf

DLCD Equitable Engagement Toolkit
<https://www.oregon.gov/lcd/Publications/DLCD-Equitable-Engagement-Toolkit.pdf>

These materials directly address how counties should structure meaningful, accessible public involvement—guidance that is highly relevant to the process currently underway.

Please include all three resources in the record for Docket G-01-25. Thank you for your attention.

Sincerely,

Sonda Martin
Newberg

Sent with [Proton Mail](#) secure email.

Ken Friday

From: D Brock <dcbrock@gmail.com>
Sent: Monday, December 1, 2025 6:15 PM
To: Planning; BOC Info; Kit Johnston; Mary Starrett; Bubba King; trailspac@gmail.com; letters@newsregister.com
Subject: Save the Yamhelas Trail Corridor (Docket G-01-25)

Caution: This email originated outside of the Yamhill County email system

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Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.)

===

Dear Planning Commission and Board of Commissioners,

As an owner of property adjoining the trail corridor, I support the Yamhelas-Westsider Trail and urge you to keep the trail Right of Way (ROW) in the Transportation System Plan (TSP).

I support the Trail for safety. The Trail would provide a safe corridor for pedestrians and cyclists, particularly students needing to access the High School in Yamhill from Carlton, or the schools in Carlton from Yamhill.

I support the Trail for recreation. The Trail would provide additional recreational opportunity for cyclists, walkers, and joggers.

I support the Trail for local businesses. The Trail would aid local businesses due to recreational users. Businesses in Vernonia gladly welcome business driven by the Banks-Vernonia trail, for example.

I support the Trail for safety. A developed, vibrant trail is much safer and healthier for a community than a neglected abandoned parcel.

I'll add that the proximity of the trail was a major factor in our purchase of our property in Carlton.

Even if the county commissioners currently do not support the Trail, it would be shortsighted to drop it from the Transportation System Plan. Few if any of us (on either side of the Trail debate) like the sound of that parcel being developed as light-rail. But let's be clear --- the need, if ever, for light-rail coming to Yamhill County, is extremely far off. But if that distant day comes, we'll be glad to have such a parcel in the inventory. Conversely: if we rush to drop it from the Transportation System Plan and sell it off, what value will we derive. Because once it is off of the Transportation System Plan, it simply becomes a weird, 100-foot-wide by miles-long parcel, that would presumably be sold at pennies-to-the-dollar to the adjoining farm properties (perhaps this was the opponents' plan all along?). It would be a fat payday to

those farmers, but would be a colossal waste of the dollars of all of us County taxpayers who paid for the parcel, and I guarantee that I for one will be vocal about this fact when commissioners come up for re-election.

Best Regards,

David Brock
(Yamhill residence, Carlton property owner)



Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.)

Date: December 1, 2025

To: Yamhill County Planning Commission, planning@yamhillcounty.gov;
Yamhill County Board of Commissioners, bocinfo@yamhillcounty.gov

CC: Commissioner Kit Johnston, johnstonk@yamhillcounty.gov;
Commissioner Bubba King, kingb@yamhillcounty.gov;
Commissioner Mary Starrett, starrettm@yamhillcounty.gov

From: Karen Olson, Willamette Valley Visitors Association, karen@willamettevalley.org

Dear Yamhill County Planning Commission and Board of Commissioners,

The Willamette Valley Visitors Association supports the Yamhelas-Westsider Trail and urges you to keep the trail Right of Way (ROW) in the Transportation System Plan (TSP).

As the Regional Destination Management Organization (RDMO) for the Willamette Valley, the Willamette Valley Visitors Association (WVVA) promotes responsible tourism and regional economic well-being that benefits residents and visitors alike.

Our mission is to enhance the region's vitality by cultivating authentic experiences to support local communities, ensuring the Willamette Valley's long-term resilience. We are dedicated to fostering the prosperity of the Willamette Valley as a welcoming year-round destination.

The Willamette Valley, and Yamhill County in particular, is world-renowned as a destination where visitors find excellent wine and culinary experiences drawn from bountiful local agriculture. The charming main streets of our small towns provide intimate lodging, dining, and shopping experiences that draw locals and visitors alike to support local businesses.

These experiences are enhanced and supported by the opportunity to enjoy the Willamette Valley's beautiful landscapes through outdoor activities. Opportunities for safe, accessible outdoor recreation are an important part of a thriving, sustainable local community and a well-rounded visitor destination.



When visitors can experience the outdoors as part of their travels, they are more likely to book a trip to our destination and more likely to extend their stay. This in turn supports local businesses, which thrive when both locals and visitors spend money and enhance the local economy.

Communities that offer a wide variety of amenities, including outdoor recreation infrastructure, attract and retain more business investment. More families are drawn to live, work, play, and visit where they can safely recreate together.

The Yamhelas-Westsider Trail would offer safe, accessible opportunities for local families to walk and ride their bikes together, and provide an enhanced visitor experience for travelers looking to actively explore the Willamette Valley. In turn, local businesses will be supported by those who visit our small towns to experience outdoor recreation and then stay, eat, and shop.

Please keep the trail Right of Way (ROW) in the Transportation System Plan (TSP) and preserve this valuable public asset that will enhance quality of life and a sustainable economy for our Yamhill County communities.

Sincerely,

A handwritten signature in black ink that reads "Karen Olson".

Karen Olson

Destination Development Manager
Willamette Valley Visitors Association

Ken Friday

From: Robyn Cram <robynmscram@yahoo.com>
Sent: Monday, December 1, 2025 7:19 PM
To: Planning
Subject: Comments for December 4 Planning Commission Hearing

Caution: This email originated outside of the Yamhill County email system

I am writing in support of the Yamehelas Westsider rail-to-trail project. This trail would provide a safe recreational opportunity for Yamhill County residents and visitors.

The decision on the future of this project should be voted on by the citizens of Yamhill County in a regularly scheduled primary or general election.

Thank you,
Robyn Cram
Yamhill, Oregon



Virus-free www.avast.com

Ken Friday

From: Sheila T Barnes <sheilabarnes@mac.com>
Sent: Monday, December 1, 2025 7:38 PM
To: Planning
Subject: Yamhelas Westsider Trail

Caution: This email originated outside of the Yamhill County email system

Yamhill County Planning Commission:

I completely support the Yamhelas Westsider Trail. I am elderly with mobility issues so I doubt I would be able to use the trail often. However I am speaking in favor of the trail as a retired teacher. One of the benefits will be to provide a safe path for kids who live in the town of Yamhill and ride their bikes to and from their home to their school in Carlton.

The quote below was posted as a comment on a posting about the meeting concerning the Yamhelas Westsider trail to be held on December 4th.

“A Long trail to a little town won’t be used much. The novelty will wear off fast.”

My response:

Let's see. It will be used every school day as the safe way to go to and from the towns of Yamhill and Carlton. Right now, kids ride their bikes on Hiway 47. 180 school days x's 2 (to and from), so 360. Based on census numbers showing around 350 households in the town of Yamhill (info not current, probably more now) and under 18 age population was around 27%, that's about a quarter of the population. So, around 80 kids. 80 times x 360. That's a pretty big number. Granted not every kid rides their bike to school. Many get rides in cars. High School kids might drive their own car. But still that leaves a lot of kids who ride their bikes. Or **WOULD** ride their bikes if the route was a safe one. And besides, even if this trail would prevent one accident, one death, it would be worth it.

This was my comment - my response - to this posting. I thought to share it with you.

Please do not remove the trail from the transportation system plan. Thank you for your consideration in this matter.

Sheila Barnes
McMinnville, Oregon

Ken Friday

From: Planning

From: Ken Wessels <kenhwessels@gmail.com>

Sent: Monday, December 1, 2025 7:55 PM

To: Planning <planning@yamhillcounty.gov>

Cc: BOC Info <bocinfo@yamhillcounty.gov>; l Watkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@ycschools.org

Subject: Protect the Yamhelas Corridor — Vote No on G-01-25

Dear Members of the Planning Commission,

On July 6, 1967, Governor Tom McCall signed into law the "Beach Bill" formally known as House Bill 601 which was landmark legislation that ensured the public has access to the state's beaches. This House Bill 601 is very similar to the Yamhelas-Westsider corridor. Keeping the Yamhelas-Westsider corridor in the Transportation System Plan will ensure one of the few continuous public rights-of-way in our county, and removing it now would severely limit future options for safe travel, recreation.

I retired from a local agricultural supply company seven years ago, I spent roughly 35 years working in the area with local farmers supplying them with their needed materials and services to grow a crop, Now a good portion of my retirement activities include riding bicycle. My wife and I ride with two local groups out of McMinnville weather permitting every Tuesday and Thursday when we are in town. We ride through the city streets of McMinnville and the county roads surrounding town. I am sure you all know our bike paths and routes we can ride are alongside daily traffic and at times are not necessarily safe. We are also enjoying travel centered around bike riding. We have traveled to various areas including Oregon, Washington, Idaho, Montana, Arizona, and even the south of France to ride bikes. Keeping the corridor in the TSP does not obligate immediate construction. It simply preserves the ability for future leaders to pursue grants, improve safety, and consider public uses that benefit students, families, and the broader community, including myself and our biking groups.

One area of concern that I hear from local residents is their fear of light rail moving into the area. Can you keep this in the TSP but delete any verbiage related to light rail, or commuter trains. Keep it in the plan and ensure that the corridor can be used for pedestrian, bicycle, equestrian path, and other similar types of uses

Once a corridor like this is fragmented or sold, it is extremely difficult to recover. Please vote NO on Docket G-01-25 and retain this important public asset.

Thank you for your consideration, time, and service.

Sincerely,
Kenneth Wessels
McMinnville Or
Yamhill County

12/2/25

Carlton Mayor and City Council:

I sent this email to the Yamhill County Planning Commission.

I wanted to share it with you.

I completely support the Yamhelas Westsider Trail. I am elderly with mobility issues so I doubt I would be able to use the trail often. However I am speaking in favor of the trail as a retired teacher. One of the benefits will be to provide a safe path for kids who live in the town of Yamhill and ride their bikes to and from their home to their school in Carlton.

The quote below was posted as a comment on a posting about the meeting concerning the Yamhelas Westsider trail to be held on December 4th.

“A Long trail to a little town won’t be used much. The novelty will wear off fast.”

My response:

Let's see. It will be used every school day as the safe way to go to and from the towns of Yamhill and Carlton. Right now, kids ride their bikes on Hiway 47. 180 school days x's 2 (to and from), so 360. Based on census numbers showing around 350 households in the town of Yamhill (info not current, probably more now) and under 18 age population was around 27%, that's about a quarter of the population. So, around 80 kids. 80 times x 360. That's a pretty big number. Granted not every kid rides their bike to school. Many get rides in cars. High School kids might drive their own car. But still that leaves a lot of kids who ride their bikes. Or WOULD ride their bikes if the route was a safe one. And besides, even if this trail would prevent one accident, one death, it would be worth it.

This was my comment - my response - to this posting.

Please do not remove the trail from the transportation system plan. Thank you for your consideration in this matter.

**Sheila Barnes
McMinnville, Oregon**

Ken Friday

From: MarGretta Bruinsma <irepko@icloud.com>
Sent: Monday, December 1, 2025 8:11 PM
To: Planning
Subject: Yamhelas Westsider rail-to-trail project

Caution: This email originated outside of the Yamhill County email system

I am writing in support of the Yamhelas Westsider Rail-to-Trail and that this project not be removed from the Transportation System Plan.

I am a thirty+ years resident of Yamhill County and since my husband and I began biking several years ago we have taken advantage of the Banks to Vernonia Rail-to-Trail at least once a year. It provides a safe and relaxing biking experience for bikers of all experience levels. One sees families with little children on bikes, recumbent bikes, tour bikes, as well as people enjoying a walk through the wooded trail.

It was with great anticipation my husband and I had looked forward to having a trail so close to McMinnville. Then to have those plans for the trail ripped away by a few, canceling the grants already awarded to the project and costing Yamhill County tax-payers many dollars.

I too feel that many county residents are in favor of supporting such a trail. Why not find out where the support is by putting a measure on an upcoming primary or general election ballot, as mentioned by Janice Allen in a recent News Register Readers Forum? There was a lot of work done on this project in the past. It is a shame to waste it.

Save the Yamhelas Westsider Rail-to-Trail.

Margretta Bruinsma
McMinnville

Ken Friday

From: Karen Wessels <karenjeanwessels@gmail.com>
Sent: Monday, December 1, 2025 8:18 PM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org;
raeverc@yoschools.org
Subject: Protect the Yamhelas Corridor — Vote No on G-01-25

Caution: This email originated outside of the Yamhill County email system

Dear Members of the Planning Commission,

I am writing to express my Strong support for preserving Yamhelas – Westside trail. This trail provides safe outdoor recreation, promotes health, strength, community connections, and supports the local economy. It is an important asset for residents of all ages.

I am a retired educator and over the last 10 years of my retirement bike riding has been an important part of my social life and healthy lifestyle. Preserving the trail corridor will provide a safe place for me and friends to ride and exercise.

I respectfully urge the commission to continue protecting and support this trail.
Please vote NO on docket G-01-25 and retain this important community asset.

Thank you for your consideration.

Sincerely,
Karen Wessels
McMinnville Or.
Yamhill County

Karen

Ken Friday

From: Janet Zuelke <janet.zuelke@gmail.com>
Sent: Monday, December 1, 2025 10:29 PM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org;
raeverc@ycschools.org
Subject: Protect the Yamhelas Corridor — Vote No on G-01-25

Caution: This email originated outside of the Yamhill County email system

Dear Members of the Planning Commission,

I'm writing to urge you to keep the Yamhelas-Westsider corridor in the Transportation System Plan. This corridor represents one of the few continuous public rights-of-way in our county, and removing it now would severely limit future options for safe travel, recreation, and regional connections.

Keeping the corridor in the TSP does not obligate immediate construction. It simply preserves the ability for future leaders to pursue grants, improve safety, and consider public uses that benefit students, families, and the broader community.

Once a corridor like this is fragmented or sold, it is extremely difficult to recover. Please vote NO on Docket G-01-25 and retain this important public asset.

Thank you for your time and service.

Sincerely,
Janet Zuelke
Forrest Babcock
Carlton, Oregon

Sent from my iPhone

Ken Friday

From: John Stensland <john.stensland@icloud.com>
Sent: Monday, December 1, 2025 10:30 PM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org;
raeverc@yoschools.org
Subject: Protect the Yamhelas Corridor — Vote No on G-01-25

Caution: This email originated outside of the Yamhill County email system

Dear Members of the Planning Commission,

I'm writing to urge you to keep the Yamhelas-Westsider corridor in the Transportation System Plan. This corridor represents one of the few continuous public rights-of-way in our county, and removing it now would severely limit future options for safe travel, recreation, and regional connections.

Keeping the corridor in the TSP does not obligate immediate construction. It simply preserves the ability for future leaders to pursue grants, improve safety, and consider public uses that benefit students, families, and the broader community.

Once a corridor like this is fragmented or sold, it is extremely difficult to recover. Please vote NO on Docket G-01-25 and retain this important public asset.

Thank you for your time and service.

Sincerely,
John Stensland
McMinnville Oregon

Sent from my iPad

Ken Friday

From: Peggy Kneller <pegjk58@icloud.com>
Sent: Tuesday, December 2, 2025 6:15 AM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org;
raeverc@yocschools.org
Subject: Keep the Yamhelas Corridor in the TSP

Caution: This email originated outside of the Yamhill County email system

I'm writing as someone who is concerned about the future of our towns and the people who live here. The Yamhelas-Westsider corridor is one of the few shared public spaces that has the potential to bring our communities closer together—offering safer ways for families, students, and neighbors to move between the places we live, work, and gather.

Removing this corridor from the Transportation System Plan would close the door on opportunities we may need in the years ahead. Keeping it in the TSP simply protects the option for future safety projects, walking and biking connections, recreation access, and other uses that strengthen community life.

Once a corridor like this is divided or sold, we can't easily get it back. I hope you'll help preserve it for the next generation by voting NO on Docket G-01-25.

Thank you for your service to our community and for taking the time to consider this request.

Peggy Kneller
McMinnville, OR

Ken Friday

From: Michelle Trachy <michellescouture@gmail.com>
Sent: Tuesday, December 2, 2025 7:30 AM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@yoschools.org
Subject: Please Keep the Yamhelas Corridor in the TSP for Our Community

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing as someone who cares deeply about the future of our towns and the people who live here. The Yamhelas-Westsider corridor is one of the few shared public spaces that has the potential to bring our communities closer together—offering safer ways for families, students, and neighbors to move between the places we live, work, and gather.

Removing this corridor from the Transportation System Plan would close the door on opportunities we may need in the years ahead. Keeping it in the TSP simply protects the option for future safety projects, walking and biking connections, recreation access, and other uses that strengthen community life.

Once a corridor like this is divided or sold, we can't easily get it back. I hope you'll help preserve it for the next generation by voting NO on Docket G-01-25.

Thank you for your service to our community and for taking the time to consider this request.

Warm regards,
Michelle Trachy
McMinnville

Ken Friday

From: Mary Dressel <mary.dressel@yahoo.com>
Sent: Tuesday, December 2, 2025 7:31 AM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org;
raeverc@ycschools.org
Subject: Please Keep the Yamhelas Corridor in the TSP for Our Community

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing as a parent and grandparent who cares deeply about the future of our towns and the people who live here. The Yamhelas-Westsider corridor is one of the few shared public spaces that has the potential to bring our communities closer together—offering safer ways for families, students, athletes young & old, and neighbors to move between the places we live, work, and gather.

A trail like this has been my dream since I was a little girl traveling by the Monmouth trail. Our family of seven have been looking forward to using this trail! We love the outdoors & want more safe spaces to recreate together.

Removing this corridor from the Transportation System Plan would close the door on opportunities we may need in the years ahead. Keeping it in the TSP simply protects the option for future safety projects, walking and biking connections, recreation access, and other uses that strengthen community life.

Once a corridor like this is divided or sold, we can't easily get it back. I hope you'll help preserve it for the next generation by voting NO on Docket G-01-25. It belongs to the people of Yamhill County. We want to be able to use it.

Thank you for your service to our community and for taking the time to consider this request.

Warm regards,
Mary Dressel
Mcminville, Oregon

Sent from my iPhone

Ken Friday

From: Brandon <brandon.slyter@gmail.com>
Sent: Tuesday, December 2, 2025 7:51 AM
To: Planning; BOC Info; raverc@ycschools.org; s.corrigan@cityofyamhill.org; t.askey@cityofyamhill.org; lwatkins@ci.carlton.or.us; kskipper@ci.carlton.or.us
Subject: Please Consider Goal 8 – Our Community's Recreational Needs

Caution: This email originated outside of the Yamhill County email system

I am writing regarding Docket G-01-25 and the proposal to remove the Yamhelas-Westsider Trail from the Yamhill County Transportation System Plan. I'm especially concerned about how this decision lines up with Oregon's Statewide Planning Goal 8 – Recreational Needs.

Goal 8 recognizes that Oregonians depend on public lands, trails, and parks to meet present and future recreational needs. In a fast-growing county like ours, safe and accessible places to walk, bike, run, and enjoy the outdoors are not a luxury — they are an essential part of public health and quality of life.

The Yamhelas-Westsider corridor is one of the few realistic opportunities in Yamhill County to provide that kind of recreation resource. It offers:

- * A safe place for families and kids to ride bikes away from highway traffic
- * A flat, accessible route for seniors and people with mobility challenges
- * Everyday recreation close to home, not just in distant state parks
- * Long-term potential to connect communities and support local events and tourism

From everything I've seen, the County has not done a serious assessment of current and future recreational demand before proposing to delete the trail from the TSP. There has been no transparent analysis of how many residents lack safe places to walk and bike, how this corridor could help meet those needs, or what alternatives exist if the right-of-way is given up.

Goal 8 asks local governments to plan ahead so that future generations are not left without places to recreate. Once a public corridor like this is removed from the transportation plan and potentially broken up, it is essentially impossible to recreate that opportunity later.

I respectfully ask you to:

- 1) Recognize the Yamhelas-Westsider Trail as an important tool for meeting Goal 8 recreational needs, and
- 2) recreation needs of current and future residents.

Thank you for your service and for considering the long-term recreational needs of our community.

Sincerely,
Brandon Slyter
Newberg

Ken Friday

From: Craig Busskohl <crbusskohl@gmail.com>
Sent: Tuesday, December 2, 2025 7:54 AM
To: Planning
Subject: yamhelas trail status

Caution: This email originated outside of the Yamhill County email system

Yamhill Planning & Development,

The Yamhelas Westside Trail project should only NOT BE REMOVED from the project list, but should be moved to the very top, and complete ASAP. It is beyond ridiculous this vastly beneficial project has not been started, let alone gone backwards with the actions of a couple of the commissioners beholden to a handful of landowners adjacent to this county property and right of way.

thank you,
Craig R. Busskohl
McMinnville

Ken Friday

From: Susan Davies <suz373@gmail.com>
Sent: Tuesday, December 2, 2025 7:58 AM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org;
raeverc@ycschools.org
Subject: Please Keep the Yamhelas Corridor in the TSP for Our Community

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing as someone who cares deeply about the future of our towns and the people who live here. The Yamhelas-Westsider corridor is one of the few shared public spaces that has the potential to bring our communities closer together—offering safer ways for families, students, and neighbors to move between the places we live, work, and gather.

Removing this corridor from the Transportation System Plan would close the door on opportunities we may need in the years ahead. Keeping it in the TSP simply protects the option for future safety projects, walking and biking connections, recreation access, and other uses that strengthen community life.

Once a corridor like this is divided or sold, we can't easily get it back. I hope you'll help preserve it for the next generation by voting NO on Docket G-01-25.

Thank you for your service to our community and for taking the time to consider this request.

Warm regards,
Susie Davies
McMinnville

Enviado desde mi iPhone

Ken Friday

From: Beth Darling <bethmydarling@gmail.com>
Sent: Tuesday, December 2, 2025 7:54 AM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org;
raeverc@yoschools.org
Subject: Please Keep the Yamhelas Corridor in the TSP for Our Community

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing as someone who cares deeply about the future of our towns and the people who live here. The Yamhelas-Westsider corridor is one of the few shared public spaces that has the potential to bring our communities closer together—offering safer ways for families, students, and neighbors to move between the places we live, work, and gather.

Removing this corridor from the Transportation System Plan would close the door on opportunities we may need in the years ahead. Keeping it in the TSP simply protects the option for future safety projects, walking and biking connections, recreation access, and other uses that strengthen community life.

Once a corridor like this is divided or sold, we can't easily get it back. Please, please, please help preserve it for us and the next generation by voting NO on Docket G-01-25.

Thank you for your service to our community and for taking the time to consider this request.

Warm regards,
Beth Darling
McMinnville Resident

Ken Friday

From: Jerry Davies <jerryd22x@gmail.com>
Sent: Tuesday, December 2, 2025 8:02 AM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org;
raeverc@yoschools.org
Subject: Please Keep the Yamhelas Corridor in the TSP for Our Community

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing as someone who cares deeply about the future of our towns and the people who live here. The Yamhelas-Westsider corridor is one of the few shared public spaces that has the potential to bring our communities closer together—offering safer ways for families, students, and neighbors to move between the places we live, work, and gather.

Removing this corridor from the Transportation System Plan would close the door on opportunities we may need in the years ahead. Keeping it in the TSP simply protects the option for future safety projects, walking and biking connections, recreation access, and other uses that strengthen community life.

Once a corridor like this is divided or sold, we can't easily get it back. I hope you'll help preserve it for the next generation by voting NO on Docket G-01-25.

Thank you for your service to our community and for taking the time to consider this request.

Jerry Davies

Mc Minnville.

Ken Friday

From: gaak117 <gaak117@yahoo.com>
Sent: Tuesday, December 2, 2025 8:19 AM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org;
raeverc@yoschools.org
Subject: Please Keep the Yamhelas Corridor in the TSP for Our Community

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing as someone who cares deeply about the future of our towns and the people who live here. The Yamhelas-Westsider corridor is one of the few shared public spaces that has the potential to bring our communities closer together—offering safer ways for families, students, and neighbors to move between the places we live, work, and gather.

Removing this corridor from the Transportation System Plan would close the door on opportunities we may need in the years ahead. Keeping it in the TSP simply protects the option for future safety projects, walking and biking connections, recreation access, and other uses that strengthen community life.

Once a corridor like this is divided or sold, we can't easily get it back. I hope you'll help preserve it for the next generation by voting NO on Docket G-01-25.

Thank you for your service to our community and for taking the time to consider this request.

Warm regards,
Gail Akerson
Dundee, OR

Sent via the Samsung Galaxy S24+, an AT&T 5G smartphone

Ken Friday

From: Janice Allen <janiceallen2017@gmail.com>
Sent: Tuesday, December 2, 2025 8:57 AM
To: Planning
Subject: Keep Yamhelas Trail

Caution: This email originated outside of the Yamhill County email system

Here is my comment for the Yamhill County planning commission trail hearing Thursday, December 4, 2025:

Let's hope the planning commissioners, who are appointed by the Yamhill County Commissioners, will do the right thing: Drop any alliances to the commissioners and listen to the facts that make it very clear the trail should stay. Here are just a few of the facts:

1. Yamhill County citizens and businesses have indicated repeatedly they want the trail.
2. Funding is once again available. The state Parks and Recreation Department just announced \$1.6 million in grant funds available for land purchase and construction of trails. The Yamhelas trail would qualify.
3. The trail does NOT bring light rail! County commissioners actually took care of that problem with their vote on October 2 to repeal Ordinance 880. The ordinance would have required the county to provide for potential future use of the same right-of-way for commuter and/or freight rail.
4. Rail-to-trail projects exist all over the United States - there are 23 in Oregon alone - so there are many examples of successful workarounds for farming and other concerns.
5. The trail is not an unfunded mandate. It is an independent project. Yamhill County citizens can vote to pass or not pass a bond for the trail. If voters vote no, organizers can focus on gathering public and private funding. Newberg's Chehalem Cultural Center is a good example. When taxpayers voted no twice on bonds to renovate an old school building, organizers took the long road. They gathered public and private donations. After more than 20 years, the project is almost complete and is now a beautiful downtown centerpiece.
6. It has been said the trail would violate land use laws. Exactly what land-use laws? The goal is to convert an abandoned railroad right-of-way in Carlton and Yamhill into a lovely 12-mile trail. Yamhill County purchased the corridor from the Union Pacific Railroad, except for three parcels that are now in private

ownership. For two of these three parcels, the owners have agreed to allow trail access in various forms, such as by donation to the county or granting an easement. There is a potential work-around through the Wapato National Wildlife Refuge for the third privately owned property.

7. Here is another argument that is just silly: The Oregon Supreme Court recently created significant new legal liability for government recreation areas, including public trails. So what? This applies to all county land for all recreation. What's the county going to do? Shut down all parks? Plus, cities and counties have long had insurance for lawsuits.
8. And finally, it has been said it would cost \$70,000 to put a trail-funding measure on a ballot to let voters decide if they want to resurrect the Yamhelas Westsider Trail. That's for a special election. There is no cost to add a measure to a ballot already going out for a primary or general election.

Ken Friday

From: Tammie Richards <tjrich1662@yahoo.com>
Sent: Tuesday, December 2, 2025 9:05 AM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org;
raeverc@yoschools.org
Subject: Please Keep the Yamhelas Corridor in the TSP for Our Community

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

We are writing as local residents who care deeply about the future of our towns and the people who live here. The Yamhelas-Westsider corridor is one of the few shared public spaces that has the potential to bring our communities closer together—offering safer ways for families, students, and neighbors to move between the places we live, work, and gather. And generate revenue for towns along the way.

For many years, there has been overwhelming support from the community to build the trail and it's very frustrating that the planning and process has been stalled and stopped by a few strong opponents who disregard the voice of the community.

We hope you'll help preserve it for the next generation by voting NO on Docket G-01-25.

Thank you for your service to our community and for taking the time to consider this request.

Warm regards,
Tammie and Rob Hangauer
McMinnville

Ken Friday

From: Doug Davis <surfing1951@gmail.com>
Sent: Tuesday, December 2, 2025 9:06 AM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org;
raeverc@yoschools.org
Subject: Please Keep the Yamhelas Corridor in the TSP for Our Community

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing as someone who cares deeply about the future of our towns and the people who live here. The Yamhelas-Westsider corridor is one of the few shared public spaces that has the potential to bring our communities closer together—offering safer ways for families, students, and neighbors to move between the places we live, work, and gather.

Removing this corridor from the Transportation System Plan would close the door on opportunities we may need in the years ahead. Keeping it in the TSP simply protects the option for future safety projects, walking and biking connections, recreation access, and other uses that strengthen community life.

Once a corridor like this is divided or sold, we can't easily get it back. I hope you'll help preserve it for the next generation by voting NO on Docket G-01-25.

Thank you for your service to our community and for taking the time to consider this request.

Warm regards,
[Your Name]
[City / Community]

Sent from my iPad

RECEIVED
DEC 02 2025
YAMHILL COUNTY
PLANNING DEPARTMENT

Re: Docket No. G-01-25 Opposition to the Legislative Amendment to Remove the Yamhelas Westsider Trail

To: Yamhill County Planning Commission

From: Nicholas Walton **Role:** Adjacent Property Owner & Board Member, Cove Orchard Water Association (COWA)

Introduction My name is Nicholas Walton. I am speaking to you today not just as a resident of Yamhill County, but in two specific capacities:

1. I am a property owner directly adjacent to the proposed rail corridor.
2. I serve on the Board of the Cove Orchard Water Association (COWA).

I am writing to strongly **oppose** the request to remove the Yamhelas Westsider Trail from the County Transportation System Plan.

The Infrastructure Necessity (The Water Crisis) While much of the debate surrounds recreation, this corridor represents a critical **utility backbone** for our region. As a member of the COWA board, I can state that our current system serves 85 households, but we are at capacity. We are surrounded by residents with failing or brackish wells who are desperate to join our system, but we cannot add them due to infrastructure constraints. Every year we receive requests to be added to the system that we must deny. People need water in our communities.

This rail right-of-way is the only fiscally feasible path to run a new, large-capacity water line that would serve not just Cove Orchard, but potentially benefit the communities of Carlton, Yamhill, and Lafayette.

The Financial Reality If this trail project is killed, the utility corridor dies with it. The alternative—running this infrastructure along the Highway 47 right-of-way—is projected to cost dozens of millions of dollars. It is an unattainable and ultimately unnecessary expense for small water associations like ours.

By removing this project, the Commission is effectively telling these rural communities that clean, reliable water expansion is financially impossible.

ODOT and Highway Safety Furthermore, removing this designated trail forces all future multi-modal transit onto Highway 47. The Oregon Department of Transportation (ODOT) supports the trail because improving Highway 47 to accommodate safe bike and pedestrian lanes would require significant eminent domain purchases and the demolition of existing housing. The trail is the "release valve" that allows Highway 47 to remain efficient for freight and commuters without massive destruction of private property.

Conclusion I am an adjacent landowner who *wants* this trail. I am not afraid of the public access; I welcome the community connectivity. My own children and I would see a benefit to this trail from a recreational standpoint, and on that basis I am in favor of the Trail. But more

importantly, I recognize that this corridor is a lifeline for our regional water and utility infrastructure.

Please do not prioritize the private preferences of a few over the essential infrastructure needs of the many. I urge you to deny the request to remove the Yamhelas Westsider Trail from the YCTSP.

Best Regards,

Nick Walton

Re: Docket number G-01-25 Opposition to the legislative amendment to remove the Yamhelas Westsider Trail

To: The Yamhill County Planning Commission

Hello,

My name is Adele Walton, and I am thirteen years old. I live very near the proposed Yamhelas Westsider Trail location, at 20372 Highway 47 in Yamhill and attend Yamhill Carlton intermediate school as an 8th grader.. I am in favor of this trail because it could be a safe, effective way for me to get to school, friends houses, or just to get some exercise. Unless using it irresponsibly, there are very few downsides or dangers to come from this trail. From my perspective, this trail will be an amazing addition to our community. Thank you for your time and consideration.

Sincerely,
Adele Walton



Re: Docket number G-01-25 Opposition to the legislative amendment to remove the Yamhelas Westsider Trail

To: the Yamhill County Planning commission

RECEIVED
DEC 03 2025
YAMHILL COUNTY
PLANNING DEPARTMENT

To whom it may concern,

My name is Milo Walton, I am fifteen years old and I live at 20372 Highway 47 Yamhill, Oregon. I am writing this to voice my support for the creation of the YWT.

I live outside of town and I love to ride my bike as often as possible. Having this trail would not only allow me to have a safe route to ride my bike to school or to visit friends but it would also provide a good way to exercise. Allowing this trail to be made would be a tremendous step in bringing our small community together and creating more social opportunities.

Additionally, this trail would provide more opportunities to fix small problems in our area. It would allow people to ride bicycles more often, cut down on how many unnecessary trips in vehicles, and it would shrink the risk of accidents on the busy highway. Another problem that would be fixed or improved would be that of safety. Like I stated earlier, our stretch of the highway is prone to accidents. The Yamhelas Trail would increase the safety of students going to school as well as any person wanting to go to town and still stay outdoors.

Finally, I would like to use fun as an example. Having this trail would allow anyone who would like to go for a ride, or walk, or even just to take a small break from the world. It could let people separate themselves from their endless media and screen usage and get out into nature, (somewhat). It would provide a fun way to get some exercise and to keep your body fit in the days that would usually be spent sedentary.

Please think about allowing this trail to be made thoroughly and completely. Thank you for your time and consideration.

Ken Friday

From: John Budan <weazerjohn@gmail.com>
Sent: Tuesday, December 2, 2025 9:15 AM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@yoschools.org
Subject: Please Keep the Yamhelas Corridor in the TSP for Our Community

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I write to urge your NO vote on Docket G-01-25—which will keep the Yamhelas Trail project in our transportation plan.

Please consider the following:

1) the future and current citizens of our area need accessible public spaces for walking, strolling, and biking appropriate for families and for persons of all ages

and

2) the potential economic benefits that the Yamhelas trail can bring to the county and nearby communities.

Years ago, I biked the Sparta Elroy trail in western Wisconsin. This trail is a prime case study in how the conversion of an abandoned railroad track brought enormous economic benefits to the five towns along its path.

I strongly urge you to keep the Yamhelas Trail project alive.

Sincerely,
John Budan
19759 NE Calkins Lane
Newberg, Oregon 97132

Ken Friday

From: Michael Perri <perrimw@hotmail.com>
Sent: Tuesday, December 2, 2025 9:37 AM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org;
raeverc@ycschools.org
Subject: Please Keep the Yamhelas Corridor in the TSP for Our Community

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

For more than a decade I have looked forward to the prospect of safe cycling in my home county through the implementation of the long-planned Yamhelas-Westsider corridor. This shared public space that has the potential to bring our communities closer together while offering safer ways for families, students, and neighbors to move between the places we live, work, and gather.

Removing this corridor from the Transportation System Plan would close the door on opportunities we may need in the years ahead. Keeping it in the TSP simply protects the option for future safety projects, walking and biking connections, recreation access, and other uses that strengthen community life.

Once a corridor like this is destroyed, we can't get it back. It is our responsibility to preserve it for the next generation by voting NO on Docket G-01-25, even if I likely will never have the option to use the completed corridor.

Your service as commissioners is appreciated and I look forward to your choice to preserve this vital opportunity for the future of our county.

Sincerely,
Michael W. Perri
Dayton

Ken Friday

From: Lori Little <llittle@oregonrla.org>
Sent: Tuesday, December 2, 2025 9:52 AM
To: Planning
Cc: BOC Info
Subject: Public Comments for YC Planning Commission Meeting 12.4.25

Caution: This email originated outside of the Yamhill County email system

Dear Yamhill County Planning Commission,

I am writing to express my strong support to keep the Yamhelas Trail corridor in the Transportation System Plan and protect our public lands in the county.

First, as a recreational cyclist, I've found it increasingly challenging to ride safely in our area. Currently, there are very few bike lanes and no designated road bike trails. Our county is full of beautiful wineries and scenic rural roads, but these same roads often have fast-moving traffic, making them unsafe for cyclists. A dedicated trail would provide a secure and enjoyable space for residents like me to ride without fear.

Second, beyond personal safety, a bike trail simply makes sense for our county. Trails are not just recreational amenities—they are economic engines that revitalize rural communities, increase property values, and attract new residents and families who want to explore the outdoors. Visitors often stop in small towns for meals, shopping, and local experiences, which helps boost economic development and supports local businesses. It's an investment that benefits both residents and the broader community.

I hope you will consider prioritizing this initiative. It's an opportunity to enhance safety, promote healthy lifestyles, and strengthen our local economy.

Thank you for your time and consideration.

Sincerely,

Lori Little
Newberg Resident of 18+ years

Ken Friday

From: Planning

From: Allen Holstein <allgran2468@gmail.com>

Sent: Tuesday, December 2, 2025 10:40 AM

To: Planning <planning@yamhillcounty.gov>

Subject: Yamhelas

Dear Planning Commissioners,

I am writing regarding Docket G-01-25 and the proposal to remove the Yamhelas-Westsider Trail project from the Yamhill County Transportation System Plan (TSP). My concern is not only about the trail itself, but about how this decision aligns with Oregon Statewide Planning Goal 2 – Land Use Planning.

Goal 2 requires that land use decisions be based on an adequate factual base and that changes to plans and regulations be supported by clear findings. In this case, the history of the Yamhelas project shows the opposite: a remand from LUBA directing the County to conduct further fact-finding on farm impacts and appropriate setbacks, followed by years in which that work has not been completed.

As I understand it:

- LUBA did not order the County to abandon the project; it sent it back for more analysis.
- The County has not produced new studies, updated findings, or an alternatives analysis that addresses the issues LUBA identified.
- There has been no transparent explanation of how deleting the project from the TSP now satisfies Goal 2's requirement for a solid factual record.
- Additionally, removal of the trail corridor from the TSP hinders the county's ability to satisfy state-wide land use goals: 1, 3, 5, 8, 12, and 13.

From a citizen's perspective, it appears the County is trying to "solve" the unanswered questions by erasing the project from the plan rather than doing the citizen engagement and analysis that Goal 1, Goal 2, Goal 3, and LUBA call for. That is the opposite of good planning.

A responsible, Goal 2-compliant approach would be to:

1. Complete the fact-finding and impact analysis LUBA requested;
2. Update the findings to reflect that information; and
3. Only then, based on a documented factual record, decide whether the project should remain in the TSP, be modified, or be removed.

Until that process occurs, I urge you not to remove the Yamhelas-Westsider Trail from the Transportation System Plan. Please keep the project in the TSP and direct staff to build the factual base that Oregon's planning system requires.

Thank you for your careful consideration.

Sincerely,
Allen Holstein
Dundee Or

Ken Friday

From: Lia Harris <fruitysheep@gmail.com>
Sent: Tuesday, December 2, 2025 11:10 AM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org;
raeverc@yoschools.org
Subject: Please Keep the Yamhelas Corridor in the TSP for Our Community

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing as someone who cares deeply about the future of our towns and the people who live here. The Yamhelas-Westsider corridor is one of the few shared public spaces that has the potential to bring our communities closer together—offering safer ways for families, students, and neighbors to move between the places we live, work, and gather.

Removing this corridor from the Transportation System Plan would close the door on opportunities we may need in the years ahead. Keeping it in the TSP simply protects the option for future safety projects, walking and biking connections, recreation access, and other uses that strengthen community life.

Once a corridor like this is divided or sold, we can't easily get it back. I hope you'll help preserve it for the next generation by voting NO on Docket G-01-25.

Thank you for your service to our community and for taking the time to consider this request.

Thank you,
Lia Harris
McMinnville

Sent from my iPhone

Ken Friday

From: Jane and Steve Harloff <sjharloff@gmail.com>
Sent: Tuesday, December 2, 2025 11:15 AM
To: Planning
Subject: Testimony in support of retaining the Yamhelas Westsider Trail in the County Transportation Plan

Caution: This email originated outside of the Yamhill County email system

To the Yamhill County Planning Commission:

I am 100% in favor of retaining the Yamhelas Westsider Trail in the County Transportation Plan.

Providing safe recreation and transportation options to the citizens of our local communities should be the top priority of our elected county officials.

I believe that the current Board of Commissioners is purposely attempting to override the wishes of the majority of the citizens they were elected to represent, by eliminating the Yamhelas Westsider Trail from even being considered in the future. It is my belief that 2 commissioners are bowing to the demands of their wealthiest donors, and not taking into account what their constituents value.

The excuse that “it would be too expensive” to allow their constituents to vote on this very important asset for the future of Yamhill County residents is appalling. Voting on important issues that affect economic, safety and recreation opportunities in our towns is the basis of a democracy. This is not the kind of impactful decision

that should be left up to the political whims of just two people - both with terms expiring in 5 short months.

There are so many reasons why retaining the Yamhelas Westsider Trail in the County Transportation Plan makes sense. Excluding it is a short-sighted and politically-motivated decision that should not be made hastily without citizen input.

Thank you for allowing my testimony,

Jane Harloff

Yamhill

Ken Friday

From: Carolyn Johnson <carolyns.johnson@gmail.com>
Sent: Tuesday, December 2, 2025 11:20 AM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@yocschools.org
Subject: Please Protect the Yamhelas Corridor and Ensure Full Public Engagement

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm a Yamhill County resident who cares about the future of our shared communities and the decisions being made about the Yamhelas-Westsider corridor. I respectfully ask you to keep the corridor in the Transportation System Plan and **vote NO on Docket G-01-25**. I was extremely disappointed when progress on the trail was halted before the master plan evaluations could be completed.

Docket G-01-25 involves major change that affects multiple towns, families, students, and local businesses, there has been very little effort to reach the broader community. Many residents—including those who use local roads and trails every day—are only now learning that this decision is moving forward. There should be more public input into this decision.

I live in McMinnville, but worked in Yamhill for 8 years. I became aware of the potential a trail like this has to provide safe walking and biking routes, better connections between our towns, and future options that strengthen community life. It would make it easier for children to get between Yamhill and Carlton for school. It would provide a recreation corridor for walking and biking. It would potentially bring more visitors to the county, and boost the businesses in the towns along the trail. The people who would benefit or be affected deserve a chance to understand the proposal and share their perspectives before any major change is made.

Removing the corridor from the TSP would close off opportunities we may need in the future. Once the land is fragmented or sold, we can't simply rebuild it. Keeping it in the TSP maintains flexibility while giving the community time to engage in the conversation fully. **Please keep the corridor in the TSP!!**

I appreciate your dedication to Yamhill County, and I hope you will both **preserve this important public asset** and **ensure that residents have a real opportunity to participate in the process**.

Thank you for your service and for considering this request.

Sincerely,
Carolyn Johnson
McMinnville

Ken Friday

From: Andy Klein <kleinac55@gmail.com>
Sent: Tuesday, December 2, 2025 11:22 AM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org;
raeverc@ycschools.org
Subject: Please Do Not Remove the Yamhelas Corridor from the TSP for Our Community

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I write this note as someone who cares deeply about the future of our towns and the people who live here. The Yamhelas-Westsider Corridor is one of the few shared public spaces that has the potential to bring our communities closer together—offering safer ways for families, students, and neighbors to move between the places we live, work, and gather.

My family has enjoyed rail trails all across Oregon, around the Northwest and throughout the United States. These trails provide positive experiences through outdoor tourism and direct spending by trail users in nearby towns. They promote healthy lifestyles and encourage exercise for all ages. They stimulate the development of small businesses such as cafes, shops and rental services catering to trail users.

Removing this Corridor from the Transportation System Plan would close the door on opportunities we may need in the years ahead. Keeping it in the TSP simply protects the option for future safety projects, walking and biking connections, recreation access, and other uses that strengthen community life.

Once a Corridor like this is divided or sold, we cannot easily get it back. I hope you will help preserve it for the next generation by voting NO on Docket G-01-25.

Thank you for your service to our community and for taking the time to consider this request.

All the best,
Andrew Klein
McMinnville and Yamhill County

Ken Friday

From: Ed Fredenburg <edfredenburg@yahoo.com>
Sent: Tuesday, December 2, 2025 11:48 AM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org;
raeverc@ycschools.org
Subject: Please Keep the Yamhelas Corridor in the TSP for Our Community

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

The fact that Yamhill County has done nothing in the ~5 years since the LUBA 2020-066 and 067 remand for farm impact factors can be attributed to either incompetence, laziness, or maliciousness. We can rule out incompetence since Yamhill county was able to successfully resolve farm impact issues in LUBA 2020-093. We can also rule out laziness since Yamhill County has initiated an unneeded effort to modify its Transportation System Plan to delete the Yamhelas Westsider Trails project. That leaves only maliciousness as a motive. Yamhill County needs to step back and do a better job of gauging sentiment of the Yamhill County citizens it supposedly serves before proceeding with its intent to abandon the Yamhelas-Westsider Trail project. If the Board of Commissioners is too lazy to do that it should honor its obligation to serve the needs of Yamhill County citizens by getting out of the way and letting a future Board of Commissioners make the effort.

Ed Fredenburg
Newberg, Oregon

Sent from my iPhone

Ken Friday

From: Peter Hayes <peter_hayes@comcast.net>
Sent: Tuesday, December 2, 2025 12:01 PM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@ycschools.org
Subject: Goal 1 Requires Real Public Involvement - Please Keep the Yamhelas Corridor in the TSP

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing *as the owner and manager of a business* in Yamhill County to urge you to vote NO on Docket G-01-25 and keep the Yamhelas-Westsider corridor in the Transportation System Plan. Beyond the merits of the corridor itself, I am deeply concerned that the process leading to this proposal has not met the expectations of Oregon's Statewide Planning Goal 1: Citizen Involvement.

Goal 1 is clear: major land-use decisions must include meaningful, ongoing, and broad public participation. Yet for a change that affects multiple communities and a 15-mile public right-of-way, there has been minimal outreach, no surveys, no open houses, no information sessions, and no opportunity for residents to engage early in the conversation. Many people learning about this action now are shocked it has moved so far with so little public input.

A single hearing with limited notice does not reflect the spirit—or the practical requirements—of Goal 1. The public deserves a fair chance to understand what is being proposed, ask informed questions, and offer input before a long-established transportation corridor is removed from the TSP.

Removing the corridor now would also shut the door on future possibilities for safety projects, walking and biking routes, utility use, and regional connections. Once fragmented or sold, the corridor cannot realistically be reassembled.

For both procedural and practical reasons, I respectfully urge the Commission to:

- Reject Docket G-01-25, and
- Direct staff to complete a Goal-1-appropriate public involvement process before any changes to the TSP are considered again.

This is not only about the Yamhelas corridor—it is about public trust, transparent decision-making, and following the statewide planning goals that protect community participation.

As the owner of Mt. Richmond Forest I know that the success of our business depends on Yamhill Co. being a healthy, vital and engaging place.

Building the trail and providing safe access for human powered travel is important to me, our business and the wider community.

Thank you for your attention and for your service to Yamhill County.

Peter Hayes, Mt. Richmond Forest Inc., 13600 NW Ford Rd., Gaston

Ken Friday

From: Joyce Casey <linkbeak@gmail.com>
Sent: Tuesday, December 2, 2025 12:05 PM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@ycschools.org
Subject: Goal 1 Requires Real Public Involvement — Please Keep the Yamhelas Corridor in the TSP

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

A few times each month I head out from McMinnville on my bicycle to get exercise, fresh air and to clear my head. Unfortunately over the years the number of roads it's safe to ride on has gotten smaller and smaller. The Yamhelas-Westsider trail would make a positive difference in recreation opportunities in Yamhill County. Important public projects like this always take a lot of planning work and discussion, but I am honestly dismayed at yet another effort to stifle proper consideration for this game-changing project.

I'm writing to urge you to vote NO on Docket G-01-25 and keep the Yamhelas-Westsider corridor in the Transportation System Plan. Beyond the merits of the corridor itself, I am deeply concerned that the process leading to this proposal has not met the expectations of Oregon's Statewide Planning Goal 1: Citizen Involvement.

Goal 1 is clear: major land-use decisions must include meaningful, ongoing, and broad public participation. Yet for a change that affects multiple communities and a 15-mile public right-of-way, there has been minimal outreach, no surveys, no open houses, no information sessions, and no opportunity for residents to engage early in the conversation. Many people learning about this action now are shocked it has moved so far with so little public input.

A single hearing with limited notice does not reflect the spirit—or the practical requirements—of Goal 1. The public deserves a fair chance to understand what is being proposed, ask informed questions, and offer input before a long-established transportation corridor is removed from the TSP.

Removing the corridor now would also shut the door on future possibilities for safety projects, walking and biking routes, utility use, and regional connections. Once fragmented or sold, the corridor cannot realistically be reassembled.

For both procedural and practical reasons, I respectfully urge the Commission to:

- Reject Docket G-01-25, and
- Direct staff to complete a Goal-1-appropriate public involvement process before any changes to the TSP are considered again.

This is not only about the Yamhelas corridor—it is about public trust, transparent decision-making, and following the statewide planning goals that protect community participation.

Thank you for your attention and for your service to Yamhill County.

Joyce Casey

Ken Friday

From: Chelsea Janzen Williams <chelseasoprano@gmail.com>
Sent: Tuesday, December 2, 2025 12:29 PM
To: Planning
Cc: BOC Info; l Watkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raevert@yocschools.org
Subject: Goal 1 Requires Real Public Involvement — Please Keep the Yamhelas Corridor in the TSP

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I personally met with Kit a few weeks ago. He has plans to sell off portions of the trail so he can keep his farming friends happy. Without any disrespect to farmers, his decision goes against the wishes of so many Yamhill county citizens including Carton and Yamhill landowners! For 45 minutes he discussed redirecting county grant funds to support other county parks projects that he has chosen. Kit is not “the parks king”.

Yamhill County has 10 years to use up trail and bike path-designated grant money, according to Kit, and then it must be repaid back to the state. Selling off public land is not in the county’s best interest. The broader goals of making rural parts of Oregon accessible for all types of transportation would be destroyed by the sale of this county-owned transportation corridor.

I’m writing to urge you to vote NO on Docket G-01-25 and keep the Yamhelas-Westsider corridor in the Transportation System Plan. Beyond the merits of the corridor itself, I am deeply concerned that the process leading to this proposal has not met the expectations of Oregon’s Statewide Planning Goal 1: Citizen Involvement.

Goal 1 is clear: major land-use decisions must include meaningful, ongoing, and broad public participation. Yet for a change that affects multiple communities and a 15-mile public right-of-way, there has been minimal outreach, no surveys, no open houses, no information sessions, and no opportunity for residents to engage early in the conversation. Many people learning about this action now are shocked it has moved so far with so little public input. A single hearing with limited notice does not reflect the spirit—or the practical requirements—of Goal 1.

The public deserves a fair chance to understand what is being proposed, ask informed questions, and offer input before a long-established transportation corridor is removed from the TSP. Removing the corridor now would also shut the door on future possibilities for safety projects, walking and biking routes, utility use, and regional connections. Once fragmented or sold, the corridor cannot realistically be reassembled. For both procedural and practical reasons, I respectfully urge the Commission to:

- Reject Docket G-01-25, and
- Direct staff to complete a Goal-1-appropriate public involvement process before any changes to the TSP are considered again.

This is not only about the Yamhelas corridor—it is about public trust, transparent decision-making, and following the statewide planning goals that protect community participation. Thank you for your attention and for your service to Yamhill County.

Sincerely,

Chelsea Janzen Williams
Direct: 503.932.9756

Ken Friday

From: Tara Rich <tcwrich24@gmail.com>
Sent: Tuesday, December 2, 2025 12:38 PM
To: Planning
Subject: Yamhelas Westsider Rail to Trail

Follow Up Flag: Follow up
Flag Status: Flagged

Caution: This email originated outside of the Yamhill County email system

Dear Commissioners,

I am unable to attend the Dec 4th County Commission Hearing so wanted to take this opportunity to let you know how meaningful the Yamhelas Westsider Rail to Trail project would be to Yamhill County Residents. There are three major reasons why I think this project should be done in our county and I have explained below:

Safety: I am a long time bike rider in the county and have been in a couple bike accidents in and out of this county riding on roads. It was very hard to get back on my bike after the last one and I have taken every opportunity to ride on bike and pedestrian trails since but these are very few and far between in Yamhill County. We need more safe places to ride bikes in Yamhill County!!

Economics: Having a trail along Hwy 47 would be an amazing investment in our county, bringing county residents and outsiders to the area to recreate and spend money before or after they ride, walk or run.

Healthy Lifestyle: Promoting healthy lifestyles should also be a priority for our county. Both adult and childhood obesity rates are on the rise and giving our county residents an opportunity to get outside and be active not only is healthy for the body, it is healthy for us mentally!

Thank you for this opportunity to voice my support for the Yamhelas Westsider Rail to Trail project!

Sincerely,

Tara Rich
924 SW Fellows St
McMinnville OR 97128

Ken Friday

From: barbara rye <b.rye.ryan@gmail.com>
Sent: Tuesday, December 2, 2025 12:40 PM
To: Planning
Subject: Hiking Trail

Caution: This email originated outside of the Yamhill County email system

As a citizen of this county, myself and many of my neighbors want you to know how much we truly want the hiking trail established.

It is hard to believe that there are individuals trying to quash this. Please recognize the benefit to our community physically, mentally, emotionally and spiritually. **For the greater good of all, please ensure the trail.**

Barbara Rye

1908 NW Wessex St, McMinnville, OR 97128

Ken Friday

From: jay winchester <jay_winchester@yahoo.com>
Sent: Tuesday, December 2, 2025 12:49 PM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org;
raeverc@yoschools.org
Subject: Goal 1 Requires Real Public Involvement — Please Keep the Yamhelas Corridor in the TSP

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing to urge you to vote NO on Docket G-01-25 and keep the Yamhelas-Westsider corridor in the Transportation System Plan. Beyond the merits of the corridor itself, I am deeply concerned that the process leading to this proposal has not met the expectations of Oregon's Statewide Planning Goal 1: Citizen Involvement.

Goal 1 is clear: major land-use decisions must include meaningful, ongoing, and broad public participation. Yet for a change that affects multiple communities and a 15-mile public right-of-way, there has been minimal outreach, no surveys, no open houses, no information sessions, and no opportunity for residents to engage early in the conversation. Many people learning about this action now are shocked it has moved so far with so little public input.

A single hearing with limited notice does not reflect the spirit—or the practical requirements—of Goal 1. The public deserves a fair chance to understand what is being proposed, ask informed questions, and offer input before a long-established transportation corridor is removed from the TSP.

Removing the corridor now would also shut the door on future possibilities for safety projects, walking and biking routes, utility use, and regional connections. Once fragmented or sold, the corridor cannot realistically be reassembled.

For both procedural and practical reasons, I respectfully urge the Commission to:

- Reject Docket G-01-25, and
- Direct staff to complete a Goal-1-appropriate public involvement process before any changes to the TSP are considered again.

This is not only about the Yamhelas corridor—it is about public trust, transparent decision-making, and following the statewide planning goals that protect community participation.

Way

Thank you for your attention and for your service to Yamhill County. Please don't disregard the will of the people! For 2 years we had Bershauer and Starrett who are obviously beholden to the farmers. There is no way to save this trail unless the chair votes his own conscience!

Sent from my iPhone

Ken Friday

From: Dennis Littlefield <dennis.littlefield@gmail.com>
Sent: Tuesday, December 2, 2025 12:50 PM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raevec@ycschools.org
Subject: Goal 1 Requires Real Public Involvement — Please Keep the Yamhelas Corridor in the TSP

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing to urge you to vote NO on Docket G-01-25 and keep the Yamhelas-Westsider corridor in the Transportation System Plan. Beyond the merits of the corridor itself, I am deeply concerned that the process leading to this proposal has not met the expectations of Oregon's Statewide Planning Goal 1: Citizen Involvement.

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For both procedural and practical reasons, I respectfully urge the Commission to:

- Reject Docket G-01-25, and
- Direct staff to complete a Goal-1-appropriate public involvement process before any changes to the TSP are considered again.

This is not only about the Yamhelas corridor—it is about public trust, transparent decision-making, and following the statewide planning goals that protect community participation.

Thank you for your attention and for your service to Yamhill County.

Dennis Littlefield

Ken Friday

From: mcbruce2mc@gmail.com
Sent: Tuesday, December 2, 2025 1:19 PM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raevert@ycschools.org
Subject: Commissioners: Please Protect the Yamhelas Corridor and Ensure Full Public Engagement!

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing as a neighbor who cares about the future of our shared communities and the decisions being made about the Yamhelas-Westsider corridor. I respectfully ask you to keep the corridor in the Transportation System Plan and vote NO on Docket G-01-25.

My vote for commissioners in future elections will be very dependent on the outcome of this and future actions against opportunities for safe recreation in Yamhill County.

I've ridden on Yamhill County roads for the last 5+ years, and it's always with a lot of risk. I've nearly been run off the road multiple times, and on two events, nearly hit because the drivers in big pickups can't be bothered to slow down and pass safely. I do all I can to be a responsible rider to ensure I don't get hit, as well as being a considerate driver when passing cyclists and pedestrians. Having safe places to ride would reduce the chances of accidents with road traffic, and I'd likely spend money in those communities along the trail.

Another concern I want to raise is the limited public involvement surrounding this proposal. For a change that affects multiple towns, families, students, and local businesses, there has been very little effort to reach the broader community.

I'm aware of this issue due to reporting in the News-Register and notices from the Friends of the Yamhelas Westsider Trail group, however, many residents—including those who use local roads and trails every day—are only now learning that this decision is moving forward.

A corridor like this has the potential to provide safe walking and biking routes, better connections between our towns, and future options that strengthen community life. The people who would benefit or be affected deserve a chance to understand the proposal and share their perspectives before any major change is made.

Removing the corridor from the TSP would close off opportunities we may need in the future. Once the land is fragmented or sold, we can't simply rebuild it. Keeping it in the TSP maintains flexibility while giving the community time to engage in the conversation fully.

I appreciate your dedication to Yamhill County, and I hope you will both preserve this important public asset and ensure that residents have a real opportunity to participate in the process.

Thank you for your service and for considering this request.

Sincerely,
Bruce McAlary
McMinnville, Oregon.

Ken Friday

From: Planning

From: Peter Higbee <higbeepeter@gmail.com>

Sent: Tuesday, December 2, 2025 1:41 PM

To: Planning <planning@yamhillcounty.gov>

Cc: BOC Info <bocinfo@yamhillcounty.gov>; l Watkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@yoschools.org

Subject: Please Keep the Yamhelas Corridor in the TSP for Our Community

Dear Planning Commission Members,

Save for the future - Vote no on Docket G-01-25

Removing the Yamhelas Westsider Trail from the county TSP would stop any future development of the old rail corridor. If the old corridor is broken up, it can never be put back together again. No one knows what the future will bring and there could be very important unknown uses for this corridor.

Long continuous corridors are very rare and should be protected. A trail is only one use. In the future it could be used for a multi-use trail, for utilities, even light rail or something that has yet to be considered.

As for it becoming a multi-use trail, early on both counties (Yamhill & Washington) voted for it. All of the nearby cities (Gaston, Yamhill, Carlton, McMinnville) were for it. Also most of the county residents are for it when the trail is explained. Most residents do not even know about the trail.

It may not be the right time to build the trail now but times change and a trail could be what is needed in the future. So do not close a door that does not need to be closed. Leave space for the future.

Thank you for your service to our community and for taking the time to consider this request.

Warm regards,
Peter Higbee
McMinnville

Ken Friday

From: Ron Holder <holdrs45@gmail.com>
Sent: Tuesday, December 2, 2025 1:44 PM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org;
raeverc@yoschools.org
Subject: Strong Support for the Yamhelas-Westsider Trail

Caution: This email originated outside of the Yamhill County email system

Dear [Recipient],

I'm writing to express my strong support for the Yamhelas-Westsider Trail and to encourage you to help protect the corridor so it can remain part of our long-term vision for Yamhill County.

This project offers a wide range of benefits for our communities, including:

- **Safety:** A protected walking and biking route gives families, students, and residents a safe alternative to traveling along busy highways.
- **Connectivity:** The corridor links Yamhill, Carlton, Gaston, and McMinnville, strengthening ties between towns and creating easier access for work, school, and recreation.
- **Recreation & Health:** Trails encourage outdoor activity, support healthy lifestyles, and give people of all ages a place to move, explore, and enjoy nature.
- **Economic Growth:** Trails consistently attract visitors, boost tourism, and support local businesses—especially in areas with wineries, farm stands, and small downtowns.
- **Quality of Life:** A scenic, accessible corridor enhances daily life for residents and makes the region more attractive for families and future investment.
- **Long-Term Planning:** Preserving the corridor keeps options open for future improvements, grant opportunities, and emergency access that would be extremely difficult to recreate if the route were lost.

The Yamhelas-Westsider Trail is a rare public asset that can serve our communities for generations. Once a corridor like this is broken apart or sold, it's nearly impossible to put back together. Protecting it now ensures that future leaders—and future families—still have this opportunity.

Thank you for considering this message of support.

Sincerely,
[Your Name]
[City / Community]

Ken Friday

From: Ron Holder <holdrs45@gmail.com>
Sent: Tuesday, December 2, 2025 1:49 PM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@ycschools.org
Subject: Strong Support for the Yamhelas-Westsider Trail

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Thank you for considering this message of support.

Sincerely,
Ronald S Holder
McMinnville OR 97128

Ken Friday

From: Ron Holder <holders45@gmail.com>
Sent: Tuesday, December 2, 2025 1:54 PM
To: Planning
Cc: BOC Info; l Watkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@yoschools.org
Subject: Strong Support for the Yamhelas-Westsider Trail

Caution: This email originated outside of the Yamhill County email system

Dear [Recipient],

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Thank you for considering this message of support.

Sincerely,
Ronald S Holder
507 NE Clark Ct
McMinnville, OR 97128

Ken Friday

From: Melody McMaster <melodymcmaster25@gmail.com>
Sent: Tuesday, December 2, 2025 2:57 PM
To: Planning
Subject: Yamhelas Trail- Dec.4 Planning Commission Meeting

Caution: This email originated outside of the Yamhill County email system

Dear
Members of the Planning Commission, fellow residents of Yamhill County,

Thank

you for giving me the opportunity to have my voice be heard.

The

Yamhelas Trail should already be a reality. We are talking about an old railroad line that has the potential to become a vibrant linear park, something that serves every corner of our community. This corridor could be an educational trail, one where our farmers

can showcase the hard work they do day in and day out, with signs explaining the crops they grow, the labor involved, and the natural world that surrounds us.

I

have had the opportunity to walk part of this trail as a volunteer and truly believe it could be a safe, multi-use trail—one that allows pedestrians, hikers, bikers, and equestrians to travel between Carlton, Yamhill, and Gaston without the dangers of vehicle

traffic. A place where families can walk, children can ride their bikes, and seniors can enjoy nature in peace. More pedestrian and bicycle deaths might be prevented on Hwy. 47 with the completion of this trail.

But

now, Commissioners Starrett and Johnston are considering selling off this public land; land owned collectively by more than 110,000 Yamhill County residents—against the wishes of the clear majority. And once this land is sold, it is gone forever. Future generations

will never again have the chance to use it for recreation, conservation, civic projects, or a trail system that links our communities. This is one of the most irreversible decisions a government can make.

Public

land almost always appreciates in value faster than any short-term revenue gained from selling it. And what typically happens when public land is sold? Taxpayers end up paying much more down the road—either to repurchase similar land at a far higher price

or to build alternative infrastructure because the original corridor is gone.

This

land was originally acquired for a public purpose. To sell it now feels like breaking a promise—breaking faith with the businesses that supported the project, with the community members who participated in planning, and with the residents who believed their

voices mattered. It sends a message that special interests outweigh the public good. And it damages trust in our local government.

Selling

this land would eliminate a safe place for people of all ages to walk, bike, and ride. It undermines the county's livability goals and depletes a resource that cannot be replaced. Every acre of public land sold is an acre of opportunity lost—permanently.

And

there are legal and financial risks. If this land was acquired with state or federal grants, dedicated bond funds, or restricted-use agreements, selling it could require reimbursements, trigger litigation, or require state-level approvals. The result could

be major costs, major delays, and major consequences.

The

fact is simple: public land benefits everyone. Private land benefits only the private owner. Selling the Yamhelas corridor shifts value away from the public and concentrates it in the hands of a few.

Under

the Yamhill County Comprehensive Plan code, dated May 1, 2025, Section 3 concerning Transportation, Communications and Public Utilities, it already tells us what kind of county we want to be.

(iii)

A major concern of the county is to develop a transportation system that will maintain and enhance the quality of life enjoyed by its residents.

(vi)

The provision of adequate bicycling and pedestrian paths within the county is a concern of the county residents. Such modes of transportation lend themselves particularly to the rural nature of the county.

Both

of these goals are directly advanced by completing the Yamhelas Trail.

Under

the 11.05.04.02 Parks and Recreation section 4 of the Comprehensive Plan, the plan commits the county to:

B.

(i) Policies.

4.

Yamhill County will encourage the location of urban parks in scenic areas which are easily accessible to much of the urban population and which can be developed to provide recreation opportunities for a variety of age and interest groups. (176)

5.

Yamhill County will encourage the development of rural parks with appropriate spacing to serve the needs of county residents on sites which have unique aesthetic value, appropriate access by road or path, and are otherwise suitable for picnicking and water-related

activities. (176)

6.

Yamhill County will encourage an appropriate amount of park and recreation development designed to meet the needs of the transient and regional population. (177) R

7.

Yamhill County will promote the development of an integrated bicycle and pedestrian trail system to provide recreational opportunities and to link open space, Yamhill County communities and park areas. (178) R

9.

Yamhill County will encourage cooperation among government agencies to increase recreation opportunities, programs and facilities for county residents, and will explore the possibilities of providing recreation programs for the small towns and rural areas

of the county. (179)

Again—every

single one of these commitments is fulfilled by completing the Yamhelas Trail. This is not just a transportation corridor, it is also linear park land.

This

project is not just consistent with our Comprehensive Plan—it *is*

the plan in action.

The

Yamhelas Trail connects rural and urban areas. It provides recreational opportunities for children, adults, and seniors. It promotes health, tourism, community connection, and economic vitality. It is a resource that will serve not just us, but our children

and grandchildren.

Selling

this land would take all of that away.

Today,

we are not just deciding the fate of a strip of land. We are deciding what kind of county we want to be—one that protects public resources for future generations, or one that trades away irreplaceable assets for short-term gain.

I

urge this Board: Honor the vision in our Comprehensive Plan. Honor the investments already made. Honor the will of the community. And honor the responsibility we hold as stewards—not owners—of public land.

Let's

choose the future. Let's choose the community. Let's complete the Yamhelas Trail.

Thank

you.

Melody McMaster
18445 NE Rainbow Ln
Newberg, OR 97132

Ken Friday

From: Marcia Donnelly <marcia.donnelly@gmail.com>
Sent: Tuesday, December 2, 2025 3:27 PM
To: Planning
Subject: Yamhelas-Westsider trail

Caution: This email originated outside of the Yamhill County email system

Good afternoon,

I write in strong support of developing this trail. I have used the Vernonia trail and loved it. This trail will add yet another family friendly recreational opportunity in our county for residents like me as well as those who visit. Let's give folks another reason to be here!

Marcia Donnelly

Ken Friday

From: Planning

From: Autumn Baker <bakerautumn87@gmail.com>

Sent: Tuesday, December 2, 2025 3:37 PM

To: Planning <planning@yamhillcounty.gov>

Cc: BOC Info <bocinfo@yamhillcounty.gov>; l Watkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@ycschools.org

Subject: Strong Support for the Yamhelas-Westsider Trail

Hello,

I'm writing to express my strong support for the Yamhelas-Westsider Trail and to encourage you to help protect the corridor so it can remain part of our long-term vision for Yamhill County.

I have visited many successful safe bike paths that connect to other parks and hiking trails. I loved the sense of freedom and peace it brought me. Yamhill county doesn't offer many bike paths, the ones we do have are shared on the side on the road with vehicles. Those paths are not safe and I've witnessed cyclists get hit and injured up the hill road path.

I bought a bike a few years ago and have only used it a few times because of how unsafe the roads are and aggression from motorists. I have had a few close calls myself where there's traffic on either side and there just simply is not enough room for vehicles to pass safely. Another time I went to check out the roads around Erratic Rock because I thought there would be less traffic out that way. Unfortunately, there were many people speeding out there and not paying attention to the roads. There's a dangerous blind spot corner out that way with at least a dozen crosses with one huge one that reads "BLIND SPOT". I panicked and peddled as fast as I possibly could and thought "Am I going to die here?"

I used to frequent the San Gabriel River Trail in so cal and I very much miss feeling safe and having peace of mind on the trail. Lots of other healthy folks frequented the trail. There was also adequate privacy fences for the property owners who parallel the trail. Gas prices are also outrageous right now along with the cost of living so having free access to a bike path and not have to spend extra money on gas or gym memberships would truly be a blessing. Please find it in your hearts to bless the community with a safe trail for bikes and pedestrians so that we can enjoy all the natural beauty Yamhill County has to offer.

This project offers a wide range of benefits for our communities, including:

- **Safety:** A protected walking and biking route gives families, students, and residents a safe alternative to traveling along busy highways.
- **Connectivity:** The corridor links Yamhill, Carlton, Gaston, and McMinnville, strengthening ties between towns and creating easier access for work, school, and recreation.
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- **Long-Term Planning:** Preserving the corridor keeps options open for future improvements, grant opportunities, and emergency access that would be extremely difficult to recreate if the route were lost.

The Yamhelas-Westsider Trail is a rare public asset that can serve our communities for generations. Once a corridor like this is broken apart or sold, it's nearly impossible to put back together. Protecting it now ensures that future leaders—and future families—still have this opportunity.

Thank you for considering this message of support.

Sincerely,
Autumn Baker
McMinnville, OR 97128

To: Yamhill County Planning Commission and
Yamhill County Board of Commissioners

RE: Docket G-01-25 – **I oppose removal** of the Yamhelas Westsider Trail project from the Yamhill County Transportation System Plan (YCTSP)

More than a decade ago, Yamhill County acquired the Union Pacific right-of-way using federal grants administered by the state and private donations. The purpose was to secure the right-of-way for a rails-to-trails project, now known as the Yamhelas Westsider Trail Project. Continued public ownership of this right-of-way is an important investment in the future well-being and connectivity of our local communities. That is why I am here to **oppose** the removal of the Trail project from the Yamhill County Transportation System Plan (YCTSP).

The proposal to remove the project from the YCTSP is an initial step toward a breath-takingly short-sighted attempt to sell off the trail right-of-way. This would likely sabotage any possibility of future trail development. Let's be clear: the trail right-of-way does not belong to the commissioners, and it does not belong to any adjacent properties. It belongs to the people of Yamhill County, who have repeatedly shown broad support for the trail. It is an investment in our future quality of life.

Traffic volumes on Yamhill County roads are increasing rapidly. Narrow lanes, steep or nonexistent shoulders, blind curves and yawning ditches offer no escape for pedestrians and cyclists.

The trail, once developed, can support our local communities with a relatively safe and separate alternative to car-dependent transportation, serve as a recreational resource, and provide park-to-park and home-to-school connectivity for our families and kids. It will provide safe opportunities for kids to explore and develop their sense of independence. There will be less need for parents to load kids into the car for every activity.

Opening the trail to public use will require community-wide cooperation and coordination to develop measures that assure safety for trail users while minimizing effects on agricultural operations along the route. We can do this!

There is one issue that must be resolved: In 2021, the trail project was nearly underway after more than a decade of public involvement and planning. Unfortunately, the new County Commission made the shamefully political decision to stop county counsel from addressing fully-resolvable land use questions from LUBA. With that decision the Commissioners halted the project – falsely claiming “rejection” by LUBA – and attempted to destroy the project. Having reneged on the grant, the Commissioners then had to refund the trail construction grant back to the state. They used additional taxpayer dollars to reimburse the state for funds already spent. The land use issues can still be addressed, and we may be able repair the damage caused by the Commissioners’ reneging on the project.

We must not further damage to our investment by allowing the intact right-of-way to be broken up for the short-term benefit of a few. Withdrawing the Yamhelas Westsider Trail Project from the YCTSP would be an act of pure political vandalism.

Do not remove the Yamhelas Westsider Trail Project from the YCTSP.

Craig Markham
Dundee, OR

Ken Friday

From: Planning

-----Original Message-----

From: Gary <Gary@MorningMistVineyard.com>

Sent: Tuesday, December 2, 2025 4:09 PM

To: Planning <planning@yamhillcounty.gov>

Cc: BOC Info <bocinfo@yamhillcounty.gov>; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raevert@yocschools.org

Subject: Please Protect the Yamhelas Corridor for Economic, Health, and Mobility Benefits

To Planning Commission Members,

I'm writing to express my support for keeping the Yamhelas-Westsider corridor in the Transportation System Plan. Previously, I lived near the Banks-Vernonia corridor, before, during and after construction and have seen nothing but long term benefits to both the health of the towns and local residents. The number of vehicles in the various parking areas attests to the popularity of trails for walking, hiking, jogging, cycling.

We have trekked on portions of the Banks-Vernonia trail and have never encountered litter, graffiti, homeless camps or other problems.

This corridor offers significant long-term value for Yamhill County and the towns along the corridor, particularly in the areas of economic development, public health, and safe mobility—all of which strengthen our communities.

Economic Value:

Trails are proven economic drivers. Communities throughout Oregon have seen increased visitor spending, stronger small business activity, and expanded tourism when safe, scenic routes are available. The Yamhelas corridor would connect several key destinations in our region, creating a direct benefit for local shops, wineries, lodging, and family-run businesses.

Health Benefits:

A protected place to walk, bike, and move outdoors provides meaningful public health benefits. The corridor could offer daily opportunities for exercise, outdoor recreation, and stress reduction for residents of all ages. These benefits are especially important for youth, seniors, and households who don't have easy access to parks or recreation facilities.

Safe Mobility & Connectivity:

The current roads between towns are not designed for people walking or biking. Preserving this corridor keeps open the possibility of a safe alternative—one that would help students, workers, and families travel between communities without relying solely on vehicles or navigating high-speed traffic. It also preserves potential options for future emergency or utility access.

Once the corridor is fragmented or sold, these opportunities disappear.

Keeping it in the TSP does not commit the County to building anything immediately, but it does preserve the flexibility to pursue grants, partnerships, and community-driven improvements in the future.

For these reasons, I respectfully urge you to vote NO on Docket G-01-25 and protect the Yamhelas corridor as a valuable, long-term public asset.

Thank you for your consideration.

Sincerely,

Gary Pendergrass, Sheridan

Ken Friday

From: Mark Davis <mark@startlivingthetruth.com>
Sent: Tuesday, December 2, 2025 4:25 PM
To: Planning
Subject: Docket No. G-01-25

Spam

Caution: This email originated outside of the Yamhill County email system

I oppose removing the Yamhelas Westsider Trail from the Yamhill County Transportation System Plan. The County maintains over 700 miles of roads for automobiles and other motorized traffic. While it is reasonably safe for cyclists and pedestrians to share many of these roads with faster vehicles, it is difficult for most residents to safely walk or ride on the busiest county and state highways.

The route of the Yamhelas Westsider Trail would provide transportation access for those of us who prefer to move around on foot or bicycle. It would provide a safer route and eliminate the need for bike paths along that north-south corridor in the county.

Please make my comments part of the record on G-01-25. Thank you for considering my opinion on this matter.

Mark Davis
652 SE Washington Street
McMinnville, OR 97128

Ken Friday

From: Kathy Ginther Cordie <kcordie7492@gmail.com>
Sent: Tuesday, December 2, 2025 4:41 PM
To: Planning
Subject: Opponent of Trail/Farmer/Small Business Owner, Letter for Dec 4th Meeting

Caution: This email originated outside of the Yamhill County email system

Good Afternoon Planning Department of Yamhill County

I am writing this email as we are not able to attend the meeting on December 4th regarding the trail discussion. We live on 47 between McMinnville and Carlton and have a farm and trucking operation. While we understand the passion people are showing for the trail, I want to express our concerns and maybe come up with some solutions. Our property has Hwy 47 on one side and the old railroad property on the other. At our end, the proposed trail runs to nowhere, ending at Gun Club rd, where there is no parking and a lot of large farm equipment that uses that narrow road, with no shoulders and only a ditch line. It would be unsafe. Also where the trail ends up in Yamhill doesn't even go close to the school, which I would think parents would think would be unsafe for their kids to ride, I know I wouldn't let our granddaughter ride it by herself. Plus we have buses that take our kids to school.

Just the cost and upkeep alone is unthinkable for this trail that would benefit very few, but if we were to take parts of that land, like in Carlton, open it up and connect those streets would relieve so much pressure and bottleneaking in Carlton. We could get our kids to the elementary school so much easier and emergency vehicles could have more open access to our great little town of Carlton. Lets address Hwy 47, it could go straight through Carlton for easier truck access, like a truck route, down further it could be widened and put in turn lanes from Flett Rd clear to Gaston, the property runs parallel to Hwy 47 and that could make the Hwy so much safer. We wouldn't have accidents on a blind corner like Flett Rd if it had a turn lane, like we did a couple years ago with the propane truck. There are so many better options that would help everyone and not cater to a small handful of people.

We are concerned about break ins, drug activity, dumping vehicles, "there is a dumped RV currently on Pekkola Rd" that's been there at least a month, squatting on the property as well, along with our livestock being harrassed. In addition the dairy next to us has a large farm field that they use for their cows and the only access point is across the former railroad property and they have used the property for at least 25 years, I would think it would be imminent domain by now and I am sure nobody will want to cross a trail that's covered in cow poo, lets face it POO happens.

Please protect us from this never ending battle, it's been going on for far too long.. We have owned our farm since 1997 and bought it out in the peaceful country for a reason. Thank you for doing such a great job with our county,

Thank you for your time

Sincerely

Jim and Kathy Cordie

Cordie Farms/Cordie Trucking

Ken Friday

From: Planning

From: Lisa Virtue <lisarenee.virtue@gmail.com>

Sent: Tuesday, December 2, 2025 4:42 PM

To: Planning <planning@yamhillcounty.gov>

Cc: BOC Info <bocinfo@yamhillcounty.gov>; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; Clint Raever <raeverc@yoschools.org>

Subject: Please Protect the Yamhelas Corridor for Economic, Health, and Mobility Benefits

Dear Planning Commission Members,

I'm writing to express my support for keeping the Yamhelas-Westsider corridor in the Transportation System Plan. This corridor offers significant long-term value for Yamhill County, particularly in the areas of economic development, public health, and safe mobility—all of which strengthen our communities.

Economic Value:

Trails are proven economic drivers. Communities throughout Oregon have seen increased visitor spending, stronger small business activity, and expanded tourism when safe, scenic routes are available. The Yamhelas corridor would connect several key destinations in our region, creating a direct benefit for local shops, wineries, lodging, and family-run businesses.

Health Benefits:

A protected place to walk, bike, and move outdoors provides meaningful public health benefits. The corridor could offer daily opportunities for exercise, outdoor recreation, and stress reduction for residents of all ages. These benefits are especially important for youth, seniors, and households who don't have easy access to parks or recreation facilities.

Safe Mobility & Connectivity:

The current roads between towns are not designed for people walking or biking. Preserving this corridor keeps open the possibility of a safe alternative—one that would help students, workers, and families travel between communities without relying solely on vehicles or navigating high-speed traffic. It also preserves potential options for future emergency or utility access.

Once the corridor is fragmented or sold, these opportunities disappear. Keeping it in the TSP does not commit the County to building anything immediately, but it does preserve the flexibility to pursue grants, partnerships, and community-driven improvements in the future.

For these reasons, I respectfully urge you to vote NO on Docket G-01-25 and protect the Yamhelas corridor as a valuable, long-term public asset.

Thank you for your consideration.

Sincerely,

Lisa Virtue

City of Carlton Resident

Ken Friday

From: Planning

From: Anne Falla <yeowfornow@gmail.com>

Sent: Tuesday, December 2, 2025 5:00 PM

To: Planning <planning@yamhillcounty.gov>

Cc: BOC Info <bocinfo@yamhillcounty.gov>; l Watkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@ycschools.org

Subject: Please Protect the Yamhelas Corridor

Dear Planning Commission members,

I love Yamhill County and the growth I've experienced in my 40 years here. I grew up in Newberg, my mom worked for A-dec for 37.5 years before retiring. I graduated with honors from Newberg High School. I left a few times (for college, to serve my country) but Yamhill County always called me back. I bought a home and moved to McMinnville in 2015.

I've worked in the social services field professionally since 2008 (mainly here in Yamhill County). I specifically do domestic and sexual violence prevention for our community (so public safety). Most people know the toll social services puts on providers and I've always had the benefit of our beautiful county to de-stress.

I guess what I'm trying to say is I'm a working, contributing member of this community, who grew up here, who wants a trail after work to maintain my mental and physical health.

I personally found a love for half marathons and biking in my 20's and 30's and I'm sad to say I have mainly had to travel outside our community to get the distance needed to train (specifically for half marathons) or to find trails that would allow you to pick up speed safely (specifically for biking).

This is a need in Yamhill County.

We have an opportunity right now for ourselves and our children to create something locally that we can enjoy. I encourage us to work together to come up with solutions to some of the projected problems and let's make it happen!

We own the land- let's enjoy this beautiful county together. Let's preserve a once in a lifetime opportunity and not just sell it off. All the time, money and effort has always been for such a pure and beautiful idea. A nature trail connecting communities, helping our children get to school safely, getting us outside and off our phones, mental and physical health support, tourism for my friends who bike that will come and ride with me!

Please support this trail.

Vote NO on Docket G-01-25.

Anne Falla (Age 40) McMinnville Resident

Ken Friday

From: Planning

From: Stuart Willcuts <swillcuts@hotmail.com>

Sent: Tuesday, December 2, 2025 5:06 PM

To: Planning <planning@yamhillcounty.gov>

Cc: BOC Info <bocinfo@yamhillcounty.gov>; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@ycschools.org

Subject: Please Protect the Yamhelas Corridor for Economic, Health, and Mobility Benefits

Dear Planning Commission Members,

I'm writing to express my support for keeping the Yamhelas-Westsider corridor in the Transportation System Plan. This corridor offers significant long-term value for Yamhill County, particularly in the areas of economic development, public health, and safe mobility—all of which strengthen our communities.

Economic Value:

Similar Trails are proven economic drivers. Communities throughout Oregon have seen increased visitor spending, stronger small business activity, and expanded tourism when safe; scenic routes are available. The Yamhelas corridor would connect several key destinations in our region, creating a direct benefit for local shops, wineries, lodging, and family-run businesses.

Health Benefits:

A protected place to walk, bike, and move outdoors provides meaningful public health benefits. The corridor could offer daily opportunities for exercise, outdoor recreation, and stress reduction for residents of all ages. These benefits are especially important for youth, seniors, and households who don't have easy access to parks or recreation facilities.

Safe Mobility & Connectivity:

The current roads between towns are not designed for people walking or biking. Preserving this corridor maintains options for a safe alternative—one that would encourage students, workers, and families to travel between communities without relying solely on vehicles or navigating high-speed traffic. It also preserves potential options for future emergency or utility access.

Once the corridor is fragmented or sold, these opportunities disappear. Keeping it in the TSP does **not** commit the County to building anything immediately, but it does preserve the flexibility to pursue grants, partnerships, and community-driven improvements in the future. There are several funding entities that support this type of project.

For these reasons, I respectfully urge you to **vote NO** on Docket G-01-25 and protect the Yamhelas corridor as a valuable, long-term public asset.

Thank you for your forward thinking.

Sincerely,

Stuart C. Willcuts, McMinnville, Yamhill County

Ken Friday

From: Carol Wingate <cwingate322@yahoo.com>
Sent: Tuesday, December 2, 2025 5:08 PM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@ycschools.org
Subject: Please Protect the Yamhelas Corridor for Economic, Health, and Mobility Benefits

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing to express my support for keeping the Yamhelas-Westsider corridor in the Transportation System Plan. This corridor offers significant long-term value for Yamhill County, particularly in the areas of economic development, public health, and safe mobility—all of which strengthen our communities.

Economic Value:

Trails are proven economic drivers. Communities throughout Oregon have seen increased visitor spending, stronger small business activity, and expanded tourism when safe, scenic routes are available. The Yamhelas corridor would connect several key destinations in our region, creating a direct benefit for local shops, wineries, lodging, and family-run businesses.

Health Benefits:

A protected place to walk, bike, and move outdoors provides meaningful public health benefits. The corridor could offer daily opportunities for exercise, outdoor recreation, and stress reduction for residents of all ages. These benefits are especially important for youth, seniors, and households who don't have easy access to parks or recreation facilities.

Safe Mobility & Connectivity:

The current roads between towns are not designed for people walking or biking. Preserving this corridor keeps open the possibility of a safe alternative—one that would help students, workers, and families travel between communities without relying solely on vehicles or navigating high-speed traffic. It also preserves potential options for future emergency or utility access.

Once the corridor is fragmented or sold, these opportunities disappear. Keeping it in the TSP does not commit the County to building anything immediately, but it does preserve the flexibility to pursue grants, partnerships, and community-driven improvements in the future.

For these reasons, I respectfully urge you to vote NO on Docket G-01-25 and protect the Yamhelas corridor as a valuable, long-term public asset.

Thank you for your consideration.

Sincerely,
Carol Wingate
New episode

Sent from my iPhone

Ken Friday

From: John P Lowery <jp-lowery@comcast.net>
Sent: Tuesday, December 2, 2025 5:20 PM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org;
raeverc@yoschools.org
Subject: Please Protect the Yamhelas Corridor for Economic, Health, and Mobility Benefits

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

As a 30 year resident of Yamhill County, I am writing to express my support for keeping the Yamhelas-Westsider corridor in the Transportation System Plan.

We raised a family here in this county and one major challenge has always been finding safe places to walk and, especially for biking due to lack of bike lanes on county roads. When our children were young, we had to take them to Champoeg State Park in order to have a safe place where they could ride their bikes. Such a path like the Banks-Vernonia trail would be a tremendous asset to our community for healthy and safe recreational activities that we are currently lacking.

Rails to trails projects have a long history of success in the US, Canada and Europe, allowing more rural communities to connect and providing an economic boost to all the towns in the paths.

We have been following the arguments for and against the trail for the past 25 years. I am a landowner with an adjacent hazelnut orchard turned vineyard across the street. We understand the concerns of the farmers and other property owners along the route. However, all of the concerns raised are mitigated by some simple compromise solutions such as organized spraying of crops when the wind is right or possibly timed with short term trail closures. It might just encourage farmers to look at better ways to mitigate pests than the use of pesticides that may be harmful to people and animals. I understand the desire for privacy and the unknowns that come with people walking/riding along one's property boundary. Plant trees along key areas as a buffer if you don't like seeing people. The idea that homeless or otherwise undesirable folks will come to reside along the trail is just not based on any evidence. No homeless person wants to camp out where they are not wanted or where there are no services available. The existing trails of this type in the US do not have any such issues; they are used by local residents and weekenders looking to enjoy the peace and beauty of the countryside. These people bring money to the communities along the route. Look at what Vernonia has become...it's transformed from a dead logging town, one of the poorest communities in the state, to an economically thriving rural community. That's what the Yamhelas-Westsider trail will mean for Carlton, Yamhill and Gaston.

We live in a democracy and our elected leaders are supposed to represent the majority of the community now and for future generations. It appears that some unfortunate politics based on the selfish interests of a few powerful people has derailed the project over the last few years. Yes, there are legitimate concerns of local farmers that need to be addressed before the trail moves forward. Yes, there are funding issues that need to be resolved. But it makes no sense to remove the potential of this precious resource from ALL of the citizens of our county forever.

I would hope that our elected leaders will do the right thing by voting NO on Docket G-01-25 and protect the Yamhelas corridor as a valuable, long-term public asset.

Thank you for your consideration.

Sincerely,
John and Priscilla Lowery
30100 NE Benjamin Road, Newberg

Ken Friday

From: russmorgan1963@gmail.com
Sent: Tuesday, December 2, 2025 5:38 PM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raevert@yoschools.org
Subject: Please Protect the Yamhelas Corridor for Economic, Health, and Mobility Benefits

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing to express my support for keeping the Yamhelas-Westsider corridor in the Transportation System Plan. This corridor offers significant long-term value for Yamhill County, particularly in the areas of economic development, public health, and safe mobility—all of which strengthen our communities. While I recognize the concerns of adjacent landowners, it seems that there should be a way for the trail to exist without impacting adjacent landowners (farmers) current practices.

Economic Value:

Trails are proven economic drivers. Communities throughout Oregon have seen increased visitor spending, stronger small business activity, and expanded tourism when safe, scenic routes are available. The Yamhelas corridor would connect several key destinations in our region, creating a direct benefit for local shops, restaurants, wineries, lodging, and family-run businesses.

Health Benefits:

A protected place to walk, bike, and move outdoors provides meaningful public health benefits. The corridor could offer daily opportunities for exercise, outdoor recreation, and stress reduction for residents of all ages. These benefits are especially important for youth, seniors, and households who don't have easy access to parks or recreation facilities.

Safe Mobility & Connectivity:

The current roads between towns are not designed for people walking or biking. Preserving this corridor keeps open the possibility of a safe alternative—one that would help students, workers, and families travel between communities without relying solely on vehicles or navigating high-speed traffic. It also preserves potential options for future emergency or utility access.

Once the corridor is fragmented or sold, these opportunities disappear. Keeping it in the TSP does not commit the County to building anything immediately, but it does preserve the flexibility to pursue grants, partnerships, and community-driven improvements in the future.

For these reasons, I respectfully urge you to vote NO on Docket G-01-25 and protect the Yamhelas corridor as a valuable, long-term public asset.

Thank you for your consideration.

Sincerely,
Russ Morgan
Gaston (Rural Yamhill County)

Ken Friday

From: Gail Stolz <GStolzinOR@outlook.com>
Sent: Tuesday, December 2, 2025 5:42 PM
To: Planning
Cc: Kit Johnston; Mary Starrett; Bubba King
Subject: Keep the Yamhelas Westsider Trail in the plan!

Caution: This email originated outside of the Yamhill County email system

Hello,

I am writing to express my support for retaining the Yamhelas Westsider Trail in the Yamhil County Transportation System Plan.

As a McMinnville resident and bicyclist, I would welcome alternative routes for bicycling around our county. Presently, we use county roads which have no shoulders and sometimes very fast traffic. We do our best to be visible and to avoid situations when motor vehicle drivers are perhaps inconvenienced by sharing the roads with us. There have been drivers who are rude, and some have made dangerous choices while passing us. The Yamhelas Westsider Trail would provide an opportunity to explore our beautiful county without such concerns.

I realize that presently there is no funding for this trail, and that there has been substantial opposition to it. Nonetheless, I believe that leaving it in the Transportation System Plan would do no harm and may eventually do great good.

Thank you for your attention and service,
Abigail Stolz

Ken Friday

From: jeremiah jenkins <miah66@yahoo.com>
Sent: Tuesday, December 2, 2025 6:05 PM
To: Planning
Cc: BOC Info; raeverc@ycschools.org; lwatkins@ci.carlton.or.us;
s.corrigan@cityofyamhill.org
Subject: Please Protect the Yamhelas Corridor for future generations

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing to express my support for keeping the Yamhelas-Westsider corridor in the Transportation System Plan. This corridor offers significant long-term value for Yamhill County, particularly in the areas of economic development, public health, and safe mobility—all of which strengthen our communities.

Once the corridor is fragmented or sold, these opportunities disappear. Keeping it in the TSP does not commit the County to building anything immediately, but it does preserve the flexibility to pursue grants, partnerships, and community-driven improvements in the future.

For these reasons, I respectfully urge you to vote NO on Docket G-01-25 and protect the Yamhelas corridor as a valuable, long-term public asset.

Thank you for your consideration.

Sincerely,
Jeremiah Jenkins
Portland, OR

Written Testimony Regarding Removal of Linear Trail from the Yamhill County Comprehensive Plan

To the Yamhill County Board of Commissioners and Planning Staff,

My name is Tony Hyde, former Mayor of Vernonia and former Columbia County Commissioner. I appreciate the opportunity to submit written comments regarding the proposal to remove the Linear Trail designation from the Yamhill County Comprehensive Plan.

Over the past several decades, I have been deeply involved in the development of multiple linear trails, including the Banks–Vernonia Trail, the Crown Zellerbach Trail, and the Salmonberry Trail. Each of these projects encountered significant resistance from adjacent landowners during the early conceptual stages—particularly those in resource-based industries such as timber and agriculture.

I recall the first public meeting on the Banks–Vernonia Trail in the mid-1970s being so contentious that the State Police were called in. That project was tabled for nearly a decade. Similar levels of resistance were present in the early meetings for the CZ Trail in Vernonia and Scappoose, and again during the initial town hall for the Salmonberry Trail in Timber.

However, decades of experience have demonstrated clear and consistent outcomes:

- Public support for these trails has grown dramatically.
- Communities with completed trails have experienced economic growth.
- Adjacent property values have increased, not diminished.
- Community livability and public health have improved.
- Property crime concerns simply have not materialized.

What we learned is that early opposition can be addressed through facilitated, good-faith engagement with affected landowners. In my work with Weyerhaeuser, Hancock Timber, and others, we developed cooperative arrangements that respected their operational needs—such as allowing closures during active forest management—while still enabling the broader public benefits of the trail. Many of these companies ultimately embraced the opportunity to demonstrate modern forest practices to the public.

Yamhill County is now presented with a rare opportunity—one with the potential to create lasting public good, increase recreation and tourism options, and strengthen local economies. Removing the Linear Trail designation would eliminate that opportunity before the community has had a chance to fully explore practical solutions.

For these reasons, I strongly urge the County to retain the Linear Trail designation and pursue a collaborative approach with landowners to address concerns, as has been successfully accomplished in other Oregon counties.

Respectfully,
Tony Hyde
ACH Consulting
382 A Street
Vernonia, Oregon

Ken Friday

From: Bill Spurling <wjs@linotype.org>
Sent: Tuesday, December 2, 2025 6:34 PM
To: Planning; Bill Spurling
Subject: Yamhelas Westsider Trail

Caution: This email originated outside of the Yamhill County email system

I support the **Yamhelas Westsider Trail**, a benefit to future generations.

Even if the trail is never established, the valuable asset that is the 150 year old transportation corridor in the north part of the county should not be squandered. In 1872, the Oregon and California Railroad acquired the land through Federal land grants authorized under the 1866 Pacific Railway Act. This corridor was established before anyone now living, their parents or their grandparents had any interest in the land.

I am the past president of the Cove Orchard Water Association. Our association was established in the early 1980s to provide a clean source of drinking water to people living between Gaston and Cove Orchard along Highway 47. Initially 65 families signed up to join the association and the system was designed for 65 hookups. Around 1989, we added 20 hookups so now we have 85 families on a system designed for 65. We are not able to add more hookup because our system is maxed out.

The system connects to Gaston's Water system at Matteson Road and Highway 47. It uses a 4 inch main water line which runs from Gaston, 4 miles South along the West edge of Highway 47 to a pump station. The pump station located in the 23000 block of Highway 47 pumps water into an 80,000 gallon steel reservoir on Roosevelt Drive. Water flows by gravity back down and through the distribution system to individual houses around the district.

There are many homes located between Gaston and Yamhill that are not on our system and are forced to use inadequate wells, Many of the wells have salt water, some have heavy iron or sulfur and many have marginal flow. Without a larger water line, there is no way we can provide additional homes with clean drinking water.

We have long hoped that someday a large diameter water line running down the old Westsider railroad grade would be available to supply clean water to all of the homes between Gaston and Yamhill. Additionally I hear of problems Yamhill and Carlton have

supplying their citizens with water in low water years. A large diameter water line running from Gaston to Carlton supplying water to the Cove Orchard Water Association, the City of Yamhill and the multiple small water systems fed by their system and the City of Carlton would benefit a the entire North end of Yamhill County.

Burying a large diameter water main in the railroad grade would not preclude a pedestrian / bike/ equestrian trail on the surface.

If this invaluable transportation corridor is disposed of at this time, reacquiring a right of way like this in 10 or 15 years will be very expensive politically and financially. In short, I feel allowing this asset to be disposed of at this time would be an act of near criminal negligence.

William Spurling
Yamhill, Oregon
wjs@linotype.org

Ken Friday

From: rdolphin@oregonmusicacademy.com
Sent: Tuesday, December 2, 2025 7:07 PM
To: Planning; BOC Info; Kit Johnston; Mary Starrett; Bubba King; trailspac@gmail.com; letters@newsregister.com
Subject: Save the Yamhelas Trail Corridor (Docket G-01-25)

Caution: This email originated outside of the Yamhill County email system

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Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.) ===

Dear Planning Commission and Board of Commissioners,

I support the Yamhelas-Westsider Trail and urge you to keep the trail Right of Way (ROW) in the Transportation System Plan (TSP).

Kids, families, and seniors of Yamhill county deserve more safe places to recreate - not less.

Please keep this historic piece of public land in the transportation plan.

Renee Dolphin
Yamhill county resident

Ken Friday

From: Ted Krupicka <tkspook@gmail.com>
Sent: Tuesday, December 2, 2025 7:08 PM
To: Planning
Subject: Keep the Yamhelas Westsider Trail on the TSP

Caution: This email originated outside of the Yamhill County email system

Hello,

My wife and I wish to provide this electronic mail as a comment for the upcoming hearing on the Yamhill County Transportation System Plan, Docket number G-01-25.

We believe that Yamhill County desperately needs to add trails to attract visitors and provide healthy activities for county residents. As a Yamhill County residents, we find it very sad that we have to drive to other counties to find safe biking trails and spend our dollars there instead of supporting local businesses.

Land acquisition is often the most difficult part of any municipal project. Yamhill County has a unique property for future projects and it would be nearly impossible to piece together a similar project in the future. Having a possible connection to another highly popular rail trail makes this property and project for Yamhill County even more desirable. Maintaining this 15 mile right of way might also be advantageous for future utility pathways that will spur expanded business and technology projects to our county in the future.

We would be very disappointed if Yamhill County reversed course on the Yamhaelas Westsider Trail project and we respectfully request that Yamhill County keep it in the YCTSP.

Regards,

-Ted & Marianne Krupicka
16880 NE Welch Road
Newberg, OR 97132

Ken Friday

From: Sarah Downing <downing.sarahk@gmail.com>
Sent: Tuesday, December 2, 2025 8:08 PM
To: Planning
Subject: Planning Commission Docket No: G-01-25

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission,

I am writing to request that you direct staff to modify the staff report (Docket No: G-01-25) to create findings that more thoroughly justify staff's recommendation to remove the Yamehelas-Westsider Trail from the Yamhill County Transportation System Plan (TSP) and return to your Commission at a later date. As explained below, the staff report's findings lack key information and do not justify staff's conclusions or recommendation.

The staff report states that "Due to the fact that Yamhill County has not been able to make findings to satisfy the Farm Impacts Test in three separate attempts, the majority of the Board of Commissioners initiated the removal of the Yamhelas-Westsider Trail from the YCTSP in order to pursue other projects."

However, LUBA has not denied the project nor is there detail in the staff report to understand how the County worked to cure each remand in the "three separate attempts". There is still opportunity to address the remand and the assignments of error.

In a revised staff report with more thorough findings, it would be beneficial to have additional detail concerning (1) the actions that were taken after each remand related to the Farm Impacts Test, (2) who took action from the Planning Commission, County staff, and Board of Commissioners in each instance, and (3) most importantly, what the County has done to cure the 2020 remand or why action has not been taken.

Furthermore, no detail is provided on what "other projects" will be prioritized as a result of removing the Yamehelas-Westsider Trail from the TSP.

Finally, because the staff report cites pages 18 and 19 of the LUBA remand, I request that for source verification and transparency, the staff report include a link to that document or add it as an exhibit. I've provided what I believe to be the correct link for convenience:

<https://www.oregon.gov/luba/Docs/Opinions/2020/12-20/20066%20067.pdf>

Adding these details will provide sufficient clarity and a comprehensive understanding of the history and rationale behind the proposed action, allowing the public to understand your Commission's justification for a potential change to the TSP.

Thank you for your consideration.

Sincerely,

Sarah Downing
Newberg Resident

Ken Friday

From: Glenna Green <glenna.green@gmail.com>
Sent: Tuesday, December 2, 2025 8:19 PM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org;
raeverc@yoschools.org; kim.morris@mcminnvilleoregon.gov
Subject: Please keep the Yamhelas corridor trail an option for our future

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

The Yamhelas-Westsider corridor deserves to remain in the Transportation System Plan because it is a truly golden opportunity for our communities for so many reasons.

As a safe travel path for walking and bicycling there is just no other possibility. We need this safe passage for the health of all of us, as a responsible path to school or work, as well as the mental health benefits of just getting a good walk outdoors. Highway 47 is simply not safe for non-motorized travelers.

A great deal of effort has gone into providing this trail for our future. If the continuity is allowed to be broken, it will become nearly impossible to get it back.

The work of making it available to us has been done; keeping it is the right choice. Keeping it in the transportation plan does not obligate any immediate action, but is the only way to preserve this treasure for our future.

Thank you for the work you do to make Yamhill County such a great place to live.

Sincerely,
Glenna Green
McMinnville

Sent from my iPhone

To: Yamhill County Planning Commission

From: Mike Firestone, McMinnville, OR

RE: Removal of the Yamhelas Westsider Trail From the Transportation System Plan

Planning Commissioners,

My name is Mike Firestone, and I am submitting this written testimony regarding the proposal to remove the Yamhelas Westsider Trail (YWT) from the Yamhill County Transportation System Plan (TSP). I am a longtime hazelnut farmer and processor in Yamhill County. Although my own property was not directly adjacent to the former YWT corridor, I have spent my entire professional life working in agricultural lands throughout this county. The issues raised by this project — and the County's approach to it — matter deeply to me both as a farmer and as a taxpayer.

I respectfully urge the Planning Commission to recommend removing the YWT from the TSP. This action is necessary to ensure the TSP reflects accurate, lawful, and forward-looking transportation priorities.

Agricultural Perspective: The Importance of Land-Use Integrity

As someone who has farmed and processed hazelnuts in Oregon for decades, I understand how essential Oregon's land-use system is to the health and stability of our agricultural industry. Exclusive Farm Use zoning is not simply a label — it is a vital protection that ensures agricultural land can remain productive and viable for future generations.

Although my operation was not directly impacted by the YWT corridor, I recognize the broader implications when a county disregards EFU protections. Agriculture is highly sensitive to incompatible uses. Public trails near farms can create numerous challenges:

- Restrictions or complications for pesticide or fertilizer application
- Increased liability exposure
- Trespass and crop contamination risks
- Interference with harvest operations and equipment access
- Biosecurity risks related to food safety
- Conflicts between livestock and trail users

These are real issues with real economic consequences.

Oregon law addresses these risks in statute, which requires a Conditional Use review and a rigorous Agricultural Impact Study before any non-farm use may be approved on EFU land.

The County did not complete the required analysis for the YWT. It began constructing a significant bridge structure without the necessary conditional-use approval and without satisfying the farm-impact standards. That decision was not just unwise — it violated the process that thousands of Oregon farmers rely on.

The fact that LUBA remanded this project multiple times confirms the seriousness of the County's failures. If EFU protections can be bypassed in one part of the county, they can be bypassed elsewhere.

As someone who has worked in agriculture here for decades, I cannot support allowing a flawed and abandoned project to remain in the TSP.

Taxpayer Perspective: Mismanagement and Hidden Financial Risks

In addition to the agricultural concerns, the YWT raises significant issues for taxpayers.

The financial history of this project is troubling:

- The County initiated construction without final land-use approval.
- It spent grant dollars that later had to be repaid.
- It lost multiple LUBA appeals, incurring additional legal costs.
- It was ordered to pay the opposing attorney's fees due to unreasonable arguments.
- It was forced to dismantle the partially built bridge and sell the materials.

This was not a minor accounting mistake — it was a multi-year pattern of mismanagement that cost the public hundreds of thousands of dollars.

Furthermore, Ordinance 880 — the ordinance that originally added the YWT to the TSP — explicitly preserved the corridor for potential **commuter or freight rail** use. Many residents were not aware of this component. Future commuter rail would require immense financial commitments, potentially involving partnerships with TriMet or Metro and carrying price tags in the billions. This is not something taxpayers should be exposed to without full disclosure and a formal decision-making process.

Removing the YWT from the TSP ensures that no future Board can revive this corridor for trail or rail development without starting from scratch, with full transparency and community involvement.

Why Removal Is Necessary

The project is already over. The County:

- Withdrew the land-use application
- Deconstructed the bridge and restored the site
- Repaid the Connect Oregon grant funding
- Chose not to pursue a master plan or restart the process

The YWT is not an active or viable transportation project. Leaving it in the TSP misrepresents the County's current policy direction and creates uncertainty for farmers and taxpayers alike.

A Transportation System Plan must reflect real, current, achievable objectives. It cannot contain abandoned projects that have no legal path forward.

Removing the YWT from the TSP is not a new policy decision; it is simply the final administrative step in a process that concluded years ago.

Conclusion

As a farmer who depends on the integrity of Oregon's EFU protections, and as a taxpayer who expects responsible stewardship of public funds, I ask the Planning Commission to recommend removing the Yamhelas Westsider Trail from the Transportation System Plan. This action will restore accuracy to an essential planning document, protect the county from future confusion or financial exposure, and reaffirm the county's commitment to lawful, transparent governance.

Thank you for considering my written testimony.

Sincerely,



Mike Firestone

Stop Wasting Money — Remove the YWT from the TSP

Dear Planning Commission,

My name is Jennifer Sahli, I'm a resident of Newberg, and I'm submitting testimony regarding the TSP because I am tired of seeing taxpayer dollars wasted on projects that are mismanaged, mishandled, or fundamentally flawed from the start. The Yamhelas Westsider Trail is one of those projects. But the County has already made the decision to abandon it. All we are asking is that you finish the cleanup by removing it from the Transportation System Plan.

Let's talk about cost. The County spent years applying for grants, conducting environmental and engineering studies, and paying staff time to pursue the trail. Then it began constructing a bridge without proper land-use approval. When farmers challenged the County's unlawful actions at LUBA, the County spent additional public dollars fighting the appeals — and lost every one of them.

When LUBA finally issued a stay, a remand, and the County had no choice but to stop, additional money was required to dismantle the bridge, sell the materials, and repay the state grant funds. Taxpayer money was used to cover those costs.

But the waste doesn't stop there. Leaving the trail in the TSP means the County must spend staff time and resources on a project that no longer exists. It leaves open the possibility of confusion in future planning cycles. It could complicate budgeting, grant applications, and land-use decisions. Every minute a planner spends accounting for an abandoned project is money wasted.

Removing the Yamhelas Westsider Trail from the TSP is not a political choice — it is a fiscally responsible one. Taxpayers deserve a Transportation System Plan that accurately reflects the County's real goals. That means removing projects that are dead, abandoned, unfunded, and legally infeasible.

Please respect the taxpayers who fund this County. Remove the YWT from the TSP and prevent any further waste.

Thank you,

Jennifer Sahli

Yamhill County Attorney
Yamhill County Planning Commissioners
Yamhill County Commissioners

December 2, 2025

Dear Yamhill County Attorney, Yamhill County Planning Commissioners, and Yamhill County Commissioners,

Attached, please find the incomplete notice for December 4th's Yamhill Planning Commission meeting. The address printed in the notice: 535 East Fifth Street, McMinnville, is inaccurate. The correct address for Yamhill County Court House is 535 North East Fifth Street, McMinnville.

Please cure the notice by republishing with the correct address with another 10 days notice for the rescheduled hearing. ORS 215.060, ORS 192.610-.162, ORS 192.640(1), OR. Admin §199.-050-0040.

Under Oregon's meeting laws, it is better to comply with the spirit of the law, and renounce. Failure to do a simple cure of renouncing, could create potential personal liability of the governing bodies for attorney fees or civil penalties for violating the Public Meeting Laws. ORS 192.680(3), ORS 192.680(4), ORS 192.685(1).

Sincerely,
Sidonie K. Winfield, Esq.

SIDONIE K. WINFIELD
Attorney at Law
McMINNVILLE, OREGON 97128
winfield.sk@gmail.com
p: 503.435.9426
f: 503.435.2575

LEGAL NOTICES

NOTICE OF PUBLIC HEARING

PUBLIC NOTICE IS HEREBY GIVEN that the Yamhill County Planning Commission will hold a public hearing on December 4, 2025, at 7:00 P.M. in room 32 of the Yamhill County Courthouse, located at 535 East Fifth Street, McMinnville to consider: **DOCKET G-01-25**, an amendment to the Yamhill County Transportation System Plan (YCTSP), an element of the county comprehensive plan, to remove the project known as the Yamhelas Westsider Trail from the YCTSP. This project was originally adopted through Ordinance 880 and is also identified in Ordinance 895. Ordinance 880 had identified the future use of a 15.25-mile section of the former Union Pacific Railroad right-of-way between McMinnville and Gaston as a bicycle and hiking trail and to provide for potential future use of the right-of-way for commuter and/or freight rail. The applicant is Yamhill County. The proposed amendments are intended to remove this project from the YCTSP. This application is being reviewed based on ORS 197 and 215, OAR 660-012 and criteria in Section 1207.01 of the Yamhill County Zoning Ordinance. Interested parties are invited to send written comment to planning@yamhillcounty.gov or may appear and testify at the hearing. Comments submitted the day of the hearing will not be accepted via e-mail or fax but must be submitted in writing (12 copies) at the hearing. Failure to raise an issue, either in person or in writing, or failure to provide statements or evidence sufficient

to allow the Planning Commission an opportunity to respond to the issue precludes an affected party's appeal of the decision to the Land Use Board of Appeals on that issue. Additional information is available from the County Planning Department at 503-434-7516. Dated November 14, 2025, Ken Friday, Planning Director.

Due to the limited size of the hearing room, folks who wish to testify are encouraged to consider attending via Zoom. To participate in the hearing using Zoom please use the link below to join the webinar:

<https://us06web.zoom.us/j/88028829711> Passcode 12345

NR Published November 14, 2025

Ken Friday

From: Roger Webb <webb.roger@gmail.com>
Sent: Tuesday, December 2, 2025 9:24 PM
To: Planning
Cc: BOC Info; raeverc@ycschools.org; s.corrigan@cityofyamhill.org; lwatkins@ci.carlton.or.us; billm@cityofgaston.com; Kim.Morris@mcminnvilleoregon.gov
Subject: Please Keep the Yamhelas Trail in the TSP – It Supports Goal 12

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commissioners,

I'm writing because I'm concerned about the proposal to remove the Yamhelas-Westsider Trail from the Transportation System Plan. Whatever someone's personal feelings about the trail might be, the County still has an obligation to plan for a safe and complete transportation network under Oregon's Statewide Planning Goal 12.

Goal 12 isn't just about car travel—it requires counties to provide “safe, convenient and economic” options for everyone, including people walking, bicycling, and using mobility devices. Anyone who passed their driver's test in Oregon knows that “driving is a privilege”. In Yamhill County, there are very few places that meet that standard. OR-47 is narrow, fast, and stressful for anyone not in a vehicle. The old rail corridor is one of the only practical alignments that could create a safe alternative route connecting Yamhill, Carlton, and the surrounding area.

Before removing a transportation facility from the TSP, the County should at least evaluate the impacts on safety and connectivity. That hasn't been done. There's been no updated transportation analysis, no study of how people currently travel, and no consideration of how the corridor could relieve pressure on the highway or support safe routes for youth, families, and seniors. Simply deleting the project skips over the responsibilities Goal 12 sets out.

The County may decide at some point that a trail or multi-use path isn't the right solution—but that conclusion should be based on actual analysis, not the absence of it. There are dozens of examples of successful rails-to-trails projects nationwide. This includes the Katy Train in Missouri where I grew up, as well as the many spur trails that connect surrounding communities to it. If the current County and Planning Commissioners don't believe this is the right solution, you are obligated to perform the study, consider the comparable projects, and substantiate your findings. Until that work is completed, I ask you to keep the Yamhelas Trail in the TSP and allow the public process and technical review to happen as intended.

Sincerely,

Roger Webb
15050 NE Bluebird Hill Ln
Dayton, OR 97114

Ken Friday

From: Matt Dressel <mattjdressel@gmail.com>
Sent: Tuesday, December 2, 2025 9:42 PM
Cc: Planning; BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@ycschools.org
Subject: Please Keep the Yamhelas Corridor in the TSP for Our Community

Caution: This email originated outside of the Yamhill County email system

> Dear Planning Commission Members,

>

> I'm writing as a parent who cares deeply about the future of our towns and the people who live here. The Yamhelas-Westsider corridor is one of the few shared public spaces that has the potential to bring our communities closer together—offering safer ways for families, students, athletes young & old, and neighbors to move between the places we live, work, and gather.

>

> A trail like this has been my dream since I was a little girl traveling by the Monmouth trail. Our family of seven have been looking forward to using this trail! We love the outdoors & want more safe spaces to recreate together.

>

> Removing this corridor from the Transportation System Plan would close the door on opportunities we may need in the years ahead. Keeping it in the TSP simply protects the option for future safety projects, walking and biking connections, recreation access, and other uses that strengthen community life.

>

> Once a corridor like this is divided or sold, we can't easily get it back. I hope you'll help preserve it for the next generation by voting NO on Docket G-01-25. It belongs to the people of Yamhill County. We want to be able to use it.

>

> Thank you for your service to our community and for taking the time to consider this request.

>

> Matt Dressel
> McMinnville, Oregon

Ken Friday

From: Kristy Koopman <koopmankristy@gmail.com>
Sent: Tuesday, December 2, 2025 10:36 PM
To: Planning
Cc: BOC Info
Subject: Please Keep the Yamhelas Corridor in the TSP — It's a Critical Safety Option

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing to urge you to keep the Yamhelas-Westsider corridor in the Transportation System Plan because it represents one of the only truly safe alternatives to traveling along Highway 47.

As you know, OR-47 is a fast, narrow highway with limited shoulders and heavy vehicle traffic. It is not safe for children, teens, families, or anyone traveling by foot or by bike. People have been seriously injured and even killed on this road. We should not expect young people—or anyone without a vehicle—to navigate a highway like that simply to get to school, to activities, to work, or between our communities.

The Yamhelas corridor is the only continuous, protected, publicly owned route that could provide a safe alternative. If it is removed from the TSP and eventually lost or fragmented, the county will have no viable path left for a separated, off-street connection between Yamhill, Carlton, Gaston, and McMinnville.

If not this corridor, what is the alternative?

There is no other realistic option for creating a safe route in this area that does not require walking or biking directly next to high-speed vehicle traffic.

Keeping the corridor in the TSP does not commit the county to building anything now. It simply preserves the only option that could one day protect children, teens, and families from a dangerous highway.

For these reasons, I respectfully ask you to vote NO on Docket G-01-25 and keep the Yamhelas corridor in the Transportation System Plan.

Thank you for your time and for considering the safety of our community.

Sincerely,
Kristy Koopman
Yamhill, OR

Ken Friday

From: Barbara Kahl <barbarajkahl@gmail.com>
Sent: Wednesday, December 3, 2025 12:01 AM
To: Planning; Ken Friday; BOC Info
Cc: Kit Johnston; Bubba King; Mary Starrett
Subject: Testimony: Repeal Ordinance 880: Rails with Trails

Caution: This email originated outside of the Yamhill County email system

Opposition Testimony regarding TSP Ordinance 880 Rails with Trails

1. The land already belongs to the farmers — the county never obtained clear title.

- In 2014 the U.S. Supreme Court ruled in the Brandt case that when a railroad abandons a line and walks away (which Union Pacific did in the late 1990s), the old right-of-way automatically goes back to the neighboring landowners — not to the county or the government.

- Abandonment and Sale: UP abandoned the line around 1997 (STB approval). As fee owners, they sold ~12.5 miles to Yamhill County in 2017 via quitclaim deed for \$1.4 million. If the original deeds limited it to "railroad purposes only" (common even in fee grants), abandonment could trigger reversion to adjacent owners under Oregon law (ORS 105.620).

- Union Pacific sold the corridor to Yamhill County in 2017 with a quitclaim deed — that's legalese for "we're giving you whatever we still own — maybe nothing."

- Brandt emphasized common-law principles: Easements end on abandonment, vesting full title in adjacent owners. Oregon courts apply similar logic to all abandoned ROWs (fee or easement) via ORS 105.620 (nonuse + intent = abandonment/reversion).

- In Oregon. *Wiser v. Elliott* (228 Or. App. 709, 2009), the Court of Appeals ruled on a similar UP abandonment, it triggered reversion to abutters—Brandt reinforces this by rejecting implied government reversions.

- For the Westsider: Farmers claim the 1997 abandonment ended any "railroad purposes" limit, reverting the ROW to them before the county's 2017 purchase. Brandt's easement logic extends here: If the ROW was "limited" (as in Townsend), the county's quitclaim bought nothing. Ongoing quiet-title cases (Yamhill Circuit Court, ~2018–present) cite Brandt for this. Oregon 2009 *Wiser vs Elliott* also supports this claim.

- If the farmers are right (and the Supreme Court says they probably are), the county bought an empty bag. The land is already private. Building a trail would be stealing private property.

2. A public trail would be a “taking” — and the county can’t afford to pay for it

- The U.S. Supreme Court has said over and over (*Loretto* 1982, *Lucas* 1992, *Preseault* 1990) that putting a public trail across private farm ground without paying fair market value is an unconstitutional taking.

- After the Brandt decision, landowners all over the country have won millions of dollars from the government for exactly this. If the county ever tries to open the trail, every affected farmer, bolstered by the 2009 Oregon case, can sue for compensation — and the county will lose. We can’t afford that, and taxpayers shouldn’t have to.

3. Oregon farm-zone law says NO — LUBA already told the county three times

- This corridor runs through Exclusive Farm Use (EFU) land. Oregon law (ORS 215) says you can’t put something in an EFU zone that hurts farming.

- LUBA (Oregon’s land-use court) ruled three times (2018, 2019, 2020) that the county’s trail plan would wreck farming because of:

- Required no-spray buffers (federal pesticide rules)
- Trespass, vandalism, trash, dogs chasing livestock
- Liability when people get hurt on the trail

- After the third loss, the county commissioners themselves gave up in December 2020 and pulled the application. They admitted they couldn’t fix the problems.

4. The county already lost the money and the trust

- We spent \$1.4 million buying the land and another \$1.3 million in state and federal grants.

- Because the trail is dead, the state made us pay back over a million misused tax dollars. That money is gone forever if we keep this in the plan.

5. Repealing TSP Ordinance 880 is the only honest thing to do

- Retaining 'non-operating' dead projects in the TSP signals no intent to abandon, breeding confusion and lawsuits—remove them for clarity, end tax dollar waste.

- Repeal closes the book, respects private property, protects working farms, and ends the fight once and for all.

Summary:

“The U.S. Supreme Court in Brandt says this land already belongs to the farmers. In *Wiser v. Elliott* (228 Or. App. 709, 2009), the Oregon Court of Appeals ruled similarly on a different segment of UP abandonment. LUBA told the county three times a trail destroys farming, and we’ve already lost millions of taxpayer dollars.

Please repeal TSP Ordinance 880, Rails with Trails, and let us get back to growing food instead of fighting lawsuits.”

Testimony Respectfully Submitted,
Barbara J Kahl, DVM
Yamhill, Oregon 97148

Ken Friday

From: Diane coleman <dcoleman0530@yahoo.com>
Sent: Wednesday, December 3, 2025 7:06 AM
To: Planning
Cc: BOC Info
Subject: Trails Are Essential Infrastructure for Health%2 Please Vote NO on G-01-25

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members, I am writing to ask you to keep the Yamhelas-Westsider corridor in the Transportation System Plan because of the significant health benefits trails provide for our communities. Safe, accessible places to walk, bike, and be active are essential to public health. Trails encourage daily movement, reduce stress, support mental well-being, and offer families and seniors a low-cost, low-barrier way to stay healthy.

For youth especially, having a protected place to exercise outdoors can make a meaningful difference in long-term health outcomes. The Yamhelas corridor is one of the few opportunities to create a continuous, car-free route that promotes active living across multiple towns. If it is removed from the TSP and eventually lost, those benefits and the chance to improve community health at scale disappear with it. Keeping the corridor in the TSP doesn't obligate immediate construction; it simply preserves a resource that could support healthier communities for generations. For these reasons, I respectfully urge you to vote NO on Docket G-01-25 and protect the Yamhelas corridor.

My granddaughters are now teens, able to drive to school from Carlton to Yamhill.

In their younger years a trail, which is safe would have been a wonderful opportunity for them to gradually expand their independence by biking or walking.

Thank you for your attention.

Sincerely,
Diane Coleman
Yamhill

[Yahoo Mail: Search, Organize, Conquer](#)

Respect the Decision Already Made — Finish the Job

Planning Commissioners,

My name is Nan Cramer, I'm a Yamhill County taxpayer, and I want to speak about something simple: following through.

A previous Board of Commissioners already made the decision to end the Yamhelas Westsider Trail. They made that decision after multiple LUBA rulings, after legal defeats, after construction stays, after returning grant money, and after dismantling a bridge that should never have been built.

The decision has been made. The project is over. The County has closed every operational, financial, and legal component of the proposed trail project.

The only remaining task is updating the TSP — a step that should have been taken at the same time as all the others. This is not a new policy decision. It is not an opportunity to revisit old arguments. It is simply the final housekeeping step.

When governments fail to complete their paperwork, it causes real harm. It creates confusion for staff and for the public. It sends the message that decisions are reversible or uncertain. And it leaves room for misunderstanding and mistrust.

Removing the YWT from the TSP is about respecting the decision the County has already made. It is about demonstrating that when the County changes direction, it updates its public documents accordingly. It is about finishing the job, closing the file, and returning our TSP to what it is meant to be — a reliable, accurate guide to future transportation priorities.

Please respect the decision that has already been made. Remove the Yamhelas Westsider Trail from the TSP and bring full closure to this issue.

Thank you,

Nan Cramer

Ken Friday

From: loomisroger@icloud.com
Sent: Wednesday, December 3, 2025 8:03 AM
To: Planning
Cc: BOC Info
Subject: Trails Are Essential Infrastructure for Health—Please Vote NO on G-01-25

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing to ask you to keep the Yamhelas-Westsider corridor in the Transportation System Plan because of the significant health benefits trails provide for our communities.

Safe, accessible places to walk, bike, and be active are essential to public health. Trails encourage daily movement, reduce stress, support mental well-being, and offer families and seniors a low-cost, low-barrier way to stay healthy. For youth especially, having a protected place to exercise outdoors can make a meaningful difference in long-term health outcomes.

The Yamhelas corridor is one of the few opportunities to create a continuous, car-free route that promotes active living across multiple towns. If it is removed from the TSP and eventually lost, those benefits—and the chance to improve community health at scale—disappear with it.

My family and friends have been fortunate to bike all over the world, and our local trails are without equal. We have the opportunity to make them even better and more accessible if we do not lose this opportunity.

What a loss if action is taken to destroy this opportunity forever.

For these reasons, I respectfully urge you to vote NO on Docket G-01-25 and protect the Yamhelas corridor.

Thank you for your consideration.

Sincerely
Roger Loomis
McMinnville

Ken Friday

From: Elena Mudrak <mudrake43@gmail.com>
Sent: Wednesday, December 3, 2025 9:28 AM
To: Ken Friday; Planning
Cc: BOC Info; s.corrigan@cityofyamhill.org; lwatkins@ci.carlton.or.us
Subject: NO on Docket G-01-25

Caution: This email originated outside of the Yamhill County email system

YC Planning Commissioners,

It is the county planning commission's duty to plan for and consider short and long-term development for the county, all residents included. The directive to remove the Yamhelas Corridor from the county TSP sent by the current county board of commissioners is short-sighted. I am writing to attest to the necessity of keeping the Yamhelas Westsider Trail in the county's transportation system plan. The Yamhelas Westsider project can be kept in the TSP without undermining local agriculture. The Yamhelas corridor is one-of-a-kind in this county and could be an incredible asset towards achieving county and statewide planning goals. Foremost, removing this corridor from the TSP would be in direct opposition to local and state level planning goals and initiatives. Importantly, the Yamhelas Westsider Trail was explicitly recommended as an improvement that the public would like to see during surveys associated with the TSP. The planning commission, at the behest of the county commissioners, would be acting in direct disregard for community input. Forfeiting this advantage for a handful of county residents would be to the serious detriment of current and future residents and visitors of Yamhill County.

The Yamhelas Westsider Trail could help answer many county planning questions and shortcomings. In this county's TSP, OR 47 is named explicitly for its infrastructural shortfalls. This county's TSP stated that "existing transit service needs within the study area include the lack of evening and weekend service, the need for more bus stops, and expanded to service to large employers and outlying areas." These detail the tip of an understanding that lacks any creativity or solutions with respect to county transportation. With a county of about 100,000, we are depressingly underserved by public transit, locally and regionally. Our main thoroughfares are without accommodation for people that cannot or do not drive, and our public transit only provides morning/daytime, weekday service. The county's TSP states that there is a "need of a passenger rail connection between the Yamhill County and the Portland metropolitan area." There is virtually no other reasonable route that this could potentially take. This TSP and the body that accepted this work are perpetuating conditions that knowingly neglect the people that live, work, and visit this county. Removing the Yamhelas Corridor from the TSP would unnecessarily limit the tools with which the county can plan and care for the people that live here.

In addition to the TSP, the YC Comprehensive Plan is another important guiding document for the planning commission. Of relevance, Section III on transportation states that "a major concern of the county is to develop a transportation system that will maintain and enhance the quality of life enjoyed by its residents." Yamhill County transportation policies in the comprehensive plan state that the "county will encourage bicycle and pedestrian traffic as an element of the transportation system by coordinating

with the cities within the county to develop an integrated system of safe and convenient bicycle and pedestrian ways to complement other modes of transportation...; transportation needs for the disadvantaged, such as the low income, the handicapped, and the elderly, will be considered in the development of the county transportation system; Yamhill County will utilize existing facilities and right-of-ways to the fullest extent possible provided that such use is consistent with the county comprehensive plan; All transportation-related decisions will be made in support of the efficient and economic movement of people, goods, and services throughout the region, and will be based on the location and adequacy of facilities for such goods and services." Planning commissioners would be hard pressed to follow any of their own policies with the removal of the Yamhelas Corridor from the TSP.

These goals and policies were specifically created to direct the county's planning decision makers. Removing the Yamhelas Westsider Trail from the TSP would undermine many of these goals and work in opposition to stated county goals. Keeping the Yamhelas Westsider Trail would help the county achieve these goals. If they choose to remove the Yamhelas Westsider Trail from the county TSP, the planning commissioners would be choosing to fall short of local planning goals, many of which were informed through public engagement. There will not be another opportunity if this one is completely extinguished. Removing this project from the TSP will have long-term effects; keeping it in the TSP will simply allow for future growth, without requiring resource inputs right now.

In addition to local guidance, Oregon's statewide planning goals help direct planning. Smart utilization of the Yamhelas Corridor would help commissioners work towards Oregon state planning goal 9 of economic development (to provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens). At this point it appears that county and planning commissioners are squarely focused on the economic vitality of a few, rather than the many. In one survey taken of trail users on a similar project in Illinois, 70% of respondents shared that they chose their home for the sake of its access to the local trail. (This trail runs over sixty miles and connects rural and suburban areas to the city of Chicago, running through many agricultural fields...) While our cities and county are having difficult budget conversations; incapable of maintaining, repairing, or serving current populations; while money flows out of our county for these reasons; while current residents fight tooth and nail against tax hikes, we need more and other sources of income for our county. We need people to move or visit here. If the Yamhelas Westsider Trail is removed from the TSP, taking with it any linear corridor from McMinnville to Gaston and potentially beyond, we lose untold dollars from residents and visitors. This could be an especially notable windfall for our smaller towns like Yamhill and Carlton. Again, the county TSP states that we are funding limited. It would be irresponsible to rule out potential sources of revenue.

Finally, not only would removing the Yamhelas Westsider trail go against numerous adopted planning goals and policies, it would also be the result of capitulating to less than 3 miles of permitting dispute for a project totaling 18 miles. This dispute focused on access to these areas by pedestrians. (As an aside, there is precedent for seasonal trail closures. Farms are not spraying year round. And master planning never involves design specifications like fence materials. These are issues that can be remedied in good faith.) There are solutions that could prevent negative farm impacts without tanking the entire project for the rest of the community. If adjacent landowners will stand in the way for fear of trespass and economic impact for a pedestrian trail, let the county consider the approach of public transit and rail as a future project. I implore the county planning commission and the board of commissioners to get creative for the sake of the entire county. Leaving this corridor in the county's TSP allows for a future project (rail) that would render previous petitioners' complaints irrelevant.

This is county land, and the people that live here are in serious need of appropriate, community-minded development of this corridor.

Kindly,
Elena Mudrak

Ken Friday

From: Steven Rex <steverex@comcast.net>
Sent: Wednesday, December 3, 2025 9:45 AM
To: Planning
Cc: BOC Info
Subject: Trails Are Essential Infrastructure for Health—Please Vote NO on G-01-25

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing to ask you to keep the Yamhelas-Westsider corridor in the Transportation System Plan because of the significant health benefits trails provide for our communities.

Safe, accessible places to walk, bike, and be active are essential to public health. Trails encourage daily movement, reduce stress, support mental well-being, and offer families and seniors a low-cost, low-barrier way to stay healthy. For youth especially, having a protected place to exercise outdoors can make a meaningful difference in long-term health outcomes.

The Yamhelas corridor is one of the few opportunities to create a continuous, car-free route that promotes active living across multiple towns. If it is removed from the TSP and eventually lost, those benefits—and the chance to improve community health at scale—disappear with it.

Keeping the corridor in the TSP doesn't obligate immediate construction; it simply preserves a resource that could support healthier communities for generations.

For these reasons, I respectfully urge you to vote NO on Docket G-01-25 and protect the Yamhelas corridor.

Thank you for your consideration.

Sincerely,
Steve and Judy Rex
McMinnville, Oregon

The People Deserve Certainty — Not Lingering, Abandoned Projects

Dear Planning Commission,

My name is Mark Pauletto, and I'm testifying today because uncertainty harms communities — and leaving the Yamhelas Westsider Trail in the TSP creates unnecessary uncertainty for both farmers and taxpayers.

When the County withdrew the land-use application, dismantled the bridge, returned the grant money, and formally ended the project, residents believed the matter was settled. They believed the County had reached a final decision. And they were right.

But because the TSP was never updated, the project continues to appear as if it were active or pending. It sends the message — intentionally or not — that the County might revisit the trail someday without full public involvement. That uncertainty is unfair and unnecessary.

People deserve to know where their government stands. If a project is dead, it should be removed from the documents that govern our transportation planning. Leaving it in the TSP is misleading and erodes confidence in the County's commitment to transparency.

The Yamhelas Westsider Trail has already absorbed enormous public attention, money, and legal resources. The county has already paid the price for the missteps surrounding it. There is no good reason to let this abandoned project continue to take up space in our long-term transportation plan.

Removing the YWT from the TSP restores certainty. It tells the public that the County has closed the file, learned from the past, and is ready to move on. It ensures that future transportation decisions are made with clarity, honesty, and respect for the people who live and work here.

Please take this final step to ensure certainty and transparency. Remove the YWT from the Transportation System Plan.

Thank you.

Mark Pauletto

Ken Friday

From: Margaret Cross <maggie.45.cross@gmail.com>
Sent: Wednesday, December 3, 2025 9:57 AM
To: Planning
Cc: BOC Info
Subject: VOTE NO

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

The last time I looked, government was supposed to serve the public interest, not special interests. Public trails and parks serve everyone - not just corporate hazelnut farmers. Citizens of every age benefit from exercise, fresh air, and access to a natural environment. We like parks and trails and we need parks and trails in our increasingly busy, stressful lives. The Westthalas Trail has broad community support.

As someone who walks to stay healthy (doctor's orders), I can tell you we are sadly short of any pleasant places to do so. Either the paths are hard concrete out in the blazing sun or they require navigating traffic to get to them. Bike riders risk their lives on narrow roads with trucks thundering by. Our park and trail system is the worst in the state.

As I write this, I feel nothing but sadness. How did we go so far wrong in this country that even the *possibility* of a trail is anathema? It doesn't take a rocket scientist to understand why ordinary people, i.e., not wealthy special interests, don't trust government to care about them, except when it is time to collect our taxes. Remember who you swore an oath to serve and **VOTE NO ON G-01-25** .

Sincerely,

Margaret and Timothy Cross
1102 SW Russ Lane
McMinnville, OR. 97128

Subject: Please Keep the Yamhelas Westsider Trail in the Transportation System Plan

Yamhill County Planning Commission

535 NE Fifth Street
McMinnville, OR 97128

Dear Commissioners,

I am writing to respectfully urge you **not to remove the Yamhelas Westsider Trail** from the County's Transportation System Plan. I have lived near the rail corridor for **over 40 years**, and I would love to see this long-standing public asset finally become a safe, usable trail for our community.

First, the County already owns the corridor. It was purchased specifically to preserve a continuous, century and a half old, right-of-way that would otherwise have been lost. Removing the trail from the TSP undermines that investment and risks allowing a valuable public asset to deteriorate.

Second, multi-use paths are recognized transportation facilities. They improve safety, create non-vehicle travel options, support youth and seniors, and help the County remain eligible for grant funding. Keeping the trail in the TSP keeps those opportunities alive.

Third, communities across Oregon have benefited economically from rails-to-trails projects. The Yamhelas Trail would support local businesses, promote agritourism, and enhance the quality of life for residents like me who have lived alongside the corridor for decades.

Lastly, keeping the project in the TSP costs virtually nothing. Removing it closes the door on future planning, requires significant effort to reinstate later, and erases years of public engagement and policy work.

For these reasons—and because I have called this area home for more than 40 years—I urge you to **retain the Yamhelas Westsider Trail in the Transportation System Plan** and keep this important corridor available for future generations.

Thank you for your consideration.

Sincerely,
Tristan Shell-Spurling
20375 Hwy 47
Yamhill, Or 97148
Tristan.shell.spurling@gmail.com
503-522-2856

Ken Friday

From: Val Blaha <val@mossbackfarm.com>
Sent: Wednesday, December 3, 2025 10:02 AM
To: Planning
Subject: public comment for Dec 4 Planning Commission meeting re: TSP/trail

Caution: This email originated outside of the Yamhill County email system

To:
Yamhill County Planning Commission
Re:
Keep trail corridor in the Transportation System Plan (TSP)

I'm writing to express my strong support for keeping the corridor in the TSP. This stretch of land has been a public transportation right of way for over 150 years. Removing it is permanent and irrevocable - an incredible public resource, lost to the public (you and I, and our children, and their children), forever.

As you are aware, this land has many potential uses for the public good. These include: building a trail for recreation and safe travel along an otherwise dangerous route, use during emergencies, possible utility lines, etc.

The "dangers" of using the route for a trail have been over-hyped by trail opponents. In fact, keeping the land available offers far more in the way of benefits to the community including improved health, safety, and a likely economic boost.

Our government is supposed to protect and act in the public interest. I realize that this is not being modeled currently by our federal government, but that does not excuse our county commissions from acting in the best interest of the entire community, rather than only members with money or loud voices. Selling off the land piecemeal is not in the public interest, and neither is caving to NIMBYism.

This shouldn't be about the personal feelings or self-interest of commission members or county commissioners. It should be about long (and short) range planning. Simply put, the idea of destroying a 150-year-old transportation corridor is insanity. Keeping the corridor preserves options. Removing it is irreversible.

I implore you to think about planning, not politics, and to act in the best interest of the county.
Valerie
Blaha
McMinnville,
OR

Ken Friday

From: Rich Blaha <rich@mossbackfarm.com>
Sent: Wednesday, December 3, 2025 10:13 AM
To: Planning
Cc: BOC Info
Subject: Concerns over abandoning rail corridors - Please Vote NO on G-01-25

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing to ask you to keep the Yamhelas-Westsider corridor in the Transportation System Plan because of the significant health benefits trails provide for our communities.

Safe, accessible places to walk, bike, and be active are essential to public health. Trails encourage daily movement, reduce stress, support mental well-being, and offer families and seniors a low-cost, low-barrier way to stay healthy. For youth especially, having a protected place to exercise outdoors can make a meaningful difference in long-term health outcomes.

The Yamhelas corridor is one of the few opportunities to create a continuous, car-free route that promotes active living across multiple towns. If it is removed from the TSP and eventually lost, those benefits—and the chance to improve community health at scale—disappear with it.

Whatever your feelings on the Yamhelas trail (which is full of upsides, and minimal downsides for the public), long, contiguous landholdings are difficult to come by, and forever gone once chopped up and dispersed. What if a disaster forces the realignment of Hwy 47 (see Cove Orchard train loss history)? New technologies in drilling opening up resources needing to be shipped? Water from Hagg lake? Abandoning this corridor for the interests of some wealthy landowners is not in the public interest long term, but is merely a giveaway to campaign donors.

Keeping the corridor in the TSP doesn't obligate immediate construction; it simply preserves a resource that could support healthier communities for generations.

For these reasons, I respectfully urge you to vote NO on Docket G-01-25 and protect the Yamhelas corridor.

Thank you for your consideration.

Sincerely,

Rich Blaha
McMinnville, OR

Ken Friday

From: Planning
Subject: FW: Please Vote NO on G-01-25

-----Original Message-----

From: Suzie Ripperton <suzrip@gmail.com>
Sent: Wednesday, December 3, 2025 8:07 AM
To: Planning <planning@yamhillcounty.gov>
Cc: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Please Vote NO on G-01-25

Dear Planning Commission Members,

I'm writing to urge you to keep the Yamhelas–Westsider Corridor in the Transportation System Plan because of the significant health benefits trails provide.

Safe, accessible places to walk and bike are essential to public health. Trails encourage daily activity, reduce stress, support mental well-being, and give families, seniors, and youth a low-cost way to stay healthy.

The Yamhelas corridor is a rare opportunity to create a continuous, car-free route connecting multiple communities. Removing it from the TSP would eliminate long-term health and quality-of-life benefits that can't easily be replaced.

Keeping the corridor in the TSP doesn't commit the county to immediate construction—it simply preserves a resource that could serve our communities for generations.

For these reasons, I respectfully ask you to vote NO on Docket G-01-25.

Thank you for your consideration.

Sincerely,

Suzie Ripperton

McMinnville, OR

Ken Friday

Subject: FW: Testimony for Dec. 5 - Keep the Yamhelas Westsider Trail in the County Transportation Plan

From: Jane and Steve Harloff <sjharloff@gmail.com>

Sent: Tuesday, December 2, 2025 11:07 AM

To: BOC Info <bocinfo@yamhillcounty.gov>

Subject: Testimony for Dec. 5 - Keep the Yamhelas Westsider Trail in the County Transportation Plan

Caution: This email originated outside of the Yamhill County email system

To the Yamhill County Board of Commissioners:

I am 100% in favor of retaining the Yamhelas Westsider Trail in the County Transportation Plan.

Providing safe recreation and transportation options to the citizens of our local communities should be the top priority of our elected county officials.

I believe that the current Board of Commissioners is purposely attempting to override the wishes of the majority of the citizens they were elected to represent, by eliminating the Yamhelas Westsider Trail from even being considered in the future. It is my belief that 2 commissioners are bowing to the demands of their wealthiest donors, and not taking into account what their constituents value.

The excuse that “it would be too expensive” to allow their constituents to vote on this very important asset for the future of Yamhill County residents is appalling. Voting on important issues that affect economic, safety and recreation opportunities in our towns is the basis of a democracy. This is not the kind of impactful decision

that should be left up to the political whims of just two people -both with terms expiring in 5 short months.

There are so many reasons why retaining the Yamhelas Westsider Trail in the County Transportation Plan makes sense. Excluding it is a short-sighted and politically-motivated decision that should not be made hastily without citizen input.

Thank you for allowing my testimony,

Jane Harloff

Yamhill

Ken Friday

Subject: FW: Yamhelas

From: Allen Holstein <allgran2468@gmail.com>

Sent: Tuesday, December 2, 2025 10:42 AM

To: BOC Info <bocinfo@yamhillcounty.gov>

Subject: Yamhelas

Caution: This email originated outside of the Yamhill County email system

Subject: Goal 2 Requires an Adequate Factual Basis Before Deleting the Yamhelas Trail

Dear Planning Commissioners,

I am writing regarding Docket G-01-25 and the proposal to remove the Yamhelas-Westsider Trail project from the Yamhill County Transportation System Plan (TSP). My concern is not only about the trail itself, but about how this decision aligns with Oregon Statewide Planning Goal 2 – Land Use Planning.

Goal 2 requires that land use decisions be based on an adequate factual base and that changes to plans and regulations be supported by clear findings. In this case, the history of the Yamhelas project shows the opposite: a remand from LUBA directing the County to conduct further fact-finding on farm impacts and appropriate setbacks, followed by years in which that work has not been completed.

As I understand it:

- LUBA did not order the County to abandon the project; it sent it back for more analysis.
- The County has not produced new studies, updated findings, or an alternatives analysis that addresses the issues LUBA identified.
- There has been no transparent explanation of how deleting the project from the TSP now satisfies Goal 2's requirement for a solid factual record.
- Additionally, removal of the trail corridor from the TSP hinders the county's ability to satisfy state-wide land use goals: 1, 3, 5, 8, 12, and 13.

From a citizen's perspective, it appears the County is trying to "solve" the unanswered questions by erasing the project from the plan rather than doing the citizen engagement and analysis that Goal 1, Goal 2, Goal 3, and LUBA call for. That is the opposite of good planning.

A responsible, Goal 2-compliant approach would be to:

1. Complete the fact-finding and impact analysis LUBA requested;
2. Update the findings to reflect that information; and
3. Only then, based on a documented factual record, decide whether the project should remain in the TSP, be modified, or be removed.

Until that process occurs, I urge you not to remove the Yamhelas-Westsider Trail from the Transportation System Plan. Please keep the project in the TSP and direct staff to build the factual base that Oregon's planning system requires.

Thank you for your careful consideration.

Sincerely
Allen Holstein
Dundee Or 97115

Ken Friday

From: Carolina Rook
Sent: Wednesday, December 3, 2025 9:28 AM
To: Ken Friday
Subject: FW: Opponent to trail/farmer on 47

forwarding

Thank you.

Carolina Rook
BOC Office Supervisor
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
rookc@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553



From: Kathy Ginther Cordie <kcordie7492@gmail.com>
Sent: Tuesday, December 2, 2025 9:50 AM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Opponent to trail/farmer on 47

Caution: This email originated outside of the Yamhill County email system

Good Morning Commissioners

I know you're busy and would appreciate a couple minutes of your time.

I am writing this email as we are not able to attend the meeting on December 4th. We live on 47 between McMinnville and Carlton and have a farm and trucking operation. While I understand the passion people are showing for the trail, I want to express our concerns and maybe come up with some solutions. Our property has 47 on one side and the old railroad property on the other. At our end of the proposed trail runs to nowhere, ends at gun club, where there is no parking and a lot of farm equipment use that tiny road. It would be unsafe. Also where the trail ends up in Yamhill doesn't even go close to the school, which I would think parents would think would be unsafe for their kids to ride, I know I wouldn't let our granddaughter ride it by herself. Plus we have buses that take our kids to school.

Just the cost and upkeep alone is unthinkable for this trail that would benefit very few, but if we were to take parts of that land, like in Carlton, open it up and connect those streets would relieve so much pressure and bottlenecking in Carlton. We could get our kids to the elementary school so much easier and emergency vehicles could have more open access to our great little town of Carlton. Lets address Hwy 47, it could be widened and put in turn lanes from Flett Rd to Gaston, the property runs parallel to Hwy 47 and that could make the Hwy so much safer. We wouldn't have accidents on a blind corner like Flett like we did a couple years ago with the propane truck. There are so many better options that would help everyone and not cater to a small handful of people.

I am concerned about break ins, drug activity, and squatting on the property as well along with our livestock being harrassed, plus the dairy next to us has a large farm field that they use for their cows and the only access point is across the former railroad property and they have used the property for at least 25 years, I would think it would be imminent domain by now and I am sure nobody will want to cross a trail that's covered in cow poo, lets face it POO happens.

Please protect us from this never ending battle, it's been going on for far too long.. Thank you for doing such a great job with our county,

Thank you for your time
Sincerely
Kathy Cordie
Cordie Farms/Cordie Trucking

Ken Friday

From: Elena Mudrak <mudrake43@gmail.com>
Sent: Wednesday, December 3, 2025 9:28 AM
To: Ken Friday; Planning
Cc: BOC Info; s.corrigan@cityofyamhill.org; lwatkins@ci.carlton.or.us
Subject: NO on Docket G-01-25

Caution: This email originated outside of the Yamhill County email system

YC Planning Commissioners,

It is the county planning commission's duty to plan for and consider short and long-term development for the county, all residents included. The directive to remove the Yamhelas Corridor from the county TSP sent by the current county board of commissioners is short-sighted. I am writing to attest to the necessity of keeping the Yamhelas Westsider Trail in the county's transportation system plan. The Yamhelas Westsider project can be kept in the TSP without undermining local agriculture. The Yamhelas corridor is one-of-a-kind in this county and could be an incredible asset towards achieving county and statewide planning goals. Foremost, removing this corridor from the TSP would be in direct opposition to local and state level planning goals and initiatives. Importantly, the Yamhelas Westsider Trail was explicitly recommended as an improvement that the public would like to see during surveys associated with the TSP. The planning commission, at the behest of the county commissioners, would be acting in direct disregard for community input. Forfeiting this advantage for a handful of county residents would be to the serious detriment of current and future residents and visitors of Yamhill County.

The Yamhelas Westsider Trail could help answer many county planning questions and shortcomings. In this county's TSP, OR 47 is named explicitly for its infrastructural shortfalls. This county's TSP stated that "existing transit service needs within the study area include the lack of evening and weekend service, the need for more bus stops, and expanded to service to large employers and outlying areas." These detail the tip of an understanding that lacks any creativity or solutions with respect to county transportation. With a county of about 100,000, we are depressingly underserved by public transit, locally and regionally. Our main thoroughfares are without accommodation for people that cannot or do not drive, and our public transit only provides morning/daytime, weekday service. The county's TSP states that there is a "need of a passenger rail connection between the Yamhill County and the Portland metropolitan area." There is virtually no other reasonable route that this could potentially take. This TSP and the body that accepted this work are perpetuating conditions that knowingly neglect the people that live, work, and visit this county. Removing the Yamhelas Corridor from the TSP would unnecessarily limit the tools with which the county can plan and care for the people that live here.

In addition to the TSP, the YC Comprehensive Plan is another important guiding document for the planning commission. Of relevance, Section III on transportation states that "a major concern of the county is to develop a transportation system that will maintain and enhance the quality of life enjoyed by its residents." Yamhill County transportation policies in the comprehensive plan state that the "county will encourage bicycle and pedestrian traffic as an element of the transportation system by coordinating

with the cities within the county to develop an integrated system of safe and convenient bicycle and pedestrian ways to complement other modes of transportation...; transportation needs for the disadvantaged, such as the low income, the handicapped, and the elderly, will be considered in the development of the county transportation system; Yamhill County will utilize existing facilities and right-of-ways to the fullest extent possible provided that such use is consistent with the county comprehensive plan; All transportation-related decisions will be made in support of the efficient and economic movement of people, goods, and services throughout the region, and will be based on the location and adequacy of facilities for such goods and services." Planning commissioners would be hard pressed to follow any of their own policies with the removal of the Yamhelas Corridor from the TSP.

These goals and policies were specifically created to direct the county's planning decision makers. Removing the Yamhelas Westsider Trail from the TSP would undermine many of these goals and work in opposition to stated county goals. Keeping the Yamhelas Westsider Trail would help the county achieve these goals. If they choose to remove the Yamhelas Westsider Trail from the county TSP, the planning commissioners would be choosing to fall short of local planning goals, many of which were informed through public engagement. There will not be another opportunity if this one is completely extinguished. Removing this project from the TSP will have long-term effects; keeping it in the TSP will simply allow for future growth, without requiring resource inputs right now.

In addition to local guidance, Oregon's statewide planning goals help direct planning. Smart utilization of the Yamhelas Corridor would help commissioners work towards Oregon state planning goal 9 of economic development (to provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens). At this point it appears that county and planning commissioners are squarely focused on the economic vitality of a few, rather than the many. In one survey taken of trail users on a similar project in Illinois, 70% of respondents shared that they chose their home for the sake of its access to the local trail. (This trail runs over sixty miles and connects rural and suburban areas to the city of Chicago, running through many agricultural fields...) While our cities and county are having difficult budget conversations; incapable of maintaining, repairing, or serving current populations; while money flows out of our county for these reasons; while current residents fight tooth and nail against tax hikes, we need more and other sources of income for our county. We need people to move or visit here. If the Yamhelas Westsider Trail is removed from the TSP, taking with it any linear corridor from McMinnville to Gaston and potentially beyond, we lose untold dollars from residents and visitors. This could be an especially notable windfall for our smaller towns like Yamhill and Carlton. Again, the county TSP states that we are funding limited. It would be irresponsible to rule out potential sources of revenue.

Finally, not only would removing the Yamhelas Westsider trail go against numerous adopted planning goals and policies, it would also be the result of capitulating to less than 3 miles of permitting dispute for a project totaling 18 miles. This dispute focused on access to these areas by pedestrians. (As an aside, there is precedent for seasonal trail closures. Farms are not spraying year round. And master planning never involves design specifications like fence materials. These are issues that can be remedied in good faith.) There are solutions that could prevent negative farm impacts without tanking the entire project for the rest of the community. If adjacent landowners will stand in the way for fear of trespass and economic impact for a pedestrian trail, let the county consider the approach of public transit and rail as a future project. I implore the county planning commission and the board of commissioners to get creative for the sake of the entire county. Leaving this corridor in the county's TSP allows for a future project (rail) that would render previous petitioners' complaints irrelevant.

This is county land, and the people that live here are in serious need of appropriate, community-minded development of this corridor.

Kindly,
Elena Mudrak

Ken Friday

From: Annely Germaine <annely.germaine@gmail.com>
Sent: Wednesday, December 3, 2025 10:17 AM
To: Planning
Cc: BOC Info
Subject: Please Preserve the Yamhelas Corridor for Its Economic Benefits

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing to express my strong support for keeping the Yamhelas-Westsider corridor in the Transportation System Plan because of the significant economic benefits trails bring to small towns and rural communities.

Trails consistently attract visitors who spend money at local restaurants, coffee shops, wineries, lodging, and retail businesses. Communities across Oregon—and the country—have seen substantial, measurable increases in tourism revenue after opening safe, scenic walking and biking routes. A continuous corridor connecting Yamhill, Carlton, Gaston, and McMinnville would give these towns a meaningful boost by drawing more visitors and encouraging longer stays.

Trails also support local economies by improving quality of life, which helps towns retain residents, attract entrepreneurs, and remain competitive in the tourism and recreation market. These benefits are long-term, sustainable, and community-wide.

If the corridor is removed from the TSP and eventually lost, these economic opportunities disappear with it. There is no realistic alternative route that provides the same potential for tourism and small-business growth. Keeping the corridor in the TSP preserves a major economic asset that can support the region for decades.

For these reasons, I respectfully urge you to vote NO on Docket G-01-25 and protect the Yamhelas corridor as an important driver of local prosperity.

Thank you for considering this request.

Sincerely,
Annely Germaine
McMinnville

Ken Friday

From: Patricia Farrell <ninebarkfarm@gmail.com>
Sent: Wednesday, December 3, 2025 10:21 AM
To: Planning
Cc: BOC Info; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@ycschools.org
Subject: Save the Yamhelas Westsider Trail

Caution: This email originated outside of the Yamhill County email system

RE: Docket #G-01-25 Amendment to Yamhill County Transportation System Plan (YCTSP)

Dear Planning Commissioners,

I urge you to vote NO and not amend the YCTSP as proposed. A NO vote will keep the Yamhelas Westsider Trail in the Plan and allow for future flexibility in re-evaluating this important regional transportation link. We, the residents of the county, need safe places to hike and bike that are removed from the roads, while also providing a way to travel between our towns without getting into a car.

I am constantly frustrated by our lack of places to hike in the county, especially if you want a longer distance, have a dog, or children along. I often have to drive to Washington County to use the Banks-Vernonia Trail. Why can't we have such a trail in Yamhill County? It seems very much in keeping with our future transportation and recreational needs, as well as supporting our smaller communities along the route. Sidewalks and bike lanes do not meet all our needs and most bike lanes are full of debris and next to speeding vehicles. A separated, long distance trail would be a recreational and economic boon for us.

In reading the documents it seems that the only reason given about why to take the trail out of the Plan is because of the potential for harming adjacent landowners who may have to modify their agricultural practices. Pesticide and herbicide overspray onto adjacent properties is already not allowed and following best management practices for agricultural spraying addresses these actions. I see spraying happening all the time next to schools and residences without buffer zones, so why is a trail different? This seems to be an issue that has been addressed by other counties where trails go through farmland. How have other counties addressed this issue? It should not be a trail-killer reason.

We, the public, are the owners of this land. Do not take this opportunity for a future transportation/recreational trail away from us by this short-sighted amendment. Save it for the future.

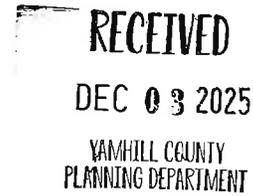
Keep the Yamhelas Westsider Trail in the Transportation System Plan.

Please Vote NO.

Patricia Farrell and Robin Richard
Newberg, OR



Mayor Linda Watkins
Carlton City Council
191 E. Main Street
Carlton, OR 97111
Phone: (503) 852-7575
www.ci.carlton.or.us



December 2, 2025

Yamhill County Planning Commission
400 NE Baker Street
McMinnville, OR 97128

RE: Yamhelas Westsider Trail (Docket G-01-25) — Support for a collaborative approach

Members of the Planning Commission:

Thank you for the opportunity to comment on Docket G-01-25. The Carlton City Council values the Commission's careful stewardship of long-range transportation and recreation planning for the Yamhill Valley. The rail corridor that runs through Carlton's urban area and represents an important, multi-benefit asset for Carlton. Preserving the corridor within Carlton's City limits retains critical options for improved crossings, pedestrian and bicycle connectivity, public safety and utility access, and potential future multimodal uses that support community mobility and economic vitality.

Because the corridor spans multiple jurisdictions and interests, Carlton supports retaining the corridor in the TSP while the County leads a process to identify practical, site-specific solutions that balance public benefits with landowner, operational, and fiscal concerns.

To that end, we respectfully request that the Commission consider the following steps:

- Retain the corridor in the TSP to preserve planning and funding options while evaluations proceed.
- Continue the process of engaging adjacent landowners, cities (including Carlton), utilities, emergency services, and economic development partners to assess feasible approaches (e.g. access agreements, seasonal or operational accommodations, and interim protections).
- Interim protections — Continue time-limited access agreements or similar mechanisms to avoid fragmentation while negotiations proceed.
- Evaluate technical, funding, and maintenance pathways to ensure any long-term solution is implementable and fiscally grounded.

The City of Carlton stands ready to partner with Yamhill County on these efforts. We can host stakeholder meetings or public workshops, share local technical information on crossings and emergency access, assist with outreach to affected property owners, and coordinate with regional partners. We welcome County staff or Commissioners meeting with our Council and affected owners to discuss next steps.

We look forward to partnering with the County and our neighbors to explore the best opportunity to secure the corridor's long-term public benefits while addressing operational and fiscal concerns. We appreciate the Commission's consideration and look forward to working together to identify practical, mutually acceptable solutions. Thank you for your consideration and for your service to the community.

Respectfully,


Mayor Linda Watkins
City of Carlton

Ken Friday

From: Nick Grinich <ngrinich@gmail.com>
Sent: Wednesday, December 3, 2025 11:23 AM
To: Planning
Subject: Keep Yamhelas-Westsider Trail in TSP

Caution: This email originated outside of the Yamhill County email system

December 3, 2025

Dear Commissioner,

We are writing in strong support of preserving the Yamhelas-Westsider Trail in Yamhill County's Transportation System Plan.

We are community members who raised our children here, and Nick served as a physician for decades to care for County residents. Kelli's family came to Yamhill County in the 1800's when the railroads were paid for. While we are not one of the few families that live along the trail, we are deeply rooted in Yamhill county.

Avid cyclers and outdoor exercisers, we take our life in our own hands every time we bike over the Youngbird Hill road with zero lane shoulders. Nick bikes with community groups, but avoids all routes that lead onto the highways. As a physician, he's seen what a car can do to a cyclist. We see families with their children riding bikes in traffic along our city streets. The trail would be a safe place for all of our residents to use.

We spoke to the Vernonia City Administrator, Josette Mitchell, who told us that their business community relies on income from the influx of seasonal visitors to the Banks-Vernonia Trail to survive through the winter slow-down months. Joylynn Becker, City Manager of Banks, tells a similar story of the positive benefits of the Trail to their local businesses. Similarly, the Oakridge Oregon Bike Trail visitors contribute an estimated \$3.2 million to that community. Shouldn't Yamhill County business also benefit from the estimated \$1.5 Billion Oregonian recreation cycling economy? The Trail would be an economic boost to the County, as trails in other communities have done.

We value this public land as an amazing resource that belongs to many, many people beyond those who simply border it. The ownership of the land was always meant to serve the people.

We urge you to keep the Yamhelas-Westsider Trail in the TSP, preserving the County ownership of this valuable property . This asset belongs to all of us. Keep it in the Plan for the benefit of all County residents, and future generations.

Respectfully submitted,

Kelli and Nick Grinich



A Transportation Plan Must Reflect Reality, Not History

To the Planning Commission:

My name is Beth Keyser, and I appreciate the opportunity to submit written testimony on the proposal to remove the Yamhelas Westsider Trail from the Transportation System Plan. I have lived in Yamhill County for many years, and as a taxpayer, I have followed this issue closely — especially the financial, legal, and procedural consequences.

I urge you to remove the YWT from the TSP, not because I oppose trails as a concept, but because the project is no longer viable and has no place in a long-range planning document designed to guide future transportation decisions.

A TSP is not a historical archive. It is a forward-looking tool that establishes real goals, priorities, and infrastructure needs for the decades to come. Every project listed in it should be actionable, funded or fundable, legally defensible, consistent with land-use law, and reflective of the County's current policy direction.

The Yamhelas Westsider Trail meets none of these criteria.

The County has already taken every step necessary to terminate the project:

- The land-use application was officially withdrawn.
- Construction on the Stag Hollow Bridge was stopped by LUBA and later dismantled by the County.
- The County repaid the Connect Oregon grant and abandoned all further work.
- The County publicly confirmed that it would not pursue a master plan or attempt to restart the project.

Given these facts, retaining the YWT in the TSP serves no purpose and creates unnecessary confusion.

Beyond the administrative reasons for removal, I want to address the broader concerns that matter to taxpayers.

First, this project represented extraordinary financial mismanagement. The County spent significant public funds applying for grants, commissioning engineering studies, and conducting preliminary development. After losing multiple LUBA appeals, the County was forced to return grant funds, pay attorney fees, and dismantle infrastructure that should never have been built in the first place. These costs fall on the taxpayers, who had little or no awareness of the project's escalating risks.

Second, the project lacked transparency. The initial authorization — Ordinance 880 — clearly indicated that the corridor was to be preserved for both trail and future commuter rail use. This dual purpose was not meaningfully disclosed to the public, and many residents believed the

initiative was simply a walking and biking trail. The rail component carries profound financial implications and should not proceed without a countywide public vote of approval.

Third, taxpayers deserve assurance that past mistakes will not be repeated. To leave a dismantled project in the TSP is to invite future confusion, argument, and misplaced priorities. Without removal, the YWT lingers like an unresolved question, consuming attention and causing uncertainty about the County's future direction.

Removing it provides clarity. It demonstrates that Yamhill County is committed to transparent governance, accurate planning, and legal compliance. And it ensures that future transportation planning can focus on real community needs — road safety, bridge maintenance, rural connectivity, freight support — without being burdened by a failed project that has already been concluded.

Finally, updating the TSP is essential to restoring public confidence. Residents need to know that when the County ends a project, it completes all administrative steps. They need to know that long-range planning documents are trustworthy and accurately reflect the choices elected officials have made.

Removing the Yamhelas Westsider Trail is not an erasure of history — it is a recognition of reality. The project is over. Now the TSP must be updated to match that fact.

Thank you for considering my testimony.

Beth Keyser

Ken Friday

From: bruce.l.toney@gmail.com
Sent: Wednesday, December 3, 2025 11:57 AM
To: Planning
Subject: Support for the Yamhelas trail

Caution: This email originated outside of the Yamhill County email system

To the commissioners, please continue to support the development of the Yamhelas trail project. Allowing this opportunity to lapse forever would be a tremendous waste of a public asset. As our communities continue to grow, the need for safe areas to exercise, recreate, and enjoy this great area will become more and more in demand. A wise decision now will be a legacy for our future generations.

I am a Yamhill County resident, disabled veteran, and supporter of the trail.

Thank you for your leadership on this issue.
Bruce Toney
McMinnville

Ken Friday

From: stevenCarol.wick@gmail.com
Sent: Wednesday, December 3, 2025 12:02 PM
To: Planning
Subject: Yamhelas Trail & Farming
Attachments: VCTC Santa Paula Branch Line Study - Final.pdf; SCP1431AL1H 1118.pdf; 03_3025001092017.pdf; IdAGR003.pdf; mpAGR021.pdf; FW: Gramoxone SL 2.0; 20200625110708146.pdf

Spam

Caution: This email originated outside of the Yamhill County email system

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My name is Steve Wick. I am a board member of the Friends of the Yamhelas Westsider Trail, and a Yamhill County farmer. I want to testify in support of the Trail, and I want to ensure that the Yamhelas Trail continues to be included in the TSP.

My wife and I own a small farming operation in Yamhill County. We have been personally growing and harvesting filberts/hazelnuts in Yamhill County since 1992 (over 28 years) on our 60 acre farm. We have also farmed wheat, vetch, oats, hay, Christmas Trees, and ornamental plants, on this farm, or on the farm my wife and I purchased in Washington County in the mid-eighties. My brothers and I recently sold our 160 acre family tree farm, which we co-managed for years.

A few years ago I submitted testimony to Chehalem Parks and Recreation in support of the Yamhelas Trail. In this testimony I referenced my farming experience and went into detail refuting some of the inaccuracies that anti-trail farmers had submitted to LUBA. They contended that they could not farm next to a trail, and listed many "reasons"; they would not be able to spray pesticides, trespassers/ litter could contaminate their crops, vagrants/ homeless would flood their properties, etc.

But all these "reasons" have been encountered before on dozens of other trails in the U.S. and all of them have been solved!

It all boils down to one thing: If other trails can peacefully co-exist with active farms, why can't the Yamhelas Trail? (see enclosed VCTC Santa Paulina Branch Line Study)

If other trail farmers found solutions to their concerns, why can't we? If other trails shut down to allow farmers to spray their crops adjacent to a trail, why can't we? If other trails manage field access, mitigate trespassing, minimize fire danger with fences, gates, signs, why can't we? If other trails found solutions by bringing everyone together to list problems and concerns, why can't we?

What makes us so special that we can't use all the experiences and solutions that others have done to make our Trail viable?

When I testified before the CPRD board, I stated that I would have no problem farming along the side of the Yamhelas Trail. I stand behind that.

There is absolutely no reason that we cannot come together and design a Trail that will utilize a wonderful asset for future generations!

And, it should be noted that a survey of Yamhill county residents, sponsored by CPRD, showed overwhelming support of the Trail, if the concerns of the farmers could be addressed.

Below is some of the specific comments that I supplied regarding filbert/hazelnut orchards.



In the Stay granted by LUBA on June 19 2020 they concluded, in one of their arguments, that Ben Van Dyke would suffer "*Irreparable Injury*" because he would be "*hindered or prohibited from spraying the herbicides and pesticides required to protect his crop.*"

(It should be noted that the proposed Yamhelas Westsider trail right-of-way is approximately 60 feet wide, with the trail itself being 12 feet wide. That means that there is a 24 feet buffer on either side of the trail that Ben Van Dyke, and others, say is not sufficient to mitigate spray drift.)

LUBA also stated "*Van Dyke explained that filbert trees should live 75 years or more and that, if he was unable to spray his filbert trees, those trees could die due to Eastern Filbert Blight. Given the long-lived nature of the filbert trees and the potential for protracted crop and yield loss if spraying cannot occur, we conclude that the injury Van Dyke specified is not and injury that could be adequately compensated in money damages.*"

They also concluded that Van Dyke could lose his food safety certification if litter and debris from the construction site enter his hazelnut orchard.

These conclusions, and the following assumptions;

A. that Van Dyke must be able to spray his trees for Eastern Filbert Blight; *"If I am unable to spray as required, I risk my trees dying of Eastern Filbert Blight that could result in the loss of all crops on a tree that should last 75 plus years."*

B. that Van Dyke, and others, would be unable to spray during trail construction (or during trail use)

C. that Van Dyke uses the herbicide sprays Gramoxone and Parazone (Paraquat), which state *"do not use around...recreational parks...."*

D. that Van Dyke would lose his food safety certification if litter and debris enter his orchard from trail construction (or trail use)

...can be totally mitigated with a few simple actions.

A. Spraying for Eastern Filbert Blight. This is not necessary for Van Dyke's trees. Van Dyke has previously stated that his trees are two years old; *"Our hazelnuts were planted in 2018, and our second year trees,..."*. BUT; **All the new filbert varieties are "blight resistant"**.

OSU wrote the bible on hazelnuts. No one in the world has the experience and knowledge that they possess regarding the entire hazelnut spectrum. They update info yearly for growers. The Pest Management Guide, Pacific Northwest Plant disease, Insect, and Weed management handbooks constitute our bible. We refer to these and their other hazelnut publications and missives yearly for the most up-to-date guidance. Shawn Mehlenbacher has been working on EFB (Eastern Filbert Blight) for over 30 years, and his breeding programs, and the spraying programs developed by Professor Jay Pscheidt, have enabled our industry to survive.

New trees only have to be sprayed the first spring after planting, and only if they are adjacent to a heavily infected orchard. OSU has documented this in their 2020 Pest Management Guide for Hazelnuts. See p17: *"Cultivars such as Jefferson or McDonald, with the single dominant gene for resistance only, need protection the first spring after planting, when located near heavily infected orchards."* <https://catalog.extension.oregonstate.edu/em8328/html>

Per OSU's Pacific NW Handbook; *"Dorris', 'Jefferson', 'McDonald', 'PollyO', 'Santiam', 'Wepster', and 'Yamhill' are highly resistant with the single dominant-resistance gene from 'Gasaway'."* <https://pnwhandbooks.org/plantdisease/host-disease/hazelnut-corylus-avellana-eastern-filbert-blight>

It may be true that new trees do not need to be sprayed for Filbert Blight, but older ones could need to be sprayed.

How can that be accomplished?

B. Actually, spraying chemicals next to the trail poses no real problem, it is being done currently, next to schools and other venues. The hazelnut orchard, as you enter the town of Yamhill from the North, is

directly across the road from YC High School baseball field. For years, a hazelnut orchard was directly across the street from Ewing Young school and playground.

But, to answer any and all concerns there is a simple solution:

shut the trail down when the spraying must be done. This is easy to do. Other trails do this! The farmers and trail owners coordinate operations. Spraying chemicals in filbert orchards usually occurs less than a dozen times during the year, but young orchards could require more, and non-common diseases or pests would increase the number of spray occurrences required.



In 2015 a study was done of many trails (see attached Santa Paula Branch Line Study) That study specifically addressed farming and how the impacts to farming were dealt with on trails throughout farming acreages. Below you will see some excerpts from that study. It should be noted that many of the trails just shut down while the farmer sprays his fields.

San Pasqual Valley Trail: Ca. • Specific fencing was designed for the trail, modified from the park department's standard lodgepole fencing. Chicken wire inserts were added approximately one foot from the ground to allow wildlife to pass through;

- Gates allow sections of the trail to be closed;
- Signage installed to alert the trail-users of trail closure for spraying and to stay on the trail;
- Farmers can dictate trail closure (within reason, i.e., preferably not on weekends) for maintenance and crop spraying. This protocol was developed and approved by the County Farm Bureau, County Farm Advisor's Office, and the affected farmers

Feedback from Involved Parties

- Shawna Anderson: There have been no reported incidents of theft, vandalism, or liability issues to this date.
- Many farmers who were initially opposed to the trail now support it.
- An agreement was made early after the SDRP JPA listened to the

concerns of the farmers and created specific design and management plans to create a mutually beneficial relationship between the trail and agricultural industry.

Cowel-Purisima Coastal Trail • Stout fencing

- Large gates to accommodate cattle and equipment passage while trail is closed
- Gates to close trail during spraying and operations
- Information and regulatory signs
- Maintained by volunteer docents
- Farmer has ability to close gates for maintenance

Feedback from Involved Parties

- Paul Ringgold: The ability to work as a team, such as on a section where bluff erosion was impacting the trail, is key to success.
- POST recently asked whether there were any security issues that would benefit from additional gates and was told that there were none.
- POST hasn't received any negative comments from owner John Giusti, or Giusti's agricultural tenant on the southern half of the property, Bob Marsh.
- John Guisti reported 8/25/14 that the trail project "has not interfered with his operation at all, and he considers it a successful project." The fence is very important.

Obern Trail, Ca. • Little to no physical barrier in most places. Oleander hedges and chainlink fence.

- Each farmer decides on fencing – not installed by the County.
- High levels of use create a self-policing scenario.
- The trail is lit throughout, at all hours.

Feedback from Involved Parties

- Matthew Dobberteen: In over ten years managing trails for Santa Barbara County, I have never received a complaint about the Obern Trail. Our trails that run near agriculture are never the trails we have problems with. The only issue is every few years we may get some graffiti on a retaining wall. "A bike path will make theft harder, not easier, by bringing light, attention, people, eyes to the trail." "If someone wanted to steal from a farm, they'd find a place where no one could see them, not a trail with steady use."
- John Givens: No significant impacts from the trail. Occasionally homeless pass through and there is minor vandalism, but it has not been serious enough to involve the County or other authorities. Trail users don't cut through the farm property

Cedar Valley Trail, Ia.

- Fencing with gates;
- Reinforced crossing to accommodate equipment;
- Easement allowing farm equipment access;

- Signage to warn trail users of crossing farm vehicles.

Feedback from Involved Parties

- Joyce Squires: She and her husband were initially opposed to the trail, with concern about trespassing, but this has not been an issue;
- Generally the trail has been very positive, she and her family use it;

West County Trail, Ca. • Farmers put A-frame signs on their property stating when spraying will occur.

- Spraying generally limited to early morning, before most trail users are present.
- Aerial spraying not conducted near the trail.
- Some vineyard owners have built connections between their properties and the trail.
- “No Trespassing” signs have been installed by some vineyard owners.
- The County patrols the trail and regularly talks with neighbors.

Feedback from Involved Parties

- Kenneth Tam: The County conducted a record of survey and title search, then reached out individually to agricultural land owners and operators who appeared to be using the railroad ROW without the legal right to do so and requested they provide documentation that they were using the ROW legally. None were able to provide documentation.

There was a blueberry farmer using the railroad ROW to access his crops. The farmer has since opened a stand along the trail to sell blueberries and blueberry ice cream.

The main concerns voiced during the planning stages included the potential for crime and trespass.

Most spraying is done early in the morning. All spraying must be done with as little wind as possible. At the very worst case, the minimum notice that a farmer could provide would be 24 hours, but generally he would be able to schedule spraying a few days prior and/or schedule a tentative window weeks in advance. An example of this would be the spraying that I would do in my filbert orchard the first week of July for Filbert Worm. The orchard had to be monitored for several weeks for filbert moths. When the level got to a certain point, I had only a few days to get my first air blast spray applied. I consulted weather forecasts for rain, and then looked at the wind forecasts, and found that I could spray immediately. (Wind forecasts are extremely accurate, and with apps like "Windy", can be used to forecast flow and speeds, hour by hour, quite a few days ahead of time.) The spray I used was effective for two to three weeks, and then a second application was required if filbert moths were still present.

To make it a win-win for both the farmer and trail users, the farmer can schedule the trail shutdown for only the very short time he needs to spray the edges of his field, adjacent to the trail. Then he can open up the trail, and continue spraying the balance of his fields.

Foliar sprays (sprays that must cover all the leaves of the tree) require the most setback, since they are accomplished thru "air blast " sprays that force the spray up and over the tops of the trees. Examples of these sprays are the pesticides and fungicides that must be sprayed to minimize pests or diseases. Two rows of trees are sprayed at the same time while the spray operator drives down the aisle. The spray operator can also shut down either side of the air blast sprayer, allowing him to spray the outside edge of a row, and not spray neighboring properties. If a farmer wanted to be positively safe, he could simply power blast spray the first 8 rows, on the edge of the trail, while the trail was closed, and then open up the trail. (filbert trees are generally planted in rows 18 to 20 feet wide).



Herbicides used to control weeds, grasses and for eliminating suckers, are applied on the ground, or on the very bottom/base of trees using booms, while driving down the aisle between two rows of trees. Herbicides must be selectively sprayed; the spray must be kept on the ground or the base of the tree. They cannot be allowed to drift, even to the foliage above the weeds or suckers! If they reach the foliage they can damage or kill the tree. The label on Gramoxone states the

Restrictions

- Do not allow spray to contact green stems (except suckers), fruit or foliage.

following:
[label/gramoxone_sl_2.0](#)

https://www.syngenta-us.com/current-label/gramoxone_sl_2.0

It would be quite easy to spray a couple of the outside rows (36 to 40 feet) from the edge of the trail Right of Way, and then open up the trail while he sprayed the balance of his field. And, since the spray operator was adjacent to the trail ROW when he was spraying the outside rows, it would be very easy for him to monitor the ROW to ensure that no one was on it during his spray operation.



Van Dyke stated that he "must be able to spray his orchid for filbertworm, which can destroy an entire crop, from June through September" But spraying equipment cannot enter an orchard after Labor Day, since the nuts start falling to the orchard floor, and anyone driving equipment on the orchard floor could damage the nuts.

"Blank nuts fall before good nuts. After blanks have fallen and just before good nuts begin to drop (usually at the end of August), it might be desirable to do a final flailing and floating to fill small depressions in the ground."

<https://catalog.extension.oregonstate.edu/sites/catalog/files/project/pdf/em9079.pdf>

'Hazelnuts begin to drop to the ground during the month of September. Prior to nut drop, the orchard floor is made level and smooth, and weeds are flail-mowed to facilitate harvest. Harvest generally occurs during October and is usually a two-step operation.'

<https://catalog.extension.oregonstate.edu/sites/catalog/files/project/pdf/em9223.pdf>

C. Van Dyke also noted that he stocks and sprays the chemicals Gramoxone and Parazone (Paraquat). Paraquat is a very dangerous chemical. It is so dangerous that the EPA has changed the packaging containers to a new "closed system", and mandated Paraquat specific special training, and the training must be re-nued every three years. <https://www.epa.gov/pesticide-worker-safety/paraquat-dichloride-training-certified-applicators>

<http://wssroc.agron.ntu.edu.tw/note/Paraquat.pdf>

"Paraquat is the most highly acutely toxic herbicide to be marketed over the last 60 years. Yet it is one of the most widely used herbicides in the world, and in most countries where it is registered, it can be used without restriction. It is used on more than 100 crops in about 100 countries. Gramoxone, manufactured by Syngenta, is the most common trade name for paraquat, but the herbicide is also sold under many different names by many different manufacturers. China is now the world's largest manufacturer of paraquat, producing more than 100,000 tonnes per year. Paraquat has been banned, or use disallowed, in 32 countries. Many international organisations, such as Rainforest Alliance, Fairtrade, Forest Stewardship Council, and food giants like Dole have voluntarily banned it from their production systems. Paraquat is highly acutely toxic and enters the body mainly by swallowing, or through damaged skin, but may also be inhaled. Thousands of deaths have occurred from ingestion (often suicide) or dermal exposure (mainly occupational) to paraquat.

Paraquat is corrosive to the skin and once the skin is damaged it is easily absorbed into the body. One farmer died after just 3.5 hours spraying diluted paraquat with a leaking knapsack. Others have died from spilling the concentrate on their skin. Thousands more have suffered severe acute and chronic effects from occupational use. It represents a severe public health problem in many countries despite the fact that paraquat is considered safe by its manufacturers, who believe they have no responsibility for the suicides. Yet experience has shown that where paraquat is banned or restricted deaths from suicides drop dramatically."

The Gramoxone and Parazone (Paraquat) that Van Dyke has in stock have the old labels that state : "Do not use around home gardens, schools, recreational parks, golf courses or playgrounds."

But the labels on both products were updated by December of 2019, and the nebulous statement "around" was taken off the new labels:

<https://www.syngenta-us.com/herbicides/gramoxone-sl-2.0>

"DIRECTIONS FOR USE RESTRICTED USE PESTICIDE

It is a violation of Federal Law to use this product in a manner inconsistent with its labeling. Do not apply this product in a way that will contact workers or other persons, either directly or through drift. Only protected handlers may be in the area during application. For any requirements specific to your State or Tribe, consult the agency responsible for pesticide regulation.

NEVER USE THIS PRODUCT IN RESIDENTIAL OR PUBLIC RECREATIONAL SETTINGS (E.G., HOMES, HOME GARDENS, SCHOOLS, RECREATIONAL PARKS, GOLF COURSES, AND/OR PLAYGROUNDS"

A check with the manufacturers revealed that the chemical did not change....only the label changed. (see attached (FW: Gramoxone SL 2.0 email)

Parazone 3SL updated their label in Dec of 2019 to say the same thing.

https://www3.epa.gov/pesticides/chem_search/ppls/005481-00615-20191230.pdf

But no matter what the new label states, federal law says that you MUST follow the instructions on the container that you are using. (again, read Gramoxone SL 2.0 email)

The simple solution is to purchase some of the new label Gramoxone or Parazone and use the new chemical on the edges of his field, then continue to use the old material on the inside. It seems ridiculous to do this, since the chemical in the old label containers, and the chemical in the new label containers, is exactly the same, but the law is the law. And, per Ben Van Dyke, "since the chemical does not have an expiration date" either chemical can be used for future sucker or weed spraying.

Another option is to use one or more of the other less lethal herbicides, (that readily mix with Gramoxone or Parazone) to spray the edges. Spray the edges with Aim(carfentrazone) and/or Rely (glufosinate), or a mix of Aim and Rely, or just spray with Saber (2,4-D), and then re-fill the spray tank with Gramoxone or Parazone (Paraquat) and do the balance of the orchard.

.. contact herbicides e.g. glyphosate, glufosinate (Rely), and paraquat (Gramoxone/Parazone) may be tank mixed with AIM (carfentrazone) EC for broader spectrum weed control ...

https://us01.l.antigena.com/UAUHJ7wGMrigd5GINtRbHZMaHq~yEywwqGUh_oWQQM_3TvtMUqKzHYcIB89f0zRJBpbekWCGcYBDqyHaPFgqE6AVyLZMNIrfsThBSDJfKT-2cpnlsgDKsUNhomsFM90KDppuNCKVnfqAWKotlCzeA_GzU6zmqn0vQ-j2ld5L1010.pdf

Rely (Glufosinate) or a combination of Rely and Aim are good options for young trees that are fully barked over and robust. Rely lasts a little longer than just Aim by itself and is a good combination for strip spraying as it controls both small grasses and broadleaves. Rely works best when temperatures are warm. Contact only so coverage is important.

Gramoxone (Paraquat) is an inexpensive option for older trees, especially when you are also wanting to do a strip spray or full floor spray. A restricted product that has human health risks when used inappropriately, this chemistry isn't for everyone. Contact only so coverage is important.

as per the Hazelnut Growers of Oregon; <https://www.hazelnut.com/spring-sucker-control/>

D. Loss of Food Safety Certification. Van Dyke stated that *"Construction workers have already littered the area with lunch bags and other detritus have found the way to our farm that we have had to clean up. This causes food safety issues. In that regard, we are strictly regulated by the USDA and any litter on our farms, risks losing food safety certifications that are necessary for the marketability of our brand as well as to maintain our certifications."*

Mr. Van Dyke shared a document from Cascade Foods of Albany Oregon, titled *"food safety requirements for delivered product to Cascade Foods"*. (dated April 16, 2020, see attached) In this document Cascade Foods stated;
"Cascade Foods LLC requires that growers adhere to the Good Agricultural Practices manual set by the Hazelnut Industry office". (see attached pdf 202006251).

But nowhere in the Good Agricultural Practices manual is there any reference to a farm losing food safety certification because of litter.

<http://oregonhazelnuts.org/wordpress/wp-content/uploads/2016/05/Haz-GAP-8-12-13.pdf>

It DOES say that the orchards must be constantly cleaned and inspected *prior to harvest*. This is a critical time. Of course, cleanliness during the year is important, but a clean orchard just before the nuts drop to the floor is strategically important.

Throughout the summer the orchard floor is repeatedly cleaned and leveled by use of drags and/or flail mowers. All debris is eliminated as the floor is pummeled by the repeated passes of the flail mower. Clouds of dust are sometimes seen as the floor is cleaned and manicured over and over. This goes on until the nuts start to fall at the end of August. Now the falling nuts are contained on a clean and pristine orchard floor. Prior to harvest in September/October the operator often inspects the orchard for debris, and removes any. The sweeper and harvester cannot function effectively if there is debris on the orchard floor.

The GAP manual that Mr. Van Dyke has agreed to follow states: *"....orchard floors are cleaned throughout the summer to assure a smooth clean orchard floor during harvest. Of utmost importance to all growers is the need to deliver hazelnuts to the dryer or processor as clean as possible. The Hazelnut lends itself to inherent food safety simply because it is encased in a solid hard shell. It falls to the ground mostly free of the husk, which is a vegetative bract rather than a surgery attraction for microbes. Harvest also lends itself to ensuring safe product. In addition, the product delivered to the washer/dryer or the processor is not ready to eat. It will go through a wash process before it is dried. Growers are committed to employing practices to keep the risk of pathogen contamination as low as possible. As the nuts move to processors and packers more safeguards are in place to ensure safe products leave the plants."*

Litter is NOT a game stopper...it is a item that is constantly evaluated and addressed.

Cascade Food goes on to say; *"The following are a few of the recommendations outlined in the manual; "Grower must participate in traceability. Growers receive a delivery ticket for each load taken to a wash/dryer operator or processor. This ticket corresponds to a specific orchard; Should a food borne pathogen be identified that lot cannot be used for food and will be discarded"*.

But the statement; *"Should a food borne pathogen be identified that lot cannot be used for food and will be discarded"* is NOT in the Good Agricultural Manual, and is far from the truth.

In 2017 Salmonella was found in Hazelnuts sold by the Schmidt farm of McMinnville. But the food safety people of the Oregon Department of Agriculture were not worried: "Wholesalers have steps in place that kill any Salmonella on the hazelnuts they handle before the nuts reach consumers," said Stephanie Page, the agriculture department's director of food safety and animal services, in the public warning. "To date, we have no indication there were any issues with this part of the process." <https://www.foodsafetynews.com/2017/01/salmonella-outbreak-traced-to-hazelnuts-from-oregon-farm/>

In fact the GAP manual repeatedly states that orchards must be inspected, (H1 pg 6); *A preharvest assessment is made in the orchard. Risks and possible sources of crop contamination are noted and assessed.*' and (H7 pg 6) states; *"In case of product contamination....., product is separated and disposed of separately"* Nowhere does it state that a farmers complete crop will be discarded if contamination is found in one area.

One thing that I had not previously discussed was the fact that there is a thriving **organic** filbert industry in Oregon, which makes 25% more \$\$\$ on their nut sales then we do using horrible chemicals. They don't

use any of the noxious chemicals! If they can maintain a successful business without noxious chemicals, why will Ben lose thousands of dollars if he does not spray his edges?

<http://organicfarmermag.com/2020/01/growing-practices-at-the-oldest-us-organic-hazelnut-orchard/>

Taking the organic leap was difficult, but worth it—not only for Jim’s conscience and the good of the earth, but also monetarily. He was able to mark up his organic nuts about 25 percent over conventional-farmed nuts.

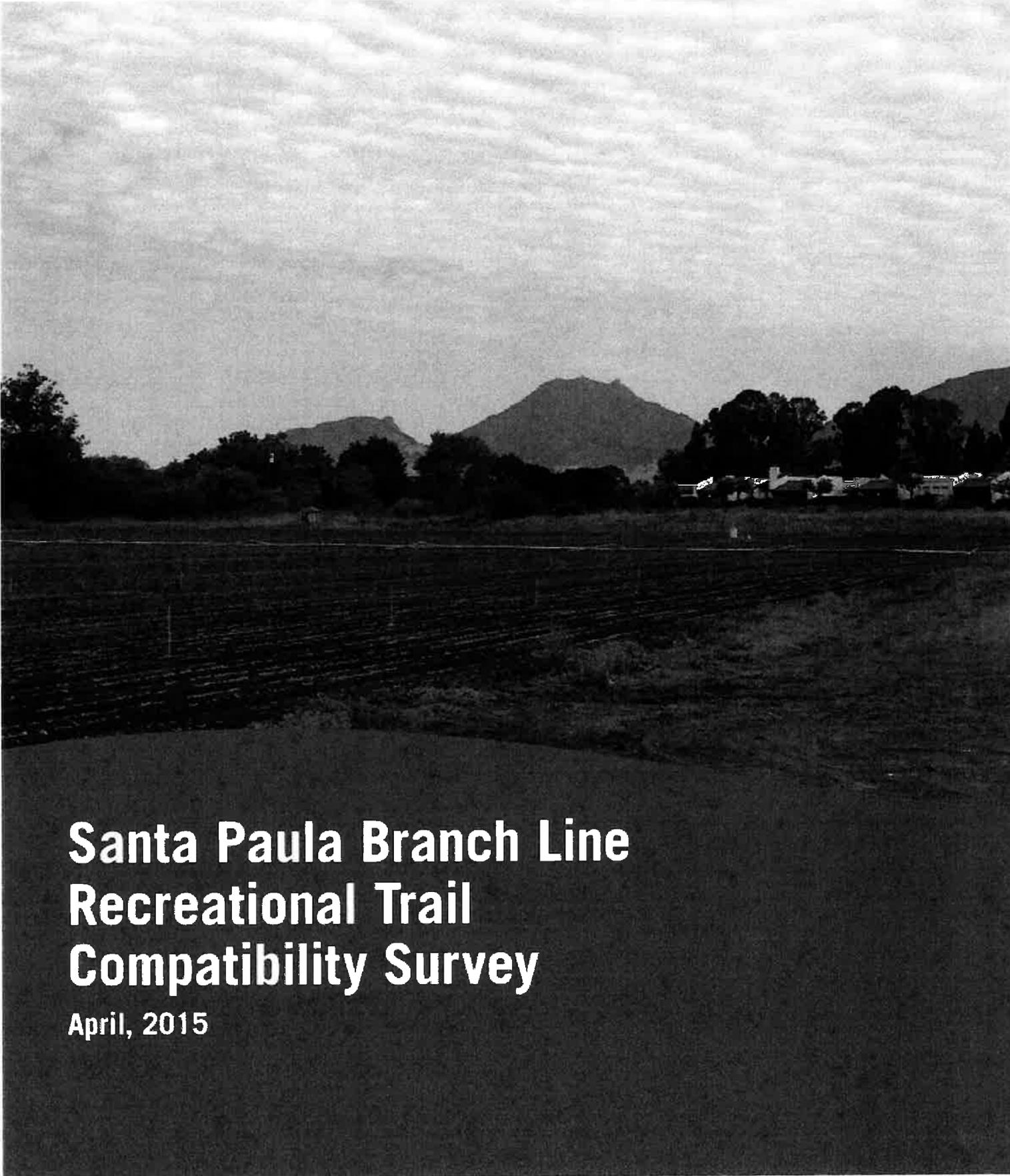
Jim said. But gradually, he struck a balance with nature. In 1997, Meridian Orchards was certified organic

In managing the suckers, David said it’s easiest to hit them with an organic herbicide when they’re less than eight inches tall. Another grower in the crowd said he uses a side cutter on his mower

For weed control they tried Supress and then Homeplate, “which is easier to work with,” said David about the latter

“Some growers using conventional farming methods think it’s impossible to grow hazelnuts organically,” Mary said

A trail and farming are not mutually exclusive! A trail is an opportunity for the farmer to display his skills and to educate the public. And the Yamhelas Trail is an opportunity for the Yamhill Valley to provide a safe mode of transpiration for future generations. No one will suffer "irreparable injury" during its construction or future use. Farmers can still spray their fields. Litter/and or unwanted people, etc. can be controlled by fencing and signage. All it takes is for farmers and trail supporters to sit down and mutually work together to develop a solution that enables us to develop a wonderful asset.



Santa Paula Branch Line Recreational Trail Compatibility Survey

April, 2015



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1 INTRODUCTION

This report is an inventory and analysis of existing trails in agricultural settings, with a focus on trails that are most comparable to the context of the Santa Paula Branch Line (SPBL) in Ventura County. The objective was to find trails that have been successfully implemented and are currently operating in active agricultural areas similar to the proposed SPBL trail, and identify the challenges they faced and the factors that made them successful. Significant effort was made to contact the agricultural owner/operators adjacent to the trail in regard to their experience and perspective, as well as that of the trail owner/operator. While this study was conducted specifically for the SPBL, the findings are applicable to other areas where trails may traverse agricultural properties.

Criteria for comparable examples included:

1. Trail corridors that pass through active agricultural areas; particularly high-value row crops and orchards;
2. Paved trails that have a range and level of use comparable to what is envisioned for the SPBL;
3. Trails in California or those with a comparable agricultural/environmental setting;
4. Trails for which detailed information could be obtained for the trail owner/operator, and if possible from the adjacent agricultural owner(s)/operators;
5. Presence of or history of rail use near the trail corridor.

Over thirty trails were identified matching the first criteria, as listed in Section 3.3. Of those, nine trails with the greatest similarity to the SPBL have been selected for detailed profiles in Section 4. Information gathered for the remaining trails is presented in Section 5.

In addition to the trail research and case studies, a review of technical literature and guidelines related to trails in agricultural settings was performed. The most relevant literature, themes, and findings are summarized in Section 3.4.

2 BACKGROUND & CONTEXT

Stretching 32 miles from Highway 101 in the west to the Los Angeles County line in the east, the Santa Paula Branch Line (SPBL) rail corridor passes through the cities of Santa Paula and Fillmore as well as active agricultural areas. While 29 miles of track remain in active use, the future use of the corridor is to be determined. The Ventura County Transportation Commission (VCTC) purchased the corridor in 1995 from the Southern Pacific Transportation Company and manages the corridor with the potential to develop freight, commuter rail, utilities, and/or recreational trails and parks. The right-of-way averages 100 feet wide, but varies in places from 30 to 250 feet wide.

In the year 2000, VCTC adopted the Santa Paula Branch Line Recreational Trail Master Plan and certified the Santa Paula Branch Line Recreational Trail Master Plan Environmental Impact Report (EIR). The SPBL Recreational Trail Master Plan provides design guidelines, preliminary engineering, and a preferred alignment for the trail, traversing the cities of Ventura, Santa Paula, Fillmore, the community of Piru, and agricultural areas in unincorporated Ventura County. To date, three trail segments have been constructed in Santa Paula, Fillmore, and Piru. In response to significant concerns and protest from agricultural interests, trail construction in the agricultural areas of the unincorporated County was prohibited by a 15-year agreement between VCTC, the County, and property owners adjacent to the SPBL. This agreement expires in February 2015.

The rail corridor is owned in fee by VCTC. Along much of the SPBL, agricultural operations line both the north and south sides of the VCTC right-of-way and in some areas encroach onto the 100-foot right-of-way, pursuant to existing lease agreements between VCTC and the agricultural operators. Many agricultural crossings are legally entitled; of these, some are location-specific while others are generally or vaguely located. Some farmers are traveling on the right-of-way laterally without the legal right to do so. Agricultural uses along the SPBL change in response to market demand and crop viability. Currently, the adjacent properties generally include row crops and orchards (e.g., avocados and lemons).

In 2013, the County prepared engineering plans and an EIR addendum for its Piru Commuter Bicycle Path Phase III Project, which proposed construction and operation for an approximately 1-mile segment of the larger SPBL Recreation Trail in the Piru area. The project was met with significant opposition from agricultural interests, including the Farm Bureau; the Ventura County Coalition of Labor, Agriculture and Business; and the County Agricultural Commissioner. Concerns expressed by agricultural landowners and interests included vandalism, litter, increased liability, trespassing, the potential loss of the ability to cross the SPBL corridor, and the potential loss of existing farmland to buffers between recreational and agricultural uses.

As the 15-year agreement between VCTC, the County, and property owners adjacent to the SPBL approaches its end, new strategies are sought to address the relationship between agricultural and recreational interests, in the hope that the constructed portions of trail along the SPBL can be joined into a continuous whole reaching the coast. This report investigates trails that have been implemented in active agricultural areas, and reviews how they affected agricultural operations and food production. Outreach methods, negotiations between interested parties, trail and buffer design, and trail management policies and strategies are evaluated for their success or failure in balancing the needs of all stakeholders.

3 SUMMARY OF FINDINGS

Trails and active agriculture areas can and do exist in harmony, as demonstrated by examples from across the United States, including a wide range of use levels, trail surfaces, and management policies. The following strategies have been essential to the success of trails in agricultural areas:

- Indemnification of farmers against liability from trail use (in California there are existing statutes that provide strong protections);
- Fencing to clearly delineate trail and agricultural areas and provide barriers;
- Policies and agreements that give farmers the ability to close portions of the trail when agricultural operations would otherwise be limited by or hazardous to trail users;
- Controlled crossings that allow farm equipment to reach both sides of the trail, where necessary;
- Signage to alert trail users to the presence of active agricultural operations and instructing users to stay on the trail;
- Maintaining and observing the trail at a level to minimize vandalism and encourage a self-policing environment.

3.1 Design and Management Strategies

The most common thread in successful trail planning and management in agricultural settings has been one-on-one cooperation between trail operators and adjacent farmers and landowners. By developing these individual relationships, trail managers are able to accommodate concerns of farmers that are specific to the land features, crops, operations and machinery required for unimpeded farming. While farm bureaus and other agricultural representative bodies have, as a matter of policy, opposed recreational uses adjacent to farmland, individual farmers adjacent to the trails analyzed in this study have reported very little, if any, conflict with trail operations, trail users, or have had their farming operations hampered by adjacent trails. Illegal dumping, when it has been documented, has been the responsibility of the trail operator to clean up, and the presence of the trail removes the farm operator's responsibility. Concerns of trespassing, theft, and vandalism have not been supported by evidence.

Of all documented management practices, one of the most common is the ability to close the trail, or portions thereof, to allow agricultural operations such as spraying to occur without the danger of affecting trail users. Design measures that have helped minimize conflict include fencing and/or planted buffers between trails and crops, and the design and maintenance of regular trail crossings and gates for farmers.

The topic of trails through agricultural areas deserves additional ongoing study. As evidenced in this report, existing studies of trails, policies, and guidelines to address the interactions of recreation with farms are scarce. This study attempts to bring some of the strategies already in place in trails throughout the nation into an organized collection, while highlighting the most effective management techniques, design elements, and outreach methods. Of utmost importance is that trail planners and operators make direct contact with adjacent farmers and landowners and allow flexibility in trail design and management to meet the individual needs of affected stakeholders.

3.2 Indemnification

The California Government Code includes protections for landowners and facility operators from legal claims by recreational users. Counties and trail operators have, in some cases, chosen to implement specific policies to further indemnify trail-adjacent farmers and landowners from liability for any harm that may come to trail users. Applicable California codes and a selection of county and operator-specific policies are reproduced below.

California Government Code § 831.4 provides protection to public entities and easement grantors from liability to users of recreational trails, regardless of trail surface:

831.4. A public entity, public employee, or a grantor of a public easement to a public entity for any of the following purposes, is not liable for an injury caused by a condition of: (a) Any unpaved road which provides access to fishing, hunting, camping, hiking, riding, including animal and all types of vehicular riding, water sports, recreational or scenic areas and which is not a (1) city street or highway or (2) county, state or federal highway or (3) public street or highway of a joint highway district, boulevard district, bridge and highway district or similar district formed for the improvement or building of public streets or highways. (b) Any trail used for the above purposes. (c) Any paved trail, walkway, path, or sidewalk on an easement of way which has been granted to a public entity, which easement provides access to any unimproved property, so long as such public entity shall reasonably attempt to provide adequate warnings of the existence of any condition of the paved trail, walkway, path, or sidewalk which constitutes a hazard to health or safety. Warnings required by this subdivision shall only be required where pathways are paved, and such requirement shall not be construed to be a standard of care for any unpaved pathways or roads.

(California Government Code Section 831.4. <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=gov&group=00001-01000&file=830-831.8>)

Further, California Civil Code § 846 specifically indemnifies private land owners against liability for any recreational users entering their property:

846. An owner of any estate or any other interest in real property, whether possessory or nonpossessory, owes no duty of care to keep the premises safe for entry or use by others for any recreational purpose or to give any warning of hazardous conditions, uses of, structures, or activities on such premises to persons entering for such purpose, except as provided in this section.

A "recreational purpose," as used in this section, includes such activities as fishing, hunting, camping, water sports, hiking, spelunking, sport parachuting, riding, including animal riding, snowmobiling, and all other types of vehicular riding, rock collecting, sightseeing, picnicking, nature study, nature contacting, recreational gardening, gleaning, hang gliding, winter sports, and viewing or enjoying historical, archaeological, scenic, natural, or scientific sites.

An owner of any estate or any other interest in real property, whether possessory or nonpossessory, who gives permission to another for entry or use for the above purpose upon the premises does not thereby (a) extend any assurance that the premises are safe for such purpose, or (b) constitute the person to whom permission has been granted the legal status of an invitee or licensee to whom a duty of care is owed, or (c) assume responsibility for or incur liability for any injury to person or property caused by any act of such person to whom permission has been granted except as provided in this section.

This section does not limit the liability which otherwise exists (a) for willful or malicious failure to guard or warn against a dangerous condition, use, structure or activity; or (b) for injury suffered in any case where permission to enter for the above purpose was granted for a consideration other than the consideration, if any, paid to said landowner by the state, or where consideration has been received from others for the same purpose; or (c) to any persons who are expressly invited rather than merely permitted to come upon the premises by the landowner.

Nothing in this section creates a duty of care or ground of liability for injury to person or property.

(California Civil Code Section 846. <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=civ&group=00001-01000&file=840-848>)

San Diego County Ordinance Number 9233 (the "Trail Defense and Indemnification Ordinance") provides a similar indemnification agreement, but specifically for owners of parcels containing or adjacent to recreational trails. Specific indemnification language from the ordinance is below:

Sec. 812.103. INDEMNITY. The County of San Diego will defend and indemnify an owner of a parcel of land as described in this chapter, from all claims, demands or liability for injury to person or property that occurs on the trail, or incidental to use of the trail, when used for any recreational purpose, excluding injury occurring in any of the following circumstances:

- a) The owner's willful or malicious failure to guard or warn against a dangerous condition, use, structure or activity;
- b) Where permission for recreational use was granted for a consideration other than the benefit received at the time of dedication;
- c) Where the person suffering injury was expressly invited by the owner to use the trail for a recreational purpose rather than merely permitted to use it;
- d) Where the person suffering injury is a member of the owner's household.

(San Diego County Ordinance Number 9233. <http://www.sandiegocounty.gov/cob/ordinances/ord9233.pdf>)

Also in San Diego County, the San Dieguito Joint Powers Authority (JPA), operator of the San Pasqual Valley Agricultural Trail (see page 11), passed a resolution to specifically indemnify farmers adjacent to the trail against claims from trail users. The JPA carries insurance to assist in the legal defense of suits brought against land owners, and also assists with legal counsel. This resolution, as applied to the Mule Creek Trail (with a similar agricultural adjacency) appears in Appendix A.

In areas with active agricultural operations, adequate signage alerting trail users to farming activities and equipment should be installed to alert users to the possibility of hazardous conditions.

3.3 National Trail Inventory

In order to identify trails that are most applicable to the SPBL, a nationwide inventory was completed of trails that pass through or adjacent to active agricultural lands. Data was gathered for each of these trails and used to determine which trails were most comparable to the SPBL. Trails included in this national inventory are shown in Table 1. From this list the most pertinent nine examples were selected for more detailed case studies. Information on the remaining trails is provided in Section 5.

Table 1 – National Trail Inventory – Trails in Agricultural Settings

NAME OF PROJECT	STATE	COUNTY	CITY
Arundell Barranca Bike Path	CA	Ventura	Unincorporated
Bob Jones Pathway	CA	San Luis Obispo	Avila Beach
Catskill Scenic Trail	NY	Delaware, Schoharie	
Cedar Valley Nature Trail	IA	Linn	
Conewago Recreational Trail	PA	Lebanon, Lancaster	
Cowell-Purisima Coastal Trail	CA	San Mateo	South of Half Moon Bay
Fred Meijer Heartland Trail	MI	Montcalm	Edmore, MI
Goleta Bicycle Route	CA	Santa Barbara	
Hanover Trolley Trail	PA	York	
Harlem Valley Rail Trail	NY	Dutchess, Columbia	
Hart-Montague Trail	MI	Muskegon and Oceana	
Hennepin Canal Parkway	IL	Bureau, Henry, Whiteside	
Ice Age Trail	WI	Statewide	
Joe Rodota Trail	CA	Sonoma	Santa Rosa to Sebastopol
John Wayne Pioneer Trail	WA	King, Kittitas	
Lake Wobegon Trail	MN	Stearns	
Lakelands Trail	MI	Ingham, Livingston, and Washtenaw	
Latah Trail	ID	Latah	Moscow
Macomb Orchard Trail	MI	Macomb	
Mokelumne Coast to Crest Trail	CA	Alameda, Calaveras, Contra Costa, Tuolumne	

NAME OF PROJECT	STATE	COUNTY	CITY
Monterey Bay Scenic Sanctuary Trail	CA	Santa Cruz	3 miles east of Santa Cruz
Mullet Hall Equestrian Trail System	SC	Charleston	
Musketawa Trail	MI	Ottawa, Muskegon	
Norwottuck Rail-Trail	MA	Hampshire	Belchertown, Northampton
Oak Creek Trail	NE	Butler, Saunders	
Obern Trail (Atascadero Bike trail)	CA	Santa Barbara	
Ohlone Rail Trail	CA	Santa Cruz	
Raccoon River Valley Trail	IA	Dallas	
Row River Trail	OR	Lane	
Russell Boulevard Bike Path	CA	Yolo, Solano	Between Davis and Winters
San Pasqual Valley Agricultural Trail/ Mule Hill Historic Trail	CA	San Diego	San Diego
Sauk Rail Trail	IA	Carroll, Sac	Carroll, Lake View
Slippery Elm Trail	OH	Wood	
South Prong Rocky River Greenway (SE Greenway, Davidson Greenway)	NC	Mecklenburg	Davidson
Stavich Bike Trail	PA/OH	Mahoning (OH), Lawrence (PA)	
Ventura River Trail (Ojai Valley Trail Extension)	CA	Ventura	Ventura
West County Trail	CA	Sonoma	

3.4 Literature Review

A search and review of related literature highlights the need for research of this kind. The vast majority of existing research on the combination of recreational and agricultural uses involves either low-intensity grazing land or the establishment of agritourism. While agritourism can provide benefits to both farmers and trail users, it presents a very different situation to the SPBL, where agricultural operations are large scale and intensive. The literature summarized in Table 2 addresses trails in agricultural settings in a general way, or agritourism in a way that provides guidelines applicable to trails in agricultural areas.

Table 2 - Literature Review Summary

TITLE	GEOGRAPHICAL REGION	AUTHOR/ AGENCY/ PUBLICATION	YEAR PUBLISHED	NOTES/DESCRIPTION
Trails through Agriculture Areas	British Columbia	British Columbia Ministry of Agriculture	2005	A guidebook, brochure, and series of pictures to address conflict between trail users and agriculture. Directed at user education.
A Guide to Using and Developing Trails in Farm and Ranch Areas	British Columbia	British Columbia Ministry of Agriculture and Lands	2005	The guide contains suggestions and recommendations for people who are directly involved in the planning, design, development and maintenance of trails that go through agricultural lands.
Land Trusts and the Choice to Conserve Land with Full Ownership or Conservation Easements	United States	Dominic P. Parker	2004	Conservation easements, descriptions, examples where owners adjacent to easements have built fences, maintained trails.

TITLE	GEOGRAPHICAL REGION	AUTHOR/ AGENCY/ PUBLICATION	YEAR PUBLISHED	NOTES/DESCRIPTION
Recreation, tourism and the farmer	England/Wales	Michael Dower	1973	Details common concerns and conflicts. Encourages farmers to embrace tourism, provide services for visitors. Recommends the development of information similar to the materials in British Columbia.
Governing recreational activities in Ireland: a partnerships approach to sustainable tourism	Ireland	Thomas van Rensburg	2006	
Protecting and managing private farmland and public greenways in the urban fringe	Hartford, CT	Robert L. Ryan	2004	Bring recreation and conservation organizations together with local farmers in greenway planning decisions.
Rail-Trails and Community Sentiment	United States	RTC	1998	General strategies for reducing conflict
Ag Respect	Napa Valley, CA	Napa Valley Vine Trail Coalition	Online, ongoing	Media campaign created by the Napa Valley Vine Trail Coalition in partnership with the Napa County Farm Bureau and Napa County Regional Park and Open Space District, to promote awareness among recreational users visiting agricultural areas.

4 DETAILED TRAIL INFORMATION

The following section provides nine trails that were found to be most applicable to the SPBL. A general summary of each trail's context and history is provided, along with details on the trail's physical characteristics; specific design features to accommodate agriculture; and management strategies essential to the trail's operation in an agricultural setting. Where possible, contact information for and feedback from trail and agricultural operators is supplied.

4.1 San Pasqual Valley Agricultural Trail, San Diego County, CA

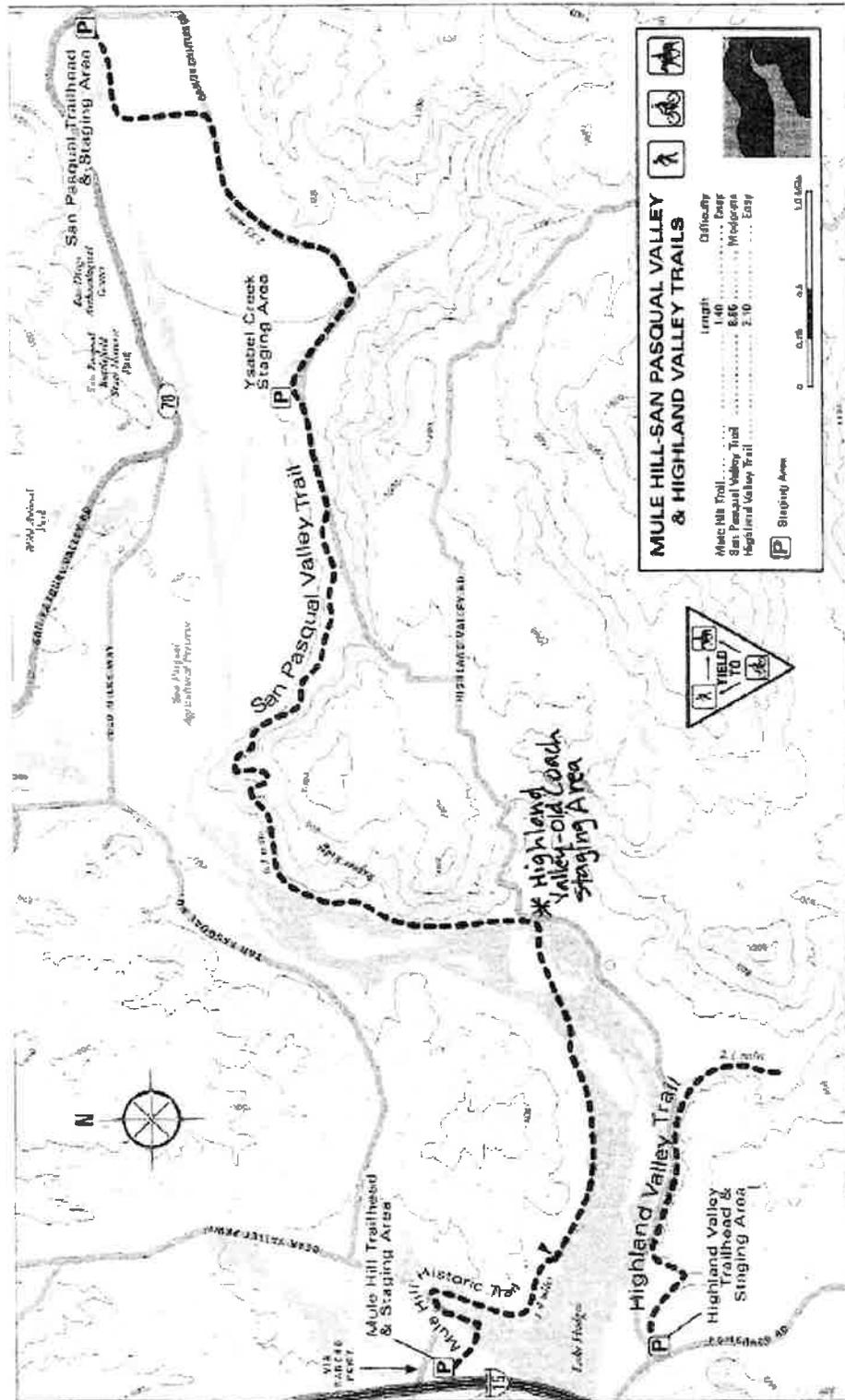
Summary

The San Pasqual Valley Agricultural Trail (SPVAT) was opened in June 1, 2002. The trail goes through an agricultural preserve owned by the City of San Diego, which leases the land to private farmers. During the planning phase of the trail, significant resistance was presented by local farmers and the San Diego Farm Bureau, primarily out of fear of theft and vandalism. The trail follows the edges of farm properties; farmers occasionally need to bring equipment across the trail.

(continued on next page)

Trail Features	Specific Design and Management Measures
<p>Trail operator: San Dieguito River Park Joint Powers Authority (SDRP JPA)</p> <p>Length: 8.75 miles</p> <p>Trail width: 12' overall. 4' in oak grove areas, 6-8' in other constrained areas.</p> <p>ROW/Corridor width: Varies; generally 20'</p> <p>Trail surface: Unpaved native surface</p> <p>Trail use: Equestrian, hiking, and biking</p> <p>Type of crops and operations: Orange groves, avocados, asparagus, squash, ornamental flowers, and row crops</p> <p>Trail owner/operator contact information: Shawna Anderson, San Dieguito River Park, 858-674-2275 x13, shawna@sdrp.org</p> <p>Agricultural operator contact information: Matt Witman, Witman Ranch</p>	<ul style="list-style-type: none"> • Specific fencing was designed for the trail, modified from the park department's standard lodgepole fencing. Chicken wire inserts were added approximately one foot from the ground to allow wildlife to pass through; • Gates allow sections of the trail to be closed; • Signage installed to alert the trail-users of trail closure for spraying and to stay on the trail; • Farmers can dictate trail closure (within reason, i.e., preferably not on weekends) for maintenance and crop spraying. This protocol was developed and approved by the County Farm Bureau, County Farm Advisor's Office, and the affected farmers; • The SDRP JPA chose to indemnify the farmers against liability issues relating to those using the trail. <p>Feedback from Involved Parties</p> <ul style="list-style-type: none"> • Shawna Anderson: There have been no reported incidents of theft, vandalism, or liability issues to this date. • Many farmers who were initially opposed to the trail now support it. • An agreement was made early after the SDRP JPA listened to the concerns of the farmers and created specific design and management plans to create a mutually beneficial relationship between the trail and agricultural industry. • One segment required the removal of orange trees to make space for the trail. The owner of the trees was compensated for the value of the trees and their future crop value. • Matt Witman: Citrus farmer, primarily orange groves, some organic farming; • Heavily involved in the early planning process. Primary concerns were trespassing and litter from the trail contaminating crops and affecting farm inspections; • Indemnification of farmers was "a dealbreaker" – the farmers and farm bureau would have never supported the trail without it; • Trespassing has not been a major problem overall, there was one instance where a bicycle race took place on the trail, and one of the racers got lost and strayed onto the farm and a pack of racers followed. No damage was done but it was not an ideal scenario; • Chainlink fencing is important, as it provides a better psychological barrier for trail users than lodgepole, and also keeps dogs off the farm; • If he could do it all over again, he would have pushed for more stringent trash cleanup requirements from the trail operator.

Trail Map

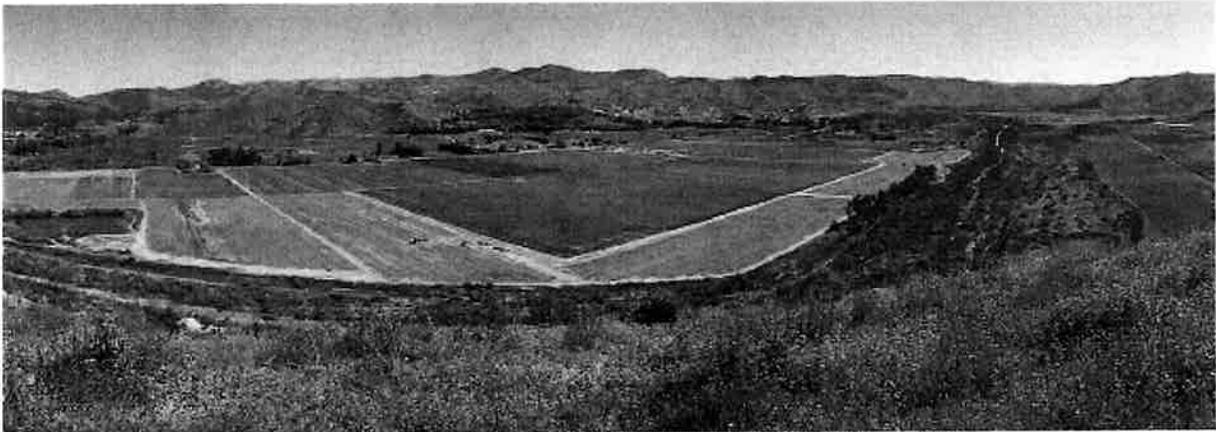


Source: http://www.sdrp.org/images/mule_hill_trailmap.jpg

Project Photos



Source: <http://www.fsdv.org/photosRVViews.html> (friends of San Diego River Valley)



Source: <http://jamescoffeestudios.smugmug.com/San-Diequita-River-Park/Hikes/Valley/20090228-Ysabel-Creek-to-1>

4.2 Fred Meijer Heartland Trail, Montcalm County, MI

Summary

In 1994 Fred Meijer and other donors funded the purchase of the abandoned rail line and its transformation into a recreation trail. Paving was begun with grants from ISTEA, DALMAC, and many generous private donations. Concerns from farmers included trespassing fears and restricted access to land on both sides of the trail. Other than agriculture, hunters also opposed the trail as it was used for hunting prior to development. During the trails development there were multiple outreach events between the trail developers and the public. Two hearings were held and there were petitions both for and opposing the trail. While an agreement with all adjacent farmers could not be reached, the trail was constructed with overall public support. All trail funding is from private donations and trail memberships.

Trail Features	Specific Design and Management Measures
<p>Trail operator: Friends of the Fred Meijer Heartland Trail</p> <p>Length: 41 miles</p> <p>Trail width: 10' with 2' shoulders; 14' total</p> <p>ROW/Corridor width: 50' on each side of center line</p> <p>Trail surface: Paved asphalt</p> <p>Trail use: Bikers, walkers, roller blade enthusiasts and joggers</p> <p>Type of crops and operations: Potatoes, soy, hops, corn, beans, hay, wheat, alfalfa, oats</p> <p>Owner/operator contact information: Don Stearns, President, 989-235-6170 dkstearns@centurylink.net</p> <p>Agricultural owner/operators: Ned Welder; Jan Pearl (property owner, leases to a farmer); Robert Spencer</p>	<ul style="list-style-type: none"> • Bollards were put in place on the trail to limit vehicular use and dumping. All keyed the same with emergency responders having access to keys. • Gates installed to allow farmers to cross. • MI state law indemnifies farmers for injury to trail users. • When trail was constructed, a wide apron was installed to allow combines and semis to cross. • Signs posted to warn users to watch for farm equipment crossing. <p>Feedback from Involved Parties</p> <ul style="list-style-type: none"> • Don Stearns: No reports of trespassing onto farmland. Occasionally farmers have encroached into the trail buffer, spraying the trail (4 incidents in 20 years) and snowmobiles entering the trail and causing accidents have been reported. Ray Christiensen, a corn farmer, was ruled against in federal court and had to pay damages for cutting down trees in the buffer within the trail's right-of-way. • Ned Welder: no problems with the trail. He walks along the trail to check on his crops. • Jan Pearl: very concerned about trespassing before the trail was built, but have had no problems with the trail or trail users. She said she was uncomfortable with change but is now a trail user and sees it as a very positive thing for the community • Robert Spencer: has generally experienced no problems with the trail. One issue was a deer hunter using the trail. Another is that potato farms nearby spray from the air and there has been concern about drift.

Project Photos



http://trailsmichigan.com/trailpage.php?nr=69_Fred-Meijer-Heartland-Trail-Entire-Trail



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<http://vanscyoc.net/blog/archives/841-Fred-Meijer-Heartland-Trail-Michigan.html>

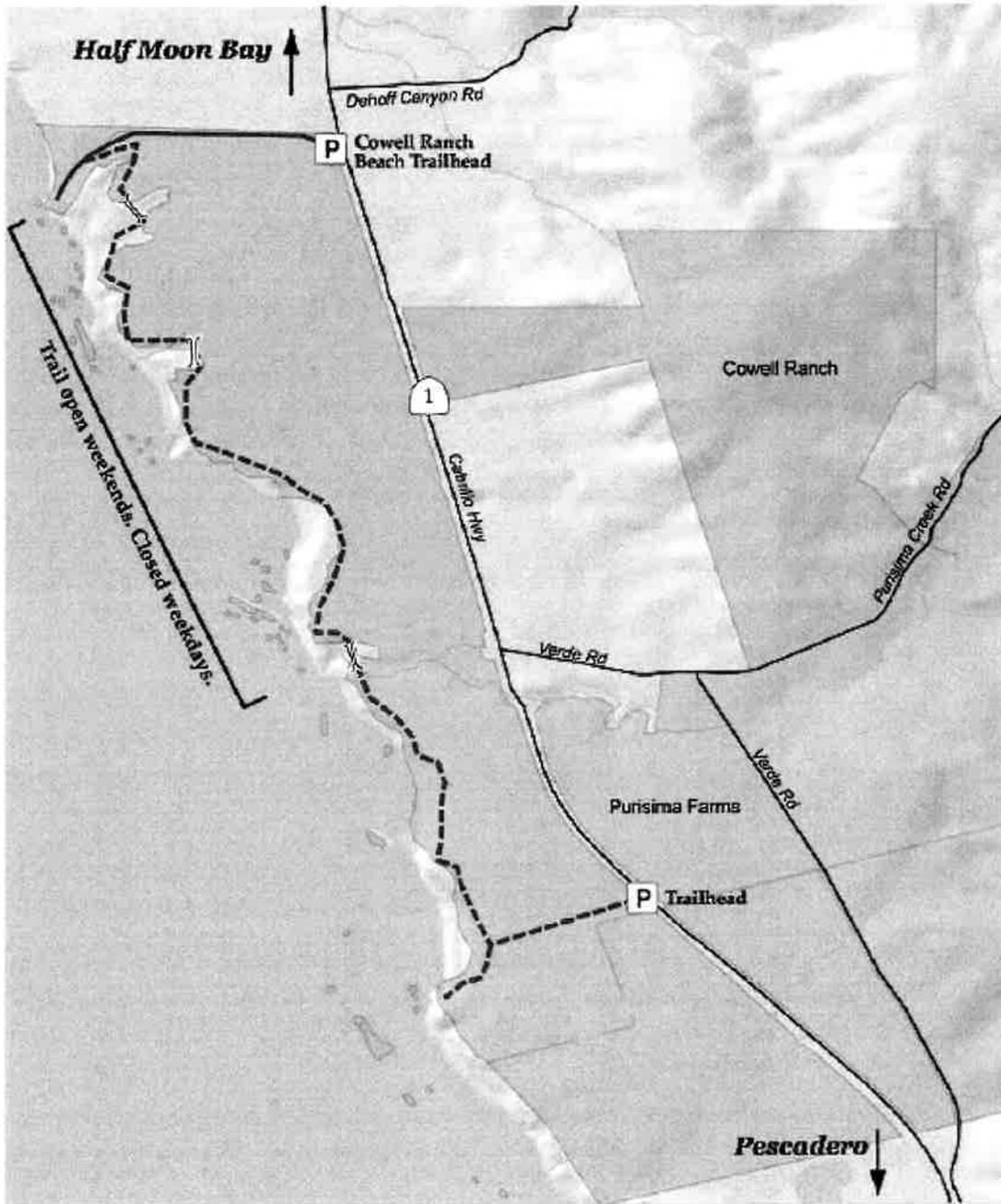
4.3 Cowell-Purisima Coastal Trail, San Mateo County, CA

Summary

The Peninsula Open Space Trust (POST), working with the California Coastal Conservancy, a state agency, bought the land to protect it from development, and later sold it to the farmer, Giusti, with conservation and trail easements in place. The design and implementation of the trail involved a lot of work with the owner/farmer to make the trail work in the agricultural setting; stout fencing; information and regulatory signs, trail gates the farmer has a right to close, within certain limits, to accommodate crop spraying and other operations; and special wide double gates to allow cattle and large equipment, such as disking tractors, to cross the trail while simultaneously closing the trail. The trail was open 7 days per week for the 1st year, except for month-long periods when it was closed on weekdays for field spraying. Then due to State parks closure of the north leg of the access due to budget constraints, the trail was closed weekdays and is currently only open weekends and holidays. POST uses volunteer docents for patrol and a local landscape restoration company for maintenance.

Trail Features	Specific Design and Management Measures
<p>Trail operator: Peninsula Open Space Trust</p> <p>Length: 3.6 miles</p> <p>Trail width: 6 to 12 feet, depending on topography</p> <p>ROW/Corridor width: Varies; 20' minimum</p> <p>Trail surface: Unpaved, base rock surface</p> <p>Trail use: Hikers, bicyclists, handicap accessible at most parts, no dogs or horses due to food safety concerns with adjacent farm fields</p> <p>Type of crops and operations: Artichokes, Brussels sprouts, field crops, grazing</p> <p>Owner/operator contact information: Paul Ringgold, Vice President, Land Stewardship, Phone: (650) 854-7696 pringgold@openspacetrust.org</p> <p>Agricultural owner/operator: John Giusti, Giusti Farms, LTD. 650.726.9221.</p>	<ul style="list-style-type: none"> • Stout fencing • Large gates to accommodate cattle and equipment passage while trail is closed • Gates to close trail during spraying and operations • Information and regulatory signs • Maintained by volunteer docents • Farmer has ability to close gates for maintenance <hr/> <p>Feedback from Involved Parties</p> <ul style="list-style-type: none"> • Paul Ringgold: The ability to work as a team, such as on a section where bluff erosion was impacting the trail, is key to success. • POST recently asked whether there were any security issues that would benefit from additional gates and was told that there were none. • POST hasn't received any negative comments from owner John Giusti, or Giusti's agricultural tenant on the southern half of the property, Bob Marsh. • John Guisti reported 8/25/14 that the trail project "has not interfered with his operation at all, and he considers it a successful project." The fence is very important. There is never anybody crossing it, though sometimes there are people on the trail when it is supposed to be closed (such as for spraying - often runners. The project is a success because of the planning that took his concerns into consideration, and made it more of a partnership. The information about spraying and the allowance for closure was important.

Trail Map



- New Cowell-Purisima Trail
- Trail
- ▨ Protected Land
- ⌈⌋ Bridge

Cowell Ranch Beach to Purisima Creek
 This portion of the trail is open weekends year round. Closed weekdays.

Source: http://www.openspacetrust.org/images/Cowell_Purisima_Trail.pdf

Project Photos



<http://www.wisdomportal.com/CowellRanchBeach/219-TrailheadToBeach.jpg>



http://peninsulaopenspacetrust.files.wordpress.com/2014/08/cowell-purisimatrail-open_4562_cpao洛夫escia11.jpg

4.4 Bob Jones Bike Trail, San Luis Obispo County, CA

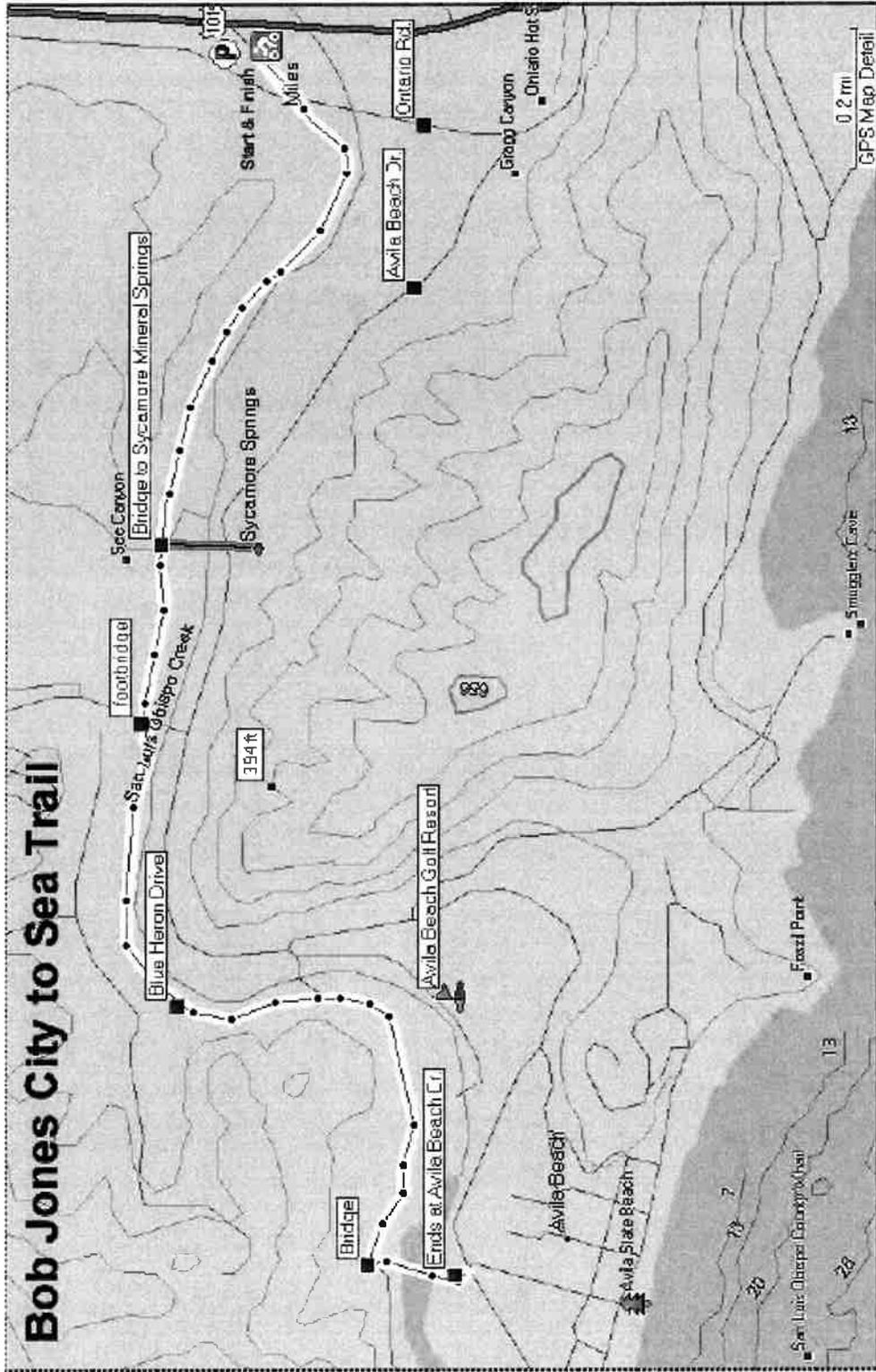
Summary

Previously Avila Beach Trail and the Bob Jones City to Sea Bike Trail. It follows the Pacific Coast Railroad right-of-way along the San Luis Obispo Creek to Avila Beach. The trail is being built on easements that are either purchased from or donated by landowners. The existing trail is adjacent to a creek, SLO golf course, and an apple orchard.

The new segment of the trail will be adjacent to more agriculture. Draft EIR is currently underway, and a second public workshop for the EIR is expected to be conducted in late October 2014. Extensive coordination with landowners for this phase. Concerns have been raised about access and interference with farm equipment. With federal funding, negotiations on acquisitions can't begin until EIR complete.

Trail Features	Specific Design and Management Measures
<p>Trail operator: San Luis Obispo County Parks</p> <p>Length: 3 miles</p> <p>Trail width: Up to 10', narrower as topography demands</p> <p>ROW/Corridor width:</p> <p>Trail surface: Paved</p> <p>Trail use: Bicycle and pedestrian</p> <p>Type of crops and operations: Apple orchards</p> <p>Owner/operator contact information: Shaun Cooper, Senior Park Planner (805) 781-4388 secooper@co.slo.ca.us</p>	<ul style="list-style-type: none"> • Fencing and other barriers are being considered for future portions of the trail. • Portions of the trail have been routed around specific parcels to reduce conflict. • In one circumstance, the route was adjusted to pass around a farm. The route originally followed farm frontage roads, but was moved to the back of properties instead. <p>Feedback from Involved Parties</p> <ul style="list-style-type: none"> • Shaun Cooper: Trail generally borders agriculture on one side only, with a creek or highway on the other. • The trail is generally on the edges of properties, where it's adjacent to either the creek or 101, so it's not interfering much with operations. The trail overall, being placed on easements, doesn't claim a great deal of property. It's taking a small overall percentage of property that it passes through.

Trail Map



Source: <http://hikesin.com/wp-content/uploads/2012/07/Bob-Jones-City-to-Sea-Trail.jpg>

Project Photos



Source: <http://connectslcounty.org/2013/04/02/bob-jones-octagon-barn-connection-workshop-2/>



Photo simulation of proposed new segment of trail. Source: Bob Jones Pathway Draft EIR
<http://www.slcounty.ca.gov/planning/environmental/EnvironmentalNotices/bobjonespathway.htm>

4.5 Obern Trail, Santa Barbara County, CA

Summary

This trail was first proposed 1967, when housing developments and drainage creeks were being constructed in the area. George and Vie Obern lobbied for the creation of trails along these creeks, and the trail was named after them in 2004 (it was previously called the Atascadero Trail).

The surrounding agriculture includes some of the most productive in the county - it's in the flight path of the airport, not under threat from development, so there is heavy investment in irrigation, greenhouses, and equipment. The stretch from Patterson to Goleta Beach passes through high value crops.

Trail Features	Specific Design and Management Measures
<p>Trail operator: Santa Barbara County</p> <p>Length: 3.5 Miles</p> <p>Trail width: 10'</p> <p>ROW/Corridor width: Varies, most often 20'</p> <p>Trail surface: Paved</p> <p>Trail use: Recreational and commuter cycling</p> <p>Level of use: High: thousands of users daily</p> <p>Type of crops and operations: Strawberries, tomatoes, nurseries, greenhouses, row crops, and orchards.</p> <p>Owner/operator contact information: Matthew Dobberteen, Alternative Transportation Manager, Santa Barbara County Department of Public Works 805-568-3576</p> <p>Agricultural owner/operator: John Givens john.givens1@verizon.net - 805-964-4477</p>	<ul style="list-style-type: none"> • Little to no physical barrier in most places. Oleander hedges and chainlink fence. • Each farmer decides on fencing – not installed by the County. • High levels of use create a self-policing scenario. • The trail is lit throughout, at all hours. <hr/> <p>Feedback from Involved Parties</p> <ul style="list-style-type: none"> • Matthew Dobberteen: In over ten years managing trails for Santa Barbara County, I have never received a complaint about the Obern Trail. Our trails that run near agriculture are never the trails we have problems with. The only issue is every few years we may get some graffiti on a retaining wall. "A bike path will make theft harder, not easier, by bringing light, attention, people, eyes to the trail." "If someone wanted to steal from a farm, they'd find a place where no one could see them, not a trail with steady use." • John Givens: No significant impacts from the trail. Occasionally homeless pass through and there is minor vandalism, but it has not been serious enough to involve the County or other authorities. Trail users don't cut through the farm property.

Trail Map

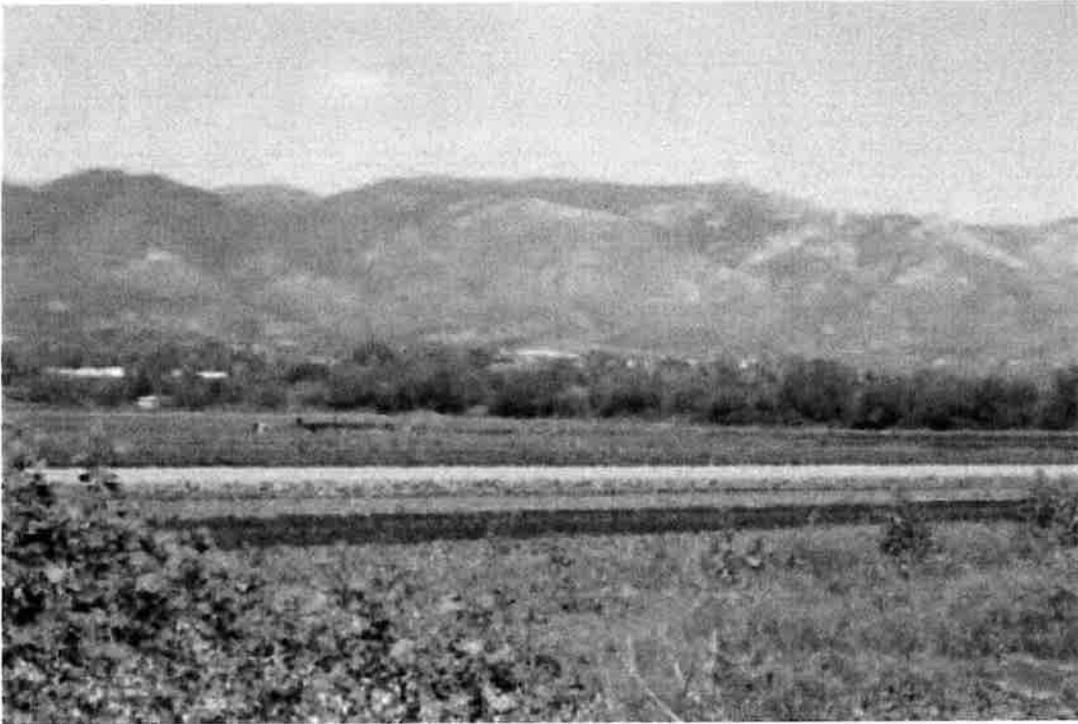


Source: <http://www.trailink.com>

Project Photos



Source: <http://www.edhat.com/site/tidbit.cfm?nid=52049>



Source: <http://www.edhat.com/site/tidbit.cfm?nid=52049>

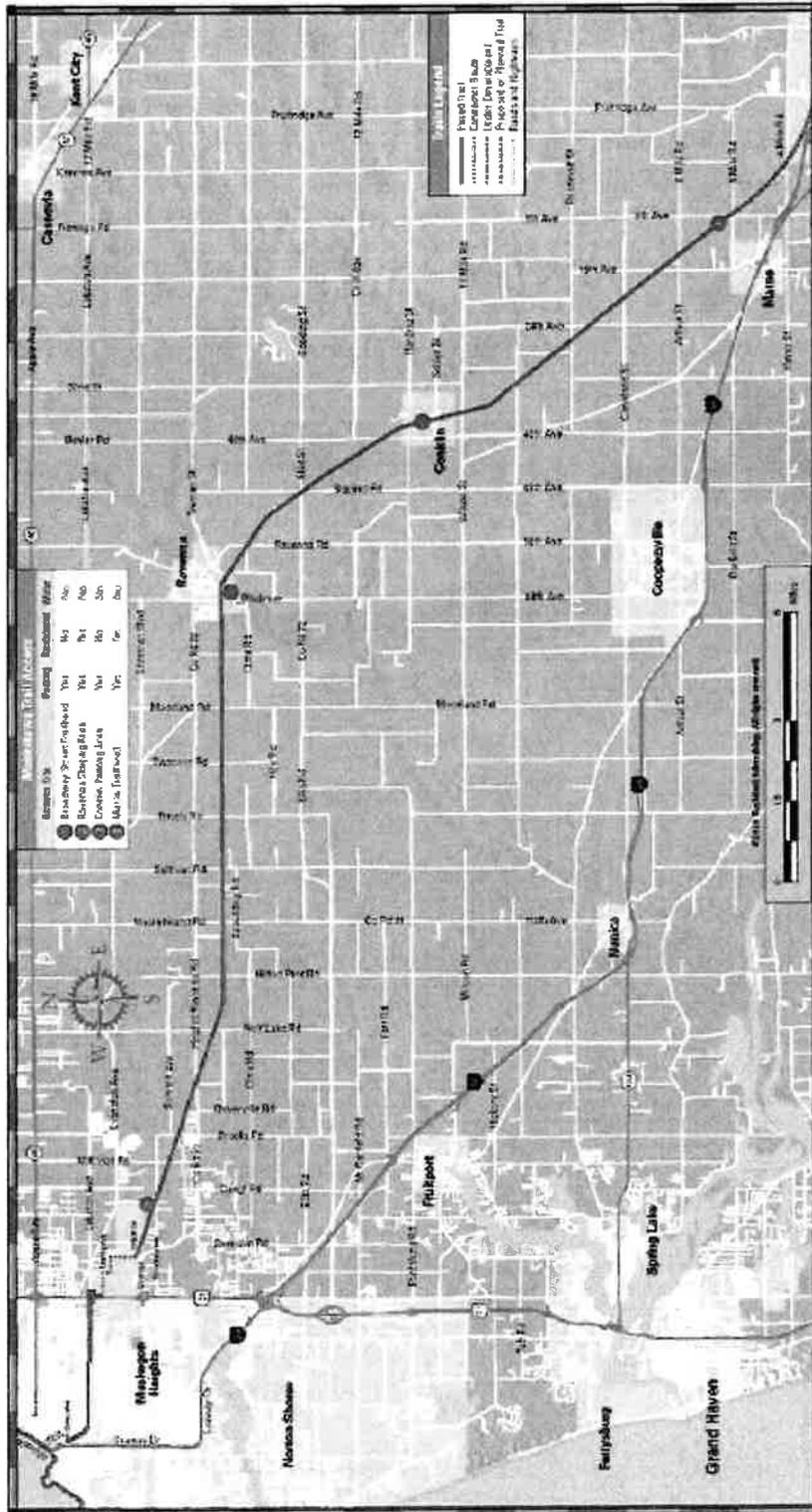
4.6 Musketawa Trail, Ottawa and Muskegon Counties, MI

Summary

This trail was converted from an unused railroad corridor that ran between Marne and Muskegon. It links with other trails in a statewide network. Public meetings were held from 1990-1992. A trail advisory board was formed, made up of representatives from Muskegon and Ottawa Counties from different user groups and local residents.

The first mile of trail was paved in Ravenna in 1997. The following year the eastern half between Marne and Ravenna was completed. The west end will eventually connect to the Hart-Montague Trail and the east end will be extended into Grand Rapids to connect with the White Pine Trail, Kent Trails and Paul Henry-Thornapple Trail.

Trail Features	Specific Design and Management Measures
<p>Trail operator: Michigan Department of Natural Resources/Friends of the Musketawa Trail</p> <p>Length: 25 miles</p> <p>Trail width: 12', 4-8' gravel shoulder</p> <p>ROW/Corridor width:</p> <p>Trail surface: Asphalt</p> <p>Trail use: Multi-use: bicycling, equestrian, snowmobiling, pedestrian, roller/inline skating, cross-country skiing</p> <p>Type of crops and operations: Hay, blueberries, cucumber, corn, possible fruit orchards</p> <p>Owner/operator contact information: Wes Lomax, Michigan Department of Natural Resources, (231) 821-0553</p>	<ul style="list-style-type: none"> • Chainlink or wire fencing. <p>Feedback from Involved Parties</p> <ul style="list-style-type: none"> • Wes Lomax: Conflicts with farmers during the planning phase were resolved early on; no conflicts or issues reported since.



Trail Map

Source: http://musketawa.mwswebsites.com/uploads/newsletters/MusketawaTrail_VLS-1.pdf

Project Photos



Source: <http://www.railstotrails.org/news/recurringfeatures/trailmonth/archives/0107.html>



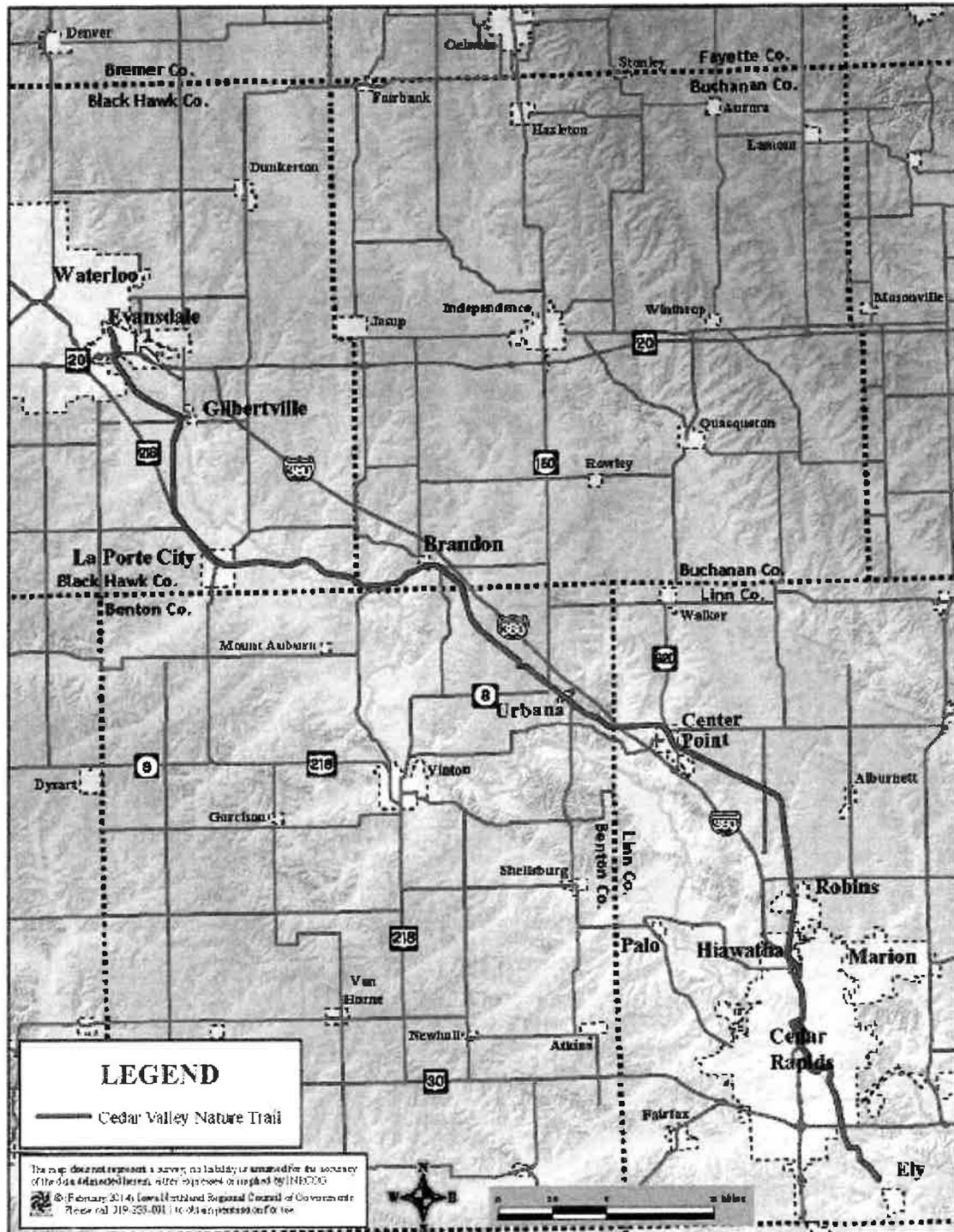
Source: http://trailsmichigan.com/trailpage.php?nr=79_Musketawa-Trail

4.7 Cedar Valley Nature Trail, Linn County, IA

Summary

Building this trail was a battle, with concerns ranging from trespassing and robbery to general safety for women and children. The trail bisects agricultural properties, so design measures to avoid conflicts were planned. Other issues such as trees along the trail sometimes prevented sunlight from reaching crops. Farmers have been helpful in allowing access to bridges from property. Many farmers and their families have been seen using this trail, while some are still upset due to feelings that the land should be their own. Rural towns and elected officials have become supportive of the trail, touting economic development benefits, connecting of the trail to local business. The trail abuts 3/4 miles of K&J Squires Farms, and bisects portions of their property. They have an easement allowing their equipment to cross the trail and access their fields.

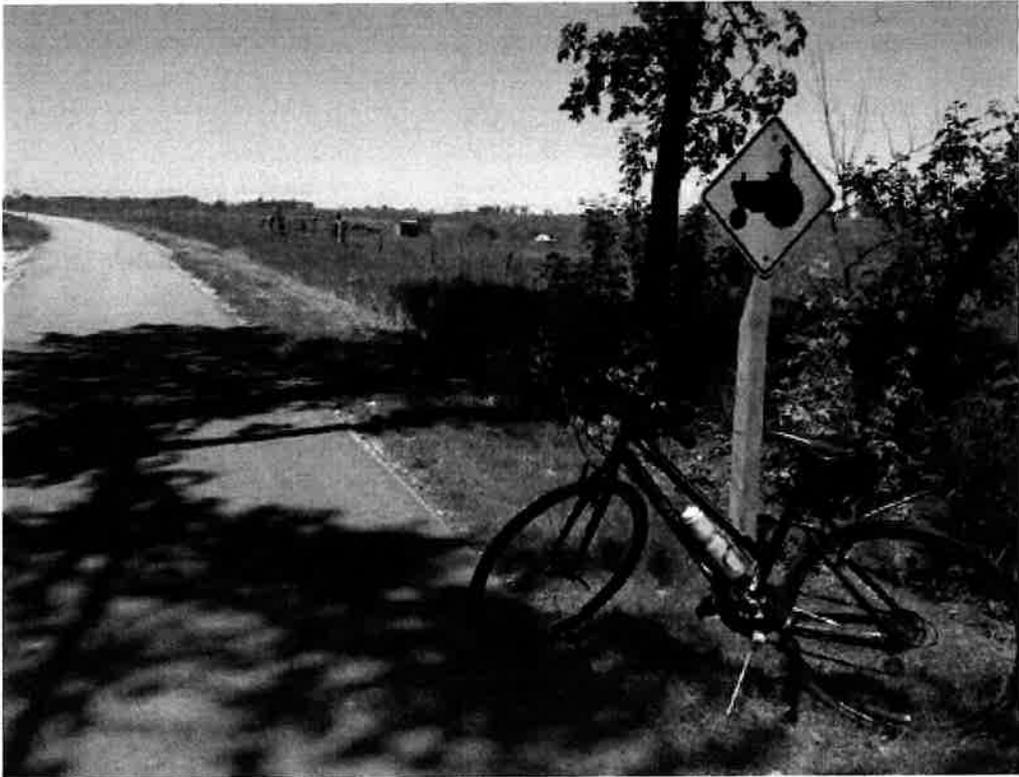
Trail Features	Specific Design and Management Measures
<p>Trail operator: Linn County Conservation Board</p> <p>Length: 52 miles</p> <p>Trail width: 12'</p> <p>ROW/Corridor width: 100' ROW</p> <p>Trail surface: Paved asphalt, crushed stone</p> <p>Trail use: Pedestrian and bicycles</p> <p>Type of crops and operations: Corn, dry beans, hay, wheat</p> <p>Owner/operator contact information: Dennis Goemaat, Deputy Director, Linn County Conservation Board, Iowa</p> <p>Agricultural owner/operator: Joyce Squires, K&J Squires Farms Inc.</p>	<ul style="list-style-type: none"> • Fencing with gates; • Reinforced crossing to accommodate equipment; • Easement allowing farm equipment access; • Signage to warn trail users of crossing farm vehicles. <hr/> <p style="text-align: center;">Feedback from Involved Parties</p> <ul style="list-style-type: none"> • Joyce Squires: She and her husband were initially opposed to the trail, with concern about trespassing, but this has not been an issue; • Generally the trail has been very positive, she and her family use it; • Only problem they have is that occasionally a trail user will not pay attention to the signs and will cut in front of farm equipment on the trail.



Trail Map

Source: <http://www.co.black-hawk.ia.us/conservation/Publications/maps/CVNT%20Map.pdf>

Project Photos



Source: Rails to Trails Conservancy

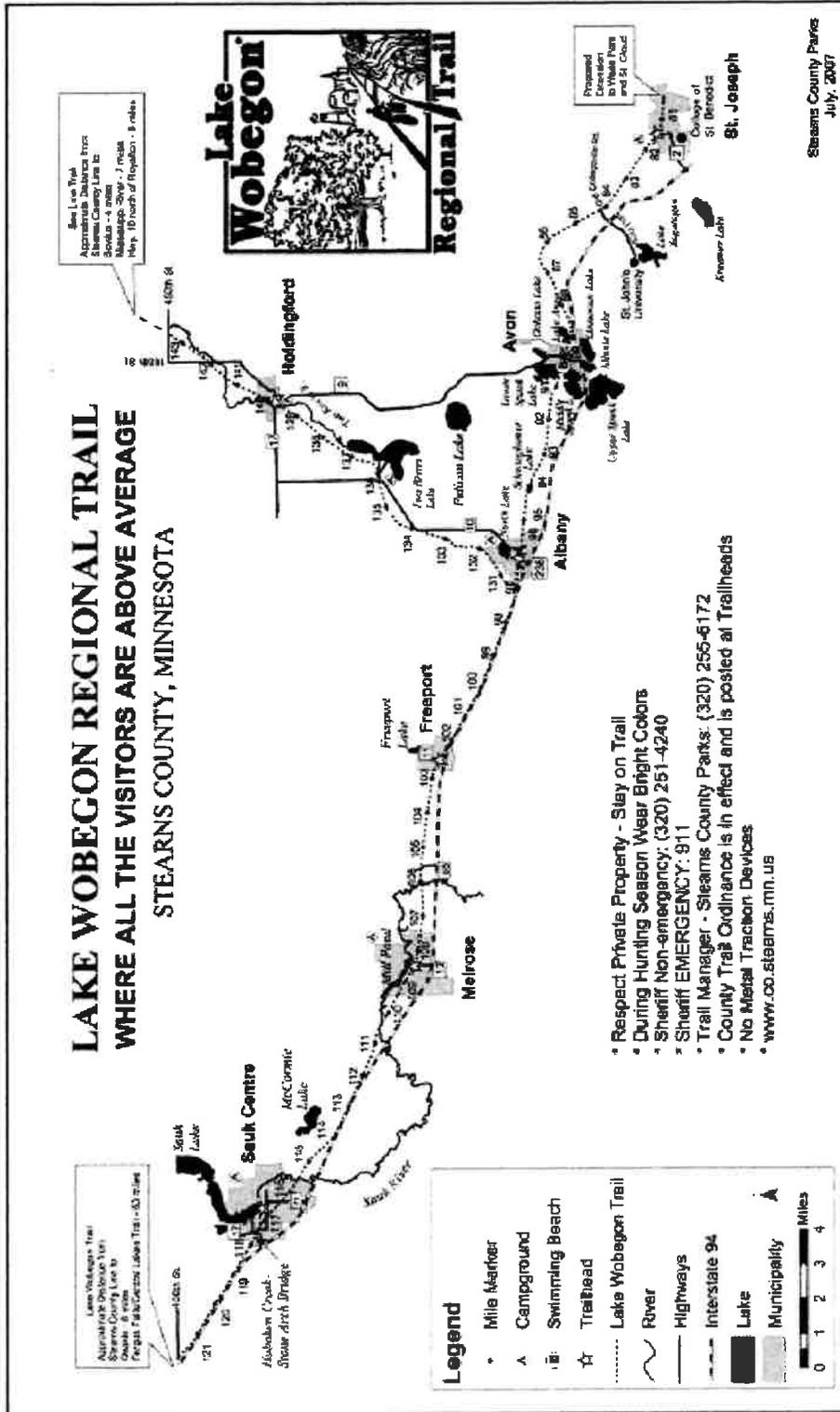
4.8 Lake Wobegon Trail, Stearns County, MN

Summary

Built on a Burlington Northern Railroad corridor, this rail-trail passes the towns of Osakis, St. Joseph, and Albany in Stearns and Todd Counties. The trail opened in 1998 with significant concerns about safety. In 2000-2001 landowners convinced commissioners to build fencing. Farmland is on both sides of the trail. There are generally no gates aside from grazing areas. During the initial phase of development, there was no opposition. During the second phase issues arose when the agricultural commissioner told farmers they would get the underlying property land back for free after the railroad left. There were significant concerns about trespassing, and some portions include a fence of 3-strand barbed wire for livestock and property demarcation. Opposition is now mostly gone, there have been a few people that have expressed concern about spraying for weeds on the trail that might impact crops.

Trail Features	Specific Design and Management Measures
<p>Trail operator: Stearns County Parks</p> <p>Length: 62 mi</p> <p>Trail width: 10'</p> <p>ROW/Corridor width: 100'</p> <p>Trail surface: Asphalt, crushed stone, gravel</p> <p>Trail use: Bicyclists, cross-country skiers, snowmobilers, pedestrians</p> <p>Level of use: High on weekends; 100,000-150,000 users measured from April to October 2014</p> <p>Type of crops and operations: Corn and soybeans</p> <p>Owner/operator contact information: Pete Theismann, Park Director Stearns County Parks, MN; 320-255-6172 parks dept. Lake Wobegon Trail</p>	<div data-bbox="695 1108 1448 1182" style="background-color: #e0e0e0; padding: 5px;">Feedback from Involved Parties</div> <ul style="list-style-type: none"> • Yield signs at crossing • Gates where livestock are present • 3 strand wire fence • 40' buffer through most of the corridor • Weekly trail maintenance • Local police are invited to patrol the trail • Trail crossings are minimized. Maintained where existing before the trail, but if new crossings are requested another must be closed <ul style="list-style-type: none"> • Pete Theismann: Few problems have occurred, more issues are due to encroachment • Erosion with sand covering trails due to trees being cut down by farmers. • No problems reported with agricultural spraying, trespassing or littering from the public. • The trail is far more popular relative to the concerns that have been raised.

Trail Map

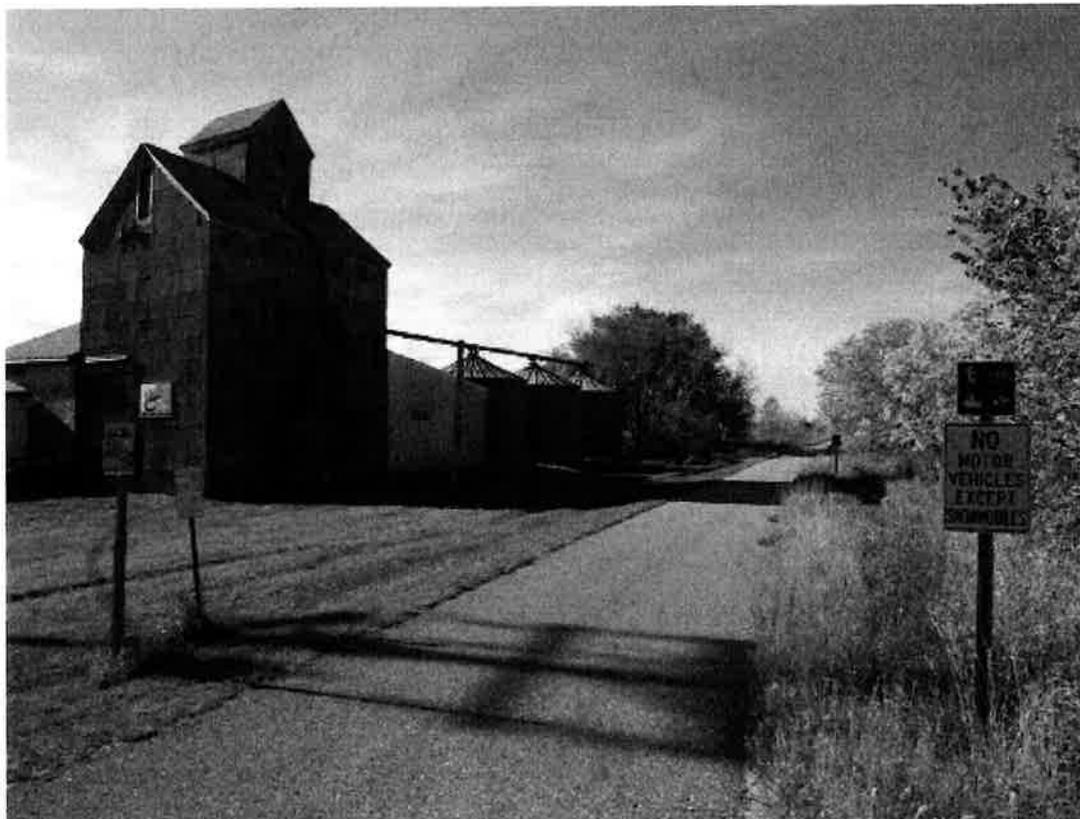


Source: <http://saukcentrechamber.com/files/507.pdf>

Project Photos



Source: Rails to Trails Conservancy



Source: Barry Weber - <http://hwtrails.com/>

4.9 West County and Joe Rodota Trails, Sonoma County, CA

Summary

These trails are built along land that was once the Petaluma and Santa Rosa Railway, a line that linked Petaluma and Santa Rosa with Sebastopol and Forestville. An unpaved equestrian trail runs parallel to the paved trail.

The most common concerns prior to construction included impacts to spraying activities, crop loss, dogs, and turning radius for agricultural equipment. Vineyards have less frequent maintenance needs than row crops.

Trail Features	Specific Design and Management Measures
<p>Trail operator: Sonoma County Regional Parks</p> <p>Length: 14 miles</p> <p>Trail width: 8' with shoulders</p> <p>ROW/Corridor width: 40' – 60'</p> <p>Trail surface: Asphalt</p> <p>Trail use: Mix of pedestrians and cyclists with limited equestrian use.</p> <p>Type of crops and operations: Vineyards, hay, blueberries</p>	<ul style="list-style-type: none"> • Farmers put A-frame signs on their property stating when spraying will occur. • Spraying generally limited to early morning, before most trail users are present. • Aerial spraying not conducted near the trail. • Some vineyard owners have built connections between their properties and the trail. • “No Trespassing” signs have been installed by some vineyard owners. • The County patrols the trail and regularly talks with neighbors.
<p>Owner/operator contact information: Bert Whitaker (Maintenance and Operations Chief), Sonoma County Regional Parks. 707-565-2041</p> <p>Kenneth Tam, Park Planner II, Sonoma County Regional Parks Department, 2300 County Center Drive, Suite 120A, Santa Rosa, Ca 95403 Phone: 707-565-3348 ken.tam@sonoma-county.org</p> <p>Agricultural owner/operators: Kendall Jackson, vineyard manager, Russian River Vineyards. Kozlowski Farms, Jam sellers. Daryl Davis.</p>	<h3 data-bbox="711 1035 1170 1066">Feedback from Involved Parties</h3> <ul style="list-style-type: none"> • Kenneth Tam: The County conducted a record of survey and title search, then reached out individually to agricultural land owners and operators who appeared to be using the railroad ROW without the legal right to do so and requested they provide documentation that they were using the ROW legally. None were able to provide documentation. There was a blueberry farmer using the railroad ROW to access his crops. The farmer has since opened a stand along the trail to sell blueberries and blueberry ice cream. The main concerns voiced during the planning stages included the potential for crime and trespass. These concerns have not been realized. • Bert Whitaker: Some farmers have asked for temporary encroachments (e.g., to run equipment across the trail during harvest); however, the County has taken the stance not to allow this. It would be more convenient for farmers to be able to do this, but they find they can get the access the need using just their properties.

Project Photos



Source: Rails to Trails Conservancy



Source: Rails to Trails Conservancy

5 OTHER TRAILS

The following trails were identified as potential candidates for further study, but did not meet as many criteria as the trails detailed in the previous section. The following trails all feature agricultural adjacencies, but are presented in summary form here due to inability to contact operators, inapplicable agriculture types, lower levels of use, lower levels of trail development and operations, and geographical distance from Ventura County. Lessons to be learned from these trails reinforce information gathered for the focus trails, and the following trails can provide additional guidance for trail planning and conflict mitigation, particularly regarding interactions between individual farmers and trail operators.

JOHN WAYNE PIONEER TRAIL

King and Kittitas Counties, WA

This is a gravel trail over an old rail bed that features bicycling and equestrian activities. It is owned and operated by Washington State Parks and Lake Easton State Park and was established in 2002. Between Beverly and the Columbia National Wildlife Refuge the trail passes through Crab Creek Wildlife area. About 110 acres of WDFW land on the east end is leased for farming. The major crops in the eastern and northern Crab Creek Sub basin are cereal grains. Agriculture within the irrigation project is more diverse and crops include alfalfa, wheat, corn, potatoes, various tree fruits and many different seed crops. Vineyards and pulp farms have begun to appear recently. The trail is part of Iron Horse State Park - 240 miles total. John Wayne Pioneer Trail is one of 4 or 5 total. The majority of the trails run through agriculture. They operate a "good neighbor policy" with the farmers - crossings are established, and many (70%) were grandfathered in from when the railroad operated. There is usually no fee for farmers to cross. Most farmers own land on both sides of the trail. When the trail was established there was heavy opposition, primarily to return the land to farmers, since rail was removed. Since establishment, most requests from farmers have been able to be addressed (85%) - crossings and access. The state is developing new policy now to handle this interaction. Complaints are usually regarding dumping - people break the gates and leave car bodies or other large junk on the ROW - farmers usually call just because they don't want to look at it. No issues of break-in to farmland.

The trail is unpaved, and farming operations are mainly grains. The trail itself is within a state park.

There were extensive meetings with farmers, and crossing agreements were put in place. Requests from farmers are handled on an individual basis, and are almost always related to crossings.

Trail operator and contact information: Steve Hahn, Property Management Program Manager, Washington State Parks.

MULLET HALL EQUESTRIAN TRAIL SYSTEM

Charleston County, SC

Soil trail used by pedestrians and equestrians. It is owned and operated by Charleston County Park & Rec and was established in 2005. The trails meander throughout the historic fields of the former Mullet Hall Plantation and the system boasts a swamp, active farm fields, deep forest, and meadows. The trail does go through and is adjacent to active farming of one farmer who usually grows grain. There was no conflict during the development of the trail, as the trail director and farmer had a close relationship.

No conflict between uses due to unique land ownership scenario. Soil Surface.

CONEWAGO RECREATIONAL TRAIL (Connects To Lebanon Valley Rail-Trail)

Lebanon and Lancaster County, PA

A crushed rock/compacted surface trail that accommodates cyclists, equestrians, and pedestrians, the trail is owned and operated by Lancaster County Department of Parks and Recreation-Lebanon Valley Rails-to Trails, Inc. It was established in 2004. Agriculture includes horse farms specifically mentioned along trail, and possibly corn, soybean, alfalfa grown in the watershed area in proximity to the trail, but no specifics of crops interacting with the trail. The majority of the Conewago Creek watershed is in agricultural production (approximately 53%) with many of the main stem and tributary floodplains actively pastured or cultivated for crop production. There is private farmland along the trail, but contact had no information about it. Mainly pasture adjacent to the trail.

OAK CREEK TRAIL

Butler and Saunders County, NE

A crushed limestone trail for bicycling, equestrian activities, walking, roller/inline skating, cross country skiing, and snowshoeing, the trail is owned and operated by Lower Platte South and was established in 2007. Resources state that "the route continues through natural prairie, open farmland and oak woodlands until the trail reaches its endpoint at the trailhead in the town of Valparaiso." Contact with the operator's office confirmed fields are corn, soybeans and other grains, but no orchards. No reports of conflicts with the farmers in the area.

ICE AGE TRAIL

Statewide, WI

Ice Age Trail Alliance owns and operates this trail, which passes through farmland. Approximately 650 miles of trails, most of which is through agricultural lands. Multiple agreements are made with farmers, worked out one at a time. There are all kinds of agriculture, but more crops than grazing. Portions of the trail are rail-trail. Some issues include very narrow corridors left by farmers and also many areas are on farmers' land. The trail operators have brought landowners together to fill gaps in the trail and have worked with each farmer to ensure farms remain viable. They have also purchased easements, going well with farmers. Farmers sometimes disliked the trail and were upset at the lack of ability to drive the length of the rail line, which was not legal prior to the trail's development, but crossings were provided to alleviate the conflicts. An example was given of a farmer whose land was acquired with an easement and had to modify his practices somewhat, but it worked out. There was also a band of landowners who wanted to buy out a portion of rail line so trail couldn't go in, which went to court and the landowners lost. Ice Age has an elaborate planning process that takes many years that includes a lot of community outreach in order to slowly build support. It is, for most of the trail's distance, a narrow footpath, rather than a heavy-use paved trail.

Individual agreements were arranged with farmers and communities, formed over decades. Many stories about these agreements are available from the trail operator.

Operator contact: Kevin Thusius, Director of Land Conservation (800) 227-0046 - kevin@iceagetrail.org

HANOVER TROLLEY TRAIL

York County, PA

Owned and operated by York County Rail Trail Authority. Portions of the trail were constructed in 2008, while others were scheduled for 2013, but have not yet been constructed. There was opposition from farm operators during the feasibility study for the non-constructed portions.

STAVICH BIKE TRAIL

Mahoning (OH) & Lawrence (PA) Counties, PA and OH

An asphalt paved greenway and rail trail that is owned and operated by Lowellville Hillsville Charitable Foundation and Lawrence County Tourism. It was established in 2003. While there are agricultural fields in the area, they do not directly come in contact with trail itself.

MACOMB ORCHARD TRAIL

Macomb County, MI

This trail was built on former orchard land. Current agricultural adjacencies are minimal, and the trail is inside a park.

LATAH TRAIL

Moscow, ID

This trail is owned and operated by Latah Trail Foundation. It passes near, but not directly adjacent to agricultural areas, and does not conflict with them.

ROW RIVER TRAIL

Lane County, OR

Asphalt paved equestrian, fitness, and mountain bike trail. The trail is also considered a nature trail, rail trail, and urban trail. It is owned and operated by the Eugene Bureau of Land Management and was established in 2005. It passes through "pastoral farms" but these are historical farmhouses, not active agricultural production areas.

MONTEREY BAY SCENIC SANCTUARY TRAIL

Santa Cruz County, 3 miles east of Santa Cruz, CA

This is an unpaved beach path that approaches row crops. A short stretch of the trail approaches farmland. Despite this limited agricultural interaction, the trail's master plan EIR includes detailed mitigation measures for trails passing near farmland. These measures are included in Appendix B.

HENNEPIN CANAL PARKWAY

Bureau, Henry & Whiteside Counties, IL

This trail is partially paved and partially natural surface, and is used by cyclists, equestrians, snowmobiles, pedestrians, and cross-country skiers. It is operated by the Illinois Department of Natural Resources and established in 2004. It passes through "rolling farmland," that consists predominantly of grazing land.

HARLEM VALLEY RAIL TRAIL

Dutchess and Columbia Counties, NY

This trail is paved, and used by bicyclists, pedestrians, roller/inline skaters, cross-country skiers, and snowshoers. It is operated by the Harlem Valley Rail Trail Association. The trail passes dairy farms and grazing land. Adjacent agriculture is grazing and dairy production.

ARUNDELL BARRANCA BIKE PATH

Ventura County, Unincorporated, CA

Established prior to 1999, this trail is a paved bicycle and walking trail that passes row crops. It follows a drainage channel, and is only minimally adjacent to crops.

VENTURA RIVER TRAIL (Ojai Valley Trail Extension)

Ventura County, Ventura, CA

Also called Ventura River Parkway Trail, this paved bicycle, equestrian and pedestrian trail has a short segment (1/4 mile long) that runs along row crops.

RUSSELL BOULEVARD BIKE PATH

Yolo and Solano Counties, unincorporated; between Davis and Winters, CA

This paved bicycle and pedestrian trail passes row crops, horse pastures, and nut tree orchards. Directly adjacent agriculture is predominantly pasture land.

RACCOON RIVER VALLEY TRAIL

Dallas County, IA

This trail is operated by the Dallas County Conservation Board, Guthrie County, and Greene County, and covers 88 miles, some of which is adjacent to farmland growing corn and soybeans. The trail surface is asphalt and concrete, with unpaved segments. Trail users include bicyclists, inline skaters, snowmobiles, pedestrians, and cross-country skiers. It receives approximately 125,000 visitors per year. Major concerns during development on this trail were trespassing and occasional snowmobile activities. This never became an issue. There has been a close working relationship between the trail and adjacent landowners, which has resulted in 99% cooperation, with the occasional encroachment on the trail by farmers. Fencing, maintained by the Conservation Board, is in place for grazing livestock. Enhanced crossings were installed for farm equipment, with signs indicating trail users to yield to farm equipment.

LAKELANDS TRAIL

Ingham, Livingston, and Washtenaw Counties, MI

The only opposition to the trail was an onion farmer. Other adjacent farmers, with orchards and soybean crops, did not express concern. The Michigan Department of Natural Resources worked with Michigan State University to address concerns. The trail is 26 miles long, with a surface that varies between asphalt, ballast, and crushed stone.

HART-MONTAGUE TRAIL

Muskegon and Oceana Counties, MI

An asphalt rail-trail that passes orchards and soybean crops, this trail runs for 22.7 miles, and is managed by Michigan Trails and Greenways.

CATSKILL SCENIC TRAIL

Delaware County, NY

This rail-trail opened in 1997, is 26 miles long, with cinder, crushed stone, and natural surfaces. It sees heavy equestrian use. Barbed wire fencing separates the trail from adjacent cornfields. User groups include cross-country skiers, horseback riders, bicyclists, snowmobilers, pedestrians. Primary crops include feed corn and livestock. The trail is occasionally used to move livestock between fields. Dan Riordan, Executive Director of the Catskill Revitalization Corporation, the trail management agency, reports that farmers do cross trail with tractors and ride along the trail for short distances, and this has not been a problem. There have been no trespassing issues on farms.

NORWOTTUCK RAIL TRAIL

Hampshire County, MA

This rail-trail is 14.9 miles long and has an asphalt surface. Corn fields are adjacent to portions of the trail. Bob Clark, of the Massachusetts Department of Conservation and Recreation, reports minimal trespassing issues. Occasionally local youth cut through farms to reach the nearby mall.

6 APPENDIX A – SAN DIEGUITO RIVER VALLEY JPA INDEMNIFICATION RESOLUTION

RESOLUTION NO. _____

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN DIEGUITO RIVER VALLEY REGIONAL OPEN SPACE PARK JOINT POWERS AUTHORITY ADOPTING DESIGN INDEMNITY RE MULE HILL TRAIL

WHEREAS, the San Dieguito River Valley Regional Open Space Park Joint Powers Authority ("JPA") is applying for a Site Development Permit ("Permit") from the City of San Diego for the construction of a 9.4 mile trail (the Trail) in the San Pasqual-Lake Hodges Community Planning Area which is a portion of the Trail; and

WHEREAS, conditions 21 through 23 of the City of San Diego ("City") Permit, impose certain design criteria for the design and construction of the Trail; and

WHEREAS, the JPA desires to design and construct portions of the Trail contrary to the normally applicable City requirements for setback and separation from the roadway, and such deviations from the normal design standards have been approved by the City conditioned on the JPA providing the City with design immunity; and

WHEREAS, the City and the affected leaseholders have requested indemnity for any expenses associated with a lawsuit brought against them by any person as a result of the design and construction of the Trail; and

WHEREAS, on June 16, 2000, the Board of Directors of the JPA adopted Resolution No. R00-7 agreeing to provide indemnification to the City and its agricultural leaseholders adjacent to the Trail as set forth in said Resolution, for any expenses associated with a lawsuit brought against them by a Trail user that may occur despite the broad array of statutory immunities; and

WHEREAS, the JPA desires to further indemnify the City and its affected leaseholders for any expenses associated with a lawsuit brought against them by any person as a result of the design and construction of the Trail as set forth in the Resolution.

THEREFORE BE IT RESOLVED THAT, in exchange for approval of the alternative design and construction of the Trail, the JPA shall provide the following additional indemnity and insurance coverage:

1.1 The JPA shall defend, indemnify, protect, and hold harmless the City, its agents, officers and employees, from and against all claims, demands, causes of action, liability or loss

asserted or established for damages or injuries to any person or property arising out of the design, construction and maintenance of the Trail. Claims, demands, causes of action, liability or loss that arise from, are connected with, or are caused or claimed to be caused by the acts or omissions of the JPA, the JPA's agents, officers and employees with respect to the design, construction and maintenance of the Trail are covered. Also covered are the claims, demands, causes of action, liability or loss arising from, connected with, caused by, or claimed to be caused by the active or passive negligent acts or omissions of the City, its agents, officers, or employees which may be in combination with the negligence of the JPA, its employees, agents or officers, or any third party. The JPA's duty to defend, indemnify, protect and hold harmless shall not include any claims or liabilities arising from the established sole negligence or sole willful misconduct of the City, its agents, officers or employees.

1.2 The JPA further agrees that the indemnification agreement referred to in Section 1.1 and the duty to defend the City require the JPA to pay any costs the City incurs that are associated with enforcing the indemnification provision, and defending any claims arising from the design, construction and maintenance of the Trail. If the City chooses, as its own election, to conduct its own defense, participate in its own defense or obtain independent legal counsel in defense of any claim related to work provided under this Agreement, the JPA agrees to pay the reasonable value of attorneys' fees and all of the City's reasonable costs to the extent covered by the JPA's insurance.

2. The JPA shall maintain a policy of public liability and property damage insurance, in which the City is named as an additional insured and secured in an amount of not less than \$5 million.

3. All provisions of the indemnification agreement adopted by Resolution No. R00-7 remain in effect, except for #4, provided that the claimant/employee, agent, invitee or relative of the indemnified party was injured or damaged as a result of the alternative design, construction, or maintenance.

PASSED AND ADOPTED this _____ day of _____, 2001, by the following vote: _____ AYES; _____ NOES; _____ ABSENT; _____ ABSTAINED

CHAIR, SAN DIEGUITO RIVER VALLEY
REGIONAL OPEN SPACE PARK JPA BOARD
OF DIRECTORS

ATTEST:

CLERK, SAN DIEGUITO RIVER VALLEY
REGIONAL OPEN SPACE PARK JPA BOARD
OF DIRECTORS

7 APPENDIX B – MONTEREY BAY SANCTUARY SCENIC TRAIL NETWORK MASTER PLAN EIR MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party
AGRICULTURAL RESOURCES				
AG-1(a) Placement of Fencing: Placement of fencing shall be located in a manner which minimizes impacts related to accessibility to farmland and use of farming equipment (e.g., allowing turning radius area for farm equipment).	Review construction plans	During plans, specifications, and estimates for each segment	Once for each segment	Implementing Entity and/or RTC
AG-3(a) Notice of Agricultural Activities. The following information shall be added to the proposed notices on on-going agricultural activities: <ul style="list-style-type: none"> • Trail users are advised to stay on the trail and be alert to operating machinery and equipment near the trail. • Trail users are required to use restroom facilities in consideration of food hygiene issues on adjacent agricultural lands. • Where dogs are not prohibited, trail users are required to clean up after their dogs and prevent trespass by dogs on adjacent agricultural properties in consideration of food hygiene issues on adjacent agricultural lands. • The legal ramifications for trespassing on adjacent properties. • The legal ramification for trespassing or being on the trail after it is closed. 	Install signs along trail	Prior to trail opening	Once for each segment	Implementing Entity and/or RTC
AG-3(b) Landscaping Coordination. For segments adjacent to agricultural operations in the northern and Watsonville reaches, any ornamental plant material used along the trail shall be comprised of native and indigenous species. The selected plant palette shall be reviewed by the Agricultural Commissioner's office prior to approval of landscape plans. Any plant material which may host pests destructive to agriculture shall be prohibited.	Review landscaping plans	During plans, specifications, and estimates for each segment	Once for each segment	Implementing Entity and/or RTC, Agricultural Commissioner
AG-3(c) Chemical Spraying Impact Reduction Options. On a case-by-case basis, the RTC and/or implementing entity for segments adjacent to agricultural operations shall work with the Agricultural Commissioner's office and adjacent farmers to reduce impacts to trail users from agricultural spraying, including pesticides. Non-buffer options shall be considered, including the use of alternative methods of pest and weed control and/or an agreement that farmers notify the Agricultural Commissioner's office or Trail Manager in advance of proposed agricultural spraying within 100 feet of the trail. This would allow the Agricultural Commissioner's office, in accordance with existing requirements, to inform the RTC and/or implementing or managing entity of all spraying within 100 feet of the trail so that appropriate action can be taken (e.g., posting notices or closure of that segment of the trail).	Coordinate with Agricultural Commissioner's office and adjacent farmers to consider non-buffer spraying reduction options	As needed	As needed	Implementing Entity and/or RTC, Agricultural Commissioner

Document source: <http://www.sccrtc.org/wp-content/uploads/2013/05/MBSSST-MMRP-Final.pdf>

RESTRICTED USE PESTICIDE DUE TO ACUTE TOXICITY

FOR RETAIL SALE TO AND USE ONLY BY CERTIFIED APPLICATORS ONLY- NOT TO BE USED BY UNCERTIFIED PERSONS WORKING UNDER THE SUPERVISION OF A CERTIFIED APPLICATOR.

PULL HERE TO OPEN ►

PARAQUAT DICHLORIDE GROUP 22 HERBICIDE

Gramoxone[®] SL 2.0

syngenta[®]

Herbicide

A Weed, Grass, and Harvest Aid Desiccant/Defoliant Herbicide

Active Ingredient:

Paraquat dichloride (1,1'-dimethyl-4,4'-bipyridinium dichloride) 30.1%

Other Ingredients: 69.9%

Total: 100.0%

Gramoxone SL 2.0 contains 2.0 pounds paraquat cation per gallon as 2.762 pounds paraquat dichloride per gallon.

Gramoxone SL 2.0 contains alerting agent (odor), emetic, and dye.

EPA Reg. No. 100-1431 EPA Est. 100-LA-001

Product of the United Kingdom Formulated in the USA

SCP 1431A-L1H 1118 4104090

**KEEP OUT OF REACH OF CHILDREN/
MANTENER FUERA DEL ALCANCE DE
LOS NIÑOS.**

**DANGER / POISON
PELIGRO / VENENO**



Si usted no entiende la etiqueta, busque a alguien para que se la explique a usted en detalle. (If you do not understand the label, find someone to explain it to you in detail.)

- CORROSIVE TO SKIN AND EYES.
- NEVER TRANSFER THIS PRODUCT INTO FOOD OR BEVERAGE CONTAINERS OR CONTAINERS NOT EXPLICITLY INTENDED FOR PESTICIDES.
- READ ENTIRE LABEL PRIOR TO USING THIS PRODUCT.
- IN THE CASE OF AN ACCIDENT, SEEK IMMEDIATE MEDICAL ATTENTION. SYMPTOMS ARE PROLONGED, PAINFUL, AND CAN BE FATAL.

- CORROSIVO PARA LA PIEL Y LOS OJOS.
- NUNCA TRANSFERA ESTE PRODUCTO A RECIPIENTES PARA COMIDA O DE BEBIDAS O RECIPIENTES NO EXPLÍCITAMENTE PREVISTOS PARA PLAGUICIDAS.
- LEA LA ETIQUETA COMPLETA ANTES DE USAR ESTE PRODUCTO.
- EN CASO DE ACCIDENTE, BUSQUE ATENCIÓN MÉDICA INMEDIATA. LOS SÍNTOMAS SON PROLONGADOS, DOLOROSOS Y PUEDEN SER MORTALES.

FIRST AID: Contains Paraquat, a Bipyridylum Herbicide

If swallowed: **SPEED IS ESSENTIAL.** Immediate medical attention is required. If available, give an adsorbent such as activated charcoal, bentonite or Fuller's Earth. Call a poison control center or doctor immediately for treatment advice. Do not give anything by mouth to an unconscious person. If inhaled: Move person to fresh air. The odor of this product is from the alerting agent, which has been added, not from the paraquat. If person is not breathing, call 911 or an ambulance. Call a poison control center or doctor for further treatment advice. If in eyes: Hold eye open and rinse slowly and gently with clean water for 15-20 minutes. Remove contact lenses, if present, after the first 5 minutes, then continue rinsing eye. Call a poison control center or doctor for treatment advice. If on skin or clothing: Take off contaminated clothing. IMMEDIATELY wash the affected area with soap and water and rinse for 15-20 minutes. Prolonged contact will cause severe irritation. Contact with irritated skin or a cut or repeated contact with intact skin may result in poisoning. GET MEDICAL ATTENTION. Call a poison control center or doctor for treatment advice.

NOTE TO PHYSICIAN: Refer to the booklet 'Paraquat Poisoning, A Practical Guide to Diagnosis, First Aid and Hospital Treatment' (<http://www4.syngenta.com/what-we-do/crops-and-products/paraquat-safety>). Administer either activated charcoal (100g for adults or 2g/kg body weight in children) or Fuller's Earth (15% solution; 1 liter for adults or 15ml/kg body weight in children). NOTE: The use of gastric lavage without administration of an adsorbent has not shown any clinical benefit. Do not use supplemental oxygen. Eye splashes from concentrated material should be treated by an eye specialist after initial treatment. With the possibility of late onset corneal ulceration, it is advised that patients with paraquat eye injuries are reviewed by an eye specialist the day after first presentation. Use treatment that is appropriate for chemical burns. Intact skin is an effective barrier to paraquat, however contact with irritated or cut skin or repeated contact with intact skin may result in poisoning. Have the product container or label with you when calling a poison control center or doctor, or going for treatment. **HOT LINE NUMBER:** For 24-Hour Medical Emergency Assistance (Human or Animal) Or Chemical Emergency Assistance (Spill, Leak, Fire or Accident) Call 1-800-888-8372

2.5 gallons Net Contents

ATTENTION	ATENCIÓN
<ul style="list-style-type: none"> • DANGER – FATAL IF SWALLOWED OR INHALED. • CAUSES SEVERE EYE INJURY. • CORROSIVE TO SKIN. • NEVER TRANSFER THIS PRODUCT INTO FOOD OR BEVERAGE CONTAINERS OR CONTAINERS NOT EXPLICITLY INTENDED FOR PESTICIDES. • STORE TIGHTLY CLOSED IN ORIGINAL CONTAINER, AND IN A LOCKED PLACE AWAY FROM CHILDREN AND ANIMALS. • NEVER USE THIS PRODUCT IN RESIDENTIAL OR PUBLIC RECREATIONAL SETTINGS (E.G., HOMES, HOME GARDENS, SCHOOLS, RECREATIONAL PARKS, GOLF COURSES, AND/OR PLAYGROUNDS). • THIS PRODUCT IS TOXIC! AN ALERTING AGENT (ODOR) HAS BEEN ADDED TO HELP PREVENT ACCIDENTAL INGESTION. • SEE BACK OF PRODUCT CONTAINER FOR IMPORTANT SAFETY INFORMATION. 	<ul style="list-style-type: none"> • PELIGRO: MORTAL SI SE INGIERE O INHALA. • CAUSA LESIONES GRAVES EN LOS OJOS. • CORROSIVO PARA LA PIEL. • NUNCA TRANSFIERA ESTE PRODUCTO A RECIPIENTES PARA COMIDA O DE BEBIDAS O RECIPIENTES NO EXPLÍCITAMENTE PREVISTOS PARA PLAGUICIDAS. • GUARDE BIEN CERRADO EN EL ENVASE ORIGINAL Y EN UN LUGAR CERRADO LEJOS DE NIÑOS Y ANIMALES. • NUNCA USE ESTE PRODUCTO EN ÁREAS RESIDENCIALES O PÚBLICAS (COMO HOGARES, JARDINES, ESCUELAS, PARQUES RECREATIVOS, CAMPOS DE GOLF O SALONES DE JUEGOS). • ¡ESTE PRODUCTO ES TÓXICO! SE HA AGREGADO UN AGENTE DE ALERTA (OLOR) PARA AYUDAR A PREVENIR SU INGESTIÓN ACCIDENTAL. • LA PARTE POSTERIOR DEL ENVASE DEL PRODUCTO TIENE INFORMACIÓN DE SEGURIDAD IMPORTANTE.

CERTIFIED APPLICATOR TRAINING

Applicators must complete an EPA-approved paraquat training listed on the following website <https://www.epa.gov/pesticide-worker-safety/paraquat-dichloride-training-certified-applicators>. The training must be completed a minimum of every three years.

PRECAUTIONARY STATEMENTS

HAZARDS TO HUMANS AND DOMESTIC ANIMALS



DANGER / POISON
PELIGRO / VENENO

May be fatal if swallowed. Fatal if inhaled. Do not breathe spray mist. Causes substantial but temporary eye injury. Harmful if absorbed through skin. Do not get in eyes, on skin, or on clothing. Wash thoroughly with soap and water after handling and before eating, drinking, chewing gum, using tobacco or using the toilet. Remove and wash contaminated clothing before wearing again.

IMPORTANT: Inhalation is an unlikely route of exposure due to low vapor pressure and large spray droplet size, but mucosal irritation or nose bleeds may occur. Prolonged contact with this concentrated product can irritate your skin.

continued...

PRECAUTIONARY STATEMENTS (*continued*)

Personal Protective Equipment (PPE)

Applicators and other handlers (other than Mixers and Loaders) must wear:

- Long-sleeve shirt and long pants
- Shoes plus socks
- Protective eyewear
- Chemical-resistant gloves made of: barrier laminate, butyl rubber ≥ 14 mils, nitrile rubber ≥ 14 mils, neoprene rubber ≥ 14 mils, natural rubber ≥ 14 mils, polyethylene, polyvinyl chloride (PVC) ≥ 14 mils, or Viton® ≥ 14 mils
- NIOSH-approved particulate respirator with any N, R, or P filter, NIOSH approval number prefix TC-84A, or a NIOSH-approved powered air-purifying respirator with an HE filter with NIOSH approval number prefix TC-21C

Mixers and Loaders must wear:

- Long-sleeve shirt and long pants
- Shoes plus socks
- NIOSH-approved particulate respirator with any N, R, or P filter, NIOSH approval number prefix TC-84A, or a NIOSH-approved powered air-purifying respirator with an HE filter with NIOSH approval number prefix TC-21C.
- Chemical-resistant gloves made of: barrier laminate, butyl rubber ≥ 14 mils, nitrile rubber ≥ 14 mils, neoprene rubber ≥ 14 mils, natural rubber ≥ 14 mils, polyethylene, polyvinyl chloride (PVC) ≥ 14 mils, or Viton ≥ 14 mils
- Chemical-resistant apron
- Face shield

User Safety Requirements

Discard clothing and other absorbent materials that have been drenched or heavily contaminated with this product's concentrate. Do not reuse them. Follow the manufacturer's instructions for cleaning/maintaining PPE. If no such instructions for washables exist, use detergent and hot water. Keep and wash PPE separately from other laundry.

Engineering Controls

When handlers use closed systems, enclosed cabs, or aircraft in a manner that meets the requirements listed in the Worker Protection Standard (WPS) for agricultural pesticides [40 CFR 170.240(d)(4-6)], the handler PPE requirements may be reduced or modified as specified in the WPS.

User Safety Recommendations

Users should:

- Wash hands before eating, drinking, chewing gum, using tobacco or using the toilet.
- Remove clothing/PPE immediately if pesticide gets inside. Then wash the affected area thoroughly and put on clean clothing.
- Remove PPE immediately after handling this product. Wash the outside of gloves before removing. As soon as possible, wash thoroughly and change into clean clothing.

Environmental Hazards

Wildlife: This product is toxic to wildlife. Do not apply directly to water or to areas where surface water is present or to intertidal areas below the mean high water mark. Do not contaminate water when cleaning equipment or disposing of equipment washwaters or rinsate.

Drift: Gramoxone SL 2.0 is a contact herbicide that desiccates all green plant tissue. Paraquat dichloride is a non-selective herbicide and will cause damage to nontarget crops and plants if off-target movement occurs. Extreme care must be taken to ensure that off-target drift is minimized to the greatest extent possible. Do not apply under conditions involving possible drift to food, forage, or other plantings that might be damaged or the crops thereof

rendered unfit for sale, use, or consumption. Do not apply when weather conditions favor drift from treated areas. To avoid drift, do not make aerial applications during periods of thermal inversion. Refer to the local state laws, regulations, guidelines and spray drift information contained in the Directions for Use section for proper application to avoid off-target movement.

Physical and Chemical Hazards

This product is mildly corrosive to aluminum and produces hydrogen gas which may form a highly combustible gas mixture. Do not mix or store in containers, spray tanks, nurse tanks, or such systems made of aluminum or having aluminum fittings. This product is compatible with high density polyethylene and rubber lined steel containers. Do not mix or allow coming into contact with oxidizing agents. Hazardous chemical reaction may occur.

CONDITIONS OF SALE AND LIMITATION OF WARRANTY AND LIABILITY

NOTICE: Read the entire Directions for Use and Conditions of Sale and Limitation of Warranty and Liability before buying or using this product. If the terms are not acceptable, return the product at once, unopened, and the purchase price will be refunded.

The Directions for Use of this product must be followed carefully. It is impossible to eliminate all risks inherently associated with the use of this product. Crop injury, ineffectiveness or other unintended consequences may result because of such factors as manner of use or application, weather or crop conditions, presence of other materials or other influencing factors in the use of the product, which are beyond the control of SYNGENTA CROP PROTECTION, LLC or Seller. To the extent permitted by applicable law, Buyer and User agree to hold SYNGENTA and Seller harmless for any claims relating to such factors.

SYNGENTA warrants that this product conforms to the chemical description on the label and is reasonably fit for the purposes stated in the Directions for Use, subject to the inherent risks referred to above, when used in accordance with directions under normal use conditions. To the extent permitted by applicable law: (1) this warranty does not extend to the use of the product contrary to label instructions or under conditions not reasonably foreseeable to or beyond the control of Seller or SYNGENTA, and, (2) Buyer and User assume the risk of any such use. **TO THE EXTENT PERMITTED BY APPLICABLE LAW, SYNGENTA MAKES NO WARRANTIES OF MERCHANTABILITY OR OF FITNESS FOR A PARTICULAR PURPOSE NOR ANY OTHER EXPRESS OR IMPLIED WARRANTY EXCEPT AS WARRANTED BY THIS LABEL.**

To the extent permitted by applicable law, in no event shall SYNGENTA be liable for any incidental, consequential or special damages resulting from the use or handling of this product. **TO THE EXTENT PERMITTED BY APPLICABLE LAW, THE EXCLUSIVE REMEDY OF THE USER OR BUYER, AND THE EXCLUSIVE LIABILITY OF SYNGENTA AND SELLER FOR ANY AND ALL CLAIMS, LOSSES, INJURIES OR DAMAGES (INCLUDING CLAIMS BASED ON BREACH OF WARRANTY, CONTRACT, NEGLIGENCE, TORT, STRICT LIABILITY OR OTHERWISE) RESULTING FROM THE USE OR HANDLING OF THIS PRODUCT, SHALL BE THE RETURN OF THE PURCHASE PRICE OF THE PRODUCT OR, AT THE ELECTION OF SYNGENTA OR SELLER, THE REPLACEMENT OF THE PRODUCT.**

SYNGENTA and Seller offer this product, and Buyer and User accept it, subject to the foregoing Conditions of Sale and Limitation of Warranty and Liability, which may not be modified except by written agreement signed by a duly authorized representative of SYNGENTA.

DIRECTIONS FOR USE RESTRICTED USE PESTICIDE

It is a violation of Federal Law to use this product in a manner inconsistent with its labeling.

Do not apply this product in a way that will contact workers or other persons, either directly or through drift. Only protected handlers may be in the area during application. For any requirements specific to your State or Tribe, consult the agency responsible for pesticide regulation.

NEVER USE THIS PRODUCT IN RESIDENTIAL OR PUBLIC RECREATIONAL SETTINGS (E.G., HOMES, HOME GARDENS, SCHOOLS, RECREATIONAL PARKS, GOLF COURSES, AND/OR PLAYGROUNDS).

AGRICULTURAL USE REQUIREMENTS

Use this product only in accordance with its labeling and with the Worker Protection Standard, 40 CFR part 170. This Standard contains requirements for the protection of agricultural workers on farms, forests, nurseries, and greenhouses, and handlers of agricultural pesticides. It contains requirements for training, decontamination, notification, and emergency assistance. It also contains specific instructions and exceptions pertaining to the statements on this label about personal protective equipment (PPE) and restricted-entry interval. The requirements in this box only apply to uses of this product that are covered by the Worker Protection Standard.

For Chemical Fallow, Early Postemergence Broadcast in Peanuts and Dormant Season Applications, and "Between Cutting" Applications in Alfalfa: Do not enter or allow worker entry into treated areas during the restricted-entry interval (REI) of 12 hours.

For Harvest Aid and Desiccation Applications, Preplant or Preemergence (Broadcast or Banded), and Postemergence Directed Spray: Do not enter or allow worker entry into treated areas during the restricted-entry interval (REI) of 24 hours.

PPE required for early entry to treated areas that is permitted under the Worker Protection Standard and that involves contact with anything that has been treated, such as plants, soil, or water, is:

- Coveralls
- Shoes plus socks
- Protective eyewear
- Chemical-resistant gloves made of: barrier laminate, butyl rubber ≥ 14 mils, nitrile rubber ≥ 14 mils, neoprene rubber ≥ 14 mils, natural rubber ≥ 14 mils, polyethylene, polyvinyl chloride (PVC) ≥ 14 mils, or Viton ≥ 14 mils

NON-AGRICULTURAL USE REQUIREMENTS

The requirements in this box apply to uses of this product that are NOT within the scope of the Worker Protection Standard for agricultural pesticides (40 CFR Part 170). The WPS applies when this product is used to produce agricultural plants on farms, forests, nurseries, or greenhouses.

DO NOT enter or allow others to enter the treated area until sprays have dried. **AVOID** working in spray mist.

KEEP all unprotected persons out of operating areas or vicinity where there may be danger of drift.

Certain states may require more restrictive reentry intervals; consult your State Department of Agriculture for further information.

USE INSTRUCTIONS AND INFORMATION

Do not apply this product through any type of irrigation system.

When Gramoxone SL 2.0 is applied at less than 10 gallons per acre finished spray volume, a drift control or spray deposition additive **SHOULD** be used. Refer to the additive label for use directions.

Spray Drift Information

Avoiding spray drift at the application site is the responsibility of the applicator. The interaction of many equipment- and weather-related factors determine the potential for spray drift. The applicator and the grower are responsible for considering all these factors when making decisions.

The following drift management requirements must be followed to avoid off-target drift movement from aerial applications to agricultural field crops. These requirements do not apply to forestry applications, public health uses or to applications using dry formulations.

- The distance of the outer most nozzles on the boom must not exceed $\frac{3}{4}$ the length of the wingspan or rotor.
- Nozzles must always point backward parallel with the air stream and never be pointed downwards more than 45°.

Where states have more stringent regulations, they shall be observed.

The applicator should be familiar with and take into account the information covered in the **Aerial Drift Reduction Advisory Information**.

Aerial Drift Reduction Advisory Information

(This section is advisory in nature and does not supersede the mandatory label requirements.)

Information on Droplet Size

The most effective way to reduce drift potential is to apply large droplets. The best drift management strategy is to apply the largest droplets that provide sufficient coverage and control. Applying larger droplets reduces drift potential, but will not prevent drift if applications are made improperly, or under unfavorable environmental conditions (see Wind, Temperature and Humidity, and Temperature Inversions).

Controlling Droplet Size

- **Volume** - Use high flow rate nozzles to apply the highest practical spray volume. Nozzles with higher rated flows produce larger droplets.
- **Pressure** - Do not exceed the nozzle manufacturer's recommended pressures. For many nozzle types lower pressure produces larger droplets. When higher flow rates are needed, use higher flow rate nozzles instead of increasing pressure.
- **Number of Nozzles** - Use the minimum number of nozzles that provide uniform coverage.
- **Nozzle Orientation** - Orienting nozzles so that the spray is released parallel to the airstream produces larger droplets than other orientations and is the recommended practice. Significant deflection from horizontal will reduce droplet size and increase drift potential.
- **Nozzle Type** - Use a nozzle type that is designed for the intended application. With most nozzle types, narrower spray angles produce larger droplets. Consider using low-drift nozzles. Solid stream nozzles oriented straight back produce the largest droplets and the lowest drift.

Boom Length

For some use patterns, reducing the effective boom length to less than $\frac{3}{4}$ of the wingspan or rotor length may further reduce drift without reducing swath width.

Application Height

Applications must not be made at a height greater than 10 feet above the top of the largest plants unless a greater height is required for aircraft safety. Making application at the lowest height that is safe reduces exposure of droplets to evaporation and wind.

Swath Adjustment

When applications are made with a crosswind, the swath will be displaced downwind. Therefore, on the up and downwind edges of the field, the applicator must compensate for this displacement by adjusting the path of the aircraft upwind. Swath adjustment distance should increase, with increasing drift potential (higher wind, smaller drops, etc.).

Wind

Drift potential is lowest between wind speeds of 2-10 mph. However, many factors, including droplet size and equipment type determine drift potential at any given speed. Application must be avoided below 2 mph due to variable wind direction and high inversion potential. NOTE: Local terrain can influence wind patterns. Every applicator should be familiar with local wind patterns and how they affect spray drift.

Temperature and Humidity

When making applications in low relative humidity, set up equipment to produce larger droplets to compensate for evaporation. Droplet evaporation is most severe when conditions are both hot and dry.

Temperature Inversions

Applications must not occur during a temperature inversion because drift potential is high. Temperature inversions restrict vertical air mixing, which causes small suspended droplets to remain in a concentrated cloud. This cloud can move in unpredictable directions due to the light variable winds common during inversions. Temperature inversions are characterized by increasing temperatures with altitude and are common on nights with limited cloud cover and light to no wind. They begin to form as the sun sets and often continue into the morning. Their presence can be indicated by ground fog; however, if fog is not present, inversions can also be identified by the movement of smoke from a ground source or an aircraft smoke generator. Smoke that layers and moves laterally in a concentrated cloud (under low wind conditions) indicates an inversion, while smoke that move upward and rapidly dissipates indicates good vertical air mixing.

Sensitive Areas

The pesticide must only be applied when the potential for drift to adjacent sensitive areas (e.g. residential areas, bodies of water, known habitat for threatened or endangered species, non-target crops) is minimal (i.e., when wind is blowing away from the sensitive areas).

USE INFORMATION

Gramoxone SL 2.0 is a contact herbicide used to control or suppress a broad spectrum of emerged weeds. Gramoxone SL 2.0 controls most small annual weeds – both broadleaves and grasses, and suppresses perennial weeds by destroying green foliage. Gramoxone SL 2.0 can also be used as a desiccant/defoliant at harvest.

Gramoxone SL 2.0 is formulated as a liquid which contains 2 pounds of active ingredient per gallon. The formulation contains a nontoxic odor and an emetic (an agent which will induce vomiting if the product is swallowed). The odor is included in the formulation to help prevent accidental ingestion of Gramoxone SL 2.0.

Gramoxone SL 2.0 is rapidly absorbed by green plant tissue and interacts with the photosynthetic process to produce superoxides which destroy the plant cells. Gramoxone SL 2.0 requires actively growing green plant tissue to function. Thorough coverage of all green foliage is essential for effective weed control and for effective crop desiccation/defoliation. Gramoxone SL 2.0 is not as effective on drought-stressed weeds, weeds with little green foliage (i.e., mowed or cut weeds), or mature woody bark of trees and vines.

Clay and organic matter rapidly tie up Gramoxone SL 2.0. As a result, Gramoxone SL 2.0 has no residual soil activity to affect later-planted crops or later germinating weeds.

ROTATIONAL CROPS

All rotational crops may be planted immediately after the last application of Gramoxone SL 2.0.

RAINFASTNESS

Because Gramoxone SL 2.0 is rapidly absorbed by the weed foliage, rain occurring 15-30 minutes or more after application will have no effect on the activity of Gramoxone SL 2.0.

APPLICATION

Since Gramoxone SL 2.0 is a contact-type herbicide, it is essential to obtain complete coverage of target weeds to get good control. Improper application technique and/or application to large, stressed, or mown weeds will usually result in unacceptable weed control and unacceptable crop desiccation/defoliation. Complete coverage is also essential for good crop desiccation/defoliation. See details below for specific application instructions.

USE OF A NONIONIC SURFACTANT OR CROP OIL CONCENTRATE/METHYLATED SEED OIL

Always add one of the following (failure to use one of the following at recommended rates will result in reduced performance of Gramoxone SL 2.0).

Nonionic Surfactant: For ground and aerial application, add nonionic surfactant containing 80% or more surface-active agent at a minimum of 0.25% v/v (2 pt/100 gal) of the finished spray volume.

Crop Oil Concentrate: Add a nonphytotoxic crop oil concentrate or methylated seed oil containing 15-20% approved emulsifier, at 1.0% v/v (1 gal/100 gal) of the finished spray volume for ground applications. For aerial applications, add 1 pint of crop oil concentrate per acre. Do not use crop oil concentrate when using Gramoxone SL 2.0 for cotton harvest aid.

Use an adjuvant that meets the requirements of the Chemical Producers and Distributors Association (CPDA) adjuvant certification program.

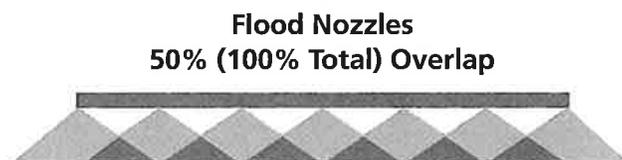
NOZZLE SELECTION

The use of flat-fan nozzles will result in the most effective application of Gramoxone SL 2.0. Flood nozzles are generally not as good as flat fans since they produce large uneven droplets. The use of flood nozzles may result in reduced weed control due to inadequate coverage.

WHEN SPRAYING LESS THAN 20 GALLONS OF SPRAY CARRIER PER ACRE, USE ONLY FLAT FAN NOZZLES AS RECOMMENDED IN THE CHART BELOW.

Table 1. Nozzles, Pressures and Setup.

	Nozzle Type	
	Flat Fan	Flood
Maximum Size	8	15
Spray Pressure (at nozzle)	30-50 psi	30-50 psi
Maximum Nozzle Spacing	30"	40"
Direction of Spray Pattern	Down	Down
Maximum Speed	10 mph	10 mph
Spray Overlap (at each edge)	30%	50%



Using nozzles, pressures, or setups different from the above chart will result in reduced control.

SPRAY CARRIER

Always use clean water (free of mud or clay), clear liquid nitrogen, or complete clear liquid fertilizers as the carrier when spraying Gramoxone SL 2.0. Muddy water, or suspension-type fertilizers containing clay, can inactivate Gramoxone SL 2.0. Never use suspension-type fertilizers containing clay as the spray carrier. If using a complete clear liquid fertilizer containing high phosphate levels as the spray carrier, always use the higher rate of Gramoxone SL 2.0 and surfactant.

Note: When using liquid fertilizers such as 28% N as a spray carrier, it is important that nonionic surfactant still be used with Gramoxone SL 2.0. Liquid fertilizer carriers cannot substitute for surfactant.

RATES OF GRAMOXONE SL 2.0

Follow rates listed with each use of Gramoxone SL 2.0. Use the higher label rates when weeds are dense or large. Also, use higher label rates for harvest aid when crop vegetation is dense. For broadcast applications of Gramoxone SL 2.0 with backpack sprayers, the application rate must not exceed 0.50 lb ai/A (one quart) in a minimum of 30 gallons of spray solution per acre.

SPRAY VOLUME

Follow minimum spray volumes listed with each use of Gramoxone SL 2.0. These are **minimum** volumes only, and spray volumes should be increased as necessary to obtain complete coverage of the target weed or plant without runoff from the foliage.

WHEN SPRAYING LESS THAN 20 GALLONS OF SPRAY CARRIER PER ACRE, TARGET WEEDS SHOULD NOT EXCEED 6 INCHES IN HEIGHT.

APPLICATION TIMING

Gramoxone SL 2.0 should be applied to emerged weeds when they are small. Weeds 1-6 inches in height are the easiest to control. Larger weeds may be more difficult to control. When weeds have been grazed or mowed, thus removing much of the green foliage, allow the weeds to regrow to a height of 2-4 inches before spraying if possible. Similarly, when forage or grain crops have been harvested prior to spraying, weeds present in the field will also have been cut. To allow for adequate green foliage to remain on weeds in this situation, raise cutter bars as high as possible from the ground to cut stubble and weeds at a greater height.

BURNDOWN OF GRASS COVER CROPS OR VOLUNTEER CEREALS

When using Gramoxone SL 2.0 for control of grass cover crops or volunteer cereals, best results are obtained when Gramoxone SL 2.0 is applied **prior to tillering or after boot stage**. This is especially important with a wheat cover crop or volunteer wheat. Treatments made between tillering and boot stage will generally not provide complete control. Do not expect complete control of perennial cover crops.

ENVIRONMENTAL CONDITIONS

Gramoxone SL 2.0 is active over a wide range of environmental conditions. Cool weather (below 55°F) will slow the activity of Gramoxone SL 2.0, as will cloudy, overcast weather, but will not affect performance.

SPOT SPRAYING

When only small areas are to be sprayed with labeled applications, it is advantageous to mix small quantities of Gramoxone SL 2.0. To aid in mixing small quantities, the following table should be consulted.

If The Broadcast Rate Per Acre for Gramoxone SL 2.0 is:	Add The Following Amount of Gramoxone SL 2.0 To 1 Gallon of Water
1.5 pt	1/3 (0.33) fl oz
2 pt	3/8 (0.375) fl oz
2.5 pt	1/2 (0.5) fl oz
3 pt	2/3 (0.67) fl oz

Always add 1/3-1/2 fl oz of a nonionic surfactant for each gallon of spray. When spot spraying in this manner, spray to thoroughly wet the foliage, but not to the point of runoff.

TANK MIXING FOR IMPROVED BURNDOWN OF DIFFICULT WEEDS AND RESIDUAL WEED CONTROL

Photosynthetic Inhibitor Herbicides

Difficult weeds can often be controlled by tank mixing Gramoxone SL 2.0 with other herbicides. The addition of herbicides which are also photosynthetic inhibitors (PSI) will slow the activity of Gramoxone SL 2.0, allowing Gramoxone SL 2.0 to thoroughly distribute itself within the treated leaf. The resulting level of control is usually greater than if Gramoxone SL 2.0 was applied alone.

Gramoxone SL 2.0 may be applied in tank mixture with the following PSI herbicides:

AAtrex® Herbicide	Cotoran® Herbicide
Atrazine	Lorox® Herbicides
Bicep Magnum®	Lorox Plus® Herbicide
Bicep II Magnum® Herbicide	Princep® Herbicide
Bicep Lite II Magnum® Herbicide	Sencor® Herbicide
Boundary® 6.5EC Herbicide	Sinbar® Herbicide
Canopy® Herbicide	Spike® Herbicide
Caparol® 4L Herbicide	

It is the pesticide user's responsibility to ensure that all products are registered for the intended use. Read and follow the applicable restrictions and limitations and directions for use on all product labels involved in tank mixing. Users must follow the most restrictive directions for use and precautionary statements of each product in the tank mixture.

Improved Weed Control with PSIs

Control of difficult weeds listed below and annual grass control will be enhanced by the addition of a PSI herbicide. For best results a second application is needed.

Barnyardgrass	Horseweed (Marestail)
Broadleaf signalgrass	Morningglory
Cheatgrass	Pennsylvania Smartweed
Cocklebur	Perennial Weeds (suppression only)
Fall Panicum	Prickly lettuce
Giant Ragweed	Sedges
Knotweed	Tansymustard
Kochia	Velvetleaf
Lambsquarters	Volunteer wheat
Malva (Cheeseweed)	Spiderwort

Improved Control of Perennial and Annual Broadleaf Weeds

When perennial broadleaf weeds such as Canada thistle, bindweed, dandelion, etc. or difficult to control annual broadleaf weeds such as giant ragweed or morningglory are present, tank mixes with 2,4-D ester (Low Volatile), 2,4-DB, Clarity®, Banvel®, or Flexstar® where labeled, will help improve control. Tank mixing the amine formulation of 2,4-D with Gramoxone SL 2.0 may result in reduced grass control.

Order of Tank Mixing

In general, Gramoxone SL 2.0 tank mixes with other products should be mixed as follows:

1. Fill spray tank 1/2 full with clean water or other approved carriers such as clear liquid fertilizer.
2. Add nonionic surfactant to tank
3. Begin tank agitation and continue throughout mixing and spraying.
4. Add dry formulations (WP, DF, etc.) to tank.
5. Add liquid formulations (SC, EC, L, etc.) to tank.
6. Add Gramoxone SL 2.0 to tank.
7. Add crop oil concentrate or methylated seed oil to tank where needed.
8. Fill remainder of spray tank.

It is the pesticide user's responsibility to ensure that all products are registered for the intended use. Read and follow the applicable restrictions and limitations and directions for use on all product labels involved in tank mixing. Users must follow the most restrictive directions for use and precautionary statements of each product in the tank mixture.

Since many of the herbicides listed on this label are available in several types of formulations, it is advisable to perform a jar test to check physical compatibility.

PRECAUTIONS AND RESTRICTIONS

EQUIPMENT/CONTAINER

Flush all spray equipment with water after use each day. Gramoxone SL 2.0 is corrosive to aluminum. Aluminum spray equipment and aluminum aircraft structures that are exposed to spray solution or spray drift should be flushed thoroughly with water immediately after use.

In dry areas, dust stirred up by high winds or equipment tires can coat weed or plant leaves and reduce Gramoxone SL 2.0 activity. Avoid applying Gramoxone SL 2.0 in extremely dusty conditions.

LIMITATIONS AND PRECAUTIONS

- For Cotton Harvest Aid: Do not pasture livestock in treated fields or feed treated foliage.
- **DO NOT** use this product in residential or public recreational settings (e.g. homes, home gardens, schools, recreational parks, golf courses, and/or playgrounds).
- In preplant and preemergence (to the crop) uses, do not apply to soils lacking clay minerals, e.g., peat, muck, pure sand, artificial planting media.
- Seedbeds and plantbeds should be formed as far ahead of planting and treatment as possible to permit maximum weed and grass emergence prior to treatment.
- To reduce germination of new weeds, seeding or transplanting should be done with a minimum amount of soil disturbance.
- Gramoxone SL 2.0 used for preplant weed control over the top of plastic mulch may damage transplants which come in contact with the plastic. Sufficient rainfall or sprinkler irrigation to cause wash-off prior to planting may be needed to prevent damage to the crop.
- Weeds and grasses emerging after application of Gramoxone SL 2.0 will not be controlled or suppressed.
- Unless otherwise indicated, crop plants emerged at time of application may be severely injured or killed if contacted by sprays of Gramoxone SL 2.0.

PARAQUAT-RESISTANT WEED MANAGEMENT

PARAQUAT DICHLORIDE	GROUP	22	HERBICIDE
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Some naturally occurring weed biotypes resistant to paraquat dichloride may exist through normal genetic variability in any weed population. The repeated use of herbicides with the same mode of action is known to lead under certain conditions to a selection of resistant weeds.

The active ingredient in Gramoxone SL 2.0 is paraquat dichloride, a mechanism of action Group 22 herbicide, which inhibits Photosystem I (PSI). Any weed population may contain or develop plants naturally resistant to paraquat dichloride and other Group 22 herbicides. The resistant biotypes may dominate the weed population if these herbicides are used repeatedly in the same field.

Within the USA specific biotypes of a number of species, including horseweed/marestail (*Conyza canadensis*), hairy fleabane (*Conyza bonariensis*), Italian ryegrass (*Lolium perenne* ssp. *multiflorum*), goosegrass (*Eleusine indica*), dotted duckweed (*Landoltia punctata*), and American black nightshade (*Solanum americanum*) have become resistant to paraquat.

Scout and know your field

- Know weed species present in the field to be treated through scouting and field history. An understanding of weed biology is useful in designing a resistance management strategy. Ensure the weed management program will control all weeds present.
- Fields should be scouted prior to application to determine species present and growth stage. Always apply this herbicide at the full labeled rate and correct timing for the weeds present in the field.

Utilize non-herbicidal practices to add diversity

- Use diversified management tactics such as cover crops, mechanical weed control, harvest weed seed control, and crop rotation as appropriate.

Use good agronomic practices, start clean and stay clean

- Use good agronomic practices that enhance crop competitiveness.
- Plant into weed-free fields utilizing tillage or an effective burndown herbicide for control of emerged weeds.
- Sanitize farm equipment to avoid spreading seed or vegetative propagules prior to leaving fields.

Difficult to control weeds

- Fields with difficult to control weeds should be planted in rotation with crops that allow the use of herbicides with an alternative mode of action or different management practices.
- Difficult to control weeds may require sequential applications, such as a broad spectrum preemergence herbicide followed by one or more postemergence herbicide applications. Utilize herbicides containing different modes of action effective on the target weeds in sequential applications.

Do not overuse the technology

- Do not use more than two applications of this or any other herbicide with the same mode of action in a single growing season unless mixed with an herbicide with a different mode of action which provides overlapping spectrum for the difficult to control weeds.

Scout and inspect fields following application

- Prevent an influx of weeds into the field by controlling weeds in field borders.
- Scout fields after application to verify that the treatment was effective.
- Suspected- herbicide resistant weeds may be identified by these indicators
 - Failure to control a weed species normally controlled by the herbicide at the dose applied, especially if control is achieved on adjacent weeds;
 - A spreading patch of non-controlled plants of a particular weed species; and
 - Surviving plants mixed with controlled individuals of the same species.
- Report non-performance of this product to your Syngenta retailer, Syngenta representative, or call 1-866-Syngent(a) (866-796-4368). If resistance is suspected ensure weed escapes are controlled using an herbicide with an effective mode of action and/or use non-chemical means to prevent further seed production.

Prevent weed escapes before, during, and after harvest

- Do not allow weed escapes to produce seed or vegetative structures such as tubers or stolons which contribute to spread and survival. Consider harvest weed seed management and control weeds post-harvest to prevent seed production.

Resistant Weeds

- Contact your local Syngenta representative, retailer, crop advisor or extension agent to determine if weeds resistant to this mode of action are present in your area. If resistant biotypes have been reported, use the full labeled rate of this product, apply at the labeled timing, and tank-mix with a different mode of action product so there are multiple effective modes of application for each suspected resistant weed.

APPLICATION INSTRUCTIONS AND CROP USE DIRECTIONS

The following tables indicate use patterns, rates, minimum spray volumes, preharvest intervals and other directions specific to each crop. Read and follow directions carefully.

Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
ALFALFA New seedlings (California only)	1	Broadcast	1.0-2.0 pt See Table 2.	Ground: 10 gal Air: 5 gal	70	Restrictions <ul style="list-style-type: none"> • Do not cut or harvest within 70 days after application. • Do not apply more than once during the first growing season. • Do not use on seedling alfalfa grown for seed. Precautions <ul style="list-style-type: none"> • Apply during late winter or early spring. • Caution: Seedling alfalfa stands will be reduced and replanting may be necessary. • Alfalfa foliage present at time of application will be burned.
ALFALFA (No-till or conventional planting)	2	Preplant or Preemergence Broadcast or Banded Over-Row	2.5-4.0 pt	Ground: 10 gal Air: 5 gal	-	Restrictions <ul style="list-style-type: none"> • Apply prior to emergence of the crop. Precautions <ul style="list-style-type: none"> • Crop plants emerged at time of application will be killed. • Seeding should be done with a minimum amount of soil disturbance.
ALFALFA Dormant season on established plantings Region A - See map at end of Alfalfa section.	1	Broadcast	2.0-3.0 pt	Ground: 10 gal Air: 5 gal	42	Restrictions <ul style="list-style-type: none"> • Do not apply if fall regrowth following last fall cutting is greater than 6", or if spring regrowth is more than 2". • Apply to well-established stands (at least 1-year old) after the crop is dormant. • Do not cut or harvest within 42 days of application. • Do not apply more than once per season. Precautions <ul style="list-style-type: none"> • For control of weeds, including bluegrass, chickweed, henbit, downy brome, ryegrass, cheatgrass, dog-fennel, tansymustard, london rocket, sowthistle, rescue brome, wild oats, and other winter annuals; and suppression of perennial weeds. • Alfalfa foliage present at the time of application will be burned which may reduce the yield of the first cutting. • Tank mix with metribuzin (Sencor) for improved burndown of weed vegetation and residual weed control. Consult the metribuzin product label for a list of weeds controlled, rates of application, and precautions.

Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
ALFALFA Dormant season tank mix with Velpar® L herbicide Region A - See map at end of alfalfa section.	2	Broadcast	1.0-2.0 pt	Ground: 10 gal Air: 10 gal	42	Restrictions <ul style="list-style-type: none"> • Use the 1.0 pt rate of Gramoxone SL 2.0 when weeds and grasses are less than 4" tall. • Mix with 1-2 qt of Velpar L per acre. • Do not make more than 1 application to established stands during the dormant season. • Do not apply if fall regrowth following last fall cutting is greater than 6", or if spring regrowth is more than 2". • Do not apply to alfalfa during the first season after seeding. • DO NOT USE on gravelly or rocky soils, exposed subsoils, hardpan, sand or poorly drained alkaline soils as crop injury, including mortality, may result. • Do not cut or harvest within 42 days of application. Precautions <ul style="list-style-type: none"> • For control of weeds such as chickweed, downy brome and tansymustard. • Use the lower rate of Velpar L on loamy sands or sandy loams. Refer to Velpar L label for directions, limitations, cautions and for a list of weeds controlled. • Temporary chlorosis may occur on alfalfa regrowth. • Stress which may be caused in part by low fertility, disease, insects, winterkill, over cutting, drought or frost may increase the chances of crop injury.

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Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
ALFALFA						Restrictions
Dormant Season On established plantings: Region B-See map at end of Alfalfa section.	1	Broadcast	1.0-2.0 pt	Ground: 10 gal Air: 5 gal	60	<ul style="list-style-type: none"> Apply during late fall or winter months after the last fall cutting and before first spring cutting. In the California counties of Orange, Riverside and all counties north of these counties, do not apply if spring regrowth after grazing or cutting is more than 2". In all other areas within Region B, do not apply if regrowth after grazing or cutting is more than 2". Do not harvest within 60 days of application. Do not apply more than once per season. Do not apply tank mix with metribuzin on newly established (less than 1-year old) alfalfa.
On fall-seeded, newly established stands less than 1-year-old: Region A- See map at end of Alfalfa section.	1	Broadcast	1.0-2.0 pt	Ground: 10 gal Air: 5 gal	60	<ul style="list-style-type: none"> Do not harvest within 60 days of application. Do not apply more than once per season. Do not apply tank mix with metribuzin on newly established (less than 1-year old) alfalfa.
On fall-seeded, newly established stands less than 1- year-old: Region B- See map at end of Alfalfa section.	1	Broadcast	0.75-1.25 pt	Ground: 10 gal Air: 5 gal	60	<p>Precautions</p> <ul style="list-style-type: none"> For desiccation of weeds, including London rocket, sowthistle, rescue brome, wild oats, chickweed, ryegrass, bluegrass, cheatgrass, dog-fennel, tansymustard, henbit, downy brome, and other winter annuals; and suppression of perennial weeds. CAUTION: Applications to alfalfa that is not dormant, or has broken dormancy, may result in stand and/or yield reductions. Replanting may be necessary. Green alfalfa foliage present at the time of application will be burned. Total hay yield of first cutting may be reduced in alfalfa fields with severe weed infestation. This reduction will usually be directly proportionate to the loss of weed weight. Tank mix with metribuzin (Sencor) for improved burndown of weed vegetation and residual weed control in dormant established (at least 1-year old) alfalfa. Consult the metribuzin product label for a list of weeds controlled, rates of application, and precautions. <p>California</p> <p>Precautions</p> <ul style="list-style-type: none"> For desiccation of weeds including bluegrass, ryegrass, shepherdspurse, chickweed, tansymustard, foxtail, sowthistle and groundsel. Use high rate if ryegrass, shepherdspurse, sowthistle or groundsel is present.

Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
ALFALFA Between-cuttings treatment in established plantings. (Includes first year alfalfa) (All states East of the Rocky Mountains)	3	Broadcast	1.0 pt	Ground: 10 gal	30	<p>Restrictions</p> <ul style="list-style-type: none"> Apply immediately after alfalfa has been removed for hay or silage. Do not treat more than 5 days after cutting. Do not cut or harvest within 30 days of application. Make 1-3 applications, as needed, during the growing season. These sprays may be applied in addition to a dormant application. For first year alfalfa, do not apply more than twice during the first growing season. <p>Precautions</p> <ul style="list-style-type: none"> Weeds much beyond the seedling stage and the stubble of weeds cut off during harvest will be less affected by this treatment. CAUTION: First year alfalfa stands and yields may be reduced if alfalfa is allowed to regrow more than 2". Alfalfa foliage present at time of application will be burned. In arid areas where moisture is limited, weed control may be reduced.



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Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
ALMONDS	5	Directed Spray	1.25-4.0 pt	Ground: 10 gal	-	<p>Restrictions</p> <ul style="list-style-type: none"> Do not allow spray to contact green stems (except suckers) or foliage. Do not graze treated areas. Do not feed cover crops grown in treated areas to livestock. All applications must be made prior to shaking for harvest. <p>Precautions</p> <ul style="list-style-type: none"> Use a shield or wrap plant when spraying around young trees or vines. For mature woody weeds, perennial weeds, late germinating weeds and green suckers, retreatment or spot treatments may be necessary.
ARTICHOKE (Globe)	3	Directed Spray	2.5-4.0 pt	Ground: 20-100 gal	1	<p>Restrictions</p> <ul style="list-style-type: none"> Up to 3 applications per season, do not exceed 8 pt per season. Applications at least 7 days apart. Do not harvest within 24 hours of last application.
ASPARAGUS	3	Preplant or Preemergence Broadcast or Banded Over-Row	2.5-4.0 pt	Ground: 10 gal Air: 5 gal	-	<p>Restrictions</p> <ul style="list-style-type: none"> Apply prior to emergence of the crop. <p>Precautions</p> <ul style="list-style-type: none"> Crop plants emerged at time of application will be killed.
ASPARAGUS Preemergence to established plantings at least 2 years old	3	Broadcast or Banded Over-Row	2.5-4.0 pt	Ground: 10 gal	6	<p>Restrictions</p> <ul style="list-style-type: none"> Apply prior to emergence of crop or after last harvest. <p>Precautions</p> <ul style="list-style-type: none"> Crop plants emerged at time of planting will be killed.

Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
BEANS, DRY Sweet lupin White sweet lupin White lupin Grain lupin Adzuki beans Asparagus beans Black beans Broad beans Field beans Garbanzo beans Kidney beans Lablab beans Lima beans Moth beans Mung beans Navy beans Pinto beans Rice beans Snap beans Tepary beans Urd beans Wax beans Blackeyed peas Chickpeas Cowpeas Crowder peas Southern peas Catjang Guar PEAS, DRY	2	Harvest-Aid	1.2-2.0 pt	Ground: 20 gal Air: 5 gal	7	Restrictions <ul style="list-style-type: none"> For vining type beans or bush type with lush growth, use a single application of the higher rate. May also be applied as a split application. DO NOT make more than 2 applications or exceed a total of 2.0 pt/A. The split application may improve vine coverage. Apply when the crop is mature and at least 80% of the pods are yellowing and mostly ripe with no more than 40% (bush type peas or beans) or 30% (vine type peas or beans) of the leaves still green in color. DO NOT apply when weather conditions favor spray drift. A drift control agent may be included to reduce spray drift. NOT REGISTERED FOR USE ON DRY BEANS OR DRY PEAS IN CALIFORNIA. Precautions <ul style="list-style-type: none"> Add spreader (nonionic) at 1 qt/100 gal of spray mix.

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Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
BERRIES Blackberries Blueberries Boysenberries Currant Elderberry Gooseberry Huckleberry Loganberry Raspberries	5	Postemergence Directed Spray	2.0-4.0 pt	Ground: 50 gal	-	<p>Precautions</p> <ul style="list-style-type: none"> • Apply before emergence of new canes or shoots as injury to those canes or shoots can occur. • Apply as a coarse spray to avoid crop injury from fine spray mist.
CACAO	5	Directed Spray	2.0-4.0 pt	Ground: 50-200 gal	1	<p>Restrictions</p> <ul style="list-style-type: none"> • Do not allow spray to contact cacao plants as injury may result. Use a shield for young trees. • Do not spray under windy conditions. • Do not graze treated areas or feed treated cover crops to livestock. <p>Precautions</p> <ul style="list-style-type: none"> • Apply when weeds are succulent and growth is from 1-6". • For mature woody weeds, late-germinating weeds and grasses and for perennials; retreatment or spot treatment may be necessary.
CASSAVAS & YAMS (Puerto Rico only)	3 2	Shielded Post Directed Spray	2.0 pt	Ground: 50 gal	90	<p>Restrictions</p> <ul style="list-style-type: none"> • On cassavas, do not make more than 3 applications per crop season. • On yams do not make more than 2 applications per crop season. • Do not allow spray to contact cassavas or yam plants as injury may result. • Do not spray under windy conditions. • Do not graze treated areas or feed treated forage to livestock. <p>Precautions</p> <ul style="list-style-type: none"> • Apply when weeds are succulent and growth is 1-6".

Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
CHEMICAL FALLOW Use Information				Ground: 5 gal Air: 5 gal See Directions		<p>Restrictions</p> <ul style="list-style-type: none"> • Apply from immediately after harvest up to emergence of the newly seeded crop as a broadcast or band treatment. • By ground application, apply 5-60 gallons of spray mix per acre. If applying at <10 GPA by ground, utilize the following additional restrictions: <ul style="list-style-type: none"> • Do not apply with floaters or exceed a speed of 10 mph. • Apply with flat fan nozzles only at 30-40 PSI. • Apply only in a tank mix with atrazine at a minimum of 0.5 lb ai/A. • By air, apply in 5-10 gal of spray mix per acre. <p>Precautions</p> <ul style="list-style-type: none"> • Use higher spray volumes for better coverage as density of stubble, crop residue or weeds increase. • To control volunteer wheat or downy brome, fall-applied treatments generally work best with Gramoxone SL 2.0. If possible, tank mix with Atrazine for maximum burndown and residual control. • Cut wheat as high as possible to avoid cutting weeds too short, and allow the weeds to grow at least 2-3" after harvest before applying Gramoxone SL 2.0. • The addition of dicamba, (Banvel) or 2,4-D ester (Low Volatile) may aid in the suppression of emerged perennial broadleaf weeds and large annual broadleaf weeds. • Refer to 2,4-D ester (Low Volatile), Banvel or residual herbicide label(s) for directions, limitations, cautions and for a listing of weeds controlled. • For extended weed control during the fallow period, tank mixes with registered residual herbicide combinations other than those listed on this label are permissible. • Weeds taller than 6" may not be controlled. • Weeds and grasses emerging after application will not be controlled. • Crop plants emerged at the time of application will be killed.

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Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
CHEMICAL FALLOW Continuous Wheat 2-3 Month Recropping Interval	3	Broadcast	Weeds 1-3": 2.0-2.5 pt Weeds 3-6": 2.5-3.0 pt Weeds 6": 3-4.0 pt	Ground: 5 gal Air: 5 gal	-	Restrictions <ul style="list-style-type: none"> • Make application at least 45 days prior to seeding. • Use at least 2.0 pt of Gramoxone SL 2.0 per acre with a PSI (see Photosynthetic Inhibitor Herbicides section) for volunteer wheat or downy brome control in the spring. Precautions <ul style="list-style-type: none"> • Refer to the Chemical Fallow Use Information section.
CHEMICAL FALLOW Wheat-Fallow- Wheat Rotations (Fall applied after harvest; seeded 12-14 months later)	3	Broadcast	Weeds 1-3": 2.0-2.5 pt Weeds 3-6": 2.5-3.0 pt Weeds 6": 3-4.0 pt	Ground: 5 gal Air: 5 gal	-	Precautions <ul style="list-style-type: none"> • Spray before weeds produce seed. • Volunteer wheat and downy brome control are better with late August or early September applications. • Tank mix with Atrazine Marksman® Herbicide, or Command® Herbicide for enhanced burndown and residual weed control. • Tank mix with metribuzin, (Sencor 75DF) for burndown and residual control of grass and broadleaf weeds. • Refer to the product labels for specific use rates for your soil type, use directions, cautions and a list of weeds controlled. • Refer to the Chemical Fallow Use Information section.
CHEMICAL FALLOW Wheat-Fallow- Wheat Rotations (Spring applied; seeded 3-5 months later)	3	Broadcast	Weeds 1-3": 2.0-2.5 pt Weeds 3-6": 2.5-3.0 pt Weeds 6": 3.0-4.0 pt	Ground: 5 gal Air: 5 gal	-	Restrictions <ul style="list-style-type: none"> • Use at least 2.0 pt of Gramoxone SL 2.0 per acre with a PSI (see Photosynthetic Inhibitor Herbicides section) for volunteer wheat or downy brome control in the spring. Precautions <ul style="list-style-type: none"> • Application should be made March 1 to April 15, prior to spring rains to conserve moisture. • Volunteer wheat is easier to control after the boot stage, but soil moisture loss will be greater. • Refer to the Chemical Fallow Use Information section. • Tank mix with metribuzin, (Sencor) for burndown and residual control of grass and broadleaf weeds. • Refer to the metribuzin, (Sencor) label for use rates for your soil type, use directions, cautions, and weeds controlled.

Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
<p>CHEMICAL FALLOW</p> <p>Wheat-Annual Crop¹-Wheat Rotations (Fall applied in wheat stubble)</p>	3	Broadcast	Weeds 1-3": 2.0-2.5 pt Weeds 3-6": 2.5-3.0 pt Weeds 6": 3.0-4.0 pt	Ground: 5 gal Air: 5 gal		<p>Precautions</p> <ul style="list-style-type: none"> • Tank mix with AAtrex/Atrazine or Marksman for enhanced burndown and residual weed control. Refer to the labels for specific use rates for your soil type, use directions, cautions, and a list of weeds controlled. • Spray after wheat harvest and before weeds produce seed. If grasses such as foxtails or barnyardgrass recover, respray before they develop seed. • Volunteer wheat and downy brome are easier to control with late August to November applications. • Refer to the Chemical Fallow Use Information section.
<p>CHEMICAL FALLOW</p> <p>Wheat-Annual Crop-Wheat Rotations (Spring applied prior to planting an annual crop¹)</p> <p>¹Approved Annual Crops are grain sorghum, corn, wheat, or proso millet.</p>	3	Broadcast	Weeds 1-3": 2.0-2.5 pt Weeds 3-6": 2.5-3.0 pt Weeds 6": 3.0-4.0 pt	Ground: 5 gal Air: 5 gal		<p>Restrictions</p> <ul style="list-style-type: none"> • Use at least 2.0 pt of Gramoxone SL 2.0 per acre with a PSI (see Photosynthetic Inhibitor Herbicides section) for volunteer wheat or downy brome control in the spring. <p>Precautions</p> <ul style="list-style-type: none"> • Tank mix with AAtrex/Atrazine for enhanced burndown and residual weed control. Refer to the labels for specific use rates for your soil type, use directions, cautions, and a list of weeds controlled. • Follow the AAtrex/Atrazine instructions pertaining to soil pH and recropping intervals. • Refer to the Chemical Fallow Use Information section.

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Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
CLOVER AND OTHER LEGUMES¹ Dormant Season On established plantings: Region A- See map at end of Alfalfa section. On established plantings: Region B- See map at end of Alfalfa section. On fall-seeded, newly established stands less than 1-year-old: Region A- See map at end of Alfalfa section. On fall-seeded, newly established stands less than 1-year-old: Region B- See map at end of Alfalfa section. ¹ Other legumes include velvetbean, lespedeza, lupine, sainfoin, trefoil, vetch, crown vetch, and milk vetch.	1	Broadcast	2.0-3.1 pt	Ground: 10 gal Air: 5 gal	60	Restrictions <ul style="list-style-type: none"> • Apply during late fall or winter months after the last fall cutting and before first spring cutting. • Do not apply if regrowth after grazing or cutting is more than 2". • Do not harvest within 60 days of application. • Do not apply more than once per season.
	1	Broadcast	1.0-2.0 pt	Ground: 10 gal Air: 5 gal	60	Precautions <ul style="list-style-type: none"> • For desiccation of weeds, including London rocket, sowthistle, rescue brome, wild oats, chickweed, ryegrass, bluegrass, cheatgrass, dogfennel, tansymustard, henbit, downy brome, and other winter annuals, and suppression of perennial weeds. • CAUTION: Applications to clover or other legumes that is not dormant, or has broken dormancy, may result in stand and/or yield reductions. Replanting may be necessary. Green clover or other legumes foliage present at the time of application will be burned. • Clover or other legumes foliage present at the time of application will be discolored and temporarily stunted. • Total hay yield of first cutting may be reduced in clover or other legumes fields with severe weed infestation. This reduction will usually be directly proportionate to the loss of weed weight.
	1	Broadcast	1.0-2.0 pt	Ground: 10 gal Air: 5 gal	60	California Precautions <ul style="list-style-type: none"> • For desiccation of weeds including bluegrass, ryegrass, shepherdspurse, chickweed, tansymustard, foxtail, sowthistle and groundsel. • Use high rate if ryegrass, shepherdspurse, sowthistle or groundsel is present.
	1	Broadcast	0.75-1.2 pt	Ground: 10 gal Air: 5 gal	60	

Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
CORN FIELD CORN POPCORN SWEET CORN SEED CORN (Used alone)	3	Preplant or Preemergence (Broadcast or Banded Over Row)	Weeds 1-3": 2.0-2.5 pt Weeds 3-6": 2.5-3.0 pt Weeds 6": 3.0-4.0 pt	Ground: 10 gal Air: 5 gal	-	<p>Precautions</p> <ul style="list-style-type: none"> • Includes field, fresh, sweet, forage, fodder and popcorn. • Seedbeds should be formed as far ahead of planting and treatment as possible to permit maximum weed and grass emergence. • Seeding should be done with a minimum amount of soil disturbance. • Weeds and grasses emerging after application will not be controlled. Crop plants emerged at time of application will be killed.
CORN Tank Mixes for No-till/Reduced Till	3	Preplant or Preemergence (Broadcast or Banded Over Row)	Weeds 1-3": 2.0-2.5 pt Weeds 3-6": 2.5-3.0 pt Weeds 6": 3.0-4.0 pt	Ground: 10 gal Air: 5 gal* *Refer to respective product labels to determine if these products can be applied by air.	-	<p>Restrictions</p> <ul style="list-style-type: none"> • Apply as a broadcast spray before, during or after planting, but before crop emergence. <p>Precautions</p> <ul style="list-style-type: none"> • For improved burndown or residual control, Gramoxone SL 2.0 may be tank mixed with the following herbicides: 2,4-D Ester (Low Volatile), 2,4-D Amine, AAtrex/ Atrazine, Balance®, Banvel, Bicep Magnum, Bicep II Magnum, Bicep Lite II Magnum, Callisto®, Clarity, Degree™, Degree Xtra™, Distinct®, Dual Magnum®, Fultime™, Frontier®, Guardsman®, Harmony® Extra Herbicide (Preplant Only), Harness®, Harness® Xtra, Lorox, Lumax®, Lexar®, Princep, Prowl®. • Gramoxone SL 2.0 may also be tank mixed with Warrior®, Karate®, Ambush® Insecticide. • Refer to respective product label(s) for rates of application, directions for use, limitations, cautions, and for a list of weeds or insects controlled.

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Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
FIELD CORN POPCORN SWEET CORN SEED CORN	3	Postemer- gence Directed Spray (Including Hooded or Shielded)	1.0-2.0 pt	Ground: 10 gal	-	<p>Precautions</p> <ul style="list-style-type: none"> • Apply when weeds are actively growing. • Use higher specified rate on larger or hard to control weeds. Weeds 6" or taller may not be controlled. • Severe damage and/or complete kill can occur if spray contacts corn plants. <p>HOODED OR SHIELDED SPRAYERS</p> <p>Restrictions</p> <ul style="list-style-type: none"> • Apply by directing spray between the rows and using hooded or shielded sprayers to prevent spray contact with crop plants. <p>Precautions</p> <ul style="list-style-type: none"> • To avoid excessive crop phytotoxicity, use a hooded or shielded sprayer with skids or wheels on the spray boom to maintain spray height. <p>DIRECTED SPRAY WITHOUT HOODED OR SHIELDED SPRAYERS</p> <p>Restrictions</p> <ul style="list-style-type: none"> • Apply when corn is at least 10" tall with nozzles arranged to spray no higher than the lower 3" of corn stalks. <p>Precautions</p> <ul style="list-style-type: none"> • Corn plants shorter than 10" may be injured and not recover (corn height measured from soil surface to top of whorl). • For corn greater than 20" tall, arrange the nozzles to spray no higher than the lower 1/3 of the corn stalks. • Corn foliage sprayed will be injured, but the crop will recover and develop normally.
FIELD CORN Popcorn Seed Corn	1	Harvest Aid Broadcast	1.2-2.0 pt	Ground: 20 gal Air: 5 gal	7	<p>Restrictions</p> <ul style="list-style-type: none"> • Make ONE (1) application at least 7 days prior to harvest. • Apply after the corn is mature after the black layer has formed at the base of the kernels (this indicates maturity). • Use 2.0 pt to desiccate mature broadleaf weeds and grasses or broadleaf weeds and grasses that are taller than 18". <p>Precautions</p> <ul style="list-style-type: none"> • Consult your local agricultural authority for help in identifying the black layer. • Add nonionic surfactant containing at least 75% surface active ingredient at 0.25% v/v. • Drought stressed plants, especially broadleaf weeds can be difficult to kill and desiccation may not be complete.

Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
FIELD CORN ONLY (grain, fodder, forage)	3	Post-emergence directed spray USDA Witchweed Eradication Program	2.0 pt	Ground: 10 gal	-	Restrictions <ul style="list-style-type: none"> Initiate sprays in late June to early July and repeat in early August if regrowth occurs. Precautions <ul style="list-style-type: none"> Follow application instructions in post-emergence directed spray section above.
FIELD CORN ONLY (grain, fodder, forage) 2,4-D Amine Tank Mix	3	Post-emergence directed spray USDA Witchweed Eradication Program	8.0 fl oz + 0.5 lb 2,4-D Amine AE	Ground: 10 gal	-	Precautions <ul style="list-style-type: none"> Apply as a directed spray onto grassy weeds and witchweed before witchweed blooms. Reapply if regrowth occurs. Follow application instructions in post-emergence directed spray section above.
COTTON (Use Directions for all Cotton Uses)		All Cotton Uses				Restrictions <ul style="list-style-type: none"> Do not exceed 12 pints Gramoxone SL 2.0 (3 lb active ingredient) per acre per season for all uses on cotton.
COTTON (Used alone)	3	Preplant or Preemergence	2.5-4.0 pt	Ground: 10 gal Air: 5 gal	-	Restrictions <ul style="list-style-type: none"> Apply prior to, during or after planting, but before crop emergence. Precautions <ul style="list-style-type: none"> For fallow bed treatment, beds should be preformed to permit maximum weed and grass emergence prior to treatment. Seeding should be done with a minimum of soil disturbance.
COTTON (California only; Used alone)	3	Preplant	8.0-16 fl oz	Ground: 10 gal Air: 5 gal	-	Precautions <ul style="list-style-type: none"> For control of volunteer barley in preformed seedbeds.
COTTON Goal™ Herbicide Tank Mix	3	Preplant or Fallow Bed Broadcast	2.5-4.0 pt	Ground or Air: 10 gal	-	Precautions <ul style="list-style-type: none"> Refer to Goal label for specific use directions and restrictions, and weeds controlled.
COTTON Other Tank Mixes	3	Preplant or Preemergence	2.5-4.0 pt	Ground: 10 gal Air: 5 gal	-	Restrictions <ul style="list-style-type: none"> Apply as a broadcast spray before, during or after planting, but before crop emergence. Precautions <ul style="list-style-type: none"> For improved burndown or residual control, Gramoxone SL 2.0 may be tank mixed with the following herbicides: Cotoran, Dual Magnum, Meturon®, Cotton-Pro®, Caparol, Diuron, Harmony® Extra (Preplant Only), MSMA, Prowl, Zorial®.

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Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
COTTON Other Tank Mixes (continued)	3	Preplant or Preemergence	2.5-4.0 pt	Ground: 10 gal Air: 5 gal	-	<p>Precautions</p> <ul style="list-style-type: none"> When tank mixing with Cotoran DF or Meturon DF, follow mixing instructions in the Order of Tank Mixing section carefully and maintain constant agitation. When tank mixing with any of the herbicides listed above, refer to that product's label for specific directions and restrictions and for a list of weeds controlled.
COTTON	3	Postemergence Directed Spray (Precision Machine Vision Directed Spray)	1.2-2.0 pt	NA – ensure targeted weeds receive thorough spray coverage		<p>Restrictions</p> <ul style="list-style-type: none"> Precision application equipment with automated detection (Machine Vision) of weed must be used to minimize contact with cotton. Do not make more than a total of 3 postemergent directed spray applications using Precision Machine Vision Directed Spray equipment or a hooded shield sprayer. <p>Precautions</p> <ul style="list-style-type: none"> Apply when weeds are actively growing and before weeds reach 4" in height. For improved control and herbicide resistance management a tank mix with Caparol is recommended. May be tank mixed with other herbicides approved for postemergence directed use in cotton. AVOID CONTACT WITH CROP. Intentional or accidental contact (including drift) of Gramoxone SL 2.0 with the crop may result in severe damage or loss of the crop. Equipment should be in good operating condition. Avoid leakage or dripping onto crop. Variation in equipment design may affect level of weed control.
COTTON	3	Postemergence Directed Spray (Hooded or Shielded)	1.2-2.0 pt	Ground: 10 gal	-	<p>Restrictions</p> <ul style="list-style-type: none"> If multiple applications are made, do not apply the second application until 14 days after first application. Apply by directing spray between the rows and using hooded or shielded sprayers to prevent contact with crop plants. Do not make more than a total of 3 postemergent directed spray applications using Precision Machine Vision Directed Spray equipment or a hooded shield sprayer. <p>Precautions</p> <ul style="list-style-type: none"> Apply when weeds are actively growing and before weeds reach 4" in height. Use higher specified rate on dense populations and/or larger or hard to control weeds. Weeds 6" or taller may not be controlled. AVOID CONTACT WITH CROP. Intentional or accidental contact (including drift) of Gramoxone SL 2.0 with the crop may result in severe damage or loss of the crop. Equipment should be in good operating condition. Avoid leakage or dripping onto crop. Variation in equipment design may affect level of weed control. Keep hoods or shields adjusted to insure adequate contact with weeds while shielding the crop from the herbicide. To minimize drift, do not use nozzles or nozzle configurations or adjuvants which produce fine spray droplets (mist). May be tank mixed with other herbicides approved for postemergence directed use in cotton. Unless otherwise instructed on this label, refer to tank mix product label for rates, directions, limitations and cautions.

Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
COTTON Use directions for all cotton harvest aid uses		Harvest Aid				Harvest Aid Use Precautions (Applies to all sections) Restrictions <ul style="list-style-type: none"> Do not pasture livestock in treated fields or feed treated foliage. If multiple applications are made, allow 7 days between applications. Do not apply to cotton within 3 days before harvest. Repeat application if necessary. Do not exceed a total of 2.0 pt/A as a harvest aid. Precautions <ul style="list-style-type: none"> May be tank mixed with other cotton harvest aid materials known to be effective by the local expert. Unless otherwise instructed in this label, refer to tank mix product label for rates, directions, limitations and cautions. Gramoxone SL 2.0 can be applied in a tank mix with methyl parathion and/or Karate insecticide. Nodes above cracked bolls (NACB) timing is for guidance and is not intended to restrict the local expert in their use of the product.
SOUTHERN COTTON Harvest aid for boll opening and defoliation (tank mix with phosphate and chlorate defoliant)	4	Broadcast	8.0 fl oz + 1 pt phosphate or 1 gal chlorate	Ground: 10 gal Air: 5 gal	7	Restrictions <ul style="list-style-type: none"> Apply when 80% or more of the bolls are open and the remaining bolls to be harvested are mature. Precautions <ul style="list-style-type: none"> Development of immature bolls will be inhibited.
SOUTHERN COTTON Additional tank mixes for boll opening and defoliation	4	Broadcast	3.1-5.0 fl oz	Ground: 10 gal Air: 5 gal	-	Restrictions <ul style="list-style-type: none"> Apply when 60% or more of the bolls are open and the remaining bolls to be harvested are mature. Precautions <ul style="list-style-type: none"> To aid in defoliation and opening of mature bolls, Gramoxone SL 2.0 may be tank mixed with the following products: Accelerate® Defoliant, DEF® Defoliant, Dropp® Defoliant, Ethephon® Plant Growth Regulant, Folex® Defoliant, Harvade® Harvest Growth Regulant, Prep™ PGR. Development of immature bolls will be inhibited. Refer to tank mix product label for rate, directions, limitations and cautions.

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Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
SOUTHERN COTTON Post Defoliation-To aid in opening of mature bolls and to desiccate green weeds	4	Broadcast	1.0-2.0 pt	Ground: 10 gal Air: 5 gal	3	Restrictions <ul style="list-style-type: none"> Apply when 75% or more of the bolls are open and remaining bolls to be harvested are mature. Precautions <ul style="list-style-type: none"> Use higher specified rate if weed infestation is heavy or dense. Development of immature bolls will be inhibited. After a defoliation or conditioning application has been made, delay desiccation application of Gramoxone SL 2.0 approximately 3-7 days to minimize leaf sticking.
WESTERN COTTON Harvest aid for boll opening and early defoliation	4	Broadcast	5.5-8.0 fl oz + phosphate or sodium chlorate; and/or other compatible harvest aid products.	Ground: 10 gal Air: 5 gal	7	Restrictions <ul style="list-style-type: none"> Do not use more than 8.0 fl oz of Gramoxone SL 2.0 for early defoliation as excessive desiccation may occur. Do not use more than 4.0 lb of actual sodium chlorate defoliant per acre at this early defoliation timing. Precautions <ul style="list-style-type: none"> Use higher specified rate of Gramoxone SL 2.0 on rank cotton. Early defoliation timing is when 60% or more of the bolls are open and the remaining bolls to be harvested are mature (approximately 4 NACB). Development of immature bolls will be inhibited.
WESTERN COTTON Harvest aid for boll opening and mid-to-late defoliation	4	Broadcast	8.0-16.0 fl oz alone or tank mix with sodium chlorate or phosphate defoliant and/or other compatible harvest aid products.	Ground: 10 gal Air: 5 gal	3 (Alone)	Precautions <ul style="list-style-type: none"> In desert cotton areas or on rank vigorous cotton, use the 16 fl oz rate of Gramoxone SL 2.0. Mid-to-late defoliation timing is when 75% or more of the bolls are open and remaining bolls to be harvested are mature (approximately 3 or fewer NACB). Development of immature bolls will be inhibited.

Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
COTTON Stripper or Spindle Harvested Harvest aid for defoliation and boll opening	4	Broadcast	3.0-11.25 fl oz	Ground: 10 gal Air: 5 gal	3	Restrictions <ul style="list-style-type: none"> Apply when 75% of the bolls are open and the remaining bolls to be harvested are mature. May be applied as a split application. Do not exceed a total of 2.0 pt/A per year. Precautions <ul style="list-style-type: none"> It is advisable, because of extremes in environmental and plant conditions, to apply the range of rates on a small block of cotton to determine the rate that best fits your needs. Development of immature bolls will be inhibited. Slice bolls and inspect the seed for maturity. Gramoxone SL 2.0 may be applied alone or tank mixed with the following cotton harvest aids: Accelerate Defoliant, DEF® Defoliant, Ethephon® Plant Growth Regulant, Folex® Defoliant, Harvade® Harvest Growth Regulant, Prep PGR. To avoid leaf sticking, apply Gramoxone SL 2.0 as a desiccant approximately 3-7 days after defoliation or a conditioning application and 7-14 days before harvest. Cooler temperatures may cause a longer waiting period between application of Gramoxone SL 2.0 as a desiccant and defoliation/condition. Lower rates in the range may be necessary south of I-10 in Texas where temperatures are typically higher during defoliation.
COTTON Late season desiccation	4	Broadcast	1.0-2.0 pt	Ground: 10 gal Air: 5 gal	3	Restrictions <ul style="list-style-type: none"> May be applied as a split application. Do not exceed a total of 2.0 pt/A per year. Apply when 85% of the bolls are open and the remaining bolls to be harvested are mature (approximately 0 NACB). Precautions <ul style="list-style-type: none"> It is advisable, because of extremes in environmental and plant conditions, to apply the range of rates on a small block to determine the rate that best fits your needs. Development of immature bolls will be inhibited. Slice bolls and inspect the seed for maturity. Lower rates in the range may be necessary south of I-10 in Texas where temperatures are typically higher during defoliation. If a defoliation or conditioning application has been made, delay desiccation application of Gramoxone SL 2.0 approximately 3-7 days to minimize leaf sticking. May be tank mixed with other harvest aid materials known to the local expert to be effective.

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Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
COTTON Suppression of Regrowth	4	Broadcast	1.0-2.0 pt	Ground: 10 gal Air: 5 gal	3	<p>Precautions</p> <ul style="list-style-type: none"> Regrowth is difficult to control, therefore, thorough coverage with the full rate is necessary. Control is dependent on growing conditions and desiccation of small new regrowth may not always be complete. Use higher specified rate if regrowth is excessive.
EASTER LILIES (Field grown)	2	Preemergence	2.5-4.0 pt	Ground: 10 gal	-	<p>Restrictions</p> <ul style="list-style-type: none"> Do not apply more than twice per season.
FALLOW LAND Prior to planting of any crops.	2	Preplant Broadcast to Fallow Land	1.5-4.0 pt	Ground: 10 gal Air: 5 gal	-	<p>Restrictions</p> <ul style="list-style-type: none"> Do not make more than 2 applications during the fallow period. <p>Precautions</p> <ul style="list-style-type: none"> Fallow land may be between operations such as disking, ripping, plowing, leveling, irrigating or listing for ground preparation purposes. Use for the control of weeds such as bluegrass, chickweed, henbit, downy brome, ryegrass, cheatgrass, dog fennel, tansy mustard, London rocket, sowthistle, rescue brome, wild oats, volunteer cereals and other winter annuals and for suppression of perennial weeds or sedges. Use the higher rate for weeds approaching the maximum size of 6". Allow maximum weed emergence prior to application to maximize the benefit of this use. Adhere to the preharvest intervals and other crop specific restrictions for planted crops elsewhere on this label.
GINGER	6	Preemergence Broadcast, Postemergence, Directed Spray	2.0-4.0 pt	Ground: 20 gal	14 days for immature ginger roots, 75 days for mature ginger roots	<p>Restrictions</p> <ul style="list-style-type: none"> Apply as a preemergence broadcast application before, during, or after planting but prior to crop emergence. If multiple applications are made, allow 30 days between applications. Do not exceed 24 pints of Gramoxone SL 2.0 (6 lb active ingredient) per acre per season. Do not allow spray to contact ginger plants.

Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
GRASSES (For Seed; For Use in Seedbed Preparation)	3	Preplant, At Planting, or Preemer- gence	2.0-4.0 pt	Ground: 10 gal	-	<p>Restrictions</p> <ul style="list-style-type: none"> Repeat applications may be made prior to grass emergence, however, do not exceed 3 applications per year. Do not graze treated areas or use the seed or straw from treated areas for animal feed or bedding. <p>Precautions</p> <ul style="list-style-type: none"> Prepare the seedbeds and allow weeds to germinate. Apply Gramoxone SL 2.0 when weeds are at the 3-5 leaf stage.
GUAR (Preharvest desiccation)	3	Preharvest	2.0 pt	Ground: 10 gal	4	<p>Restrictions</p> <ul style="list-style-type: none"> Do not apply until the pods are fully mature. Do not graze treated areas or use the treated forage for animal feed.
GUAVA	4	Directed Spray	3.75 pt	Ground: 10 gal	-	<p>Restrictions</p> <ul style="list-style-type: none"> Do not allow spray to contact green stems, fruit or foliage. Do not graze treated areas. Do not feed cover crops grown in treated areas to livestock. <p>Precautions</p> <ul style="list-style-type: none"> For mature woody weeds, late-germinating weeds and grasses, and perennials, retreatment or spot spraying may be necessary.
HOPS (ID, OR, & WA only)	3	Directed Spray and/ or Suckering and Stripping	2.0 pt	Ground: 10 gal	14	<p>Restrictions</p> <ul style="list-style-type: none"> Do not apply more than 3 times per season. Do not allow spray to contact green stems, foliage, flowers, or cones as injury may result. Do not allow animals to graze in treated hopyards. <p>Precautions</p> <ul style="list-style-type: none"> Retreatment or spot treatment may be necessary. Hop vine refuse and silage may be fed to livestock. For suckering and stripping, spray only the basal 2 ft of the vines. Experience with varieties other than Cascade, Yakima Cluster, and Bullion is limited. If using Gramoxone SL 2.0 on other varieties than these, test the use pattern on a small number of vines of each variety to determine sensitivity to injury. Do not use on unlisted varieties if unacceptable crop injury occurs. Chemical Pruning: To burn back existing vines and obtain even emergence of subsequent vines, spray when vines are less than 3 ft tall. APPLICATION TO HOP VINES LESS THAN 6 FT TALL MAY CAUSE UNACCEPTABLE INJURY.

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Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
LENTILS	2	Harvest Aid	1.2-2.0 pt	Ground: 20 gal Air: 7 gal	7	<p>Restrictions</p> <ul style="list-style-type: none"> • DO NOT exceed a total of 2.0 pt/A per season. • May also be applied as a split application. If applied as a split application, do not exceed a total of 2 pt/A per season. Split application may improve coverage. • Apply when crop is mature and at least 80% of the pods are yellowing and mostly ripe with no more than 30% of the leaves still green in color. • DO NOT apply when weather conditions favor spray drift. A drift control agent may be included to reduce spray drift. • NOT REGISTERED FOR USE ON LENTILS IN CALIFORNIA. <p>Precautions</p> <ul style="list-style-type: none"> • Add nonionic surfactant at 0.25% v/v (2 pt/100 gal) of the finished spray volume.
MINT (Peppermint, Spearmint)	2	Dormant Season	2.0-3.0 pt	Ground: 10 gal Air: 5 gal	-	<p>Restrictions</p> <ul style="list-style-type: none"> • Apply when crop is dormant before spring growth begins and when weeds are less than 6" tall. • Do not apply more than 3.0 pt/A per dormant season. <p>Precautions</p> <ul style="list-style-type: none"> • For suppression of weeds such as Italian ryegrass, prickly lettuce, groundsel, chickweed, downy brome and bluegrass. • May be tank mixed with Sinbar Herbicide (terbacil) weed killer for improved contact activity and residual control of Italian ryegrass, prickly lettuce and groundsel. Apply this tank mixture no more than once per season. Refer to the Sinbar label for rates, directions, and cautions and for a list of weeds controlled.
OKRA	1 2	Preemergence Broadcast Postemergence Directed Spray	2.0-4.0 pt/A 2.0 pt/A	Ground: 20 gal Ground: 20 gal	- 21 days	<p>Restrictions</p> <ul style="list-style-type: none"> • Preemergence applications must be made before crop emergence. • If multiple applications are made, allow 14 days between applications. • Apply no more than 3 applications per season. • Do not exceed 8.0 pt/A (2 lb active ingredient) per season. • Do not allow spray to contact okra plants.

Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
ONION (DRY BULB)	1	Preemergence Broadcast	2.0-4.0 pt/A	Ground: 20 gal	-	Restrictions <ul style="list-style-type: none"> Only 1 preemergence and 1 postemergence application can be made per year. Do not exceed 6.0 pt/A (1.5 lb active ingredient) per season. Precautions <ul style="list-style-type: none"> Use the higher rate for heavy weed infestations or wild oat control. For preemergence treatment, allow maximum weed emergence prior to treatment but apply before crop emergence.
	1	Postemergence Directed Spray	2.0 pt/A	Ground: 20 gal	60 days	
ONIONS (SEEDED) AND GARLIC	1	Preplant/Preemergence	2.5-4.0 pt	Ground: 10 gal	60 200 (CA only)	Restrictions <ul style="list-style-type: none"> Use the higher rate for heavy weed infestations or wild oat control. Apply only one application per season at the 4.0 pt/A dosage. Do not apply more than 4.0 pt/A. Precautions <ul style="list-style-type: none"> Allow maximum weed and grass emergence prior to treatment but apply prior to crop emergence.
PASSION FRUIT	5	Directed Spray	3.75 pt	Ground: 10 gal	-	Restrictions <ul style="list-style-type: none"> If application is to be made during harvest season, pick all fruit off the ground prior to application. Do not allow animals to graze on treated areas. Precautions <ul style="list-style-type: none"> Use a shield or wrap vine if bark is still green at application time. Retreatment or spot treatment may be necessary.
PEANUTS	2	Broadcast At Ground Crack Postemergence	8.0-16.0 fl oz	Ground: 10 gal	-	Restrictions <ul style="list-style-type: none"> To control or suppress small (1-6") emerged annual grass and broadleaf weeds in peanuts at ground crack. A second application may be made up to 28 days after ground crack. Make no more than 2 applications per season and do not apply a total of more than 16.0 fl oz of product per acre per season. Do not apply by air. Precautions <ul style="list-style-type: none"> For at ground crack use, Gramoxone SL 2.0 can be tank mixed with Pursuit® Herbicide or Dual Magnum for residual weed control. Consult the Pursuit or Dual Magnum label for a list of weeds controlled, rates of application, and precautions. Crop foliage sprayed will be injured in the form of bronzing and crinkling but the crop will recover and develop normally.

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Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
PEANUTS Basagran® Herbicide Tank Mix	2	Broadcast At Ground Crack Post-emergence	8.0-16.0 fl oz	Ground: 10 gal	-	<p>Restrictions</p> <ul style="list-style-type: none"> This tank mix can be applied at the ground crack stage of peanuts. A second application may be made up to 28 days after ground crack. Make no more than 2 applications per season and do not apply a total of more than 16.0 fl oz of product per acre per season. Do not apply this tank mix if peanuts show injury (leaf phytotoxicity and/or plant stunting) produced by any other herbicide treatment as injury may be enhanced and/or prolonged. Do not apply by air. <p>Precautions</p> <ul style="list-style-type: none"> For improved control of weeds such as cocklebur, bristly starbur, smartweed and prickly sida, tank mix Gramoxone SL 2.0 with Basagran at 1 pt/A. Crop foliage sprayed will be injured in the form of bronzing and crinkling but the crop will recover and develop normally. Refer to the Basagran label for specific use directions, limitations, cautions and for a list of weeds controlled. Do not apply this tank mix during prolonged periods of drought or unseasonably cold weather as unsatisfactory weed control may result.
PEANUTS Butyrac® Herbicide or Butoxone® Herbicide 200 Tank Mix	2	Broadcast Postemerge- nce	8.0-16.0 fl oz	Ground: 10 gal	-	<p>Restrictions</p> <ul style="list-style-type: none"> Make no more than 2 applications per season and do not apply a total of more than 16.0 fl oz of product per season. Do not apply by air. <p>Precautions</p> <ul style="list-style-type: none"> For improved control of weeds such as cocklebur, sickle-pod and morningglory tank mix Gramoxone SL 2.0 with 8-16 fl oz (0.125-0.25 lb) per acre of Butyrac or Butoxone 200. Crop foliage sprayed will be injured in the form of bronzing and crinkling but the crop will recover and develop normally. Refer to the complete Butyrac or Butoxone 200 label for specific use directions, limitations, cautions and for a list of weeds controlled.
PEANUTS For Suppression and/or Control of Palmer Amaranth in Peanut in (AL, AR, FL, GA, MS, NC, & SC only) For Suppression and/or Control of Florida Beggarweed in Peanut (GA only)	1	Recirculating rope wick or carpet roller	1 pt	Not Applicable	30	<p>Application Instructions</p> <ul style="list-style-type: none"> Mix 1 part of Gramoxone SL 2.0 with 1 – 1.5 parts of water to prepare a 40-50% solution. Add nonionic surfactant containing 75% or more surface-active agent at a minimum of 0.25% v/v (2 pt/100 gal or 0.32 fl oz/gal) of finished volume. Adjust equipment to apply up to 2 pt/A of the herbicide-water mixture Make application at least 6 inches above the peanut canopy and set application equipment to avoid dripping. Follow application equipment manufacturer's instructions. <p>Note: Control of large weeds is enhanced if application is made in late afternoon or early evening.</p>

Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
PEANUTS <i>(continued)</i> For Suppression and/or Control of Palmer Amaranth in Peanut in (AL, AR, FL, GA, MS, NC, & SC only) For Suppression and/or Control of Florida Beggarweed in Peanut (GA only)	1	Recirculating rope wick or carpet roller	1 pt	Not Applicable	30	Restrictions <ul style="list-style-type: none"> Do not apply more than 1 pt/A of Gramoxone SL 2.0 using the recirculating rope wick or carpet roller application method. DO NOT exceed 0.5 lb ai/A/year of paraquat-containing products for all combined uses. Make applications of Gramoxone SL 2.0 as early as possible, and not less than 30 days before harvest to control weeds that may interfere with harvesting operations. Do not allow livestock to graze in treated areas. Do not feed hay or threshings from treated fields to livestock.
PERSIMMON	5	Directed Spray	3.75 pt	Ground: 10 gal	-	Restrictions <ul style="list-style-type: none"> Do not allow spray to contact green stems, fruit, or foliage. Do not graze treated areas. Do not feed cover crops grown in treated areas to livestock. Precautions <ul style="list-style-type: none"> For mature woody weeds, late-germinating weeds and grasses, and perennials, retreatment or spot spraying may be necessary.
PIGEON PEAS (Puerto Rico only)	1	Directed Spray	2.0 pt	Ground: 10 gal	60	Restrictions <ul style="list-style-type: none"> Do not make more than 1 application per season. Do not graze treated areas or feed treated forage to livestock. Precautions <ul style="list-style-type: none"> Avoid contact with pigeon pea foliage. Cannery waste can be fed to livestock.
PINEAPPLE	3	Directed Spray	2.0-4.0 pt	Ground: 10 gal	20	Restrictions <ul style="list-style-type: none"> Do not exceed 3 applications per season. Precautions <ul style="list-style-type: none"> Retreatment may be necessary on more mature weeds.
RICE	3	Preplant or Preemergence Broadcast	Weeds 1-3": 2.0-2.5 pt Weeds 3-6": 2.5-3.0 pt Weeds 6": 3.0-4.0 pt	Ground: 10 gal Air: 5 gal	-	Restrictions <ul style="list-style-type: none"> Apply as a broadcast spray before, during or after planting, but before crop emergence. Use higher specified rates and spray volumes when vegetation is dense. Do not flood/flush within 48 hours of application in order to ensure complete kill of vegetation. Precautions <ul style="list-style-type: none"> Seeding should be done with a minimum amount of soil disturbance. Weeds and grasses emerging after application will not be controlled. Crop plants emerged at time of application will be killed. For improved or extended weed control, Gramoxone SL 2.0 may be tank mixed with other herbicides registered for this use. Refer to tank mix herbicide labels for specific directions, limitations, cautions and for a list of weeds controlled. If cool, cloudy and/or wet weather delays speed of kill, do not flood/flush until complete kill is evident.

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Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
SAFFLOWER	3	Preplant or Preemergence Broadcast or Banded Over Row	2.5-4.0 pt	Ground: 10 gal Air: 5 gal	-	Restrictions • Apply before, during, or after planting but before crop emergence.
SAFFLOWER (California only)	3	Preplant Broadcast	1.0 pt	Ground: 10 gal Air: 5 gal	-	Precautions • For control of volunteer barley in pre-formed seedbeds.
SMALL GRAINS (Barley, wheat)	3	Preplant or Preemergence	Weeds 1-3": 2.0-2.5 pt Weeds 3-6": 2.5-3.0 pt Weeds 6": 3.0-4.0 pt	Ground: 5 gal Air: 5 gal	-	
SMALL GRAINS (Wheat Only) Hoelon® 3EC Tank Mix	3	Preplant or Preemergence	Weeds 1-3": 2.0-2.5 pt Weeds 3-6": 2.5-3.0 pt Weeds 6": 3.0-4.0 pt	Ground: 10 gal Air: 5 gal	-	Restrictions • Do not apply this tank mix to Barley as crop injury may result. Precautions • A tank mix with Hoelon 3EC will improve grass control. • Apply when weeds are actively growing and 1-6" in height. Weeds 6" or taller may not be controlled.
SORGHUM (Grain)	3	Preplant/ Preemergence Broadcast or Band	Weeds 1-3": 2.0-2.5 pt Weeds 3-6": 2.5-3.0 pt Weeds 6": 3.0-4.0 pt	Ground: 10 gal Air: 5 gal	48 (grain) 20 (forage)	Precautions • Seedbeds should be formed as far ahead of planting as possible to allow maximum weed and grass emergence. • Seeding should be done with a minimum amount of soil disturbance.
SORGHUM (Grain) Atrazine & 2,4-D ester (Low Volatile) Tank Mix	3	Preplant or Preemergence	Weeds 1-3": 2.0-2.5 pt Weeds 3-6": 2.5-3.0 pt Weeds 6": 3.0-4.0 pt	Ground: 10 gal Air: 5 gal	48 (grain) 20 (forage)	Precautions • Gramoxone SL 2.0 may be tank mixed with Atrazine for improved preemergence or residual weed control. The addition of 2,4-D ester (Low Volatile) may aid in the suppression of perennial and annual broadleaf weeds emerged at the time of application. Refer to the specific tank mix herbicide label(s) for rates, directions, limitations, and cautions and a list of weeds controlled.

Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
SORGHUM (Grain) Harmony® Extra Herbicide Tank Mix	3	Preplant	2.0-3.75 pt	Ground: 10 gal	48 (grain) 20 (forage)	<p>Precautions</p> <ul style="list-style-type: none"> Gramoxone SL 2.0 may be tank mixed with Harmony Extra for improved weed control. Refer to the Harmony Extra label for rates, directions, limitations, and cautions and for a list of weeds controlled.
SORGHUM (Grain)	2	Postemergence Directed (Including Hooded or Shielded)	1.0-2.0 pt	Ground: 10 gal	48 (grain) 20 (forage)	<p>Restrictions</p> <ul style="list-style-type: none"> Do not exceed 2 postemergence-directed applications or exceed a total of 4.0 pt Gramoxone SL 2.0 per season. <p>Precautions</p> <ul style="list-style-type: none"> Apply when weeds are actively growing. Use higher specified rate on larger or hard to control weeds. Weeds 6" or taller may not be controlled. Severe damage and/or complete kill can occur if spray contacts sorghum plants. <p>HOODED OR SHIELDED SPRAYERS</p> <p>Restrictions</p> <ul style="list-style-type: none"> Apply by directing spray between the rows and using hooded or shielded sprayers to prevent spray contact with crop plants. <p>Precautions</p> <ul style="list-style-type: none"> To avoid excessive crop phytotoxicity, use a hooded or shielded sprayer with skids or wheels on the spray boom to maintain spray height. <p>DIRECTED SPRAY WITHOUT HOODED OR SHIELDED SPRAYERS</p> <p>Restrictions</p> <ul style="list-style-type: none"> Apply when sorghum is at least 12" tall when naturally standing. Do not exceed 30 psi nozzle pressure or spray under conditions which may cause excessive drift. Use precision directed-spray application equipment adjusted so that no more than the lower 3" of the sorghum stalk is contacted by the application spray. <p>Precautions</p> <ul style="list-style-type: none"> Some crop injury will occur. The degree of injury is related to the precision of application and spraying conditions.
SOYBEANS (Use directions for all soybean uses)		All Soybean Uses				<p>Restrictions</p> <ul style="list-style-type: none"> Do not exceed 11.6 pints of Gramoxone SL 2.0 (2.9 lb active ingredient) per acre per season.

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Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
SOYBEANS	3	Preplant or Preemergence	Weeds 1-3": 2.0-2.5 pt Weeds 3-6": 2.5-3.0 pt Weeds 6": 3.0-4.0 pt	Ground: 10 gal Air: 5 gal	-	<p>Restrictions</p> <ul style="list-style-type: none"> Do not exceed a total of 6.0 pt of Gramoxone SL 2.0 per season. Apply as a broadcast spray before, during or after planting, but before crop emergence. Do not graze or harvest for forage or hay before the R3 stage of soybean development (early pod). <p>Precautions</p> <ul style="list-style-type: none"> For improved burndown or residual control, Gramoxone SL 2.0 may be tank mixed with the following herbicides: 2,4-DB, 2,4-D, Authority®, Canopy, Canopy XL, Command, Dual Magnum, Dual II Magnum, Goal, Harmony® Extra (Preplant Only), Lorox, Lorox Plus, Flexstar, Firstrate™, Frontier, Gemini®, Warrior, Karate, Prowl, Pursuit, Scepter®, Sencor, Surflan®, Turbo®. The rate of Gramoxone SL 2.0 to be used in these tank mixtures is dependent on weed height and growing conditions. Use the highest rate of Gramoxone SL 2.0 under dry conditions or where the weed canopy is dense. Refer to the specific tank mix herbicide label(s) for rates, directions, limitations, and cautions and for a list of weeds controlled. The lower rate may be used when weeds are less than 4" tall and a selective postemergence spray or cultivation will be made within 3 weeks after planting. Seeding should be done with a minimum amount of soil disturbance.
SOYBEANS 2,4-D ester (Low Volatile) Tank Mix	3	Preplant or Preemergence	Weeds 1-3": 2.0-2.5 pt Weeds 3-6": 2.5-3.0 pt Weeds 6": 3.0-4.0 pt	Ground: 10 gal Air: 5 gal	-	<p>Restrictions</p> <ul style="list-style-type: none"> Apply 2,4-D ester (Low Volatile) at 0.35-0.475 lb ai/A at least 7 days prior to planting. Apply 2,4-D ester (Low Volatile) at 0.475-0.95 lb ai/A at least 30 days prior to planting. <p>Precautions</p> <ul style="list-style-type: none"> Do not apply 2,4-D ester (Low Volatile) prior to planting soybeans if you are not prepared to accept the results of soybean injury including possible loss of stand and yield. Do not use the amine formulation as Gramoxone SL 2.0 activity may be reduced. May be tank mixed with residual herbicides listed above. Refer to the 2,4-D ester (Low Volatile) label for a list of rates, directions, limitations and cautions and for a list of weeds controlled.

Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
SOYBEANS	3	Spot Spray	4.8 pt/ 100 gal water	-	Forage/Hay: 46 Days	<p>Restrictions</p> <ul style="list-style-type: none"> Do not allow spray to contact soybean plant as crop injury or death may occur. <p>Precautions</p> <ul style="list-style-type: none"> Spray the solution on actively growing weeds until uniformly wet but not to the point of runoff.
SOYBEANS	3	Postemergence Directed Spray (Includes Hooded or Shielded)	1.0-2.0 pt	Ground: 10 gal	Forage: 46 days	<p>Restrictions</p> <ul style="list-style-type: none"> If multiple applications are made, allow 14-days between applications. Do not graze or harvest for forage or hay. Apply by directing spray between the rows and using hooded or shielded sprayers to prevent spray contact with crop plants. <p>Precautions</p> <ul style="list-style-type: none"> Apply when weeds are actively growing. For control of seedling johnsongrass, crabgrass, goosegrass, <i>Brachiaria</i>, Texas millet and pigweed less than 2" tall, use the lower rate of Gramoxone SL 2.0. For control of 2-4" red rice, <i>Brachiaria</i>, barnyardgrass, crabgrass, goosegrass, seedling johnsongrass, giant foxtail, and fall panicum, use 8.0 fl oz of Gramoxone SL 2.0. For control of 2-3" sicklepod, purslane, pigweed, cutleaf ground cherry, and common ragweed, use 8.0 fl oz of Gramoxone SL 2.0. For control of 2-4" grasses in mixture with common cocklebur, morningglory, and red rice, apply Gramoxone SL 2.0 at 8.0 fl oz/A plus 0.2 lb active ingredient per acre of a 2,4-DB formulation. Refer to the 2,4-DB label for directions, limitations, and cautions. Use higher specified rate on larger (6") or hard to control weeds. Weeds 6" or taller may not be controlled. Severe damage and/or complete kill can occur if spray intentionally or accidentally (including drift of fine droplets) contacts the plants.

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Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
SOYBEANS	1	Harvest Aid	8.0-16.0 fl oz	Ground: 20 gal Air: 5 gal	15-day PHI Do not graze.	<p>Restrictions</p> <ul style="list-style-type: none"> Do not apply within 15 days of harvest. Do not graze or harvest for forage or hay. <p>Precautions</p> <ul style="list-style-type: none"> Indeterminant varieties: Apply when at least 65% of the seed pods have reached a mature brown color or when seed moisture is 30% or less. Determinant varieties: Apply when plants are mature, i.e., beans are fully developed, 1/2 of leaves have dropped, and remaining leaves are yellowing. Immature soybeans will be injured. Mature cocklebur, especially drought-stressed plants, are tolerant to Gramoxone SL 2.0 and desiccation will not be complete. Always use the higher rate for cocklebur.
SOYBEANS (GROWN FOR RESEARCH, FIELD TRIALS AND SEED PRODUCTION ONLY)	1	Harvest Aid	8.0-16.0 fl oz	Ground: 20 gal Air: 5 gal	3-day PHI Do not graze.	<p>Restrictions</p> <ul style="list-style-type: none"> Only for use as a harvest aid with a 3-day pre-harvest interval on soybeans grown for research, field trials and seed production, including USDA regulated plantings or seed production. Use of Gramoxone SL 2.0 as a harvest aid with a 3-day pre-harvest interval on soybeans may only be done under agreement with and following all instructions of Syngenta Crop Protection, LLC. Do not apply within 3 days of harvest. Do not graze or harvest for forage or hay. Do not use or process harvested grain for food or feed. <p>Precautions</p> <ul style="list-style-type: none"> Indeterminate varieties: Apply when at least 65% of the seed pods have reached a mature brown color or when seed moisture is 30% or less. Determinant varieties: Apply when plants are mature, i.e., beans are fully developed, 1/2 of leaves have dropped, and remaining leaves are yellowing. Immature soybeans will be injured. Mature cocklebur, especially drought-stressed plants, are tolerant to Gramoxone SL 2.0 and desiccation will not be complete. Always use the higher rate for cocklebur.
STRAWBERRIES	3	Postemergence Directed Spray	2.0 pt	Ground: 20 gal	21	<p>Restrictions</p> <ul style="list-style-type: none"> Do not apply more than 3 times per season. Do not graze livestock in treated areas. <p>Precautions</p> <ul style="list-style-type: none"> Apply by directing spray between the rows and using shields to prevent spray contact with crop plants. Do not allow spray to contact strawberry plants as injury or excessive residues may result.

Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
SUGAR BEETS	3	Preplant or Preemergence	2.0-4.0 pt	Ground: 10 gal Air: 5 gal	-	Precautions <ul style="list-style-type: none"> Use the higher rate for heavier weed infestations. Seeding or transplanting should be done with a minimum amount of soil disturbance. Crop plants emerged at time of application will be killed. Can be used in fallow bed/stale seedbed for weed control. Seedbeds or plantbeds should be formed as far ahead of treatment as possible to permit maximum weed emergence.
SUGARCANE	2	Postemergence Directed Spray (Includes Hooded or Shielded)				Restrictions <ul style="list-style-type: none"> Make a second and final application, if necessary, when new weed growth is 2-6" high. Do not graze treated areas or feed treated forage to livestock. Precautions <ul style="list-style-type: none"> Apply as a hooded, shielded or directed spray to avoid contact with cane foliage to prevent leaf burn and yield reduction.
- Florida -	2		2.0 pt	Ground: 50 gal	-	Restrictions <ul style="list-style-type: none"> Do not apply after June 1 as cane growth may be stunted and yields reduced. Precautions <ul style="list-style-type: none"> For optimum results, apply in early spring (March-April) when weeds are small.
- Hawaii -	2		2.0 pt	Ground: 20 gal	-	Restrictions <ul style="list-style-type: none"> Do not apply after cane rows have closed in.
- Louisiana -	2		1.0-3.0 pt	Ground: 20 gal	30	Precautions <ul style="list-style-type: none"> For tiller control, apply when tillers are less than 18" high. Use the higher specified rate for heavier weed infestations or tiller growth.
- Florida & Texas -	1	Harvest Aid	0.6-1.0 pt	Air: 5 gal	-	Restrictions <ul style="list-style-type: none"> Apply 3-14 days before burning and harvest. Precautions <ul style="list-style-type: none"> Use higher specified rate under cool, cloudy weather conditions.
SUNFLOWER	3	Preplant or Preemergence Broadcast or Banded Over Row	2.5-4.0 pt	Ground: 10 gal Air: 5 gal	-	Restrictions <ul style="list-style-type: none"> Apply before, during, or after planting but before crop emergence.

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Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
SUNFLOWER	2	Preharvest Desiccation Broadcast	1.2-2.0 pt	Ground: 10 gal Air: 5 gal	7	<p>Restrictions</p> <ul style="list-style-type: none"> Do not graze treated areas or feed treated forage to livestock. <p>Precautions</p> <ul style="list-style-type: none"> Apply when sunflower seeds reach physiological maturity (when seed moisture is 35% or lower). For many varieties, this corresponds to the time when the back of the heads are yellow and the bracts are turning brown. Use the higher rate when crop stands or weed infestations are heavy.
TANIERIS (Florida Only)	1 1	Preemergence Broadcast or Banded Over Row Postemergence Directed Spray	2.0-4.0 pt/A 2.0 pt/A	Ground: 20 gal	180	<p>Restrictions</p> <ul style="list-style-type: none"> Preemergence applications must be made before crop emergence. Postemergence/directed spray applications must be made with ground equipment that can direct the spray between the rows and shield to prevent spray contact with crop plants. Only 2 applications can be made per season. Do not exceed 6.0 pt (1.5 lb active ingredient) per season. Allow 30-60 days between applications if 2 applications are made. Do not apply in less than 20 gallons of water/acre. Do not allow spray to contact plants.
TANIERIS (Puerto Rico Only)	3	Shielded Post Directed Spray	2.0 pt	Ground: 50 gal	90	<p>Restrictions</p> <ul style="list-style-type: none"> On taniers, do not make more than 3 applications per crop season. Do not allow spray to contact tanier plants as injury may result. Do not spray under windy conditions. Do not graze treated areas or feed treated forage to livestock. <p>Precautions</p> <ul style="list-style-type: none"> Apply when weeds are succulent and growth is 1-6".
TARO, DRYLAND (Hawaii Only)	2	Postemergence Directed Spray	2.0-3.0 pt	Ground: 10 gal	180	<p>Restrictions</p> <ul style="list-style-type: none"> A single re-treatment may be made; however, do not harvest dryland taro within 6 months of the last application. <p>Precautions</p> <ul style="list-style-type: none"> Do not allow spray to contact the taro plants as injury may result. Make the first application when weed growth is 1-4" high. Weeds emerging after the application will not be controlled.

Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
TREE PLANTATION ESTABLISHMENT Deciduous and Conifers	3	Preplant Broadcast	2.0-4.0 pt	Ground: 20 gal	-	<p>Restrictions</p> <ul style="list-style-type: none"> Apply prior to planting. Plant with minimal soil disturbance. Do not apply in less than 20 gal/A as weed control will be reduced. <p>Precautions</p> <ul style="list-style-type: none"> Prepare ground early to allow maximum emergence of weeds. Use the higher rate for heavier weed infestations. For improved burndown or residual control, tank mix Gramoxone SL 2.0 with other herbicides labelled for this use. Refer to the specific tank mix herbicide label(s) for rates, directions, limitations, and cautions and for a list of weeds controlled.
TREES AND VINES Orchards, Vineyards, Windbreak, Shade & Ornamental Trees Acerola Apples Apricots Avocados Bananas/ Plantains Beechnut Brazil Nut Butternut Calamondin Cashew Cherries Chestnut Chinquapin Citrus Citron Coffee Figs Filberts Grapefruit Grapes Hickory Nut Kiwi Fruit Kumquat Lemon Lime Macadamia Nuts Mandarin Nectarines	5 except for: Apricots 3 Cherries 3 Kiwi Fruit 3 Nectarines 3 Olives 4 Peaches 3 Pistachios 5 (only 2 after shells split) Plums 3	Directed Spray	2.5-4.0 pt	Ground: 10 gal	<p>Apricots 28 Cherries 28 Figs 13 Kiwi Fruit 14 Nectarines 28 Olives 13 Peaches 14 Pistachios 7 Plums 28</p> <p>Restrictions</p> <ul style="list-style-type: none"> Do not allow spray to contact green stems (except suckers), fruit or foliage. Do not graze treated areas. Do not feed cover crops grown in treated areas to livestock. Do not apply when figs or olives to be harvested are on the ground. For apricots - Do not harvest within 28 days after application and do not exceed 3 postemergence directed applications per season. For cherries - Do not harvest within 28 days after application and do not exceed 3 post-emergence directed applications per season. For figs - Do not harvest within 13 days after application and do not exceed 5 postemergence directed applications per season. For grapes - treat when sucker growth is no more than 8" long. Late season applications to weeds should be made to avoid contact with desirable foliage. For kiwi fruit - Do not treat more than 3 times per year. Do not harvest within 14 days after application. For mature woody weeds, perennial weeds, late germinating weeds and green suckers, retreatment or spot treatment may be necessary. For nectarines - Do not harvest within 28 days after application and do not exceed 3 post-emergence directed applications per season. For nuts - All applications must be made prior to shaking for harvest. 	

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Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
TREES AND VINES <i>(continued)</i> Olives Orange (sour & sweet) Papayas Peaches Pears Pecans Pistachios Plums Prunes Pummelo Satsuma mandarin Walnuts Other shade and ornamental trees such as arborvitae, ash, elm, fir, oak, pine, etc.	5 except for: Apricots 3 Cherries 3 Kiwi Fruit 3 Nectarines 3 Olives 4 Peaches 3 Pistachios 5 (only 2 after shells split) Plums 3	Directed Spray	2.5-4.0 pt	Ground: 10 gal	Apricots 28 Cherries 28 Figs 13 Kiwi Fruit 14 Nectarines 28 Olives 13 Peaches 14 Pistachios 7 Plums 28	<ul style="list-style-type: none"> For olives - Do not harvest within 13 days after application and do not exceed 4 post-emergence directed applications per season. For peaches - Do not harvest within 14 days after application and do not exceed 3 post-emergence directed applications per season. For pistachios - Do not exceed two applications after shells split. Do not harvest within 7 days after application. For plums - Do not harvest within 28 days after application and do not exceed 3 postemergence directed applications per season. Precautions <ul style="list-style-type: none"> Use a shield or wrap plant when spraying around young trees or vines.
TREES AND VINES Tank Mixes	5 except for: Apricots 3 Cherries 3 Kiwi Fruit 3 Nectarines 3 Olives 4 Peaches 3 Pistachios 5 (only 2 after shells split) Plums 3	Directed Spray	2.5-4.0 pt	Ground: 10 gal	Refer to other tank mix labels	Precautions <ul style="list-style-type: none"> Gramoxone SL 2.0 may be tank mixed with registered residual herbicides listed below for combined emerged and residual weed control. Always refer to other herbicide label(s) for respective precautions, limitations, restrictions, dates and directions for use and weeds controlled. Gramoxone SL 2.0 may be tank mixed with the following herbicides: Devrinol®, Goal, Karmex®, Krovar® 1 Herbicides, Princep, Sinbar, Surfian, Solicam®.
PERENNIAL TROPICAL AND SUB-TROPICAL FRUIT TREES Atemoya Biriba Black sapote Canistel Cherimoya Custard apple Feijoa Ilima Jaboticaba	4	Directed Spray	2.5-3.75 pt	Ground: 10 gal	14	Restrictions <ul style="list-style-type: none"> Do not allow spray to contact green stems (except suckers), fruit or foliage. For suckering spray when suckers are 4 to 8 inches tall. Do not graze treated areas. Do not feed cover crops grown in treated areas to livestock. If more than one application is to be made, a minimum of 28 days must be maintained between subsequent applications. Apply only with backpack sprayers or ground boom equipment. Precautions <ul style="list-style-type: none"> For mature woody weeds, late-germinating weeds and grasses, and perennials, retreatment or spot spraying may be necessary.

Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
PERENNIAL TROPICAL AND SUB-TROPICAL FRUIT TREES <i>(continued)</i> Longan Lychee Mamey sapote Mango Pawpaw Pomegranate Pulasan Rambutan Sapodilla Soursop Spanish lime Star apple Starfruit Sugar apple Wax jambu White sapote	4	Directed Spray	2.5-3.75 pt	Ground: 10 gal	14	Restrictions <ul style="list-style-type: none"> Do not allow spray to contact green stems (except suckers), fruit or foliage. For suckering spray when suckers are 4 to 8 inches tall. Do not graze treated areas. Do not feed cover crops grown in treated areas to livestock. If more than one application is to be made, a minimum of 28 days must be maintained between subsequent applications. Apply only with backpack sprayers or ground boom equipment. Precautions <ul style="list-style-type: none"> For mature woody weeds, late-germinating weeds and grasses, and perennials, retreatment or spot spraying may be necessary.
TUBEROUS AND CORM VEGETABLES Arracacha Arrowroot Artichoke, Chinese Artichoke, Jerusalem Canna, edible Chayote (root) Chufa Leren Potato Sweet potato Turmeric Yam bean	3	Preplant or Preemergence Broadcast	1.0-2.0 pt	Ground: 10 gal Air: 5 gal	-	Restrictions <ul style="list-style-type: none"> Apply up to ground cracking, before crop has emerged.
TUBEROUS AND CORM VEGETABLES (California, Washington, Oregon, Idaho only; Used alone) Arracacha Arrowroot Artichoke, Chinese Artichoke, Jerusalem Canna, edible Chayote (root) Chufa Leren Potato Sweet potato Turmeric Yam bean	3	Preplant Broadcast	8.0-16.0 fl oz	Ground: 10 gal Air: 5 gal	-	Precautions <ul style="list-style-type: none"> For control of volunteer barley in preformed seedbeds.

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Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
TYFON (New Hampshire only)	3	Preplant Preemer- gence	2.5-4.0 pt	Ground: 10 gal	-	Precautions <ul style="list-style-type: none"> Seeding should be done with a minimum of soil disturbance. Weeds and grasses emerging after treatment will not be controlled. Crop plants emerged at time of application will be injured.
VEGETABLES (SEE CUCURBITS BELOW) (Seeded or Transplanted) Beans (Lima, Snap) Broccoli Cabbage Carrots Cauliflower Cavalo Broccolo Chinese Cabbage Collards Eggplant Endive (Escarole) Groundcherry Lettuce Peas Pepino Peppers Sweet Corn Tomatillo Turnips Tomatoes	3	Preplant Preemer- gence	2.0-4.0 pt	Ground: 10 gal Air: 5 gal	-	Restrictions <ul style="list-style-type: none"> Applications can be made as a banded or broadcast treatment before, during or after planting but prior to the crop emergence. Do not harvest tomatoes within 30 days after application. Precautions <ul style="list-style-type: none"> Seedbeds or plantbeds should be formed as far ahead of treatment as possible to permit maximum weed emergence. Use the higher rate for heavier weed infestations. Seeding or transplanting should be done with a minimum amount of soil disturbance. Crop plants emerged at time of application will be killed. Can be used in fallow bed/stale seedbed for weed control alone or tank mixed with Goal. Consult the Goal label for a list of weeds controlled, rates of application and precautions.
VEGETABLES, CUCURBITS (Seeded or Transplanted) Cantaloupe Chayote Fruit Chinese Waxgourd Citron Melon Cucumber Gherkin Gourd, Edible Momordica spp. Musk Melons Pumpkin Squash Watermelons	3	Preplant Preemer- gence	2.0-4.0 pt	Ground: 10 gal Air: 5 gal	-	Restrictions <ul style="list-style-type: none"> Do not exceed 10 pints of Gramoxone SL 2.0 (2.5 lb active ingredient) per acre per season. If multiple applications, allow 14 days between applications. Applications can be made as a banded or broadcast treatment before, during or after planting but prior to the crop emergence. Precautions <ul style="list-style-type: none"> Seedbeds or plantbeds should be formed as far ahead of treatment as possible to permit maximum weed emergence. Use the higher rate for heavier weed infestations. Seeding or transplanting should be done with a minimum amount of soil disturbance. Crop plants emerged at time of application will be killed. Can be used in fallow bed/stale seedbed for weed control.

Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
VEGETABLES Eggplant Tomatoes Peppers	3	Directed Spray	2.0 pt	Ground: 10 gal	-	<p>Restrictions</p> <ul style="list-style-type: none"> • Use precision directed spray application equipment adjusted to prevent spray contact with crop plants. Do not exceed 30 psi nozzle pressure or spray under conditions which may cause excessive drift. • Apply when weeds are succulent and weed growth is less than 6". • Do not apply more than 3 applications per season. • Do not allow animals to graze in treated areas. • Do not harvest tomatoes within 30 days after application. <p>Precautions</p> <ul style="list-style-type: none"> • For control or suppression of emerged weeds between rows after crop establishment.
VEGETABLES Tomatoes	2	After Final Harvest	2.4-3.75 pt	Ground: 40-120 gal	-	<p>Restrictions</p> <ul style="list-style-type: none"> • DO NOT apply more than a total of 1.875 lb active ingredient (paraquat) per acre per season. <p>Precautions</p> <ul style="list-style-type: none"> • Add NIS containing 75% or more surface active agent at 0.125 v/v (1 pt/100 gal spray solution). • Thorough coverage of the tomato vines is required to ensure maximum herbicide burndown. • Use of dirty or muddy water may deactivate Gramoxone SL 2.0. • To help facilitate removal of Sweet Potato Whitefly, burn tomato vines with propane burners as soon as possible after the vines have dried down sufficiently. • To minimize drift, do not use nozzles or nozzle configurations which produce fine spray droplets (mist).
VEGETABLES (California, Washington, Oregon, Idaho only) Lettuce Melon Sugar Beets Tomatoes	2	Broadcast	0.75-1.0 pt	Ground: 10 gal Air: 5 gal	-	<p>Restrictions</p> <ul style="list-style-type: none"> • Do not harvest tomatoes within 30 days after application. <p>Precautions</p> <ul style="list-style-type: none"> • For control of volunteer barley in preformed seedbeds.
VEGETABLES Rhubarb	2	Dormant	2.5-4.0 pt	Ground: 10 gal	-	<p>Restrictions</p> <ul style="list-style-type: none"> • Apply during dormant season before buds in crown begin to grow. • Do not make more than 2 applications per season.

continued...

ALFALFA

Table 2. New Seedlings - Suppression and control of broadleaf weeds and grasses in new alfalfa seedlings grown for hay (California only)

For Control of:	Rate/Acre	
	For Suppression	For Control
Spikeweed (4 inches tall or less)	8 fl oz	16-24 fl oz
Volunteer Small Grain (8 inches tall or less)	8-16 fl oz	32 fl oz
Fiddleneck (6 inches tall or less)	8-16 fl oz	32 fl oz
Shepherdspurse	16-32 fl oz	-
Annual Bluegrass	-	16-32 fl oz
Chickweed	-	16-32 fl oz
Red Maids (6 inches tall or less)	-	16-32 fl oz

Do not use the 8.0 fl oz rate unless the alfalfa has at least 3 trifoliolate leaves; the 16.0 fl oz rate unless the alfalfa has 6 trifoliolate leaves; or rates over 16.0 fl oz unless there are 9 trifoliolate leaves.

RESIN SOAKING

Pines (Loblolly, Shortleaf, Longleaf, Slash, Virginia, Pond, Pitch, and Spruce Pines)

Tree Selection - Select trees to be treated from stands on sites not subject to periods of extreme drought stress as the desiccating effect of Gramoxone SL 2.0 to pines is accentuated during such periods, causing a reduction in the amount of oleoresin deposited in the xylem. Select trees to be treated from vigorous, nonstagnated stands, either natural or planted. In stagnated stands or commercial timber stands, plan treating with Gramoxone SL 2.0 not sooner than three years after a commercial thinning.

Application Directions - Apply Gramoxone SL 2.0 diluted in water to a suitable wound in the tree trunk to bring the treatment into contact with the xylem (sapwood).

Bark Streaks or Cuts: This type of wound is made using a standard or rotary bark hack or a chainsaw chipping tool employed in naval stores work to remove a single 1-inch wide streak of bark about 1-2 ft from ground level. The total length should not exceed $\frac{1}{3}$ of the tree circumference. Multiple streaks or cuts can result in serious girdling of the trunk and premature death of the tree. A coarse spray (about 1.7-5.0 ml) Gramoxone SL 2.0 solution (1-5% cation, wt/wt basis) should be applied to runoff to the exposed xylem, using a low-pressure sprayer. The amount of spray required per cut depends on tree circumference and the length of cut or streak ($\frac{1}{3}$ of circumference). For a 9-inch diameter tree, 3 ml of spray will cover the 1-inch wide streak. Using 3 ml of a 3 or 6% Gramoxone SL 2.0 solution will result in application of 60 or 120 mg. Gramoxone SL 2.0 per streak.

Time of Treatment: Resin soaking can occur from treatments made any time of the year; however, cool season treatments under nondrought conditions usually result in less severe pine beetle infestations and longer tree life.

Interval Between Treatment and Tree Harvest: The interval between application of Gramoxone SL 2.0 and tree harvest should be a minimum of 6 months and preferably from 12-24 months. Intervals of over 6 months may not be possible under conditions of drought or serious pine beetle attacks, which may make early harvest necessary. The Gramoxone SL 2.0 treatment may encourage beetle attack, or may cause premature death of the tree. Desiccation of the xylem tissue, rather than the desired resin soaking, may occur, and is more likely at higher dosage rates.

Effect on Stem Growth: Gramoxone SL 2.0 treatment can result in reduced stem growth during the interval between treatment and tree harvest.

Dilution Table for Gramoxone SL 2.0 (2.0 lb cation per gallon):

Concentration of Cation Desired (Wt/Wt Basis)	To 1 Gallon of Gramoxone SL 2.0 Add the Following No. Gal of Water:
0.2%	118.8
0.5%	46.8
1.0%	22.9
2.0%	10.9
3.0%	6.9
4.0%	4.9
5.0%	3.7

Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
CONSERVATION RESERVE, FEDERAL SET-ASIDE, CONSERVATION COMPLIANCE PROGRAMS (For use in compliance with the Federal Conservation Reserve Program or Federal set-aside programs).	3	Broadcast	2.5-4.0 pt	Ground: 10 gal Air: 5 gal	-	<p>Precautions</p> <ul style="list-style-type: none"> For improved emerged weed control or extended weed control, Gramoxone SL 2.0 may be tank mixed with other herbicides registered for this use. Refer to tank mix herbicide labels for specific directions, limitations, cautions and for a list of weeds controlled.
NONCROP USES	10	Broadcast or Spot Treatment	2.5-4.0 pt	Ground: 10 gal	-	<p>Precautions</p> <ul style="list-style-type: none"> For use in noncrop areas such as public airports, electric transformer stations, pipeline pumping stations, around commercial buildings, storage yards and other installations, fence lines or similar noncrop areas. Avoid contact with the foliage of ornamentals or desired plants.
PASTURE RESEEDING For suppression of existing sod and undesirable emerged broadleaf weeds and grasses prior to or at time of planting grasses or forage legumes	3	Broadcast	1.0-2.0 pt	Ground: 10 gal Air: 5 gal	See specific geographic comments	<p>West of Cascade and Sierra Nevada Mountains</p> <p>Restrictions</p> <ul style="list-style-type: none"> Do not use in areas with heavy sod and weed growth. <p>Precautions</p> <ul style="list-style-type: none"> Apply in October through December after first fall rains and after weeds have emerged and sod has started new growth. For best seeding results, apply on moderately to heavily grazed areas. <p>East of Rocky Mountains</p> <p>Restrictions</p> <ul style="list-style-type: none"> Apply prior to, or at time of seeding grasses or forage legumes. Apply only to grazed or mowed pastures not more than 3" in height at time of treatment. <p>Precautions</p> <ul style="list-style-type: none"> Use the 2.0 pt rate on vigorous or coarse sod species such as brome grass.

continued...

Crop	Maximum Number of Applications Per Year	Use Pattern	Gramoxone SL 2.0 Rate Per Acre	Minimum Total Spray Per Acre	Grazing or Preharvest Interval (Days)	Directions
*For Juniper Species leaf moisture reduction or desiccation prior to Prescribed burning of pastures *Not for use in California.	10	Broadcast	2.0 pt	Air: 5 gal		<p>Restrictions</p> <ul style="list-style-type: none"> • Use 2% v/v nonionic surfactant in a minimum of 5 gpa spray solution. • Do not graze livestock after application or prior to burning. <p>Precautions</p> <ul style="list-style-type: none"> • Use only in conjunction with prescribed burning as recommended and monitored by local SCS or University and Extension Range Specialists. • Apply during hot, dry weather conditions (generally July and August). • Juniper leaf moisture content should be monitored; however, maximum leaf moisture reduction generally occurs 3-4 weeks after Gramoxone SL 2.0 application. • Significant soil moisture and/or wet weather conditions prior to or after application will decrease the potential for Juniper Crown burns. • Cool or humid weather conditions also adversely affect leaf moisture reduction.
*Native Pastures *Not for use in California.	2	Broadcast	1.5-1.8 pt	Ground: 10 gal Air: 5 gal		<p>Restrictions</p> <ul style="list-style-type: none"> • Apply in spring after 90% node formation of brome species, but before full bloom. • Do not apply more than 1.8 pt Gramoxone SL 2.0 per year. • Apply only to pastures with no more than 3" of height at time of treatment. <p>Precautions</p> <ul style="list-style-type: none"> • Apply Gramoxone SL 2.0 for control of Downy and Japanese Brome. • Emerged native perennial grasses will be burned by application, but application after 90% node formation will allow adequate time for native grasses to recover and attain maximum growth in the use season.

**Conversion Table
Gramoxone SL 2.0 to Be Applied**

Fluid Ounces	Pints	Lb ai	Acres/Gallon
16.0	1.0	0.25	8.00
24.0	1.5	0.375	6.00
32.0	2.0	0.5	4.00
40.0	2.5	0.625	3.20
48.0	3.0	0.75	2.66
56.0	3.5	0.875	2.28
64.0	4.0	1.00	2.00

STORAGE AND DISPOSAL

Do not contaminate water, food, or feed by storage or disposal.

Pesticide Storage

Store at temperatures above 32°F. Store tightly closed in original container and in a locked place away from children and animals.

Pesticide Disposal

Pesticides wastes are acutely hazardous. Improper disposal of excess pesticide, spray mixture, or rinsate is a violation of Federal Law. If these wastes cannot be disposed of by use according to label instructions, contact your State Pesticide or Environmental Control Agency, or the Hazardous Waste representative at the nearest EPA Regional Office for guidance.

Container Handling (less than or equal to 5 gallons)

Non-refillable container. Do not reuse or refill this container. Triple rinse container (or equivalent) promptly after emptying. Triple rinse as follows: Empty the remaining contents into application equipment or a mix tank and drain for 10 seconds after the flow begins to drip. Fill the container ¹/₄ full with water and recap. Shake for 10 seconds. Pour rinsate into application equipment or a mix tank or store rinsate for later use or disposal. Drain for 10 seconds after the flow begins to drip. Repeat this procedure two more times. Then offer for recycling if available or puncture and dispose of in a sanitary landfill, or by incineration, or by other procedures approved by state and local authorities.

Container Handling (greater than 5 gallons and less than 120 gallons)

Non-refillable container. Do not reuse or refill this container. Triple rinse container (or equivalent) promptly after emptying. Triple rinse as follows: Empty the remaining contents into application equipment or a mix tank. Fill the container ¹/₄ full with water. Replace and tighten closures. Tip container on its side and roll it back and forth, ensuring at least one complete revolution, for 30 seconds. Stand the container on its end and tip it back and forth several times. Turn the container over onto its other end and tip it back and forth several times. Empty the rinsate into application equipment or a mix tank or store rinsate for later use or disposal. Repeat this procedure two more times. Then offer for recycling if available or puncture and dispose of in a sanitary landfill, or by incineration, or by other procedures approved by state and local authorities.

Container Handling (120 gallons or greater)

Refillable container. Refill this container with pesticide only. Do not reuse this container for any other purpose. Cleaning the container before final disposal is the responsibility of the person disposing of the container. Cleaning before refilling is the responsibility of the person refilling. To clean container before final disposal, empty the remaining contents from this container into application equipment or mix tank. Fill the container about 10 percent full with water. Agitate vigorously or recirculate water with the pump for 2 minutes. Pour or pump rinsate into application equipment or rinsate collection system. Repeat this rinsing procedure two more times. Then offer for recycling if available or puncture and dispose of in a sanitary landfill, or by incineration, or by other procedures approved by state and local authorities.

For help with any spill, leak or fire involving this material, call 1-800-888-8372.

CONTAINER IS NOT SAFE FOR FOOD, FEED OR DRINKING WATER.

AAtrex®, Ambush®, Bicep Magnum®, Bicep II Magnum®, Bicep Lite II Magnum®, Boundary® 6.5EC, Callisto®, Caparol®, Devrinol®, Dual Magnum®, Gramoxone® SL 2.0, Flexstar®, Karate®, Lexar®, Lumax®, Princep®, Reglone®, Solicam®, Zorial®, the ALLIANCE FRAME , , the SYNGENTA Logo, and the PURPOSE ICON are Trademarks of a Syngenta Group Company

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For non-emergency (e.g., current product information), call
Syngenta Crop Protection at 1-800-334-9481.

Manufactured for:
Syngenta Crop Protection, LLC
P. O. Box 18300
Greensboro, North Carolina 27419-8300

**SCP 1431A-L1H 1118
4104090**

RESTRICTED USE PESTICIDE

DUE TO ACUTE TOXICITY

FOR RETAIL SALE TO AND USE ONLY BY CERTIFIED APPLICATORS ONLY – NOT TO BE USED BY UNCERTIFIED PERSONS WORKING UNDER THE SUPERVISION OF A CERTIFIED APPLICATOR.

PARAQUAT DICHLORIDE GROUP 22 HERBICIDE

 **Gramoxone® SL 2.0**

Herbicide

A Weed, Grass, and Harvest Aid Desiccant/
Defoliant Herbicide

Active Ingredient: Paraquat dichloride
(1,1'-dimethyl-4,4'-bipyridinium dichloride) 30.1%

Other Ingredients: 69.9%

Total: 100.0%

Gramoxone SL 2.0 contains 2.0 pounds paraquat cation per gallon
as 2.762 pounds paraquat dichloride per gallon.

Gramoxone SL 2.0 contains alerting agent (odor), emetic, and dye.

EPA Reg. No. 100-1431 EPA Est. 100-LA-001

See directions for use in attached booklet.

AGRICULTURAL USE REQUIREMENTS

Use this product only in accordance with its labeling and with the Worker Protection Standard, 40 CFR part 170. Refer to supplemental labeling under "Agricultural Use Requirements" in the Directions for Use section for information about this standard.

- CORROSIVE TO SKIN AND EYES.
- NEVER TRANSFER THIS PRODUCT INTO FOOD OR BEVERAGE CONTAINERS OR CONTAINERS NOT EXPLICITLY INTENDED FOR PESTICIDES.
- READ ENTIRE LABEL PRIOR TO USING THIS PRODUCT.
- IN THE CASE OF AN ACCIDENT, SEEK IMMEDIATE MEDICAL ATTENTION. SYMPTOMS ARE PROLONGED, PAINFUL, AND CAN BE FATAL.

- CORROSIVO PARA LA PIEL Y LOS OJOS.
- NUNCA TRANSFERA ESTE PRODUCTO A RECIPIENTES PARA COMIDA O DE BEBIDAS O RECIPIENTES NO EXPLICITAMENTE PREVISTOS PARA PLAGUICIDAS.
- LEA LA ETIQUETA COMPLETA ANTES DE USAR ESTE PRODUCTO.
- EN CASO DE ACCIDENTE, BUSQUE ATENCIÓN MÉDICA INMEDIATA. LOS SÍNTOMAS SON PROLONGADOS, DOLOROSOS Y PUEDEN SER MORTALES.

Gramoxone® SL 2.0 and the Syngenta logo are trademarks of a Syngenta Group Company

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Manufactured for:
Syngenta Crop Protection, LLC
P. O. Box 18300
Greensboro, NC 27419-8300

SCP 1431A-L1H 1118
4104090

2.5 gallons Net Contents

KEEP OUT OF REACH OF
CHILDREN / MANTENER
FUERA DEL

ALCANCE DE
LOS NIÑOS.

DANGER / POISON
PELIGRO / VENENO

Si usted no entiende la etiqueta, busque a alguien para que se la explique a usted en detalle. (If you do not understand the label, find someone to explain it to you in detail.)

FIRST AID Contains Paraquat, a Bipyridylum Herbicide

If swallowed: **SPEED IS ESSENTIAL.** Immediate medical attention is required. If available, give an adsorbent such as activated charcoal, bentonite or Fuller's Earth. Call a poison control center or doctor immediately for treatment advice. Do not give anything by mouth to an unconscious person. If inhaled: Move person to fresh air. The odor of this product is from the alerting agent, which has been added, not from the paraquat. If person is not breathing, call 911 or an ambulance. Call a poison control center or doctor for further treatment advice. If in eyes: Hold eye open and rinse slowly and gently with clean water for 15-20 minutes. Remove contact lenses, if present, after the first 5 minutes; then continue rinsing eye. Call a poison control center or doctor for treatment advice. If on skin or clothing: Take off contaminated clothing. IMMEDIATELY wash the affected area with soap and water and rinse for 15-20 minutes. Prolonged contact will cause severe irritation. Contact with irritated skin or a cut or repeated contact with intact skin may result in poisoning. GET MEDICAL ATTENTION. Call a poison control center or doctor for treatment advice.

NOTE TO PHYSICIAN: Refer to the booklet "Paraquat Poisoning. A Practical Guide to Diagnosis, First Aid and Hospital Treatment" (<http://www.syngenta.com/what-we-do/crops-and-products/paraquat-safety>). Administer either activated charcoal (100g for adults or 2g/kg body weight in children) or Fuller's Earth (15% solution; 1 liter for adults or 15ml/kg body weight in children).

NOTE: The use of gastric lavage without administration of an adsorbent has not shown any clinical benefit. Do not use supplemental oxygen. Eye splashes from concentrated material should be treated by an eye specialist after initial treatment. With the possibility of late onset corneal ulceration, it is advised that patients with paraquat eye injuries are reviewed by an eye specialist the day after first presentation. Use treatment that is appropriate for chemical burns. Intact skin is an effective barrier to paraquat, however contact with irritated or cut skin or repeated contact with intact skin may result in poisoning. Have the product container or label with you when calling a poison control center or doctor, or going for treatment. **HOT LINE NUMBER:** For 24-Hour Medical Emergency Assistance (Human or Animal) Or Chemical Emergency Assistance (Spill, Leak, Fire or Accident) Call 1-800-888-8372.

PRECAUTIONARY STATEMENTS

HAZARDS TO HUMANS AND DOMESTIC ANIMALS

May be fatal if swallowed. Fatal if inhaled. Do not breathe the spray mist. Causes substantial but temporary eye injury. Harmful if absorbed through skin. Do not get in eyes, on skin, or on clothing. Wash thoroughly with soap and water after handling and before

eating, drinking, chewing gum, using tobacco or using the toilet. Remove and wash contaminated clothing before wearing again. **IMPORTANT:** Inhalation is an unlikely route of exposure due to low vapor pressure and large spray droplet size, but mucosal irritation or nose bleeds may occur. Prolonged contact with this concentrated product can irritate your skin.

Environmental Hazards: Wildlife: This product is toxic to wildlife. Do not apply directly to water or to areas where surface water is present or to intertidal areas below the mean high water mark. Do not contaminate water when cleaning equipment or disposing of equipment washwaters or rinsate. Drift: Gramoxone SL 2.0 is a contact herbicide that desiccates all green plant tissue. Paraquat dichloride is a nonselective herbicide and will cause damage to nontarget crops and plants if off-target movement occurs. Extreme care must be taken to ensure that off-target drift is minimized to the greatest extent possible. Do not apply under conditions involving possible drift to food, forage, or other plantings that might be damaged or the crops thereof rendered unfit for sale, use, or consumption. Do not apply when weather conditions favor drift from treated areas. To avoid drift, do not make aerial applications during periods of thermal inversion. Refer to the local state laws, regulations, guidelines and spray drift information contained in the Directions for Use section for proper application to avoid off-target movement. **Physical and Chemical Hazards:** This product is mildly corrosive to aluminum and produces hydrogen gas which may form a highly combustible gas mixture. Do not mix or store in containers, spray tanks, nurse tanks, or such systems made of aluminum or having aluminum fittings. This product is compatible with high density polyethylene and rubber lined steel containers. Do not mix or allow coming into contact with oxidizing agents. Hazardous chemical reaction may occur.

STORAGE AND DISPOSAL

Do not contaminate water, food, or feed by storage or disposal. **Pesticide Storage:** Store at temperatures above 32°F. Store tightly closed in original container and in a locked place away from children and animals. **Pesticide Disposal:** Pesticide wastes are acutely hazardous. Improper disposal of excess pesticide, spray mixture, or rinsate is a violation of Federal law. If these wastes cannot be disposed of by use according to label instructions, contact your State Pesticide or Environmental Control Agency, or the Hazardous Waste representative at the nearest EPA Regional Office for guidance. **Container Handling** [less than or equal to 5 gallons]: Non-refillable container. Do not reuse or refill this container. Triple rinse container (or equivalent) promptly after emptying. Triple rinse as follows: Empty the remaining contents into application equipment or a mix tank and drain for 10 seconds after the flow begins to drip. Fill the container 1/4 full with water and recap. Shake for 10 seconds. Pour rinsate into application equipment or a mix tank or store rinsate for later use or disposal. Drain for 10 seconds after the flow begins to drip. Repeat this procedure two more times. Then offer for recycling if available or puncture and dispose of in a sanitary landfill, or by incineration, or by other procedures approved by state and local authorities. For help with any spill, leak or fire involving this material, call 1-800-888-8372. **CONTAINER IS NOT SAFE FOR FOOD, FEED OR DRINKING WATER.**





GRAMOXONE® SL 2.0

Date: 1/9/2017
Replaces: 7/8/2015

1. PRODUCT IDENTIFICATION

Product identifier on label: **GRAMOXONE® SL 2.0**
Product No.: A7813Q
Use: Herbicide
Manufacturer: Syngenta Crop Protection, LLC
Post Office Box 18300
Greensboro NC 27419
Manufacturer Phone: 1-800-334-9481
Emergency Phone: 1-800-888-8372

2. HAZARDS IDENTIFICATION

Classifications: Skin Corrosion/Irritation: Category 2
Specific Target Organ Toxicity: Single Category 1
Corrosive to Metals: Category 1
Oral: Category 4
Specific Target Organ Toxicity: Repeated Category 1
Inhalation: Category 1

Signal Word (OSHA): **Danger**

Hazard Statements: **May be corrosive to metals**
Harmful if swallowed
Causes skin irritation
Fatal if inhaled
Causes damage to organs
Causes damage to organs through prolonged or repeated exposure

Hazard Symbols:



Precautionary Statements: **Keep only in original container.**
Do not breathe mist, vapors, spray.
Wash hands and face thoroughly after handling.
Do not eat, drink or smoke when using this product.
Use only outdoors or in a well-ventilated area.
Wear protective gloves, protective clothing, eye protection.
In case of inadequate ventilation wear respiratory protection. See Section 8 Exposure Control/Personal Protection.

GRAMOXONE® SL 2.0

Date: 1/9/2017
Replaces: 7/8/2015

If swallowed: Call a poison center, doctor or Syngenta if you feel unwell. Rinse mouth.
If on skin: Wash with plenty of soap and water.
If skin irritation occurs: Get medical advice.
If inhaled: Remove person to fresh air and keep comfortable for breathing.
If exposed or concerned: Call a poison center, doctor or Syngenta.
Immediately call a poison center, doctor or Syngenta.
Get medical advice if you feel unwell.
Specific treatment is urgent (see Section 4 First Aid Measures).
Take off contaminated clothing and wash it before reuse.
Absorb spillage to prevent material damage.
Store locked up.
Store in corrosive resistant plastic, plastic-lined steel, stainless steel or fiberglass container.
Dispose of contents and container in accordance with local regulations.

Other Hazard Statements: Flammable hydrogen gas may be formed on contact with incompatible metals. See "Conditions to Avoid", Section 10.

3. COMPOSITION/INFORMATION ON INGREDIENTS

Chemical Name	Common Name	CAS Number	Concentration
Other ingredients	Other ingredients	Trade Secret	69.9%
(1,1'-dimethyl-4,4'-bipyridinium dichloride)	Paraquat Dichloride	1910-42-5	30.1%

Ingredients not precisely identified are proprietary or non-hazardous. Values are not product specifications.

4. FIRST AID MEASURES

Have the product container, label or Safety Data Sheet with you when calling Syngenta (800-888-8372), a poison control center or doctor, or going for treatment.

Ingestion: SPEED IS ESSENTIAL. Immediate medical attention is required. If available, give an adsorbent such as activated charcoal, bentonite or Fuller's Earth.
Call a poison control center or doctor immediately for treatment advice.
Do not give anything by mouth to an unconscious person.

Eye Contact: If in eyes: Hold eye open and rinse slowly and gently with water for 15-20 minutes. Remove contact lenses, if present, after 5 minutes, then continue rinsing eye. Call Syngenta (800-888-8372), a poison control center or doctor for treatment advice.

Skin Contact: If on skin or clothing: Take off contaminated clothing. Rinse skin immediately with plenty of water for 15-20 minutes. Call Syngenta (800-888-8372), a poison control center or doctor for treatment advice.

Inhalation: Move person to fresh air.
The odor of this product is from the stenching agent, which has been added, not from the paraquat.
If person is not breathing, call 911 or an ambulance.
Call a poison control center or doctor for further treatment advice.

Most important symptoms/effects:

Skin irritation

GRAMOXONE® SL 2.0

Date: 1/9/2017
Replaces: 7/8/2015

Indication of immediate medical attention and special treatment needed:

Refer to the booklet 'Paraquat Poisoning. A Practical Guide to Diagnosis, First Aid and Hospital Treatment (<http://www4.syngenta.com/what-we-do/crops-and-products/paraquat-safety>). Administer either activated charcoal (100 g for adults or 2 g/kg body weight in children) or Fuller's Earth (15% solution; 1 liter for adults or 15 ml/kg body weight in children). NOTE: The use of gastric lavage without administration of an adsorbent has not shown any clinical benefit. Do not use supplemental oxygen. Eye splashes from concentrated material should be treated by an eye specialist after initial treatment. With the possibility of late onset corneal ulceration, it is advised that patients with paraquat eye injuries are reviewed by an eye specialist the day after first presentation. Use treatment that is appropriate for chemical burns. Intact skin is an effective barrier to paraquat, however, contact with irritated or cut skin or repeated contact with intact skin may result in poisoning.

5. FIRE FIGHTING MEASURES

Suitable (and unsuitable) extinguishing media:

Use dry chemical, foam or CO₂ extinguishing media. If water is used to fight fire, dike and collect runoff.

Specific Hazards:

Hydrolyzes in alkaline media. This product reacts with aluminum to produce hydrogen gas. Do not mix or store in containers or systems made of aluminum or having aluminum fittings.

During a fire, irritating and possibly toxic gases may be generated by thermal decomposition or combustion.

Special protective equipment and precautions for firefighters:

Wear full protective clothing and self-contained breathing apparatus. Evacuate nonessential personnel from the area to prevent human exposure to fire, smoke, fumes or products of combustion.

6. ACCIDENTAL RELEASE MEASURES

Personal precautions, protective equipment, and emergency procedures:

Follow exposure controls/personal protection outlined in Section 8.

Methods and materials for containment and cleaning up:

Untreated spilled material can dry to a highly irritating dust.

Control the spill at its source. Contain the spill to prevent from spreading or contaminating soil or from entering sewage and drainage systems or any body of water. Clean up spills immediately, observing precautions outlined in Section 8. Cover entire spill with absorbing material and place into compatible disposal container. Scrub area with hard water detergent (e.g. commercial products such as Tide, Joy, Spic and Span). Pick up wash liquid with additional absorbent and place into compatible disposal container. Once all material is cleaned up and placed in a disposal container, seal container and arrange for disposition.

7. HANDLING AND STORAGE

Precautions for safe handling:

Store above 32°F (0°C).

Avoid contact with skin and eyes. Avoid inhalation of high concentrations of dusts. Avoid inhalation of liquid aerosols. Empty container retains product residue. Triple rinse, or equivalent, empty container, return rinse water to dilution mixture, and dispose of dilution mixture as a hazardous waste if it cannot be disposed of by use according to label instructions. Do not reuse container.

Store the material in a well-ventilated, secure area out of reach of children and domestic animals. Do not store food, beverages or tobacco products in the storage area. Prevent eating, drinking, tobacco use, and cosmetic application in areas where there is a potential for exposure to the material. Wash thoroughly with soap and water after handling.

Conditions for safe storage, including any incompatibilities:

Store locked up.

GRAMOXONE® SL 2.0

Date: 1/9/2017
 Replaces: 7/8/2015

8. EXPOSURE CONTROLS/PERSONAL PROTECTION

THE FOLLOWING RECOMMENDATIONS FOR EXPOSURE CONTROLS/PERSONAL PROTECTION ARE INTENDED FOR THE MANUFACTURE, FORMULATION AND PACKAGING OF THIS PRODUCT.

FOR COMMERCIAL APPLICATIONS AND/OR ON-FARM APPLICATIONS CONSULT THE PRODUCT LABEL.

Occupational Exposure Limits:

Chemical Name	OSHA PEL	ACGIH TLV	Other	Source
Other ingredients	Not Established	Not Established	Not Established	Not Applicable
Paraquat Dichloride	0.5 mg/m ³ TWA (respirable; skin; as paraquat)	Not Established	0.01 mg/m ³ TWA (inhalable); 0.03 mg/m ³ STEL (inhalable)	Syngenta

Appropriate engineering controls:

Use effective engineering controls to comply with occupational exposure limits (if applicable).

Individual protection measures:

Ingestion:

Store the material in a well-ventilated area out of the reach of children and domestic animals. Do not store food, beverages, or tobacco products in the storage area. Prevent eating, drinking, tobacco usage and cosmetic application in areas where there is a potential for exposure to the material. Always wash thoroughly after handling.

Eye Contact:

To avoid eye contact, wear safety glasses with side shields or chemical goggles.

Skin Contact:

This product is FIFRA regulated. Refer to product labeling for end-user Personal Protection requirements. When handling or when exposure to concentrate is possible, wear: long-sleeved shirt and long pants, waterproof gloves, shoes and socks, face shield and chemical-resistant apron. Remove any contaminated clothing promptly. Syngenta conducted ASTM permeation tests using PVC gloves (0.2mm thickness) and showed no breakthrough of the product after eight hours of testing.

Inhalation:

Use process enclosures, local exhaust ventilation, or other engineering controls to keep airborne levels below exposure limits. The potential for overexposure in manufacturing operations is low. However, a NIOSH-certified combination air-purifying respirator with an N, P or R 95 or HE class filter and an organic vapor cartridge may be permissible under certain circumstances where airborne concentrations are expected to exceed exposure limits (for example, where spray mists may be generated). Protection provided by air-purifying respirators is limited. Use a pressure demand atmosphere-supplying respirator if there is any potential for uncontrolled release, exposure levels are not known, or under any other circumstances where air-purifying respirators may not provide adequate protection.

9. PHYSICAL AND CHEMICAL PROPERTIES

- Appearance: Bluish green liquid
- Odor: Characteristic, strong
- Odor Threshold: Not Available
- pH: 6.5 - 7.5 (100% @ 68 - 77°F)
- Melting point/freezing point: Not Available
- Initial boiling point and boiling range: Not Available

GRAMOXONE® SL 2.0

Date: 1/9/2017
Replaces: 7/8/2015

Flash Point (Test Method): 103°C
 Flammable Limits (% in Air): Not Available
 Flammability: Not Available
 Vapor Pressure: Paraquat Dichloride 7.5 x 10⁻⁸ mmHg @ 77°F (25°C)
 Vapor Density: Not Available
 Relative Density: 1.07 - 1.13 g/ml @ 68°F ; 9.12 lbs/gal
 Solubility (ies): Paraquat Dichloride 620 g/l @ 68°F (20°C)
 Partition coefficient: n-octanol/water: Not Available
 Autoignition Temperature: Not Available
 Decomposition Temperature: Not Available
 Viscosity: Not Available
 Other: None

10. STABILITY AND REACTIVITY

Reactivity: Not reactive.
 Chemical stability: Stable under normal use and storage conditions.
 Possibility of hazardous reactions: Will not occur.
 Conditions to Avoid: Store above 32°F (0°C).
 Stable in acidic and neutral solution. Decomposed by alkali and in the presence of U.V. light. Compound inactivated by adsorption onto inert clay.
 Incompatible materials: None known.
 Hazardous Decomposition Products: Combustion products of dry material: Carbon dioxide, carbon monoxide, chlorine, hydrogen chloride, possible trace amounts of phosgene, nitrogen oxides, ammonia, and other toxic and noxious fumes.

11. TOXICOLOGICAL INFORMATION

Health effects information

Likely routes of exposure: Dermal, Inhalation

Symptoms of exposure: Skin irritation, Respiratory irritation

Delayed, immediate and chronic effects of exposure: Kidney, liver damage, Skin irritation, Respiratory irritation

Numerical measures of toxicity (acute toxicity/irritation studies (finished product))

Ingestion:	Oral (LD50 Female Rat) :	1098 mg/kg body weight
Dermal:	Dermal (LD50 Rat) :	> 2000 mg/kg body weight
Inhalation:	Inhalation (LC50 Rat) :	0.0006 mg/l air - 4 hours (data based on similar formulation[s])
Eye Contact:	Mildly Irritating (Rabbit)	

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Date: 1/9/2017
Replaces: 7/8/2015

Skin Contact: Moderately Irritating (Rabbit)
Skin Sensitization: Not a Sensitizer (Guinea Pig)

Reproductive/Developmental Effects

Paraquat Dichloride: A 3-generation reproduction study showed no evidence of fertility or reproductive effects at doses below that causing maternal toxicity. Reproductive NOEL was above 7.5 mg/kg/day, the highest dose level.

Chronic/Subchronic Toxicity Studies

Paraquat Dichloride: Rodent studies showed signs of irritation in 21-day dermal studies. In a 2.5 year chronic study, rats showed evidence of cataracts, body weight reduction and lung effects (alveolar macrophage infiltration) at 75 ppm and above. A 90-day dog diet study showed evidence of lung effects leading to alveolar collapse and death at 3 mg/kg/day. Chronic pneumonitis was seen in a 1-year dog study at 0.93 mg/kg/day and above.

Carcinogenicity

Paraquat Dichloride: No evidence in the rat or mouse.

Chemical Name	NTP/IARC/OSHA Carcinogen
Other ingredients	No
(1,1'-dimethyl-4,4'-bipyridinium dichloride)	No

Other Toxicity Information

Occupational exposure to paraquat does not pose any health issues as long as normal hygiene precautions are followed. Paraquat has a history of use in suicides; although difficult to quantify, it is estimated that 15 ml of paraquat (approx 37% paraquat dichloride) by oral ingestion is sufficient to cause death. Two types of deaths can be identified: acute fulminate poisoning leading to multi-organ failure in a few days, and a more protracted form resulting in kidney failure and pulmonary fibrosis. Treatment is available and successful, providing the quantity of product injected is low and the time to treatment is short.

Toxicity of Other Components

Other ingredients
Not Established

Target Organs

<u>Active Ingredients</u>	
Paraquat Dichloride:	Lung, kidney
<u>Inert Ingredients</u>	
Other ingredients:	Not Established

12. ECOLOGICAL INFORMATIONEco-Acute Toxicity

Paraquat Dichloride:
Fish (Bluegill Sunfish) 96-hour LC50 13 ppm
Invertebrate (Water Flea) Daphnia Magna 48-hour EC50 1.2 ppm
Bird (Bobwhite Quail) 8-day LD50 176 mg/kg
Green Algae 4-day EC50 0.32 ppm

Environmental Fate

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Date: 1/9/2017
Replaces: 7/8/2015

Paraquat Dichloride:

The information presented here is for the active ingredient, paraquat dichloride.
Low bioaccumulation potential. Persistent in soil. Not persistent in water. Immobile in soil. Sinks in water (after 24 h).

13. DISPOSAL CONSIDERATIONS**Disposal:**

Do not reuse product containers. Dispose of product containers, waste containers, and residues according to local, state, and federal health and environmental regulations.

Characteristic Waste: Not Applicable

Listed Waste: Not Applicable

14. TRANSPORT INFORMATION**DOT Classification**

Ground Transport - NAFTA
Proper Shipping Name: Corrosive Liquid, N.O.S. (Paraquat)
Hazard Class: Class 8
Identification Number: UN 1760
Packing Group: III

Comments

Water Transport - International
Proper Shipping Name: Corrosive Liquid, N.O.S. (Paraquat), Marine Pollutant
Hazard Class: Class 8
Identification Number: UN 1760
Packing Group: III

Air Transport
Proper Shipping Name: Corrosive Liquid, N.O.S. (Paraquat)
Hazard Class: Class 8
Identification Number: UN 1760
Packing Group: III

15. REGULATORY INFORMATION**Pesticide Registration:**

This chemical is a pesticide product registered by the Environmental Protection Agency and is subject to certain labeling requirements under federal pesticide law. These requirements differ from the classification criteria and hazard information required for safety data sheets, and for workplace labels of non-pesticide chemicals. Following is the hazard information as required on the pesticide label:

Danger-Poison: May be fatal if swallowed. Fatal if inhaled. Do not breathe spray mist. Wear a dust mist NIOSH-approved respirator with any N, R, P, or HE filter. Causes substantial but temporary eye injury. Wear protective eyewear (face shield required when mixing/loading). Harmful if absorbed through skin. Do not get in eyes, on skin, or on clothing. Avoid contact with skin, eyes or clothing. Wash thoroughly with soap and water after handling and before eating, drinking, chewing gum, using tobacco or using the toilet. Remove and wash contaminated clothing before reuse.

EPA Registration Number(s):

100-1431

EPCRA SARA Title III Classification:

Section 311/312 Hazard Classes: Acute Health Hazard
Chronic Health Hazard

Safety Data Sheet



GRAMOXONE® SL 2.0

Date: 1/9/2017
Replaces: 7/8/2015

Section 313 Toxic Chemicals: Paraquat Dichloride 30.1% (CAS No. 1910-42-5)

CERCLA/SARA 304 Reportable Quantity (RQ):

Report product spills > 5 gal. (based on paraquat dichloride [RQ = 10 lbs.] content in the formulation) (SARA 304)

RCRA Hazardous Waste Classification (40 CFR 261):

Not Applicable

TSCA Status:

Exempt from TSCA, subject to FIFRA

16. OTHER INFORMATION

NFPA Hazard Ratings

Health: 3
Flammability: 0
Instability: 0

HMIS Hazard Ratings

Health: 3
Flammability: 0
Physical Hazard: 0

0	Minimal
1	Slight
2	Moderate
3	Serious
4	Extreme
*	Chronic

Syngenta Hazard Category: D,S

For non-emergency questions about this product call:

1-800-334-9481

Original Issued Date: 2/6/2012

Revision Date: 1/9/2017

Replaces: 7/8/2015

Section(s) Revised: 4

The information and recommendations contained herein are based upon data believed to be correct. However, no guarantee or warranty of any kind, expressed or implied, is made with respect to the information contained herein.

CASCADE FOODS LLC

**38471 Groshong Rd NE
Albany OR 97321
(541) 924-1477**

April 16, 2020

Food safety requirements for Ben VanDyke Farms for delivered product to Cascade Foods

To Whom It May Concern,

Cascade Foods LLC is an Oregon based hazelnut processor with a lengthy history of compliance with all Federal and State food safety regulations. Cascade Foods LLC operates under the Federal Drug Administration regulations and uses a HACCP based quality system that is audited by a third party following the Global Food Safety Initiative Standards. Under these standards, Cascade Foods LLC maintains many pre-requisite food safety programs such as Good Manufacturing Practices, pest and chemical control, sanitation processes, employee training, product traceability and recall programs. Cascade Foods LLC also uses quality control programs to ensure that all products are manufactured to meet established specifications.

Cascade Foods LLC requires that growers adhere to the Good Agricultural Practices manual set forth by the Hazelnut Industry office. The following are a few of the recommendations outlined in the manual:

- Runoff from septic, lagoons, or municipal or commercial sewage treatment facilities are kept out of orchards as prescribed by the Department of Environmental Quality. Crop production areas are observed for the presence or signs of wild or domestic animals during routine work in the orchards. If raw (domestic or wild) manure is applied, it is applied a minimum of nine months prior to harvest. Use of municipal biosolids, whether Class A or B, is applied as prescribed by the Department of Environmental Quality. Untreated sludge is not approved by the DEQ.
- The number, condition and placement of field sanitation units comply with Division 4/J: 437-004 1110 Field Sanitation for Hand Labor Work and the requirements of the Oregon Department of Environmental Quality. Toilet facilities must be available. Field sanitation units are located in a location that minimizes the potential risk for product contamination and are directly accessible for servicing.
- Grower must participate in a traceability. Growers receive a delivery ticket for each load taken to a wash/dryer operator or a processor. This ticket corresponds to a specific orchard. Should a foodborne pathogen be identified that lot cannot be used for food and will be discarded.

Product is free from foreign material. Trash in field and/or in delivered product poses a food safety liability. Trash can carry vectors that can cause foodborne pathogens.

Food safety and quality is the number one priority for Cascade Foods LLC. We must supply our customers with the best quality product, free from foodborne pathogens. At Cascade Foods LLC, we believe this starts at the grower level and continues through the entire processing system.

Sincerely,

A handwritten signature in black ink, appearing to read 'Greg Riches', with a vertical line extending downwards from the end of the signature.

Greg Riches

CEO

Cascade Foods LLC



Western Regional Office
409 13th St.
Suite 600
Oakland, CA 94612
510-992-4662

December 3, 2025

Yamhill County Planning Commission
535 NE 5th Street
Room 32
McMinnville, OR 97128

RE: DOCKET NO.: G-01-25 (Board Order 25-325)

Dear Yamhill County Planning Commissioners,

Rails to Trails Conservancy (RTC) writes to encourage you to deny the request by the Yamhill County Commissioners to remove the Yamhelas Westsider Trail (YWT) from the Yamhill County Transportation System Plan.

RTC is the largest trail organization in the country and is working to connect all people, everywhere by trails and safe active transportation infrastructure. RTC advocates for low-stress, traffic-separated, and multimodal trails, to create new accessible, sustainable, and affordable pathways for mobility.

Since 1983, rail-to-trail conversions have supported the preservation of critical railroad corridors in rural, urban, and suburban communities and enabled the creation of thousands of miles of trails across the country. Trails are proven to generate jobs and economic opportunities, improve safety and quality of life, and improve health by providing people with opportunities to walk, bike, and be active outdoors.

When President Ronald Reagan signed the railbanking statute into law, he did so with the knowledge that preserving these corridors was essential to America's economic wellbeing and national security. Today, railbanking has preserved thousands of miles of critical railroad corridors that otherwise would have become fragmented and lost to posterity. It also has catalyzed a movement to transform over 42,000 miles of multi-use trails into economic engines and transportation corridors for communities across the country.

We encourage you to retain the YWT in the Yamhill County Transportation System Plan. An opportunity to convert a 15.25-mile section of former railroad right-of-way does not occur often and should not be allowed to pass by.

Across the country, trails are helping rural communities boost their economic productivity by driving recreational and outdoor tourism. Study after study shows that trails attract visitors and bring revenue to small-town and rural America.



Western Regional Office
409 13th St.
Suite 600
Oakland, CA 94612
510-992-4662

A classic example of this is the Great Allegheny Passage. This 150-mile trail runs through nine former industrial towns. A 2008 study of the Great Allegheny Passage estimated \$40 million in trail-attributed revenue and \$7.5 million in wages distributed by trail-facing businesses. From 2007 to 2015, trail towns along the Great Allegheny Passage saw a net gain of 65 new businesses, leading to more than 270 jobs created. In 2014, the most recent year for which data is available, an estimated 40% of sales were related to trail traffic.

In the Rocky Mountains, the 42-mile Whitefish Trail generates significant economic revenue for Whitefish, Montana, and its surrounding area. The trail sees more than 73,000 visitors each year, with about 70% being local residents. Locals who visited the trail spent, on average, twice as much as locals who did not visit the trail in the previous year of the study. All told, the trail generates nearly \$3.6 million in spending from 22,000 visitors. This revenue supports 68 jobs and generates \$1.9 million in total economic impact.

Northwest Arkansas is home to an extensive trail system centered around the 36-mile Razorback Regional Greenway. As a result, the impact of bicycling on the economy is estimated at \$137 million annually through local spending, visitor spending and health benefits. Of that amount, \$27 million is attributed to visitor spending through tourism.

These studies are but a few examples from dozens that show the economic power of trails infrastructure in rural communities. Time and again, trails show their economic might, and prove the benefit of trails far outweigh the cost of construction and maintenance.

We appreciate the opportunity to provide comments on this agenda item and thank you for your hard work to plan for prosperity in Yamhill County.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Voremborg".

Jesse Voremborg
jesse@railstotrails.org
Trail Development Manager, Western Region
Rails to Trails Conservancy

Ken Friday

From: Neal Anderson <nganders44@gmail.com>
Sent: Wednesday, December 3, 2025 12:27 PM
To: Planning; BOC Info; Kit Johnston; Mary Starrett; Bubba King; trailspac@gmail.com; letters@newsregister.com
Subject: Save the Yamhelas Trail Corridor (Docket G-01-25)

Caution: This email originated outside of the Yamhill County email system

Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.)

Neal Anderson, McMinnville

Dear Planning Commission and Board of Commissioners,

I support the Yamhelas-Westsider Trail and urge you to keep the trail Right of Way (ROW) in the Transportation System Plan (TSP). Reasons:

Trails Have Substantial Economic Benefits

1. Trails increase the value of nearby properties.
 - For two identical houses in Indianapolis, one half a mile from a trail was estimated to sell at 11% higher than one further from trail
 - 5% house price premium for homes near greenways
 - “Greenways can increase property values of nearby parcels by 5 to 32 %.” – USDA National Agroforestry Center
 - Studies in Minnesota, Denver, Seattle, and other communities found that proximity to trails increases the value of homes from 1 to 6.5%. -- National Park Service
2. Trails increase tax revenues in the communities in which they are located.
 - A 2006 Outdoor Industry Foundation study found that nationwide active outdoor recreation generates \$59.2 billion in annual state and local tax revenue.
 - A 2018 study of Helena, Montana’s trail impact revealed a \$4.3 million annual impact for the town of 31,000 residents. (McMinnville, 35,502; Yamhill, 1219; Carlton, 2281 people)
3. Trails boost spending at local businesses.
 - Bicycle tourism brings \$66.8 million to Maine economy

- Bicycle recreation brings nearly \$533 million to the Wisconsin economy, through travel, equipment sales, and restaurant expenditures
- Every \$1.00 of trail construction returns \$1.72 annually from local businesses. (NC)

4. Trails make communities more attractive places to live.

- 63.8% who bought their homes near trails said nearby trails encouraged them to buy
- 42% of respondents said their homes were easier to sell because of nearby trails

Effects on neighbors:

- Legal, well-marked access eliminates problems with trespassing
- Trails and greenways can reduce crime and illegal activity
- Those who opposed a trail generally found a trail to be a much better neighbor than they anticipated.

Sources

<https://library.weconservepa.org/guides/97-economic-benefits-of-trails>

<https://www.westlinevillage.com/the-impact-a-bike-trail-has-on-your-home-value-neighborhood/>

<https://www.fs.usda.gov/nac/buffers/docs/4/4.11ref.pdf>

<https://www.cdlandtrust.org/sites/default/files/publications/Benefits%20of%20Trails-NPS.pdf>

<https://www.americantrails.org/resources/the-business-of-trails-a-compilation-of-economic-benefits>

<https://www.americantrails.org/resources/evidence-of-many-varieties-of-economic-benefits-linked-to-trails>

<https://headwaterseconomics.org/wp-content/uploads/trails-library-property-value-overview.pdf>

<https://greattrailsstatecoalition.org/benefits-of-trails/>

Ken Friday

From: Suzanne Meenahan <suzanne.meenahan@gmail.com>
Sent: Wednesday, December 3, 2025 12:31 PM
To: Planning
Subject: Public Hearing for the Yamhelas Westsider Trail

Caution: This email originated outside of the Yamhill County email system

Subject: Support for Preserving the Decommissioned Railroad Corridor for a Bike/Hiking Trail

Chair and Commissioners,

Thank you for the opportunity to provide comment. I am writing in support of **retaining the decommissioned railroad right-of-way** for development of the Yamhelas Westsider Trail. This corridor represents a rare, irreplaceable public asset. Preserving it allows Yamhill County to provide a safe, continuous trail for walking, biking, and other recreational use—a resource that will benefit residents today and for generations to come.

Experience from **local Oregon trails**, including the Banks–Vernonia Trail, Row River Trail, and the Oregon Coast Trail, shows that rural multi-use trails **improve public safety, promote healthy activity, and strengthen local economies**. Small towns along these trails report increased tourism and business activity without negative impacts on neighboring farmland. Importantly, none of these local trails have reported nefarious behavior or safety concerns. Rural trails are safe, well-used community assets.

Beyond the statistics, this trail meets a deeply human need: the chance to **breathe fresh air, exercise safely, and connect with the natural beauty of Yamhill County**. Trails like this give families, seniors, and youth a space to enjoy the outdoors, to form bonds with neighbors, and to appreciate the agricultural landscapes that define our community. This corridor is a legacy we can pass to future generations—a place to explore, to learn, and to grow.

In the rhythm of footsteps and bicycle wheels, a trail becomes more than a path: it becomes a living thread connecting our towns, our residents, and our children to the land we all cherish. Preserving this corridor ensures that the beauty and vitality of Yamhill County remain accessible to all, now and for decades to come.

Thank you for your consideration.

Sincerely,
Suzanne Meenahan
Suzanne.meenahan@gmail.com

Ken Friday

From: Diane Toney <thetoneys4@comcast.net>
Sent: Wednesday, December 3, 2025 12:33 PM
To: Planning
Subject: Support for Yamhelas-Westside trail

Spam

Caution: This email originated outside of the Yamhill County email system

Commissioners,
Please support the development of the trail. We need more places to safely walk and bike. Selling this property would be a huge loss to the community and future generations.
Thank you.
Diane Toney
McMinnville

Ken Friday

From: Mary Elias <meliaspdx@gmail.com>
Sent: Wednesday, December 3, 2025 1:09 PM
To: Planning
Subject: Yamhelas Trail

Caution: This email originated outside of the Yamhill County email system

The Yamhelas Trail concerns ALL of the residents of Yamhill County...NOT Mary Starrett and Kit Johnson and their special interest/wealthy farmer friends.

Yamhill County is in dire need of family-oriented recreational activities. It is not safe to bike, run or walk from McMinnville to Carlton on a lovely spring or summer day, but we have the resources to fix this! Lindsay Berschauer and her toxic ilk all made a decision based on their special interests to not allow the residents to have and use this land provided to them by the State for everyone's enjoyment. Now Mary and Kit want to continue to ignore the will of the people. If they are so adamant they actually listen and represent all of us, put it to a vote, NOW!

We are not going to let this drop until the people have gotten to speak.

Mary Elias
McMinnville

Ken Friday

From: Anna Keesey <annakeesey@comcast.net>
Sent: Wednesday, December 3, 2025 1:24 PM
To: Planning
Cc: annakeesey@comcast.net; Christopher Gaiser
Subject: Our family's opposition to the sale of public Yamhelas trail land

Spam

Caution: This email originated outside of the Yamhill County email system

December 3, 2025

Dear Planning Commission,

We can't attend the public meeting tomorrow night discussing the potential sale of the Yamhelas Trail land, so we're sending our thoughts here. Because it's such a huge and irrevocable decision for our county, we hope you'll take the time to hear from all of us before making a recommendation to the Board of Commissioners.

We are both teachers and long-time McMinnville residents. Our three kids all graduated from McMinnville High, and one of them teaches there now (her baby goes to the Bear Hugs daycare.) We plan to live the rest of our lives here in Yamhill County. We would very much like to see the trail built.

But we also respect the worries of the farms and families whose fields border the public land to be used for the trail, and we acknowledge the economic and crime concerns of others who oppose the build. We think some of those concerns aren't well-grounded, but that doesn't change the real anxiety of those who think they are. For some people, the proposed trail feels like a funnel for massive change to the county, change that could be negative. When people argue, "It will cost us too much, now and later," they're saying, "We have enough on our plates, we're barely getting by, we can't handle any more risks." Our family understands that feeling. Though to us the trail feels like a great bet, a joyous opportunity, we can understand those who don't feel that.

Sadly, the political line drawn by support of or opposition to the trail project has become deeply entangled with other political efforts, stances and stereotypes. Trail supporters are characterized as urban liberals who want to thoughtlessly consume the land, lifestyle and tax money of rural Yamhill County. Trail opponents are described as a narrow-minded, corrupt cabal of millionaires bent on enriching their friends and thwarting the public will. These ideas are entrenched, and they are likely to poison our politics for decades if we don't resolve the trail question in a wise way.

For many years, my mother was a volunteer mediator with Neighbor-to-Neighbor, and she had a slogan on her desk: "What people need is a good listening to." She said that when conflict arose between parties, and each party was asked to say, *without being contradicted or interrupted*, everything they had to say on the matter in question, much of the animosity vanished, and a solution could be found. We've talked about the trail for years and years, but I don't think we've conducted this kind of a "listening."

For my part, I'd say this: we don't agree on much, but we do agree that our country is beautiful, productive, and deeply Oregonian. I imagine the trail not as some joyride for elite cyclists, but as a profound opportunity to teach ourselves and our visitors about who we are and what we do here. It would be, literally, a pathway to knowledge. What's being grown in this field? Who are the people who farm it? Who buys these blueberry

bushes, wheat, grass seed? Am I looking at a cover crop? What's a cover crop for? What kind of cattle are these? Where does this creek originate? What's the history of this land and this rail line? What factors threaten the long-term health of these farms, vineyards, wildlife, and watersheds? How can the public—natives and visitors—protect this land?

To our minds, the trail offers a unique opportunity for unity in a “purple” county, the unity that comes with knowing our land and our neighbors. If this public land is sold away from us, it will never come back. The opportunity we described above will be lost forever. Our grandson, now two years old, will never get to put a sandwich in his backpack and ride his bike from Carlton to Yamhill with his buddies. Neither will yours.

For those of us who grew up in Oregon and remember such adventures, the loss of that possibility is painful. And though one hesitates to say it, to sell off this public land to private individuals under such contentious circumstances would be, sadly, a grotesque stain on the legacies of faithful, long-serving commissioners and on the public reputations of members of the planning commission. So let's be cautious, even to the point of setting the decision aside. If we can't come to an agreement on the fate of the trail land, let it wait until we can agree. Let's not foreclose our future yet.

Anna Keeseey and Chris Gaiser

McMinnville, Oregon



Friends of Yamhelas-Westsider Trail
PO Box 861, Carlton 97111 • YamTrail.com

December 3, 2025

Yamhill County Planning Commission:

The Friends of the Yamhelas-Westsider Trail submit this testimony to express our profound concern regarding the proposed legislative amendment in Docket G-01-25. The County's attempt to remove the Yamhelas-Westsider Trail (YWT) from the Yamhill County Transportation System Plan represents an extraordinary and unprecedented action: to our knowledge, this may be the first time in Oregon that a county proposes to eliminate a publicly owned, off-road, non-motorized transportation corridor expressly preserved for a future bicycle and pedestrian facility.

This proposed action is not merely unwise; the action is inconsistent with the County's fundamental duties to protect the public interest, steward public transportation assets, and plan for a safe, functional, multimodal system. The rail-to-trail corridor at issue is a historic right-of-way already held in public ownership. The corridor is uniquely suited to serve the transportation, safety, accessibility, and connectivity needs identified in Yamhill County's own Transportation System Plan (TSP). Discarding such an irreplaceable public asset is contrary to every principle of long-range transportation planning and responsible governance.

Further, the proposal conflicts with both the letter and spirit of state and local transportation policies. Oregon's Statewide Planning Goals; particularly Goals 1 and 12; require transparent, inclusive public engagement and coordinated multimodal planning. The Yamhill County Comprehensive Plan and Transportation System Plan similarly commit the County to improving bicycle and pedestrian safety, expanding transportation options, and preserving corridors for future public use. Removing the YWT would violate these policies outright.

In addition, the proposed ordinance fails to comply with multiple procedural and substantive legal requirements. The record lacks the factual analysis required under OAR 660-012 for amendments to a transportation system plan, including evaluation of how the demonstrated transportation needs served by the YWT would be met if the project is abandoned. The County has also not conducted the coordinated planning, equity-focused outreach, or alternatives analysis required by state law.

These legal deficiencies are not minor technicalities; they are fundamental elements of Oregon's land use system, designed to prevent ad hoc decision-making and ensure the protection of core public interests.

Finally, the removal of a major public transportation corridor without a replacement plan undermines decades of regional planning efforts and jeopardizes the County's ability to provide safe, equitable, and environmentally responsible mobility options for future generations. The Yamhelas-Westsider Trail corridor is exactly the type of public asset that Oregon's transportation laws are intended to preserve – not discard.

For these reasons, and for the additional factual, legal, and policy grounds described in the sections that follow, we respectfully urge the Planning Commission to reject the proposed amendment or, at minimum, continue the hearing until the County conducts the public engagement, analysis, and findings required by law.

Thank you for considering this testimony,

Wayne Wiebke
President, Friends of Yamhelas-Westsider Trail

1: Unresolved Conflicts with the Yamhill County Transportation System Plan

The TSP demonstrates that bicycle and pedestrian corridors are required; this is not done simply as a make-weight rationale for the YWT, but to address identified pedestrian and bicycle safety and access needs. Indeed, the TSP recognizes that opportunities for non-motorized transportation options are few:

“Nearly all of the bicycle facilities within the rural Yamhill County area are either shoulder bikeways and shared roadways. A shoulder bikeway is a paved shoulder that provides a suitable area for bicycling to reduce conflicts with faster moving motor vehicle traffic. On a shared roadway, bicyclists and motorists share the same travel lanes. There are only a few bike lanes in the study area, located near Newberg and McMinnville. A shared-use path differs from a shared-use roadway by being separated from motor vehicle traffic. There are no shared-use paths within the rural area.” TSP at 28.

“There are no sidewalks or paths within rural Yamhill County. All of the pedestrian facilities in the County consist of shoulders, which may be used to serve pedestrians as well as bicyclists in rural areas.”

The County has, in large part, chosen not to provide separate facilities for safe walking and biking. However, it has recognized certain corridors where pedestrian and bicycle facilities are essential but unavailable:

“On rural roads with high bicycle use, however, the guide states that roads should include paved shoulders where vehicle speeds and volumes are high. Further, the guide recommends that the shoulder width standards for rural highways contained in the ODOT Highway Design Manual (HDM)³ should be used in determining adequate shoulder widths for bicycle use. Similarly, the County uses their Maintenance Project shoulder width standards in determining adequate shoulder widths for bicycle use along county roadways. Based on these guidelines, bicycle needs exist where there are higher bicycle and vehicle volumes and:

- The shoulder width standard is not met; or
- The shoulder is not paved.

The locations meeting these criteria include all or portions of:

- OR 47
- OR 99W
- OR 154/Lafayette Hwy.
- Westside Rd.
- Old Sheridan Rd.” TSP at 77.

These locations are planned for bicycle and pedestrian improvements to address present needs identified in 2015 (TSP at 89). All these needs are proposed to be met with road widening/shoulder improvements, with the notable exception of “OR 47 between OR 99W and Washington County line.” Here, according to the TSP, “the planned Yamhela’s Westsider Trail was proposed, which will run parallel to OR 47, with connections via OR 47 and intersecting county roads.” TSP at 77.

The Board’s political decision to remove the YWT from the TSP neither reflects nor acknowledges this reality. The need for transportation facilities along Highway 47 between McMinnville and Gaston is a present, unfulfilled need which will go on unfulfilled if the County simply removes the YWT from its TSP. It may not do so until the TSP is also amended to address the bicycle and pedestrian need identified for Highway 47, which is met for all other critical corridors by plans for highway widening to accommodate bicyclists and pedestrians. The proposed amendment contains no such plan.

1.1: TSP Goal 3 and Objectives 1–4: Multimodal System Development

The overarching purpose of TSP Goal 3 is to ensure a transportation system that accommodates users of all modes. The YWT is one of the few regional facilities that meaningfully serves non-motorized users; its removal therefore frustrates the Goal’s central purpose.

TSP Goal 3 and its objectives collectively require the County to:

1. Develop a balanced, multimodal system;
2. Improve bicycle and pedestrian opportunities;
3. Enhance connectivity across modes and communities; and

4. Preserve corridors for future transportation use.

Removing the YWT conflicts with each objective. It eliminates—not expands—safe bicycle and pedestrian options, reduces system connectivity, and abandons a valuable transportation corridor. In particular, it facially violates the County’s policy of “preserving corridors for future transportation use.”

1.2: TSP Goal 7, Objective 4: Safety and System Efficiency

Goal 7 focuses on system safety and efficiency. Objective 4 explicitly supports separated bicycle and pedestrian facilities that reduce conflicts and create safer travel environments. Removing the YWT eliminates the safest active-transportation corridor available in the County and increases reliance on high-speed roadways that cannot offer comparable safety.

2: Inconsistency with the County Comprehensive Plan.

The proposed amendment does not adequately address Comprehensive Plan policies, which are codified in the following sections of the YCC: 11.05.03.01(a)(i), (vi); 11.05.03.01(b)(i)1, 2, 9,11,13 or 14; or 11.05.04.02(b)(i)(7). Among other things, these polices require coordinated planning of the County’s transportation system plan, and include an observation that “the provision of adequate bicycling and pedestrian paths [...] is a key concern of the County residents.” Indeed, in addition to policies requiring the County to “encourage bicycle and pedestrian traffic” and to “develop an integrated system of safe and convenient bicycle and pedestrian ways,” the County is also charged with developing “an integrated bicycle and pedestrian trail system to provide recreational opportunities and to link open space, Yamhill County communities, and park areas.”

There is no dispute that removing the County’s *key* bicycle and pedestrian project from its TSP directly violates all of these goals and policies.

3: Inconsistency with the Oregon Transportation Plan

The Oregon Transportation Plan (OTP) establishes the statewide policy framework for transportation planning and expressly requires local and regional governments to develop transportation systems that further its objectives. The County’s proposed amendment must be evaluated for its consistency with the OTP. OAR 660-012-0015(3). However, this unprecedented amendment to remove a key public asset finds no support in, and in fact conflicts directly with several core OTP policies, including Policies EC.3.3, EC.3.5, SE.1.4, and MO.1.1.

3.1: Conflicts with OTP Goals EC.3 and EC.4

Goal EC.3 focuses on reducing transportation-related emissions by expanding multimodal travel options, supporting mode shift, and reducing vehicle-miles traveled (VMT). Goal EC.4 emphasizes resilience through system redundancy, multimodal connectivity, and preservation of corridors that support sustainable mobility.

Removal of the YWT irreversibly reduces the County’s multimodal network, eliminates a safe non-motorized travel corridor, and forecloses opportunities for regional mode shift. This is directly contrary to the purposes of both EC.3 and EC.4.

3.2: Policy EC.3.3 – Support for Multimodal Transportation Options

Policy EC.3.3 directs jurisdictions to support and expand “transportation options that provide access for all Oregonians, reduce reliance on single-occupant vehicles, and enhance system efficiency.”

The Yamhelas Westsider YWT would provide a safe, non-motorized corridor for walking, bicycling, and other low-impact modes. Eliminating the YWT from the TSP removes one of the only feasible north-south active transportation corridors in rural Yamhill County. This action reduces multimodal options rather than expanding them and is therefore squarely inconsistent with Policy EC.3.3.

3.2.1: Strategy EC.3.3.1: Increasing Transportation Options That Reduce Vehicle Miles Traveled

Strategy EC.3.3.1 directs jurisdictions to “expand and improve safe, convenient transportation options that reduce reliance on single-occupancy vehicles and lower vehicle miles traveled.”

A regional multi-use YWT is precisely the type of facility envisioned by this strategy:

- It provides a non-automobile option for both recreation and utilitarian trips.
- It offers a continuous, separated corridor for people walking and biking—an option that is not replaceable through on-street improvements alone.
- It encourages regional mode shift by connecting communities, employment areas, and schools.

Removing the YWT from the TSP eliminates a planned facility that directly advances EC.3.3.1’s purpose. The County cannot reasonably claim to be increasing or improving active-transportation options while simultaneously deleting one of the region’s most significant potential non-motorized corridors.

3.2.2: Strategy EC.3.3.3 – Expanding Low-Carbon Modes

This strategy calls for investment in infrastructure that enables low-carbon travel, including walking and biking. The YWT is exactly such an investment. Its removal eliminates infrastructure that supports the strategy’s core mandate.

3.2.3: Strategy EC.3.3.4 – Providing Connected and Convenient Facilities

This strategy requires jurisdictions to create complete, connected multimodal corridors. The YWT alignment is uniquely capable of providing a continuous, off-street connection between communities. Deleting it from the TSP dismantles connectivity rather than improving it.

3.2.4: Policy EC.3.5 – Preservation of Critical Transportation Corridors

Policy EC.3.5 emphasizes the preservation of existing and former transportation corridors for potential future transportation use, including biking and walking.

The YWT rail corridor is a quintessential example of a valuable historic transportation right-of-way preserved for contemporary public benefit. Removal from the TSP threatens its long-term viability and increases the risk that the corridor will be fragmented or lost to private development. This outcome is exactly what Policy EC.3.5 seeks to prevent.

3.2.5: Strategy 3.5.2: Protecting and Utilizing Existing Transportation Rights-of-Way for Future Multimodal Use

The YWT corridor follows a former railroad right-of-way—exactly the type of corridor the OTP intends to protect. Such corridors are uniquely valuable because they:

- Offer long, continuous alignments unavailable elsewhere;
- Avoid the safety and operational challenges of bicycle/pedestrian facilities located adjacent to high-speed vehicle traffic;
- Provide irreplaceable regional connectivity that cannot be replicated once the corridor is lost or fragmented.

Removing the YWT from the TSP not only abandons the County’s commitment to preserve the corridor, but also contradicts the state’s explicit priority to retain such rights-of-way for future transportation uses. Once relinquished, these corridors never become available again due to parcelization, development, or incompatible land uses. The proposed amendment therefore undermines EC.3.5.2 at its core.

3.2.6: Strategy EC.3.5.4 – Preserving and Reusing Transportation Corridors

The YWT corridor is a former railroad right-of-way—precisely the type of corridor the OTP directs jurisdictions to preserve for future multimodal use. Removal

from the TSP contradicts the strategy's core purpose by abandoning a corridor that cannot be replicated once lost.

3.3: Conflicts with OTP Goals SA.1 and SA.2 and Policy SA.2.1

SA.1 and SA.2 require jurisdictions to improve system safety and equity by providing transportation choices for all ages, incomes, and abilities. Policy SA.2.1 specifically directs agencies to enhance safe walking and biking options, especially separated facilities that reduce exposure to high-speed vehicle traffic.

The YWT is one of the only opportunities in Yamhill County to provide a fully separated, low-stress bicycle and pedestrian corridor. Removing it contradicts these directives by reducing—not expanding—safe, equitable multimodal choices.

3.3.1: Policy SE.1.4 – Transportation Infrastructure That Promotes Environmental Stewardship

Policy SE.1.4 requires local governments to implement projects and decisions that “support environmental stewardship, reduce transportation impacts, and enhance community livability.”

Trails are among the least environmentally impactful transportation investments. They reduce emissions, provide opportunities for habitat-sensitive design, and increase community access to outdoor environments. Removing the YWT option contravenes the directive to favor environmentally beneficial transportation alternatives.

3.3.2: Strategy SE.1.4.1 and SE.1.4.2 – Support for Health, Equity, and Livability

These strategies call for active-transportation facilities that enhance community health, expand equitable access, and improve quality of life. The YWT would serve residents across demographics, providing a safe corridor for walking, biking, and recreation. Eliminating it undermines the County’s ability to advance these statewide livability objectives.

3.3.3: Strategy MO.1.1.2 – Developing a Balanced, Multimodal System

This strategy calls for jurisdictions to plan for and integrate non-auto modes into a balanced transportation network. Removing a region-scale active transportation corridor moves the County toward greater auto-dependence and away from multimodal balance.

3.3.4: Strategy MO.3.1.3 – Improving Regional Connectivity

This strategy requires strengthening intraregional connections through multiple travel modes. The YWT is one of the few opportunities to provide safe, continuous non-motorized connections between Carlton, Yamhill, and other destinations. Its removal directly undermines regional multimodal connectivity.

3.3.5: Strategy SP.2.1.1 – Aligning Local Plans with the OTP

This strategy requires TSP amendments to be consistent with the OTP. Removing the YWT is inconsistent with nearly every relevant OTP policy and therefore conflicts with Strategy SP.2.1.1.

4: The Public Trust Doctrine and Public Transportation Corridors

The public trust doctrine requires that certain resources—including navigable waterways, public easements, and long-established transportation corridors—be preserved for public use and benefit. Oregon courts have repeatedly recognized the doctrine’s role in ensuring that governmental entities do not divest or foreclose public access to resources that serve broad public interests.

The Yamhelas Westsider right-of-way is a historic transportation corridor originally established for rail use and subsequently preserved for multimodal transportation and public recreation. Its planned conversion to a regional trail represents precisely the type of modern transportation and recreation use that the public trust doctrine is intended to protect: long-term public access, mobility, and intergenerational resource stewardship.

By removing the YWT from the TSP, the County has taken a step toward eliminating the corridor’s transportation function altogether. That decision not only diminishes public access but also undermines decades of public investment, planning, and reliance. The public trust doctrine disfavors government actions that relinquish or impair public rights within transportation corridors—particularly where no equivalent or superior public use is substituted.

5: The proposed ordinance violates state law.

The amendment violates the core requirement in OAR 660-012-0020, which requires the TSP to include a bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the County. While the proposed ordinance would remove a key component of the County's planned bicycle and pedestrian network, it does nothing to fill that gap, meaning that whatever remains of the County's bicycle and pedestrian plan will be inadequate. This circumstance also violates OAR 660-012-0050(5), which requires that "[i]f a local government decides not to build a project authorized by the TSP, it must evaluate whether the needs that the project would serve could otherwise be satisfied in a manner consistent with the TSP." There is simply no such analysis in the proposed amendment and its cursory supportive findings.

Further, such a hack-job excision of a key transportation project intended to address an identified need means that the County is simply not doing the broader, coordinated analysis that it is required to do under OAR 660-012-0105(4). This clear failure includes the complete absence of the engagement tasks required in OAR 660-012-0120(3), -0130, and -0135. In particular, there seems to have been no attempt to initiate broader engagement with the citizens who would most benefit from the YWT, including the young, elderly, and people with disabilities. Only once that deliberative planning work is done could the County undertake the prioritization analysis required under OAR 660-012-0155 that must be done before key public transportation facilities are simply deleted from the transportation system plan.

It comes as no surprise then, that the County's proposed ordinance does not include a complete set of findings explaining how the proposed ordinance complies with OAR 660-012-0025 (requiring compliance with the Statewide Planning Goals) and Goals 1, 12, Goal 9 and Goal 13, specifically. The ordinance cannot be adopted without such findings and supportive evidence.

6: The Staff Report’s proposed findings, evidentiary record, and procedural history of the proposed amendment are insufficient to support the proposed amendment.

Even if it had such supportive findings, there is no data, information, analysis, or any other material of any kind in the record suggesting that removal of the YWT from the TSP is supported by an adequate factual base. The County’s sole basis for the removal of the YWT from the TSP appears to be its failures to obtain the support of abutting agricultural landowners and to develop conditions adequate to address LUBA’s remand decision in LUBA’s 2020 final opinion and order. While the County’s prior permitting exercise came up short, it is not impossible for the County to obtain approval of a conditional use permit subject the farm impacts test in ORS 197.796, provided that it adopts conditions that a reasonable decision maker would conclude adequately mitigate potential impacts to farming activities. *See, e.g., Columbia Riverkeeper v. Columbia County*, LUBA Nos. 2024-045/46 (Nov. 26, 2024). Even when it initially remanded the County’s first approval of the YWT, LUBA observed that “[a] recreational trail approved under the applicable standards can be consistent with Goal 3, even if the trail corridor still qualifies as “agricultural land” as defined in Goal 3.” *Van Dyke v. Yamhill County*, LUBA NO. 2018-061, *slip op* at 28 (December 20, 2018).

In addition to the proposed amendment lacking a transportation planning basis and adequate public outreach, Staff’s findings are inadequate to support the proposed amendment.

First, Staff is incorrect in its statement that Section 1207.01.D requires only that the goals and policies in the Comprehensive Plan “be considered.” Rather, that standard provides that “[a]pproval of a legislative ordinance amendment shall include findings showing the amendment is consistent with the comprehensive plan goals and policies.” The County must consider all goals and policies that pertain to an amendment of the TSP and any other goals or policies which are furthered by the YWT.

Here, Staff has only evaluated Goal Statement (b) and Policy (1), and Goal Statement (b) and Policy (9) and (14). There are far more elements of the Comprehensive Plan and TSP that must be considered before the County can adopt this amendment. And, YCC 1207.01.D does not require that policies be balanced in order to evaluate an amendment, it plainly requires that the amendment “be consistent” with the plan goals and policies. Staff does not take the position in its report that the proposed amendment is consistent with any of the applicable transportation goals or policies. Therefore, the amendment cannot satisfy YCC 1207.01.D.

As to the two policies that staff relies on to support the change, Goal Statement (b) and Policy (1) and Transportation Policy (2), neither of these policies do so. Goal Statement (b), concerns the preservation of County farmlands and livestock with respect to zoning, not transportation planning, and does not support any contention that this policy must be weighed more heavily than transportation policies supporting the trail’s inclusion in the TSP. Transportation Policy 2 does not emphasize protection of farmland against uses that must meet the farm impacts test in ORS 215.296, all it does is require that transportation decisions consider “land use impacts.” However, because the matter before the County is the *elimination* of a project from its TSP, the present question is about the impacts to land use patterns stemming from removal of the trail from the TSP, not whether the original inclusion of the YWT considered adjacent land use patterns.

7: Request

For the above reasons, we respectfully request that the Planning Commission recommend that the Board not adopt the proposed TSP amendment until the required public outreach, planning, and findings are developed to support it. If it does not do that, we respectfully request that the hearing be continued for at least one month to the Planning Commission's next scheduled meeting date, pursuant to YCC 1402.03, in order to allow staff to prepare responses to issues we raise in this letter, and provide findings adequate to support the proposed amendment.

State Bar dismisses complaint against former county attorney

The Oregon State Bar has dismissed a complaint brought by opponents of the Yamhelas Westsider Trail against the county's now-retired land use attorney, Todd Sadlo, saying there is "no probable cause to believe that Mr. Sadlo committed misconduct."

The complaint was brought last July by eight farmers opposed to the Yamhelas Westsider Trail, led by farmer Ben Van Dyke, nearly six months after the county ended its efforts to pursue the trail. The letter also was signed by Jim Hurl, Chris Mattson, Bryan Schmidt, Kathleen Sitton, Jim VanDyke, Julie VanDyke, John Wisner and Lynne Wisner.

They brought the complaint after winning a judgment of attorney fees from the state Land Use Board of Appeals, writing that the judgment "has led to substantial loss in taxpayer dollars."

Sadlo said he doesn't bear a grudge.

"I am glad to see the complaint dismissed. I have no personal animosity toward Ben Van Dyke, who signed the complaint against me. I don't believe he wrote it — it had all the markings of the same lawyers and their hidden clients who scoured the county's emails and found zero misconduct on behalf of county employees," Sadlo told the News-Register.

The complainants claimed Sadlo had been guilty of incompetence and misconduct. They based their claims on a ruling by the Land Use Board of Appeals that rejected an argument by Sadlo and awarded them attorney fees. According to the letter from the Bar, Sadlo had expressed a belief that the Appeals Court would overturn LUBA's ruling. However, County Commissioners Lindsay Berschauer and Mary Starrett voted not to allow him to file an appeal.

The opponents worked with Salem attorney Steve Elzinga, now representing Berschauer in threatening litigation against Save Yamhill County, the group that organized a recall attempt against her. Elzinga obtained large amounts of public records that trail opponents and Berschauer claimed showed Sadlo and other staff members had acted improperly in carrying out the previous board of commissioners' wishes to complete the trail.

They argued that Sadlo, the county's land use attorney, should have discouraged the prior board from pursuing the trail, instead.

However, Samuel Leineweber, Assistant Disciplinary Counsel for the Oregon State Bar, wrote in his dismissal letter to Van Dyke that investigators found Sadlo's actions and arguments reasonable.

The complaint concerned Sadlo's argument before LUBA that the county should be allowed to complete a bridge across Stag Hollow Creek that was intended to serve the trail. Sadlo argued to LUBA that the county would not ordinarily need a permit for the bridge and that it would be useful for firefighting and maintenance, even if the county was unsuccessful in completing the trail.

"Mr. Sadlo developed an initial legal strategy for the bridges on remand, then conferred with managers of the bridge project and [Department of Justice] attorneys, and came to believe that he had at least a plausible legal theory to argue that the bridges were permissible as a rural fire service facility," Leineweber wrote.

He wrote that "Mr. Sadlo cited statutes and local ordinances that allowed for such use of the bridges, and cited a number of cases that he believed supported the position that a bridge of the type in question would also not constitute a 'significant impact' that would subject it further to land use regulations."

To support his theory, Leineweber wrote, Sadlo "relied on the revision to the FEMA flood map, on declarations from people knowledgeable about the project that stated the bridge was able to hold fire trucks and emergency vehicles, as well as on the prior record that described the county property that was subject to fire control."

He noted that e-mails from Sadlo cited by the complainants showed that he thought it was likely he would lose his argument in front of LUBA, but would prevail on appeal.

"A lawyer's opinion that a position may not be successful before a tribunal does not mean the lawyer knew he did not advance a plausible legal or factual theory," Leineweber wrote. "Finally, LUBA's ruling against Yamhill County was based in large part on Mr. Sadlo presenting his argument about the bridges for the first time. In defense of this, Mr. Sadlo asserts that there is nothing that prevents Yamhill County from changing its legal theory during litigation. Indeed, it is not uncommon for a party in litigation to present a new legal theory of their case, and I am unaware of a rule that would prevent Yamhill County from doing so here."

Berschauer repeatedly accused staff, including Sadlo, of acting improperly in attempting to complete the bridge and the trail, although staff acted at the behest of the prior board of commissioners.

Sadlo argued to the Bar that the complaint was part of an ongoing vendetta against him, for having done his job. The opponents "efforts before the Bar are not for the purpose of making themselves whole, but are to smear my name as part of a vilification campaign waged against county employees by a handful of trail opponents and their team of lawyers since 2018," Sadlo wrote.

Both the opponents and their land use attorney, Wendie Kellington of Lake Oswego, frequently addressed testimony to the county board of commissioners implying that Sadlo was personally responsible for the county's pursuit of the trail, although he was in fact merely the county's attorney, acting on behalf of the board of commissioners.

Sadlo retired last summer after a 40-year career, including 13 years with the county. In September, his former boss, County Counsel Christian Boenisch, asked the board to approve a year-long contract with Sadlo, while he recruited another attorney. However, Berschauer and Starrett first shortened the proposed contract from a full year to 90 days, and discussed trail opponents' criticisms of his work on the trail. Sadlo then declined the contract.

Berschauer said, "If we were going to go out and hire an attorney, we probably wouldn't hire one under investigation or that has significant discipline behind him." Sadlo has no disciplinary sanctions against him by the Oregon State Bar or the county.

Sadlo told the News-Register, "It is galling, though, to see the repeated lies of Lindsay Berschauer, that she didn't kill the trail, LUBA did. It is all public record, mostly available on line, in the form of LUBA opinions and Commissioner hearing videos. We were very close to answering LUBA's few remaining questions when the newly-constituted Board pulled the plug."

He said that "after working 13 years for what I consider to be one of the best county governments in the state, I was happy to no longer work for the worst commissioner I have ever worked for — Lindsay Berschauer," and said he believes "In those first few months of her term, Ms. Berschauer proved that she is unfit for public office, and ... her work on the trail has all the markings of bad governance — cronyism and waste."

Comments

yamhillbilly2 Sounds like Lindsay could be sued for defamation. Seems like she told a lie about Sadlo, and it's part of the public record. 09:00 am - Wed, March 9 2022

Rosebloomer Thank you for your service and for putting up with this nonsense in such an appropriate way Mr. Sadlo. 02:38 pm - Wed, March 9 2022

Jean Thank you Mr Sadlo. So sorry that you had to go thru this. VOTE YES!! 01:40 pm - Fri, March 11 2022

Just Ice Mr. Sadlo is a good attorney and a good man. Thank you, sir, for your service to our community.

To the Yamhill County Planning Commission:

I am writing to strongly urge you to keep the Yamhelas Westsider corridor in the County's Transportation System Plan. This is not simply about a proposed trail. It is about whether the County will permanently eliminate a 150-year-old public transportation asset that carries critical future value for water infrastructure, broadband, utilities, emergency access, and long-range mobility planning.

For transparency, I currently serve as the Chair of the Yamhill County Parks Advisory Board. I want to be clear that I am not speaking on behalf of the Board or representing any official Board position. I speak only for myself as a resident, taxpayer, and community member.

Over the past decade, Yamhill County formally adopted this corridor as a priority project through multiple Board Orders and resolutions. The County also accepted significant federal and state funds — including a \$1.4 million Transportation Alternatives Program grant — explicitly for right-of-way acquisition, engineering, and planning. Property purchased with federal transportation funds remains federally encumbered until FHWA formally releases it. Selling the corridor or removing it from the TSP without that release risks federal repayment obligations and long-term funding consequences.

Even those who do not support the Yamhelas Westsider Trail should recognize that preserving the corridor costs almost nothing (especially in comparison to the costs of losing it) and protects the County's future options. Removing it forecloses opportunities that communities along the route — including Carlton, Yamhill, and the Cove Orchard Water Association — will need for water conveyance, utilities, broadband, and emergency routing. Re-creating a continuous north-south alignment later would be impossible.

Additionally, I do support the Yamhelas Westsider Trail as a safe, non-motorized route for students, families, seniors, and people with disabilities. I also know you have heard those arguments before, and many of you have indicated that you do not intend to consider them. So instead, I ask you to consider the broader public interest: hundreds of residents have expressed support for preserving this corridor, including many families who live directly beside it. Only a small number of landowners oppose it, and their concerns ought not override the needs of the entire county. And importantly, every practical, non-emotional concern raised about the trail can be fully mitigated through proper planning, just as it has been in agricultural regions across Oregon and the country.

The question before you is simple:

Will you protect a valuable, irreplaceable transportation corridor for future generations, or will you permanently destroy it?

I respectfully urge you to keep the corridor in the TSP.

Thank you for your time and consideration.

Sincerely,



Neyssa Hays
Yamhill, OR

Ken Friday

From: Sarah Hunt <sparklygeologist@gmail.com>
Sent: Wednesday, December 3, 2025 1:50 PM
To: Planning
Cc: BOC Info
Subject: Please Preserve the Yamhelas Corridor for Its Economic Benefits

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I grew up in Carlton and fondly remember taking family walks on the abandoned railroad tracks. I watched Carlton go from a small town with hardware store, market, and few restaurants to nearly ghost town with only antique shops, to a booming tourist spot with wineries, cafes, and live music. I still come to Carlton to vacation and to visit family.

The Yamhelas trail could be such a boon for this area. It feels like so much is being taken away from average community members that don't have a lot of money or land. Please do something for us. Please support this trail to connect our communities, and ensure that Carlton is a destination to visit and grow a family for decades to come.

Please vote NO on Docket G-01-25.

Thank you,
Sarah Hunt
Carlton resident from 1991 to 2011.
Current Springfield, Oregon resident.

Here's the form letter you can skip over (assuming you'll get many of these, but leaving it in just in case).

I'm writing to express my strong support for keeping the Yamhelas-Westsider corridor in the Transportation System Plan because of the significant economic benefits trails bring to small towns and rural communities.

Trails consistently attract visitors who spend money at local restaurants, coffee shops, wineries, lodging, and retail businesses. Communities across Oregon—and the country—have seen substantial, measurable increases in tourism revenue after opening safe, scenic walking and biking routes. A continuous corridor connecting Yamhill, Carlton, Gaston, and McMinnville would give these towns a meaningful boost by drawing more visitors and encouraging longer stays.

Trails also support local economies by improving quality of life, which helps towns retain residents, attract entrepreneurs, and remain competitive in the tourism and recreation market. These benefits are

long-term, sustainable, and community-wide.

If the corridor is removed from the TSP and eventually lost, these economic opportunities disappear with it. There is no realistic alternative route that provides the same potential for tourism and small-business growth. Keeping the corridor in the TSP preserves a major economic asset that can support the region for decades.

For these reasons, I respectfully urge you to vote NO on Docket G-01-25 and protect the Yamhelas corridor as an important driver of local prosperity.

Thank you for considering this request.

Sincerely,
Sarah Hunt
[City / Community]

Ken Friday

From: Paige Shell-Spurling <paigeshellspurling@gmail.com>
Sent: Wednesday, December 3, 2025 2:34 PM
To: Planning
Subject: Input on right-of-way
Attachments: December 3 2025 letter.pdf

Caution: This email originated outside of the Yamhill County email system

Dec. 3, 2025

Members of the Yamhill County Planning Commission,

I am writing, as a Yamhill County resident (born and raised) to express my deep concerns related to the process surrounding the 17-mile former railroad right-of-way.

First, it is concerning to hear that the County Commissioners are considering removing this corridor from the Transportation System Plan, when including it in the transportation system in perpetuity was one of the original stipulations of the sale of the property to the county in the first place.

Second, it is concerning to know that the Commissioners passed this decision-making process off to a committee that ostensibly have already made up their minds against converting the railroad right-of-way to a pedestrian trail without hearing and despite the will of the community. The majority of the members of this planning committee were seated by the two County Commissioners who have been outspoken opponents of the trail. Furthermore, it appears that two of the members of the planning committee are themselves petitioners in a lawsuit against the trail, and in their failure to even recuse themselves in a semblance of the ethical administration of their duties are essentially serving as judges in a matter that they are personally involved in.

Third, I wish to point out that there are a few wealthy agribusiness owners in this county who have land adjacent to the proposed trail who oppose the trail, out of their own self-interest in being able to acquire the land for themselves. It is disappointing to see these individuals put their own wishes above the needs of the community (for instance in having a safe way for kids to move between Carlton and Yamhill). It is further upsetting to see the County Commissioners pretend as though they are standing up for small family farmers when they side with this handful of agribusiness owners who feel that they should be able to run the county. There are plenty of small family farmers with operations of less than 10,000 acres, who support having safe transportation & family recreation opportunities for our youngest residents.

Fourth, I have heard a disingenuous argument thrown around that creating a trail would mean that we would have the problems of Portland's Springwater Corridor out here. The whole argument is laughable, given that there is a trail from Forest Grove almost to Gaston which does not have any of the issues of homeless people camping out or any of the other perceived problems of the Springwater Corridor. Are we to believe that these unhoused Portlanders who are camped out on the trail to be close to homeless services are going to walk or ride a bike from Hillsboro, skip over the Washington County part of the trail and then set up tents once they cross into Yamhill County? The argument is ridiculous on its face. If anything we should see the success of the Banks-Vernonia trail as further evidence that this line of thinking is more like a monster in the closet rather than anything approaching reality. It is also important to recognize that there are plenty of small family businesses which could benefit from Portlanders riding their fancy bikes to Carlton for brunch, picking up a bottle of wine,

shopping at a couple of local businesses, maybe spending the night at an Airbnb and then going home to rave to their friends about how beautiful Yamhill County is. Why wouldn't we welcome that kind of economic opportunity into our community?

Fifth, I am concerned that removing the trail as a viable option for ODOT to use to move bicycle traffic off of Highway 47 while keeping in line with modern requirements for streets and highways will mean one of two things: either Highway 47 will not get the regular improvements it needs because they won't legally be able to do so without having a viable bike lane, or they will have to widen Highway 47 and will be forced to use eminent domain to get the land required for the expansion. This will be especially harmful for residents of the cities of Yamhill and Carlton who live along Highway 47.

It would be a mistake to remove the right-of-way from the transportation plan. You might have started off thinking this is a quick-win for the no-to-the-trail side. But in reality, it is a decision that causes more harm than good. You have the opportunity to do the right thing for the county.

Thank you for taking the time to consider my perspective.

Sincerely,
Paige Shell-Spurling

Dec. 3, 2025

Members of the Yamhill County Planning Commission,

I am writing, as a Yamhill County resident (born and raised) to express my deep concerns related to the process surrounding the 17-mile former railroad right-of-way.

First, it is concerning to hear that the County Commissioners are considering removing this corridor from the Transportation System Plan, when including it in the transportation system in perpetuity was one of the original stipulations of the sale of the property to the county in the first place.

Second, it is concerning to know that the Commissioners passed this decision-making process off to a committee that ostensibly have already made up their minds against converting the railroad right-of-way to a pedestrian trail without hearing and despite the will of the community. The majority of the members of this planning committee were seated by the two County Commissioners who have been outspoken opponents of the trail. Furthermore, it appears that two of the members of the planning committee are themselves petitioners in a lawsuit against the trail, and in their failure to even recuse themselves in a semblance of the ethical administration of their duties are essentially serving as judges in a matter that they are personally involved in.

Third, I wish to point out that there are a few wealthy agribusiness owners in this county who have land adjacent to the proposed trail who oppose the trail, out of their own self-interest in being able to acquire the land for themselves. It is disappointing to see these individuals put their own wishes above the needs of the community (for instance in having a safe way for kids to move between Carlton and Yamhill). It is further upsetting to see the County Commissioners pretend as though they are standing up for small family farmers when they side with this handful of agribusiness owners who feel that they should be able to run the county. There are plenty of small family farmers with operations of less than 10,000 acres, who support having safe transportation & family recreation opportunities for our youngest residents.

Fourth, I have heard a disingenuous argument thrown around that creating a trail would mean that we would have the problems of Portland's Springwater Corridor out here. The whole argument is laughable, given that there is a trail from Forest Grove almost to Gaston which does not have any of the issues of homeless people camping out or any of the other perceived problems of the Springwater Corridor. Are we to believe that these unhoused Portlanders who are camped out on the trail to be close to homeless services are going to walk or ride a bike from Hillsboro, skip over the Washington County part of the trail and then set up tents once they cross into Yamhill County? The argument is ridiculous on its face. If anything we should see the success of the Banks-Vernonia trail as further evidence that this line of thinking is more like a monster in the closet rather than anything approaching reality. It is also important to recognize that there are plenty of small family businesses which could benefit from Portlanders riding their fancy bikes to Carlton for brunch, picking up a bottle of wine, shopping at a couple of local

businesses, maybe spending the night at an Airbnb and then going home to rave to their friends about how beautiful Yamhill County is. Why wouldn't we welcome that kind of economic opportunity into our community?

Fifth, I am concerned that removing the trail as a viable option for ODOT to use to move bicycle traffic off of Highway 47 while keeping in line with modern requirements for streets and highways will mean one of two things: either Highway 47 will not get the regular improvements it needs because they won't legally be able to do so without having a viable bike lane, or they will have to widen Highway 47 and will be forced to use eminent domain to get the land required for the expansion. This will be especially harmful for residents of the cities of Yamhill and Carlton who live along Highway 47.

It would be a mistake to remove the right-of-way from the transportation plan. You might have started off thinking this is a quick-win for the no-to-the-trail side. But in reality, it is a decision that causes more harm than good. You have the opportunity to do the right thing for the county.

Thank you for taking the time to consider my perspective.

Sincerely,
Paige Shell-Spurling

Comments to the Yamhill County Planning Commission

To: Members of the Commission and Planning Staff

From: Charles Van Genderen, Dayton Oregon

Date: December 3, 2025

Subject: Keep the Yamhelas Westsider trail (YWT) in the Transportation Plan.

Top Line Considerations

- Removal of the YWT concept from the plan will remove this project from further consideration or prioritization without clear purpose, data or cause. Ordinance 880 does not mandate implementation but outlines the trail as a “potential future use.” The existence of the trail concept represents no fiscal, personnel or prioritization impact to the county so why remove it?
- The existing Yamhill County Transportation System Plan (YCTSP) adopted under Ordinance 895 outlines 9 goals under section 7. Removal of the trail concept would remove a seemingly feasible alternative that supports seven of the nine goals identified; thereby weakening the plan overall and removing a publicly supported concept from consideration.
- Fake concerns about this corridor being used for light rail are a red herring raised by historic opponents to the trail concept and who have not read the YCTSP. Page 92, and in Figure 14, of the YCTSP clearly demonstrates that the only real rail considerations in the plan are from Milwaukee to McMinnville and that idea is going nowhere.
- Importantly, selective piecemeal editing or removal of the parts of the plan fail to realize that the entire plan works together. If the plan warrants an amendment it is incumbent on the county planners to do so comprehensively and not in subjective little pieces.
- Consideration of this amendment is wasted time and money acted upon by folks who claim to be fiscal conservatives. Therefore, please deny this proposed action and keep the YWT, as described in Ordinance 880, in the plan. I just paid my property taxes and sure don't want those funds going to public processes that have no real urgency or clear purpose.
- If the County Commission is so concerned about this concept let's study the feasibility more formally/transparently and reach resolution as to the true potential future use once and for all.

Additional Details

To provide more supporting detail about why I am opposed to amending (YCTSP) adopted under Ordinance 895 I offer the following:

- The YCTSP does not mandate implementation. It outlines goals, alternatives, areas for consideration and priorities based on many factors including public feedback and fiscal

availability. The YWT represents a “potential future use” that needs more time and investment to identify feasibility. It, in fact, has tremendous public support and is seemingly feasible.

- Some will say the YWT concept has no traction and, therefore, removal is warranted. There are numerous concepts in the TSP that have not been implemented. Transportation projects are complex and expensive. Removing one element of the plan while other stalled concepts remain in the plan make this proposed action look more like a subjective move to satisfy constituents that fund campaigns. If we are going to amend the YCTSP, do so comprehensively and not in this “whack a mole” fashion.
- The YWT is consistent with the YCTSP and, conceptually, supports fulfillment of the plan purposes. The YWT concept seemingly aligns with seven of the nine YCTSP goals. Few other projects do that. Yamhill County needs a diverse economy and places for the public to recreate along with safe routes to school. This county has so many unsafe places for kids and families to ride bikes. The bike/ped opportunities and the economic benefits for communities and health considerations for local citizens are clear. The links below demonstrate that Rail Trails bring many benefits including in states with Red politics governing their priorities.
- <https://headwaterseconomics.org/wp-content/uploads/HE-GRT-Economic-Potential-Briefing-Singles-LowRes.pdf>
- <https://www.saludagraderail.org/rail-trail-impact>
- <https://www.americantrails.org/resources/the-business-of-trails-a-compilation-of-economic-benefits>
- <https://talbotthrive.org/wp-content/uploads/2025/01/Economic-Impact-of-the-Proposed-Schenandoah-Rail-Trail-1.pdf>

In conclusion, please do not move forward with removing the YWT from the YCTSP. The County Commission's proposed action is unwarranted as a stand alone decision. It smacks of political bias in the face of a publicly supported, safe and economically favorable concept that needs more study, not removal from any planning documents.

Being a planning commissioner is an important responsibility. It requires balanced objective evaluation sometimes in the face of political influences from those who are in leadership. Keeping this project concept in the plan obligates no funding and continues to allow for a transportation alternative that supports the overarching plan goals very effectively. Alternatively, please consider beginning a transparent public process to evaluate this concept more effectively. From there decide whether it is feasible or not.

I am happy to answer questions or get involved in future analysis. I respectfully, thank you for your consideration.

Ken Friday

From: lis.gilbertson@gmail.com
Sent: Wednesday, December 3, 2025 2:39 PM
To: Planning
Cc: BOC Info
Subject: Support for Preserving the Yamhelas Corridor and Addressing Neighbor Concerns Through Planning

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing to express my support for keeping the Yamhelas-Westsider corridor in the Transportation System Plan. I also want to acknowledge that some neighboring farmers and property owners have concerns—and emphasize that these concerns can and should be addressed through a thoughtful, collaborative planning process.

Preserving the corridor in the TSP does not predetermine the final design, alignment, access points, fencing, crossings, or management approach. It simply keeps the door open so the County, cities, adjacent landowners, and the broader community can work together to develop solutions that respect agricultural operations, private property, and public safety.

Across Oregon and the country, trails have been successfully designed alongside working farms through measures such as:

- Agricultural-friendly fencing
- Controlled or limited access points
- Separate farm and trail crossings
- Vegetation buffers and dust mitigation
- Clear rules for users, with enforcement mechanisms
- Cooperative agreements and communication channels

These tools—and many others—are available only if the corridor stays in the TSP so the planning process can move forward. If the corridor is removed now, the County loses the opportunity to resolve concerns in a structured, transparent way.

A well-managed trail can support both productive agriculture and safe public access. These goals are not mutually exclusive. The planning process is where those details are worked out—and preserving the corridor is the only way to ensure that those conversations can even happen.

For these reasons, I respectfully urge you to vote NO on Docket G-01-25 and keep the Yamhelas corridor in the TSP so the County can address neighbor concerns constructively rather than foreclose future options.

This potential project has so many potential benefits for our county communities.

Thank you for your consideration and your service to our community.

Sincerely,
Lisa Gilbertson
Yamhill County Resident

Ken Friday

From: Marvin Bernards <mjb_2@yahoo.com>
Sent: Wednesday, December 3, 2025 2:40 PM
To: Kit Johnston; Mary Starrett; Bubba King; BOC Info; Planning
Cc: lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@ycschools.org
Subject: Yamhelas Westsider Trail Letter of Support

Caution: This email originated outside of the Yamhill County email system

Please submit this letter to the record for the Planning Commission meeting for Dec 4th, 2025 Dear Members of the Yamhill County Planning Commission,

Thank you for the opportunity to submit testimony on the proposal to remove the Yamhelas Westsider Trail from the County's Transportation System Plan. I am writing to urge you in the strongest possible terms to keep this trail corridor in the plan and to direct the county to correct the process issues, rather than abandon a project that has broad community support.

This corridor has been envisioned for decades and has been part of Yamhill County's transportation planning for many years. A project that has been discussed for roughly thirty years, and formally recognized as a transportation corridor, deserves a fair, orderly, and lawful process, rather than being deleted from the plan because earlier decision makers put the cart before the horse.

Public sentiment on this project is clear and consistent. Formal polling by local park officials and extensive public outreach have shown that a solid majority of residents favor pursuing the Yamhelas Westsider Trail as a safe, family-friendly corridor. Time and again, when this topic comes up, written and spoken public comment is overwhelmingly in support of keeping and developing the trail. Removing it from the Transportation System Plan is NOT what this community is asking you to do.

There has been a great deal of confusion about what the Land Use Board of Appeals remand actually means. A remand is not a declaration that the trail is illegal or prohibited. LUBA identified process errors and directed the county to follow the correct land-use steps; LUBA was very specific in mentioning that the concept of a trail along this corridor is NOT prohibited by state law. The appropriate response to a procedural problem is to fix the procedure and move forward, not to abandon the project altogether.

No one seriously disputes the economic, health, and safety benefits of trails and outdoor recreation. Communities across this country, including Oregon and Washington have used rail-to-trail corridors to create safer routes for people walking and biking, support local businesses, and promote tourism, all while maintaining productive farmland and working forests. There are many examples, including farm-adjacent trails in both Oregon and Washington, that demonstrate how good design, clear management, and collaboration with landowners can successfully balance agriculture, rural character, and public access.

The rights of neighboring landowners ARE real and must be taken seriously. Their property, privacy, and farm operations deserve thoughtful protections. But a neighbor's rights do not automatically trump the rights of the broader Yamhill County community to safe transportation options, recreation, and long-term economic opportunity. Your task is to balance those interests, not to erase a community asset because getting it right will take time and careful work.

This project has been thirty years in the making, and it is acceptable if it is still years away from full build-out or opens in stages. Government's job is not to be fast; it is to be good. "Good" in this case means respecting the remand by

correcting the process, honoring the clear and repeated public support for the trail, and learning from the many successful rail-to-trail projects that run through farmland and rural communities across this country.

For all of these reasons, I respectfully ask you to reject the proposal to remove the Yamhelas Westsider Trail from the Transportation System Plan. Please keep the corridor in the TSP and direct staff to pursue the corrected land-use and permitting steps needed to move this community-supported project forward. This corridor is a once-in-a-generation opportunity; it should be improved and refined, not discarded.

Thank you for your service and for considering this testimony.

Marvin Bernards
McMinnville, Oregon

Ken Friday

From: Kipp Myers <kipp@anacreonwinery.com>
Sent: Wednesday, December 3, 2025 2:48 PM
To: Planning
Cc: BOC Info
Subject: Support for Preserving the Yamhelas Corridor and Addressing Neighbor Concerns Through Planning

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing to express my support for keeping the Yamhelas-Westsider corridor in the Transportation System Plan. I also want to acknowledge that some neighboring farmers and property owners have concerns—and emphasize that these concerns can and should be addressed through a thoughtful, collaborative planning process.

Preserving the corridor in the TSP does not predetermine the final design, alignment, access points, fencing, crossings, or management approach. It simply keeps the door open so the County, cities, adjacent landowners, and the broader community can work together to develop solutions that respect agricultural operations, private property, and public safety.

Across Oregon and the country, trails have been successfully designed alongside working farms through measures such as:

- Agricultural-friendly fencing
- Controlled or limited access points
- Separate farm and trail crossings
- Vegetation buffers and dust mitigation
- Clear rules for users, with enforcement mechanisms
- Cooperative agreements and communication channels

These tools—and many others—are available only if the corridor stays in the TSP so the planning process can move forward. If the corridor is removed now, the County loses the opportunity to resolve concerns in a structured, transparent way.

A well-managed trail can support both productive agriculture and safe public access. These goals are not mutually exclusive. The planning process is where those details are worked out—and preserving the corridor is the only way to ensure that those conversations can even happen.

For these reasons, I respectfully urge you to vote NO on Docket G-01-25 and keep the Yamhelas corridor in the TSP so the County can address neighbor concerns constructively rather than foreclose future options.

Thank you for your consideration and your service to our community.

Sincerely,
kipp myers
Newberg, Yamhill County

Sent from my iPhone

Ken Friday

From: Canwan <canwan26@aol.com>
Sent: Wednesday, December 3, 2025 2:52 PM
To: Planning
Cc: bocinfo@yamhillcounty.com; letters@newsregister.com
Subject: Yamhelas trail support

Caution: This email originated outside of the Yamhill County email system

To the members of the Yamhill County Planning Commission:

My family is opposed to the proposed removal of the Yamhelas-Westsider trail from the county transportation plan. Such a short-sighted move would result in the loss of the opportunity to develop a trail system that would benefit all county residents.

It would be irresponsible to get rid of this valuable and unique public right-of-way. Jurisdictions in other parts of the state have developed similar right-of-way areas in ways that take into account the needs of neighboring property owners while providing recreational uses.

I don't see this as an either/or situation. I think the county needs to seriously explore more options that would allow the development and use of this multi-use trail while considering the needs of adjacent property owners. Surely this can be done.

Look to the examples of where such compromises have been achieved elsewhere in the state.

Don't rush into this when there is no need for an immediate decision. Listen to the many people who want to see this trail become a reality and reject this proposal to remove the property from the park plan.

Yamhill County residents deserve better than this. Keep this corridor under county ownership to use for the benefit of all residents.

Wanda Cochran
1397 NW Meadows Drive
McMinnville

Ken Friday

From: Danell Myers <danellmyers@gmail.com>
Sent: Wednesday, December 3, 2025 2:48 PM
To: Planning
Cc: BOC Info
Subject: Support for Preserving the Yamhelas Corridor and Addressing Neighbor Concerns Through Planning

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing to express my support for keeping the Yamhelas-Westsider corridor in the Transportation System Plan. I also want to acknowledge that some neighboring farmers and property owners have concerns—and emphasize that these concerns can and should be addressed through a thoughtful, collaborative planning process.

Preserving the corridor in the TSP does not predetermine the final design, alignment, access points, fencing, crossings, or management approach. It simply keeps the door open so the County, cities, adjacent landowners, and the broader community can work together to develop solutions that respect agricultural operations, private property, and public safety.

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These tools—and many others—are available only if the corridor stays in the TSP so the planning process can move forward. If the corridor is removed now, the County loses the opportunity to resolve concerns in a structured, transparent way.

A well-managed trail can support both productive agriculture and safe public access. These goals are not mutually exclusive. The planning process is where those details are worked out—and preserving the corridor is the only way to ensure that those conversations can even happen.

For these reasons, I respectfully urge you to vote NO on Docket G-01-25 and keep the Yamhelas corridor in the TSP so the County can address neighbor concerns constructively rather than foreclose future options.

Thank you for your consideration and your service to our community.

Sincerely,
Danell Myers
Newberg

Sent from my iPhone

December 3, 2025

Planning Commission members:

My name is Gregory McGill and I live near Carlton. My focus is on one simple idea: the record speaks for itself, and that record leaves no justification for keeping the Yamhelas trail in the TSP.

The record shows that the County did not follow Oregon land-use law. It shows that the County did not complete the required agricultural impact study. It shows that the County began construction without proper approvals. It shows that LUBA issued multiple stays and remanded the project five times. It shows that the County dismantled the bridge, repaid the grant funds, and withdrew the land-use application. And it shows that the County ultimately abandoned the project entirely.

All of this is already decided. Nothing about the trail is active anymore. The County does not intend to pursue it. The land-use file is closed. The funding is gone. The infrastructure is gone. The only thing left is this final step — removing the project from the TSP so that the County's planning documents match the County's actions. This is a clerical adjustment and not a policy change.

We should not overcomplicate this. The Planning Commission is not being asked to decide the merits of the trail. The trail has already been canceled. The only question is whether the TSP should contain accurate information. A responsible planning document cannot include abandoned projects. I am not in favor of a trail or future light rail.

I urge you to remove the Yamhelas Westsider Trail from the Transportation System Plan and bring closure to an issue that has impacted farmers for far too long.

Thank you.

Gregory McGill

12/03/25

Good evening, Planning Commission.

My name is Cal Peterson and I farm ground directly adjacent to the former Yamhelas Westsider Trail corridor. I am here tonight to strongly support removing the Yamhelas Westsider Trail from the Transportation System Plan, because this project has already been decided. What remains is simply the technical step that should have been taken care of years ago - making sure the TSP accurately reflects reality.

I want to be extremely clear: this is not a debate about whether trails are good or bad. This is not about relitigating what happened. That work was done at enormous time and cost, through multiple LUBA cases. Tonight is about finishing one piece of administrative cleanup.

As a farmer operating on Exclusive Farm Use land, I have lived with the consequences of the County's failure to follow Oregon land-use law. Under Oregon statutes, recreational trails are not permitted outright on EFU land. They are conditional uses. That means the County was legally obligated to perform a detailed Agricultural Impact Study before any work began. That study must show that neighboring farms will not experience significant economic harm from the project. If harm exists — and it certainly does in this corridor the County must propose mitigation. And if mitigation is not possible, the trail cannot be approved.

In this case, there was no meaningful farm-impact analysis. There was no real effort to understand or mitigate the risks to working farms. Instead, the County advanced construction first, hoping the land-use issues could be either ignored or pushed through later. That is the reason LUBA found, again and again, that the County acted improperly.

The LUBA record could not be clearer. The County lost in every single appeal because it did not follow the law. LUBA issued stays, remanded decisions, and eventually imposed an extraordinary attorney-fees award because the County was arguing positions that had "no probable cause." You almost never see that kind of sanction. It is proof that the County's actions were not mistakes- they were serious violations of land-use requirements.

As someone whose livelihood depends on predictable and lawful land-use processes, that matters. The farmers who stood up against this process were forced to defend not just their land, but their right to farm without interference. We did not oppose this trail out of emotion or stubbornness. We opposed it because it threatened our ability to grow crops, maintain livestock, and protect our property.

Those land-use concerns have already been validated by LUBA, by the Board's own actions in dismantling the bridge, and by the withdrawal of the land-use application. The project is over. There is nothing left to discuss about it. The only thing that remains is this technical step- removing it from the TSP.

Sincerely,

Cal Peterson
24125 NE Wapato School Rd
Gaston, OR 97119

Ken Friday

From: Planning

From: Kit Johnston <JohnstonK@yamhillcounty.gov>
Sent: Wednesday, December 3, 2025 3:41 PM
To: Planning <planning@yamhillcounty.gov>
Cc: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Fw: Opponent to trail/farmer on 48

Not sure if planning received this yet. I only see my email.

Thanks

Kit

From: Kathy Ginther Cordie <kcordie7492@gmail.com>
Sent: Tuesday, December 2, 2025 9:49:18 AM
To: Kit Johnston <JohnstonK@yamhillcounty.gov>
Subject: Opponent to trail/farmer on 48

Caution: This email originated outside of the Yamhill County email system

Good Morning Commissioners

I know you're busy and would appreciate a couple minutes of your time.

I am writing this email as we are not able to attend the meeting on December 4th. We live on 47 between McMinnville and Carlton and have a farm and trucking operation. While I understand the passion people are showing for the trail, I want to express our concerns and maybe come up with some solutions. Our property has 47 on one side and the old railroad property on the other. At our end of the proposed trail runs to nowhere, ends at gun club, where there is no parking and a lot of farm equipment use that tiny road. It would be unsafe. Also where the trail ends up in Yamhill doesn't even go close to the school, which I would think parents would think would be unsafe for their kids to ride, I know I wouldn't let our granddaughter ride it by herself. Plus we have buses that take our kids to school.

Just the cost and upkeep alone is unthinkable for this trail that would benefit very few, but if we were to take parts of that land, like in Carlton, open it up and connect those streets would relieve so much pressure and bottleneaking in Carlton. We could get our kids to the elementary school so much easier and emergency vehicles could have more open access to our great little town of Carlton. Lets address Hwy 47, it could be widened and put in turn lanes from Flett Rd to Gaston, the property runs parallel to Hwy 47 and that could make the Hwy so much safer. We wouldn't have accidents on a blind corner like Flett like we did a couple years ago with the propane truck. There are so many better options that would help everyone and not cater to a small handful of people.

I am concerned about break ins, drug activity, and squatting on the property as well along with our livestock being harrassed, plus the dairy next to us has a large farm field that they use for their cows and the only access point is across the former railroad property and they have used the property for at least 25 years, I would think it would be imminent domain by now and I am sure nobody will want to cross a trail that's covered in cow poo, lets face it POO happens.

Please protect us from this never ending battle, it's been going on for far too long.. Thank you for doing such a great job with our county,

Thank you for your time
Sincerely
Kathy Cordie
Cordie Farms/Cordie Trucking

Ken Friday

From: Diane R <dianemreichenberger@gmail.com>
Sent: Wednesday, December 3, 2025 3:42 PM
To: Planning
Cc: BOC Info
Subject: Support for Preserving the Yamhelas Corridor and Addressing Neighbor Concerns Through Planning

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing to express my support for keeping the Yamhelas-Westsider corridor in the Transportation System Plan. I also want to acknowledge that we were told that there are neighboring farmers and property owners who have concerns about the trail and yet they never showed up at the Carlton City Council meeting last night to express these concerns. In fact many of us who attended the meeting took to the podium to address the Mayor and City Council members to express that for nearly 30 years, county residents have been asking for this trail to be completed so that the community would have a safe place for recreation, a preserve for wildlife, flora and fauna, a safe way to travel between school & home, between our fine small towns in the county and most importantly this public land would be preserved for generations to come!

Across Oregon and the country, trails have been successfully designed alongside working farms through measures such as:

- Agricultural-friendly fencing
- Controlled or limited access points
- Separate farm and trail crossings
- Vegetation buffers and dust mitigation
- Clear rules for users, with enforcement mechanisms
- Cooperative agreements and communication channels

These tools—and many others—are available only if the corridor stays in the TSP so the planning process can move forward as soon as possible. If the corridor is removed now, the County loses the opportunity to resolve concerns in a structured, transparent way and worst of all, the land that was purchased specifically for public use will never be recovered!

A well-managed trail can support both productive agriculture and safe public access. These goals are not mutually exclusive. The planning process is where those details are worked out—and preserving the corridor is the only way to ensure that those conversations can even happen.

For these reasons, I respectfully urge you to vote NO on Docket G-01-25 and keep the Yamhelas corridor in the TSP so the County can address neighbor concerns constructively rather than foreclose future options.

Thank you for your consideration and your service to our community.

Sincerely,
Diane Reichenberger
Yamhill County

Ken Friday

From: Don Holland <d4holland@gmail.com>
Sent: Wednesday, December 3, 2025 4:10 PM
To: Planning
Cc: BOC Info
Subject: Please Preserve the Yamhelas Corridor in TSP and Continue Planning Efforts

Caution: This email originated outside of the Yamhill County email system

Yamhill County Planning Commission Members,

Please keep the Yamhelas-Westsider corridor in the Transportation System Plan (TSP) by voting NO on Docket G-01-25.

I have been a resident of Yamhill County for over 25 years and in that time I have seen much growth in our county. Population and traffic have both increased dramatically; but safe recreation opportunities in our county have not kept pace. Routes that my children walked and biked to school are no longer safe for pedestrians or bicyclist (even for adults). Creating the Yamhelas Westsider Trail would provide a way to remove most bicycle and pedestrian traffic from a dangerous highway while improving safety for vehicular traffic and increasing county recreational opportunities.

Please recall, this land was part of a land grant by the US Congress in 1866 to improve transportation in our country. Please vote to continue planning to use the land for public transportation. If the Yamhelas-Westsider Corridor is removed from the TSP we permanently lose this chance to improve transportation safety and quality of life in Yamhill County. Preserving the corridor in the TSP does not predetermine the final design. It simply keeps the door open so the County, cities, adjacent landowners, and the broader community can work together to develop solutions that respect agricultural operations, private property, and public safety.

There are many benefits to saving this corridor for public transportation and recreation, rather than allowing this land to fall into private hands for sole benefit of a small group of landowners. Neighboring farmers and property owners have concerns—and I feel these concerns can be best addressed through a thoughtful, collaborative planning process that can address trail alignment, access points, fencing, crossings, management approach and other concerns.

Rails to Trails conversions have been successfully designed alongside working farms here in Oregon and across the country. These successes have depended on planning measures and design elements such as:

- Agricultural-friendly fencing
- Controlled or limited access points
- Separate farm and trail crossings
- Vegetation buffers and dust mitigation
- Clear rules for users, with enforcement mechanisms
- Cooperative agreements and communication channels

These tools—and many others—are available only if the corridor stays in the TSP so the planning process can move forward. If the corridor is removed now, the County loses the opportunity to resolve concerns in a structured, transparent way.

A well-managed trail can support both productive agriculture and safe public access. These goals are not mutually exclusive. The planning process is where those details are worked out—and preserving the corridor is the only way to ensure that those conversations can even happen.

For these reasons, I urge you to vote NO on Docket G-01-25 and keep the Yamhelas corridor in the TSP so the County can address neighbor concerns constructively rather than foreclose future options.

Thank you for your consideration and your service to our community.

Sincerely,
Don Holland
Newberg, Oregon

Ken Friday

From: Trevor DeHart <trevordehart1@gmail.com>
Sent: Wednesday, December 3, 2025 4:16 PM
To: Ken Friday
Subject: Fwd: Yamhelas Westsider Trail

Caution: This email originated outside of the Yamhill County email system

Hello all,

I am writing to support the removal of the Yamhelas Westsider Trail project from the County Transportation Systems Plan. This corrupt boondoggle has given Yamhill county a blackeye with regards to both the state, county and local farmers.

In a time where elderly, low and middle income families are finding it challenging to make ends meet, we have to do everything in our power to use taxpayers money wisely and in a prioritized manner.

This project is neither wise or a good use of tax monies, not to mention it is in violation of land use laws.

Please do the right thing and put the final nail in the coffin of this ill conceived costly and insidious project.

Thanks for your time,

Trevor DeHart
Yamhill County citizen and taxpayer

Respect the Decision Already Made — Finish the Job

Planning Commissioners,

My name is John W. Cramer, I'm a Yamhill County taxpayer, and I want to speak about something simple: following through.

A previous Board of Commissioners already made the decision to end the Yamhelas Westsider Trail. They made that decision after multiple LUBA rulings, after legal defeats, after construction stays, after returning grant money, and after dismantling a bridge that should never have been built.

The decision has been made. The project is over. The County has closed every operational, financial, and legal component of the proposed trail project.

The only remaining task is updating the TSP — a step that should have been taken at the same time as all the others. This is not a new policy decision. It is not an opportunity to revisit old arguments. It is simply the final housekeeping step.

When governments fail to complete their paperwork, it causes real harm. It creates confusion for staff and for the public. It sends the message that decisions are reversible or uncertain. And it leaves room for misunderstanding and mistrust.

Removing the YWT from the TSP is about respecting the decision the County has already made. It is about demonstrating that when the County changes direction, it updates its public documents accordingly. It is about finishing the job, closing the file, and returning our TSP to what it is meant to be — a reliable, accurate guide to future transportation priorities.

Please respect the decision that has already been made. Remove the Yamhelas Westsider Trail from the TSP and bring full closure to this issue.

Thank you,

John W. Cramer Ph.D

Ken Friday

From: Carolina Rook
Sent: Wednesday, December 3, 2025 4:31 PM
To: Planning
Subject: FW: West sides trail

-----Original Message-----

From: fluidray@gmail.com <fluidray@gmail.com>
Sent: Wednesday, December 3, 2025 4:26 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: West sides trail

Caution: This email originated outside of the Yamhill County email system

Vote to keep the Westsider Trail alive. Converting rails to Trail is a marvelous idea. I've used the Banks-Veronia Trail many times and it is wonderful experience seeing the area from a different perspective. It is so nice to have a trail system so close to populated areas. It would be a gift to generations in the future that would be nearly impossible to duplicate.

Ken Friday

From: Carolina Rook
Sent: Wednesday, December 3, 2025 4:32 PM
To: Planning
Subject: FW: Yay

From: Alanna Pass <azpass.1@gmail.com>
Sent: Wednesday, December 3, 2025 4:10 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Fwd: Yay

Caution: This email originated outside of the Yamhill County email system

RE: Docket #G-01-25 Amendment to Yamhill County Transportation System Plan (YCTSP)

Alanna Pass

17675 NE North Valley Rd.

Newberg, OR 503-804.1830

12/3/2025

Dear Yamhill County Commissioners,

We have a golden opportunity to create wonderful outdoor recreation opportunities for the citizens and visitors of Yamhill County. In an era of high stress for people, including children, with the state of the world, we need this for our mental and physical well-being. As it is now, the only other opportunity close is the Banks/Vernonia Trail, which is about an hour away. I urge you not to remove funding for the Yamhelas Westsider Trail and throw this opportunity away. The fear-based claims from farmers are ludicrous, and why should they get priority over the majority? The data are clear: well-designed multi-use trails provide measurable economic, health, and transportation benefits to rural communities.

- **Economic impact:**

Studies from the Oregon Parks and Recreation Department show that trail users generate \$1.4 billion annually in spending across the state, with rural communities seeing some of the highest per-user

economic returns. Even small regional trails typically return \$2–\$3 in local economic activity for every \$1 invested.

- **Safety and transportation:**

Oregon Department of Transportation data show that rural pedestrian and cyclist injury rates are increasing. Trails like the Yamhelas corridor provide low-cost, high-impact transportation alternatives that reduce road congestion and improve public safety.

- **Public health savings:**

The CDC reports that every adult who becomes regularly active saves the healthcare system \$1,000–\$1,300 per year. Trails are one of the most effective ways to increase physical activity across all age groups.

- **Grant leverage:**

Maintaining local funding increases eligibility for state and federal trail grants. Removing funding now risks forfeiting future dollars and negates years of planning work.

Given the documented economic and public health returns, removing funding would be a step backward for Yamhill County. I strongly encourage you to maintain support for this project.

Sincerely,

Alanna Pass

Ken Friday

From: Jenna Johnson <jenna.m.toney@gmail.com>
Sent: Wednesday, December 3, 2025 4:33 PM
To: Planning
Subject: Support for Yamhelas-Westsider trail

Spam

Caution: This email originated outside of the Yamhill County email system

Commissioners,
Please support the continued development of the Yamhelas-Westsider trail. Allowing this opportunity to slip away would be a terrible loss to our communities and future generations.
Thank you for your consideration.
Jenna Johnson
McMinnville

Ken Friday

From: Carolina Rook
Sent: Wednesday, December 3, 2025 4:33 PM
To: Planning
Subject: FW: In favor of Keeping Right of way for Yamhelas Westsider Rail-to-Trail Project

From: James Jim - Willamette <jim.james@mywvmc.com>
Sent: Wednesday, December 3, 2025 1:18 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: In favor of Keeping Right of way for Yamhelas Westsider Rail-to-Trail Project

Caution: This email originated outside of the Yamhill County email system

Dear Kit, Mary, and Bubba.

Keeping the Yamhelas Westsider Trail in Yamhill County's Transportation System Plan is an investment in safety, health, and long-term economic vitality for our communities. The trail would transform an existing, publicly owned rail corridor into a safe, separated route for people walking, biking, and rolling, linking McMinnville, Carlton, Yamhill, Cove Orchard, and Gaston while preserving the corridor for future transportation needs.

The most immediate benefit is safety. Today, anyone biking or walking between these towns must share Highway 47 and nearby rural roads with high-speed car, truck, and farm equipment traffic, creating obvious risks for students, workers, and families. A rail-to-trail conversion gives people of all ages a protected way to travel between schools and neighborhoods, offers farm and manufacturing workers a safer, low-cost commute option, and reduces conflicts between slow-moving cyclists and heavy vehicles on narrow roads.

The trail would also be a powerful economic engine. Similar rail-trails in Oregon and nationwide have demonstrated that visitors drawn by cycling and walking spend significantly on food, lodging, and local services, helping small businesses and supporting jobs. In wine country, a signature trail running past vineyards and through historic downtowns can anchor bike tourism, tasting-room traffic, and new enterprises like cafés, B&Bs, and bike tour or repair shops. For a county seeking diversified, resilient rural economies beyond any single industry, this is a rare, already-owned asset.

Public health and quality of life gains are equally important. A continuous, family-friendly path encourages daily physical activity, which is associated with lower rates of cardiovascular disease, diabetes, and depression, and it creates free, close-to-home recreation for residents of all ages and incomes. The project would also preserve a historic transportation corridor and green space, strengthening community identity and offering educational opportunities related to local history, agriculture, and ecology.

Opponents raise several concerns, particularly about impacts on adjacent farms, crime, and cost. However, land-use reviews and similar projects elsewhere show that well-designed trails can coexist with intensive agriculture, using fencing, clear crossings, and farm access accommodations to protect operations. Experience from other rural trails consistently finds that crime does not increase and often decreases with more "eyes on the corridor" and regular maintenance.

Finally, the county already owns the right-of-way. The long-term benefits in economic returns, health, and safety of keeping the trail far outweigh the upfront expense. Removing the Yamhelas Trail from the transportation plan would forfeit these benefits and we will lose an irreplaceable public corridor that future generations will need and value.

Jim James MD,

McMinnville

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Ken Friday

From: Carolina Rook
Sent: Wednesday, December 3, 2025 4:40 PM
To: Planning
Subject: FW: I added my street address

Thank you.

*Carolina Rook
BOC Office Supervisor
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
rookc@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553*



From: gary@portlandconsultinggroup.com <gary@portlandconsultinggroup.com>
Sent: Tuesday, December 2, 2025 12:32 PM
To: BOC Info <bocinfo@yamhillcounty.gov>; lwatkins@ci.carlton.or.us; s.corrigan@cityofyamhill.org; raeverc@yoschools.org
Subject: I added my street address

Caution: This email originated outside of the Yamhill County email system

(I added my street address to my previous email, below)

Dear Planning Commission Members,

Please keep the Yamhelas-Westsider corridor in the Transportation System Plan by voting “no” on docket G-01-25. This is one more example of a fear-based minority overriding the majority of citizens and long-term public interest. EVERY large-scale public works project has had detractors, for example making Oregon’s beaches public property and the nickel bottle deposit. Unfortunately, those detractors have almost succeeded in eliminating a project that would benefit countless thousands of citizens, increase health and well-being, and attract tourism.

I urge you to vote for the health and future of our children and their children.

Thank you for your service to our county and our citizens.

Gary Langenwalter
McMinnville Planning Commission member (7 years, retired)
900 NW Hill Road
McMinnville, Oregon

Ken Friday

From: Carolina Rook
Sent: Wednesday, December 3, 2025 4:44 PM
To: Planning
Subject: FW: Yamhelas Trail

Thank you.

*Carolina Rook
BOC Office Supervisor
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
rookc@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553*



From: D. Roelandt <drlcsw@gmail.com>
Sent: Monday, December 1, 2025 10:26 AM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Yamhelas Trail

Caution: This email originated outside of the Yamhill County email system

Please reconsider your actions that are in opposition to the Yamhelas Trail. As a resident of Yamhill, the part of that Trail between Yamhill & Carlton would be a wonderful & safer alternative to cyclists, children & families. Highway 47 is the current route, with no safe shoulder or sidewalks; and with heavy traffic. The Trail will allow community folks & tourists to better share everything that both small cities have to offer - school activities, restaurants, recreational opportunities, visiting - and even simply strolling or running.

Also, I am familiar with the Trail between Banks & Vernonia. It's thoroughly enjoyed by many! We need a Trail like that here.

Thank you.

Diane Roelandt

Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325).

Dear Planning Commission and Board of Commissioners,

According to the Economic Analysis of Outdoor Recreation in Oregon, spending on outdoor recreation in Oregon totaled \$16 billion in 2022, supporting 192,000 full and part time jobs. The average wage was estimated to be \$42,600 per year. In 2024, the Oregon Parks and Recreation Department estimated the consumer surplus for Oregon recreationists was \$57.1 billion annually. Consumer surplus (willingness-to-pay that exceeds spending) is a measure of nonmarket social benefits. Parks and natural spaces promote physical and mental health, lowering medical and insurance costs. In 2023, researchers from Oregon State University estimated that the physical activity associated with outdoor recreation led to \$2.965 billion in insurance savings, reducing overall healthcare expenditures in the state by 10 percent. In 2022, Oregonians and out of state visitors recreated 209 million days.

Retaining the Yamhelas-Westsider Trail right-of-way in the TSP will ensure that we can hold on to an incredible outdoor recreation opportunity that will strengthen our rural economy and diversify our tourism economy beyond food and wine. Let us showcase our scenic and agricultural bounty. These projects are proven to bring economic value. As we say (and the data proves) in the tourism industry, outdoor recreation projects are used by local residents 80% of the time and by visitors, 20% of the time. It's a win-win opportunity.

I come from a family who's owned Yamhill County farms and businesses for generations. This project will only enhance our way of life in Yamhill County.

Sincerely,

Lisa Macy-Baker
Visit McMinnville
424 NE 4th Street
McMinnville, Oregon

Ken Friday

From: Cole Gross <colengross@gmail.com>
Sent: Wednesday, December 3, 2025 4:46 PM
To: Planning
Cc: BOC Info
Subject: Please save our trail!

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing to support keeping the Yamhelas-Westsider corridor in the Transportation System Plan.

I moved here with my young kids and am a local physician. The biggest difficulty we have had is not having enough outdoor trails for hiking and biking to help incorporate outdoor experiences and values into our young girls lives. removing the corridor from the TSP will further reduce the possibility to help create the kind of outdoor environment needed to raise well adjusted young adults.

For these reasons, I respectfully ask you to vote NO on Docket G-01-25 and keep the Yamhelas corridor in the TSP so we can create more safe outdoor space for our community.

Thank you for your thoughtful consideration.

Sincerely,

Dr. Cole Gross

**Re: Docket G-01-25 — Concerns About Conflicts with Local and State
Transportation Requirements**

Dear Commissioners,

I am writing as a resident who cares deeply about the long-term safety, mobility, and public assets of Yamhill County. The proposal to remove the Yamhelas-Westsider Trail corridor from the County Transportation System Plan (TSP) raises several significant concerns regarding its consistency with state law, statewide planning requirements, and the County's own adopted transportation policies.

First, the proposal does not align with the TSP's commitment to improving bicycle and pedestrian safety. The TSP identifies limited safe options for people walking and biking in rural areas and highlights the need for separated facilities on routes where shoulder widening is not feasible or adequate. The corridor between Yamhill and Carlton is one of the few places where a truly separated facility is possible. Eliminating it without presenting any alternative way to address the documented transportation gaps leaves a major safety issue unresolved.

Second, Oregon's planning framework emphasizes transparency, coordination, and public involvement in major transportation decisions. Goal 1 and the Transportation Planning Rule both require broad, accessible public engagement and a clear explanation of how transportation needs will be met moving forward. The current proposal does not demonstrate that these steps have occurred. For a decision with generational consequences, the process should reflect the highest level of community outreach and deliberation.

Third, Statewide Planning Goal 12 requires jurisdictions to maintain a "balanced and multimodal" transportation system. Decisions that reduce the availability of non-motorized travel options must be supported by findings showing that the underlying need will be addressed another way. No such findings or alternatives have been provided. As written, the amendment removes a planned facility but does not identify how the County will ensure compliance with Goal 12 going forward.

Fourth, state law requires that local governments preserve existing or potential transportation corridors whenever possible, especially those that can serve multiple modes over time. The Yamhelas corridor is a rare example of a

continuous, publicly owned right-of-way—something that cannot be recreated if lost. Once a corridor is removed from long-range planning documents, the likelihood of fragmentation or repurposing increases dramatically, making it nearly impossible to reestablish in the future.

Finally, the County's Comprehensive Plan includes numerous policies directing the preservation and enhancement of safe walking and biking opportunities. Removing the most significant corridor available for this purpose appears to conflict with those policies, yet no analysis has been offered demonstrating consistency.

For these reasons, I respectfully ask the Planning Commission to either **reject the amendment or continue the process until the County has provided a complete set of findings, alternatives, and public engagement consistent with state and local requirements.** This corridor is a public resource with long-term value, and decisions about its fate deserve a thorough and lawful planning process.

Thank you for your attention and for your service to the people of Yamhill County.

Sincerely,

Matthew Dolphin

Matthew Dolphin

16870 NE Mountain Home Rd.
Sherwood, OR 97140
(Within unincorporated Yamhill County)

Ken Friday

From: Stephen Goldsmith <stgoldsmith@gmail.com>
Sent: Wednesday, December 3, 2025 4:48 PM
To: Planning
Cc: BOC Info
Subject: Please Preserve the Yamhelas Corridor to Allow Collaborative Problem-Solving

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members, I'm writing to support keeping the Yamhelas-Westsider corridor in the Transportation System Plan and to encourage a collaborative, problem-solving approach to the concerns raised by neighboring farmers and property owners. Major projects like this naturally raise questions and require careful coordination. But removing the corridor from the TSP does not resolve those issues—it simply eliminates the opportunity for the community to work together on solutions. The TSP is the framework that allows the County, cities, landowners, and residents to participate in a structured, transparent planning process where concerns can be addressed directly. Counties across Oregon have shown that agricultural operations and public trails can coexist successfully through collaborative planning that includes tools such as: Thoughtfully placed crossings Agricultural-style fencing and secure access control Vegetation buffers and dust mitigation Clear rules, signage, and enforcement Ongoing communication between trail managers and landowners These solutions aren't theoretical—they're already working in farm-adjacent trail systems throughout the state. But they can only be considered if the corridor remains in the TSP long enough for everyone to sit at the table and participate in the design process. Removing the corridor now forecloses the ability to solve problems together. Preserving it keeps the conversation open and gives the County and its residents the chance to develop a plan that protects farms, respects property owners, and still preserves a rare public asset for future use. For these reasons, I respectfully ask you to vote NO on Docket G-01-25 and keep the Yamhelas corridor in the TSP so that collaboration—not conflict—can guide the path forward. Thank you for your thoughtful consideration. Sincerely, [Your Name] [City / Community]

Stephen A. Goldsmith
www.timepoems.com

Ken Friday

From: Bridget Cooke <bridgetleecooke@gmail.com>
Sent: Wednesday, December 3, 2025 4:48 PM
To: Planning
Subject: Planning Commission.12/4_agenda_item: Yamhelas Westsider Trail

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

We are concerned about the last minute vote of the County Commissioners directing Planning Director Ken Friday to repeal an ordinance concerning the Yamhelas Westsider Trail project and remove it from the County's Transportation System Plan as a future project.

We urge you to keep the trail project within the County's Transportation System Plan. Here's why?

- Yamhill County needs safe and affordable opportunities for families to recreate, stay healthy and enjoy the county's natural beauty.
- The Yamhelas Westsider Trail, once created, will boost the county's economy by attracting visitors who will walk, bike and run on the trail...and then stay for the county's wine, beer, restaurant and hotel offerings.
- With foresight, Yamhill County purchased the Trail. Keeping it within the Transportation System Plan shows respect to taxpayers by wisely stewarding Yamhill County resources.

Thank you in advance for keeping an eye on the wellbeing of the County's children and grandchildren.

Sincerely,

Frank Fromherz and Bridget Cooke
16005 Rockyford Rd
Yamhill, OR 97148

Ken Friday

From: Sue Roper <woodygoatpress@gmail.com>
Sent: Wednesday, December 3, 2025 4:48 PM
To: BOC Info; Planning
Subject: Yamhelas Westsider Trail

Caution: This email originated outside of the Yamhill County email system

Greetings,

I am writing to you regarding the Yamhill County BOC efforts to remove the Yamhelas Westsider Trail (YWT) from the county Transportation Systems Plan and the potential subsequent sale of county property set aside for that project.

The benefits of the YWT to the people of our county are numerous: opportunities for safe walking and cycling and taking in the natural beauty of our county, community enrichment and community building, and the influx of tourism dollars. These trails are everywhere in our county and all over the world. I have cycled the Banks-Vernonia trail many times and spent my retirement dollars on shopping and food in towns close to that trail. We travel to other trails spending our dollars at each destination. That same thing could happen here for the towns along the trail. Arguments against the YWT include homelessness, crime and light rail. Light rail is a very unlikely option for the use of that corridor. It is not a part of any regional transportation plan. Express bus service down 99W is more likely. The invasion of homeless people and criminals to public trails like the proposed YWT has not been shown to be a major issue.

If we leave out all of the wonderful benefits of the trail and focus only on the sale of the county property involved, I have this to say - that

land is owned by the 110,000 people of this county. It is our land set aside for us and future generations. Selling this strip of land is a vote against the future and a vote against possibility. How do we know what needs, projects, or plans will come up in 20 years or more? It seems irresponsible to sell that strip of land. Let's save that piece of property for Yamhill County and not make a quick buck by selling it to adjacent landowners or land developers.

Know that we are retired seniors and homeowners who live very modestly and we %100 support using tax dollars for this project. We support the use of our taxes for projects that benefit our neighbors and community even if we may not be here to enjoy those future benefits. This is a project that benefits the quality of life and health of the citizens of Yamhill County. It is unfortunate that the county had to give back dollars provided by the state but I believe there is a strong will by our community to get this project done with purpose, thought, and inclusion of all parties involved. Let's build that trail!!!

Thank you for your consideration,
Susan Roper

Ken Friday

From: Carolina Rook
Sent: Wednesday, December 3, 2025 4:52 PM
To: Planning
Subject: FW: Yamhelas–Westsider Trail

Thank you.

Carolina Rook
BOC Office Supervisor
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
rookc@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553



From: Tai James <4taijames@gmail.com>
Sent: Wednesday, December 3, 2025 10:16 AM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Yamhelas–Westsider Trail

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission and Board of Commissioners,

I am writing to express my strong support for the Yamhelas–Westsider Trail and to respectfully urge you to keep the trail Right of Way (ROW) included in the Transportation System Plan (TSP).

The Yamhelas–Westsider Trail represents a long-term investment in the health, safety, and quality of life of our community. Preserving the ROW in the TSP ensures that we keep future options open for active transportation, recreation, and regional connectivity. Trails like this strengthen local economies, provide safe routes for walking and cycling, and offer accessible outdoor opportunities for residents of all ages.

Once removed, this corridor would be extremely difficult—if not impossible—to reclaim. Keeping the ROW in the TSP does not obligate immediate development; it merely protects the possibility. Retaining

this option is a responsible, forward-looking choice that supports community well-being and aligns with broader transportation, sustainability, and public health goals.

I urge you to safeguard this valuable asset and maintain the Yamhelas–Westsider Trail ROW in the Transportation System Plan.

Thank you for your consideration and for your service to our community.

Sincerely,
Tai James

--
null

Ken Friday

From: Carolina Rook
Sent: Wednesday, December 3, 2025 4:52 PM
To: Planning
Subject: FW: Yamhelas Trail Project

Thank you.

Carolina Rook
BOC Office Supervisor
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
rookc@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553



From: Martinez Kimberly - Willamette <kimberly.martinez@mywvmc.com>
Sent: Wednesday, December 3, 2025 12:45 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Yamhelas Trail Project

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission and Board of Commissioners,

I am writing to you to let you know that I am very much in support of the Yamhelas Trail project. I am asking that you keep the trail Right of Way in the Transportation System Plan. This trail would benefit our county and community as it provides the opportunity to access our county's beautiful landscape, and will encourage physical activity and increase tourism.

Thank you for your consideration and time.

Kim Martinez, Adult Nurse Practitioner
McMinnville

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Ken Friday

From: kamcook <kamcook@comcast.net>
Sent: Wednesday, December 3, 2025 4:58 PM
To: Planning; BOC Info; Ken Friday; Kit Johnston; Mary Starrett; Bubba King
Subject: Transportation Service Plan

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission,

Thank you for this opportunity for us to submit testimony regarding the TSP. We are Yamhill County taxpayers and we care about County government. We stand in opposition to including the Yamhelas Westsider Trail in the Transportation System Plan. The project itself has been bumbled for several years, wasting taxpayer dollars, and it is finally time for the County to remove it from the TSP.

The land where the proposed trails (and God knows what else was being considered) is in an Exclusive Farm Use zone. The Oregon Farmer's Association challenged the County's actions at LUBA, and they won. At this point, the Yamhelas Westsider Trail was to be permanently discontinued.

The previous Board did not amend the TSP to express their own decision. That is why the Trail project is still in the Transportation System Plan. It should be removed so no further confusion or wasted expenditure be made.

As taxpayers, we deserve clarity. The project was abandoned several years ago and the language must be removed from the TSP. It is the reasonable and fiscally responsible thing to do.

Although we have sent one letter, there are two of us voting no.

Thank you for your consideration,

Kathy and Chris Cook

Sent from my Verizon, Samsung Galaxy smartphone

Ken Friday

From: kamcook <kamcook@comcast.net>
Sent: Wednesday, December 3, 2025 4:58 PM
To: Planning; BOC Info; Ken Friday; Kit Johnston; Mary Starrett; Bubba King
Subject: Transportation Service Plan

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission,

Thank you for this opportunity for us to submit testimony regarding the TSP. We are Yamhill County taxpayers and we care about County government. We stand in opposition to including the Yamhelas Westsider Trail in the Transportation System Plan. The project itself has been bumbled for several years, wasting taxpayer dollars, and it is finally time for the County to remove it from the TSP.

The land where the proposed trails (and God knows what else was being considered) is in an Exclusive Farm Use zone. The Oregon Farmer's Association challenged the County's actions at LUBA, and they won. At this point, the Yamhelas Westsider Trail was to be permanently discontinued.

The previous Board did not amend the TSP to express their own decision. That is why the Trail project is still in the Transportation System Plan. It should be removed so no further confusion or wasted expenditure be made.

As taxpayers, we deserve clarity. The project was abandoned several years ago and the language must be removed from the TSP. It is the reasonable and fiscally responsible thing to do.

Although we have sent one letter, there are two of us voting no.

Thank you for your consideration,

Kathy and Chris Cook

Sent from my Verizon, Samsung Galaxy smartphone

Ken Friday

From: Andrea Umfleet <alouiswhite@gmail.com>
Sent: Wednesday, December 3, 2025 4:59 PM
To: Planning
Cc: Ken Friday; bocinfo@yamhillcounty.gov; Kit Johnston; Mary Starrett; Bubba King
Subject: Yamhelas Westside trail

Spam

Caution: This email originated outside of the Yamhill County email system

Having grown up in yamhill, I know how interconnected yamhill and carlton are. These two communities rely on each other for school, sports, and commerce. Having a trail between the communities would provide a safe method of transportation for people who don't have, can't afford, or don't want to rely on cars. It would have made a huge difference in my ability to get to friends' houses as a high school student, as my parents didn't like it when I rode my bike on a highway shoulder (as I imagine most parents wouldn't like). There are people who believe that this should be removed from the transportation plan because a trail doesn't fit with their view of transportation. However, safe walking and biking routes are vital transit methods, and should be encouraged in our county. Especially as the cost of living increases, and the amount of car traffic increases due to population growth, methods to move about that don't require gas or a car or walking on the shoulder of a rural road are critical.

Thank you,
Andrea Umfleet

Ken Friday

From: David Hayes <davidjchayes@yahoo.com>
Sent: Wednesday, December 3, 2025 4:59 PM
To: Planning
Cc: BOC Info
Subject: Yamhill County Needs the Trail

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I am writing to express my strong support for keeping the Yamhelas Westsider corridor in the Transportation System Plan.

I grew up in the Bay Area of California and lived a few blocks from a railroad right-of-way. My elementary school, middle school, and high school all abutted the train tracks. My friends and I walked to school along the tracks because it was the fastest way to school and had the fewest street crossings.

Alameda and Contra Costa Counties bought the right-of-way from the railroad company in 1997 and in 1986, the Iron Horse Trail opened. It is a multi-use trail with walkers cyclists riding its 40 mile course. It too had sceptics and opponents, but now is a major amenity for the region, and home values are actually higher in proximity to the trail. There has been no increases in crime on or near the trail in its 40 year history.

The children of Yamhill and Carlton deserve an improved pathway to safely move between towns for school. The people of Yamhill County deserve the trail for recreation. Please do not vote to remove the trail from our future transportation and recreation plans.

Sincerely,
David Hayes
McMinnville, OR

Ken Friday

From: Gail Quenneville <gailhq@icloud.com>
Sent: Wednesday, December 3, 2025 5:00 PM
To: Planning
Cc: BOC Info
Subject: Please Preserve the Yamhelas Corridor to Allow Collaborative Problem-Solving

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing to support keeping the Yamhelas-Westsider corridor in the Transportation System Plan and to encourage a collaborative, problem-solving approach to the concerns raised by neighboring farmers and property owners.

Major projects like this naturally raise questions and require careful coordination. But removing the corridor from the TSP does not resolve those issues—it simply eliminates the opportunity for the community to work together on solutions. The TSP is the framework that allows the County, cities, landowners, and residents to participate in a structured, transparent planning process where concerns can be addressed directly.

Counties across Oregon have shown that agricultural operations and public trails can coexist successfully through collaborative planning that includes tools such as:

Thoughtfully placed crossings

Agricultural-style fencing and secure access control
Vegetation buffers and dust mitigation
Clear rules, signage, and enforcement
Ongoing communication between trail managers and landowners

These solutions aren't theoretical—they're already working in farm-adjacent trail systems throughout the state. But they can only be considered if the corridor remains in the TSP long enough for everyone to sit at the table and participate in the design process.

Removing the corridor now forecloses the ability to solve problems together. Preserving it keeps the conversation open and gives the County and its residents the chance to develop a plan that protects farms, respects property owners, and still preserves a rare public asset for future use.

For these reasons, I respectfully ask you to vote NO on Docket G-01-25 and keep the Yamhelas corridor in the TSP so that collaboration—not conflict—can guide the path forward.

Thank you for your thoughtful consideration.

Sincerely,
Gail Quenneville

Sent from my iPhone
Gail Quenneville, LCSW
302-604-3414

Ken Friday

From: Dennis Quenneville <dennisjq2@gmail.com>
Sent: Wednesday, December 3, 2025 5:01 PM
To: Planning
Cc: BOC Info
Subject: Please Preserve the Yamhelas Corridor to Allow Collaborative Problem-Solving

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

I'm writing to support keeping the Yamhelas-Westsider corridor in the Transportation System Plan and to encourage a collaborative, problem-solving approach to the concerns raised by neighboring farmers and property owners.

Major projects like this naturally raise questions and require careful coordination. But removing the corridor from the TSP does not resolve those issues—it simply eliminates the opportunity for the community to work together on solutions. The TSP is the framework that allows the County, cities, landowners, and residents to participate in a structured, transparent planning process where concerns can be addressed directly.

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These solutions aren't theoretical—they're already working in farm-adjacent trail systems throughout the state. But they can only be considered if the corridor remains in the TSP long enough for everyone to sit at the table and participate in the design process.

Removing the corridor now forecloses the ability to solve problems together. Preserving it keeps the conversation open and gives the County and its residents the chance to develop a plan that protects farms, respects property owners, and still preserves a rare public asset for future use.

For these reasons, I respectfully ask you to vote NO on Docket G-01-25 and keep the Yamhelas corridor in the TSP so that collaboration—not conflict—can guide the path forward.

Thank you for your thoughtful consideration.

Sincerely,

Dennis Quenneville
[City / Community]

Ken Friday

From: Elena Mudrak <mudrake43@gmail.com>
Sent: Wednesday, December 3, 2025 5:06 PM
To: Planning
Subject: Fwd: NO on Docket G-01-25

Caution: This email originated outside of the Yamhill County email system

Hello,

I sent this to an email address on your website, but am not sure if that brought this to the right place.

Thank you for including in the commissioners packet.
Elena

----- Forwarded message -----

From: Elena Mudrak <mudrake43@gmail.com>
Date: Wed, Dec 3, 2025, 9:28 AM
Subject: NO on Docket G-01-25
To: Ken Friday <fridayk@yamhillcounty.gov>, <planning@yamhillcounty.gov>
Cc: <bocinfo@co.yamhill.or.us>, <s.corrigan@cityofyamhill.org>, <lwatkins@ci.carlton.or.us>

YC Planning Commissioners,

It is the county planning commission's duty to plan for and consider short and long-term development for the county, all residents included. The directive to remove the Yamhelas Corridor from the county TSP sent by the current county board of commissioners is short-sighted. I am writing to attest to the necessity of keeping the Yamhelas Westsider Trail in the county's transportation system plan. The Yamhelas Westsider project can be kept in the TSP without undermining local agriculture. The Yamhelas corridor is one-of-a-kind in this county and could be an incredible asset towards achieving county and statewide planning goals. Foremost, removing this corridor from the TSP would be in direct opposition to local and state level planning goals and initiatives. Importantly, the Yamhelas Westsider Trail was explicitly recommended as an improvement that the public would like to see during surveys associated with the TSP. The planning commission, at the behest of the county commissioners, would be acting in direct disregard for community input. Forfeiting this advantage for a handful of county residents would be to the serious detriment of current and future residents and visitors of Yamhill County.

The Yamhelas Westsider Trail could help answer many county planning questions and shortcomings. In this county's TSP, OR 47 is named explicitly for its infrastructural shortfalls. This county's TSP stated that "existing transit service needs within the study area include the lack of evening and weekend service, the need for more bus stops, and expanded to service to large employers and outlying areas." These detail the tip of an understanding that lacks any creativity or solutions with respect to county transportation.

With a county of about 100,000, we are depressingly underserved by public transit, locally and regionally. Our main thoroughfares are without accommodation for people that cannot or do not drive, and our public transit only provides morning/daytime, weekday service. The county's TSP states that there is a "need of a passenger rail connection between the Yamhill County and the Portland metropolitan area." There is virtually no other reasonable route that this could potentially take. This TSP and the body that accepted this work are perpetuating conditions that knowingly neglect the people that live, work, and visit this county. Removing the Yamhelas Corridor from the TSP would unnecessarily limit the tools with which the county can plan and care for the people that live here.

In addition to the TSP, the YC Comprehensive Plan is another important guiding document for the planning commission. Of relevance, Section III on transportation states that "a major concern of the county is to develop a transportation system that will maintain and enhance the quality of life enjoyed by its residents." Yamhill County transportation policies in the comprehensive plan state that the "county will encourage bicycle and pedestrian traffic as an element of the transportation system by coordinating with the cities within the county to develop an integrated system of safe and convenient bicycle and pedestrian ways to complement other modes of transportation...; transportation needs for the disadvantaged, such as the low income, the handicapped, and the elderly, will be considered in the development of the county transportation system; Yamhill County will utilize existing facilities and right-of-ways to the fullest extent possible provided that such use is consistent with the county comprehensive plan; All transportation-related decisions will be made in support of the efficient and economic movement of people, goods, and services throughout the region, and will be based on the location and adequacy of facilities for such goods and services." Planning commissioners would be hard pressed to follow any of their own policies with the removal of the Yamhelas Corridor from the TSP.

These goals and policies were specifically created to direct the county's planning decision makers. Removing the Yamhelas Westsider Trail from the TSP would undermine many of these goals and work in opposition to stated county goals. Keeping the Yamhelas Westsider Trail would help the county achieve these goals. If they choose to remove the Yamhelas Westsider Trail from the county TSP, the planning commissioners would be choosing to fall short of local planning goals, many of which were informed through public engagement. There will not be another opportunity if this one is completely extinguished. Removing this project from the TSP will have long-term effects; keeping it in the TSP will simply allow for future growth, without requiring resource inputs right now.

In addition to local guidance, Oregon's statewide planning goals help direct planning. Smart utilization of the Yamhelas Corridor would help commissioners work towards Oregon state planning goal 9 of economic development (to provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens). At this point it appears that county and planning commissioners are squarely focused on the economic vitality of a few, rather than the many. In one survey taken of trail users on a similar project in Illinois, 70% of respondents shared that they chose their home for the sake of its access to the local trail. (This trail runs over sixty miles and connects rural and suburban areas to the city of Chicago, running through many agricultural fields...) While our cities and county are having difficult budget conversations; incapable of maintaining, repairing, or serving current populations; while money flows out of our county for these reasons; while current residents fight tooth and nail against tax hikes, we need more and other sources of income for our county. We need people to move or visit here. If the Yamhelas Westsider Trail is removed from the TSP, taking with it any linear corridor from McMinnville to Gaston and potentially beyond, we lose untold dollars from residents and visitors. This could be an especially notable windfall for our smaller towns like Yamhill and Carlton. Again, the county TSP states that we are funding limited. It would be irresponsible to

rule out potential sources of revenue.

Finally, not only would removing the Yamhelas Westsider trail go against numerous adopted planning goals and policies, it would also be the result of capitulating to less than 3 miles of permitting dispute for a project totaling 18 miles. This dispute focused on access to these areas by pedestrians. (As an aside, there is precedent for seasonal trail closures. Farms are not spraying year round. And master planning never involves design specifications like fence materials. These are issues that can be remedied in good faith.) There are solutions that could prevent negative farm impacts without tanking the entire project for the rest of the community. If adjacent landowners will stand in the way for fear of trespass and economic impact for a pedestrian trail, let the county consider the approach of public transit and rail as a future project. I implore the county planning commission and the board of commissioners to get creative for the sake of the entire county. Leaving this corridor in the county's TSP allows for a future project (rail) that would render previous petitioners' complaints irrelevant.

This is county land, and the people that live here are in serious need of appropriate, community-minded development of this corridor.

Kindly,
Elena Mudrak

Ken Friday

From: Karon Johnson <karonjguam@gmail.com>
Sent: Wednesday, December 3, 2025 5:33 PM
To: Planning
Cc: BOC Info
Subject: Please Preserve the Yamhelas Corridor to Allow Collaborative Problem-Solving

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission Members,

My family has a lake cabin in northern Minnesota a few miles from Pine River. The Paul Bunyan Trail runs for 115 miles through Bemidji, Pine River and down to Baxter. It is hugely popular. Not only do many bicyclists use it, but many walkers and roller-bladers as well. It has proven an asset for tourists in that area, with many restaurants and coffee shops operating along the way. It is maintained by the Minnesota Department of Natural Resources because it runs through several counties.

Such trails always bring a negative side—trash, people using private lands for toilets, etc. But those problems can be addressed and are already employed on the hundreds of trails already in operation across the country. I'm surprised that the County is actually considering eliminating the trail from the Transportation Plan altogether, instead of leaving it open in the expectation that future problems can ultimately be addressed. Why would you want to foreclose the possibility of something which could be a huge community asset if properly managed?

Sincerely,
Karon Johnson

Protect Future Transportation Priorities — Make Room for Real Projects

Planning Commissioners,

My name is Debbie Phillips, and I'm testifying in support of removing the Yamhelas Westsider Trail from the Transportation System Plan because leaving it in the plan undermines the County's ability to focus on real, necessary, achievable transportation priorities.

Our county faces many pressing transportation needs:

- Rural road safety improvements
- Bridge maintenance
- Intersection upgrades
- Freight mobility
- Safe shoulders and crossings
- Emergency response access

These are real needs that affect real people every day.

The TSP should reflect those priorities — not unused placeholders left behind by a project the County has already abandoned. The Yamhelas Westsider Trail is no longer a candidate for funding, no longer viable under Oregon land-use law, and no longer something the County intends to pursue.

When a defunct project remains in the TSP, it crowds out consideration of projects that actually serve the county's needs. It distracts staff, confuses the public, and misaligns the County's long-range planning process. And it sends mixed signals to state and federal transportation partners about what our real priorities are.

By removing the YWT from the TSP, you are not closing the door on trails forever. You are simply saying that if any trail is to be pursued in the future, it must be done properly — with a new plan, a new public process, full legal compliance, and the community's support.

This update allows the County to move forward with a realistic TSP that reflects our actual needs and priorities.

Please remove the Yamhelas Westsider Trail from the Transportation System Plan.

Thank you.

Debbie Phillips

Farm Bureau Proposal: Enhancing Existing Trails While Protecting Farmland and Farming Practices

Introduction:

The Yamhill County Farm Bureau acknowledges the concerns raised by residents regarding the Yamhelas Westsider Trail project. While we respect the right of the public to advocate for recreational spaces and infrastructure that benefit the community, we believe it is crucial to approach this issue with a perspective that balances the needs of local farmers, landowners, and the agricultural community at large. However, we are deeply concerned about the process through which this trail project has been pursued and the lack of transparency and public input.

We urge the Yamhill County Board of Commissioners to reconsider the development of new trails that would disrupt active farming operations and focus instead on enhancing existing trail infrastructure. This approach would avoid the risk of legal complications and unnecessary harm to our agricultural community, while still addressing the need for recreational spaces.

1. Concerns About the Process and Lack of Public Involvement:

The development of the Yamhelas Westsider Trail has been controversial from the outset, particularly because of the opaque and rushed process that has unfolded over the years. Key facts about the trail's approval process raise serious concerns about the integrity of the decision-making and the failure to fully engage and inform the public, especially the farmers who are directly impacted by this project:

- **Lack of Consultation with Farmers:** From the very beginning, the County failed to adequately engage the local farming community in discussions about the trail project. In fact, the County signed a grant application with the Oregon Department of Transportation (ODOT) in October 2015, promising local support for converting an old railroad right-of-way into a public trail. Not once during this process did the County seek input from the adjoining farmers, who would be most adversely affected by the trail's construction and use.
- **Backroom Deals and Rushed Approvals:** In 2017, the County acquired the right-of-way from Union Pacific Railroad in a non-public process, spending significant taxpayer dollars without first ensuring that the trail would meet land use laws. The process was rushed in 2018, as the County scrambled to meet ODOT's grant requirements, circumventing important public input processes and ignoring existing land use standards, including conditional use permits for areas where the trail was "prohibited."

- **Failure to Properly Notify Landowners:** During the County's public hearings in May 2018, many landowners, particularly those whose properties were directly adjacent to the proposed trail, reported that they had not received the proper public notification as the law requires. These landowners only learned of the project through word of mouth. This lack of proper notification and transparency undermines the public's trust in the process and highlights the disregard for the affected community.
- **Repeated Legal Challenges and Non-Compliance with Land Use Laws:** The project has faced multiple legal challenges, including a series of remands by the Land Use Board of Appeals (LUBA), which found that the County had failed to follow proper procedures and had not addressed the significant impacts on farming operations. Despite these setbacks, County officials continued to push the project forward, even as ODOT expressed concerns over the project's legal and financial viability.

2. Impact on Agricultural Operations:

The Yamhelas Westsider Trail, as currently proposed, would significantly disrupt ongoing farming operations. Farmers rely on the full use of their land for crop production, livestock management, and other essential agricultural activities. The introduction of a public trail near active farming areas increases the risks to both the safety of trail users and the functionality of farm operations.

- **Liability Concerns:** A public trail running through or near active farmland creates significant liability risks. Accidents involving farm machinery, livestock, or chemicals could result in costly legal claims and insurance complications. Additionally, trail users could inadvertently trespass on private property, further complicating farm management and potentially leading to legal disputes.
- **Disruption of Farm Operations:** Farming often requires the use of large equipment, which can be hindered by public recreational spaces. During critical times such as planting and harvesting, farmers need unrestricted access to their fields. The presence of a trail could lead to safety hazards and operational inefficiencies, preventing farmers from using their land to its fullest potential.

3. Protection of the Right to Farm:

The right to farm is fundamental to maintaining a strong agricultural economy in Yamhill County. The introduction of a public recreational trail adjacent to active farmland could put this right in jeopardy, as it may lead to increased conflicts over farming practices and potential legal challenges.

- **Potential Conflicts with Trail Users:** Trails often bring in a diverse range of people with varying expectations about land use. The presence of a public trail near active farms could lead to complaints about noise, smells, and other elements of farming that are inherent to food production. This could trigger legal actions or calls for restrictions on farming practices, such as limiting the use of certain equipment near the trail.
- **Unforeseen Regulations:** New regulations or restrictions could emerge as a result of the trail, forcing farmers to adjust their practices or incur additional costs. For example, requirements for fencing, signage, or modified hours of operation could place unnecessary burdens on farmers and impact their ability to conduct business.

4. Proposed Alternative: Improving and Expanding Existing Trails

Rather than pursuing a new trail that cuts through active farmland, we propose an alternative that enhances the existing trail network and avoids disrupting farm operations. Specifically, we recommend the following:

- **Enhance Existing Trails:** There are numerous existing trails in Yamhill County that could be upgraded or expanded to better serve both recreational users and the broader community. Improvements could include widening, resurfacing, and adding better signage to ensure safety and accessibility. These upgrades would provide much-needed recreational spaces without encroaching on active farmland.
- **Utilize Undeveloped or Non-Agricultural Land:** There are areas within Yamhill County that are less agriculturally intensive or have been designated for non-farming purposes, where new trails could be built without interfering with farm operations. By focusing on these areas, we can expand the trail system without negatively impacting the agricultural community.
- **Develop Multi-Use Paths Along Roads:** Expanding bike lanes and pedestrian paths along existing transportation corridors such as Oregon Route 47 would provide a safer and more feasible alternative to the Yamhelas Westsider Trail. These paths would be far removed from active farming areas, reducing the risk of accidents and conflicts between farmers and recreational users.

5. Conclusion:

The Yamhill County Farm Bureau is not opposed to the development of recreational trails, but we strongly believe that the current approach to the Yamhelas Westsider Trail has been deeply flawed. The lack of transparency, public involvement, and failure to adhere to land

use laws has undermined public trust and harmed the interests of local farmers. Rather than pursuing this project further, we urge the Yamhill County Board of Commissioners to focus on enhancing existing trails and exploring alternative routes that will not disrupt active farmland.

We believe that by improving and expanding existing infrastructure, the county can provide recreational spaces while preserving the rights of farmers and ensuring that agricultural practices are protected. We look forward to continuing to work with the community, landowners, and county officials to find a solution that benefits all residents of Yamhill County.

Sincerely,

Casey Aschim

Casey Aschim (Dec 2, 2025 19:33:51 PST)

Casey Aschim

Yamhill County Farm Bureau President

Farm Bureau Proposal for the Yamhelas Trail

Final Audit Report

2025-12-03

Created:	2025-12-03
By:	Yamhill OSU Extension (carla.stables@oregonstate.edu)
Status:	Signed
Transaction ID:	CBJCHBCAABAAo2dMpl7JqcMhefYNK-wQrMso3_GvVq62

"Farm Bureau Proposal for the Yamhelas Trail" History

-  Document created by Yamhill OSU Extension (carla.stables@oregonstate.edu)
2025-12-03 - 2:43:17 AM GMT- IP address: 97.185.148.97
-  Document emailed to Casey Aschim (casey120_3@outlook.com) for signature
2025-12-03 - 2:43:21 AM GMT
-  Email viewed by Casey Aschim (casey120_3@outlook.com)
2025-12-03 - 3:33:13 AM GMT- IP address: 98.97.43.185
-  Document e-signed by Casey Aschim (casey120_3@outlook.com)
Signature Date: 2025-12-03 - 3:33:51 AM GMT - Time Source: server- IP address: 98.97.43.185
-  Agreement completed.
2025-12-03 - 3:33:51 AM GMT

Ken Friday

From: C M <ryegrass.cm@gmail.com>
Sent: Wednesday, December 3, 2025 7:53 PM
To: Planning
Cc: Mary Starrett; Kit Johnston; Bubba King
Subject: Docket G-01-25

Caution: This email originated outside of the Yamhill County email system

Dear members of the Planning Commission.

My name is Chris Mattson, I am not necessarily against trails but I do believe they need to be in the correct zoning which is not EFU (exclusive farm use).

EFU land is not a recreational space. It is not unused land waiting to be converted to a hiking trail. EFU zoning exists for one purpose: to preserve agricultural land for agricultural use. Recreational trails, particularly those that invite the public into proximity with working farms, are fundamentally incompatible unless they undergo a rigorous conditional-use review. EFU zoning is what saved this area from urban sprawl. The group that wants the trails for the beauty and tranquility are desperately trying to change the laws that preserve our farmland.

That review never happened for the YWT. The County attempted to shortcut the process, beginning construction on a massive concrete bridge without a complete agricultural impact study or conditional-use approval. Anyone who works in agriculture could have told you that such a trail would interfere with critical farm practices. But instead of listening to the people who work this land, the County dismissed their concerns and asserted that there would be no impact. LUBA found otherwise & sided 5 times with the farmers.

The trail project is now completely defunct. The Board stopped construction. The bridge was dismantled. The Connect Oregon grant funds were returned. The land-use application was withdrawn. It's a done deal there's nothing more to deliberate over.

I am asking you to remove the YWT from the TSP so that our planning documents are honest, complete, and consistent with the County's own decisions. This is not a policy choice — it is a matter of accuracy. EFU protections must be taken seriously, and tonight is your chance to demonstrate that.

Thank you.

Chris Mattson

End the Charade — The Public Deserves the Truth

To the Yamhill County Planning Commission:

My name is Rebecca Wallis, and I am submitting this written testimony as both a Yamhill County taxpayer and a journalist who has spent years observing and documenting local government actions in this county. I have covered land-use decisions, transportation planning, and the Yamhelas Westsider Trail (YWT) saga from beginning to end. What I witnessed over the last five years was not simply a controversial project — it was a textbook case of government mismanagement, defensiveness, and selective storytelling.

Commissioners, this is your chance to end the last remaining piece of that story. The Yamhelas Westsider Trail must be removed from the Transportation System Plan (TSP), not because this is a debate about trails, but because the truth matters, the record matters, and the public deserves better than a planning document that pretends this project is still alive.

Let me be blunt:

This project failed — not because of farmers, not because of “anti-trail activists,” but because of the County’s own unlawful actions.

I watched LUBA issue stay after stay, ruling not just against the County, but against the County’s *arguments*, calling them unsupported by law or fact.

LUBA did not merely disagree with the County — it sanctioned the County with attorney fees because the County acted without probable cause. That is an extraordinary rebuke from a legal body that generally shows restraint.

Yet while all of this was unfolding, much of the local press portrayed the conflict not as a government failure, but as a battle between “progressive trail supporters” and “obstructionist farmers.” It was easier, apparently, to villainize the farmers — the very people the law was written to protect — than to examine what the county government was actually doing. Rarely did the public see headlines about the County’s procedural violations, its disregard for EFU land protections, its legal overreach, or the fact that the County repeatedly broke the rules.

As someone who values honest reporting, watching this mischaracterization angered me. Watching residents be misled angered me. Watching the demonization of responsible elected officials who made tough decisions to stop the bleeding of taxpayer money angered me.

And now, years later, we still have this remnant of the project lurking in the TSP, as if the trail might somehow resurrect itself by omission.

It is absurd.

It is misleading.

And it is entirely avoidable.

The YWT is gone — dismantled physically, legally, financially, and politically. The only thing left is the ghost of a project kept alive in a planning document that is supposed to reflect real, viable, active transportation priorities.

Leaving the YWT in the TSP is not neutral.

It perpetuates the illusion that the project is still quietly viable.

It suggests to the public — and to future Boards — that the County may yet revisit it. And it excuses the County from fully acknowledging how deeply flawed the process truly was.

Removing the YWT from the TSP is not a judgment about trails themselves. It is a judgment about **truth, governance, and accountability**.

It is an acknowledgment that the County made serious mistakes.

It is an acknowledgment that the County broke the rules.

It is an acknowledgment that the County misled the public — sometimes through omission, sometimes through overconfidence, sometimes through gaslighting residents.

And it is an acknowledgment that this chapter must end, not linger indefinitely in a document meant to guide the next twenty years.

The Planning Commission has a responsibility to maintain the integrity of the TSP. That means removing projects that are dead, unfunded, dismantled, legally impossible, and abandoned by the former Board of Commissioners.

This is not about choosing sides.
It is not about relitigating conflict.
It is not about deciding whether trails are good or bad.
It is about honesty.
It is about institutional memory.
It is about refusing to allow an abandoned project to masquerade as a viable one.

End the charade.

Remove the Yamhelas Westsider Trail from the Transportation System Plan.
The public deserves a TSP based on facts, not fantasy.

Thank you for considering my testimony.
Rebecca Wallis

March 3, 2022

VIA EMAIL AND US MAIL

Ben VanDyke
15221 NW Westside Road
Yamhill, OR 97148
vandykeben@yahoo.com

Re: Timothy S. Sadlo (Ben VanDyke)

Dear Mr. VanDyke:

I reviewed my file concerning the matter you brought to the Oregon State Bar's (Bar) attention regarding the conduct of Timothy S. Sadlo. I conclude that there is no probable cause to believe that Mr. Sadlo committed misconduct in violation of the Oregon Rules of Professional Conduct (RPC) or ORS Chapter 9.

Background

The records submitted in this case are quite extensive, so I have tried to include only the information that is relevant to the analysis of your complaint i.e., that Mr. Sadlo took a frivolous legal position in a Land Use Board of Appeals (LUBA) proceeding.

For a number of years, Yamhill County attempted to create a 12.5 mile public recreation trail in a rural area of the county. During this time, Mr. Sadlo was employed by Yamhill County as a county counsel and he represented the county in the matter. The recreation trail proved to be a divisive issue in the community, with dedicated supporters on both sides of the issue. Opponents of the trail (of which you are one) worked to prevent the trail from being constructed. Issues regarding the legality of the county's plans for, and construction of, the trail were repeatedly litigated in front of LUBA. One of the issues in the trail centered on approximately 2.5 miles of proposed trail that is zoned for exclusive farm use (EFU), and thus potentially subject to stricter zoning regulations. Within the 2.5 mile EFU segment, the county sought to construct three small bridges. Construction of these bridges was financed (mostly) by Oregon Department of Transportation (ODOT) grant money.

Eventually, further work on the recreation trail was denied and the matter was remanded by LUBA. Mr. Sadlo then became concerned that the time and money put in to the three bridges,

Letter to Ben VanDyke

March 3, 2022

Page 2

specifically the Stag Hollow Creek Bridge, would be lost. In order to prevent the loss of work that was already completed, Mr. Sadlo argued that LUBA had only ruled against the recreation trail, but the bridges could be treated as a separate issue because they had an alternative use. In response to your complaint, Mr. Sadlo wrote:

In this case, the funding for the bridge was conditioned on it eventually being used as a trail bridge, but it was designed to provide vehicular access for maintenance, fire control, and law enforcement. I reasoned that, because no permits were required to build the bridge and approximately \$500,000 had already been spent designing it and satisfying federal and state environmental laws, it was worth more to the county to have a completed bridge, even if it could never be used as part of a public trail. That is, if the trail permit were defeated, and the county were forced to repay ODOT, at least the county would have a bridge to provide access to a part of the corridor owned by the county, for maintenance and fire control...

I first noted that, under ORS 215.283(1)(s), "Fire service facilities providing rural fire protection services" is a use allowed outright in the farm zone. In response to comments received during the hearings regarding the proposed trail, the bridge was designed to convey all legal loads, including the largest of fire trucks. When the Letter of Map Amendment was obtained from FEMA, I posited to the county Planning Director: If I were the owner of land in a resource zone (farm or forest), and I needed access to a field, to farm it, to maintain it, or to provide fire control, and the location was not in a floodplain or floodway, would I need a permit from the county to establish a bridge, culvert or access road? I was informed that bridges are not subject to any building inspections, and neither are culverts or access roads...

I also discussed the matter with a Department of Justice attorney who represented ODOT, the agency that had awarded to the county the grant to purchase the corridor (with federal money) and the largest grant to construct the bridge. That attorney agreed with my reasoning, as did a subsequent DOJ attorney representing ODOT.

Mr. Sadlo argued that because the bridges were designed to be able to hold large trucks, including firetrucks, and because there was a potential need for firetrucks to access the relevant areas due to the location of county owned structures, the bridge could therefore be classified as rural fire management, which was exempt from the permitting issues that formed the basis for denial of the recreation trail. After the LUBA remand, the county also obtained an updated flood map from the Federal Emergency Management Agency (FEMA) that revised the bridge location as being outside of a floodplain, which negated other permitting issues. Essentially, Mr. Sadlo argued that the bridges could be bifurcated from the recreation trail until proper permits were issued, and if permitting for the recreation trail never occurred, then the county could only use the bridges for fire control and emergency services.

Letter to Ben VanDyke

March 3, 2022

Page 3

In support of his position Mr. Sadlo cited statutes, ordinances, and case law. Mr. Sadlo also presented factual authority in the form of declarations from Mr. Kenneth Friday (Planning Director) and Ms. Carrie Martin (Grants and Special Projects Manager) that detailed the load bearing ability of the bridges, the relevant county property, and the revised flood map that was provided by FEMA. Mr. Sadlo also noted that the county installed gates to ensure that the bridges were only used for emergency purposes (as opposed to by the general public as part of a recreation trail).

LUBA did not look favorably upon Mr. Sadlo's argument and ruled against Yamhill County. However, LUBA went further in its ruling and found that Mr. Sadlo's "post-hoc" argument about an alternative use of the bridges was frivolous and warranted a judgment of attorney's fees against the county. This ruling from LUBA serves as the basis for your allegation that Mr. Sadlo violated RPC 3.1 [asserting a legal position without basis in law or fact]. For his part, Mr. Sadlo still asserts that LUBA erred in ruling against Yamhill County. Due to a change in the makeup of Yamhill County elected officials, the LUBA decision was not appealed.

Burden of Proof

While LUBA's rulings are informative, the Bar is not bound by them. LUBA's ruling regarding the merits of Mr. Sadlo's legal position was based on a probable cause standard, whereas the Bar has the burden of proving ethical misconduct by clear and convincing evidence. Bar Rule of Procedure (BR) 5.2. Clear and convincing evidence is a higher burden of proof than probable cause, and means that the Bar must establish that "the truth of the facts asserted is highly probable." *In re Graeff*, 368 Or 18, 20, 485 P3d 258 (2021) (citing *In re Kirchoff*, 361 Or 712, 399 P3d 453 (2017)).

Ethics Analysis¹

In representing a client or the lawyer's own interests, a lawyer shall not knowingly bring or defend a proceeding, assert a position therein, delay a trial or take other action on behalf of a client, unless there is a basis in law and fact for doing so that is not frivolous, which includes a good faith argument for an extension, modification or reversal of existing law, except that a lawyer for the defendant in a criminal proceeding, or the respondent in a proceeding that could result in incarceration may, nevertheless so defend the proceeding as to require that every element of the case be established. RPC 3.1.

¹ Although not referred from the Client Assistance Office, your initial complaint also alleged that Mr. Sadlo violated RPC 8.4(a)(4) [conduct prejudicial to the administration of justice]. The theory that Mr. Sadlo violated RPC 8.4(a)(4) would be based on the same conduct as the RPC 3.1 violation. Because I do not believe that the Bar can prove a violation of RPC 3.1, there is no need to analyze RPC 8.4(a)(4).

Letter to Ben VanDyke

March 3, 2022

Page 4

RPC 3.1 prohibits a lawyer from knowingly bringing or defending a proceeding, asserting a position therein, or taking other action unless there is a basis in law and fact for doing so that is not frivolous “including a good faith argument for an extension, modification or reversal of existing law.” Although the ethics rules do not define “frivolous,” the court has stated that an attorney does not take a frivolous position so long as he puts forth a *plausible* legal theory that has at least *some* factual basis (emphasis added). *In re Marandas*, 351 Or 521, 533-540, 270 P3d 231 (2012). Even if there is in fact no colorable legal basis for the lawyer’s position, the rule states that a violation must be “knowing”, meaning that a violation will not be found if the lawyer articulates a good faith basis to take the position that he did. Finally, a lawyer’s personal motivation for asserting a legal position is irrelevant to the question of whether the lawyer’s legal position is frivolous. *In re McGraw*, 362 Or 667, 684-85, 414 P3d 841 (2018).

Due to the language of the rule, and how it has been interpreted, the Oregon Supreme Court does not often find violations of RPC 3.1.² In one of the few instances in which a violation was found, it was the result of the court finding that an attorney actually knew that the position that he took was frivolous. See *In re Smith* 348 Or 535, 547, 236 P3d 137 (2010).

Here, Mr. Sadlo developed an initial legal strategy for the bridges on remand, then conferred with managers of the bridge project and DOJ attorneys, and came to believe that he had at least a plausible legal theory to argue that the bridges were permissible as a rural fire service facility. Mr. Sadlo cited statutes and local ordinances that allowed for such use of the bridges,³ and cited a number of cases that he believed supported the position that a bridge of the type in question would also not constitute a “significant impact” that would subject it further to land use regulations.⁴ For factual support of his legal theory, he relied on the revision to the FEMA flood map, on declarations from people knowledgeable about the project that stated the bridge was able to hold fire trucks and emergency vehicles, as well as on the prior record that described the county property that was subject to fire control. Given his citation to seemingly applicable legal authority, and inclusion of a factual basis to support the use of the bridges for fire management, I do not think that the Bar could prove that Mr. Sadlo did not have at least some basis in law or fact for his legal position. Additionally you noted that emails from Mr. Sadlo at the time he made this argument revealed that he doubted that he would prevail with his argument in front of LUBA. However, those emails also show that Mr. Sadlo expressed a belief

² See *In re McGraw*, 362 Or 667, 414 P3d 841 (2018), *In re Marandas*, 351 Or 521, 270 P3d 231 (2012), *In re Leuenberger*, 337 Or 183, 93 P3d 786 (2004), *In re Magar*, 335 Or 306, 66 P3d 1014 (2003).

³ “The following uses may be established in any area zoned for exclusive farm use... Fire service facilities providing rural fire protection services.” Oregon Revised Statute (ORS) 215.283(1)(s); Yamhill County Zoning Ordinance (YCZO) 402.02(r) [restating ORS 215.283(1)(s)].

⁴ Development in an EFU requires a finding that there will be no “significant impacts” to farming practices. *City of Pendleton v. Kerns*, 294 Or 126, 653 P2d 992 (1986), *Billington v. Polk County* 299 Or 471, 703 P2d 232 (1985), *Jewett v. City of Bend*, 48 Or LUBA 16 (2004), *Northwest Trail Alliance v. City of Portland* 71 Or LUBA 339 (2015). Mr. Sadlo cited a number of other statutes, ordinances, and cases.

Letter to Ben VanDyke
March 3, 2022
Page 5

that he was correct and wrote that he hoped to take the matter to the court of appeals in the event of a loss. A lawyer's opinion that a position may not be successful before a tribunal does not mean the lawyer knew he did not advance a plausible legal or factual theory.

Finally, LUBA's ruling against Yamhill County was based in large part on Mr. Sadlo presenting his argument about the bridges for the first time. In defense of this, Mr. Sadlo asserts that there is nothing that prevents Yamhill County from changing its legal theory during litigation. Indeed, it is not uncommon for a party in litigation to present a new legal theory of their case, and I am unaware of a rule that would prevent Yamhill County from doing so here. To the extent that there is a prohibition on presenting novel legal theories during litigation, Mr. Sadlo's attempt to do so would likely fall under the clause in RPC 3.1 that allows a "good faith argument for an extension, modification or reversal of existing law."

Conclusion

Although he was unsuccessful, because Mr. Sadlo was able to articulate a good faith basis to believe that he had a plausible legal and factual argument for his position, I do not believe that the Bar could prove, by clear and convincing evidence, that he knowingly violated RPC 3.1.

Based upon the above, I am dismissing this matter and will close my file unless you notify me in writing on or before March 17, 2022, that you contest this action. If you contest this dismissal, I will submit the matter to the State Professional Responsibility Board for review.

My analysis of this matter is limited to the Oregon Rules of Professional Conduct, and should not be read to take a position concerning the proposed recreation trail; nor should it be read as a comment on the appropriateness of any ruling that LUBA made in this matter.

I hope we have been of assistance in obtaining Mr. Sadlo's response to your concerns. Thank you for bringing them to our attention.

Sincerely,



Samuel Leineweber
Assistant Disciplinary Counsel
Extension 365
sleineweber@osbar.org

SYL:emd

cc: Timothy S. Sadlo, via email and US mail

To the Yamhill County Planning Commission:

My name is Peggy Kilburg, and I am a longtime Yamhill County resident submitting written testimony in support of removing the Yamhelas Westsider Trail from the Transportation System Plan. I am writing not as an expert, but as a taxpayer who cares about responsible local government and about making sure our county focuses on realistic, achievable priorities.

This project was ended by the County years ago. The land-use application was withdrawn, the bridge was dismantled, the grant money was returned, and no further work has been done. The trail is not just paused — it has been fully abandoned. Yet it remains in the TSP, where it creates confusion and gives the false impression that it might still be an active transportation project.

As a taxpayer, that concerns me. We already spent too much money on this project—money on planning, engineering, legal fees, and even building something that later had to be torn down. Mistakes were made. The previous Board recognized that and acted accordingly by stopping the project. But leaving the trail in the TSP means the paperwork was never finished.

A Transportation System Plan should reflect the county's real, current priorities. Right now, it doesn't. Keeping a discontinued project in an important planning document serves no purpose. It doesn't help staff, it doesn't help residents, and it doesn't help the county move forward. It just leaves a door open that was already closed.

Removing the YWT from the TSP doesn't prevent the county from exploring new ideas or new future trails someday. It simply ensures that if a new project ever comes forward, it will be done correctly—legally, transparently, and with full public involvement from the beginning.

I am asking you to make this correction so we can put the past behind us and keep our planning documents honest and up to date. It's a simple housekeeping step, but an important one for maintaining public trust.

Thank you for considering my testimony.

Peggy Kilburg

Ken Friday

From: Brian Bowman <1984bbowman@gmail.com>
Sent: Thursday, December 4, 2025 12:09 PM
To: Planning; BOC Info; Kit Johnston; Mary Starrett; Bubba King
Cc: senator_wyden@wyden.senate.gov; sen.brucestarr@oregonlegislature.gov;
CongresswomanSalinas@mail.house.gov; Senator_Merkley@merkley.senate.gov
Subject: Yamhelas Trail Corridor (Docket G-01-25)

Caution: This email originated outside of the Yamhill County email system

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Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.) ===

Dear Planning Commission and Board of Commissioners,

I urge you to keep the Yamhelas-Westsider Right of Way (ROW) in the Transportation System Plan (TSP).

Public land is of unsurpassed value. This right of way holds great potential for all sorts of public good. Not retaining this right of way in the public domain would be fiscally irresponsible and a disservice to the area.

Brian

Ken Friday

From: Vandyke, Angie <Angela.VanDyke@providence.org>
Sent: Thursday, December 4, 2025 12:24 PM
To: Planning
Cc: Angie Van Dyke
Subject: DO NOT Save Trail Corridor (Docket G-01-25)

Importance: High

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commission and Board of Commissioners,

My name is Angie Van Dyke, my property at 22325 NE Cove Orchard. I wish to make a testimony NOT to support Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.)

I am writing you with concerns with this trail evolving again. I have lived at this address for the last 11 years and value my property and way of life.

This trail would directly affect the safety of my horses, that consume grass on my property that is adjacent to this proposed trail line. My property is zone EFU (exclusive farm use) with a right of way which was the old rail line. In agriculture we use chemicals to support the grass and weeds and with this usage would also be harmful for kids, families on bikes etc. I don't think this trail in any way supports the agriculture way of life and would impede on my way of life.

In addition, to this I don't think this area is a safe are to have a trail for pedestrians, furthermore kids . For example, with in the last year we have had 5 cougar sightings, attacks on the property around us. This is not the idea area for a safe trail for kids to travel on. This trail would bring usage that would not be a value to this community, for example camping, homelessness etc.

I want to thank you for your time and consideration NOT to continue this trail. Please continue to remove this from Yamill County Transportation System Plan.

If you would like to contact me regarding this.

Please call me at 971-219-6810 or email me at angvandyke@hotmail.com

Thank you

Angie Van Dyke

22325 NE Cove Orchard Rd
Yamhill OR 97148

This message is intended for the sole use of the addressee, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you are not the addressee you are hereby notified that you may not use, copy, disclose, or distribute to anyone the message or any information contained in the message. If you have received this message in error, please immediately advise the sender by reply email and delete this message.

Ken Friday

From: LANA MCKAY BROWN <lmckay540@hotmail.com>
Sent: Thursday, December 4, 2025 2:31 PM
To: Planning
Subject: Fw: Keep the Yamhelas Trail in the Transportation Plan!

Caution: This email originated outside of the Yamhill County email system

For tonight's meeting. Thank you.

From: LANA MCKAY BROWN <lmckay540@hotmail.com>
Sent: Saturday, November 29, 2025 1:28 PM
To: johnstonk@yamhillcounty.gov <johnstonk@yamhillcounty.gov>
Subject: Keep the Yamhelas Trail in the Transportation Plan!

Hello,

We want to voice our desire to keep the Yamhelas Trail in the Transportation Plan, and protect our public land! We believe this Trail will contribute so much to the livability of Yamhill County and feel it should remain in the Transportation Plan.

Thank you!

Lana McKay Brown
Barry Brown
2664 NE Cole Avenue
McMinnville, OR 97128

RECEIVED

DEC 04 2025

December 4, 2025

YAMHILL COUNTY BOC

Dear Yamhill County Commissioners and members of the Planning Committee:

My name is Mary Bonner and I have been a resident of Yamhill County since 2000. Prior to moving to Oregon, I lived in Northern Michigan, where in the early 1970s, my father, Daniel Bonner along with community members—visionaries began to develop trails that could be enjoyed without a membership, and that welcomed those who wanted to experience the outdoors and the beauty of the area along the trail.

They also saw how such a trail system would economically benefit the smaller communities as well. Their vision continues to serve generations of future stewards of this land. Today in fact, would have been dad's 101st birthday.

There is ample evidence to illustrate that as trail systems in our Grand Traverse area evolved, small businesses thrived. Boutiques, artists galleries, farm stands, restaurants and wine tasting rooms, welcomed trail users.

One example is the 17-mile Leelanau Rail-to-Trail and is comparable in many ways, to the Westsider Yamhelas Trail. Yes, there were farmers who were concerned over how a rails-to-trails corridor might affect farming practices in their cherry orchards and vineyards. The difference is, they were willing to work together with planners and form agreements that would honor their concerns rather than use their power and money to refuse any and all attempts at working together.

The Grand Traverse region also had county commissioners and state partners as well as private donors and foundations who saw how this opportunity would improve the quality of life as well as contribute fiscally to the small businesses and services in the region. In fact, as of 2019, average annual direct spending by people using the trails was over 70 million dollars.

I have talked to and read about in our local papers, many of your constituents who have had the opportunity to experience the beauty and serenity that trails offer their community. Yamhill County residents like Radford Bean who shared

his experiences on the Burke-Gilman and Sammamish River trails in Seattle and Redmond. Or Karen Willard who wrote about the beauty she found in biking and hiking rails to trails in Ohio, Virginia and Colorado. She reminded us that a trail should not be about politics. It should be about livability and providing a healthy, safe pedestrian option for generations to come.

There are so many Yamhill County residents who share stories like these and have written letters in support of saving the Westsider Yamhelas Trail from being sold off.

It is in the hands of you ---our three commissioners who are going to decide for all of us either in favor of the agri-businesses with deep pockets that can tie LUBA decisions up in court as we've seen in the past, *or* your constituents who represent working people and families who would like to have a place to enjoy the beauty and the nature of this county. We want a space that connects our communities, a place where we can all enjoy a walk with our neighbors, bike with our children and grandchildren.

Reading Commissioner Mary Starrett's March 2024 opinion piece on the Yamhelas Westsider Trail was painful in its inaccuracies-- Commissioner Starrett called the trail "an unfunded mandate". She clearly has no idea how the funds for the over **2,100 rail-trails encompassing more than 88,000 miles, are funded**. Her heart is not in *what's best* for the community, we saw that two weeks ago when she and Commissioner Johnston first approved, then took back authorization of \$100,000 from our county's economic development account for local food banks assisting our neighbors whose SNAP benefits were withheld because of the government shutdown. They wanted our neighbors to "prove" they were eligible for SNAP benefits. The Oregon Food Bank does not ask its recipients to "prove" their need.

In terms of stewards of our taxpayer dollars, Commissioners Starrett, Johnston and former Commissioner Berschauer have cost this county not only the \$1.1 million dollar grant we as taxpayers had to return, but have used the laughable suggestion that they are looking out for the citizens financial interests. They pivot to the "light rail" argument. Don't believe it.

Once this county owned corridor-OUR corridor Rails-to-trails is sold off, it will be gone.

We cannot and will work together to ensure this will not happen.

Sincerely,

Mary Bonner
Eola Hills Road
Amity, Oregon



RECEIVED

DEC 04 2025

YAMHILL COUNTY BOC

LEONARD A. RYDELL, P.E., P.L.S., W.R.E. Consulting Civil Engineer - Land Surveyor - CWRE

601 PINEHURST DRIVE, NEWBERG, OREGON 97132-1625

Mobile: (503) 781-4138

LARydell@Teleport.com

4 December 2025

Yamhill County Commissioners
Yamhill County Courthouse
525 N. E. 4th Street
McMinnville, Oregon 97128

Re: Yamhelas Westsider Trail

Dear Yamhill County Commissioners,

I grew up in Grand Ronde, 1.2 miles on a gravel road North of Highway 22. My twin brother and I, along with Paul Higginbotham, were free range kids, and our bicycles were our freedom. We rode them everywhere, behind Saddle Mountain where we raced oversize loaded log trucks downhill, to the top of Spirit Mountain, and to Buel Park to go swimming, only to be stopped by an Oregon State Police officer who thought that we were running away from home. We just told him that we just rode there to go swimming.

Things are different today. There is more traffic. People drive faster. More roads are gated. Safe places for walking and bike riding are less accessible without biking or being driven there.

Rails to trails is not a new idea. Unfortunately, the opportunity only happens once. So far, after construction had started, the Yamhill County Commissioners squandered the opportunity to construct the trail. Now, you want to permanently eliminate the opportunity for it to ever be built.

What are you thinking?

I helped survey for the construction of the Fort to Sea Trail in Clatsop County. I often ride the Champoeg Park trail in Marion County, an enjoyable trip with ice cream at the Butteville Store, but unless you drive to the park and pay the entrance fee, you have to ride along Highway 219 to get there.

I travel a fair amount, and note that bicycle trails on former railroad lines are popular with residents and visitors, notably in Michigan and on Kauai. I have seen a full parking lot at the beginning of the Vernonia trail in Washington County. It is a great way to get people out of their car, get some exercise, enjoy the beauty of our county and to also support local businesses along the trail.

Not only should we have a trail from Carlton to Yamhill, but it should connect to the Washington County Trail Systems and to every city in Yamhill County.

To promote public health, we need to provide more recreational opportunities for walking, running, hiking and bicycling for all ages. Railroad right-of-ways resolve many issues of right-of-way acquisition, and are not something that we should be abandoning or giving away.

Yamhill County Commissioners

Yamhellas Trail

Page 2 of 2

I grew up bicycling in the 1950's and 1960's, but then, highways did not have the traffic of today, so using an existing rail road right-of-way is a gift that our community has, **please do not squander it.**

Visiting two or our smaller cities known for their restaurants and wineries by using the Yamhelas Trail will be very popular and a boost to the local economy and the health of our residents. The pathway can be used by bicyclists, wheel chairs, children, pedestrians and even emergency vehicles as needed. Does any responsible parent really want their children riding in a highway shoulder or a bicycle lane next to high speed traffic? Even I feel nervous about doing so.

It is one thing to deny our citizens and visitors the opportunity to ride the trail by continuing to postpone construction. It is a much greater matter to squander the opportunity by selling or disposing of the right of way to prohibit future construction.

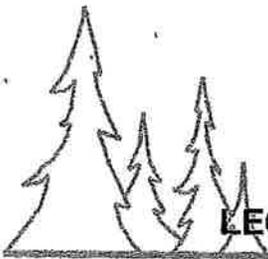
Please do not do that.

Thank you.

Sincerely yours,



Leonard A. Rydell, P.E., P.L.S., C.W.R.E., M.A.S.C.E.
LAR/lar



LEONARD A. RYDELL, P.E., P.L.S., W.R.E. Consulting Civil Engineer - Land Surveyor - CWRE

601 PINEHURST DRIVE, NEWBERG, OREGON 97132-1625

Mobile (503) 781-4138

LARydell@teleport.com

3 December 2025

Yamhill County Commissioners
Yamhill County Courthouse
McMinnville, Oregon 97128

Re: Westsider Trail

Dear Commissioners:

I am sad, depressed and frustrated that you are throwing away a valuable resource by abandoning construction and are now proposing to sell the right-of-way.

I have ridden rails to trails in other communities. The White Pine Trail in Michigan that runs South to North in Michigan, the beach front sugar train trail in Kauai, along the Potomac in Washington DC and other places, and even in Washington County. I surveyed (volunteered) a bridge crossing for the construction a stream crossing for the Fort to Sea Trail in Clatsop County.

I grew up in Grand Ronde, and our house was on a 1.2 miles gravel road. We rode our bikes everywhere, to the top of Spirit Mountain, racing overloaded and over wide log trucks on gravel roads behind Saddle Mountain, to Buell to go swimming (we were stopped by police because they saw us earlier in Grand Ronde).

Now, traffic has increased to the extent that it is not a great idea to ride a bike on our crowded highways.

Previous Commissioners acquired the right-of-way and started bridge construction. YOU STOPPED IT!

Our gasoline and car way of life will not continue forever. Human and animal powered travel will continue. We need to preserve the right-of-way, and even better, develop the trail.

DON'T SHOOT OUR SELVES IN THE FOOT! Not only keep the right-of-way, but restart the construction. It will be a blessing for all ages, and you can be know for doing something positive for your community.

Thank you.

Sincerely yours,

Leonard A. Rydell, P.E., P.L.S., W.R.E.

LAR/lar

PLANNED DEVELOPMENTS • RESIDENTIAL SUBDIVISIONS
WATER, SANITARY SEWER AND DRAINAGE SYSTEMS
LAND SURVEYS • WATER RIGHTS



LEONARD A. RYDELL, P.E., P.L.S., W.R.E. Consulting Civil Engineer - Land Surveyor

601 PINEHURST DRIVE, NEWBERG, OREGON 97132-1625

(503) 538-5700 Mobile: (503) 781-4138

LARydell@Teleport.com

11 March 2018

Yamhill County Commissioners
Yamhill County Courthouse
525 N. E. 4th Street
McMinnville, Oregon 97128

Re: Yamhelas Westsider Trail

Dear Yamhill County Commissioners,

I whole heartedly support the construction of the Yamhelas Westsider Trail. It is about time that we do what other communities have been successfully doing for their residents.

I travel a fair amount, and note that bicycle trails on former railroad lines are popular with residents and visitors, notably in Michigan and on Kuauai. I have seen a full parking lot at the beginning of the Vernonia trail in Washington County. It is a great way to get people out of their car, get some exercise, enjoy the beauty of our county and to also support local businesses along the trail.

Not only should we have a trail from Carlton to Yamhill, but it should connect to the Washington County Trail Systems and to every city in Yamhill County.

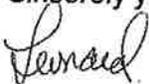
To promote public health, we need to provide more recreational opportunities for walking, running, hiking and bicycling for all ages. Railroad right-of-ways resolve many issues of right-of-way acquisition, and are not something that we should be abandoning or giving away.

I grew up bicycling, but then, highways did not have the traffic of today, so using an existing rail road right-of-way is a gift that our community has, please do not squander it.

Visiting two or smaller cities known for their restaurants and wineries by using the Yamhelas Trail will be very popular and a boost to the local economy and the health of our residents. The pathway can be used by bicyclists, wheel chairs, children, pedestrians and even emergency vehicles as needed. Does any responsible parent really what their children riding in a bicycle lane next to high speed traffic? Even I feel nervous about doing so.

Please do not miss out on the great opportunity that we have. Please support and approve the Yamhelas Trail.

Sincerely yours,



Leonard A. Rydell, P.E., P.L.S., W.R.E., M.A.S.C.E.
LAR/lar

Ken Friday

From: Carolina Rook
Sent: Thursday, December 4, 2025 3:40 PM
To: Planning
Subject: FW: Yamhelas Westsider Trail

Thank you.

Carolina Rook
BOC Office Supervisor
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
rookc@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553



From: Jeffrey Burgess <jeffrey.c.burgess@gmail.com>
Sent: Thursday, December 4, 2025 2:54 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Yamhelas Westsider Trail

Caution: This email originated outside of the Yamhill County email system

Dear Yamhill County Board of Commissioners,

I have resided in Yamhill County for 23 years. I have raised my children here, and I have been active in the community, volunteering for the county search and rescue team for 16 years, among other community activities.

I want to urge you to continue to pursue the development of the trail for the benefit of all citizens and visitors to our beautiful county. It would be such an asset to have a safe pathway between McMinnville and points north that is separate from Highway 47. Similar trails, such as the Banks-Vernonia Trail, encourage folks to get outdoors, exercise, stimulate the local economy and fully participate in what the county has to offer. I see no downsides to such an asset, and believe that the fears of opponents are overblown NIMBYism.

Thank you for your consideration of this important issue.

Jeff Burgess
503-537-8980



**Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development**

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: 02-01-25

Date of Hearing: 12/4/2025

Name: Sel Peralta
(Please print legibly)

Mailing Address: 925 SE Davis St. McMinnville OR 97128

E-Mail Address (optional): oregon.properties@yahoo.com

Signature: _____

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

Thank You for Your Interest and Participation!

From the Desk of Sal Peralta

12/4/2025

My name is Sal Peralta. I am a resident of McMinnville. I serve as President of the McMinnville City Council and am past Chair of the Mid-Willamette Valley Council of Governments.

I am writing to raise concerns about the process of the Yamhill County Planning Commission Meeting on 12/4/2025.

- I am concerned that the refusal of members with a stated conflict to leave the dais during discussion with regard to the proposed amendments to the county Transportation System Plan (TSP) constitutes both actual participation and the appearance of participation in the decision. Given the full context of decisions in Yamhill County related to the disposition of the trail, I believe they should not have been physically present on the dais. The County provided a zoom link. If it was the desire of members to watch the hearing, they had the opportunity to do so without remaining on the dais.
- Planning Commission Chair Mark Gaibler admitted he rents property along the trail corridor for his agricultural business. He has participated in Land Use Appeals of this trail and is listed as the largest political donor to the Commissioner who led the effort to eliminate the trail. One of his family members testified to a direct impact, and yet he publicly denied any conflict.

Oregon's Land Use Board of Appeals or a relevant court should review the proceedings to determine whether the hearing was conducted in accordance with both Oregon's Government Ethics Law under 244.120 and any requirements under the Land Use Board of Appeals process.

- False statements by current and previous members of the Board of Commissioners related to a "desire to expand Metro into Yamhill County", may have misled members of the Planning Commission.

Metro is defined in ORS 268.020 as the areas bounded within Clackamas, Multnomah and Washington Counties. There has been no legislation to expand Metro into Yamhill County.

Yamhill County is represented by the Mid-Willamette Valley Council of Governments, which is a voluntary association under ORS 190.010. It provides regional economic development, planning and transportation services to Marion, Polk and Yamhill Counties and to the Confederated Tribes of the Grand Ronde.

Any attempt to expand Metro into Yamhill County would require a legislative act. No record of such legislation exists dating back to 2007, which is as far back as OLIS can be searched.

From the Desk of Sal Peralta

- A former County Commissioner appeared to give false testimony to the planning commission during the hearing about the intent to bring light rail to Yamhill County. Any such plan would be part of the existing Yamhill County, Washington County, or Metro area TSP. No such plan exists.
- What is true is that every local jurisdiction in Yamhill County has a vested interest in the retention of this transportation corridor for a number of future possible uses of the easement without disrupting currently encumbered agricultural land.

In addition to biking and rail, the contiguous right of way along the trail corridor is suitable, long-term, for power, fiber optics, telecommunications and other infrastructure that are needed in this region.

- Local residents and businesses have an interest in safe biking between Yamhill and Carlton.

A review of major county transportation corridors reveals a near total lack of safe biking corridors outside of urban growth boundaries because the county has typically opted for narrow shoulders that make recreational bicycling unsafe on transportation corridors in Yamhill County. In general, county roads in that part of the county have:

- 1) No shoulder.
 - 2) No separation between bicycles and cars.
 - 3) No sidewalks or other infrastructure.
- These transportation concerns should be weighed against other uses of the trail corridor. Unsafe transportation corridors for bicyclists and pedestrians in Yamhill County have created conditions for preventable tragedy.
 - Cities and local governments generally have an additional economic consideration given the dependence of both McMinnville and Yamhill County on tourism and recreation. These considerations should also be weighed.

Respectfully,

Sal Peralta

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: _____

Date of Hearing: 12/4/2025

Name: Erin Rainey
(Please print legibly)

Mailing Address: 11270 SW River Bend Rd McMinn 97128

E-Mail Address (optional): erainflower@gmail.com

Signature: [Handwritten Signature]

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

This trail project has broad public support and it is supported by the Yam County Transportation Plan.

Our long term planners had a good vision when this was added to the TSP - a legal document, it is some things for all people to commute and exercise. Our political dysfunction has already cost us millions.

If you don't like the plan don't build it, but you don't get to steal the project from future generations.

Don't sell out our future, do not change the transportation plan.

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

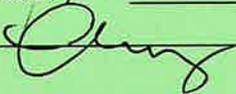
Docket: PRO-TRAIL

Date of Hearing: 12/4/24

Name: LIAM WARD STARY
(Please print legibly)

Mailing Address: 920 NW YAMHILL ST. 97128

E-Mail Address (optional): hamstary@gmail.com

Signature: 

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

I AM IN SUPPORT OF THE YAMHELLAS WESTSIDER
TRAIL AND HOPE TO SEE IT COME TO
FRUITION.

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: GT 0125

Date of Hearing: 12-4-25

Name: TERRY PEASLEY
(Please print legibly)

Mailing Address: 1051 SE SHADY ST McMinnville

E-Mail Address (optional): _____

Signature: Terry A Peasley

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

- PRO TRAIL
- Make America Healthy again!

Thank You for Your Interest and Participation!

Dec. 4, 2025

I've lost faith in government over the last few years. It seems like one ideology gets into power, & special interests buy out public interests. The rest of us are thrown under the bus, just like here in Yamhill County

Funding the Yamhelas Westsider Trail was like giving our community a long-awaited gift- a place to walk, ride, and breathe in nature safely. It was a ribbon we had finally tugged open.

To cancel that funding now is like handing someone a beautifully wrapped present and then just as they begin to smile, pulling it back for no good reason. It replaces hope with discontent and generosity with a feeling of loss.

Our community doesn't deserve a promise given and then snatched away by special interests, in this case, the farm lobby, an example far too common with government at all levels in this country. Government is to be for the people, by the people- like all the people here today

We deserve the gift we were told was ours- a trail that brings health, recreation, and opportunity to this region. I urge you to vote NO.

Alanna Pass

17675 NE North Valley Rd.

Newberg

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: _____

Date of Hearing: 12 4 25

Name: Randall Thorman
(Please print legibly)

Mailing Address: 1244 NW Augusta Dr

E-Mail Address (optional): wandythorman@comcast.net

Signature: _____

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

I oppose the proposed application
I support the trail!

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

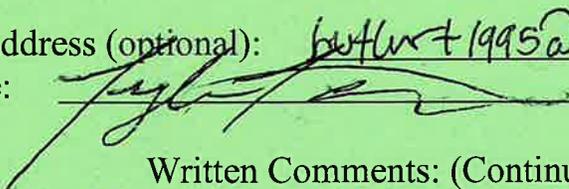
Docket: _____

Date of Hearing: 12/04/2015

Name: Tyler Butler
(Please print legibly)

Mailing Address: 490 NE Norton Ln McMinnville, OR 97128

E-Mail Address (optional): butlert1995@hotmail.com

Signature: 

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

I support keeping the trail open and available for public access in order to improve accessibility between cities and allow the public to enjoy Oregon and Yamhill's natural beauty. PRO-TRAIL!

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: Bike Trail

Date of Hearing: 12/4/2025

Name: Dennis Quenneville
(Please print legibly)

Mailing Address: 2979 SW Grayson St.
McMinnville, OR 97128

E-Mail Address (optional): _____

Signature: Dennis Quenneville

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

BUILD THE
BIKE PATH

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: Yambulas Trail

Date of Hearing: Dec. 4th 2025

Name: Talina Corvus
(Please print legibly)

Mailing Address: 6100 NW Canyonview Rd. Gaston, OR 97119

E-Mail Address (optional): _____

Signature: Talina Corvus

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

I am writing in as a Yamhill County rural resident who is also a healthcare professional. The idea that the county would allow for the release and sale of public land is shocking and disappointing. Public land is for the public and without a vote from the public is unethical. This county could apply that land for the benefit of the public now or in the future, whether it is used as a trail or not. Following from that, the trail, if built, would provide safe travel paths for county rural and urban residents where such a corridor does not exist. My children and I travel to the Banks Vernonia trail to walk and run and I used that trail, as a rural resident, for access to safe space to exercise when my children were babies. It is a shame I had to leave the county to access that when we have the potential to provide that here.

Thank You for Your Interest and Participation!



Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: Yamhill trail

Date of Hearing: Dec. 4th 2025

Name: Archer Corvus
(Please print legibly)

Mailing Address: 6100 NW Canyonview Rd. Gaston, OR 97119

E-Mail Address (optional): _____

Signature: Archer Corvus

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

I am 12 and I live in the country and I do not have a
place to ride my bike. If we had a trail I would have a safe
place to ride my bike and take walks. (transcribed by my mom)

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: Yamhelas Trail

Date of Hearing: 12/4/25

Name: Christine Strode
(Please print legibly)

Mailing Address: 21925 NE Graham Ave Yamhill, OR 97148

E-Mail Address (optional): _____

Signature: Christine Strode

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

I live on the trail, I am very much opposed! The supporters continually push the narrative that the trail will be good for children to ride their bikes to school from Carlton! The trail doesn't even go into Yamhill, putting children in danger to have to travel Hwy 240 with no shoulder and limited sight for commuters to see children on bikes. I also have a park like setting in my backyard, what will prevent persons from trespassing on yard? I've already experienced an Amazon driver parking in my yard next to my residence so he could take his break in the shade. Is my yard fenced? NO. Can I afford as a senior citizen on SSI to install a fence? NO! What kind of protection will the county provide for myself and my 84 ~~year~~ year old mother? As for parking where will someone park that only wants to travel the trail from Cope Orchard to Gaston? How much money is the trail going to cost residents? Can you honestly say that homeless ~~and~~ won't be allowed to set up residence along the trail? How will this ~~disastrous~~ trail be policed? This trail is a horrible idea and I strongly oppose the trail

Thank You for Your Interest and Participation!



Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: YAMHELAS TRAIL

Date of Hearing: 12/4/25

Name: HAROLD & CHRISTINE WASHINGTON
(Please print legibly)

Mailing Address: 19191 SW PEAVINE RD, MCM OR 97128

E-Mail Address (optional): _____

Signature: Harold & Christine Washington

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

* SAFETY FOR RIDERS - BACK RD'S "47 & 99" NOT SAFE
* REDUCE &/OR ELIMINATE LIABILITY FOR MOTOR VEHICLE DRIVERS

* PROMOTE TOURISM: THERE ARE THESE TYPES OF TRAILS ALL OVER EUROPE = EVEN IN URBAN AREAS AND EAST COAST U.S.A GROWING IN POPULARITY

* TRAILS CONNECTING SMALLER TOWNS IN WEST WILLAMETTE VALLEY WOULD PROVIDE RIDER FRIENDLY TRAILS AGAIN MAINLY FOR SAFETY OF RIDERS

Thank You for Your Interest and Participation!



Public Comment / Notice
 Registration Card
 Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: GØ125

Date of Hearing: Dec 4, 2025

Name: LINDA AND JOHN BUDAN
(Please print legibly)

Mailing Address: 19759 NE Calkins Lane
Newberg, OR 97132

E-Mail Address (optional):

Signature: Linda Budan linda.budan@gmail.com

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

I recommend retaining the Yamhelas Trail
in the County Transportation plan - we
must look to the future generations of
our county communities - provide safe,
accessible, out door recreation for our
current and future citizens

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: GO-1-25

Date of Hearing: Dec 4, 2025

Name: JOHN RUETER
(Please print legibly)

Mailing Address: 12380 NE RED HILLS RD, NEWBERG

E-Mail Address (optional): john.gorham.rueter@gmail.com

Signature: John Rueter

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

A trail on this property would provide
a great resource for this area.

Selling the property would be an irreversible
loss.

Thank You for Your Interest and Participation!



Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application - Keep in TSP
- I do not support or oppose the proposed application
- Written comments only

Docket: 30125

Date of Hearing: 12/4/25

Name: Jami Egland
(Please print legibly)

Mailing Address: PO Box 275 Carlton, Or 97111

E-Mail Address (optional): Jamiegland@msn.com

Signature: Jami Egland

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

Please keep the trail in the TSP. It is important
to bridge our towns together now & in the
future - for safety & for health.

Thank You for Your Interest and Participation!



Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: E-0125

Date of Hearing: 4 Dec '25

Name: DAN ARMSTRONG
(Please print legibly)

Mailing Address: 7000 NE KRONO RD

E-Mail Address (optional): _____
Signature: *D Armstrong*

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

*Short sighted to delete the ROW from
T. Plan. Rebs future generations
of options.*

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

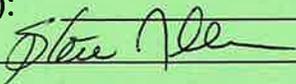
Docket: _____

Date of Hearing: 12.4.25

Name: Steve Allen Mary Allen
(Please print legibly)

Mailing Address: 835 SW Hilary St McMinnville

E-Mail Address (optional): _____

Signature: 

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

Fully support this trail.

Our son rides from McMinnville to forestgrove
and this would keep him alive. He has had
close calls on Hwy 47 to the point he stopped
dang the ride.

Thank You for Your Interest and Participation!



Public Comment / Notice
 Registration Card
 Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: EO125

Date of Hearing: 12/4/25

Name: Philip Turrell
(Please print legibly)

Mailing Address: 416 Linke Ave Carlton, Or. 97111

E-Mail Address (optional): _____

Signature: _____

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

Keep The Trail in the T.S.P.
Make it OUR trail.

Thank You for Your Interest and Participation!



Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: G-0125

Date of Hearing: 12/4/25

Name: Natalia Kreitzer
(Please print legibly)

Mailing Address: 7430 NE Krono Rd Yamhill OR 97148

E-Mail Address (optional): _____

Signature: _____

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

I urge you to keep the trail in the TSP. There
is no public benefit to removal.
Keeping it costs nothing, just as the county has kept
multiple other undeveloped park properties.
Removal, however makes us taxpayers liable for
up to 1.4 million in grant repayment.
Removal irreplacably destroys a 150 year old asset.
Once it is fragmented it cannot be restored

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
 I am opposed to the proposed application
 I do not support or oppose the proposed application
 Written comments only

Docket: G 01-25

Date of Hearing: Dec 4, 2025

Name: Donna Delikat
(Please print legibly)

Mailing Address: 19509 NE Woodland Loop Rd., Yamhill 97148

E-Mail Address (optional): donna.delikat@icloud.com

Signature: _____

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, ^{have} OR 97128

For the record, my name is Donna Delikat. I lived in the unincorporated area of Yamhill, ^{since 1986} I am here today to show support for the Yamhelas-Westside Corridor ~~to~~ ~~the~~ to remain in the Yamhill Co. Transportation Plan. I oppose the proposed application from the Yamhill Co Commissioners to remove the trail from the T.P. This trail has the support of the community. It has been in the hearts & minds of the community since the early 1990's. When I was a Girl Scout leader in the mid 90's, our two troops of middle school kids ~~was~~ were so excited to participate in the Rails to Trails program. There are many, many reasons to construct a multi-use trail, not the least of which is to create ~~the~~ safe alternatives for kids, seniors, families, to walk, ride bikes and travel between points of interest.

Thank You for Your Interest and Participation!



Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: G-01-25

Date of Hearing: 4 Dec 2025

Name: Tim TRACHY
(Please print legibly)

Mailing Address: YCTrachy@gmail.com

E-Mail Address (optional): 1277 SW Darcy Dr McMinnville OR 97128

Signature: [Handwritten Signature]

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

From the many trails I've been on, the Springwater Trail in
Portland is the only place that made me feel unsafe.
Even the idea of removing the reference of "rail" might
make it easier to remove from "Rail Banking" protection.

Thank You for Your Interest and Participation!



Public Comment / Notice
 Registration Card
 Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: 60125

Date of Hearing: 12-4-25

Name: Kenneth L. Anderson & Julie & suzy Anderson
(Please print legibly)

Mailing Address: 6500 NE HWY 740 YAMHILL, OR. 97148

E-Mail Address (optional): _____

Signature: *[Handwritten Signature]*

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

Thank You for Your Interest and Participation!



Public Comment / Notice
 Registration Card
 Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: 60125

Date of Hearing: 12-4-25

Name: James DeVoe
(Please print legibly)

Mailing Address: 11655 John's Landing, Carlton

E-Mail Address (optional): ~~James DeVoe~~ jimdevoe@msn.com

Signature:

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

Why is the land being
sold? Who's buying it?
Special interest?

Thank You for Your Interest and Participation!



**Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development**

WE ARE ALL IN
LINE, UNABLE TO
FIT IN COURTROOM.

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: Yamhill Trail Meeting

Date of Hearing: 4 Dec 2025

Name: Not enough of these Green sheets
(Please print legibly) were available so we passed this around.

Mailing Address: _____

E-Mail Address (optional): _____

Signature: _____

NAME ↓ ADDRESS ↓ SIGNATURE ↓

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

- ✓ PRO-TRAIL Katrina Bryant 15260 NE Kincaid Rd Newberg
- ✓ Pro-Trail Michael Rennie (same as above)
- ✓ Pro Trail Nancy Johnson 107 S. 5th St. Carlton
- ✓ Pro Trail Robert Johnson 107 S. 5th St. Carlton
- ✓ Pro Trail John Robert White 2161 NE Lafayette Ave. #802 John White
- ✓ Pro Trail Jessica Callahan 1746 WW Birch McMinnville
- ✓ Pro-Trail Brent Gates 735 NW Thomas Ct McMinnville
- ✓ Pro-Trail Kathryn Gates 735 NW Thomas Ct. McMinnville
- ✓ Pro Trail Lana Brown 2664 NE Cole Ave McMinnville
- ✓ Pro Trail Marilyn Kosel 516 NE 3rd McMinnville
- ✓ Pro Trail Bradley Shaver 516 NE 3rd McMinnville
- ✓ Pro Trail Amy Halloran-Steiner 17504 SW Masonville Rd McMinnville
- ✓ Pro Trail Jana Brown 3605 NE Joel St. McMinnville, OR

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: 20-0-125

Date of Hearing: December 4, 2025

Name: Patti Dee Capasso
(Please print legibly)

Mailing Address: 313 N Edwards St. Newberg, Ore.

E-Mail Address (optional): _____

Signature: _____

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

See letter in green envelope

Thank You for Your Interest and Participation!

December 4, 2025

Dear Yamhill County Planning Commissioners,
"Booker No. P-01-25; Yamhill
Westside Trail.

In a time of division we have
(literally) a natural geographical "gift"
to be shared by our community.
Yamhill Westside Trail offers a
unique opportunity to provide its
users a communal experience of
nature.

This trail benefits the community
through: Experience, (appreciation of
mutual environment), Place (a
location that is easily accessible
by its residents) and Interest,
(communities desire to offer a free
and healthy physical activity)

The relationship we all share
with nature knows no economic
status, education, religion, or race.
→

As residents our collective desire
is to enjoy and preserve "Natural Treas-
ure" that is the Gambel's
Westside Trail.

Vote NO, for any change to this
proposal.

Thank you for your time, and
consideration!

Patti Kee Capasso

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

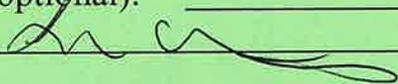
Docket: _____

Date of Hearing: 12/4/25

Name: Lisa Gilbertson
(Please print legibly)

Mailing Address: 18710 NE Williamson Rd Newberg

E-Mail Address (optional): _____

Signature: 

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

This trail benefits the health and well being of the residents of the county as well as helps bring more tourism dollars to our communities.

I am tired of ~~the~~ being flipped off, sworn at while abiding the rules of the road on quiet back roads while cycling. I venture to guess that the same people opposing this trail are the same ones that don't want cyclists on the roads. Give us other options than.

Thank You for Your Interest and Participation!



**Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development**

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

did not appear

Docket: G-0125

Date of Hearing: 12/4/25

Name: Hope E Robertson
(Please print legibly)

Mailing Address: 15206 SW Muddy Valley Rd

E-Mail Address (optional): _____

Signature: Hope E Robertson

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

It is a rare opportunity to have access/ownership to a right-of-way for a trail. Having developed two trail systems in the US one in NJ and one in Southern Oregon I have first hand experience of what a rare and valuable asset Yamhill County has by owning the R.O.W. More importantly this trail offers a valuable economic resource in addition to all of the recreation health benefits associated with all trails. Having developed trails in lands under active logging and agricultural activities it is completely feasible to place conditions on trail use during periods when there may be hazards like logging or spraying.

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

did not
appear

Docket: _____

Date of Hearing: 12/4/2025

Name: Sally L. Godard ; Ron Olisar
(Please print legibly)

Mailing Address: 3300 NW Hill Rd

E-Mail Address (optional): sallygodard@earthlink.net

Signature: sgodard

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

We support the continued ownership of transportation corridor by the county. WE SUPPORT THE TRAIL!

This is important property owned by the county that must benefit the citizens of Yamhill County,

while change is always hard, the reality is that this property never belonged to the owners of land on either side. They cannot continue to assume that the land is theirs to use.

I support the use of the corridor for this family-friendly trail to benefit our children, grandchildren, & all residents.

Thank You for Your Interest and Participation! We have visited the State of Mississippi in our retirement. They have successful trails that benefit those who use them as well as rural communities on both ends. If Mississippi can achieve success, certainly Yamhill County, Oregon can!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

did not appear

- I support the proposed application
- I am opposed to the proposed application of removing the topic of a trail from the docket. I am pro-trail.
- I do not support or oppose the proposed application
- Written comments only

Docket: Removal of Trail Discussion from docket

Date of Hearing: 12/4/25

Name: Justin + Caitlin Hanks
(Please print legibly)

Mailing Address: 722 SE Morgan Lane, McMinnville, OR 97128

E-Mail Address (optional): _____

Signature: Justin Hanks

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

We support the establishment of the trail.
Land needs to be used in a more communal
manner to be enjoyed by all the public.

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

~~Support~~
~~Oppose~~

Docket: G-01-25

Date of Hearing: 12-4-2025

Name: Jerry B Hart
(Please print legibly)

Mailing Address: jerryhart54@gmail.com

E-Mail Address (optional): 2490 NW Crimson Ct McMinnville OR 97128

Signature: 

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

The P.C. is asked to make a recommendation to the County Board on whether the 15.25 westside should be withdrawn from YC's Transportation Plan. As such it - you - are asked to make a decision on what is in the best interests of the County and its citizens. A "yes" to the Board would likely directly lead to the removal of the Trail from the Transportation Plan and thereby remove all future possibility of the Trail from being built. Conversely a "no" vote preserves the possibility that the trail will be built - AS a legislative matter a "no" makes sense - the options are preserved; farmers are not impacted and future boards ~~are not~~ have options to move forward.

Please vote "no" in order to make a legislative decision for the benefit of Yamhill County

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

did not
appear

Docket: Pro Trail

Date of Hearing: 12/4/25

Name: Marion Morris and Damon Hart
(Please print legibly)

Mailing Address: 690 N Fir Loop, Yamhill OR 97148

E-Mail Address (optional): _____

Signature: Marion Morris Damon Hart

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

I live in Yamhill. There is nothing to do there.
I would like a trail to walk and exercise on. The
highway is too dangerous to do that on.
Thank you
Damon

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

didn't
appear

- I support the proposed application
- I am opposed to the proposed application - do not sell public land
- I do not support or oppose the proposed application
- Written comments only

Docket: _____

Date of Hearing: 12.4.25

Name: Tanya Tompkins
(Please print legibly)

Mailing Address: 925 SE Davis Street McMinnville, OR 97128

E-Mail Address (optional): _____

Signature: Tanya Tompkins

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

This is land that belongs to us not land owners
absolutely the easement. The planning commission
is packed with individuals who have clear
conflicts of interest. In terms of long-term
planning the county should keep the land rather
than sell it off - foolish to squander future
options that could benefit all rather than
appease a few who have bought politicians
and stacked the planning commission
Stop the pay to play!

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

did not appear

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

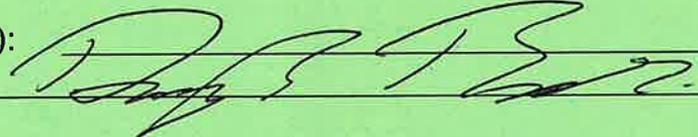
I am pro-trail

Docket: _____

Date of Hearing: 12/4/25

Name: Douglas Barsotti
(Please print legibly)

Mailing Address: 615 SE Rummel St McMinnville, OR

E-Mail Address (optional): _____
Signature: 

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

I urge you to not remove the Yankelas-
Westsider Trail (YWT) from the Yamhill
County Transportation Plan. The trail
corridor is a unique opportunity to
support safe non-motorized transportation,
healthy communities, and economic investment
in our community. All ages of people
would benefit from a safe bike and
running trail.

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card

Yamhill County Department of Planning and Development

I want the land kept by Yamhill County for future trail use

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Do not remove the trail from YCTSP. Board notes

did not appear

Docket: Yamhill Trail E-01-25 25-325

Date of Hearing: 12-4-2025

Name: Bonnie Hicks
(Please print legibly)

Mailing Address: 505 NW 18th Place McMinnville OR

E-Mail Address (optional): Bonzail6@aol.com

Signature: Bonnie L. Hicks

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

We need to keep the land for all of the people of Yamhill County to use.

We need outdoor spaces for people to use for exercise, health and well being.

Please make the county a better place for all of us to use.

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

*did not
appear*

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: G-01-25

Date of Hearing: 12/4/25

Name: Ames Bierly
(Please print legibly)

Mailing Address: 911 NW Sunnywood Ct McMinnville 97128

E-Mail Address (optional): _____

Signature: *Ames Bierly*

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

I support people having access to the land around them. Countless people have worked hard for this, and so many resources have gone into planning for this, and to allow it to come to fruition would be a wonderful asset for the community. To lose all potential of this land for trails, bikes, and enjoyment of nature would be so sad for our community. The trail has the potential to be a safe, accessible way to connect our communities. County leadership has the responsibility to foster that accessibility and connection.

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

did not appear

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: G-01-25 Board order 25-325

Date of Hearing: 12-4-25

Name: BRIAN HICKS
(Please print legibly)

Mailing Address: 505 NW 18th PLACES McMinnville

E-Mail Address (optional): _____

Signature: _____

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

RAILS TO TRAILS MAKES SENSE
IT IS BECOMING COMMON THROUGHOUT
OUT THE WORLD.
BICYCLE SAFETY IS UNEQUALLED
HIKING OR 3 WHEELING WITH DISABLED
PEOPLE IS WONDERFUL AND SAFE AND
NO CARS UP CLOSE.

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

did not appear

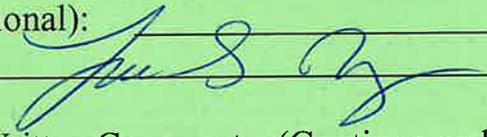
Docket: 6-01-25

Date of Hearing: 12/4/2025

Name: LAURA KING
(Please print legibly)

Mailing Address: 660 NW Donahoo St
McMinnville, OR 97126

E-Mail Address (optional): _____

Signature: 

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

I want a safe biking / walking trail
away from traffic and cars.

Thank You for Your Interest and Participation!



Public Comment / Notice
 Registration Card
 Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: 601-25

Date of Hearing: 12/04/25

Name: Marcia Baker
(Please print legibly)

Mailing Address: POBOX 315 Canton 97111

E-Mail Address (optional): _____

Signature: Marcia Baker

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

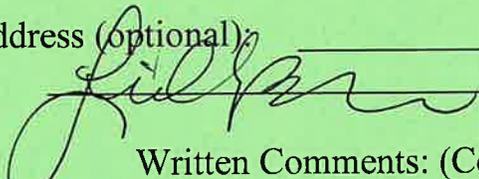
Docket: G-01-25

Date of Hearing: 12/4/25

Name: Lindsay Berschauer & Mike Firestone
(Please print legibly)

Mailing Address: 2662 NW Meadows Dr. Mac 97128

E-Mail Address (optional): _____

Signature: 

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

Lindsay is speaking for both.

Needs 6 mins.

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

did not appear

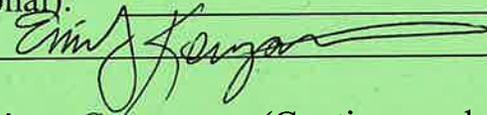
Docket: _____

Date of Hearing: 12/4/25

Name: Emily Kerrigan
(Please print legibly)

Mailing Address: 2461 SW Howard Dr

E-Mail Address (optional): _____

Signature: 

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

The Yamhill West Side Trail has been in the planning for decades. This trail benefits everyone in Yamhill County. It is safe and will not contribute to crime.

I am hoping there is a way to respect farmers concerns. It is important we find a way to find compromise and respect the majority of Yamhill County residents

Over 10 years ago a bicyclist lost their lives on a county road due to a motorist hitting them. The Yamhill Trailer is needed so no other tragedies occur.

Thank You for Your Interest and Participation!



Public Comment / Notice
Registration Card

Yamhill County Department of Planning and Development



- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: G-01-25

Date of Hearing: 12-4-2025

Name: Chris MATSON
(Please print legibly)

Mailing Address: 20751 NE Cove Orchard Yamhill OR 97148

E-Mail Address (optional): _____

Signature:

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

did not appear

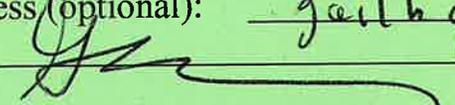
Docket: _____

Date of Hearing: 12/4/2025

Name: Gail Quenneville
(Please print legibly)

Mailing Address: 2979 SW Grayson St.
McMinnville, OR 97128

E-Mail Address (optional): gailbg@icloud.com

Signature: 

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

*Be consistent with Council
Mission — liveability
& development for
Community!*

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application (please remove YWT from TSP)
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: ~~G-01-125~~ G-01-25

Date of Hearing: 12-4-2025

Name: Bryan Schmidt
(Please print legibly)

Mailing Address: 7580 NE Hendricks Rd.
Carlton OR 97111

E-Mail Address (optional):

Signature:

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

Please Remove Trail from TSP. This is recreation not transportation, so it should be removed.

County legal staff Todd Sedlo, MWACT member Ken Wright, and MWACT member Craig Pope,

all said to me personally, live, in person, while looking me in the eye, that this project is about

ODOT securing a light rail passenger system.

I was surprised. So then the rush to install if the bike path was on.

Thank You for Your Interest and Participation!



Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: 6-01-25

Date of Hearing: 12-4-25

Name: Greg McCarty
(Please print legibly)

Mailing Address: PO Box 477 Gaston 97119

E-Mail Address (optional): _____

Signature:

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

did not appear

Docket: Yamheles Trail

Date of Hearing: 11.06.2023

Name: Bob Youngman
(Please print legibly)

Mailing Address: 401 E. 1st St. # 757 Newberg, OR 97132

E-Mail Address (optional): Bob.Youngman@com

Signature: *Robert M. Youngman*

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

I strongly believe this trail needs to be dropped
from the County Transportation System Plan (TSP)

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: 60125

Date of Hearing: 12-4-25

Name: Susan Lowman-Thomas
(Please print legibly)

Mailing Address: 11655 John's Landing Carlton

E-Mail Address (optional): susanandSadie@hotmail

Signature: Susan Lowman Thomas

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

I oppose the removal of the
trail from the list of projects

listen to the people, not the \$.

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: G-01-25

Date of Hearing: 12/4/2025

Name: Ed Fredenburg
(Please print legibly)

Mailing Address: 9875 NE Meadow Loop

E-Mail Address (optional): ed9875@frontier.com

Signature: E. Fredenburg

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

Questions For Yamhill County Commissioners:

1. Have any commissioners formally or informally proposed, or agreed to sell, give, or otherwise transfer title of all or part of the former railroad right of way identified in the transportation system plan as reserved for the Yamhelas Westsider Rails to Trails project, to any individual, individuals, entity or entities?

2. If not, would the Commissioners commit to not do so unless and until a ballot measure to do so is approved by the citizens of Yamhill County?

Thank You for Your Interest and Participation!

✓

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: 9-01-25

Date of Hearing: 12/04/25

Name: Charles Van Gorderen
(Please print legibly)

Mailing Address: 232 Joel Palmer Way, Dayton

E-Mail Address (optional): charvg@qmail.com

Signature: [Handwritten Signature]

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

Ask Planning Dept the following questions in association with your deliberations:

- 1) Does leaving the YWT in the plan have any listed impact or obligate funds? Then why remove it.
- 2) If keeping the YWT in the plan come to exclude other trail projects from being listed? Then why remove it?
- 3) How many un-funded projects are ~~in~~ in the Transportation plan? Why was this project singled out?
- 4) Are there legal or statutory reasons this issue came forward now?
- 5) What specific harm is being expressed by keeping the YWT and Ord 880 active

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

X

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: G-01-25

Date of Hearing: 12/4/25

Name: Neyssa (nessa) Hays
(Please print legibly)

Mailing Address: 20375 Hwy 47

E-Mail Address (optional): neyssa.hays@gmail.com

Signature: NH Hays

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

I sent my written testimony + will hand in
my oral testimony after I give it. I am
opposed to removing the YWT from the TSP.

Thank You for Your Interest and Participation!



Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

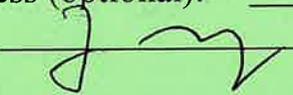
Docket: C-01-25

Date of Hearing: _____

Name: Julie Donnelly
(Please print legibly)

Mailing Address: #20100 Baker Creek McMinnville OR 97128

E-Mail Address (optional): julie.donnelly@gmail.com

Signature: 

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

For the record my name is Julie Donnelly and I live in rural McMinnville. I'm here to ask you to keep the westside corridor in the transportation system plan and protect this public asset for future generations.

Highway 47 is not safe for bicyclists. It is a busy road with almost no paved shoulders, some blind spots for drivers and vehicles who won't give at least 3 feet of space when passing bicyclists. I can't see how students could use it to get to school.

I would love a protected bike lane so I can exercise without risk of being run over.

Thank You for Your Interest and Participation!



Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: E0125

Date of Hearing: _____

Name: Nick Grinich
(Please print legibly)

Mailing Address: 708 NW 21st St, McMinnville, OR 97128

E-Mail Address (optional): _____

Signature: _____

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

Thank You for Your Interest and Participation!



Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development



- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: G-01-25

Date of Hearing: 12/04/25

Name: DON L HOLLAND
(Please print legibly)

Mailing Address: 24315 NE HIGHWAY 240
NEWBERG OR 97132

E-Mail Address (optional): D4HOLLAND@GMAIL.COM

Signature: _____

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

PLEASE VOTE NO ON G-01-25
I SUPPORT CONTINUED PLANNING FOR THE
YAMHILL-S-WESTSIDER TRAIL

Thank You for Your Interest and Participation!



**Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development**

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

did not appear

Docket: G0125

Date of Hearing: Dec 4, 2025

Name: LINDA HAYS
(Please print legibly)

Mailing Address: 206 NW 5th St

E-Mail Address (optional): linda@hopsutchtoys.com

Signature: *[Handwritten Signature]*

Written Comments: (Continue on back side if needed)

***Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128**

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

did not appear

Docket: _____

Date of Hearing: 4 Dec 2025

Name: Galen McBee
(Please print legibly)

Mailing Address: 625 NE 11th St. McMinnville, OR

E-Mail Address (optional): gmcbee1@gmail.com

Signature: *Galen D. McBee*

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

I Support the Development
of the trail under the
Transportation plan —

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
 I am opposed to the proposed application
 I do not support or oppose the proposed application
 Written comments only

Docket: _____

Date of Hearing: 12/4/25

Name: ERIC WITHERSPOON, DVM
(Please print legibly)

Mailing Address: 23355 NW Mt. Richmond Rd. Yamhill

E-Mail Address (optional): eric.healingtree@gmail.com

Signature: 

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

I've been the owner of Carlton Vet Hospital since 1980. The railroad operated for years right behind the hospital. Farmers only had access to fields for decades on either side of tracks via a couple of roads. e.g. Gun Club, Pebbles, etc.
We need ~~easy~~ access for kids and adults alike from Carlton to Yamhill.
Many, many communities have successfully maintained Drills to Trails

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card

Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

did not appear

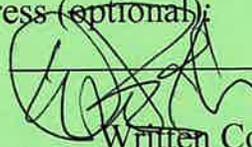
Docket: Docket - 6 - 01 - 25

Date of Hearing: 12-4-25

Name: David C Polite
(Please print legibly)

Mailing Address: 11511 NW Commercial Rd
Cortez, Od.

E-Mail Address (optional): David@CortezNW.com

Signature: 

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

Polite received ^{separately} A substantial number, if not all, of the families who organized in opposition to the trail, contributed substantial monies to the Starratt and Beershouse Campaigns. Kit also received monies from these families. My questions to Kit and Mary. Are you able to be independent and impartial in your review of the information and testimony?

Thank You for Your Interest and Participation! you will hear in this matter to right.

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

Docket: EO125

Date of Hearing: 12/4/25

Name: Susan Turrell
(Please print legibly)

Mailing Address: 416 Linke Ave Carlton OR 97111

E-Mail Address (optional): _____

Signature: Susan Turrell

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

Keep the trail in the TSP

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

did not appear

Docket: _____

Date of Hearing: 12/4/25

Name: Jackson Harloff
(Please print legibly)

Mailing Address: 15750 NW Baker Creek Rd, McMinnville

E-Mail Address (optional): _____

Signature: *J. Harloff*

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

I grew up between Yamhill + Carlton, and having a safe mode of transportation between the two towns would have been unbelievably helpful + safe. I walked the roads of Yamhill + Carlton so many times, + walking on HWY 47 is incredibly dangerous.

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

I am pro trail.
did not appear

Docket: _____

Date of Hearing: Dec 4, 2025

Name: Jane Davis
(Please print legibly)

Mailing Address: PO Box 893, Carlton 97111

E-Mail Address (optional): _____

Signature: Jane M Davis

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

I am for the trail. It is an important
corridor in our county that we should not lose,

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

did not
appear

Docket: G-01-25

Date of Hearing: 12/4/25

Name: Allen Holstein
(Please print legibly)

Mailing Address: POB 566 Dundee Or 97115

E-Mail Address (optional): _____

Signature: Allen Holstein

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

- Hi, Allen Holstein here. I am 40 yr vet of wine biz town vineyard & winery property in Dundee.
- I ask that you not remove Yamhill from Trans plan
- Arguments in favor of my request
 - Trail would support locals as well as wine tourists.
 - Surveys support local support of trails
 - Improve safety for Yamhill + Carlton
 - Rail line has existed since 1870s + predates local farms
- Arguments in opposition
 - I am experienced pesticide applicator, state law prohibits drift of pesticides to neighbor properties.
 - Suggestion of Trimet putting in light rail is laughable
 - whole situation reeks of conflict of interest

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Department of Planning and Development

- I support the proposed application
- I am opposed to the proposed application
- I do not support or oppose the proposed application
- Written comments only

I support the
Yamhill Westsiden
trail !!

did not
appear

Docket: _____

Date of Hearing: 12/4/25 _____

Name: John Sandbeng
(Please print legibly)

Mailing Address: 435 NW 25th McMinnville

E-Mail Address (optional): jsandbeng55@gmail.com

Signature: John Sandbeng

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or by to the Planning Dept. at 525 NE 4th St. McMinnville, OR 97128

The removal of the rail/trail from the county transportation plan would be a huge mistake. Rail to trail projects have been a huge success story across the nation. We would lose a potential huge tourism draw to our region. The health benefits of having a safe trail to walk/run/bike would be huge. As a retired emergency physician I am very aware of how unsafe our local county roads are for biking + I used to see the biking accidents they create. I hope + pray that I will still be alive to ride safely on this trail with my grandchildren. We only need to look to the success of the Banks/Vernonia trail to our north to see what we could have in Yamhill county.

Thank You for Your Interest and Participation!

Alice Patridge
687 N Coolidge St
Carlton, Oregon 97111

Submitted
12/4/25
PC Hearing

In favor of eliminating Yamhelas Westsider Trail and turning ROW property to adjacent landowners

Actions I have personally witnessed during timeframe involving creating the trail:

1. I was treated very rudely when I attended public meetings regarding trail formation. I was told I didn't know what I was talking about and my rights as an adjacent landowner were irrelevant.
2. I was told all parties along the trail had been
 - a. Notified in advance of this plan.
 - b. Had participated in and been notified of the required Farm Impact Study.

Neither of the above was ever done.

3. I was told there were no signs of vagrants in the trail. I personally cleaned up a pickup load of trash behind my property along the trail that included boards and chicken wire, pots, used syringes and a jug full of urine.
4. I witnessed the hurried installation of an access gate for the trail while a remand was in place AND it was being installed in the wrong location against and opening onto private property.
5. I witnessed a work crew clearing the ROW again while the trail issue again was still under remand.
6. I witnessed a bridge contractor being solicited for trail work without the knowledge that the trail was in dispute and in remand. The contractor pulled his bid when notified of the conflict.

As a citizen of Carlton and a tax paying landowner, I have a serious problem with county officials that covertly choose a pet agenda to push forward while bypassing legal processes in an attempt to gain political favor while relying on funding that was acquired by deceit. I abhor manipulation of the laws and legal protections that are in place for any project that circumvents the needs of the local community. It should never be allowed for outsiders to come in and have their say in our community. The coveting of visitors and perceived financial gain should never outweigh the rights of our taxpaying citizens, landowners and farmers.

Respectfully submitted,

Alice Patridge

December 4, 2025

12/4/2025
PC Hearing

December 4, 2025

To the Planning Commissioners:

My name is James Goings and I'm a resident in McMinnville. Transparency matters & the public was not told the full story. For many years, taxpayers were told that the Yamhelas Westsider Trail was simply a walking and biking path. A community amenity. A recreational asset. But the truth — which was hidden in the fine print of Ordinance 880 — is that the corridor was also being preserved for potential future commuter rail.

The public was not told that and that is a lack of transparency.

When a government project includes a long-term commitment with enormous financial implications, the public has a right to know. They have a right to weigh in. They have a right to decide whether they support becoming part of a commuter rail system managed by outside agencies. They have a right to decide whether they want their tax dollars tied to a project of that scale.

Instead, the light rail component was essentially buried. And while some officials may claim that it was “only a possibility,” the fact remains: it was written into the ordinance, and the public was never meaningfully informed.

Then came the construction, the land-use disputes, the LUBA losses, and the dismantling of the bridge. Millions of dollars were wasted. The County had to retreat. And now the trail project is over.

But the failure to remove the trail from the TSP leaves the door open to confusion — or to future attempts to revive a project that taxpayers never fully understood.

Transparency requires that planning documents reflect the truth. The truth is that the YWT project no longer exists, and the public deserves clarity. Removing it from the TSP is an important step in rebuilding trust between the County and its residents.

Please be transparent. Please align the TSP with reality. And please respect the right of taxpayers to be fully informed about the projects listed in their long-range plans.

Thank you.

James Goings

12/4/2025
P.C. Hearing

Good evening, Planning Commissioners,

My name is Kathleen Sitton. My husband is a 5th generation farmer along the old railroad Right of Way corridor. I am submitting this testimony to urge the Planning Commission to remove the Yamhelas Westsider Trail from the Transportation System Plan, so we can finally close this chapter of unlawful process and unnecessary conflict.

I've watched this project unfold from the ground level — literally. I can tell you without hesitation that the worst part of this entire saga was not the idea of a trail itself. The worst part was that the County chose to ignore the legal land use process required by law to create the Yamhelas Westsider Trail. By not following the process of creating a Farm Use Study and informing the farmers of this project, it left farmers bearing the burden of fixing that mistake and those that followed.

When farmers and those like me, who is related to a farmer, challenged this project it was not to be an obstructionist. I don't hate recreation or want to prevent enjoying nature. I was one of the people that lobbied City of Carlton to upgrade the upper city park playground. We objected because the County was trying to build a recreational trail through Exclusive Farm Use zones. Without fulfilling the condition-of-approval requirements that Oregon law mandates in land-use zone framework, which exists to protect agriculture from exactly this kind of situation, a completely incompatible use was forced onto productive farmland without any real analysis of the consequences.

The truth is, none of us wanted to be involved in a years-long legal battle. None of us wanted to sacrifice time away from our businesses, our crops, and our families to fight something that should have been handled correctly from the beginning. But the County pushed forward without doing: the agricultural impact study, without giving proper notice, without securing the necessary approvals, and without acknowledging the harm that would come to the farms surrounding the corridor.

Tonight is not about re-litigating any of that. The Board of Commissioners has already ended this project. They withdrew the land-use application. They dismantled the bridge. They returned the Connect Oregon funds. They stopped the project entirely. The only thing they failed to do was remove the project from the Transportation System Plan.

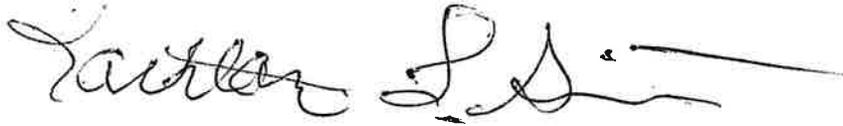
This is not a policy hearing. It is a housekeeping action to align the TSP with the County's actual decisions. Leaving a dead project in the TSP sends the wrong message to farmers and the community. It implies that the County might someday resurrect the project without public input, without a new process, or without addressing the legitimate concerns that LUBA has already validated.

I need to know that EFU land is protected and that farmers will not be dragged back into a new fight over a project that has already been abandoned. I need this done because I have a son who

farms with his dad. He has sons that may do the same. The legacy farm's future should not be saddled with this uncertainty.

I am asking you to finish the work the Board started. Remove the Yamhelas Westsider Trail from the TSP. Restore integrity to our planning documents. It is the right thing to do for farmers, for the land-use system, the community and for the county.

Respectfully Submitted,

A handwritten signature in cursive script, appearing to read "Kathleen L. Sitton", followed by a long horizontal flourish.

Kathleen L. Sitton

11595 NW Cummins Road

P.O. BOX 340

Carlton, OR. 97111-0340

Submitted
12/4/2025
TC Hearing

To the Yamhill County Planning Commission:

My name is Lesley Anderson and I am a resident of McMinnville and the owner of Cascade Movement Center LLC, a small business located in downtown McMinnville. I am also a member of the Yamhill County Parks Advisory Board, however, I am providing this testimony as a resident & local business owner and not as a representative of the County Parks Advisory Board.

I am opposed to removing the Yamhelas-Westsider Trail Corridor from the County Transportation System Plan (TSP) because I believe this action would remove any future potential for a Corridor to exist in Yamhill County, against the wishes of the majority of county residents and businesses. The value of keeping this land for prospective use is of utmost importance for future recreation opportunities, which will improve local public health opportunities, improve transportation and safety needs for non-motorized commuters, and provide an incredible asset for our local economy to grow and thrive.

I would like the board to recognize the recently adopted Yamhill County Parks System Plan (YCPSP), a public document found on the Parks page of the County website), which lists "Strategic Land Ownership" as a Phase One Key Initiative. It also states that a Phase Two Key Initiative should be to "Seek a voter-supported dedicated funding source for parks projects and resources." In addition, the YCPSP reports that the number one most popular outdoor activity for Yamhill County is walking and hiking, and our current options within the county for walking, hiking, and biking are incredibly limited and often unsafe. Although the Corridor would probably not be a Parks Department responsibility, it would be utilized as a park within our county and should be designed with the needs and desires of the community in mind.

It is also important to state that this corridor would provide a safer alternative to biking along Highway 47 and into other rural areas in our county. This would impact both motorized and non-motorized vehicles and likely result in less deadly accidents on our roadways. Speaking personally as the child of a parent who was killed in a car accident on a rural road with no shoulders, I am passionate that we find and fund alternatives to keep our community safer on our roadways.

Furthermore, as a small business owner, the Yamhelas-Westsider Trail Corridor would help attract more multi-day tourists, who would contribute more to our local economy. Our county is a major tourist destination, but our lack of safe outdoor recreation opportunities means that folks traveling here don't stay as long as they might if there were easy-to-access recreation options for biking, walking, and hiking.

I believe that Yamhill County has the opportunity to address the issues identified in the 2020 LUBA decision regarding the Corridor and should, along with feedback and support of the residents of Yamhill County. In other words, I believe this major decision to remove the Yamhelas-Westsider Trail Corridor from the TSP should be put to the voters. If not, the residents of Yamhill County deserve a clear public statement of explanation as to why this decision is being made by the board and how this vote is in alignment with the objectives stated in the TSP.

Lesley Anderson
1038 NE 13th St. McMinnville OR 97128
916-212-9958

Submitted
12/4/2025
PC Hearing.

December 3, 2025

To the planning commissioners:

My name is Celine McCarthy and I am a native Oregonian who is now a senior citizen so I remember when Oregon's Land Use Laws were made back in the early 70's. I am not against trails. I am a physical therapist who promotes exercise & activity. I serve on the Parks & Rec board and would love to have more public spaces for recreational activity. However, I am not in favor of converting the abandoned railroad (RR right of way) into a trail & I urge the PC to pull it out of the TSP.

I stand with Oregon's land use laws that protect EFU farm ground. In fact, I don't think it's protected enough as the sprawl of progress continues to encroach on some of the most fertile soil. The farmers are also burdened with more & more restrictions & regulations & struggle with obtaining workers, high costs, etc. & they need to rely on predictability & clarity in order to run and invest in their farming operations. These are generational family farms & they are encroached by progress & folks that don't understand our states land use laws or have any understanding of farming practices.

Most of the abandoned RR is EFU zoning & in order to anything else that is not farm related, like a trail, one can apply for a conditional use permit but one must prove that there is not a significant impact to farming practices or costs. This was never obtained & the county recklessly bought & began developing the RR bed. Please tell me who gets to build something without a permit? On top of things no land owner was given notice about the project. When farmers raised that there were issues impeding their farming practices, their concerns were ignored, thus forcing a lawsuit. Bridge construction began during COVID lockdowns & even ODOT didn't know about it. LUBA (land use board of appeals) sided 5 times with the farmers & forced the county to dismantle the illegal bridge & payback attorney fees almost \$50,000 the biggest in history. The repeals could have gone to more rounds but for what? The conclusion would be the same...that there is indeed an impact to farming practices & costs without solutions. The county could therefore not obtain a permit and thus this potential trail project died. The commissioners did the responsible thing and withdrew the county's application.

If you don't understand it and don't want to read the thousands of pages of testimony to LUBA, ask a farmer about it. They are really nice people and if they have time, they can explain the issues as to why it is haphazard for the general public to be passing through farming operations. From spray applications, to dust, to smell, to irrigation, to livestock crossings, crop contamination, garbage, trespass, potential lawsuits, the list is extensive.

But all of this has already happened years ago and yet folks are still beating on this dead horse thinking there could be a different result. And the worst part is the abandoned RR should have never been given a name and popularized as if it could be a potential trail. It is not legal nor can it be because of the zoning and yet to this day it is still promoted. So now it feels as if trail proponents had a trail and now it got taken away from them. Well, honestly I feel sad for them as it never was a trail & they were misinformed.

Everyone wants to know why we don't have these RR right of way trails throughout countryside? The answer is because we live in the Willamette Agriculture Valley and most towns are surrounded by EFU ground which is quite protected. In the early 70's the farmers got together with the state legislature and creating our precious land use laws to protect big block farmground. The farmers gave up their

right to sub-divide their ground to give to their children. They sacrificed this ability in order to preserve Oregon's fertile soil landscape.

This trail fight has been a zoning issue from the very beginning.

So it really doesn't matter if you are pro-trail for safe biking & economic development.

It really doesn't matter if you are anti-trail because of the enormous cost, harm to farming & not wanting the problems of metro to come. It's not a popularity contest. You can't put it to a vote.

This is about a farmers right to farm in a zone that was specifically created for them-EFU.

The county must have known this, must have known the implications & hazards and that's why I think they took a run for it & tried to push thru the YWT illegally. There was absolutely no plan, no idea on how much it would cost, no idea of how it would be maintained, no regard about fire, police or emergency protection, no idea of all the dangerous road crossings such as Flett rd, hwy 240 and gunclub rd to name a few. Just full steam ahead and "we'll figure things out as we go." Well sadly, the county chose absolutely the worst tactic to go about developing a trail and now they have to live with the consequences.

I keep hearing from trail advocate's...but if only this happened, but it only that happened, but if we could only talk with the farmers to compromise, if we could re-route the trail, if we could try other ideas etc....Well, if "ifs and buts were candy & nuts then we could all have a Merry Christmas!" That ship has already sailed years ago. The farmers and property owners were treated very badly, in my opinion and all they wanted is to have their property rights upheld & not ignored.

So now there's just the blame game left. You can blame the commissioners & county staff that tried & failed to push through an illegal trail, you can blame the responsible commissioners trying to correct the wrong doings, you can blame the farmers for fighting back or you can blame the trail advocates in deceiving the public that such a trail was even possible & there continued promotion of it. But honestly the real blame falls on the state of Oregon & it's land use laws. EFU means what it says....Exclusive Farm Use.

I urge the planning commission to withdraw the YWT (which should not of even have had a name) out of the TSP. This is not policy only a clerical correction because this project is dead.

Best regards,
Celine McCarthy

PS: I do not support any light rail project

Submitted
by Matt Dolphin
12/4/25
PC Hearing

BEFORE THE LAND USE BOARD OF APPEALS
OF THE STATE OF OREGON

JIM VAN DYKE, JULIE VAN DYKE,
MARK VAN DYKE, VELMA VAN DYKE
BEN VAN DYKE, JOHN WISER,
LYNNE WISER, JOHN VAN DYKE,
SCOTT BERNARDS, RICHARD CLOEPFIL,
CHRISTY CLOEPFIL, TOM HAMMER,
CHRIS MATTSON, KELSEY FREESE,
MARK GAIBLER, ERIC KUEHNE,
HAROLD KUEHNE, JOLENE KUEHNE,
B.J. MATTHEWS, GORDON DROMGOOGLE,
GREG MCCARTHY, CELINE MCCARTHY,
MARYALICE PFEIFFER, TIM PFEIFFER,
BRYAN SCHMIDT, RUDIS LAC, LLC,
LEE SCHREPEL, ALLEN SITTON,
BROOK SITTON, LESTER SITTON,
DARREN SUTHERLAND, KRIS WEINBENDER,
LYNNE WISER, BRIAN COUSSENS,
ROXANNE COUSSENS, FRUITHILL, INC.,
and BEN VAN DYKE FARMS, INC.,

Petitioners,

vs.

YAMHILL COUNTY,
Respondent,

and

CITY OF CARLTON and FRIENDS OF YAMHELAS
WESTSIDER TRAIL,
Intervenors-Respondents.

LUBA No. 2019-047

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1 FINAL OPINION
2 AND ORDER
3

4 Appeal from Yamhill County.
5

6 Wendie L. Kellington, Lake Oswego, filed the petition for review and the
7 reply briefs and argued on behalf of petitioners. With her on the brief was
8 Kellington Law Group, PC.
9

10 Timothy S. Sadlo, Assistant County Counsel, McMinnville, filed a
11 response brief and argued on behalf of respondent.
12

13 Walter R. Gowell, McMinnville, filed a response brief and argued on
14 behalf of intervenor-respondent City of Carlton. With him on the brief was
15 Haugeberg, Reuter, Gowell, Fredricks & Higgins, P.C.
16

17 Jennifer M. Bragar, Portland, filed a response brief on behalf of intervenor-
18 respondent Friends of the Yamhelas Westsider Trail. With her on the brief was
19 Tomasi Salyer Martin PC.
20

21 RUDD, Board Member; ZAMUDIO, Board Chair; RYAN, Board
22 Member, participated in the decision.
23

24 REMANDED 10/11/2019
25

26 You are entitled to judicial review of this Order. Judicial review is
27 governed by the provisions of ORS 197.850.

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NATURE OF THE DECISION

Petitioners appeal a decision approving construction of a 2.82-mile-long multi-modal recreational trail along a former railroad right-of-way located primarily on lands zoned for exclusive farm use (EFU).

AMICUS BRIEF

The Oregon Farm Bureau Federation and Yamhill County Farm Bureau (together, the Farm Bureau) move to file an *amicus* brief in support of petitioners. There is no opposition to the proposed brief, and it is allowed. OAR 661-010-0052.

FACTS

The challenged decision (Yamhill County Board Order 19-94) is on remand from LUBA. *Van Dyke v. Yamhill County*, __ Or LUBA __ (LUBA No 2018-061, Dec 20, 2018) (*Van Dyke I*). At issue in *Van Dyke I*, was a decision to adopt Ordinance 904, which (1) amended the county’s comprehensive plan to acknowledge county ownership of a 12.48-mile segment of a former railroad right-of-way, and (2) authorized construction of a 2.82-mile segment of that right-of-way into a multi-modal recreational trail between the cities of Yamhill and Carlton. (Record-1 445-6³, the original application), (Record-1 1-444,

1 evidence submitted during the original proceedings).¹ In this opinion, we refer to
2 this 2.82-mile segment as the Trail. The right-of-way owned by the county is
3 generally 60 feet wide, with compacted ballast in the center where the former
4 railroad line was located. The 2.82-mile segment of the proposed Trail crosses
5 three drainages that will require construction of three bridges or culverts. The
6 proposed Trail includes a 12-foot wide paved pedestrian/bicycle path to be
7 constructed on the compacted ballast in the approximate center of the right-of-
8 way, along with an adjacent unpaved horse path.

9 Petitioners, who own farms along and within the vicinity of the Trail,
10 appealed Ordinance 904 to LUBA. LUBA remanded, after concluding that
11 constructing the Trail required conditional use permit (CUP) approval, including
12 application of land use approval standards implementing ORS 215.296 for
13 sections of the Trail within lands zoned EFU. *Van Dyke I*. ORS 215.296 generally
14 requires that the applicant for certain non-farm uses in EFU zones demonstrate
15 that the proposed use will not force a significant change in accepted farm
16 practices on surrounding farm lands or significantly increase the cost of such
17 practices. We sometimes refer to this standard as the “farm impacts” test or
18 standard. See *Stop the Dump Coalition v. Yamhill County*, 364 Or 432, 435 P3d
19 698 (2019) (*SDC-IV*) (explaining and applying the farm impacts test).

¹ The record in this appeal includes the record of the original legislative proceeding in *Van Dyke I* (Record-1) and the record generated in the proceeding which we review here on remand, LUBA No. 2019-047 (Record-2).

1 On remand, a senior assistant county counsel acting on the county's behalf
2 as applicant requested on February 11, 2019, that the county initiate quasi-
3 judicial proceedings on remand to provide land use approval for the trail. Record-
4 2 2334. The request was not accompanied by an application for CUP approval.
5 On March 7, 2019, the county conducted a quasi-judicial public hearing at which
6 petitioners appeared in opposition, presenting information regarding their farm
7 operations and testimony regarding adverse impacts of the Trail on their farm
8 operations. At the conclusion of the March 7, 2019 hearing, the commissioners
9 provided the following schedule: (1) one week until 5:00 p.m., March 14, 2019,
10 for any party to submit new evidence, (2) a second week until 5:00 p.m., March
11 21, 2019, for any party to submit written rebuttal of evidence and argument
12 submitted during the first open record period; (3) an additional four days, until
13 noon on March 25, 2019, for the applicant to submit final written argument,
14 followed by (4) deliberations and decision on March 28, 2019.

15 On March 14, 2019, the last day to present new evidence, the
16 county/applicant submitted additional evidence intended to demonstrate
17 compliance with applicable land use standards, including the farm impacts
18 standard. Record-2 835-893. On the same date, in a separate non-land use
19 proceeding, the commissioners authorized county representatives to enter into a
20 contract with an engineering firm to design and provide consultative services for
21 the three bridges that must be constructed for the Trail. County representatives

1 signed the contract on March 18, 2019.² Petitioners' Precautionary Notice of
2 Intent to Appeal (NITA) LUBA No. 2019-038/040, Exhibit 3.

3 On March 25, 2019, the county/applicant submitted final argument,
4 consisting of proposed findings and conditions of approval. Record-2 84-150.

5 At a public hearing on March 28, 2019, the board of commissioners deliberated

6 and voted 2-1 to approve the Trail, adopting the findings and conditions of
7 approval submitted by the county/applicant. Record-2 12-83. This appeal
8 followed.

9 INTRODUCTION

10 Petitioners present three assignments of error, each with multiple sub-
11 assignments of error. The first assignment of error challenges the county's
12 findings under the farm impacts test. The Farm Bureau filed an *amicus* brief in
13 support of petitioners' first assignment of error. The second assignment of error
14 challenges the county's findings addressing CUP approval standards at Yamhill
15 County Zoning Ordinance (YCZO) 1202. The third assignment of error presents
16 three types of procedural challenges to the county's remand decision. In this
17 opinion, we will first address petitioners' procedural challenges under the third

² Petitioners Van Dyke and Schmidt filed to LUBA the commissioners' decision to enter into the contract, which was completed itself. In a final opinion and order issued this date, we dismissed the appeals for lack of jurisdiction. *Van Dyke v. Yamhill County*, ___ Or LU E. ___ (LUBA Nos 2019-038/040, Oct 11, 2019).

1 assignment of error, then the substantive challenges in the first and second
2 assignments of error.

3 The county, intervenor-respondent City of Carlton (Carlton), and
4 intervenor-respondent Friends of Yamhelas Westsider Trail (Friends) each filed
5 a response brief. The three response briefs provide non-overlapping responses to
6 each assignment and sub-assignment of error, with the county and both
7 intervenors-respondents joining the other response briefs. The county's response
8 brief addresses the first assignment of error, first subassignment, and portions of
9 the second subassignment. Carlton's response brief addresses the remainder of
10 the eight subassignments under the first assignment of error, and also the third
11 assignment of error. Friends' response brief addresses the second assignment of
12 error. Petitioners filed replies to each response brief.

13 **THIRD ASSIGNMENT OF ERROR**

14 The third assignment of error presents three types of procedural challenges
15 to the county's decision.

16 **A. First Subassignment of Error: *Ex Parte* Contacts and Bias**

17 Petitioners allege that the county commissioners received a number of *ex*
18 *parte* communications, but failed to disclose the substance of those
19 communications during the proceedings below, failed to allow petitioners to
20 cross-examine the commissioners regarding these alleged communications, and

1 failed to provide petitioners the opportunity to rebut the substance of the alleged
2 communications, as required by ORS 215.422(3).³

3 Petitioners' arguments regarding *ex parte* communications and bias stem
4 primarily from the fact that while the remand proceedings were ongoing, county
5 staff negotiated a contract with an engineering firm to design three bridges
6 necessary to construct the Trail, and the board of commissioners, in a separate
7 non-land use proceeding, authorized the county to enter into that contract, which
8 was signed on March 18, 2019. *See* n 2. We understand petitioners to argue that

³ ORS 215.422 provides, in relevant part:

“(3) No decision or action of a planning commission or county governing body shall be invalid due to *ex parte* contact or bias resulting from *ex parte* contact with a member of the decision-making body, if the member of the decision-making body receiving the contact:

“(a) Places on the record the substance of any written or oral *ex parte* communications concerning the decision or action; and

“(b) Has a public announcement of the content of the communication and of the parties' right to rebut the substance of the communication made at the first hearing following the communication where action will be considered or taken on the subject to which the communication related.

“(4) A communication between county staff and the planning commission or governing body shall not be considered an *ex parte* contact for the purposes of subsection (3) of this section.”

1 county staff communications with the commissioners that occurred during this
2 non-land use process constituted “*ex parte* communications” for purposes of the
3 remand proceedings, and thus the commissioners erred in failing to disclose those
4 communications during public hearings on the remand proceeding.

5 Relatedly, petitioners argue that the fact that the commissioners approved
6 a contract to design the three bridges before the commissioners had issued land
7 use approvals for the Trail indicates that the commissioners impermissibly
8 prejudged the merits of the land use application for the Trail. According to
9 petitioners, once the commissioners authorized expending funds to design the
10 bridges, it became a foregone conclusion that the commissioners would approve
11 construction of the bridges, and the Trail, in the land use proceeding. Finally,
12 petitioners argue that the county erred in failing to adopt findings addressing
13 allegations of bias and prejudgment.

14 Carlton responds that the commissioners disclosed all *ex parte*
15 communications regarding the proposed land use approval during the public
16 hearing, and petitioners had a full opportunity to rebut such disclosures. Carlton
17 disputes that county staff communications with the commissioners, during the
18 course of the non-land use process leading to execution of the contract to design
19 the bridges, constitutes *ex parte* communications for purposes of ORS
20 215.422(3). Carlton argues that while petitioners allude to the possibility that
21 persons other than county staff may have engaged in undisclosed *ex parte*
22 communications with the commissioners, petitioners provide no evidence that

1 any such communications occurred. To the extent petitioners argue that the
2 assistant county counsel, who represented the county in its capacity as the
3 applicant for land use approval, may have engaged in *ex parte* communications
4 with the commissioners, Carlton argues that petitioners cite no evidence of any
5 such communications. Further, Carlton notes that the county adopted findings,
6 which petitioners do not challenge, rejecting claims of *ex parte* communications
7 between the assistant county counsel and commissioners. Record-2 47–48.⁴
8 Carlton also argues that neither ORS 215.422(3) nor any cited case requires the
9 county to give petitioners the right to cross-examine the commissioners regarding
10 alleged undisclosed *ex parte* communications.

11 We agree with Carlton. ORS 215.422(4) provides that communications
12 between county staff and the governing body are not *ex parte* contacts. Even if
13 county staff communications with the commissioners in the non-land use
14 proceeding leading to execution of the design contract had some bearing on
15 approval or denial of the land use application pending before the commissioners
16 in the land use proceeding, something petitioners do not substantiate, such
17 communications would be excluded from the disclosure and other obligations of
18 ORS 215.422(3). Petitioners cite no evidence that persons other than county staff
19 may have engaged in undisclosed *ex parte* communications with the
20 commissioners. We agree with Carlton that nothing in ORS 215.422 or

⁴ See n 1.

1 elsewhere cited to us requires the county to allow petitioners to cross-examine or
2 question the commissioners regarding the existence of undisclosed *ex parte*
3 communications.

4 Turning to the issue of prejudgment, petitioners cite to *Norvell v. Portland*
5 *Metropolitan LGBC*, 43 Or App 849, 640 P2d 896 (1979), for the proposition
6 that the county was obligated to adopt findings addressing the issues raised by
7 petitioners below regarding prejudgment and bias. Carlton responds that neither
8 *Norvell* nor any case cited by petitioners requires the commissioners to adopt
9 findings addressing whether the commissioners are biased or have prejudged a
10 land use application before them.

11 In *Norvell* the Court of Appeals held that findings addressing compatibility
12 with two statewide planning goals were inadequate, because the findings failed
13 to address a number of issues relevant under each planning goal. *Norvell* stands
14 for the proposition that, to be adequate, findings must address issues raised below
15 regarding compliance with approval criteria. *Norvell* did not involve allegations
16 of bias or prejudgment, and we are aware of no cases imposing an obligation on
17 local governments to adopt findings addressing allegations that a decision-maker
18 is biased or has prejudged the merits of a land use application. While it might be
19 prudent to address such concerns if raised below, and decision-makers may
20 choose to adopt findings addressing those concerns, we disagree with petitioners
21 that the county was *required* to adopt such findings and that the county's failure
22 to do so is, in itself, error that should result in remand.

1 We turn next to the question of whether petitioners have demonstrated in
2 this appeal that the commissioners impermissibly prejudged the merits of the land
3 use proposal before them. To obtain reversal or remand based on bias or
4 prejudgment, petitioners must demonstrate actual bias, not merely apparent bias.
5 *Columbia Riverkeepers v. Clatsop County*, 267 Or App 578, 602, 341 P3d 790
6 (2014).⁵ Further, it is not sufficient to show some evidence of bias or

⁵ In *Columbia Riverkeeper*, the Court of Appeals explained:

“The bar for disqualification is high; no published case has concluded that disqualification was required in quasi-judicial land-use proceedings. An elected local official’s ‘intense involvement in the affairs of the community’ or ‘political predisposition’ is not grounds for disqualification. Involvement with other governmental organizations that may have an interest in the decision does not require disqualification. An elected local official is not expected to have no appearance of having views on matters of community interest when a decision on the matter is to be made by an adjudicatory procedure.

“In addition to those general observations, there are three salient principles from the case law that define and drive our analysis in this case. *First*, the scope of the ‘matter’ and ‘question at issue’ is narrowly limited to the specific decision that is before the tribunal. *Second*, because of the nature of elected local officials making decisions in quasi-judicial proceedings, the bias must be actual, not merely apparent. And *third*, the substantive standard for actual bias is that the decision maker has so prejudged the particular matter as to be incapable of determining its merits on the basis of the evidence and arguments presented. *Beck v. City of Tillamook*, 113 Or App 660, 662-63, 833 P2d 1327 (1992) (adopting LUBA’s statement of the standard for prejudgment bias).” 267 Or App 578, 602 (emphases in original).

1 prejudgment in a governing body decision maker. Petitioners must show that the
2 decision maker “had so prejudged [the matter] as to be incapable of rendering a
3 decision on the merits of the evidence and arguments presented.” *Id.* at 608.

4 Here, petitioners cite the fact that the commissioners voted to enter into a
5 bridge design contract with an engineering firm, approximately two weeks before
6 issuing the county’s land use decision to approve construction of the bridges and
7 the Trail. Because the contract represented a commitment of a significant amount
8 of money, petitioners argue that the real decision to approve the bridges (if not
9 the Trail) was made in the non-land use proceeding leading to the contract, and
10 that the concurrent land use proceeding was merely a *pro forma* exercise, a
11 foregone conclusion.

12 The county’s March 28, 2019 decision (Yamhill County Board Order 19-
13 94) to approve the Trail was made on remand of the county’s initial decision to
14 adopt Ordinance 904, which ordinance the county erroneously believed was
15 sufficient to authorize construction of the Trail. Those initial legislative
16 proceedings leading to adoption of Ordinance 904 involved a public hearing at
17 which petitioners appeared and presented evidence and argument that, among
18 other things, the proposed Trail did not comply with the farm impacts test at ORS
19 215.296. The commissioners disagreed, adopting findings that the proposed Trail
20 complied with ORS 215.296. As noted, in *Van Dyke I*, we remanded the initial
21 decision in part for more adequate findings on the farm impacts test, and other
22 applicable approval criteria, including the CUP standards at YCZO 1202. On

1 March 7, 2019, on remand, the commissioners conducted a second public
2 hearing, at which petitioners again presented evidence and argument that the Trail
3 did not comply with the farm impacts test and other applicable standards. At that
4 point, after an initial public hearing and an initial decision to approve the Trail,
5 followed by a second public hearing on remand and the close of the evidentiary
6 record, it would be very strange if based on the evidence presented in both the
7 initial and remand proceedings the commissioners had not formed *some* initial
8 opinion on the merits of whether the Trail *could be* approved under the applicable
9 land use standards. Such predisposition in a remand proceeding is an
10 unavoidable consequence of human nature. Whatever the degree of
11 predisposition or prejudgment present in March 14, 2019, it was apparently
12 sufficient for the commissioners, in their *proprietary capacity as owner of the*
13 *railroad right-of-way*, to vote on that date to expend public funds to hire an
14 engineering firm to design the three bridges that will be necessary to construct
15 the Trail. The question on appeal is whether the degree of prejudgment exhibited
16 by that March 14, 2019 vote was such that the commissioners, *in their*
17 *representative capacity as land use decision makers in the land use proceeding*,
18 had thereby become incapable of determining the merits of the land use
19 application, based solely on the evidence and arguments presented in the initial
20 and remand proceedings.

21 We conclude the answer is no. The chronology in the present case more
22 plausibly suggests that causation moved in the opposite direction: the evidence

1 presented in the initial and remand land use proceedings at that point was
2 sufficient to convince the commissioners—in their proprietary capacity as the
3 property owner—that land use approval was likely, and therefore it was an
4 acceptable financial risk to spend money for bridge design prior to obtaining final
5 land use approval.⁶

6 Petitioners have the burden on appeal of demonstrating that the
7 commissioners were *incapable* of determining the merits of the land use
8 application, based solely on the evidence and arguments presented in the initial
9 and remand proceedings. That is an extremely difficult standard to meet. We
10 conclude that petitioners have not met that burden. Whatever judgment formed
11 the basis for the commissioners' decision on March 14, 2019, to take the risk of
12 expending money for bridge design work prior to land use approval was based,
13 most probably, on the commissioners' tentative evaluation of the evidence and
14 arguments presented in the initial and remand land use proceedings. That
15 judgment of financial risk did not, as far as petitioners have established, commit

⁶ As we understand it, the actual timing of the March 14, 2019 decision to authorize county representatives to enter into the bridge design contract may have been driven in part by the need to complete design work in time to begin construction of the main bridge by fall 2019, and complete construction by early spring 2020, which was apparently a condition or requirement of a grant that the county obtained from the Oregon Department of Transportation (ODOT) for design and construction of the proposed Trail. If so, that calculus presumably also played a role in the commissioners' evaluation of the financial risk of spending money for bridge design prior to obtaining final land use approvals.

1 the commissioners to approve the land use matter before them, or otherwise
2 render them incapable of determining the merits of the land use matter.
3 Accordingly, petitioners’ arguments regarding bias and prejudgment do not
4 provide a basis for reversal or remand.

5 The Third Assignment of Error, First Subassignment is denied.

6 **B. Second Subassignment of Error: New Evidence**

7 As noted, on March 25, 2019, the senior assistant county counsel,
8 representing the county as the applicant, submitted draft findings and conditions
9 of approval, as part of the applicant’s final written argument. Record-2 91–150.
10 Petitioners argue that one of the proposed conditions, Condition (1)(e), which the
11 commissioners ultimately adopted, includes or is based on “new evidence.”
12 Consequently, petitioners argue, the county was required to allow petitioners to
13 rebut that new evidence.

14 ORS 197.763(6)(e) provides that “the local government shall allow the
15 applicant at least seven days after the record is closed to all other parties to submit
16 final written arguments in support of the application. The applicant’s final
17 submittal shall be considered part of the record, but shall not include any new
18 evidence.” ORS 197.763(9) defines “argument” and “evidence” as follows:

19 “(a) ‘Argument’ means assertions and analysis regarding the
20 satisfaction or violation of legal standards or policy believed
21 relevant by the proponent to a decision. ‘Argument’ does not
22 include facts.

23 “(b) ‘Evidence’ means facts, documents, data or other information
24 offered to demonstrate compliance or noncompliance with the

1 standards believed by the proponent to be relevant to the
2 decision.”

3 As proposed and adopted, Condition 1(e) states:

4 “At the location of the intersection of the trail corridor with the right-
5 of-way of Fryer Road, the county shall continue the trail corridor
6 fencing west [along Fryer Road] to the western boundary of the
7 Dromgoole property (the part of the property that is zoned EF-80),
8 unless the property owner provides written notice to the county that
9 the owner does not wish to have a fence installed. *The county shall*
10 *have no responsibility to extend the corridor fencing in this manner*
11 *if a fence is installed at this location as part of the approved 12-acre*
12 *solar installation planned to abut the trail at its intersection with the*
13 *Dromgoole property adjacent to Fryer Road.” Record-2 149*
14 (emphasis added).

15 Petitioners contend that Condition 1(e) introduces “new evidence” into the
16 record, namely, that a 12-acre solar farm is planned to abut the trail, and that the
17 solar farm may include a fence along Fryer Road, in which case the county would
18 not install a fence of its own along Fryer Road. Petitioners argue that the county’s
19 failure to allow petitioners to rebut Condition 1(e) prevented petitioners from
20 raising issues regarding whether a fence around the solar farm would be as
21 capable of preventing dogs, people, and trash from entering adjacent farm
22 properties as the fence that the county would otherwise install.

23 Carlton argues that Condition 1(e) was intended to address concerns raised
24 by one farmer, a petitioner, that fencing should be extended along Fryer Road to
25 prevent trail users from trespassing onto that farmer’s land at the intersection of
26 the Trail and Fryer Road. Carlton argues that petitioners should not be surprised
27 that Condition 1(e) includes a contingency to address the possibility that one of

1 the petitioners would convert the land to a solar farm, a non-farm use. Carlton
2 also argues generally that petitioners do not have a right to “rebut” conditions of
3 approval or a right to challenge, during the proceedings below, the efficacy of a
4 condition.

5 It is not clear to us whether the contingency included in Condition 1(e)
6 constitutes “new evidence” within the meaning of ORS 197.763(6)(e) and (9).
7 Whether a solar farm is sited at the intersection of the Trail and Fryer Road, and
8 the characteristics of a fence surrounding that non-farm use, have no obvious
9 bearing on compliance or noncompliance with any approval standards that apply
10 to the Trail. Nonetheless, as explained under the first assignment of error, below,
11 remand is necessary for the county to adopt new findings, based on new evidence,
12 regarding compliance with the farm impacts test, including the efficacy of the
13 fence the county proposes to construct between the Trail and surrounding land in
14 farm use. If petitioners wish to raise new issues regarding the solar farm and
15 fencing that might arise under the contingent terms of Condition 1(e), the county
16 should provide an opportunity for petitioners to do so.

17 The Third Assignment of Error, Second Subassignment is denied.

18 **C. Third Subassignment of Error: Application Requirements and**
19 **Evidentiary Submittals**

20 In a portion of this subassignment of error, petitioners contend that the
21 county committed procedural error by failing to require the county/applicant to
22 submit a CUP application on remand. As noted, in *Van Dyke I*, LUBA held that

1 the county can approve construction of the Trail only pursuant to a quasi-judicial
2 procedure, specifically the county's "Type B" quasi-judicial procedure, which is
3 typically used for discretionary permit approvals. YCZO 1301.01(B)(2) provides
4 under the "Type B" procedure that the applicant must "submit an application to
5 the Department on a form prescribed by the Director." According to petitioners,
6 the county application form requires certain information, including the precise
7 footprint of the proposed use, site plans showing the proposed use and the
8 surrounding area, and a written explanation of how the application complies with
9 approval criteria. However, petitioners argue that on remand the
10 county/applicant submitted no CUP application of any kind, or any of the
11 information required by the application form. Instead, petitioners argue, the
12 county/applicant initiated the remand proceeding simply by submitting a letter to
13 the county requesting that the county conduct proceedings on remand. Record-2
14 2334. According to petitioners, on remand the county/applicant submitted no
15 application and no materials at all in support of the application until March 14,
16 2019, seven days *after* the public hearing. Record-2 835-93. Petitioners argue
17 that it was only at that point that it became clear that the scope of the proposed
18 conditional use included only the 2.82-mile segment of the Trail proposed for
19 immediate construction, not the entire 12.48-mile portion of the railroad right-of-
20 way owned by the county, which was the subject of Ordinance 904. Petitioners
21 contend that their substantial rights were prejudiced, because not until a week
22 *after* the hearing did petitioners know that the scope of the proposed conditional

1 use included only the 2.82-mile segment, and not the entire 12.48-mile segment
2 that is the subject of Ordinance 904, and accordingly petitioners had to expend
3 scarce time and resources addressing both segments at the public hearing.

4 Carlton responds that the staff report issued seven days before the hearing,
5 and notices sent to all petitioners, which included maps of the 2.82-mile segment,
6 make it clear that the scope of the proposed conditional use included only the
7 2.82-mile segment of the right-of-way proposed for immediate development, and
8 did not include the entire 12.48-mile right-of-way owned by the county. Record-
9 2 2316–562. If petitioners were confused on that point, Carlton argues, it was not
10 due to any procedural error by the county. With respect to YCZO 1301.01(B)(2),
11 Carlton argues that the planning director has the discretion under that code
12 provision to accept the original legislative application as the CUP application, for
13 purposes of the remand proceeding, and to accept the information in the original
14 legislative record as the information required by the CUP application form.

15 We agree with Carlton that petitioners have not demonstrated that any
16 procedural error the county committed on remand prejudiced petitioners. ORS
17 197.835(9)(a)(B) (LUBA may remand for procedural error that prejudices the
18 substantial rights of the petitioner). The original legislative application proposed
19 initial development of only the 2.82-mile segment of the 12.48-mile right-of-way
20 owned by the county. The staff report and notices sent on remand indicated that
21 the scope of the CUP sought on remand included only the 2.82-mile segment.
22 Record-2 2316–562. For whatever reason, petitioners chose to present evidence

1 at the public hearing opposing development of the entire 12.48-mile right-of-way
2 owned by the county, although neither Ordinance 904 nor anything submitted by
3 county staff or the county/applicant on remand suggested that the scope of the
4 proposed CUP included more than 2.82-mile segment proposed for development
5 in the original application.

6 To the extent petitioners argue that the county/applicant failed to provide
7 a narrative addressing compliance with the CUP criteria or waited until the end
8 of the open record period following the hearing to submit evidence to establish
9 whether the proposed Trail complied with the CUP standards at YCZO 1202,
10 petitioners fail to establish that they were prejudiced by either action. Record-2
11 835–93. Accordingly, petitioners’ arguments under this subassignment of error
12 have not established a basis for reversal or remand. However, as discussed below,
13 remand is necessary in any case for the county to conduct new evidentiary
14 proceedings and adopt new findings under the farm impacts test. If on remand
15 petitioners wish an additional opportunity to respond to any evidence the
16 county/applicant submitted during the open record period regarding compliance
17 with YCZO 1202, the county should provide that opportunity.

18 The Third Assignment of Error, Third Subassignment is denied.

19 The Third Assignment of Error is denied.

20 **FIRST ASSIGNMENT OF ERROR**

21 In *Van Dyke I*, we remanded the county’s initial legislative decision in part
22 for more adequate findings addressing the farm impacts standard at ORS

1 215.296(1), and the county implementation at YCZO 402.07. ORS 215.296
2 provides in relevant part:

3 “(1) A use allowed under ORS 215.213 (2) or (11) or 215.283 (2)
4 or (4) may be approved only where the local governing body
5 or its designee finds that the use will not:

6 “(a) Force a significant change in accepted farm or forest
7 practices on surrounding lands devoted to farm or
8 forest use; or

9 “(b) Significantly increase the cost of accepted farm or
10 forest practices on surrounding lands devoted to farm
11 or forest use.

12 “(2) An applicant for a use allowed under ORS 215.213 (2) or (11)
13 or 215.283 (2) or (4) may demonstrate that the standards for
14 approval set forth in subsection (1) of this section will be
15 satisfied through the imposition of conditions. Any conditions
16 so imposed shall be clear and objective.”

17 ORS 215.203(2)(c) defines “accepted farming practice” as “a mode of
18 operation that is common to farms of a similar nature, necessary for the operation
19 of such farms to obtain a profit in money, and customarily utilized in conjunction
20 with farm use.”⁷

21 A “significant” change in accepted farm practices is one that is likely to
22 have an important influence or effect on the farm practice at issue. *SDC-IV*, 364

⁷ After county approval of the conditional use permit, ORS 215.203 was amended, pursuant to House Bill (HB) 2844, to refer to “accepted farm practice.” We refer to the version of 215.203 that was applicable to the conditional use permit approval.

1 Or 432, 447. A “significant” increase in the cost of a farm practice is one that
2 represents an influential or important increase in the cost of that farm practice.
3 *Id.* The farm impacts test is applied to specific farm practices on individual
4 farms. In addition, the applicant and county must also consider aggregate or
5 cumulative impacts across all farm practices on a single farm unit. *Id.* at 459–
6 60.

7 In eight subassignments of error, including multiple sub-subassignments
8 of error, petitioners challenge the county’s findings of compliance with the farm
9 impacts standard, and the conditions the county imposed to ensure compliance
10 with the standard.

11 **A. First Subassignment of Error: Farm Impacts**

12 Petitioners challenge the findings addressing three specific allegations that
13 the Trail significantly impacts farm practices on surrounding farms. The findings
14 generally conclude with respect to each type of impact that the impact is not
15 significant, or can be rendered insignificant with conditions.

16 **1. Setbacks for Pesticide Use**

17 Some of petitioners’ farms adjoin the 60-foot right-of-way where the Trail
18 will be located, and farming activities on some of those farms abut and even enter
19 the right-of-way. The Trail itself will occupy only a portion of the 60-foot right-
20 of-way.

21 The county found that pesticide and herbicide application is an accepted
22 farm practice on farms adjoining the Trail. Record-2 24. Petitioners cite to

1 evidence that the label for one of the herbicides commonly applied, Gramoxone,
2 includes warnings not to use “around” recreational parks or playgrounds.
3 Record-2 2066. Petitioners cite to a letter from a staff person at the Oregon
4 Department of Agriculture (ODA) to the effect that, based on dictionary
5 definitions, “around” means “[i]n the vicinity of; near or close-by,” and that the

6 label restriction could “preclude applications in fields adjacent to the trail or
7 sensitive sites identified in product labeling.” Record-2 1629. Petitioners also
8 cite to testimony that some farmers use pesticides, Lorsban and Yuma 4E, that
9 require up to a 100-foot setback from sensitive sites such as “pedestrian
10 sidewalks” or “outdoor recreational areas.” Record-2 2094, 2250. Petitioners
11 argue that farmers are required by law to obey pesticide product labels, and that
12 converting the railroad right-of-way to a new recreational facility means that
13 farmers must now create a setback on their properties and cease applying certain
14 pesticides within that setback area. Petitioners contend that inability to apply
15 pesticides on a portion of the fields adjoining the Trail represents a significant
16 change in farm practices. According to petitioners, the county’s findings
17 erroneously characterized this testimony to be limited to pesticide drift or
18 overspray from adjoining fields onto the county-owned Trail, and rejected that
19 testimony on the grounds that adjoining farmers have no right to allow pesticides

1 to “drift” onto another property.^{8 9} Petitioners contend that the testimony on this
2 point has nothing to do with drift or overspray, but rather with setbacks that are

⁸ As we understand it, “drift” and “overspray” are somewhat different things. “Drift” refers to circumstances where pesticide is directed to an intended, limited area, but due to wind shifts or other environmental factors the pesticide droplets “drift” outside the intended spray area onto other property. “Overspray” is a similar concept but involves operator error, where the operator accidentally sprays outside the designated spray area. Overspray is presumably more of a problem with aerial spraying than ground applications.

⁹ The findings state, in relevant part:

“With regard to spraying, state and federal law currently prohibit the spraying of pesticides and/or herbicides and/or fungicides (herein, ‘pesticides’) or other substances potentially harmful to human health on people or on property other than property owned or otherwise under the control of the farm operator. Pesticide labels, generally, indicate that they should not be sprayed on workers or on others, on livestock or other animals, or applied in a manner likely to cause them to ‘drift’ off-site. (see ORS 634.372(2) and (4)). Some labels state that they should not be used ‘around’ certain uses [where] the public is likely to be, with no specific definition of ‘around,’ and apparently leaving it to the best judgment of the applicator, Farmers or spray operators who allow pesticides to drift can currently be held ‘strictly liable’ because such activities can be considered ‘abnormally dangerous.’ Actions for trespass and negligence are currently not foreclosed by right-to-farm laws, even as those laws provide limited protection to farm operators for pesticide use that is ‘done in a reasonable and prudent manner.’ (See ORS 30.939). It is not the county or anyone else associated with the trail or its use that is proposing rules that might limit spraying within the boundaries of a farm, and any increased cost due to a new administrative rule adopted by the federal or state government is not a cost that can logically be attributed to users of the proposed trail. Overspray is not an accepted farm practice.” Record-2 24–25.

1 mandated under pesticide labeling when the application area is near a recreational
2 facility such as the proposed Trail, even in the complete absence of actual or
3 potential drift or overspray.

4 The county responds that petitioners err to the extent they argue that it is
5 an “accepted farming practice” to overspray or allow pesticides to drift onto
6 adjoining property. We agree with the county on that point. As the findings
7 note, state law generally prohibits application of pesticides in a manner that
8 causes pesticide drift off-site onto other property, and such off-site applications
9 would likely not be protected under Oregon’s Right-to-Farm laws. *See* ORS
10 30.930(2) (defining “[f]arming practice” for purposes of the Right-to-Farm law
11 to mean a mode of operation that is a generally accepted, reasonable and prudent
12 method that complies with applicable laws); *see also* ORS 30.939 (governing use
13 of pesticides as a farming practice). The county correctly concluded that
14 applying pesticides in a manner that causes overspray or drift onto adjoining
15 properties is not an accepted farming practice, for purposes of ORS 215.296(1).

16 We understand petitioners to argue, however, that the labels for some
17 pesticides and herbicides, such as Gramoxone, effectively require a setback of an
18 undefined width from certain sensitive uses, such as recreational areas, regardless
19 of whether drift occurs or not. Similarly, petitioners argue that some pesticides,
20 such as Yuma 4E, specify a minimum setback of up to 100 feet from sensitive
21 uses such as residential and recreational areas. Because the Trail will be located
22 adjacent to fields where such pesticides and herbicides are currently applied

1 without any required setback, petitioners argue that affected farmers will
2 necessarily have to supply the appropriate setback on their own lands, and cease
3 use of certain pesticides and herbicides within the appropriate setback area, which
4 will constitute a significant change in the accepted farming practice of applying
5 pesticides and herbicides.

6 Finding 11.8.5 addresses Gramoxone, concluding that the prohibition on
7 applying it “around” recreational areas is unclear, but appearing to agree with the
8 definition cited in the ODA letter that “around” suggests that Gramoxone should
9 not be applied in “close proximity” to the Trail.¹⁰ However, the findings conclude

¹⁰ Finding 11.8.5 states, in relevant part:

“With regard to a warning on the Gramoxone label: the phrase ‘Do not use around home gardens, schools, recreational parks, golf courses or playgrounds’ is unclear in the use of the term ‘around,’ and appears to suggest that it should not be used in close proximity to such a use or facility. Gramoxone is an herbicide. Other than the warning not to use it ‘around’ the specified uses, there is no basis, on the label or elsewhere, to conclude that the Van Dykes cannot continue to use the herbicide on their own property. There is also no reasonable basis for concluding that the Van Dykes cannot manage spray applications along the edges of their fields to avoid overspray, or to avoid spraying in a manner that requires that they use the property of others and public rights-of-way as a buffer for their spray activities. The trail itself is anticipated to occupy a 12-foot paved surface and adjacent horse path within a 60-foot wide corridor. As explained elsewhere in these findings, farm operators must comply with established legal spray setbacks for farmworkers and others on their own property, but are not otherwise constrained with regard to neighboring properties. In any case, the responsibility for using any pesticide product lies with the person applying the pesticide.

1 that “there is no basis, on the label or elsewhere, to conclude that the Van Dykes
2 cannot continue to use the herbicide on their own property.” Record-2 68. The
3 findings suggest it is possible for farmers to spray all portions of their fields
4 without the need for internal or external buffer areas and without causing
5 overspray or drift, if farmers make minor changes to the way they apply
6 pesticides and herbicides, such as not spraying when they see people on the Trail.
7 Elsewhere the findings suggest that farmers can spray at night, when Trail usage
8 would be minimal.¹¹ Record-2 25–26. Finding 11.8.5 characterizes such minor

Currently, good sight distances along the Van Dyke fields will make it possible to know whether anyone is on the trail, and to act accordingly. That is not a ‘significant’ farm impact, it is an inconvenience of the kind that farmers operating along public rights-of-way and borders with neighboring property owners have always dealt with, mostly in a responsible manner as the bulk of testimony received by the Board confirms. The same is true regarding reasonable effort to schedule spraying when it is less likely that anyone will be on the trail. It is also possible that the Master Plan can address additional warning signs posted during and following spray activities, and use of temporary barricades to temporarily close the trail. Those warnings, barricades and other protocols are not for the purpose of meeting the farm impact test because overspray is not an accepted farm practice. They are offered in the interest of good coordination and cooperation between the county and its neighbors and in the interest of avoiding negative impacts to farmers or the farm economy.” Record-2 68–69.

¹¹ Finding 8.8.5 states:

“Under existing spray regulations, it is possible that reasonable and prudent precautions can be taken, at little cost, to minimize potential conflicts between farmers and/or spray operators and trail users. It

may be possible to schedule spraying in the early morning or at other times when trail use is light. One spray applicator indicated that, when possible, he sprays in the evening or at night; when wind conditions are more favorable, bees are not active and sunlight does not break down the chemical spray. Sign details will be established through the master planning process, which is scheduled to begin at the time of these findings. Posted signs will include clear notice that the trail is for day use only. Even during the night, spray operators are required to avoid spraying the property of others, whether or not there are people or animals located there. Signs can be posted on the trail at both ends of a stretch of trail near locations where spraying is scheduled to take place. Such signs are currently available, and have been seen in use along the corridor near Gaston. Temporary barriers, with signage, might be employed to prevent trail users from risking contact with pesticide drift. These matters should be addressed in the master planning process, but it is feasible to post warning signs and to erect temporary barriers on the trail to accommodate spray applicators, and such measures should be allowed if doing so may reduce risks to farmers of possible complaints or lawsuits. The added inconvenience to farm operators is not part of the farm impact standard calculus, because overspray is not an accepted farm use under any circumstances. Such measures, taken whenever necessary (and as to be addressed in the master plan) along with fencing and signage, reduce the risk of increased insurance premiums and potential lawsuits arising from trail use to a level at which those risks and expected costs cannot be considered significant. Such measures help to make coping with trail use adjacent to farm uses no different in terms of risk management than farming adjacent to a State Highway, county road, or other public road. State law already requires that farmers and spray operators be trained in proper methods of applying pesticides and that they follow the label instructions of the spray being applied. Off-site pesticide drift is never allowed. The county, or other trail manager is capable of cooperating fully with neighboring farm operations to ensure that reasonable and prudent steps are taken by all parties to avoid accidental poisoning of trail users.” Record-2 25–26.

1 changes as mere inconveniences, not amounting to “significant” changes or
2 increased costs. The findings dispute that the farmers are entitled to any kind of
3 external buffer area on the adjoining county-owned right-of-way, but note that
4 the Trail itself will occupy only a portion of the 60-foot right-of-way. We
5 understand the county to conclude that any alleged need for an internal buffer on
6 adjacent farm land based on the Gramoxone label is eliminated by the fact that
7 the paved path and horse path will be located in the approximate center of the 60-
8 foot-wide right-of-way, which means that there will be a *de facto* external buffer,
9 perhaps as much as 24 feet in width, between adjacent farm land and people or
10 animals using the Trail.

11 The findings do not address the pesticides Lorsban and Yuma 4E, which
12 have warning labels that require setbacks from residential and recreational areas
13 varying from 10 feet for ground spraying at certain application rates up to 100
14 feet for aerial spraying at certain application rates. Record 2094, 2250. In its
15 response brief, the county argues that the Van Dykes use ground spraying, not
16 aerial spraying, and hence would require only a 10-foot setback, which could
17 easily be provided on the Van Dykes’ property without significant changes to
18 farm practices. Further, the county argues that while it has no obligation to
19 provide a buffer on its 60-foot-wide right-of-way, the paved portion of the right-
20 of-way used by people and animals will be more than 10 feet from the Van
21 Dykes’ property.

1 We agree with petitioners that the county's findings regarding setbacks
2 required by pesticide and herbicide labels are inadequate and fail to demonstrate
3 compliance with the farm impacts test. First, based on the evidence cited to us
4 with respect to Gramoxone, Lorsban and Yuma 4E, and perhaps other pesticides
5 and herbicides, a setback of some kind is required between the application area
6 and certain sensitive uses, such as recreational areas, and that setback is required
7 independently of a prohibition on drift or overspray. In other words, a farm
8 operator must comply with the applicable setback, even if on a particular day the
9 wind is blowing in a direction that would prevent any drift toward a nearby
10 sensitive use and no overspray occurs. Consequently, it could certainly be the
11 case that a farm operator would be required to provide a setback on their land due
12 to a proposed sensitive use (recreation) on adjoining land, even if there is zero
13 potential for drift or overspray. Second, the labels in the record appear to require
14 a setback from certain "areas," not a setback from people or animals that are
15 present, so the county's suggestion that farmers could simply wait to spray until
16 no one is seen using the Trail does nothing to obviate the need to comply with
17 the appropriate setback. Third, the county appears to presume that any setback
18 or buffer area must be measured from the edge of the paved Trail (or perhaps the
19 horse path; it is not clear where the horse path will be located within the right-of-
20 way). However, again the labels cited to us appear to require setbacks from
21 sensitive "areas," which in the case of a recreational facility such as the Trail may
22 include adjacent undeveloped areas within the right-of-way if dogs or children

1 might wander off the paved trail. The sensitive area is not necessarily limited to
2 the paved portion of the Trail.

3 We conclude that remand is necessary for the county to adopt more
4 adequate findings regarding any setback or buffer required by pesticide or
5 herbicide labeling. In doing so, the county will likely have to make specific

6 factual findings about specific setbacks required by particular chemicals on
7 particular farming operations on surrounding farmlands, and whether operation
8 of each setback would force a significant change in farm practices. Specifically,
9 the county must adopt findings addressing application of Gramoxone, Lorsban,
10 Yuma 4E and any other pesticide, herbicide, etc., identified in the record that may
11 require a setback of some kind from the Trail. The setback for Gramoxone
12 appears to be most problematic, as it does not provide a numeric setback, but
13 instead prohibits application “around” recreational areas, which the county
14 understood to mean in “close proximity to.” The county will likely need to
15 conduct further fact-finding to determine what is an appropriate setback for those
16 farms using Gramoxone.

17 Based on the labels cited in the record, the appropriate width of setbacks
18 for those pesticides and herbicides with numeric setbacks depends on several
19 variables, including application rates and method of delivery. Some of the farms
20 adjoining the Trail apparently use aerial application, which generally requires a
21 larger setback, while others use ground sprays from booms, or other methods,
22 which require smaller setbacks. As we acknowledged above, applying pesticides

1 in a manner that causes overspray or drift onto adjoining properties is not an
2 accepted farming practice for purposes of ORS 215.296(1). The setback from
3 sensitive uses that is required on individual farms, based on pesticide label
4 restrictions, therefore must be determined based upon application methods which
5 avoid overspray and drift. The county will likely need to conduct further fact-
6 finding on these points to determine the appropriate setbacks for different farm
7 operations, and to gather the information needed to determine whether the
8 appropriate setback forces a significant change in farm operations.

9 The First Assignment of Error, First Subassignment, Sub (1) is sustained.

10 **2. Seed Certification and Grass Isolation Strips**

11 Petitioners provided testimony that at least one adjoining farm operation
12 (the Van Dykes) grows high-quality grass seed on both sides of the right-of-way,
13 grass seed which is certified to be free of contamination from weeds. To obtain
14 this certification, the Van Dykes have in past years sprayed the railroad right-of-
15 way to prevent weeds, which allows certified grass seed to be grown up to the
16 borders of their farm property on both sides of the right-of-way, without fear of
17 contamination. Effectively, this practice allowed two fields to be treated as a
18 single continuous field for purposes of certification. The Van Dykes testified that
19 in the absence of spraying on the right-of-way, they would have to create
20 “isolation strips” on either side of the right-of-way up to 465 feet wide, to prevent
21 weed seeds and other contaminants from the right-of-way from impacting the
22 certified grass fields and causing them to lose the financially valuable

1 certification. In effect, they would have to shrink the scope of the certified fields,
2 and would be able to grow only uncertified grass seed within 465 feet on either
3 side of the right-of-way, which petitioners argue would force a significant change
4 in farm practices and result in a significant decrease in crop value, because
5 uncertified grass seed is far less valuable.

6 The county rejected this argument, concluding that adjoining farmers had
7 established no legal right to spray the right-of-way, and that spraying adjoining
8 property without permission from the landowner is not an accepted farm practice
9 for purposes of the farm impacts test.¹² We agree with the county that the practice
10 of spraying the right-of-way without permission of the property owner or other
11 legal right to do so is not an “accepted farming practice.” Petitioners fault the

¹² In Finding 11.8.2, the county stated:

“The county accepts as true that the Van Dykes have been spraying the corridor to protect their own crops, but rejects the claim that they ever had the right to spray the property, without permission, while it was owned by [Union Pacific] UP or under county ownership. The county is willing to cooperate with the Van Dykes with the goal of preventing nuisance plant species from growing in the corridor, but it is not an ‘accepted farm practice’ to spray the property of another without permission, even if doing so increases farm profits. The Van Dykes claim massive losses in farm income based on something they know is not true—the claim first made in this land use process that they have the current right to ‘control’ the corridor. The corridor has never been part of any tax lot that they own, as shown on every tax lot map in the record. It is not an ‘accepted farm practice’ to exercise control over the land of others without permission.”
Record-2 67.

1 county for failing to give effect to their claims of a prescriptive easement or
2 similar legal right to continue spraying the right-of-way. However, as we
3 explained in *Van Dyke I*, and discuss further below, neither the county nor LUBA
4 is in a position to resolve the merits of petitioners' various claims to own, control,
5 or use the right-of-way. Only the circuit court can resolve those claims, and
6 petitioners presented no evidence that the appropriate judicial body has done so.
7 We agree with the county that for purposes of the farm impacts test, the county
8 is not required to regard as an "accepted farming practice" the use of property
9 that the affected farmer has not established the right to use or control. If adjoining
10 farmers are now forced to provide isolation strips to maintain their certifications
11 because they can no longer spray the right-of-way, that is not a consequence of
12 the proposed Trail.

13 The First Assignment of Error, First Subassignment, Sub (2) is denied.

14 **3. Application Exclusion Zones (AEZ)**

15 In January 2019, the Oregon Occupational Health and Safety
16 Administration (OSHA) adopted an administrative rule that imposes an
17 "Application Exclusion Zone" of up to 150 feet from pesticide application
18 equipment when in operation. OAR 437-004-6405. As we understand it, the
19 AEZ is not fixed geographically, but surrounds the application equipment,
20 moving as the equipment moves.¹³ Under the rule, employers must generally

¹³ OAR 437-004-6405(3) provides:

1 ensure that employees and others who are not trained applicators are not within
2 an AEZ during pesticide application.

3 During the proceedings below, petitioners' cited guidance published by the
4 ODA indicating that to comply with the rule farmers must, in ODA's opinion,
5 temporarily suspend pesticide application in circumstances where spray

6 equipment is operated close to property borders, the AEZ extends off the property
7 being sprayed, and people are present within that off-site AEZ. Record-2 1018;
8 *see also* Record-2 1632 (e-mail from ODA staff). Petitioners argued to the county
9 that because the AEZ can extend to off-site properties farmers will be forced to
10 significantly change their pesticide application practices in circumstances when
11 people are present on the Trail within an AEZ that extends off the farm property.
12 Petitioners argue that farmers will have to cease applying pesticides close to
13 property boundaries, or incur the expense of hiring spotters to tell the applicator
14 when persons are present on the Trail.

15 The county rejected those arguments, primarily because the county
16 understood petitioners to be arguing that they have the right to overspray or allow

“Application Exclusion Zone (AEZ): The AEZ is an area that moves with and exists in relationship to the application equipment. The number of feet shown is the horizontal radius of the area surrounding the application equipment during the application process and may extend beyond the treated area. It extends downward from that horizontal plane to the ground.”

1 drift onto the right-of-way.¹⁴ On appeal, petitioners argue that these findings
2 mischaracterize the issue. According to petitioners, the OSHA rule imposes
3 obligations on farmers regardless of whether overspray can or does occur. We
4 agree with petitioners that the issue presented is not resolved by simply

¹⁴ The county adopted several findings on this point, including:

“9.9.5 [Petitioners] then placed into the record additional guidance from the Oregon Department of Agriculture (ODA). In that guidance, ODA indicates that that ‘The Application Exclusion Zone (AEZ) requires that an applicator suspend the pesticide application if a person or individuals on an adjoining site may be within an established AEZ. Applicators utilizing ground spray equipment must suspend the application if persons or individuals on the adjoining site are within 25 feet of the pesticide application, 100 feet if utilizing airblast or aerial application. The applicator must evaluate the conditions and may resume application only if the application may be continued without resulting in contact with individuals off of the target site.’

“9.9.6 ODA’s advice is logical, but it is not found in any rule adopted by Oregon OSHA or ODA. The likely reason that ODA’s advice is not found in any adopted rule is because it is illegal for farm operators to spray property that does not belong to them, whether there are people or animals present, or not. * * *

“9.9.7 The argument being made repeatedly by [petitioners]—that the presence of people on the trail affects the farm practices or costs—can only be correct is farm operators currently have the right to spray property that does not belong to them, as long as there are no people there. The county is only required to analyze potential impacts to ‘accepted farm practices’ taking place on neighboring farms. It is not an accepted farm practice, currently, for a farm operator to spray or over spray the private property of others, or government owned property or rights-of-way.” Record-2 40.

1 concluding that farmers have no right to spray adjoining property. If the OSHA
2 rule requires that farmers take action in circumstances where an AEZ extends to
3 off-site property, as the ODA guidance says it does, then the presence of persons
4 using the Trail within an AEZ could potentially trigger impacts for adjoining
5 farmers for purposes of the farm impacts test, even in the complete absence of
6 overspray or drift. For example, if wind or other environmental conditions were
7 such that it is physically impossible to spray an adjoining property, the applicator
8 would still have to comply with the rule and its requirements.

9 The findings go on to reject ODA's view that the OSHA rule imposes
10 obligations on farmers with respect to persons on off-site properties, even in
11 circumstances where an AEZ would extend onto adjoining property. The
12 findings cite the testimony of OSHA personnel that the rule is intended to protect
13 only farmworkers or others, such as occupants of labor housing, who are present
14 on the farm on which pesticides are applied, and is not intended to protect persons
15 located on adjoining properties. The county's response brief elaborates on those
16 findings, arguing that OSHA's authority extends only to workplace safety and
17 that the new rule explicitly imposes obligations only with respect to workers and
18 occupants of labor housing.

19 We agree with the county that OAR 437-004-6405 does not impose
20 obligations on farmers with respect to persons on off-site properties, even in
21 circumstances where an AEZ extends off-site. The plain language of the rule
22 explicitly imposes obligations only with respect to employees of the farm

1 operator and others, such as farmworkers’ families, who occupy buildings on the
2 farm. All of the obligations imposed by the rule concern persons and structures
3 that are located on the property being sprayed and that are within the farm
4 operator’s control. For example, the main obligations imposed under the rule are
5 to exclude workers and occupants of labor housing from the AEZ, and to seal
6 enclosed agricultural structures. Nothing in the rule states, or suggests, that a
7 farm operator has obligations *under the rule* to take action with respect to persons
8 or structures located off-site, over which the operator presumably has no control.

9 In short, the county correctly concluded that OAR 437-004-6405 does not
10 require adjoining farmers to take action to protect persons or structures located
11 off-site. Other laws and administrative rules certainly may, but OAR 437-004-
12 6405 does not. Accordingly, OAR 437-004-6405 plays no role in evaluating
13 whether the proposed Trail complies with the farm impacts test.

14 The First Assignment, First Subassignment of Error, Sub (3) is denied.

15 The First Assignment, First Subassignment of Error is sustained in part.

16 **B. Second Subassignment of Error: Conditions to Reduce Farm**
17 **Impacts**

18 Petitioners contend that the county erred in concluding that conditions
19 imposed will reduce three types of alleged impacts to insignificance, or otherwise
20 ensure compliance with the farm impacts test.¹⁵

¹⁵ Petitioners raised three subassignments of error under the Second Subassignment of Error. We have split the first subassignment of error into two;

1 **1. Fencing**

2 To address potential impacts from Trail users on farm operations, such as
3 trespass, trash, dogs harassing livestock, etc., the county imposed Condition 1(a),
4 requiring that the county/applicant construct a fence between the Trail and
5 adjoining farms.¹⁶ Under Condition 1(d), the county will negotiate with certain

accordingly, we address four subassignments of error under the Second Subassignment of Error.

¹⁶ Condition 1 provides, in relevant part:

“Prior to formally opening a multi-modal trail in the segment of corridor between State Highway 240 and the City of Carlton:

“(a) Fencing, capable of preventing dogs and people from entering adjacent farm fields, shall be installed by the county along the entire trail segment, unless an owner of adjacent land indicates that such fencing is not necessary to separate that owner’s land from the trail corridor; and

“(b) Signage shall be installed at each point of trail entry from a public right-of-way or trailhead, directing and warning trail users not to trespass onto adjacent lands; not to touch, pet, or otherwise harass livestock; indicating that agricultural uses are taking place in the area, and to expect potential dust, noise, agricultural and pesticide smells; and indicating that, at designated agricultural trail crossings, delays may occur, and that farm operators and machinery have the right-of-way over pedestrians and other trail users.

“* * * * *

“(d) The county will seek to enter into good-faith negotiations with the Van Dykes, the Eramos, Dromgoole and the McCarthys and/or their successors in interest to establish for each of these owners a license to cross the corridor at an

1 farmers to grant a license to cross the right-of-way to access fields on the other
2 side, via gates in the proposed fence. Condition 5 provides that the details of
3 fence and gate construction would be established during a subsequent master
4 planning process. Record-2 73.

5 Petitioners and the Farm Bureau argue that the conditions regarding
6 fencing and gates are flawed in several respects, and are insufficient to reduce
7 impacts to insignificance and ensure compliance with the farm impacts test. First,
8 petitioners and the Farm Bureau argue that the fence required by Condition 1(a)
9 is inadequate, because the findings and conditions do not specify (1) the materials
10 that will be used to construct the fence, (2) how the fence will be designed, and
11 (3) when the fence will be built. Under Condition 5, such details will be
12 determined during the master planning process, but petitioners and the Farm
13 Bureau argue that the master planning process is not a land use process, and
14 petitioners will have no formal opportunity to provide testimony or input on fence
15 materials or design. Further, petitioners and the Farm Bureau argue that
16 Condition 1(a) is flawed because it allows individual farmers to opt out of having
17 any fencing installed along their property boundary, leaving gaps that would
18 potentially allow trespassers to circumvent the fences installed to protect other
19 farms. Finally, petitioners and the Farm Bureau dispute that the signage required

appropriate location or locations, to access fields owned or controlled by them that are currently separated by the trail corridor or to otherwise provide access across the corridor necessary for farming purposes.” Record-2 72.

1 by Condition 1(b) will do much to reduce potential for trespass, harassment of
2 livestock, etc.

3 We generally agree with petitioners and the Farm Bureau that relying on
4 the future master planning process to determine critical details such as fence
5 design, materials, construction and maintenance is a problematic approach to
6 ensuring compliance with ORS 215.296(1). The proposed fence is the primary
7 means identified by the county to prevent or reduce to insignificance a host of
8 farm impacts, most prominently trespass but also a variety of other potential
9 impacts such as preventing trash from blowing onto fields, preventing Trail users
10 from disturbing livestock, and reducing contaminants that might threaten food
11 safety certifications. Condition 1(a) specifies only that the proposed fence must
12 be “capable of preventing dogs and people from entering adjacent farm fields.”
13 If preventing physical trespass from dogs and people were the only purpose of
14 the fence, and the record included evidence that a wide variety of fences could
15 satisfy that purpose, it might be sufficient to impose such a general condition,
16 and leave determinations regarding design, materials, etc., to a subsequent
17 administrative proceeding. But the county relies on the proposed fence to address
18 a wide variety of different potential impacts, which might require different fence
19 designs, materials, construction techniques and maintenance routines, in order to
20 ensure that the Trail will not cause significant impacts on farm practices.

21 Some of the alleged impacts are farm-specific, involving specific types of
22 livestock or particular crops with food safety certifications potentially threatened

1 by contamination. However, the county/applicant proposed no particular design
2 or materials for the fence, and the record includes no evidence cited to us
3 regarding the efficacy of different designs or materials to address or ameliorate
4 all of the potential impacts on farming practices raised by opposing farmers.
5 Those farmers therefore had no opportunity in this proceeding to address the
6 adequacy of any particular design or materials. Instead, the county simply punted
7 all determinations regarding fence design, materials, construction, etc., to a
8 subsequent master planning process that does not offer opportunity for public
9 hearing or other public input.

10 ORS 215.296(2) provides that the applicant “may demonstrate that the
11 standards for approval set forth in subsection (1) of this section will be satisfied
12 through the imposition of conditions. Any conditions so imposed shall be clear
13 and objective.” In our view, given the centrality of the proposed fence to the
14 county/applicant’s demonstration of compliance with ORS 215.296(1), it was
15 incumbent on the county/applicant to propose a particular type or design of fence,
16 with sufficient detail regarding materials and construction to allow the
17 participants and the county decision maker an opportunity to evaluate the fence’s
18 effectiveness to address the different types of impacts it is intended to address.
19 With such evidence in the record, the county decision maker would be in a
20 position to make sustainable findings regarding compliance with ORS
21 215.296(1), and to impose clear and objective conditions of approval to ensure
22 compliance. Absent such evidence, it is difficult if not impossible to craft clear

1 or objective conditions of approval regarding installation of a fence, because it
2 leaves the applicant and county unfettered discretion, in a subsequent
3 administrative proceeding, to determine the type and design of the fence, and the
4 materials used, that will be installed.

5 Further, petitioners argue, and we agree, that Condition 1(a) is not clear
6 and objective, even with respect to its sole specification, that the fence be
7 “capable of preventing dogs and people from entering adjacent farm fields.”
8 Depending on what “capable of preventing” means, the results could range from
9 a four-foot-high picket fence to a 10-foot steel wall topped with razor wire, or
10 anything in between. And, as noted, Condition 1(a) specifies nothing, even in
11 the vaguest terms, with respect to any source of impact on farm practices other
12 than physical trespass by dogs or persons.

13 It is permissible for a local government to find compliance with an
14 applicable approval criterion, based on substantial evidence in the record that
15 considers different feasible solutions to an identified problem, but nonetheless
16 condition approval on subsequent administrative proceedings to determine which
17 of the feasible solutions considered should be adopted. *Meyer v. City of Portland*,
18 67 Or App 274, 678 P2d 741, *rev den*, 297 Or 82 (1984). However, in the present
19 case, the county decision maker did not consider evidence regarding the
20 effectiveness of the proposed fence to address various different types of alleged
21 farm impacts, because no specific fence was proposed, or any evidence submitted
22 regarding a specific fence or a range of fence types, designs and materials.

1 Instead, the county essentially deferred all consideration on these points to the
2 master planning process, which does not provide for a public hearing or input.
3 That was error. *Gould v. Deschutes County*, 216 Or App 150, 171 P3d 1017
4 (2007).

5 Finally, petitioners argue that the provision allowing adjacent landowners
6 to opt out of installing a fence on their property line undermines the effectiveness
7 of any fence, and hence compliance with ORS 215.296, because the gaps created
8 in the fence line could allow dogs and other trespassers to circumvent the fences
9 installed to protect other farms. No party cites any findings or evidence
10 evaluating whether the proposed fence would be still be effective at preventing
11 trespass with a gap or multiple gaps in the fence line. We agree with petitioners
12 that on remand the county must consider that issue and adopt appropriate findings
13 or modifications to Condition 1(a).

14 The First Assignment of Error, Second Subassignment, Sub (1) is
15 sustained.

16 **2. Gates**

17 Petitioners argue that adjoining farmers have historically crossed the right-
18 of-way to access fields they own on either side, and that the county's proposed
19 solution to avoid impacting this historic practice is to negotiate with farmers to
20 provide licenses to cross the right-of-way, install gates in the fence to allow farm
21 equipment to pass through, and post signage to warn Trail users that farm
22 equipment may cross the Trail. *See* n 16. Petitioners complain that this solution

1 is inadequate to reduce impacts on farm practices, and in fact creates new
2 significant impacts. Petitioners cite testimony by farmers that the gates required
3 in many cases must be large enough to allow passage of large farm equipment,
4 *e.g.*, sprayers with 100-foot long booms, and that the delay for operators to open,
5 pass through, and close two sets of large gates multiple times per day and perhaps
6 multiple times per hour, represents a significant impact on farm practices in itself.
7 Further, petitioners argue that the county's gate solution will significantly
8 increase the cost of farm practices, if farmers must hire extra workers to open and
9 close gates and flag the right-of-way to prevent conflicts with Trail users.

10 The county found that the farmers involved have not demonstrated any
11 legal right to cross the county-owned right-of-way to access their fields. The
12 findings conclude that crossing the right-of-way without a legal right or
13 permission from the property owner is not an "accepted farm practice," and that
14 the county's offer to negotiate in good faith to grant licenses to cross the right-
15 of-way represents only an accommodation, not a measure to prevent significant
16 impacts to accepted farm practices, for purposes of the farm impacts test.
17 Record-2 127–28 (Finding 10.3.7).

18 We agree with the county that using another's property to move farm
19 equipment without a legal right or permission to do so is not an "accepted farm
20 practice" for purposes of ORS 215.296(1). Accordingly, if the farmers who
21 choose to obtain a license from the county pursuant to Condition 1(d) suffer
22 inconvenience in using gates through the fence, such inconveniences need not be

1 evaluated as impacts on accepted farm practices, for purpose of the farm impacts
2 test.

3 The First Assignment of Error, Second Subassignment, Sub (2) is denied.

4 **3. Impacts on Spraying Practices**

5 Petitioners argued below that the Trail will significantly impact pesticide
6 and herbicide spraying practices, because farmers will feel compelled to alter or
7 delay spraying near the Trail when people are present, for fear of triggering
8 complaints or lawsuits. The county generally rejected this line of argument as
9 based on concerns about drift and overspray, which the county concluded is not
10 an accepted farm practice. The county's findings suggest that if farmers choose
11 to voluntarily refrain from spraying at times when people are present on the Trail,
12 due to fears of generating complaints about drift or overspray, they should choose
13 to spray early in the morning or at night when Trail usage will be light. As an
14 accommodation, the county imposed a condition allowing farmers to provide the
15 county with 72-hour notice of spraying, and the county would then post signs
16 closing the Trail at the time designated for spraying. However, the county
17 concluded that any changes in spraying practices that might occur due to farmers'
18 concerns to avoid drift or overspray need not be evaluated as impacts on accepted
19 farm practices, because drift and overspray are not accepted farm practices, and
20 farmers are already obligated to avoid drift and/or overspray onto adjoining
21 property, whether people are present or not.

1 On appeal, petitioners dispute that changing spraying practices due to the
2 presence of people on the Trail concerns drift or overspray. We understand
3 petitioners to argue that the presence of people on the Trail may cause farmers to
4 change spraying practices as a precaution, and to avoid the perception of drift or
5 overspray, even in circumstances where neither is likely. If so, petitioners argue,
6 then the county's suggestion that farmers change their spraying times to avoid
7 daytime hours, and try to schedule spraying times 72 hours in advance,
8 impermissibly shifts the burden to farmers to mitigate significant impacts to
9 accepted farming practices.

10 We agree with the county that, to the extent farmers choose to refrain from
11 or delay spraying out of concern to avoid drift or overspray when they observe
12 persons on the Trail, such actions are not evaluated as impacts to accepted
13 farming practice, because farmers already have an obligation to avoid drift and
14 overspray. Stated differently, it is an accepted farming practice to take action to
15 avoid drift and overspray, so choosing to take such actions does not force a
16 "change" in accepted farm practices.

17 However, we understand petitioners to argue that some farmers may
18 choose to refrain from or delay spraying even in circumstances where drift and
19 overspray are unlikely and no restraint is needed, out of concern to avoid
20 complaints or lawsuits from inaccurate *perceptions* of drift or overspray, for
21 example if Trail users smell pesticide odors and believe, inaccurately, that they
22 have been sprayed or otherwise exposed to pesticides. If that is petitioners'

1 argument, the county adopted findings addressing perceived overspray and odor,
2 concluding that to the extent concerns regarding perceived overspray and odor
3 might prompt farmers to change pesticide spray practices, the signage required
4 by conditions of approval is intended to reduce the likelihood of complaints or
5 lawsuits.¹⁷ Although petitioners argue here and elsewhere that signage will not
6 be effective in reducing complaints to due to odors, a reasonable person could
7 conclude based on substantial evidence in the record that signage will reduce the
8 likelihood of complaints based on pesticide odor. We agree with the county that
9 petitioners' arguments under this subassignment of error do not provide a basis
10 for reversal or remand.

11 The First Assignment, Second Subassignment of Error, Sub (3) is denied.

¹⁷ The county adopted several findings concluding that signage will be effective at educating and warning Trail users regarding odors, dust, etc., including:

“9.9.12 Even though the county is not required by the farm impact standards to address practices that are not ‘accepted farm practices,’ it adopted conditions as part of Ordinance 904 to minimize perceptions that trail users might have when they smell pesticides but may not be receiving a dangerous dose of it—signage. For the first segment of trail, many trail users, who may live on neighboring properties or in Yamhill or Carlton, are already going to know the difference between a pesticide smell and being doused with it. It will be obvious to most users that they are passing through farmland, and therefore they may encounter pesticide smells, dust, and odors normally associated with farm operations.” Record-2 41 (underscoring in original).

1 **4. Food Safety**

2 Some adjoining farmers expressed concerns regarding contamination of
3 certain crops, *e.g.*, hazelnuts, which are harvested in a manner that makes them
4 vulnerable to contamination from litter and fecal material. Farmers argued that
5 an impermeable and substantial fence is necessary to prevent contamination from
6 human and canine waste from Trail users answering calls of nature in or near
7 adjoining orchards. In its findings, the county responded that the fence required
8 by conditions of approval, in addition to vegetation that might be planted on the
9 right-of-way between the 12-foot wide paved Trail and nearby orchards, would
10 reduce the chance of trespassing and thus reduce the chance of contamination to
11 insignificance.¹⁸

¹⁸ The county findings state, in relevant part:

“[B]ecause of the way hazelnuts are harvested, it is important that fecal matter and litter not be deposited on the floor of the orchard, where they might end up in the harvested nuts. The potential for that kind of farm impact is minimized by the installation of fencing. Many filbert orchards in Yamhill County exist in close proximity to county roads and State Highways, and face the same types of risks, without fencing. Usually, the onus is on farm operators to decide the level of risk they can accept, and to manage their property accordingly, by installing fences and/or surveillance equipment, or not. In this case, the county is required, by a condition of approval, to fence the entire corridor. It is not that the risk of contamination does not exist—it is that it is minimized to a level at which it can no longer be considered significant. The trail is expected to occupy only 12 feet of the (generally) 60-foot wide corridor. There is therefore the possibility of either planting the remaining corridor with vegetation that provides additional buffering between trail uses

1 As discussed above, the county deferred to the master planning stage any
2 determinations regarding the proposed fence, other than that it be “capable of
3 preventing dogs and people from entering adjacent farm fields.” As we
4 understand the testimony, the concern is not limited to trespassers entering fields
5 and orchards to defecate, but also to windblown or water-borne microorganisms
6 from fecal material deposited adjacent to fields and orchards, within the right-of-
7 way. As petitioners argue, Trail users caught short will seek to get as far from
8 the paved portion of the Trail as possible.¹⁹ The decision before us does not
9 require that the fence be impermeable, or capable of preventing litter or
10 windblown or waterborne waste from entering adjoining fields. Because the
11 county punted to the master planning stage almost all determinations regarding
12 fence design and materials, as well as any vegetation to be planted within the
13 right-of-way, the county is no position to adopt adequate findings, supported by
14 substantial evidence, addressing the issues raised regarding potential impacts to
15 food safety raised below.

16 The First Assignment, Second Subassignment of Error, Sub (4) is
17 sustained.

and agricultural practices, or of allowing neighbors to farm portions of the corridor under county license. In either case, it is not likely that trail users will be picking up feces from the trail and throwing it into nearby filbert orchards[.]” Record-2 68.

¹⁹ As discussed elsewhere, the county does not propose to provide any restrooms at access points.

1 The First Assignment, Second Subassignment of Error is sustained in part.

2 **C. Subassignment of Error 3: Increased Complaints**

3 Petitioners argued below that by bringing large numbers of people adjacent
4 to farm operations, the proposed Trail would result in a significant increase in the
5 number of complaints filed with the ODA, complaints regarding pesticide odors,
6 dust and noise from farm equipment, etc. Petitioners cite to testimony that the
7 ODA complaint investigation process, although it seldom results in a finding of
8 violation, is onerous, time-consuming and expensive for farmers. To avoid
9 dealing with a significant number of new complaint investigations, petitioners
10 argue that farmers may choose to reduce or avoid farm practices that are likely to
11 generate complaints, which could result in significant changes to established farm
12 practices.

13 The county rejected that argument as speculative.²⁰ The county also
14 adopted findings concluding that the 2.82-mile Trail segment approved in this

²⁰ The county's findings state, as relevant:

“8.8.6 Testimony has also been received indicating that the smell of a pesticide might drift off of the property to which it is applied, and that trail users who smell it might think they had been sprayed, leading to expensive complaints and time-consuming inspections of farm operators by governmental agencies. However, these impacts, which are attributed to the perception of individuals who smell pesticides and who would then create bureaucratic headaches for farmers, are speculative. * * *

1 decision is intended for local users who are presumably familiar with agricultural
2 operations and less likely to file complaints than the general public. Finally, the
3 county cited testimony that signage required by condition of approval can be
4 effective in warning and educating Trail users about agricultural odors, dust,
5 noise, etc., potentially reducing the number of complaints that might otherwise
6 be filed.

7 On appeal, petitioners dispute the characterization of their arguments as
8 “speculative.” However, the county’s characterization seems accurate. Based on

“8.8.7 Testimony has also been received indicating that signage can be effective in both warning and educating trail users about potential farm odors, pesticide odors, dust, noise, and/or smoke that visitors may experience while using the trail. Signage can also be used to warn trail users of the prohibitions on touching or interacting with livestock maintained on private property; of trespassing on private property; of littering; of vandalism and/or camping in the corridor or on adjacent lands. Appropriate signage at trailheads and at appropriate locations along the trail can effectively minimize potential conflicts between trail visitors and farming uses and practices. The segment of trail in question will be installed with access from Highway 240 (once the [Heavy Industrial] HI zone text is amended) and from the City of Carlton. There will be no parking or trailhead installed under this approval, and there will be ‘no parking for trail users’ or similar signs posted where the trail crosses Fryer Road. This segment of trail is being constructed for local use by the residents of Yamhill and Carlton. Although it may one day be a link in a regional trail, its intended and expected use at present is by persons who live in the area or are visiting Yamhill or Carlton. Such residents and visitors, more likely than not, know the difference between smelling pesticides and being sprayed with them.” Record-2 26.

1 the evidence cited to us, it is possible that the Trail *might* lead to more complaints
2 to the ODA, but it might not. It is possible that some unidentified farmers *might*
3 respond to an increased number of complaints that *might* occur by changing
4 unidentified farm practices, but they might not. It is possible that some of those
5 unidentified changes *might* be significant, but they might not. Petitioners'
6 arguments and evidence on this point are too unfocused and speculative for the
7 county to meaningfully address in findings. Petitioners' challenges to the
8 findings and conditions regarding complaints to ODA do not provide a basis for
9 reversal or remand.

10 The First Assignment of Error, Third Subassignment is denied.

11 **D. Subassignment of Error 4: Prescriptive Easement**

12 Petitioners argued below that some of the adjoining farmers may have an
13 unadjudicated prescriptive easement to cross over the right-of-way, and to enter
14 the right-of-way to spray pesticide and manage weeds. The county generally
15 rejected those arguments, and petitioners challenge the county's findings, arguing
16 that the county erred in failing to recognize their unadjudicated claims of a
17 prescriptive easement. However, as discussed above, neither the county nor
18 LUBA have the authority to resolve claims of adverse possession or a prescriptive
19 easement. Such claims can be resolved only in circuit court. The county's
20 findings on this point are surplusage, and petitioners' challenges to those findings
21 do not provide a basis for reversal or remand.

22 The First Assignment of Error, Fourth Subassignment is denied.

1 **E. Subassignment of Error 5: Fire and Emergency Services**

2 Petitioners argue that the county’s findings addressing fire risks and
3 emergency services are inadequate and fail to demonstrate compliance with the
4 farm impacts standard.

5 The Yamhill Fire Protection District, one of two fire districts the Trail is
6 located within, submitted comments expressing concerns about access and the
7 ability of the Trail surface and three bridges to accommodate some emergency
8 vehicles. The county adopted findings addressing those concerns, as issues
9 relevant to the CUP standards at YCZO 1205, which we discuss below.²¹ Under
10 this subassignment of error, petitioners argue that those findings are inadequate
11 to demonstrate compliance with ORS 215.296(1). However, it is not clear to us
12 why access to the Trail and the adequacy of the Trail infrastructure are relevant
13 issues under the farm impacts test. The closest petitioners come to articulating
14 some connection between Trail access issues and impact *on accepted farm*
15 *practices* is to cite to one farmer’s speculation that, due to limited Trail access,

²¹ The county adopted a number of findings on fire and emergency response, including:

“[A]ll police and emergency services will be available along the trail, which will have good emergency access at several locations. Two fire districts serve the trail segment in question, including one that has its main fire station abutting the trail at its southern terminus. A developed trail will provide greater access for fire response vehicles to areas adjacent to the trail than are available now.” Record-2 28.

1 emergency personnel might respond to emergencies on the Trail by driving
2 emergency vehicles across farm fields, damaging crops or disturbing livestock.
3 It is not clear under this scenario how emergency personnel would get through
4 the fence between the Trail and adjoining properties. The farmer’s speculation
5 on this point has no other support in the record cited to us, and the county did not
6 err in failing to adopt findings to address that speculation in addressing the farm
7 impacts standard.

8 Adjoining farmers also expressed concern that if the Trail is approved their
9 insurance costs may go up, due to (1) increased chance of fires started by Trail
10 users, which could burn insured crops, livestock, buildings, etc., and (2) liability
11 claims against farmers if a fire starts on farm property and injures Trail users.
12 We understand petitioners to argue that these issues are relevant under the farm
13 impacts test, because buying insurance is an “accepted farm practice,” and an
14 increase in insurance premiums would represent an increase in the “cost of
15 accepted farm * * * practices” for purposes of ORS 215.296(1)(b).

16 The county adopted several findings rejecting that claim and similar claims
17 regarding insurance premiums and liability.²² We have examined the findings

²² The county’s findings on this point include:

“9.12.3 Testimony from many trail supporters and published literature support a conclusion that, although public trails are located on or through farmland in every part of the country, there is no evidence to date that such trails have increased the number or consequences of lawsuits against farmers, or increased their risks of

1 and evidence cited to us, and conclude that petitioners have not demonstrated that
2 the county's findings on these points are inadequate or unsupported by substantial
3 evidence.

4 The First Assignment of Error, Fifth Subassignment is denied.

5 **F. Subassignment of Error 6: Traffic Impacts**

6 The county/applicant did not propose to provide any parking for vehicles
7 and horse trailers at any of the county access points for the 2.82-mile segment of
8 Trail. Farmers testified that county roads providing access to the Trail are
9 currently inadequate, with small shoulders, and no parking areas or sidewalks,
10 and those narrow roads are frequently used by farm equipment and trucks moving
11 from field to field, or to markets. Without any provisions for parking near access
12 points, farmers expressed concern that Trail users would park vehicles and horse
13 trailers in or near farm driveways and access points, or on the shoulders of the
14 narrow roads, making it more difficult to move large farm equipment. Farmers
15 also argued that without a traffic study of some kind there is no basis to conclude
16 that the Trail will not cause traffic congestion on county roads, impeding
17 movement of farm vehicles.

18 The county rejected those concerns, concluding no parking need be
19 provided for Trail users, because most users would be locals who would access

lawsuits or their cost of obtaining insurance coverage. That
testimony and literature support the opposite conclusion." Record-
245.

1 the Trail by foot or bicycle.²³ To the extent non-locals used the Trail, the county
2 found that non-locals would likely park on city streets at either end of the Trail,

²³ The county's findings state, in relevant part:

“10.8 The approval sought in this case will allow the county to continue development of a trail, devoted exclusively for the use of walkers, bicyclists and equestrians, connecting the cities of Yamhill and Carlton. Without formal trailheads, there is no single destination for motor vehicle traffic, and there is therefore no traffic to measure. To the extent trail users do not live in close proximity to Yamhill or Carlton and need to drive to one of those towns to park in order to access the trail, they will likely be parking on city streets in either of the two cities, neither of which has indicated concerns in that regard.

“10.9 No trailhead is proposed for NE Fryer Road. A condition of approval requires that the intersection of the trail with NE Fryer Road be posted with ‘No Trail Parking,’ ‘Caution, Trail Crossing,’ and ‘Caution, Trail Crossing Road’ or similar signs, of a type common to existing public trails.

“10.10 No trailhead is currently proposed at the Bus Barn. A condition of approval requires that the entrance to the trail from Highway 240 and the Bus Barn property both be posted with ‘No Trail Parking’ signs, and that the county seek from the City of Yamhill and ODOT permission to appropriately mark the shoulder of Highway 240 to make the shoulder safer for trail users accessing the trail from the City of Yamhill.

“10.11 Once it is clear that the county has land use authority to develop the trail through the EFU district, the cities, which both support and are planning for development of the trail, are more likely to move forward with their own plans, which could include trailheads and/or trail parking within either or both cities. These matters will be addressed in the master planning process that is scheduled to begin soon. Until then, the kind of facility being

1 and not access the Trail in the middle via county access points. The county
2 concluded that no traffic study was required by law, and further that without
3 trailheads or established destinations, there would be no way to measure traffic
4 or parking associated with the Trail.

5 We agree with petitioners that the county's findings regarding parking and
6 potential interference with farm vehicle movement are inadequate. The county
7 presumes that most users will not use a vehicle to reach the Trail's access points,
8 but there is apparently no evidence, or at least none cited to us, supporting this
9 presumption. The county proposes no parking at county trail access points, and
10 in fact will post signs prohibiting parking at those trail access points, but that is
11 not a basis to presume there will be *no* parking near county access points. The
12 evidence cited to us suggests that Trail-related vehicle or trailer parking that
13 occurs on county roads or private driveways near county access points could
14 restrict passage of large farm vehicles. While it may be that no law requires a
15 traffic study to evaluate the adequacy of Highway 47 or county roads, and without

proposed does not generate any direct traffic that will have any impact on Fruithill or on individual farmers located along the corridor. Traffic on Highway 240 will not be affected because persons approaching the trail will mostly be approaching it from the City of Yamhill by way of an existing sidewalk and highway shoulder. If traffic on Highway 47 is impacted at all, it will be a positive impact because users of that road will have a non-motorized option for traveling between the cities of Yamhill and Carlton. No traffic study was required by law in this case, and none is necessary to address traffic anywhere within the EFU area under consideration." Record-2 52-53.

1 proposed Trailheads there is no destination to help distinguish Trail-related
2 traffic from background traffic, it is not clear why the county cannot generate a
3 parking demand study, based on reasonable assumptions supported by substantial
4 evidence, to determine parking demand at access points. The record apparently
5 includes no parking demand information of any kind. We agree with petitioners
6 that the county's findings on parking and potential interference with large farm
7 vehicle movement are conclusory and not supported by substantial evidence.

8 The First Assignment of Error, Sixth Subassignment is sustained.

9 **G. Subassignment of Error 7: Cumulative Impacts**

10 Generally, the county must consider whether the proposed non-farm use
11 significantly impacts farm practices on each farm unit on surrounding farmlands,
12 by examining impacts on each individual farm practice. However, the Court of
13 Appeals and the Supreme Court have held that a county must also consider the
14 *cumulative* impacts of the proposed non-farm use across *all* farm practices on a
15 farm unit, that is, whether insignificant impacts to individual farm practices
16 might, in the aggregate, significantly impact the farm unit. *SDC-IV*, 364 Or at
17 458; *Von Lubken v. Hood River County*, 118 Or App 246, 846 P2d 1178, *rev den*,
18 316 Or 529 (1993).

19 In the present case, the county adopted findings concluding that (1) all
20 impacts to specific farm practices on each farm unit are, considered individually,
21 insignificant or rendered insignificant with conditions, and (2) the cumulative or
22 aggregate sum of insignificant impacts across all farm practices on a farm unit do

1 not cross the threshold of significance for any farm unit. For purposes of this
2 subassignment of error, petitioners do not challenge those findings. Instead,
3 petitioners argue that the county erred in failing to also consider the cumulative
4 impact of insignificant impacts on *all* farm practices across *all* farm units on
5 surrounding lands.

6 In the decision under review in *SDC-IV*, the Court of Appeals considered
7 and rejected the argument that ORS 215.296(1) requires a determination of the
8 cumulative significance of impacts across all farm units on surrounding lands.
9 *Stop the Dump v. Yamhill County*, 284 Or App 470, 495-96, 391 P3d 932 (2017)
10 (*SDC-III*).²⁴ On review, the Supreme Court found it unnecessary to reach the

²⁴ The Court of Appeals held in *SDC-III*:

“On review, petitioners argue LUBA erred in not requiring the county to consider ‘the significance of the impacts occurring on multiple farms, viewed cumulatively.’ We observe that that requirement is not imposed by *Von Lubken*, which required only an analysis of the cumulative impacts on an individual farm. 118 Or App at 251, 846 P2d 1178. Nonetheless, petitioners argue, the text of ORS 215.296(1) does not preclude that test of cumulative impacts, and, furthermore, they assert that the more rigorous examination would be consistent with the intent of the statute to ‘maximize agricultural uses and minimize non-agricultural uses.’ We disagree.

“Contrary to petitioners’ contentions, the text of the statute requires an evaluation of ‘accepted farm or forest practices on surrounding lands devoted to farm or forest use.’ ORS 215.296(1)(a) and (b). As we stated in *Von Lubken*, the purpose of ORS 215.296(1) is to address the concern that ‘agricultural uses not be displaced by or

1 petitioners' challenge to that conclusion, because no party had properly preserved
2 the issue before LUBA. However, the Court commented:

3 "Our decision does not foreclose another party in another case from
4 arguing that the cumulative impacts test requires also considering
5 more than the aggregate of multiple less-than-significant impacts on
6 each farm. However, we raise the question whether petitioners'
7 position on the cumulative impacts analysis runs counter to the
8 farm-focused test for individual changes to accepted farm practices
9 or increases in costs of those practices." *SDC-IV*, 364 Or at 459-60.

10 In the present appeal, petitioners urge LUBA to adopt the position that the
11 Supreme Court questioned in *SDC-IV*, and hold that ORS 215.296(1) requires the
12 county to evaluate the cumulative significance of impacts on all farm practices
13 on all impacted farms, in addition to evaluating impacts on individual farms, the
14 so-called "farm-focused" approach.

15 We decline the invitation. The text of ORS 215.296(1) is silent regarding
16 evaluation of cumulative impacts, and the obligation to conduct an analysis of
17 cumulative impacts, even on individual farms, must be derived from the statutory
18 context, as the Court of Appeals did in *Von Lubken*. Petitioners cite no statutory
19 context suggesting that the legislature intended to require counties to conduct the
20 Herculean task of attempting to evaluate whether multiple insignificant impacts,

subjected to interference from non-farm uses.' 118 Or App at 250,
846 P2d 1178. A nonfarm use that does not significantly displace or
interfere with accepted farm practices at a particular farm in the
surrounding lands does not displace or interfere with accepted farm
practices in the surrounding lands at all. The whole is equal to the
sum of its parts." 284 Or App at 495-96.

1 affecting multiple farm units with potentially very different farm practices and
2 circumstances, and possibly subject to different, farm-specific conditions of
3 approval, cumulatively exceed the significance threshold. Because farm
4 practices may differ widely from farm unit to farm unit, even for farms that
5 produce the same kind of agricultural commodity, we decline to read the text of
6 ORS 215.296(1) so broadly as to require a cumulative impacts analysis beyond
7 individual farm units.

8 Finally, even though the issue is technically unsettled, the Court of Appeals
9 in *SDC-III* clearly rejected the position petitioners advocate for in this appeal.
10 Petitioners in the present appeal offer no new or compelling reasons to reach a
11 different conclusion than the one the Court of Appeals reached. While the
12 Supreme Court did not foreclose the possibility that a party in another case might
13 demonstrate some basis to adopt a broad cumulative impacts analysis, the court
14 commented that such a broad cumulative impacts analysis might run “counter to
15 the farm-focused test for individual changes to accepted farm practices or
16 increases in costs of those practices.” *SDC-IV*, 364 Or at 459-60.

17 That comment is *dicta*, but nonetheless not something we or petitioners
18 can ignore. In the face of that *dicta*, the burden is on petitioners to demonstrate
19 that adopting a broad cumulative impacts analysis would *not* run counter to the
20 farm-focused test. Petitioners make no attempt to do so.

1 The First Assignment of Error, Seventh Subassignment is denied.²⁵

2 **H. Subassignment of Error 8: Conditions of Approval**

3 As noted, ORS 215.296(2) authorizes the county to establish compliance
4 with the farm impacts test in ORS 215.296(1) by imposing clear and objective
5 conditions. However, permissible conditions cannot themselves cause
6 significant changes to accepted farm practices, even if the conditions mitigate the
7 direct adverse impact of the proposed non-farm use. *SDC-IV*, 364 Or at 460.

8 Petitioners argue that the county imposed a number of conditions to
9 establish compliance with ORS 215.296(1) that are either not clear and objective,
10 or that impermissibly cause significant changes in accepted farming practices.

11 The county imposed eight conditions of approval. Petitioners challenge
12 Conditions 1(a), (b), (c), (d), 2, 4, 5, 6 and 8. Carlton responds that some of the
13 challenged conditions are not intended to demonstrate compliance with ORS
14 215.296(1), and are thus not subject to ORS 215.296(2), but are meant only as
15 accommodations. Carlton argues that Conditions 1(d), 2, 6 and 8 are examples
16 of such accommodations. We first address these conditions.

²⁵ We note that, because under other assignments and subassignments of error we remand the present decision for new evaluation of impacts on certain farm practices on individual farms, it follows that on remand the county must also reevaluate its farm-focused cumulative impacts analysis, in light of the findings and evidence on remand.

1 **1. Conditions 1(d), 2, 6 and 8**

2 Condition 1(d) provides that the county will enter into good faith
3 negotiations with certain farmers to grant them licenses to cross the right-of-
4 way.²⁶ As discussed above, the county did not err in concluding that it is not an
5 “accepted farm practice” to use another’s property without permission.
6 Accordingly, we agree with Carlton that Condition 1(d) is not intended or
7 necessary to demonstrate compliance with ORS 215.296(1), and is offered only
8 as an accommodation. Consequently, if farmers taking advantage of the county’s
9 offer experience changes to farm practices in the course of exercising access to
10 the right-of-way granted under a license, those changes do not offend ORS
11 215.296(2).

12 Condition 2 provides that prior to construction of the 2.82-mile Trail the
13 county will adopt a final master plan for the entire length of the Trail, outlining
14 “additional” design, management and mitigation measures.²⁷ As discussed

²⁶ Condition 1(d) states:

“The county will seek to enter into good-faith negotiations with the Van Dykes, the Eramos, Dromgoole and the McCarthys and/or their successors in interest to establish for each of these owners a license to cross the corridor at an appropriate location or locations, to access fields owned or controlled by them that are currently separated by the trail corridor or to otherwise provide access across the corridor necessary for farming purposes.” Record-2 72.

²⁷ Condition 2 provides:

1 above, the county erred in failing to make critical determinations regarding the
2 design and materials used for the proposed fence in this CUP proceeding. That
3 particular error must be corrected on remand. However, the county expressly did
4 not rely on the master plan process to establish compliance with any requirement
5 of ORS 215.296(1). Other than complaining that the master plan process is a
6 discretionary process, and hence not “clear and objective,” petitioners make no
7 attempt to establish that Condition 2 was imposed, or is necessary, in order to
8 establish compliance with ORS 215.296(1).

9 Condition 6 provides that the county will negotiate in good faith with farm
10 operators to manage the right-of-way in a manner that prevents contamination of
11 certified crops that are subject to certifications.²⁸ In an earlier subassignment of

“Prior to trail construction (other than initial bridge construction) a final plan or master plan, which shall be a collaborative and coordinated effort, will be approved by the Board, outlining additional trail design, management and mitigation measures, measures that will help to ensure long-term minimization of conflicts between trail users and neighboring landowners.” Record-2 72.

²⁸ Condition 6 provides:

“During the master planning process, the county shall negotiate, in good faith, with farm operators seeking or maintaining crop certifications, corridor vegetation and management protocols necessary to prevent contamination of such crops through cross-pollination or crop contamination. Maintenance of appropriate trail corridor vegetation and management protocols established by the parties will be continued as long as necessary to maintain the

1 error, we rejected petitioners' argument that the Trail significantly impacts
2 certified crop practices because farmers will no longer be able to spray the right-
3 of-way to control weeds, concluding that spraying property that belongs to
4 another is not an accepted farm practice. As a consequence, some farmers may
5 have to install isolation strips on their property to maintain crop certifications. If
6 so, we concluded, that consequence is not a result of Trail approval, but rather a
7 result of the fact that the farmers can no longer spray property that does not
8 belong to them. Viewed against this background, it is clear that Condition 6
9 represents an accommodation to those farmers, rather than an attempt to mitigate
10 impacts on accepted farm practices subject to the farm impacts test. Accordingly,
11 petitioners' arguments that Condition 6 is inconsistent with ORS 215.296(2) and
12 insufficient to ensure compliance with ORS 215.296(1) do not provide a basis for
13 reversal or remand.

14 Condition 8 provides that the county will notify each adjoining farmer of
15 the option of providing a 72-hour notice prior to aerial spraying, on receipt of
16 which the county will post signs closing the Trail at the designated time.²⁹ The

certifications sought or obtained by neighboring property owners, or subsequent replacement certifications." Record-2 73.

²⁹ Condition 8 provides:

"The county shall notify each property owner adjacent to the trail corridor of the option to provide 72-hour notice to the county prior to aerial spraying of herbicides, pesticides, fungicides or other dangerous chemicals. Upon receiving 72-hour advance notice of

1 findings supporting Condition 8 state that it is intended to address concerns about
2 aerial overspray, in a spirit of “coordination and cooperation,” but it is not
3 intended to ensure compliance with ORS 215.296(1), because overspray onto
4 property not owned by the farm operator is not an accepted farm practice.
5 Record-2 60 (findings 11.3.4). We agree with Carlton that because Condition 8
6 addresses overspray, and overspray is not an accepted farm practice, Condition 8
7 is offered only as an optional accommodation, and is therefore not subject to ORS
8 215.296(2).

9 These sub-subassignments of error are denied.

10 **2. Condition 1(a)**

11 As noted, Condition 1(a) requires installation of fencing “capable of
12 preventing dogs and people from entering adjacent farm fields[.]” We have
13 already determined that Condition 1(a) is inadequate, in part because it leaves
14 key determinations regarding fence design and materials to a subsequent approval
15 process that does not provide for public input.

16 This sub-subassignment of error is sustained.

such spraying, trail managers shall post ‘Danger-Pesticide Spraying
in Progress–Trail Closed’ signs in appropriate locations to prevent
access to the identified trail segment until spraying is completed or
until notified by the spray operator that the area is safe to enter.”
Record-2 73.

1 **3. Condition 1(b)**

2 Condition 1(b) requires that signage be installed that educate and warn
3 Trail users against trespass, etc., and to expect potential dust, noise, agricultural
4 and pesticide smells, etc.³⁰ Petitioners and the Farm Bureau argue that while
5 signage is a step in the right direction, there is no evidence in the record that
6 signage is sufficient to prevent trespass and a host of other evils opponents
7 associate with the Trail.

8 The county cited testimony that signage “can be effective” in warning and
9 educating trail users about trespassing, disturbing livestock, potential farm odors,
10 pesticide odors, dust, noise, and smoke that visitors may experience while using
11 the trail. Record-2 26. But the findings do not rely upon signage alone to reduce
12 the impacts of trespass, etc., but on a combination of signage, the fence, and other
13 conditions. That signage may not be sufficient in itself to prevent trespass, etc.,
14 does not mean that it will not contribute to the sum total of measures designed to
15 reduce the impacts of trespass, etc., to insignificance. Petitioners and the Farm

³⁰ Condition 1(b) provides:

“Signage shall be installed at each point of trail entry from a public right-of-way or trailhead, directing and warning trail users not to trespass onto adjacent lands; not to touch, pet, or otherwise harass livestock; indicating that agricultural uses are taking place in the area, and to expect potential dust, noise, agricultural and pesticide smells; and indicating that, at designated agricultural trail crossings, delays may occur, and that farm operators and machinery have the right-of-way over pedestrians and other trail users.” Record-2 72.

1 Bureau concede as much by acknowledging that signage is a step in the right
2 direction. We conclude that petitioners and the Farm Bureau have not
3 demonstrated any legal error or insufficiency in Condition 1(b).

4 This sub-subassignment of error is denied.

5 **4. Condition 1(c)**

6 Condition 1(c) requires the county to post “no parking” signs at the Bus
7 Barn access point.³¹ This condition was presumably imposed to discourage Trail
8 parking at the Bus Barn access point until such time as the county develops a
9 formal trailhead at that location, with parking and restrooms. Petitioners argue,
10 however, that in the interim the “no parking” restriction will force Trail users to
11 park on the highway shoulder or in the parking area of a fruit-processing plant
12 called Fruithill, located across Highway 240 from the Bus Barn, potentially
13 blocking access to Fruithill.

³¹ Condition 1(c) provides:

“Following zoning ordinance text amendments to accommodate trail/transportation facility uses in the county’s HI zone, the entrance to the trail from Highway 240 and the Bus Barn property shall be located on the north boundary of the Bus Barn property adjacent to the west boundary. Both the trail entrance and the Bus Barn entrance shall be posted with ‘No Trail Parking’ signs. The county will seek from the City of Yamhill and ODOT permission to appropriately mark the shoulder of Highway 240/Main Street to make the shoulder safer for trail users accessing the trail from the City of Yamhill.”
Record-2 72.

1 The county generally rejected claims of impact to Fruithill for purposes of
2 ORS 215.296, because Fruithill is located on land zoned for heavy industrial (HI)
3 use, across the highway and separated by the Bus Barn property from the Trail.
4 We understand petitioners to argue that the Fruithill property is within the
5 “surrounding” area for purposes of ORS 215.296(1), and that it is irrelevant that
6 the Fruithill property is not zoned for farm use, and that no farming directly
7 occurs on the property, because fruit processing is a type of accepted farm
8 practice. However, petitioners have not demonstrated that parking associated
9 with a fruit processing facility on land zoned for industrial use constitutes a “farm
10 practice” for purposes of ORS 215.296(1) or (2).³²

11 This sub-subassignment of error is denied.

12 **5. Condition 4**

13 Condition 4 requires the county post “No Trail Parking” signs at all county
14 access points until such time as a traffic study is conducted.³³ Condition 4 is

³² Alleged impacts to Fruithill may be reviewable under other standards, such as the CUP standards at YCZO 1202, discussed under the third assignment of error.

³³ Condition 4 states:

“No trailhead is approved as part of this permit. Until an additional traffic study is conducted and approvals obtained, the intersection of the trail with Highway 240 and the Bus Barn; both the north and south shoulders of NE Fryer Road; and the trail intersection with Roosevelt Street shall be posted with ‘No Trail Parking’ signs. Additional ‘Caution, Trail Crossing,’ and ‘Caution, Trail Crossing

1 apparently an attempt to discourage non-locals from using the Trail, until the
2 county decides to build formal trailheads and parking areas, and thus reduce
3 interim impacts of vehicle and trailer parking on nearby farm operations.
4 However, as discussed above, the “No Trail Parking” restriction may actually
5 exacerbate that problem, by encouraging Trail users to park on road shoulders or
6 near farm driveways in a way that could restrict passage of large farm vehicles.
7 As discussed, there is apparently no evidence in the record supporting the
8 county’s assumptions regarding parking demand, and remand is necessary for the
9 county to reevaluate those assumptions, based on substantial evidence. In doing
10 so, the county should also reevaluate Condition 4.

11 This sub-subassignment of error is sustained.

12 **6. Condition 5**

13 Condition 5 requires in relevant part that details of Trail and gate
14 construction will be determined in the master planning process, but specifies that
15 the Trail will have a 12-foot wide paved surface and removable bollards at access
16 points, to facilitate emergency access.³⁴ Petitioners complain that the county is

Road’ or similar signs, of a type common to existing public trails shall be posted on both the north and south shoulders of Fryer Road at its intersection with the trail.” Record-2 73.

³⁴ Condition 5 states:

“Details of trail and gate construction shall be established through the master planning process and as specified in a Master Plan approved by the Board. Construction shall include a 12-foot wide

1 relying upon the discretionary master planning process to determine details of
2 Trail construction intended to mitigate significant farm impacts for purposes of
3 ORS 215.296. However, except with respect to the issues surrounding the
4 proposed fence, discussed above, petitioners have not demonstrated that any
5 details of Trail construction to be determined in the master planning process have
6 a role in finding or ensuring compliance with the farm impacts test.

7 Petitioners also fault Condition 5 for failing to specify trail and bridge
8 design standards to ensure that emergency response vehicles up to 60,000 pounds
9 in weight can drive the entire length of the 2.82-mile segment of the Trail. We
10 address similar arguments below, under the CUP standards, and remand for the
11 county to adopt more adequate findings regarding fire and emergency access
12 under those standards. Here, petitioners argue that Condition 5 is inadequate for
13 purposes of ensuring compliance with ORS 215.296(1). However, as discussed
14 above with respect to fire and emergency services, petitioners fail to link any trail
15 or bridge design specifications regarding emergency vehicle access to any
16 impacts on accepted farm practices that can be reviewed under ORS 215.296.

17 Accordingly, this sub-subassignment of error is denied.

paved surface. Removable bollards, of a type common to public trail construction or as recommended in the Master Plan shall be installed at or near the intersection of the trail corridor with State Highway 240; at the north and south intersections of the trail with Fryer Road; and at or near the intersection of the trail with Roosevelt Street.”
Record-2 73.

1 The First Assignment of Error, Eighth Subassignment is sustained in part.

2 The First Assignment of Error is sustained in part.

3 **SECOND ASSIGNMENT OF ERROR**

4 Under the second assignment of error, petitioners challenge the county's
5 findings of compliance with the CUP criteria at YCZO 1202.

6 **A. First Subassignment of Error: Character of the Surrounding**
7 **Area**

8 YCZO 1202.02(D) requires a finding that the “proposed use will not alter
9 the character of the surrounding area in a manner which substantially limits,
10 impairs or prevents the use of surrounding properties for the permitted uses listed
11 in the underlying zoning district.”

12 In its findings, the county identified the character of the surrounding area
13 as “rural, and oriented towards farming.”³⁵ Because the 2.82-mile segment of the

³⁵ The findings on YCZO 1202.02(D) state:

“Regarding criterion (D), the proposed use is a passive-use trail to connect the cities of Yamhill and Carlton and the schools of the Yamhill-Carlton School District. The transportation and recreational uses envisioned are decidedly low impact compared to vehicular transportation uses that occur near the proposed trail and throughout Yamhill County, in close proximity to residential, commercial and farm uses. The ‘character of the surrounding area’ is rural, and oriented towards farming. Significant testimony was received from the farming community that a passive-use trail is not compatible with farm uses, and especially not the farm uses taking place adjacent to the corridor. That testimony described the character of the area as a forbidding place where children and

1 Trail is intended for local users, and involves what the county characterized as a
2 low-impact passive recreational use, the county concluded that the Trail does not
3 alter the character of the surrounding area.

4 Petitioners argue that the 2.82-mile segment is part of a longer regional
5 recreational trail that the county intends to construct, within the 12.48-mile right-
6 of-way the county owns. Petitioners contend that the longer regional trail will
7 attract large numbers of urban visitors from outside the local rural area, and the
8 resulting influx of urban trail users will change the rural and agricultural character
9 of the surrounding area.

10 Friends respond, and we agree, that the county did not err in evaluating
11 under YCZO 1202.02(D) only the use actually proposed for conditional use
12 approval—a 2.82-mile recreational trail—and not the longer regional trail that

animals are not safe from being sprayed with pesticides, and where trail users will commit criminal acts against each other and render the area unsuitable for farming. The Board rejects that view as overblown and hyperbolic. For the reasons stated here and in addressing the farm impact standards, the character of the proposed use is such that it will not substantially limit, impair or prevent the use of surrounding properties for the permitted uses listed in the EF-80 zone. Under Oregon law, 27 separate categories of non-farm uses are allowed in farm zones as conditional uses. Many of those uses are routinely approved by all Oregon counties, who impose appropriate conditions to reduce potential impacts, as is specifically allowed by Oregon law and the county's zoning ordinance. With conditions imposed by the Board, the proposed trail will not alter the character of the area in a manner that limits, impairs or prevents the use of surrounding properties for permitted uses." Record-2 20-21.

1 the county might someday seek to develop. Even if we accept petitioners'
2 premise that the longer regional trail is likely to draw many non-local visitors,
3 that regional trail is not the proposed conditional use, and need not be evaluated
4 under YCZO 1202.02(D) in this proceeding.

5 Petitioners next challenge the county's finding that the 2.82-mile Trail will
6 not "substantially limit[], impair[] or prevent[] the use of surrounding properties"
7 for permitted farm uses. YCZO 1202.02(D). To support that conclusion, the
8 county relied on incorporated findings of compliance with the farm impacts test,
9 at ORS 215.296(1). The problem with that approach, as petitioners argue, is that
10 if LUBA remands under the farm impacts test for any reason, then LUBA must
11 also remand under YCZO 1202.02(D), because the county did not purport to
12 adopt independent findings sufficient to establish compliance with YCZO
13 1202.02(D). Because LUBA remanded the county's decision under the farm
14 impacts test for several reasons, remand is also required for the county to
15 reevaluate compliance with YCZO 1202.02(D), based on the findings and
16 evidence generated on remand.

17 Finally, petitioners argue that the county's reliance on the fact that state
18 law allows 27 different non-farm uses in farm zones does not lend any support to
19 the conclusion that the particular use proposed in this application complies with
20 YZCO 1202.02(D). We agree with petitioners.

21 The Second Assignment of Error, First Subassignment is sustained in part.

1 **B. Subassignment of Error 2: Adequacy of Public Facilities**

2 YCZO 1202.02(E) requires a finding that “[t]he proposed use is
3 appropriate, considering the adequacy of public facilities and services existing or
4 planned for the area affected by the use[.]” Petitioners dispute the findings that
5 the proposed use is appropriate, considering the adequacy of three types of public
6 facilities: fire and emergency services, transportation, and trailhead/restrooms.

7 **1. Adequacy of Fire and Emergency Services**

8 As noted, the Fire Chief of the Yamhill Fire Protection District testified
9 that, in his opinion, providing adequate fire and emergency services requires that
10 (1) the three bridges to be built to serve the Trail are certified to support a 60,000-
11 pound load, and (2) the 12-foot wide paved Trail surface is supplemented with
12 turn-outs every 400 feet, turnouts that are 10 feet wide and 30 feet long. Record-
13 2 1637. The Fire Chief also stated that, because the Trail is county-owned and
14 generates no tax revenue, the cost of providing fire and emergency services to
15 Trail users must come from the Fire District’s already tight budget, which will
16 “create a major hardship” for the Fire District. Record-2 1638. In addition, a
17 former Fire Chief testified that, for fire safety, the Trail should be built in
18 compliance with the Oregon Fire Code requirements for a Fire Apparatus Access
19 Road for areas outside urban growth boundaries. Record-2 1641. The former
20 Fire Chief also stated that to provide adequate fire response there must be water
21 available, at sufficient pressures, along the entire length of the Trail. *Id.*

1 The county found that it is “feasible” to construct the bridges to allow
2 access by all emergency vehicles, but stated that bridge design would be
3 determined in the master plan process.³⁶ The findings do not address the Fire

³⁶ The findings state, in relevant part:

“6.1.2 The trail segment under review is located within two fire districts. The chief of the Yamhill Fire Protection District testified regarding his concerns about fire and fire access, but also indicated that a 12-foot wide paved surface, as proposed, would accommodate fire and emergency vehicles. He also asked questions regarding funding for fire and other emergency services that are all fair questions that should be answered by the people who live and work within the District, but are not necessary to resolve in this proceeding. The proposed trail may one day be part of a regional trail, with trailheads and expectations for regional use. That is not what is proposed in Docket G-01-18. Paving a 12-foot by 2.82-mile foot and bicycle path connecting a city of just over 1,000 residents with a city of just over 2,000 residents is unlikely to ‘create a major hardship’ for the Yamhill Fire Protection District, funding or otherwise. The southern segment of the proposed trail is served by the New Carlton Fire District which has not commented. Its Main Station (built in 2009) abuts the trail at its southern terminus at Roosevelt Street in Carlton. It is feasible to provide direct access to the trail from the Districts Main Station for emergency vehicles.

“6.1.3 A Master Plan will address bridge construction, and whether bridges should be built to allow use by emergency vehicles. The Board finds that it is feasible to construct the bridges to allow access, in an emergency, by emergency vehicles including police cars, police four-wheel off-road vehicles (currently available and maintained by the Sheriff’s Office), most ambulances, and trucks commonly owned by fire districts to transport water and firefighting crews. Access to most of the trail corridor to all of these vehicles is feasible, without bridges, from Fryer Road (a county road) and from

1 District’s testimony regarding the need for turn-outs, or the former Fire Chief’s
2 recommendation to design the Trail to Fire Apparatus Access Road
3 specifications. The findings dismiss the Fire District’s concerns regarding budget
4 hardships. Ultimately, the county imposed no conditions regarding fire and
5 emergency access, except to require removable bollards at access points.

6 Petitioners argue that the county’s findings and conditions regarding fire
7 and emergency access are inadequate. We agree with petitioners. The findings
8 do not address focused expert testimony that fire and emergency access is
9 inadequate unless the Trail and its bridges are built to certain standards. The
10 findings and response briefs cite to no evidence disputing that expert testimony.
11 In the face of that undisputed expert testimony, it is insufficient to state, without
12 *any* supporting evidence, that it is “feasible” to design the Trail and bridges to
13 provide adequate fire and emergency access, and then punt all determinations
14 regarding Trail and bridge design to the master planning process. *See Meyer*, 67
15 Or App at 282-82 (conditioning approval to a subsequent administrative process

Roosevelt Street through arrangement with the City of Carlton, Most, if not all, of the questions asked by the Yamhill Fire Protection District Director have been answered in these findings. The remainder should be raised through his participation in the master planning process. The Board finds that adequate police, fire protection and emergency services are currently available to serve users of the trail and surrounding property owners. It is feasible to complete the design of the trail as envisioned, with proper grade, clearance, site vision, drainage, road base, bridges, horizontal clearance, and access to accommodate police, fire and ambulance services.” Record-2 21–22.

1 to evaluate specific geotechnical studies is permissible if the local government
2 first determines that the applicable approval criterion is met, based on substantial
3 evidence that solutions to certain geotechnical problems posed by the project are
4 “feasible,” *i.e.* possible, likely and reasonably certain to succeed).

5 Remand is necessary for the county to address the expert testimony
6 regarding what Trail and bridge design elements are necessary to achieve
7 compliance with YCZO 1202.02(E), and adopt conditions sufficient to ensure
8 that those design elements are implemented in any subsequent administrative
9 process.³⁷

10 With respect to water, the county found that there are fire hydrants at either
11 end of the Trail, but did not address the former Fire Chief’s testimony that
12 adequate fire services require that water be available, at sufficient pressures,
13 along the length of the Trail. We agree with petitioners that remand is warranted
14 to address that issue.

15 The county dismissed the Fire District’s statement that, without additional
16 tax revenue, providing fire and emergency services to the Trail would create a
17 “major hardship” for the Fire District. Record-2 1638. Petitioners argue that
18 while inadequate Fire District funding is not something that can be resolved in

³⁷ If the county decides on remand that turnouts or wider paved areas are necessary to ensure adequate fire and emergency access, then that necessary design feature may require re-evaluation of findings addressing impacts to farm practices under ORS 215.296(1) that are based on the presumption that there would only be a 12-foot wide paved path within the 60-foot right-of-way.

1 this proceeding, the county must nonetheless determine whether the Fire District
2 can provide adequate fire and emergency services to the Trail, notwithstanding
3 current financial limitations. Petitioners argue that the county must at a minimum
4 impose a condition allowing the Trail to go forward only if sufficient new tax
5 revenue is raised to ensure adequate fire and emergency services.

6 We disagree with petitioners. The Fire Chief did not state, at least
7 explicitly, that the Fire District could *not* provide adequate services with respect
8 to the Trail without additional revenue. The question under YCZO 1202.0(E) is
9 not whether the Trail will create financial hardships for the Fire District but
10 whether adequate fire and emergency services are available. Nothing in the Fire
11 Chief's comments suggests that the Fire District cannot provide adequate fire and
12 emergency services with respect to the Trail.

13 The Second Assignment of Error, Second Subassignment, Sub (1) is
14 sustained in part.

15 **2. Adequate Transportation Facilities**

16 The county's findings addressing transportation facilities under YCZO
17 1202.02(E) consist of a single sentence: "The corridor has existing roads and
18 access to serve the proposed use." Record-2 22. Petitioners argue that this
19 finding is inadequate, as it ignores evidence in the record that county roads
20 providing access to the Trail are currently inadequate. Petitioners also cite the
21 evidence discussed above, regarding the impacts of Trail parking on road
22 shoulders near county access points.

1 Friends respond that the county adopted other findings regarding
2 transportation impacts that help demonstrate, for purposes of YCZO 1202.02(E),
3 that the Trail is served by adequate transportation facilities. Friends cite findings
4 that this segment of the Trail is intended for local use, for pedestrians and
5 bicyclists in the cities of Yamhill and Carlton to travel back and forth on the Trail
6 instead of riding or walking along the only existing connection, Highway 47.
7 Friends cite findings that the county anticipates that few local users will drive to
8 the Trail. Friends also notes findings that Trail approval will not cause any
9 transportation facility to fail to meet any performance standards or degrade the
10 performance of any transportation facility such that it would not meet applicable
11 performance standards.

12 We agree with petitioners that the county's one-sentence finding at
13 Record-2 22 is insufficient to establish that the Trail is served by adequate
14 transportation facilities. The finding merely notes that roads exist to access the
15 Trail, but says nothing about their condition or adequacy. The other findings
16 Friends cite do not, in our view, make up for that deficiency. The county
17 presumes that only locals will use the Trail, and that few if any locals will drive
18 to or park near the Trail in order to access it. But there is no evidence in the
19 record cited to us that supports those presumptions. That the Trail will not cause
20 any transportation facility to fail or degrade below performance standards does
21 not mean that existing facilities are adequate to serve the proposed use. On
22 remand, the county must adopt more adequate findings, supported by substantial

1 evidence, regarding whether the proposed use is served by adequate
2 transportation facilities.

3 The Second Assignment of Error, Second Subassignment, Sub (2) is
4 sustained.

5 **3. Trailhead and Restrooms**

6 The findings discuss the possibility that the county-owned Bus Barn
7 property may someday be rezoned and developed as a trailhead with restrooms,
8 but note such development is not proposed or approved as part of this decision.
9 Petitioners dispute that the Bus Barn property can be rezoned to allow it to be
10 approved as a trailhead or that, if rezoned, a trailhead at the Bus Barn could gain
11 approval under the farm impacts test.

12 Friends respond, and we agree, that petitioners' arguments challenging
13 development that was not proposed and not approved do not provide a basis to
14 reverse or remand the decision before us.

15 The Second Assignment of Error, Second Subassignment, Sub (3) is
16 denied.

17 The Second Assignment of Error, Second Subassignment is sustained in
18 part.

19 **C. Subassignment of Error 3: Consistent with Comprehensive Plan**

20 YCZO 1202.02(B) requires a finding that “[t]he use is consistent with
21 those goals and policies of the Comprehensive Plan which apply to the proposed
22 use[.]” The county’s findings under YCZO 1202.02(B) address only the

1 comprehensive plan goals and policies that the county has adopted in recent years
2 that specifically concern the Yamhelas Trail. Record-2 18–19. However,
3 petitioners cited below to a number of comprehensive plan goals and policies that
4 concern the protection of agricultural land, water, fish and wildlife and open
5 spaces. Petitioners also argued that the county’s Transportation System Plan
6 (TSP) includes applicable goals and policies. On appeal, petitioners argue that
7 these goals and policies also “apply to the proposed use,” and thus the county
8 erred in failing to adopt findings addressing them.

9 Friends respond that the county impliedly concluded that the only
10 comprehensive plan goals and policies that apply to the proposed Trail are those
11 that refer to the Trail, and the agricultural goals and policies cited by petitioners
12 are not applicable. Friends argue that this implicit “interpretation” of the county
13 comprehensive plan is entitled to deference on review, pursuant to ORS
14 197.829(1); see *Alliance for Responsible Lane Use in Deschutes County v.*
15 *Deschutes County*, 149 Or App 259, 942 P23d 836 (1997), *rev dismissed as*
16 *improvidently allowed*, 327 Or 555 (1998) (a governing body’s interpretation of
17 local land use provisions that is implicit in its findings, and adequate for review,
18 is entitled to a deferential standard of review).

19 We disagree with Friends that the county findings include an implicit
20 interpretation, at least one that is adequate for review, to the effect that the goals
21 and policies cited by petitioners do not apply to the proposed use, for purposes of
22 YCZO 1202.02(B). The findings do not mention any other comprehensive plan

1 goals and policies, and we have no way of discerning whether the county believed
2 those goals and policies to be inapplicable, and if so why, or whether the county
3 simply overlooked them.

4 Although Friends do not cite it, we note the county adopted a finding under
5 YCZO 1202.02(B) that “Findings of consistency with the comprehensive plan
6 and statewide land use planning goals were made as part of Ordinance 904, and
7 will be carried through and into any instrument adopted on remand to allow the
8 proposal to proceed.” Record-2 18. Ordinance 904 is the county’s initial
9 legislative decision that was remanded in *Van Dyke I*. It is possible that the
10 county meant that the initial findings supporting Ordinance 904 consider whether
11 the Trail is consistent with all comprehensive plan goals and policies, potentially
12 including the goals and policies cited by petitioners. However, without some
13 assistance from the parties, we will not attempt to determine whether those
14 findings in fact address the comprehensive plan goals and policies petitioners
15 cite. On remand the county should clarify its intent on this point, and if needed
16 adopt findings addressing any comprehensive plan goals and policies it deems to
17 be applicable.

18 The Second Assignment of Error, Third Subassignment is sustained.

19 **D. Subassignment of Error 4: Suitable for the Proposed Use**

20 YCZO 1202.02(C) requires a finding that “[t]he parcel is suitable for the
21 proposed use considering its size, shape, location, topography, existence of
22 improvements and natural features[.]” The county adopted findings concluding

1 that the 2.82-mile segment of the right-of-way is suitable for the proposed Trail,
2 considering five of the six considerations listed in YCZO 1202.02(C), with the
3 exception of “location.” Record-2 19–20.

4 Petitioners fault the county for failing to adopt any findings regarding
5 whether the right-of-way is suitable for the proposed Trail, considering
6 “location.” Further, petitioners argue that the location of the right-of-way is not
7 suitable for a Trail, because it runs through the middle of an intensively farmed
8 section of the county, causing a number of conflicts with farm uses.

9 Friends argue that the absence of any finding addressing “location” is not
10 a basis for reversal or remand, because the county was very aware that the right-
11 of-way is located in the middle of farmland, and the county adopted a large
12 number of findings addressing that fact, under the farm impacts test.

13 We will not attempt to determine whether the county’s findings under the
14 farm impacts test are an adequate substitute for considering suitability due to
15 “location” for purposes of YCZO 1202.02(C). Because the county’s decision
16 must be remanded in any event, we also remand under this subassignment of error
17 so that the county can adopt findings addressing the locational consideration
18 required by YCZO 1202.02(C).

19 The Second Assignment of Error, Fourth Subassignment is sustained.

20 **E. Fifth Subassignment of Error: Compatibility**

21 YCZO 1202.02(F) requires a finding that “[t]he use is or can be made
22 compatible with existing uses and other allowable uses in the area.”

1 The county’s finding of compliance with YCZO 1202.02(F) relies entirely
2 on its findings of compliance with the farm impacts standard and the conditions
3 imposed under that standard.³⁸ The flaw in that approach is that, as petitioners
4 argue, because we remand the decision under the farm impacts test and several
5 conditions, we must also remand under YCZO 1202.02(F).

6 The Second Assignment of Error, Fifth Subassignment is sustained.

7 The Second Assignment of Error is sustained in part.

8 The county’s decision is remanded.

³⁸ The county’s findings state:

“Regarding criterion (F), the use is or can be made compatible with existing uses and other allowable uses in the area. The ‘existing uses’ and ‘allowable uses’ in the area are discussed throughout these findings, Findings establishing compliance with the farm impact standards (below) also establish compliance with this standard. For reasons stated elsewhere in these findings, the proposed use is or can be made compatible with residential uses and other uses allowed in the area. With conditions, the proposed trail will be compatible with existing uses and other allowable uses in the area.” Record-2 22.

Submitted
12/4/2025
PC Heany

Planners are selected to make their community a better place – now and for future generations. The following are some of the values commonly used by planners in the United States to create the kind of places that people and their children want to live.

It is the responsibility of planning commissioners, planning staff, and elected officials to:

- **Protect the public health, safety, and welfare.** Arising from U.S. and Oregon Constitutions, this is the reason for local government and the authority to conduct planning activities is provided to achieve these basic goals.
- **Conserve resources.** If a community is to survive and prosper over time, the materials and environment that make a community possible must be preserved, which sometimes means protecting those resources that provide identity and a sense of community as well as those with an economic basis.
- **Seek efficiency in the use of the land and public facilities.** Activities that use the land ineffectively or spoil the land for future uses, as well as the location or sizing of utilities so that they do not need to be replaced.
- **Foster beauty.** The protection and enhancement of a community's aesthetic qualities can do much to make life in that place more productive, satisfying and thereby ultimately more efficient and beneficial.
- **Assure equity.** Basic to making the American system of government work is that all people in similar circumstances will be treated the same.
- **Recognize pluralism.** Associated with equality is the importance of providing for the great variety of cultures and perspectives that are blended into the fabric of our society and communities.
- **Promote individuality.** Protection of the basic rights of the individual is important to our society and preparation of good plans – plans that preserve resources needed for future options for those many individuals that are yet unborn, rather promoting the interests of the few, as always the needs of the few must be balanced against the common good.
- **Encourage democratic participation.** To make the system work people need to be involved in an effective and meaningful way, but they must take on the burden of behaving in a responsible manner
- Assure that a long-term perspective is taken in the decisions

It is not easy to remember that decisions must be made with those not at the hearing and those yet unborn in mind, as well as the applicant. Using these values will not always be easy, but they will provide the effective principles needed to make good decisions and to guide your part of Oregon towards the future it wants and deserves. It is the combination of good process with good values that will lay the foundation for good planning in your community. With the help of decades of diligent effort, one decision at a time, the kind of future the people in your family, neighborhood, district, city, county, region, and state want and deserve can be obtained.

Submitted 12/4/25
PC Hearing

December 4, 2025

Planning Commission
Yamhill County
400 NE Baker Street
McMinnville, Oregon 97128

RE Docket No.: G-01-25; Yamhelas Westsider Trail

Greetings Commissioners:

Let's be clear, the reason for this meeting is "...to remove the project known as the Yamhelas Westsider Trail from the YCTSP". That's all this is. Its a simple request. This hearing is not to contest, rebut, rehash or otherwise relitigate previous land use procedures regarding the Yamhelas Westsider Trail (YWT). Those activities would occur in any future land use approval process for the trail.

The Yamhelas Westsider Trail as proposed will be on former Union Pacific/Southern Pacific and before that, Oregon and California Railroad property. Before these companies The Oregon Central Railroad (West Side Company) earned this land through Land Grants authorized by the Pacific Railway Act of 1862 and subsequent legislation of July 1866, the Oregon and California Railroad Act. This has been a transportation corridor for 159 years.

There are three salient points to consider in this matter:

1. Is the YWT an element of a well rounded transportation system plan?
2. Is the YWT a valid component of State, County, and City land use goals?
3. Does the YWT have a path through the approval process of land use planning and permit acquisition for its construction activities and its ultimate use by citizens of this County?

The short answer to these questions is yes and here are just some reasons to support that yes:

1. The YWT is an element of a well rounded transportation system plan:
 - a. Merriam Webster defines transportation as "*means of conveyance or travel from one place to another.*"
 - b. Like roads, rivers, and rails, the Yamhelas Westsider Trail provides a means of transporting people, goods, and services in a broad region of Yamhill County.
 - c. The Oregon Department of Transportation (ODOT) mission statement reads: "*We provide a safe and reliable **multimodal** (emphasis added) transportation system that connects people and helps Oregon's communities and economy thrive.*"
2. The YWT meets several of the State, County, and City land use goals:
 - a. Oregon's statewide planning Transportation "*Goal 12 requires cities, counties and the state to create a transportation system plan that takes into account all relevant modes of transportation: mass transit, air, water, rail, highway, **bicycle and pedestrian** (emphasis added).*"
 - b. The Oregon Land Conservation and Development Department's Chapter 660, Division 12. TRANSPORTATION PLANNING document lists several purposes for implementing Goal 12, these include:

“(c) Provide a transportation system that serves the mobility and access needs of those who cannot drive and other underserved populations;

*(d) Provide for affordable, accessible and convenient transit, **pedestrian, and bicycle access and circulation**, with improved connectivity to destinations people want to reach, such as **education facilities, workplaces, services, shopping, places of worship, parks, open spaces, and community centers** (emphasis added).*

(e) Reduce pollution from transportation to meet statewide statutory and executive goals to reduce climate pollution”.

- c. The Yamhill County Comprehensive Plan has several goals and policies that call for facilities like the YWT. These include 11.05.02.05 Open Space, 11.05.02.08 Outstanding Scenic Views and Sites, 11.05.02.09 Historic Areas, Sites, Structures and Objects and Cultural Areas, 11.05.03.01 Transportation, 11.05.04.02 Parks and Recreation. Within these goals are at least twenty supporting policies.
 - d. It needs to be noted that none of these goals and policies have been considered in this docket item.
3. The YWT has a path through the goals and policies of the State and County to gain approval for development
- a. The staff report states this process will be “...based on ORS 197 and 215, OAR 660-012, the criteria in Section 1207.01 of the Yamhill County Zoning Ordinance and the goals and policies of the Yamhill County Comprehensive Plan.”
 - b. ORS 215.213 and 215.283 both refer to ORS 215.296 *Standards for approval of certain uses in exclusive farm use zones*. The word “significant” is a key part of both of the criteria needed to be met. In order to have a use approved, it has to be demonstrated that the use will not significantly “Force a change in accepted farm or forest practices...” or “Significantly increase the cost of accepted farm or forest practices.” LUBA has made many decisions regarding the “Significant Impact Test”, enough to discern a sense of what LUBA defines as significant. LUBA decision 48 Or LUBA 16 (2004) notes that to have a “significant impact” a land use decision must allow a different kind or **intensity of development**, change the land use status quo of the area, or create an actual, qualitatively or quantitatively significant impact on present or future land uses.
 - c. The staff reports that LUBA has remanded back to the County prior decisions primarily due to not adequately responding “...to petitioners’ argument that the Trail would force them to supply spray setbacks on their own lands and cease use of certain pesticides and herbicides within the appropriate setback area, which petitioners argued is a significant change in the accepted farm practice of applying pesticides and herbicides.” In fact, proper farming activity, including applying fertilizers, herbicides and pesticides, properly applied, should not materially impact adjacent properties of which the Rail/trail ROW is one. In a call to the Oregon Department of Agriculture December 1 earlier this week, it was confirmed that aerial spraying of pesticides “...can not drift on to neighboring properties.” **Assuming neighboring properties were using aerial spraying of pesticides lawfully, they should not have to change their aerial spraying of pesticides practices.** The Aerial Pesticide Applicator Responsibilities In Oregon document says it is the pesticide applicator (pilot) that is responsible to prevent drift off of a target site. This document states that “Oregon is a “Zero Tolerance” drift state.” These findings regarding the practice of aerial spraying of pesticides in Oregon apparently were not provided in any response to LUBA remands.
 - d. It needs to be noted that the allowed uses of ORS 215.213 (2) or (11) or 215.283 (2) or (4) do not include trail or paths for walking or biking or any other similar terms. Both ORSs do have a

different subsection for "Roads, highways and other transportation facilities and improvements ..." in subsections 10 and 3 respectively. Each provides two methods to gain approval. First is to adopt an exception to the goal related to agricultural lands. Second is to follow the steps of ORS 215.296. Note that Yamhill County is familiar with the exceptions protocol having gone through the process for the Newberg Dundee Bypass.

- e. It is interesting to note that on Docket No. G-01-15, three areas of criteria were used to base findings such that the County could decide the TSP could add the YWT as a necessary component of the TSP. Which of these findings have changed since 2015?
- f. Testimony submitted to the County on this specific docket and provided in the staff report tallies of 60 unique people in support of the YWT (to deny this request) and only 7 unique people against.

In summary, the Yamhelas Westsider Trail meets the definition of a transportation element regardless of any talking points either for or against the trail. Its very clear that the State of Oregon believes that an asset like the YWT is important, so important that its codified in State law and Yamhill County's mandated Comprehensive Plan and TSP. Though cumbersome and complicated, there is a delineated path to obtaining local and State approval. Though the staff reports include three Conclusions for Approval, it is that the third one, *"The proposed amendments comply with the Yamhill County Comprehensive Plan goals and policies and state statutes."* obviously does not.

Lastly, it is puzzling to me why this is an issue at all. The topic of discussion is a transportation use on property that has a continuous line of ownership devoted to transportation going back 159 years. **There is no change in use**, the impact of this particular form of transportation is less impactful than trains rumbling down the tracks whether spewing smoke in the 1870's or diesel fumes in the 1970's. Neighboring farms and towns managed to adapt, coexist, and benefit from, the changing use patterns of the railroads, they can do so again with the Yamhelas Westsider Trail.

Jack Kriz

9185 NE Neumann Lane
Newberg, Oregon 97132
3fingerjack@comcast.net



KELLINGTON
LAW GROUP, PC

Submitted
12/4/2025
PC Henry

Wendie L. Kellington
P.O. Box 2209
Lake Oswego, OR 97035

Phone (503) 636-0069
Facsimile (503) 636-0102
Email: wk@klgpc.com

December 4, 2025

Via In-Person Delivery

Yamhill County Planning Commission
Attn: John Abram Chair,
Attn: Mark Gaibler, Co-Chair
400 NE Baker Street
McMinnville, OR 97128

RE: Docket G-01-25: Remove the Yamhelas Rails to Trails project from the Yamhill County Comprehensive Plan

Dear Chairs Abram and Gaibler,

As you know this firm represents Yamhill County farmers in connection with the above referenced matter, to include Ben Van Dyke, Van Dyke Farms, Celine and Greg McCarthy, Ground Zero Farms, Tom Hammer, Hammer Farms LLC, Chris Mattson, North Valley Seeds Sitton Brothers Inc., Scott Bernard Farms, and Creekside Valley Farms. Please include this letter in the record of the above docket.

This letter strongly supports Docket G-01-25, to repeal Ordinance 880 and 895 and remove the Yamhelas Westsider Trail project from the Yamhill County Transportation System Plan (TSP) and Comprehensive Plan. It is an unbuildable boondoggle that serves no purpose.

Background

Our clients are farmers who spent years and thousands of dollars at the business end of an ill-considered County recreational trail plan pushed by former County authorities using a seemingly unlimited public fisc. Those former County authorities ignored public processes, County land use rules, state land use rules, very serious adverse impacts of their plan on adjoining commercial farms, to headlong pursue the so-called Yamhelas Westsider Trail (YWT) through some of the best farmland in the County, at any cost.

These former County officials cared nothing of the fact that their recreational trail would have effectively destroyed the working farms around it, working farms that are the lifeblood of County citizens. LUBA implementing Oregon's cherished farmland laws, made it reasonably clear to anyone paying attention that the YWT plan was legally doomed. It is now past time to remove the recreational trail-through-the-best-farmland-at-all-costs, plan, as staff has proposed. Removing the YWT protects high value Yamhill County farmland, working farms and citizens from the type of publicly funded County bullying that the YWT's implementation prominently featured.

Contrary to arguments from supporters of the doomed trail, the County is under no legal obligation to keep the YWT in its Transportation System Plan or its Comprehensive Plan. After years of litigation, several failed land-use appeals to the Oregon Land Use Board of Appeals, significant and deep wounds in the County, the County being ordered to pay farmers nearly \$50,000 in attorney fees for not playing by the rules, the County having to repay state grant money due to the false pretenses of the YWT underlying state grants, it is both lawful and prudent for the Board of Commissioners to decide to not keep trying to force this unworkable facility in the middle of the County's most productive agricultural land.

Below summarizes reasons that the County's legislative choice to remove the YWT is fully justified and wholly within the County's authority to make. Below, we also provide specific response to the remarkable assertions by Friends of the Yamhelas-Westsider Trail (FYWT) letter submitted today.

1. This trail is not required by state law; removing it is 100% a County policy choice

Neither the Transportation Planning Rule nor any other statewide planning requirement obligates Yamhill County to designate this specific abandoned rail bed as a trail in its TSP. Ordinances 880 and 895 added the YWT as one optional bicycle/pedestrian improvement among many others in the TSP.

A comprehensive plan including its TSP is a living planning document. The same statutes and rules that allowed the County to add this project as an aspiration, allows the County to remove it when later experience shows the project is not a good fit or is not realistically buildable because of its significant adverse impacts on farming. The staff report for G-01-25 correctly treats this as a post-acknowledgment legislative amendment initiated by the Board under YCZO 1207.01 that meets all standards.

No LUBA opinion has ever ordered the County to build the trail or to keep it in any plan. To the contrary LUBA has repeatedly told the County that there is a very high hurdle protecting farming to ever establishing the YWT, a hurdle that the County never met despite trying many, many times. The County has rationally decide that it no longer wishes to pursue that path and the proposal memorializes that rational decision.

2. ORS 215.296: the trail is incompatible with accepted farming practices along the corridor

The real-world record on pesticide, herbicide, and food-safety impacts is straightforward and unforgiving: you cannot put a public recreational trail through this corridor and still protect the farmers' accepted and legally required spray practices. Farmers adjacent to the proposed segment use Gramoxone/Parazone and other products whose labels say they may not be used "around" home gardens, schools, recreational parks, or playgrounds. The Oregon Department of Agriculture (ODA) has interpreted "around" to mean "near or close-by" and has warned that establishing a recreational trail in this corridor can effectively prohibit use of those products on

adjacent fields as a matter of federal law. Further, labels for other products (such as Yuma 4E) require specific setbacks from “recreational areas” and pedestrian facilities, cutting deeply into adjacent fields if the trail exists.

Further, federal updated Agriculture Exclusion Zones or (AEZ’s) rules create up to a 150-foot moving “no-person” zone around certain spray equipment, measured onto adjoining land. With a public trail immediately adjacent, large portions of several commercial farm fields would fall within that zone whenever spraying occurs.

Additionally, seed-certification and isolation strips are required for high-value seed crops. These certification rules require wide isolation strips to avoid contamination. Allowing the corridor to become a weed-laden recreation facility forces those isolation strips onto the farmers’ land and removes hundreds of acres from optimal production.

Under ORS 215.296(1)(a)–(b), the County is prohibited from approving the trail if the evidence shows that it will force a significant change in accepted farm practices on surrounding land or significantly increase their cost. The only evidence shows both.

Nothing in the law or the record remotely suggests there is any realistic way to legally reconcile the strict requirements of the farm impacts test with the serious deleterious effects of the YWT on this abandoned rail bed, other than to conclude the YWT cannot occur there.

3. Three substantive LUBA remands show the project is not workable here

There have now been three serious County attempts to obtain land-use approval for the YWT and each has been sent packing by LUBA on the grounds of its significant adverse impacts under the substantive farm impacts test (ORS 215.296) and the County’s own conditional use permit requirements. Further, portions of the abandoned rail corridor are in the AF-10 and HI zones that flatly prohibit a trail from even being considered there, all as LUBA explained. The County’s repeated reliance on later “master planning” and fencing conditions has never been and can never be lawful way to meet Oregon and the County’s strict standards that protect Yamhill County farmlands.

4. The County is entitled to stop trying

Nothing in state law or any County plan requires a local government to continue chasing the same controversial, hopeless conditional use indefinitely. Former County officials tried; Yamhill County farmers strong opposed (as did their amicus helpers of the Oregon Farm Bureau and Yamhill County Farm Bureau); LUBA spoke—three times – that the County effort **failed** to meet Oregon’s strict farm use protection laws. It is rational and responsible to conclude that enough is enough.

Under the County code at YCZO 1207.01 and ORS 197.610–.625, the Board may initiate a text amendment, take evidence, weigh competing goals, and reprioritize limited staff

and financial resources toward projects that can actually be permitted and built. G-01-25 does exactly that.

5. A theoretical trail that cannot be built without gutting agriculture serves no planning purpose

Leaving the Yamhelas project on the TSP and Comprehensive Plan under these conditions is not harmless or symbolic. It:

- Misleads the public and outside funders by implying a realistic project where none exists;
- Keeps neighbors locked in a perpetual, divisive fight over a facility that cannot meet EFU protections; and
- Puts continuing pressure on the County to weaken farm protections or rzone EFU and AF-10 land just to salvage long gone County officials' highly controversial and divisive legacy idea.

Planning is supposed to be about real, implementable systems, not aspirational lines on a map that depend on other people giving up core property rights and farming practices that state and County laws strongly protect.

6. Portions of the abandoned rail bed are unlawful today and would require additional rezoning

LUBA has already held that in AF-10 the trail is prohibited as a matter of local law: it is not listed as a permitted or conditional use and YCZO 501.04 forbids unlisted uses. Same for the HI zone. LUBA's 2020 decision expressly notes that development of the trail in AF-10 and HI zones can only proceed "following zoning ordinance text amendments to accommodate trail/transportation facility uses" in those zones.

7. Bottom line

In short:

- No law requires this trail.
- It cannot realistically coexist with accepted, legally protected farm practices under the farm impacts test of ORS 215.296 and federal pesticide law. And many other Oregon land use laws.
- Proponents of the YWT have repeatedly lost at LUBA on substantive farm-impacts and conditional use permit and basic zoning issues. There is nothing to remotely suggest that any of that would change if the County took yet another run at it.

- Parts of the abandoned rail bed are in zones that make a trail unlawful.

Under these circumstances, it is entirely reasonable, rational—and lawful—for the County to exercise its discretion to remove the project from its TSP and Comprehensive Plan.

8. Why FYWT testimony is legally and factually wrong

The testimony submitted by the FYWT argues that removing the project is unprecedented, violates multiple layers of state and local policy, and fails to satisfy OAR 660-012. Those arguments are wrong in several fundamental ways. It begins from an entirely incorrect premise and unsurprisingly draws a wrong conclusion.

8.1 Hyperbolic claim that the proposal is “extraordinary and unprecedented

The proposal is a normative, everyday, vanilla, if not homely, post-acknowledgement plan amendment that removes doomed aspirational policies favoring a trail on an old abandoned rail bed, from the County’s planning documents. The County does not and should not aspire to nonfarm uses on farm land that cause devastating adverse consequences to adjoining farms. That is what LUBA decided the YWT does – three times. The County has learned and is removing it. Plain and simple. Cities and counties throughout Oregon routinely make changes to plans and codes to add or here subtract features that make no sense, as here.

FYWT wrongly asserts that it is unprecedented to remove an aspirational trail as is proposed here. They are wrong, of course. One example that easily comes to mind is the Millersburg Greenway Trail which the city removed from its TSP in 2023, that had been in its 2016 TSP as a conceptual facility connecting Millersburg to Simpson Park on the Willamette River in Albany. The Greenway Trail segment had never been designed or constructed; no implementation steps had been taken. The Greenway Trail, like the YWT, was purely conceptual. Several concerns about the proposal led to the City deciding to remove it. There, City staff identified several problems to include that industrial property owners objected to a public trail across their land citing security and negative operational impacts, others voiced concerns about homeless encampments a concern made worse due to the fact that the segment ran through remote, undeveloped areas, made it difficult and costly to maintain and police. The proposal is not “unprecedented” or really that big a deal. FYWT should understand that protecting Oregon’s best farmland is Oregon and Yamhill County’s focus and obligation. Decisions like the proposal are completely consistent with those obligations.

8.2 Mischaracterizing the TSP and Comprehensive Plan as requiring this specific facility

FYWT repeatedly assume that because the existing TSP and Comprehensive Plan identify the YWT as a bicycle/pedestrian project, the County is legally barred from revisiting that choice. They wrongly announce that removing YWT “directly violates” multiple TSP goals

and Comprehensive Plan policies. That turns planning law on its head. The TSP and Comprehensive Plan are not frozen. They are meant to be updated as facts and priorities change. Nothing in the TPR forbids a county from deleting a project that has proven unworkable, so long as the amended plan as a whole still complies with applicable goals and rules. As this one does.

The cited local policies are general—encouraging bicycle/pedestrian facilities, safety, and multimodal systems. They do not mandate that those objectives be met by this trail on this old abandoned rail bed. The County remains free to pursue other bike/pedestrian facilities and shoulder improvements on OR 47 and other routes, as already identified in the TSP.

The legal question is only “does the TSP, as amended, still provide for a safe, connected bicycle/pedestrian system consistent with statewide and local policy?” That is a system-level inquiry, not a requirement to preserve any one corridor at all costs. Given that the YWT has never been developed and the County has tried multiple times only to discover it fails the farm impacts test each time – miserably – keeping the YWT in the plan serves no purpose. It pretends the facility can or will be constructed when that is simply implausible.

8.3 Overstating the Oregon Transportation Plan and TPR

FYWT devotes several pages to Oregon Transportation Plan (OTP) policies EC 3.3, EC 3.5, SE 1.4, MO 1.1.2, SP 2.1.1, and others, wrongly asserting that removing YWT “conflicts” with them. Their claim is that these broad, statewide policies are somehow facility-specific mandates requiring the County to preserve this particular former railroad ROW in perpetuity. But that claim finds no support in the OTP or anything else. The OTP is a policy framework, not a list of compulsory local projects. It directs jurisdictions to support multimodal systems, reduce Vehicle Miles Travelled VMT, but it leaves to local governments the judgment of how and in what way to do that. It specifically leaves to local authorities to decide in their discretion which specific facilities best serve those goals in light of local land use, topography, and constraints. _ Like commercial farms adjoining the abandoned rail corridor here.

OAR 660-012-0020 and -0035 require a bicycle/pedestrian system and protection of “major” transportation improvements and corridors. They do not say that once a project is in a TSP it can never be removed, nor do they forbid a county from deciding that a corridor compromised by EFU farm-impacts and zoning conflicts is not an appropriate “major facility” in the first place.

FYWT simply wrongly assume that OTP and TPR require this corridor be developed with the YWT without ever engaging the hard reality that OTP and TPR do not override ORS 215.296 or local EFU protections that the YWT could and can never meet. State transportation policy cannot be read to nullify statutory farm-impacts protections whenever a bike/pedestrian facility would be convenient. As LUBA decided, the aspirational goals in the County TSP and Plan that are to be removed in the decision here, do not allow the YWT to be constructed. The YWT still always had to pass the farm impacts and other farm use protective requirements and simply never could:

“That the county's TSP includes language recommending that the county acquire property to develop a transportation facility does not mean that whatever land use permits are required to actually construct the facility under the local code or state law are thereby waived.” LUBA 2020-066 (12/3/2020).

8.4 Ignoring ORS 215.296 and the hierarchy of protections

FYWT's letter largely airbrushes out the farm impacts test of ORS 215.296. Its references to “land use impacts” and “consistency with farm and forest policies” are exceedingly general; there is no serious engagement with the LUBA decisions or the undisputed pesticide label and AEZ evidence showing the trail would force substantial devastating changes to accepted spray practices on adjoining farms.

That omission is telling. Under Oregon's planning hierarchy, EFU protections in ORS 215 and Statewide Planning Goal 3 are not optional background noise. They are binding limitations on what non-farm uses may be located on or adjacent to high-value farm land. No amount of OTP or FYWT rhetoric can erase ORS 215.296's “will not significantly change or increase cost” standard.

FYWT's position boils down to: because they think that a trail would be a “great” transportation project, the County must keep it—even if that means effectively sacrificing commercial farms along it by wiping out farmer's ability to use key chemicals in compliance with federal law. That is precisely what ORS 215.296 forbids.

8.5 Misreading OAR 660-012-0020 and -0045

FYWT asserts that the amendment “violates” OAR 660-012-0020 because removing YWT leaves the County with “inadequate” bicycle and pedestrian facilities, and assert that it violates OAR 660-012-0045 because the County has not demonstrated how “transportation needs served by the YWT would be met if the project is abandoned.” Those arguments vastly overstate what those rules require. OAR 660-012-0020 requires adoption and periodic update of a TSP providing for a transportation system that meets identified needs. It does not freeze TSP content or require line-by-line equivalency whenever a project is deleted. OAR 660-012-0045 governs implementation and funding strategies. It asks jurisdictions to identify how needs will be met over time, but it does not demand that every aspirational project be retained in perpetuity once later information shows it is infeasible or harmful. Importantly, neither require a project be retained in a TSP that has three times been soundly rejected on farm impacts test, outright prohibitions, and County CUP standards. It is ok for the County to decide they'd rather pursue other, achievable options that do not sacrifice the County's important working farms.

Here, improved bike/pedestrian connectivity between Yamhill, Carlton, and other communities can be pursued through other achievable projects (e.g., shoulder widening, traffic calming, alternative alignments) that do not violate ORS 215.296. The rules do not require the County to keep pretending that the YWT is a viable measure when all the evidence says it is not.

8.6 Misusing the public trust doctrine

FYWT wrongly invokes the public trust doctrine. G-01-25 does not vacate, convey, or otherwise dispose of whatever interest the County holds. It simply amends the TSP and Comprehensive Plan. Whatever property interest the County has (if any) in the abandoned rail corridor remains exactly what it is today, subject to quiet-title litigation if pursued. FYWT relatedly and equally wrongly suggests that the YWT right of way is akin to a navigable waterway or tideland and that removing the trail from the TSP “takes a step toward eliminating the corridor’s transportation function altogether.” That is not a serious application of Oregon public-trust law either. The public trust doctrine in Oregon is focused on submerged and submersible lands underlying navigable waters and a narrow set of related resources. It does not convert any former railroad easement into an immutable, state-held trust asset.

Removing a project from a TSP is not a breach of the public trust doctrine. FYWT’s argument on this point is rhetoric, not law.

8.7 Attacking the staff report for “lack of evidence” while ignoring the record

FYWT claims that the staff report lacks “data, information, analysis, or any other material of any kind in the record” suggesting that removal of YWT is supported, and that the County has not engaged in adequate public outreach or alternatives analysis. That is simply wrong, from the premises of the argument to its fallacious conclusion.

First, there is a voluminous record about why the proposed action is rational and important. We request that the County make the LUBA records in the various LUBA cases about the YWT, a part of the record here.

Second, the County is following its acknowledged land use requirements to remove a doomed project from the TSP and plan. All required processes have been and are being followed. The record of the various LUBA proceedings and LUBA’s decision provide exactly the kind of detailed, project-specific evidence and legal analysis that justify this proposal to remove the YWT from County plans: repeated failure under the farm impacts test of ORS 215.296, zoning conflicts, and the impossibility of craft clear and objective conditions that could ever overcome the significant adverse impacts on farming the YWT causes. FYWT simply disagrees with the policy conclusion the County has drawn from that record. That does not mean the record is missing.

8.8 Ignoring zoning and title constraints

Finally, FYWT’s testimony scarcely mentions two constraints that go directly to feasibility: that portions of the abandoned rail corridor are in AF-10 and HI zones where the trail is not a listed use and is therefore prohibited. And that there is undisputed testimony that if the trail were constructed, commercial farming that adjoins it would experience devastating changes and increased costs. FYWT treats the abandoned corridor as if it were unquestionably a publicly owned, fully zoned transportation facility. It is not.

9. Conclusion

Opponents of the proposal to remove the YWT from the County plan documents assume that a potential recreation trail that existed only as an aspiration, on paper, must be preserved forever, no matter how clearly it violates Oregon farmland laws, or what it costs the people who live and farm along the corridor. Oregon law does not work that way. ORS 215.296, EFU, AF-10, and HI zoning, and the unresolvable pesticide label and AEZ issues are hard constraints, not inconveniences.

For all of the reasons above, we respectfully urge the Planning Commission to recommend approval of Docket G-01-25 and to support the Board's decision to repeal Ordinance 880 and remove the YWT project from the County's TSP and Comprehensive Plan.

All the best,

A handwritten signature in cursive script, appearing to read "Wendie L. Kellington".

Wendie L. Kellington

WLK:wlk

Ken Friday

From: Planning
Subject: FW: Yamhelas Westsider Trail

From: Jeffrey Burgess <jeffrey.c.burgess@gmail.com>
Sent: Thursday, December 4, 2025 2:54 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Yamhelas Westsider Trail

Caution: This email originated outside of the Yamhill County email system

Dear Yamhill County Board of Commissioners,

I have resided in Yamhill County for 23 years. I have raised my children here, and I have been active in the community, volunteering for the county search and rescue team for 16 years, among other community activities.

I want to urge you to continue to pursue the development of the trail for the benefit of all citizens and visitors to our beautiful county. It would be such an asset to have a safe pathway between McMinnville and points north that is separate from Highway 47. Similar trails, such as the Banks-Vernonia Trail, encourage folks to get outdoors, exercise, stimulate the local economy and fully participate in what the county has to offer. I see no downsides to such an asset, and believe that the fears of opponents are overblown NIMBYism.

Thank you for your consideration of this important issue.

Jeff Burgess
503-537-8980

November 30, 2025

Yamhill County Commissioners
434 NE Evans St.
McMinnville, OR 97128

Subject: Legislative Public Hearing, Docket G-01-25 (Board Order 25-325)

I am writing in support of the Yamhelas Westsider Trail and strongly oppose the Board of Commissioners' intent to remove the Yamhelas Rails to Trails Project from the Yamhill County Transportation System Plan (TSP). Page 2 of the Yamhill County Department of Planning and Development Staff Report on this topic selectively cites the LUBA 2020-066 and -067 remand decision as the basis for its recommendation to abandon the project. The portion of the remand decision it left out reads as follows:

We observed that "[t]he county will likely need to conduct further fact-finding on these points to determine the appropriate setbacks for different farm operations, and to gather the information needed to determine whether the appropriate setback forces a significant change in farm operations."

Since that remand decision nearly five years ago Yamhill County has apparently made no effort to address the various farm impact issues raised by the petitioners, as it successfully did in LUBA 2020-093 (Stop the Dump Coalition v. Yamhill County and Riverbend Landfill Co.) What is it we don't know about why the majority on the Board of Commissioners has conceded on this issue without a whimper?

I strongly recommend that Yamhill County pick up the ball it dropped nearly five years ago and make an honest effort, on behalf of the citizens you represent, to address the farm impact issues identified in the cited LUBA decision. Alternatively, commissioners should at least refrain from amending the TSP at this time and leave it up to a future Board of Commissioners to consider after doing a better job of gauging public sentiment on the issue. Removing the Yamhelas Westsider Rails to Trails Project from the TSP without adequately assessing public sentiment would conflict with Oregon Statewide Planning Goal 1 (Citizen Involvement) which requires meaningful and ongoing public participation.

Sincerely,

E. Fredenburg

Ed Fredenburg
Newberg, OR

RECEIVED

DEC 4 2025

YAMHILL COUNTY BOC

Ken Friday

From: russell@wintershillwine.com
Sent: Thursday, December 4, 2025 4:47 PM
To: letters@newsregister.com; trailspac@gmail.com; Bubba King; Mary Starrett; Kit Johnston; BOC Info; Planning
Subject: Don't Cancel the Yamhelas-Westsider Trail

Caution: This email originated outside of the Yamhill County email system

To Commissioners Johnston, Starrett, and King; and members of the Yamhill County Planning Commission, I am writing to express my support for the Yamhelas-Westsider Trail, and to encourage you to retain it as part of the Yamhill County Transportation Plan.

Both as a private citizen and as a small business owner, I support the vision of the Trail, and I hope that the citizens of Yamhill County can work together to make it a reality for our community.

As a long-time resident of Yamhill County, it is clear to me that we need more opportunities for recreation and exercise. We regularly visit Airport Park and the Rotary Park, but those trails are quite limited in length, and do not accommodate bicycles. As dog owners, several of the other trails in the region are not available to us.

As a small business owner, I also welcome developments that would make our region more attractive to potential visitors. The Yamhelas-Westsider Trail would complement the other attractions in our community, as well as appealing to new groups of potential visitors.

Thank you for your consideration,

Russell Gladhart
Winemaker
Winter's Hill Estate
Exceptional wines, Breathtaking views, Genuine Hospitality
wintershillwine.com

Ken Friday

From: Elena Mudrak <mudrake43@gmail.com>
Sent: Thursday, December 4, 2025 11:44 PM
To: Planning; Planning; Ken Friday
Cc: BOC Info
Subject: 12/4 "Decision"

Caution: This email originated outside of the Yamhill County email system

Dear Planning Commissioners,

Unfortunately, ironically, you all did not listen to testimony this evening. Your collective deliberation made evident your predetermination.

First and foremost, EFU allows these uses, whether transit or public park. There are other routes for making this happen. LUBA remands do not "kill" a plan. Using that as logic is a fallacy. That is not reasoning, it's self-fulfilling.

Commissioners Alexandria, Cooke, Gaibler, and Schrepel needed to recuse themselves. Gaibler wisely made that call. The rest of the financial ties to this issue and related campaigns jeopardize the legitimacy of the commission's decision tonight. Oregon Ethics will determine that any gain from these decisions are wildly unethical and illegitimate (read: purchasing public lands down the road). As a result of tonight's discussion, there are clear paths to show that they violated the following Ethics Laws:

- Uphold public trust by SAFEGUARDING public money and RESOURCES
- Behave in an open, honest, and transparent manner (no disclosures)
- Conduct the public's business fairly and objectively
- Disclose financial conflicts of interest

Additionally, it leaves our county open to litigation when public servants make decisions that are not backed by the law. The first three commissioners to speak in their deliberation this evening cited EFU zoning exclusions as the reason for their decision. However, all of the proposed uses are in fact PERMITTED in EFU zones. Citing EFU zoning as excluding the proposed potential uses is ignorance, not an allowable interpretation. Without those backed votes and Gaibler's recusal and another's absence, that leaves affirmative votes at a level below accepted quorum. Of note, I do think Commissioner Gaibler needed to leave the dais upon his recusal per Public Meeting Laws, though I was unable to find Yamhill County-specific by-laws.

Regrettably, county staff did an insufficient job preparing the commissioners to speak on this topic. It was evident that none of them had a real understanding of county or state planning or zoning, further undermining their authority this evening.

Kindly,
Elena Mudrak

The YAMHILL RAIL TO TRAIL project has broad public support and is also supported in our longstanding Yamhill County Transportation plan. A legal document created with foresight by our long range planners and previous lawmakers, it offered something for all citizens to commute and exercise. Our political disfunction has already cost us taxpayers millions of dollars. Currently, so you don't like the plan, don't fund it or build it- but you don't get to steal the project from future generations. Don't sell out our future,

Respectfully submitted by

Erin Rainey

11270 SW River Bend Road

McMinnville, OR 97128

I attended the meeting at the Yamhill County courthouse on Dec 4, 2025. I had to leave at 9:30PM, before I was able to offer my testimony. I left my green slip with my comments written on it, so I am following up with this email.

Ken Friday

From: Jim DeVoe <driftfish@yahoo.com>
Sent: Sunday, December 7, 2025 10:07 AM
To: Planning; BOC Info; Kit Johnston; Mary Starrett; Bubba King; trailspac@gmail.com; letters@newsregister.com
Subject: Save the Yamhelas Trail Corridor (Docket G-01-25)

Caution: This email originated outside of the Yamhill County email system

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Dear Planning Commission and Board of Commissioners,

I support the Yamhelas-Westsider Trail and urge you to keep the trail Right of Way (ROW) in the Transportation System Plan (TSP).

I attended the 12/4/25 Planning Commission meeting regarding the Yamhelas-Westsider Trail. It was a travesty. Overwhelming support was given to keep the trail and ignored by the planning commission members. Shame on them. Falsehoods were made that could not be substantiated. Like it or not, Yamhill County will grow and this trail will be essential to future residents. Special interests are rampant in the planning commission members and I'm wondering about the Board of Commissioners. Clearly the Planning Commission is a joke, not representative of the people of Yamhill County.

Please do not include yourselves and be shortsighted to the future generations of Yamhill County.

Jim DeVoe
Carlton

Matthew E. Simek

P.O. Box 220
Newberg, OR. 97132

December 4, 2025

Yamhill County Commissioners
Yamhill County Courthouse (Room 32)
535 NE 5th St.
McMinnville, OR 97128

RE: Yamhellas Westsider Trail Preservation

Commissioners:

Two decades ago, I led an effort to explore the viability of expanding public transportation into Yamhill County through the revitalization of rail service.

Passenger rail service was not new to the County. From 1914 to 1929, Southern Pacific Railroad operated the famous "Red Electric" – a passenger line that was considered the finest such system for its day in the Pacific Northwest.

The Red Electric ran from Portland along the Willamette River, through Tualatin, then west through Tigard, Sherwood, Rex (at Rex Hill), Newberg, Dundee, and just east of McMinnville at St. Joseph, then north through Carlton, Yamhill, Gaston and Seghers Junction to Forest Grove, then east through Hillsboro and Beaverton to Portland. This was a remarkable line that served the relatively small population of Yamhill County at the time.

With the demise of the Southern Pacific, the line was acquired by Union Pacific Railroad (UPRR) out of Omaha. Eventually, UPRR leased the line to New York's Genesee & Wyoming corporation, which operates freight service today as the Portland & Western line, utilizing some of those UPRR rights of way (ROW).

In 2006, the concept of a "Wine Train" with additional passenger service throughout Yamhill County took shape. At the time, the line between St. Joseph and Seghers Junction was abandoned by UPRR except for rail car storage, and most of the track removed. It sat idle for a long time.

This posed an opportunity to acquire the abandoned ROW from UPRR, to preserve it for the inevitability of passenger rail service returning to the County as the population grew.

In September, 2006, I hosted a meeting of the Yamhill Excursion Rail Interest Group at the Dundee City Hall. Those present included State Senator Gary George, ODOT Rail Division Administrator Kelly Taylor, Yamhill County Commissioner Leslie Lewis, and many other representatives of Yamhill County public and commercial interests. The unifying theme of the evening was the strong desire to prevent further erosion of the state's rail rights of way and to find ways to use them to everyone's advantage.

As a result of the public interest, we established a non-profit company, Rail Link Corporation, and worked with County officials to complete a successful offer to UPRR in 2016 to purchase the 15.25 milw ROW between St. Joseph (McMinnville) and Seghers Junction (Gaston). This ROW was to be held in reserve for future public transportation needs as the county grew. With that acquisition, County Representatives were united in their long-term vision of the County's needs as the population of Portland, Beaverton, Hillsboro, and other metropolitan areas exploded, pushing the population to the south and west.

Today, the largest counties are Multnomah County (797,523), Washington County (617,713), and Clackamas County (427,318). All three continue to grow at a remarkable pace. How does this compare with Yamhill County?

In 2000, the population was 84,992. By 2010 it had grown by 17% to 99,193. By 2024, the population had added another 10,000 residents to 110,886. In the first 25 years of this century, County population grew by over 30%! If this rate continues, by 2050 the County population will approach 150,000, with concentrations in the fastest growing cities of McMinnville and Newberg.

It has been suggested that considering the reestablishment of public rail transportation at some distant point would destroy the rural nature that Yamhill County has enjoyed for centuries. However, it is fantasy to consider that there is any barrier to a population explosion as the Tri-Counties become saturated. The population explosion WILL come to Yamhill County, it is only a matter of time. It may be decades in the future, but it will happen, and turning a blind eye to its inevitability will never stop it from happening. It is always better to be prepared than to be blind-sided.

During the past 50 years, while the Tri-counties of Multnomah, Washington, and Clackamas have expanded their transportation infrastructure to accommodate their growth, Yamhill County has not. Without additional planning consideration to the transportation needs of the future, the County will eventually face a transportation and financial crisis as it struggles to fund highway and other improvements to accommodate the needs of its residents.

That is what we had in mind when we proposed securing the UPRR abandoned ROW by Yamhill County, to retain it as a first segment for a renewed light rail transportation corridor between Portland and the County, through all of the cities where the line would eventually pass.

We realized, however, that this was a long but important look into the future. Preserving the existing ROW was essential, we felt. History has proven again and again that, once a ROW is broken up, it cannot be reassembled. The acquisition of continuous property rights would become so exorbitantly expensive as to become impractical. That is why we thought we were on the right track in preserving this essential ROW for the future of the County.

But what to do with it in the meantime? For years it had lain fallow, and even the single bridge had been removed. That is when the idea of a trail became a possibility. "Rails To Trails" had become popular throughout the nation by then, and this was another opportunity. Since the County already owned the land, an effort began to transform this unused ROW into a recreational trail. The idea also had the benefit of providing an alternate transportation route for hikers and bicyclists who were enduring frequent and tragic accidents on Route 47 along the same path.

The Yamhellas Westsider Trail group took the lead on this effort. Not only has that group been successful in planning and executing a start for the trail itself, but with the County's assistance, the State of Oregon made a substantial grant to the County to rebuild the missing bridge. This was a remarkable development in the efforts of the Yamhellas Westsider Trail advocates.

In researching this issue, I have learned that there are significant legal barriers to allowing the County to break up and sell off the ROW it acquired from UPRR. While I am not an attorney, I would like to offer County legal experts some suggestions on places to look for these prohibitions, with which they are no doubt already familiar. For instance, Measure 39 prohibits government from taking, transferring, or conveying publicly held property to private parties if the purpose is essentially private economic development.

Further, Road Vacation Statutes (ORS 368.326-368.366) require that, before the county may vacate or extinguish a public ROW, it must follow very strict statutory requirements, showing that the vacation is in the public interest, not private interest. The County must determine whether the ROW may be needed for transportation, utilities, or emergency access. It would be good for the County to consider *Dolan v. City of Tigard (A-Boy Plumbing)*, which required counties to meet two tests anytime public land is transferred – Essential Nexus and Rough Proportionality.

It is quite possible that Yamhill County cannot legally break up and sell existing public right-of-way unless it proves — with evidence — that the action benefits the public, complies with Oregon vacation statutes, meets the Dolan constitutional standards, and does not interfere with treaty/restoration obligations. All of these legal restraints should be evaluated before considering any such action to dissolve and disperse the ROW now occupied by the Yamhellas Westside Trail.

For all these reasons, I strongly recommend that the County set aside the current effort to disband the Yamhellas Westsider Trail, to reimagine the future needs of the vast majority of County residents, to preserve the ROW in the County's land use plan, and to dedicate County efforts to preserve, protect, and defend the acquired UPRR ROW, now known as the Yamhellas Westsider Trail. If there continues to be doubt as to whether this action is advisable, perhaps the best solution of all is to put it on a ballot and ask the citizens you represent for their opinion before taking any further action.

Thank you for your consideration.

Very truly yours,

Matthew E. Simek

Ken Friday

From: Planning
Subject: FW: Public Comment: Support for the Yamhelas Westsider Trail – DO NOT remove from the TSP

From: Christopher Mandeville <csm1966@gmail.com>
Sent: Tuesday, January 6, 2026 11:19 AM
To: Planning <planning@yamhillcounty.gov>
Cc: Jack Harris Mandeville <jackharrismandeville@gmail.com>
Subject: Public Comment: Support for the Yamhelas Westsider Trail – DO NOT remove from the TSP
Dear Yamhill County Commissioners and Planning Commission,

I am writing to express my strong support for keeping the **Yamhelas Westsider Trail** project in the county's Transportation System Plan (TSP). I am unable to attend the January 22 meeting, so I'm submitting my comments via email. As a resident and stakeholder in Yamhill County, I urge the Board to reconsider the current proposal to remove this project and potentially sell off portions of this invaluable public corridor.

The Yamhelas Westsider Trail is more than just a recreational path; it is a vital piece of infrastructure that offers significant economic, safety, and community benefits:

- **Economic Engine for Small Towns:** Rail-to-trail projects are proven "trail town" catalysts. By connecting McMinnville, Carlton, Yamhill, and Gaston, the trail would funnel bicycle and pedestrian tourism directly into our local businesses. Studies of similar trails, like the Banks-Vernonia State Trail, show that visitors spend significantly on food, lodging, and retail, providing a stable revenue stream for rural economies.
- **Safe Routes for Families and Students:** Currently, Highway 47 is dangerous for cyclists and pedestrians. This trail would provide a car-free corridor for children traveling between Yamhill and Carlton schools and a safe alternative for commuters, reducing traffic congestion on our local roads.
- **Boosting Property Values and Quality of Life:** Proximity to multi-use trails is consistently ranked as one of the top amenities homebuyers look for. Preserving this corridor increases the long-term desirability of Yamhill County as a place to live, work, and invest.
- **Preserving Public Assets:** The county already owns this corridor. Selling it off is a short-term move that permanently robs future generations of a public asset. Once a contiguous 15-mile corridor is broken up, it can almost never be reassembled.
- **Agricultural Harmony:** Many successful rail-trails across the country coexist with active farming. With proper fencing, signage, and seasonal management, we can support our agricultural heritage while providing modern recreational access.

I ask that you listen to the overwhelming majority of voices who see the Yamhelas Westsider Trail as an investment in our county's future. Please vote **NO** on removing the trail from the Transportation System Plan and keep this project alive for the benefit of all Yamhill County residents.

Sincerely, Chris & Jack Mandeville 812.322.4786 Chris Mandeville | csm1966@gmail.com

Ken Friday

From: Rick Karl <rbkarl@aol.com>
Sent: Thursday, January 8, 2026 8:49 AM
To: Planning
Subject: Docket G-01-25 The Trail

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Vote to keep the trail option open for future consideration.

This would be a great amenity for the county.

You know this to be true so vote for the future.

Rick and Heather Karl
Rivenwood Vineyard
10100 NE Rivenwood Lane
Carlton, OR 97111

[Sent from the all new AOL app for iOS](#)

Ken Friday

From: Jeri Paull <jerilynn65@yahoo.com>
Sent: Thursday, January 8, 2026 9:18 AM
To: Planning; Planning
Subject: Protect public land

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Re Docket G-01-25

Commissioners;

Please do the right thing and protect our public land for future use, whatever that may be. Selling this land, that belongs to all of us, to benefit a few would be a travesty that will forever mar your legacy and reputation. Do the right thing, for us, and for yourself.

Sincerely,

Jeri Lynn Paull

Whiteson, Oregon

Sent from Yahoo Mail for iPhone

Ken Friday

From: Hanna Heddy <hanheddy@gmail.com>
Sent: Thursday, January 8, 2026 12:23 PM
To: Planning
Subject: "Docket G-01-25" Support for keeping Yamhelas Westsider Trail in the Transportation System Plan

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Yamhill County Commissioners,

Thank you for your service to the community!

I am writing to ask you to keep the Yamhelas-Westsider Trail corridor in the Transportation System Plan (TSP) and protect our public land. I am referencing "Docket G-01-25".

The TSP is a plan for serving our county's transportation needs now and into the future. The Yamhelas-Westsider corridor in debate is an asset to the county, and was wisely purchased in the past. It should be wisely saved for future use, even if it won't be used immediately.

As the Newberg mayor has pointed out, selling off land is not smart in these times. For this reason, the mayor did not sell a downtown Newberg property to TVFR.

Let's keep this corridor in the county's hands for future use. Even better let's keep the corridor in the TSP so it can be used for great transportation one day.

My family loves biking, walking, and running. But if the economy starts collapsing and we go back to other modes of transportation, this corridor would be amazing for county residents to bring goods to market and get to where they need to go. Cars cannot be our only plan.

Thank you for your time and care towards this matter.

Sincerely,
Hanna Heddy
Yamhill County Resident

Ken Friday

From: Barb Greenebaum <bgreenebaum@outlook.com>
Sent: Thursday, January 8, 2026 1:59 PM
To: Planning
Subject: comments for Docket #G-01-25

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Hello, This is commentary submitted for the public hearing of the Yamhill County Board of Commissioners public hears regarding the proposed Yamhelas Westsider Trail.

I would encourage the commissioners or their representatives to consult with the towns of Banks and Vernonia regarding the benefits of having such a trail originating/terminating in their towns. The Banks-Vernonia trail is highly used year around and brings in alot of business from hikers, bicyclists, equestrians, etc. The proposed trail would offer the same business advantages to Yamhill county. In addition, the trail would offer both residents and visitors a safe place to recreate free from the dangers of today's high level of fast traffic.

This trail would offer the school track teams, the 5 year old on her first bike, the friends wanting to get out for a walk in a peaceful area a lovely and calm environment.

Our world today offers fewer places to get out of our cars and enjoy the outdoors. This trail would provide that and I urge you to CONTINUE the project rather than canceling it.

Thanks for your support.

Barbara Greenebaum
439 Ne 60th Ave
Hillsboro, Or 97124

9717707670

Get Outlook for iOS

Ken Friday

From: Lige Dickson <lige.dickson@gmail.com>
Sent: Sunday, January 11, 2026 11:54 PM
To: Planning
Subject: Docket G-01-25

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To The Yamhill County Commissioners,

I request that all three county commissioners vote to keep the Yamhelas-Westsider Trail corridor in the Transportation System Plan (Docket G-01-25) and respect the people's right to vote for themselves to determine the future use of this valuable resource.

Best regards,

Elijah Dickson
Newberg, Oregon

RECEIVED BY
JAN 12 2026
YAMHILL COUNTY
PLANNING & DEVELOPMENT

Board of Commissioners and County Planning Department,

When governing bodies in Oregon make decisions that alter state-mandated planning documents, like a transportation system plan, the decision-making process requires the application of statewide and local planning goals and laws. Not a single piece of code, legislation or ordinance was cited in the recent recommendation by the Yamhill County Planning Commission to remove the Yamhelas Westsider Trail (YWT) from the county's TSP. Oregon planning commissioners are not allowed to make decisions based on what they think is best; state law requires that there are standards and criteria against which a decision must be made. Even in the case of legislative hearings, planning commissioners must fully consider matters and provide recommendations that are thoroughly evaluated and reasoned (Oregon Planning Commissioner Handbook, 2015, pg 25). Given the discussion that followed four hours of public testimony, it was evident that not a single planning commissioner thoroughly evaluated or reasoned the matter at hand. Additionally, Oregon planning law strongly emphasizes consistency across plans. The removal of the YWT does not have local precedent and is clearly at the behest of political donors, roughly one or two dozen families in a county of over 100,000. Given these facts, I do not think that the BOC has the grounds to make this final land use decision.

Beyond the ineptitude of the county's planning commission, there are many issues with the proposal to remove the YWT from the TSP. Removing the YWT from the TSP would be in direct opposition to local ordinances and statewide planning goals. Pursuant to OAR 660-012-0010, "Transportation system planning establishes land use controls and a network of facilities and services to meet overall transportation needs." As detailed in the county's TSP and through daily observations, our county's transportation network does not meet the overall needs of the county. We experience pedestrian fatalities, bottle-neck conditions, and exorbitant vehicular crash rates. OAR 660-012-0025 (Complying with the Goals in Preparing Transportation System Plans; Refinement Plans) specifies that TSPs need to be compliant with statewide planning goals and acknowledged comprehensive plan policies and land use regulations. Removing the YWT will move the county further from meeting the needs of its citizens and will act in opposition to local and statewide planning goals. This county's guiding TSP goals are as follows:

1. Provide for efficient and convenient motor vehicle travel.
2. Provide for the safety of all transportation modes.
3. Provide an equitable, balanced and connected multi-modal transportation system.
4. Increase the quality and availability of pedestrian and bicycle facilities.
5. Work with transit service providers to provide transit service and amenities that encourage and increase ridership.
6. Manage the transportation system to support a prosperous and competitive economy.
7. Provide transportation facilities and services that are fiscally responsible and economically feasible.
8. Provide a transportation system that conserves energy and protects and improves the environment.
9. Coordinate with local and state agencies and transportation plans.

There are no equivalent, prospective alternative corridors to the YWT. Without prospective projects along the YWT, this county won't meet any of these goals, and residents across Yamhill County will suffer for generations beyond that of the current landowners/operators.

As collaborative planners for the county, you have the responsibility of foresight. As a lesson, we can look at the layout of the highways leading to and through Portland, knowing full well the traffic nightmare of the area. In earlier days of planning there was thought to be no need for beltways to circumvent the city for drivers who were traveling through, but not to, the city of Portland. There was no consideration of inevitable change and growth. Today, we experience this lack of transportation planning as a major issue. Though the Portland state highways provide a simple example, our county and its TSP prove that this same pattern plays out locally already. Rather than planning for generations past, the county needs the BOC to plan for future generations.

At a town hall event hosted by Linfield during their last election cycles, Commissioners Starrett and Johnston both said that they would fix roads in Yamhill County. The vague dedications to rectify transportation woes in this county touch on only the tip of the iceberg. In this county's TSP, OR 47 is named explicitly for its infrastructural shortfalls. The TSP also states that "existing transit service needs within the study area include the lack of evening and weekend service, the need for more bus stops, and expanded to service to large employers and outlying areas." This excerpt more explicitly details the outlook of Commissioners Starrett and Johnston that lacks any creativity or solutions with respect to county transportation. With a county of over 100,000, we are depressingly underserved by public transit, locally and regionally. Our main thoroughfares are without accommodation for people that cannot or do not drive, and our public transit only provides morning/daytime, weekday service. The county's TSP states that there is a "need of a passenger rail connection between the Yamhill County and the Portland metropolitan area." There is virtually no other reasonable route that this could potentially take. This TSP and the body that accepted this work are perpetuating conditions that knowingly neglect the people that live, work, and visit this county. Removing the YWT corridor from the TSP would unnecessarily limit the tools with which the county can plan and care for the people that live here.

According to our current TSP, "a crash rate analysis indicated that there are multiple roadway segments with crash rates of 200% or more of the statewide average for similar facilities. Most of these are on county roadways. There are also 13 locations on state highways with crash rates within the top 10% of all locations statewide." Why wouldn't the BOC want to help get Yamhill County citizens off of the roads? For a handful of families that made political donations, who think their kin somehow has immunity on the roads? The YWT could be a part of a multifaceted approach to real public safety and financial security for the many, not just the few.

In a county dominated by lifted trucks and SUVs, we need to provide safe corridors for non-vehicular movement. The recommendations that accompany the development of the YWT in the TSP of widening county roads for bicycle and pedestrian access is insane; keeping

bicycles on roads built for high-speed traffic is a recipe for disaster. For cars traveling at 50mph, the chance of fatality for a pedestrian when hit by a car exceeds 80%. Risk increases for pedestrians with an increase in vehicle height. At 60 mph, it's essentially a guaranteed fatality (Monfort, Mueller. Journal of Safety Research, September 2025). The YWT would get pedestrians and cyclists, of whom I have seen increasing numbers in the past decade, off of the most dangerous roads in our county. Across our nation, approximately every 64 minutes a pedestrian is killed by a motor vehicle (CDC. [Web-based Injury Statistics Query and Reporting System](#). 2024). The threat to public safety cannot be overstated. Do not forfeit the county's one north-south road-alternative corridor to a dozen families.

Finally, on the points of planning commissioners and the few public comments decrying LUBA remands as outright rejections of a pedestrian path along the YWT corridor: these were purposefully misleading, as they labeled this use of the area as not permitted in EFU zones. A public park, of which this could be designed as a linear park, is permitted. Many of the grievances aired by LUBA petitioners are items that could be overcome with collaboration. Fence material specifications, seasonal closures for pesticide application, public infrastructure that inherently restricts potential trespass. These landowners and operators need to stop usurping publicly owned lands. It is the duty of the BOC to lead and not lick boots.

Reject the inept recommendation of the planning commission, many of whom funded the political campaigns that appointed them. Follow statewide and local planning goals. Truly put Yamhill County first. Be creative, have foresight, and take care of the entire county, not just political donors.

Sincerely,
Elena Mudrak
McMinnville

January 8, 2026

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JAN 12 2026
YAMHILL COUNTY
PLANNING & DEVELOPMENT

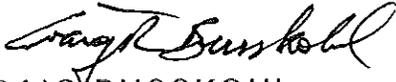
TO: YAMHILL COUNTY BOARD OF COMMISSIONERS
400 NE BAKER ST., MCMINNVILLE, OR 97128

In regards to the Jan. 22 Public Hearing Docket # G-01-25

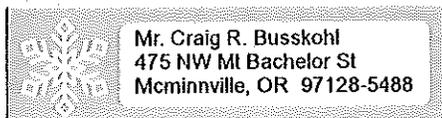
While obviously futile due to both the Planning Commission and County Board of Commissioners being packed with the handful of objecting landowners, or sympathizers, along the county land slated for the Yamhelas Westsider Trail:

I OBJECT to the removal of the in-progress trail option from the YCTSP. No need to remove it, just a placeholder, for a project that should have been all but COMPLETED by now, and being utilized by citizens of Yamhill County and beyond.

SINCERELY,



CRAIG BUSCKOHL
MCMINNVILLE



Ken Friday

From: Diane Trenhaile <jacndian@outlook.com>
Sent: Tuesday, January 13, 2026 10:21 AM
To: Planning
Subject: Docket G-01-25

Spam

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear commissioners,

As Yamhill County farmers of 40 years, we would like to speak in favor of keeping the Yamhelas trail corridor as public land on behalf of the birds. Yes, birds.

Anyone paying the slightest bit of attention knows that bird numbers have dwindled over the last decades. One of the main reasons is loss of habitat – places to eat and nest. Farmers have not done a good job of preserving this resource. I can remember planting wheat in the 70s and having to be careful not to get the large machinery in the fence row. For those who don't know, a fence row was more than a fence along the boundaries of a field. It included wild plants - small bushes with berries, weeds and grasses with seed heads, abandoned fruit trees. Here was a plentiful food supply, a safe place to nest, and a place to hide from predators. Unfortunately, farmers, in their quest for a greater yield, removed many miles of these fence rows over the years and now routinely plant beyond where the fence used to be.

An aerial view of the Yamhelas trail corridor shows it to be a remaining green space, a remaining bit of avian habitat. Even those who aren't interested in the birds for themselves should recognize their value to humans in helping to keep insects under control. But there are many who do enjoy the birds for themselves and want to spend time outdoors birdwatching. This sedate hobby gets people of all ages outside, brings exercise for good health, could draw people from surrounding areas to local restaurants for lunch (as does Tualatin Wildlife Preserve.)

Many Yamhill county residents have written about the benefits of the trail to people, but we would like to add that saving this space for the use of all would include helping this struggling species. Keep the corridor for the birds.

Jack and Diane Trenhaile

Ken Friday

From: Stan Wood, DVM <stanwooddvm@gmail.com>
Sent: Tuesday, January 13, 2026 1:29 PM
To: Planning
Subject: Yamhelas Trail Comment

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ALCON:

I have lived in this county for 32 years and my wife for 52 years. We support the Yamhelas Trail concept of a walk, run, bike, & horseback byway on the old railroad corridor right of way from McMinnville to Gaston and want it to become a reality. We ask you not to remove this concept from the Transportation System Plan. Be advised, we will not vote to elect any commissioner candidates who do not support this trail.

Stan Wood
stanwooddvm@gmail.com

Ken Friday

From: Lynn Otto <lynnotto.or@gmail.com>
Sent: Wednesday, January 14, 2026 3:07 PM
To: Planning
Subject: Fwd: Yamhelas Westsider Trail

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Dear Yamhill County Commissioners Johnston, Starrett, and King and Yamhill County Planning Commission:

I'm a resident of Yamhill County (Newberg) and am very interested in the development of the Yamhelas Westsider Trail for walking and biking. Although there are some short trails in Yamhill County, we don't have a long trail, and having one would add an important and much appreciated outdoor recreation opportunity and would add to the physical and mental health of trail users, myself included. I currently have to drive a long way to reach a trail of significant length. The Yamhelas Westsider Trail would be much closer. I hope you will protect this corridor for public use and promote the development of the trail.

Sincerely,
Lynn Otto
513 N Morton St
Newberg, OR

Ken Friday

From: Nina Kawall Longden <niandbri@msn.com>
Sent: Wednesday, January 14, 2026 7:59 PM
To: Planning
Subject: Docket G-01-25

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Hi,

I would like to express my support for keeping the corridor as a county property.

This land is a huge asset that we cannot afford to lose. It can be used in the future as a utility corridor and as a public trail for recreation benefiting our community and beyond. Supporting our local businesses and many more reasons.

I was present at the planning meeting in December. The members, after hearing hours of testimony, voted in minutes to remove the trail from the TSP. The testimonies were diverse and most in favor of the county keeping the land. They ranged from people that had suffered serious accidents while exercising along roads to others that thought the trail would be a wonderful way of exercising and gathering with friends and family. After the testimonies I was certain the members would vote to keep the land after hearing the wishes of the community, Instead they chose the opposite, what makes me wonder if they have are trying to defend special interests and go against the wishes of the majority of the residents of our county. Our country has more than 2,000 rails to trails corridors where people flock to, wanting to unwind, exercise, be outdoors, enjoy nature, learn about our environment and protect it. As a trail or a utility corridor, this land is too strategic and valuable, there is no reason for the county to sell it now. We the people deserve a chance to vote and decide, not the 3 county commissioners. Let the people speak then you can decide, there should be no rush.

Thank you for your consideration

Marina Longden
1797 SW Songbird st
McMinnville, OR 97128

Sheryl Patterson
Attorney at Law (ret.)
Lafayette OR 97127
spattersn@gmail.com

RECEIVED BY

JAN 15 2026

YAMHILL COUNTY
PLANNING & DEVELOPMENT

HAND DELIVERED

January 15, 2026

Board of Commissioners
Yamill County
434 NE Evans Street
McMinnville OR 97128

RE: January 22, 2026 Public Hearing; TSP Amendment; Yamhelas-Westsider Trail

Two of the three Board of Commissioners have stated that they intend to vote to remove the 15.25 mile Yamhelas-Westsider Trail (Y-W Trail) from the Yamill County Transportation Systems Plan (TSP) at this upcoming public hearing, regardless of the overwhelming public support to retain and build this trail for the benefit of the citizens of Yamill County. These two Commissioners want to abandon this transportation project and sell the County land at a significant loss to benefit the abutting landowners.

Removing this recreation and transportation amenity from the TSP violates the County's Comprehensive Plan and conflicts with state law. The County is obligated to consult with the affected cities in the county, Washington County and the City of Forest Grove, the regional Metro government agency, the State Department of Parks and Recreation, and the State Department of Transportation (ODOT) over the impacts of removing this planned transportation improvement. The County also has to provide formal notice to ODOT, wait 30 days, and then hold a subsequent noticed public hearing before this prior railroad alignment can be abandoned and the land sold. (see ORS 271.310(3) and ORS 275.330(c)).

Any action to abandon the Y-W Trail and sell the land will surely be overturned by the electorate. With the prospect of two newly elected commissioners and the proposed initiatives, the Y-W Trail project will be revived later this year. The pending TSP amendment proposed by the two Commissioners is not the end of the Y-W Trail saga.

Background

The 14 year history of the planning for this project and acquisition of the Y-W Trail right of way is provided in Appendix 1. In 2017, the County paid \$1.4 million to purchase 12.48 miles of the Union Pacific Railroad right of way for the Y-W Trail, and thereafter initiated studies to develop a master plan for the trail and the engineering designs for the necessary bridges.

Transportation Systems Plan

In 2012, the Board of Commissioners adopted Ordinance No. 880 to amend the TSP, an element of the County's Comprehensive Plan, to include the future use of the Union Pacific (previously Southern Pacific) Railroad right-of-way between Gaston and McMinnville as a bicycle and hiking

trail. (Ordinance copy provided in Appendix 2). The proposed action of the two Commissioners at the upcoming hearing is to repeal this 2012 Ordinance.

The current TSP, dated November 12, 2015, adopted by Ordinance No. 895, includes a number of references to the need, benefits, and funding for the Y-W Trail. A copy of the following TSP references are provided in Appendix 3.

The Y-W Trail Links Communities - Under Existing Conditions, the TSP states that: "There were numerous comments from the stakeholders that conditions for bicycle and pedestrian travel are unsafe throughout the County, particularly in the rural areas." (TSP page 38). Figure 7 shows that there are pedestrian and bicycle needs along the Hwy 47 corridor. (TSP Page 39). Highway 47 links the small towns of Gaston, Yamill and Carlton to the county seat in McMinnville. The need for this linkage is stated in Goal 3, Objective 4: "Support connectivity between the various communities in the County." (TSP page 57). The Y-W Trail is identified as the transportation solution in Goal 4, Increase the Quality and Availability of Pedestrian and Bicycle Facilities, Objective 3: "Support the development of the Yamhela's Westsider Trail." (TSP Page 57). Eliminating the Y-W Trail from the TSP contradicts these goals and objectives.

The Y-W Trail is also identified in the City of Carlton's 2009 Transportation Systems Plan as a priority pedestrian and bicycle improvement project. The County has not identified an alternative location to provide an off-road pedestrian and bicycle link between these rural towns and the community of Cove Orchard. The high school in Yamill serves Carlton and Cove Orchard students and the Y-W Trail is needed to provide a safe route to school.

Widening Hwy 47 is Not a Viable Alternative - The TSP determined that expanding the shoulder along Hwy 47 (as an alternative to the Y-W Trail) was not a safe option for pedestrians and bicyclists. The TSP states that: "The only exception to the lane/shoulder widening improvements is for OR 47 between OR 99W and the Washington County line. Here, the planned Yamhela's Westsider Trail was proposed, which will run parallel to OR 47, with connections via OR 47 and intersecting county roads." (TSP page 77).

The Y-W Trail Meets a Recreation Need - Under Bicycle Improvements, the TSP states: "In addition to the shoulder and lane widening improvements, the Yamhela's Westsider Trail is recommended (see Figure 13). The trail will run parallel to OR 47 from OR 99W to Gaston, linking up with the State Highway Bicycle trail to Forest Grove and to Hagg Lake. The cities of Gaston, Yamhill and Carlton are situated along the trail. Access will be available from intersecting county roads and nearby OR 47." (TSP page 89). The Y-W Trail would provide a recreational benefit for County residents similar to the existing Banks-Vermonia Trail in adjacent Washington County.

Grant Funding - The County used \$1,884,280 in state grant funds to acquire most of the trail right of way and plan for its development, but had to repay a majority of the grant funds in 2021 when the County abandoned construction of the Stag Hollow Bridge, which was needed for development of the Y-W Trail. The County repaid the grants with local funds and the County still owns the right of way.

Trail Funding Is Available

The argument of the two Commissioners who oppose the Y-W Trail claim that this transportation facility is too costly to construct and maintain. However, there are established state and federal grant fund programs available for acquiring the remaining three miles to complete the trail, as well as for construction and maintenance.

The Oregon State Department of Parks and Recreation annually issues \$1.6 million in grants for trail development under its Recreation Trails Program (www.oregon.gov/oprd/GRA/Pages-rtp.aspx). The National Rails to Trails Act managed by FHWA allows for converting old railroad corridors into public recreation trails (www.fhwa.dot.gov/environment/recreational_trails). The federal Rural Surface Transportation Grants program provides \$85 million in funding annually and offers grants of up to 80% for the costs of trail development, including acquisition, construction and maintenance. The County should also consider new revenue sources, like the proposed TOT tax to fund maintenance of the Y-W Trail, which would also benefit visitors to Yamill County.

The TSP includes provisions to identify funding sources for the Y-W Trail construction and maintenance. Under Goal 7, Provide Transportation Facilities and Services that are Fiscally Responsible and Economically Feasible, Objective 2 provides: "Identify and develop diverse and stable funding sources to implement recommended projects in a timely fashion and ensure sustained funding for road maintenance and transportation improvement projects." (TSP Page 58). Goal 7, Objective 3, states that the County is to: "Actively seek state and federal transportation funds to finance programs and improvements." (TSP page 58). The County has failed to comply with these goals and objectives since the Y-W Trail was included in the TSP back in 2012.

Violation of the County's Comprehensive Plan

The Commissioners' pending action to remove the Y-W Trail from the TSP would violate the Yamill County Comprehensive Plan, which is codified in in Chapter 11.05 of the Yamill County Comprehensive Plan Code. A copy of the following references of the Comprehensive Plan Code provisions set forth in Title 11 Land Use, IV Public Land Facilities, and Services are provided in Appendix 4.

Goal 11.05.04.02 Parks and Recreation, section b) Goal Statement: "To provide adequate recreational opportunities in both rural and urban environments to meet existing and projected needs," includes the following Policies (Comprehensive Code, page 28):

"7. Yamhill County will promote the development of an integrated bicycle and pedestrian trail system to provide recreational opportunities and to link open space, Yamhill County communities and park areas." ...

"9. Yamhill County will encourage cooperation among government agencies to increase recreation opportunities, programs and facilities for county residents, *and will explore the possibilities of providing recreation programs for the small towns and rural areas of the county.*" (emphasis added)

The Y-W Trail would meet these Goals and Policies as follows:

- The Y-W Trail would promote bicycle and hiking recreational uses, similar to the use of the Banks-Vermonia State Trail.
- The Y-W Trail is located next to the Wapato Lake Wildlife Refuge open space and provides a connection to the Henry Hagg Lake recreation area.
- The Y-W Trail would link the rural small town communities of Gaston, Yamill, Cove Orchard, and Carlton, providing a safe transportation route and recreational opportunities for the children and families that live there.

Goal 11.05.04.01 Public Facilities and Services, Section a) Summary, includes the following statements (Comprehensive Code, Page 25):

“(i) The county sees a need to integrate public facilities and services in an effort to eliminate costs and conserve energy.”

“(ii) Coordination with all jurisdictions and affected agencies is essential in the development and maintenance of adequate public facility systems.”

The Carlton City Council at its December 2, 2025, meeting expressed strong support for retention of the Y-W Trail in the County’s TSP to preserve the corridor for future public use, including the placement of infrastructure within the right of way that could improve water supplies within the County. The Council identified the Y-W Trail benefits for economic growth, tourism, and creating a safe north-south bicycle and pedestrian transportation corridor. Elimination of the Y-W Trail corridor would adversely impact the City of Carlton.

Violation of State Law

The TSP is part of the County’s state mandated Comprehensive Plan. Under ORS 197.175, the County is required to have a Comprehensive Plan that is consistent with the goals established by the State Land Conservation and Development Commission (LCDC). State Goal 12 requires the county to create a transportation system plan that takes into account all relevant modes of transportation, including pedestrian and bicycle facilities. State Goal 8 requires local governments to plan for the recreation needs of their residents and visitors. This goal places priority on non-motorized forms of recreation.

The County has failed to coordinate with the cities along Highway 47 that would benefit from the retention of the Y-W Trail right of way for future development as an infrastructure, transportation, and recreation corridor. There is no alternative proposed to replace the off-street Y-W Trail. As a result, the County first needs to undertake an analysis of the impacts of removing this transportation and recreation corridor and consult with the towns in the County and the LCDC before amending the TSP to remove the Y-W Trail.

State and Regional Coordination Required

Under ORS 390.974, the County should first consult with the State Parks and Recreation Department before abandoning the Y-W Trail right of way because it is suitable for expanding Oregon’s recreation trails system. The Y-W Trail is planned to eventually connect to the State’s Banks Vermonia Trail (see graph in Appendix 1).

Since the County already owns most of the Y-W Trail alignment and originally used state funds to purchase the land, it should first consult with the State Department of Parks and Recreation and the State Department of Transportation to determine the State's interests in assuming responsibility for development of the Y-W Trail.

The Y-W Trail is also part of the Regional Trails Systems Plan adopted by Oregon Metro, the regional government agency whose boundaries abut Yamill County. The Commissioners' action to eliminate the Y-W Trail would impact Metro's ability to provide a regional transportation connection with Washington County. Abandoning the Y-W Trail project and selling the right of way would impact the transportation plans of the state, regional, and county governments, who have not been consulted prior to this TSP amendment hearing.

Trail is not Prohibited by Farm Impact Standards

The pending decision by the two Commissioners to abandon development of the Y-W Trail is based on the opposition of the few farmers who own property along the trail corridor because they oppose public access anywhere near their land. Most of the corridor along Hwy 47 is only 20 feet from the roadway and that portion of the landowners' property is not actively farmed.

Those landowners previously petitioned the State Land Use Board of Appeals (LUBA) over the trail development claiming that recreational and non-motorized use of the corridor would interfere with their farm operations. On December 30, 2020, LUBA rejected this claim in the petition, finding that the Y-W Trail is not in conflict with farm impact standards. The decision states that:

"The county found that the Trail will not alter the character of the area, reasoning that rural and farm areas are commonly transected by transportation facilities and farming commonly occurs immediately adjacent to public rights-of-way. ... we are not convinced that the Trail is prohibited by the farm impacts standard as a matter of law." (LUBA No. 2020-066, page 62)

Rather, LUBA remanded the matter back to the County to adopt the necessary evidentiary findings to address farm impacts.

Summary

The reckless proposal by the two Commissioners to remove the Y-W Trail from the TSP after the efforts of many over the past 14 years to get this project built is shocking. I urge the Commission to faithfully consider the objections raised at the upcoming hearing and consider what is in the best interest of the citizens and their constituents who live in Yamill County.

Sincerely,

Sheryl Patterson
Lafayette OR

Cc: Yamill County Planning & Development Department

APPENDIX 1

BACKGROUND INFORMATION AND TIMELINE

SOURCES:

**FRIENDS OF YAMELAS WESTSIDER TRAIL
WWW.YAMTRAIL.COM**

**NEWS REGISTER MCMINNVILLE NEWSPAPER
ARTICLE DATED DECEMBER 5, 2025**

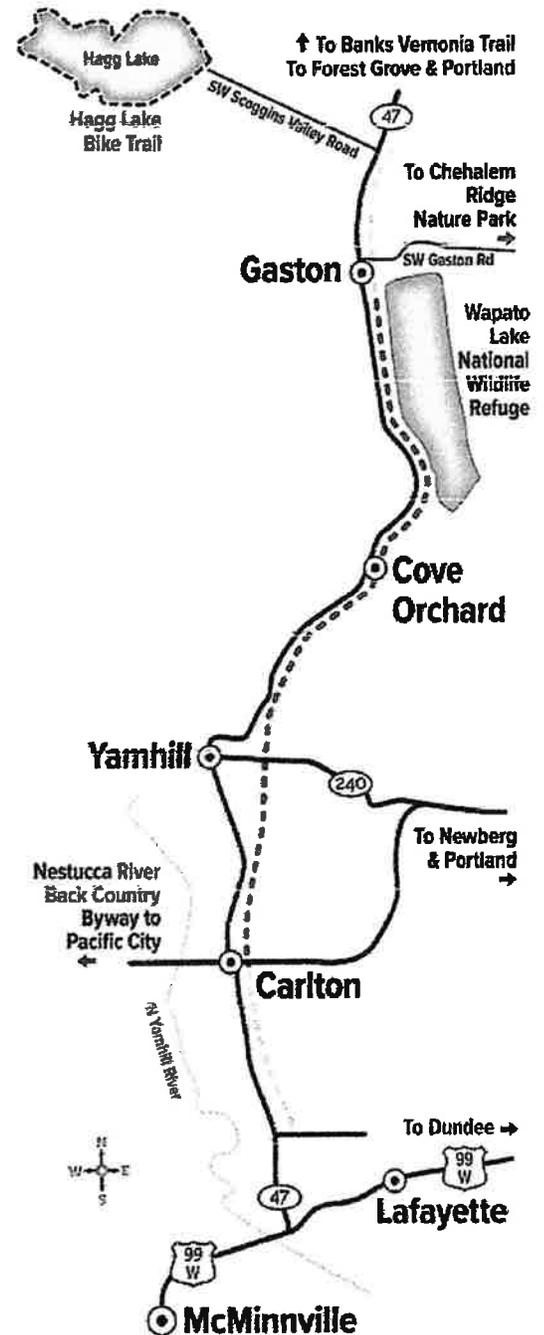
The questions always asked?

What is the current status of the Yamhelas Westsider Trail (YWT)? and Is it defunct?

To get to the answers requires looking back a few years and a story.

Yamhill County, following a 1971 State Transportation Plan that included a Bikeway Transportation Plan, adopted a Comprehensive Transportation Plan in 1974 following a major planning effort to chart the future for the community and follow through with a strong commitment to implementation. It is important to consider the forethought our county officials and county citizens gave to addressing the changes beginning to take place in the county and the visionary decisions and planning shown by county officials when they were considering the future of transportation in Yamhill County. They saw it important to project their thinking out 20 to 50 years to what would be best for not just transportation but for the livability of its residents.

The county and the country were experiencing dramatic economic and social changes. They were in a world recession, interest rates were high, house construction deeply impacted and high unemployment with lumber mills facing layoffs and closures. Trucks were taking over freight needs, planes and cars were replacing people's travel needs. Trucks were now becoming an important means of getting grain and lumber to port in Portland. Small towns were being isolated not only by highways bypassing them, but railroads giving up the spur lines that had been part of their economic lifeline.



In 1984 Southern Pacific Railroad (SP) abandoned their line north from Carlton to Scoggins Creek north of Gaston. It was at this time that the county considered acquiring and converting the line between Carlton and Yamhill to trail, the same section selected for the first phase of the YWT. In 1991 SP abandoned close to 3 miles of rail line south toward McMinnville. It was this year that the Intermodal Surface Compliance Transportation Efficiency Act (ISCTEA) gave funding and support to what had become known as Rails to Trails, a 1960's movement to prevent the permanent loss of thousands of miles of rail corridor. It was at this point the first of what would become the early inclusion of support and planning for what would become the YWT project.

In 1991 the County formed the Yamhill County Bikeway Task Force to develop County Bikeway Master Plan, which was to be a section of the Transportation Systems Plan (TSP) of 1996, they looked back to the 1974 Plan viewing it as visionary, anticipating the linkage of transportation and land use. They recognized that included in the Plan was a thoughtful discussion of issues which are as meaningful and relevant then as they would be in 1996. The 1974 Plan had encouraged creating a Bikeway Pedestrian Plan that recognized that bicycle and pedestrian ways as an element of the transportation systems are most probably found in urban areas or between closely situated urban areas such as Sheridan and Willamina.

While considerable public interest was being expressed in increasing bicycle use it did not appear then that bicycle or pedestrian traffic was heavy. However, the lack of safe and convenient facilities was a likely deterrent to such traffic in the county and that the county must look ahead to the increasing demand for alternative modes of transportation to the automobile." The advisory group charged with the task was laying the groundwork for what was to become the YWT.

Between the time of the previous 1974 Plan and the 1996 Plan the SP south of Carlton to north of Gaston had been abandoned with track and bridges taken out. **The County adopted in the 1996 County TSP policy objective of pursuing the conversion of abandoned rail lines to trails that connect with the County's trail/bikeway system.** Then in 2012 the County updated its TSP to specifically include the YWT. It was a project consistent with the policy objectives provided in the 2003 Yamhill County Parks and Open space Master Plan, as well as the 2009 Yamhill County Agri- Business Economic and Community Development Plan, which indicated the need for transportation infrastructure and amenities, such as trails, to further support agri-tourism economic development efforts. The project is also identified in the 2009 Carlton TSP as a priority pedestrian and bicycle improvement project.

Timeline Of the Yamhill Westsider Trail (YWT)

- **1971** State Transportation Plan includes a Bikeway Transportation Plan.
- **1974** Yamhill County included a Bikeway Transportation Plan in their Comprehensive Transportation Plan.
- **1984** Southern Pacific Railroad (SP) abandoned their line north from Carlton to Scoggins Creek north of Gaston.
- **1991** The County formed the Yamhill County Bikeway Task Force to develop a County Bikeway Master Plan.
- **1996** The County adopted the County Transportation Systems Plan (TSP) policy objective of pursuing the conversion of abandoned rail lines to trails that connect with the County's trail/bikeway system.
- **2003** Yamhill County Parks and Open Space Master Plan includes policy objective of pursuing the conversion of abandoned rail lines to trails that connect with the County's trail/bikeway system.
- **2009** Yamhill County Agri- Business Economic and Community Development Plan includes the same policy objective of pursuing the conversion of abandoned rail lines to trails that connect with the County's trail/bikeway system.
- **2009** The project is identified in the Carlton TSP as a priority pedestrian and bicycle improvement project.
- **2017 Yamhill County purchases the 12.48-mile section from 3 miles south of Carlton to South of Gaston.**
- **2018** On May 18 the County amended the TSP to acknowledge the purchase and to implement plans to develop the Carlton to Yamhill section of that purchase.
- **2018** On December 20 opponents of the trail petitioned the Land Use Board of Appeals (LUBA) for judicial review.
- **2020** On December 30 the LUBA decision was sent to Yamhill County. That LUBA decision stated: "We are not convinced that the Trail is prohibited by farm impact standards as a matter of law." noting specifically that the County could gain LUBA approval if they addressed some remaining issues.

NEWS REGISTER

By [Scott Unger](#) December 5, 2025

End of the road? A look at a decade-plus of planning and controversy of the Yamhelas Westsider Trail

Yamhill County has been involved with a potential trail stretching from McMinnville to Gaston for 13 years, but the idea dates to the 1990s.

In 2002, Union Pacific Railroad placed a \$9 million price tag on the 15 miles of abandoned railway originally constructed in the 1800's. It was part of the Oregon and California Railroad, connecting St. Joseph, between Lafayette and McMinnville, to Portland. Union Pacific closed the line in 1990. The asking price was considered too expensive, until Carlton winery owner Ken Wright commissioned an appraisal of the line that was used as leverage to reduce the asking price to \$2.4 million. Wright and other supporters applied for a grant to cover 90% of the purchase; the board of commissioners agreed to fund the remainder and amended the Transportation System Plan (TSP) to include the Hagg Lake to McMinnville Rail With Trail, or Yamhelas Westsider Trail, as a future project.

The amendment passed by Commissioners Leslie Lewis, Kathy George and Mary Stern in 2012 read: "The Rail with Trail project is a multi-faceted solution to multiple issues. It would allow alternative access to destinations, increase tourism and assist with the movement of goods in the Willamette Valley. Hagg Lake provides various facilities to the public and cycling communities greatly utilize the roads surrounding the lake. From this destination and traveling south, the only access for cyclists is along a busy state highway (Highway 47). There is a lack of off-street recreational trails in this area." At that time, the goal was to eventually restore the rail line as well to provide commuter service, despite a 2008 study that concluded costs to upgrade the rail system to modern safety standards would be "prohibitive." The rail component of the plan was later dropped.

The following year, political action committee Friends of Yamhelas Westsider Trail was awarded \$1.4 million in state grant funds to purchase approximately 10 miles of the trail. The county struck out on two subsequent grant requests totaling \$5.5 million in 2014 but agreed to spend \$16,000 to appraise the remaining seven miles.

The project moved along without much contention as the board sought additional funding for master planning and other projects; then Commissioner Mary Starrett joined the dais in the summer of 2014 in open opposition of the trail. Starrett was the lone dissenting vote on an application for \$20,000 in master planning assistance from the National Park Service and would continue the trend of being outvoted on trail issues the rest of the year. She cited costs to the county and infringement on the rights of property owners.

Funding began stacking up in 2015. The parks service funds were allocated, along with a \$362,000 grant from the state Department of Transportation for preliminary engineering and purchase of the land to supplement the \$1.4 million previously awarded.

Opposition of the trail began to take form in March 2016, when a group of five farmers addressed the board. Scott Bernards, Lester Sitton, Jim Van Dyke and Steve Dumdi, who all owned property near of on the rail line, said they were concerned about the impact the trail might have on their ability to farm

adjacent land. They cited concerns that it would affect their ability to spray pesticides, create trespassing issues and lead to litter.

In 2017, Rick Olson joined the Board of Commissioner and issued support for the trail with the caveat that the county be more transparent with the public over the plan. The year also saw a concept plan developed by the parks service and the official purchase of 12 miles of right-of-way for \$1.4 million. Starrett was outvoted on the purchase 2-1.

In 2018, Assistant County Counsel Todd Sadlo prepared a farm impact study that concluded a preliminary 2.8-mile section of the trail connecting Yamhill and Carlton would not create a significant change in farm practices or a crucial cost increase in farm practices. The report was originally rejected by commissioners; however, Olson changed his mind, and the study was approved on a second vote.

That year began a series of appeals by farmers to the Land Use Board of Appeals on county decisions. Opposition increased after LUBA remanded the impact study to the county in 2019. In March of that year, the board approved a contract to design three bridges on the initial portion of the trail. In public testimony, many from Yamhill and Carlton spoke about the benefits the trail would bring to their communities, while the opposition argued the decision was premature because there was no master plan. "You're going to commit yourselves to build a cart when you don't know what kind of cart you need, and you don't have a horse to pull the cart," Van Dyke said. Contrary to that line of thinking, Commissioner Rick Olson argued, "I don't believe it's a waste of money, because I believe that, at some point, this trail's going to be built."

The decision to award the contract was also appealed to LUBA. The county signed a contract for construction of one of the bridges over Stag Hollow Creek in early 2020; however, that work was paused in April by LUBA to allow farmers an opportunity to pursue yet another appeal. Appeals and remands continued throughout the year, but the project moved forward. In August, the board voted 2-1 (with Starrett opposed) to accept a \$122,280 ODOT grant to develop a master plan for the trail.

In early 2021, the momentum stalled with a second LUBA remand of the farm study and the election of Lindsay Berschauer to the board, whose campaign was heavily funded by trail opponents. In February '21, the county halted any work on the trail when Berschauer and Starrett outvoted Commissioner Casey Kulla. Following the decision, Kulla pondered the opposition on a social media post. "It truly amazes me," he said, "that there is so much passion about whether or not to allow people to walk and cycle on an abandoned railroad grade that travels along farmland."

With the trail project officially ended, ODOT and the Parks Departments demanded the county repay the grants it received for the project; a total of \$743,782. The county also agreed to decommission the mostly-built Stag Hollow Bridge and pay \$35,000 to contractor Farline Bridge, which agreed to purchase back \$71,000 in materials for the bridge. In May, the county transferred \$1.1 million from three other county funds to repay the grants. Later in the year, a complaint was made to the Oregon Bar Association over Sadlo's handling of the farm study (which was later dismissed) and an effort to recall Berschauer was launched in part about her opposition to the trail and acceptance of special interest campaign money. "Berschauer's political campaign collected campaign contributions from trail opponents who personally benefited from her actions," a recall press release stated.

The recall effort failed, 52.4% to 45.7%.

During his 2022 campaign, Commissioner Kit Johnston spoke in opposition of the defunct trail and open communication over decisions, saying the county shouldn't "waste our hard-earned money on stuff that probably won't end up coming to fruition." With Johnston, Berschauer and Starrett on the dais, there was no progress on trail issues the remainder of the year, but it impacted other potential projects in 2023.

In March, the planning commission denied a request from Chehalem Parks and Recreation District to build a footbridge across Chehalem Creek in Ewing Young Park, citing a LUBA decision over roads in agriculture-forestry zone. Trail opponents joined in opposition, saying the proposed bridge could lead to a trail resurgence.

Chehalem Parks recently restarted an effort for the bridge, with hopes the temperature has cooled. Meanwhile, the trail issue resurfaced in October when a late agenda addition from Johnston called for the project's removal from the TSP list. The board voted 2-1 (with Commissioner Bubba King opposed) to repeal the 2012 ordinance that started the whole saga. Following a recommendation from the planning commission, the matter will go before the Board of Commissioners at an unknown future date.

APPENDIX 2

YAMILL COUNTY ORDINANCE NO. 880

**AMENDING THE YAMILL COUNTY TRANSPORTATION
SYSTEMS PLAN TO ACCOMMODATE THE
YAMHELAS “RAILS TO TRAILS” PROJECT**

BEFORE THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON
FOR THE COUNTY OF YAMHILL

SITTING FOR THE TRANSACTION OF COUNTY BUSINESS

In the Matter of Amending the Yamhill County Transportation System)
Plan to Accommodate the Yamhelas "Rails to Trails" Project,) Ordinance 880
Docket G-02-12)

THE BOARD OF COMMISSIONERS OF YAMHILL COUNTY, OREGON ("the Board") sat for the transaction of County business on December 6, 2012, Commissioners Leslie Lewis, Kathy George, and Mary P. Stern being present.

IT APPEARING TO THE BOARD that Yamhill County wished to consider amendments to the Yamhill County Transportation System Plan (YCTSP), an element of the county comprehensive plan, to acknowledge the potential future use of a 15.25-mile section of Union Pacific Railroad right-of-way between McMinnville and Gaston as a bicycle and hiking trail, and to provide for potential future use of the same right-of-way for commuter and/or freight rail, and

IT APPEARING TO THE BOARD that the Planning Commission and the Board heard this matter at a duly noticed joint public hearing on November 29, 2012, and the Planning Commission voted 8-1 to recommend approval, and immediately after receiving this recommendation the Board voted 3-0 to approve the application. NOW, THEREFORE,

IT IS HEREBY ORDAINED BY THE BOARD, that the application is approved and the Yamhill County Transportation System Plan is hereby amended as follows: the underlined sentences on pages 91, 97 and 139 (attached and incorporated into this ordinance by this reference) are hereby added.

DONE this 6th day of December, 2012, at McMinnville, Oregon.

ATTEST

YAMHILL COUNTY BOARD OF COMMISSIONERS

REBEKAH STERN DOLL

County Clerk

By: Anne B...
Deputy Anne B...



APPROVED AS TO FORM:

Rick Sanai
RICK SANAI, Yamhill County Counsel

Leslie Lewis
Chair LESLIE LEWIS

Kathy George
Commissioner KATHY GEORGE

Mary P. Stern
Commissioner MARY P. STERN

5.5 AIR/RAIL/WATER/PIPELINE PLAN

AIR TRANSPORTATION PLAN

For the Air Service, the McMinnville Municipal Airport Master Plan provides forecasts of aviation activity, capacity and plans for the future together with a development program. The County zoning ordinance provides for an Airport Overlay (AO) zone. AO zone was established to prevent air space obstructions near public use airports and to ensure compatibility between the Airport use and surrounding land uses.

In addition to the McMinnville Airport, an airport site selection study was conducted for the City of Newberg and finalized in 1990. The study recommended that the City of Newberg not to purchase Sportsman Airpark or pursue development of a new airport facility at the time of the report.

Policies

1. Yamhill County is committed through its zoning ordinance and transportation plan to protect the McMinnville Municipal Airport as a vital county-wide transportation facility and efforts will be made to regulate land use in the environs of the airport to prevent the erection of further airport hazards and obstructions, at the same time preventing any residential encroachment upon critical noise contours without informed consent.
2. The status and proposed location or expansion of all airport facilities shall be specifically designated in a plan map, as amended, and, if under county jurisdiction, will be accorded a planned unit designation in the zoning ordinance, in order to assure a compatible association of airport growth with surrounding urban development.

FREIGHT RAIL TRANSPORTATION PLAN

It is recommended that effort to be made to maintain the existing rail service and expand it in the County. Currently, plans to ship freight north through Newberg to the Southern Pacific's Brooklyn rail yard are being considered. Willamette and Pacific (W&P) plans to ship commodities daily from/to Newberg and McMinnville through Eugene instead of Portland.

In addition, ODOT's 1994 Oregon Freight Rail Plan states that shipments on the Willamina Branch are weight limited to 240,000 per four-axle rail car, and track conditions limit train operating speed. A benefit/cost (B/C) evaluation of this line for eligibility for federal rehabilitation and improvement assistance shows the Willamina Branch to have the third highest B/C ratio of the eight rehabilitation projects considered eligible in Oregon.

Policies

1. Yamhill County does not support further rail abandonment or diminishment of service.
2. Yamhill County supports improvement of rail line conditions to retain railroads as effective freight carriers in Yamhill County.
3. Yamhill County will pursue, whenever possible, conversion of abandoned rail lines through the federal "Rails to Trails" program and seek to integrate these abandoned lines into the County's trail/bikeway system.
4. Yamhill County supports the Hagg Lake to McMinnville Rail With Trail Project (Yambelas Westsider Trail Project) and considers it important to both the County's rail and trail/bikeway systems.

WATER TRANSPORTATION PLAN

The Yamhill County Transportation System Plan recognizes water-borne transportation as an important mode for the movement of goods and recreation, and recommends that future use of the Willamette River be preserved as a transportation system resource, especially for the shipment of large and heavy, bulk commodities.

Policies

1. Yamhill County supports the dredging of the Yamhill River throughout its entire length as it borders Yamhill County not only for the movement of goods but also for recreational activities.

PIPELINE TRANSPORTATION PLAN

Current pipeline transportation in and through Yamhill County includes transmission lines for electricity, cable television, telephone service, water, sewer, and natural gas. The Yamhill County Transportation System Plan encourages continued use of these pipelines to move goods throughout the County.

5.6 YAMHILL COUNTY TRANSPORTATION PROJECT LIST

A list of expected transportation projects over the next twenty years is provided below. The list has been compiled based on:

- 1) Analyzing accident data provided by the State on the County roadway network
- 2) Results of the County and State bridge inspection program
- 3) Expert knowledge of the County Public Works Department
- 4) Applying capacity analysis on the County roadway network
- 5) Efforts to enhance other modes of transportation.

Roadway improvement projects listed below include:

- Bikeways (Figure 26)
- Intersections
- Bridges
- Pavement improvement projects including:
 - Pavement maintenance and rehabilitation projects
 - Pavement of collector gravel roads
 - Pavement of local gravel roads

The list also includes public transportation improvement projects and short term projects listed in the 1994 Transportation Improvement Plan published by the Oregon Department of Transportation.

Other projects that are of major concern to the County are listed finally including the Dundee-Newberg bypass, McDougall Corner, Wheatland Ferry, and east-west minor arterial in north Newberg.

At least once a year, Yamhill County will review identified transportation projects and, if necessary, add, delete, and/or reprioritize them to accommodate new conditions.

A. YAMHILL COUNTY BIKEWAY SYSTEM SUGGESTED IMPROVEMENTS

PRIORITY LIST "A"

WESTSIDE ROAD PHASE I

Vicinity	McMinnville Area
Section	Baker Creek Road to Donnelly Lane
Length	1.4 miles
Alignment	
Horizontal	Generally straight with an assortment of flat and moderately sharp curves
Vertical	Mostly flat with an occasional valley
Traffic Volume	3,400 vehicles per day
Traffic Speeds	35 mph to 55 mph
Surface	Paved - Excellent Condition
Width	22 feet wide (11 feet per each travel lane)
Shoulders	Rock and earth shoulders
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each travel lane
Estimated Cost	\$236,966 (1995 Dollars)

NORTH VALLEY ROAD/BELL ROAD PHASE I

Vicinity	Newberg Area
Section	Aspen Way to Tangen Road
Length	2.05 miles
Alignment	
Horizontal	Mostly straight with an occasional sharp or moderately sharp curve
Vertical	Generally flat with a limited number of severe grade changes
Traffic Volume	1,600 vehicles per day
Traffic Speeds	45 mph to 50 mph
Surface	Paved - Fair Condition on Bell Road and Good Condition on North Valley Road
Width	20 feet wide (10 feet per each travel lane)
Shoulders	No shoulders along some sections, rock and earth shoulders along the remaining sections
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each travel lane.
Estimated Cost	\$418,176 (1995 Dollars)

HAGG LAKE TO McMinnville Rail and Trail Project

<u>Vicinity</u>	<u>North Central Yamhill County</u>
<u>Section</u>	<u>Union Pacific Railroad From McMinnville to Hagg Lake</u>
<u>Length</u>	<u>15.25 miles in Yamhill County</u>
<u>Alignment</u>	
<u>Horizontal</u>	<u>Predominantly flat.</u>
<u>Surface</u>	<u>Gravel and rail</u>
<u>Recommended Action</u>	<u>Construct a multi-use path along the existing railroad right-of-way</u>
<u>Estimated Cost</u>	<u>TBD (ROW acquisition is \$2.4 million)</u>

4. NORTH NEWBERG EAST-WEST MINOR ARTERIAL

As part of the Newberg Transportation plan, an open public workshop was held to provide a forum for public participation, represented by Newberg's Citizen's Advisory Committee (CAC), in the assessment of the city-wide future transportation/land use system alternatives. It was agreed in the workshop that a major east/west minor arterial street in north Newberg was needed to provide local traffic access and circulation within a balanced transportation system. It was also agreed that the preferred alternative for Newberg's Transportation System Plan was the "Mountainview/Crestview Extension". However, a petition to stop the Crestview Drive Extension was presented by the Oxberg Neighborhood Residents in the Workshop. After reviewing the petition CAC decided to request from the City Staff and their consultant team to conduct additional study of more specific alternatives of an east/west minor arterial in the north Newberg area for improved local traffic circulation and access.

The study examined three alternatives:

- 1) Springbrook-only
- 2) Crestview/Mountainview Extension
- 3) Mountainview Extension.

These alternatives were compared based on:

- Travel time between Highway 99W (at proposed Bypass interchange) and Mountainview Drive at Springbrook Street
- Average travel speed between Highway 99W (at proposed Bypass interchange) and Mountainview Drive at Springbrook Street
- Vehicle miles of travel (VMT)
- Vehicle hours of travel (VHT)
- Vehicle delay
- Anticipated costs of roadway construction, and right-of-way acquisition.

Of the three alternatives, the Crestview/Mountainview Extension alternative was found to provide the greatest relief of traffic congestion on Springbrook Street and other collector streets in the immediate area. In terms of VHT, it had the lowest overall travel time. Total vehicle delay on Springbrook was found to be lowest under the Crestview/Mountainview alternative. This alternative was found to cost about \$3.07 million.

Discussions with the City of Newberg have indicated that Benjamin Road was also considered by the City as an alternate east/west connector. However, it was found that there will be too much misdirection of traffic to provide the relief needed from traffic going to the middle of the City and turning north.

It is recommended that the Oregon Department of Transportation, in cooperation with the City of Newberg and Yamhill County, and possibly as part of OR 99W corridor study, determine the optimum location of the east-west minor arterial connection with Highway 99W in consideration to the location of by-pass interchange. As part of this study, the City of Newberg and Yamhill County shall work together on setting the criteria for selecting the optimum alternative.

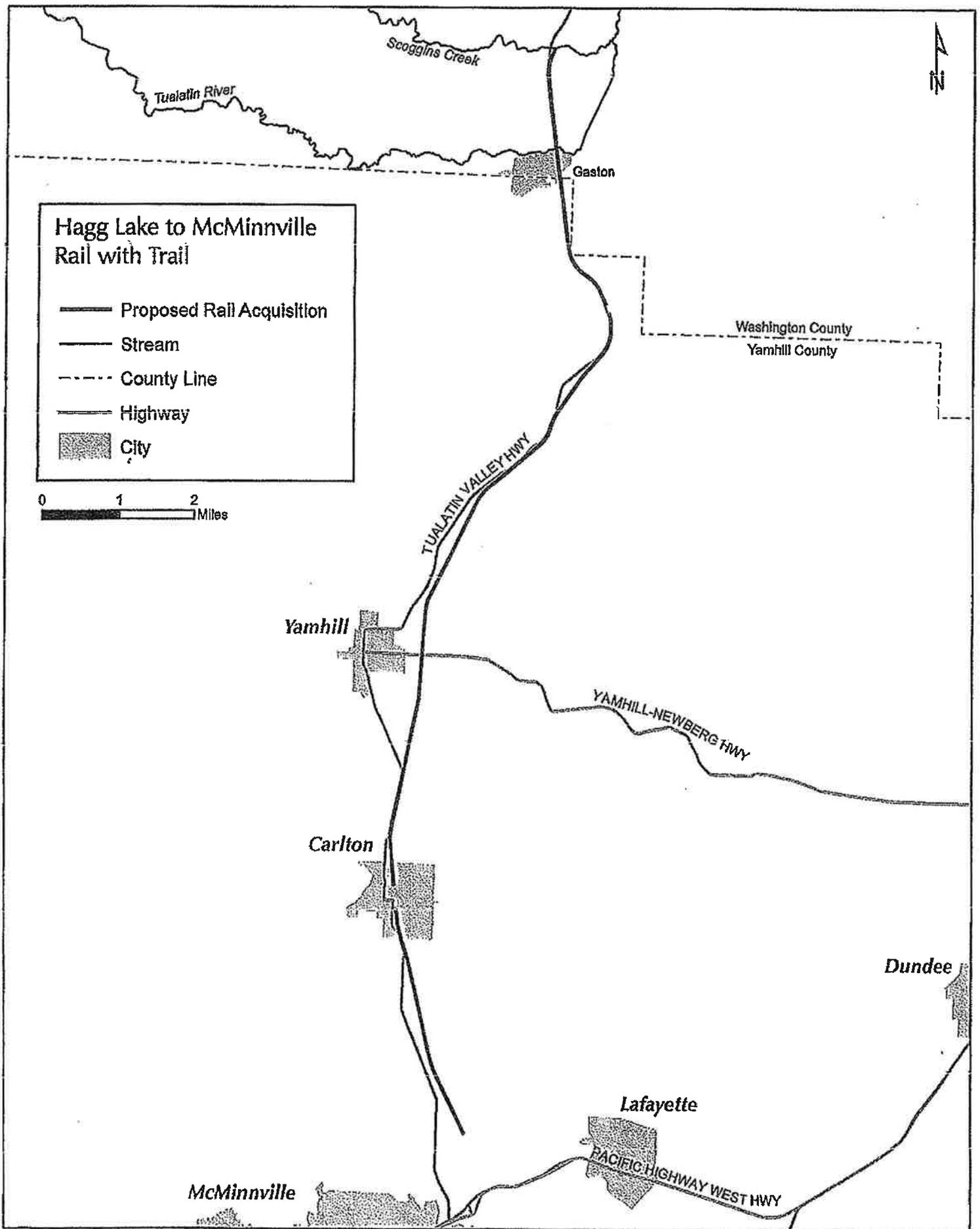
In addition, urban growth management agreements between the County and the cities in Yamhill County shall be strengthened to define the timelines, procedures, and responsibilities of involved parties in regard to management, planning, and annexation of roadways by the cities. Several roadways currently under County jurisdiction are located within the Urban Reserve Area (URA) for the city of Newberg as shown in Figure 31.

5. HAGG LAKE TO McMINNVILLE RAIL WITH TRAIL PROJECT (YAMHELAS WESTSIDER TRAIL PROJECT)

In 2002, Union Pacific Railroad proposed to sell 17-miles of abandoned railway for \$9 million. In 2012 the asking price was reduced to \$2.4 million. The abandoned railway runs from McMinnville to Hagg Lake. The corridor connects the cities of McMinnville, Carlton, Yamhill and Gaston. The Majority of the railway is in Yamhill County, with 1.75 miles entering into Washington County. (See Figure 31.1)

The Hagg Lake to McMinnville Rail with Trail project is a multi-faceted solution to multiple issues. It would allow alternative access to destinations, increase tourism, and assist with the movement of goods in the Willamette Valley. Hagg Lake provides various facilities to the public and cycling communities greatly utilize the roads surrounding the lake. From this destination and traveling south, the only access for cyclists is along a busy state highway (Hwy 47). There is a lack of off-street recreational trails in this area.

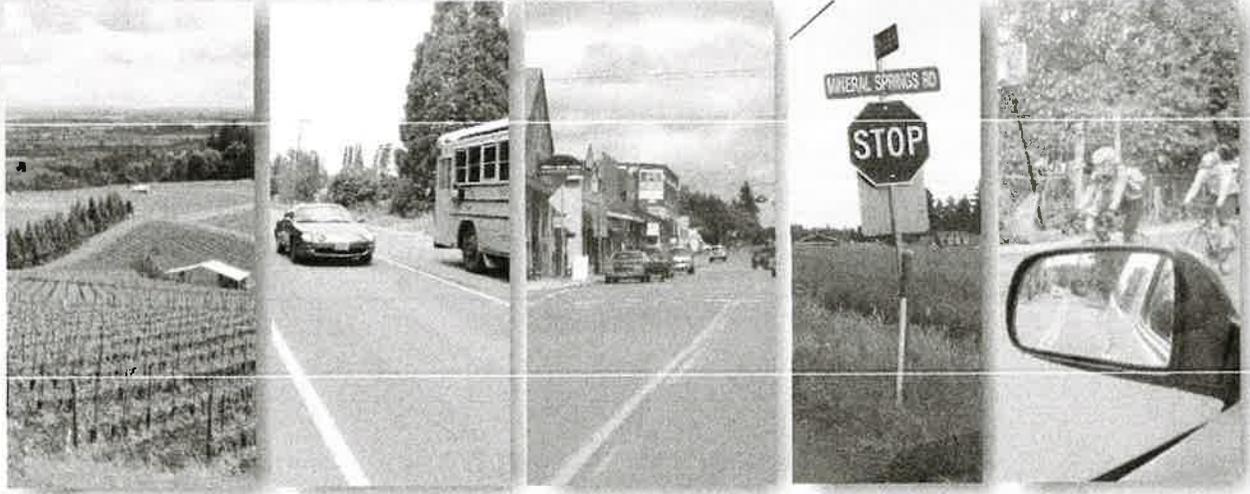
The proposed trail would also enhance economic development. Presently tourism and the mobility of goods from Portland to Yamhill County happen via Highway 47. The long term goal of this project is to have a rail line along with the trail component. The Rail with Trail project will improve regional accessibility for business owners and allow the connection to other rail lines in the future. Yamhill County is known for its agricultural production and wine industry. This project will also be a critical factor towards the long term viability for manufacturing and tourism in the valley.



APPENDIX 3

YAMILL COUNTY TRANSPORTATION SYSTEMS PLAN

Yamhill County Transportation System Plan



Prepared for



Prepared by



Adopted by Ordinance 895
November 5, 2015

For pedestrians, shoulders are typically the most appropriate facility type in rural areas, because pedestrian volumes are too low to warrant sidewalks or paths. The *ODOT Bicycle and Pedestrian Guide*¹⁵ states that the shoulder widths recommended in the *HDM*¹⁶ are generally adequate to accommodate pedestrians. The County considers shoulders meeting their Maintenance Project shoulder width standards to be adequate for pedestrians. There were numerous comments from the stakeholders that conditions for bicycle and pedestrian travel are unsafe throughout the County, particularly in the rural areas. Figure 7 shows the existing bicycle and pedestrian needs within the study area.

Existing Corridor Health

A measure of the combined need of each roadway segment was developed by applying a Corridor Health Tool. The corridor health concept is based on the idea of measuring the “health” of each corridor segment within several different categories of performance, and then combining the measurements to obtain a picture of overall corridor health.

The Tool was applied for the same areas of need described in the previous sections. A combined health score was generated for each segment, which was used to assign a good, fair, or poor rating according to the following categories:

- Good – 75 – 100
- Fair – 50 – 74
- Poor - < 50

As shown in Figure 8, most corridor segments fall in the good or fair categories, with a handful of exceptions. The overall percentages of total state highway and county road mileage by category are shown in Table 1.

¹⁵ Ibid.

¹⁶ Ibid.

- Objective 2: Distribute the benefits and impacts of transportation decisions fairly and address the transportation needs and safety of all users, including the young, elderly, people with disabilities, and people of all races, ethnicities, and income levels.
- Objective 3: Provide connections to all modes that meet applicable County and Americans with Disabilities Act (ADA) standards.
- Objective 4: Support connectivity between the various communities in the County.

Goal 4: Increase the Quality and Availability of Pedestrian and Bicycle Facilities

- Objective 1: Improve bicycle and pedestrian facilities.

Evaluation Criterion:

- Type/level of bicycle/pedestrian facility improvement²⁵
- Objective 2: Consider bicycle/pedestrian improvements that complement the basic provision of facilities to encourage higher levels of usage (e.g., wayfinding signage).
- Objective 3: Support the development of the Yamhela's Westsider Trail.

Goal 5: Work with Transit Service Providers to Provide Transit Service and Amenities that Encourage and Increase Ridership

- Objective 1: Identify areas that support additional transit services, and coordinate with transit providers and transit plans to improve the coverage, reliability and frequency of services.
- Objective 2: Promote transit accessibility for transportation-disadvantaged groups.
- Objective 3: Enhance intercity transit connectivity.

²⁵ Type of improvement refers to the suitability of an improvement for addressing a specific type of need. Level of improvement represents the extent or degree of an improvement relative to the standard.

- Objective 4: Implement bus stops, park-and-ride lots, and transit centers identified in the *Yamhill County Coordinated Human Services Public Transportation Plan: The Next Steps*.²⁶
- Objective 5: Identify needs for services to regional employment and activity centers.
- Objective 6: Consider transit user needs that complement the basic provision of service to encourage higher levels of usage (e.g., shelters and benches).

Goal 6: Manage the Transportation System to Support a Prosperous and Competitive Economy

- Objective 1: Enhance access to major employment and industrial locations.
- Objective 2: Enhance the efficiency, access, capacity and reliability of the freight system.

Goal 7: Provide Transportation Facilities and Services that are Fiscally Responsible and Economically Feasible

- Objective 1: Plan for an economically viable and cost-effective transportation system that makes the best use of limited transportation funds.

Evaluation Criteria:

- Minimization of construction cost
- Objective 2: Identify and develop diverse and stable funding sources to implement recommended projects in a timely fashion and ensure sustained funding for road maintenance and transportation improvement projects.
- Objective 3: Actively seek state and federal transportation funds to finance programs and improvements.

²⁶ Mid-Willamette Valley Council of Governments, Coordinated Human Services Public Transportation Plan, 2007.

The improvement options were screened using the evaluation criteria described in Section 7 and the findings were reviewed with the County, ODOT, and the RIAC. There was general agreement about the improvement concepts and the results of the evaluation. Minor revisions were made to the options based on County and ODOT input. The evaluation scores are shown in the summary sheets at the end of the Improvement Alternatives memo in Appendix H.

Proposed Bicycle and Pedestrian Improvements

The proposed bicycle and pedestrian improvements presented at the second open house address the locations where improvements are needed to safely accommodate higher bicycle or pedestrian volumes. The improvements generally consist of widening travel lanes and/or shoulders to provide greater separation between bicyclists/pedestrians and vehicular traffic. These improvements were proposed at the following locations (see Figure 13):

- a. Old Sheridan Rd. between McMinnville city limits and OR 18
- b. OR 47 between OR 99W and Washington County line
- c. OR 18B between Sheridan and Willamina
- d. OR 99W between Newberg and Dundee
- e. OR 99W between Lafayette and McMinnville
- f. Lafayette Hwy. between Lafayette and OR 18
- g. Westside Rd. between McMinnville and Meadowlake Rd.
- h. Westside Rd. between Meadowlake Rd. and Moore's Valley Rd.

The only exception to the lane/shoulder widening improvements is for OR 47 between OR 99W and the Washington County line. Here, the planned Yamhela's Westsider Trail was proposed, which will run parallel to OR 47, with connections via OR 47 and intersecting county roads.

Bicycle/Pedestrian Improvements

Nearly all of the proposed bicycle/pedestrian improvements presented at the second open house are recommended for implementation. The improvements are located throughout the County, as shown in Table 4 and Figure 13. They consist mainly of shoulder widening and/or paving to a minimum of six feet, or to the County's or ODOT's standard if it is higher. In some cases, lane widening is also recommended because having adequate lane width for vehicular traffic also improves safety for bicyclists and pedestrians.

In addition to the shoulder and lane widening improvements, the Yamhela's Westsider Trail is recommended (see Figure 13). The trail will run parallel to OR 47 from OR 99W to Gaston, linking up with the State Highway Bicycle trail to Forest Grove and to Hagg Lake. The cities of Gaston, Yamhill and Carlton are situated along the trail. Access will be available from intersecting county roads and nearby OR 47.

All of the recommended improvements are based on existing needs, so they can be implemented as soon as funding becomes available.

Transit Improvements

The recommended improvements for transit service in Yamhill County were determined based on the needs identified in the *Yamhill County Coordinated Human Services Public Transportation Plan: The Next Steps*³⁶ and by YCTA staff, stakeholders, and the public. The recommended improvements are:

- Additional service during the evenings and on weekends
- More frequent bus stops
- Expanded service to large employers (e.g. Spirit Mountain Casino and the Riverside Drive industrial area)
- Improved service to outlying areas

³⁶ Mid-Willamette Valley Council of Governments, Coordinated Human Services Public Transportation Plan, 2007.

APPENDIX 4

YAMILL COUNTY COMPREHENSIVE PLAN CODE

YAMHILL COUNTY CODE

TITLE 11: LAND USE

Chapter 11.05: Yamhill County Comprehensive Plan Code

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(i) *Policies.*

1. Yamhill County will review all right-of-way acquisitions for utility lines and facilities and, where appropriate, require:
 - a. That the route or corridor chosen locate on or parallel to existing public or private right-of-ways and avoid the creation of unusable parcels;
 - b. That the route or corridor chosen have a minimum visual impact along highways and in residential areas, blend well with the natural landscape, and create minimum conflict with present and planned uses of the land;
 - c. That clearing for, and construction of, transmission lines, pipelines and other utility facilities be performed in a manner which will maximize preservation of natural beauty and conservation of natural resources, and which will minimize scarring of the landscape or siltation of streams;
 - d. That following construction of utility facilities, construction areas will be cleaned up and efforts will be made to restore the landscape and the land capability to its original condition prior to constructions; and
 - e. That a maintenance program for utility facilities include maintenance of the environmental preservation and restoration achieved during all phases of construction.

[ADOPTED VIA ORDINANCE NO. 206 eff 06/27/79]

SECTION 4 – PUBLIC LAND, FACILITIES, AND SERVICES

11.05.04.01 Public Facilities and Services.

a) Summary.

- (i) The county sees a need to integrate public facilities and services in an effort to eliminate costs and conserve energy.
- (ii) Coordination with all jurisdictions and affected agencies is essential in the development and maintenance of adequate public facility systems.
- (iii) The expansion of public facilities is a major factor in directing urbanization. The consolidation of water and sanitary sewer facilities can reduce the construction, operation and maintenance costs of such facilities.
- (iv) The joint acquisition and use of school and park sites can represent a substantial economic benefit to the cities and the county.
- (v) There are a number of sites of historic and archaeological significance worthy of preservation within the county.
- (vi) It is necessary to identify, reserve and protect future domestic water supply sources in order to meet the increasing urban and rural needs.
- (vii) It is a concern of the county to regulate public and quasi-public institutional uses within rural areas of the county.
- (viii) Recycling of solid waste materials conserves natural resources and energy.

b) Goal Statement. To develop a timely, orderly and efficient arrangement of public services and facilities to serve as a framework for urban and rural development, including public lands and buildings, parks and recreation areas and facilities, schools, police and fire protection, domestic water supply, sanitary and storm sewerage and other drainage facilities, and power, gas and telephone services. (166)

(i) *Policies.*

1. Yamhill County will coordinate with the cities within its jurisdiction to provide an orderly phasing of water, sanitary sewerage, storm drainage and other public services and facilities within the urban growth boundaries.
2. Public facilities and services for rural areas will be provided and maintained at levels appropriate for rural use only.

- water distribution lines will not create development levels incompatible with the basis county goal of preserving agricultural and forestry lands.
15. Groundwater supplies will be protected from critical draw-downs or disrupted flows occasioned by surrounding land use development or activities, such as mining and logging where municipal watersheds exist; surface water supplies will be protected from unusual increases in turbidity and sedimentation caused by farming, logging, mining excavation or grading; and both ground water and surface water supplies will be protected from contamination by subsurface sewage disposal systems, sewage lagoons, sanitary landfill sites and other sources of pollution. (184) R
 16. Yamhill County will assist in the organization of special purpose districts such as sanitary districts, sanitary authorities, and county service districts which would be able to utilize federal and state funds to build collection and treatment facilities and provide the necessary services to their respective communities or clientele. (184)
 17. The development of sanitary sewerage systems will be supported where such systems conform to all applicable federal and state standards pertinent to the collection, treatment, and final disposal of effluent; support will be given for the continued separation of sanitary and stormwater collection systems and the development of correction programs to reduce ground and surface water infiltration; support will be given for the separation and disposal of industrial wastes which differ significantly from normal domestic sewage in strength or composition, or which contains significant qualities of grease, chemicals or suspended metals; and the planning management criteria enunciated for domestic water systems should be applied with equal consideration to sanitary sewerage systems. (184)
 18. The development of small biological and physical-chemical plants in areas of existing or planned urban densities in rural environments will be supported, provided they are operated by a public agency or licensed private corporation or homes association and meet established federal and state operational and water-quality standards. (185)
 19. Yamhill County will encourage, where feasible, the land disposal of treated waste effluents and will consider in land use actions around the cities of the county, the future need for such applications of treated wastes. (185) R
 20. Yamhill County will support any consolidation of water and sewer facilities to secure the potential economies of scale and organization, providing their potential environmental impacts are consistent with existing land-use plans, related urban growth goals and policies, established water quality standards, and where separate local facilities are shown to be more expensive.

[ADOPTED VIA ORDINANCE NO. 206 eff 06/27/79]

11.05.04.02 Parks and Recreation.

- a) Summary. The Oregon State Park Department, Yamhill County, Chehalem Parks and Recreation District, the school districts and the Yamhill County cities provide a variety and different levels of park and recreation opportunities for county residents and the transient population. Most of the park land outside Yamhill County cities are accessible only by automobile. There is a lack of water-based recreational opportunities in Yamhill County.
- b) Goal Statement. To provide adequate recreational opportunities in both the rural and urban environments to meet existing and projected needs.
 - (i) *Policies*.
 1. Yamhill County will cooperate with all governments and recreation agencies within the region to identify recreation, open space, and scenic resources; determine resident and nonresident needs and formulate and implement measures for providing recreation services.
 2. Yamhill County will seek the cooperation of the cities, school districts and Chehalem Park and Recreation district in the joint acquisition, development, operation and maintenance of combined school and neighborhood park and playground sites in harmony with projected neighborhood needs and surrounding uses. (175)

3. Yamhill County will seek to offer greater opportunities for water-based recreation on the Willamette and South Yamhill Rivers and their tributaries. (175) R
4. Yamhill County will encourage the location of urban parks in scenic areas which are easily accessible to much of the urban population and which can be developed to provide recreation opportunities for a variety of age and interest groups. (176)
5. Yamhill County will encourage the development of rural parks with appropriate spacing to serve the needs of county residents on sites which have unique aesthetic value, appropriate access by road or path, and are otherwise suitable for picnicking and water-related activities. (176)
6. Yamhill County will encourage an appropriate amount of park and recreation development designed to meet the needs of the transient and regional population. (177) R
7. Yamhill County will promote the development of an integrated bicycle and pedestrian trail system to provide recreational opportunities and to link open space, Yamhill County communities and park areas. (178) R
8. Yamhill County will explore the possibilities of placing a greater share of the burden of park acquisition on new residents of the county who generate an increased demand for parks and open space. (178)
9. Yamhill County will encourage cooperation among government agencies to increase recreation opportunities, programs and facilities for county residents, and will explore the possibilities of providing recreation programs for the small towns and rural areas of the county. (179)
10. For the purpose of implementing recreation programs and development, Yamhill County will investigate funding alternatives such as tax levies, bonding grants in aid, user fees and subdivision ordinance stipulation.

[ADOPTED VIA ORDINANCE NO. 206 eff 06/27/79]

11.05.04.03 Willamette Greenway.

a) Summary.

- (i) The Willamette River is a valuable resource, offering unique scenic and recreational opportunities.
- (ii) A sound management program will ensure that the Willamette River remains valuable for all to enjoy.

b) Goal Statement. To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River.

(i) *Policies.*

1. Yamhill County will cooperate with appropriate governmental agencies and special districts to protect all Willamette Greenway lands and resources.
2. Yamhill County will identify a Willamette Greenway Boundary on the county comprehensive plan and zoning maps, and will develop and adopt a greenway ordinance, providing for the review of intensifications, changes of use, or developments within the Willamette Greenway Boundary to ensure compatibility with the goal.
3. Yamhill County will continue to cooperate with the Oregon Department of Transportation in examining the feasibility of future acquisition plans within the Willamette Greenway Boundary.

[ADOPTED VIA ORDINANCE NO. 206 eff 06/27/79]

SECTION 5 – ENVIRONMENTAL QUALITY

11.05.05.01 Air, Water and Land Resources Quality.

- ##### **a) Summary.** Yamhill County has retained an overall high-quality natural environment, yet the impact of human activities on the environment has upset the natural ecological balances and the high aesthetic quality of the county in the past, and poses the threat of future deterioration. The increasing demands put upon the air resources of the county affect the capability of those resources to provide for a clean, enjoyable and safe

Ken Friday

From: Kathy Ginther Cordie <kcordie7492@gmail.com>
Sent: Thursday, January 15, 2026 12:24 PM
To: Planning; Mary Starrett
Subject: Written Testimony for Jan 22 Meeting, Trail Cost Estimate
Attachments: Est Cost of Trail pg1.pdf; Est Cost of Trail pg2.pdf

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Good Afternoon Commissioner and Planning Dept

I have attached an estimated cost of the Yamhelas Trail. Sorry it's 2 pages, but there was a lot to cover and I'm hoping I didn't leave anything off. If I need to do anything else or submit it a different way, please let me know.

Thank you
Sincerely
Kathy Cordie

January 15, 2026

To County Yamhill County Commissioners, Yamhill County Planning Commission

RE: Estimate Cost of Yamhelas Trail and why its too expensive for us to do.

I have done alot of calling and internet research for the cost breakdown of said trail. I am absolutely shocked of how much this 1.7 million dollar property could cost the county if this project ever moves forward, the cost is so high that is could pay for an overpass over hwy 18 and Lafayette Hwy, or Mcdougall Rd and 99/18 overpass or a new high school for YC or McMinnville, or widen 47 to make it safer for farm equipment and so we have places to get off the road if we were to get a flat tire or other breakdowns so we could get out of harms way, and truck path through Carlton. This would benefit far more people. According to the State of Oregon there are 17 parks here in Yamhill county alone, thus Yamhill County ranks 8 in the state in terms of largest park properties it owns. 9 of these parks have walking trails. Here is a partial breakdown of the expenses for the trail.

Asphalt for the 15.25 miles at 14' wide, as it would need to be for emergency vehicles to access. Cost of \$75,143,460 (thats right, thats tens of millions.

Brush/tree clearing \$50,000 per mile X 15.25 miles= \$762,500.

Brush removal after clearing per acre \$3500 X 123 Acres (which is aprox how many acres is in the 15.25 miles= \$430,000

As stated previously in prior conversations 6' chain link fencing for the entire 15.25 miles on both sides of the trail would be: 150,000 per mile x 2 counting each side would come to: \$4,575,000.

At least 3 bridges are needed along said route and just low figures for that is at least 1 million per bridge, this is a low

estimate, since some of the required area for a bridge is wetland. \$3,000,000 is a low figure.

Surveying the 15.25 miles could be done by the hour which is \$100.00-\$150.00 per hour or \$3.00-\$6.00 per foot which equals roughly \$483,120.00

Not counting parking, added security and upkeep. Please put this endless money pit to rest and widen Hwy 47 where the property runs next to the Hwy, punch through roads in Carlton to make is more accessible to the entire town, emergency vehicles and getting kids to and from the elementary.

By my rough figures it comes to a whopping: \$84,394,080, not counting upkeep and repairs, we can't afford it.

Ken Friday

From: Mellony Hoskinson <mellhdhoskinson@yahoo.com>
Sent: Thursday, January 15, 2026 12:31 PM
To: Planning
Subject: Keep the Yamhelas Westsider Trail corridor

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Hello,

I live in McMinnville and love to recreate outdoors. McMinnville and Yamhill County only become better places to live and visit if we have more healthy outdoor recreation opportunities. From, walking to biking and enjoying the outdoors our area desperately needs more parks and trails to enjoy. I urge you to keep the Yamhelas Westsider Trail corridor for the benefit of our community.

Thank you,
Mellony Hoskinson

Ken Friday

From: Georgene Gwilliam <ggwil@msn.com>
Sent: Thursday, January 15, 2026 2:01 PM
To: Planning
Subject: Re:Ordinance 880 Yamhelas Westsider Trail

Spam

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I very much support development of the old railroad line into a bike and walking trail. I believe it would boost tourism, improve quality of life for residents through outdoor recreation and not be a detriment to farming operations in the area. Sincerely Georgene Gwilliam 2710 NW Gregory Dr McMinnville

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

Ken Friday

From: Phyllis Jean Fulton <pjeanfulton@gmail.com>
Sent: Friday, January 16, 2026 5:59 PM
To: Planning
Subject: Keep the Yamhill to Gaston Trail.

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Hwy 47 is a death trap. No one can hike or walk or bike on the stretch of Yamhill to Gaston hwy 47. It's deadly. Hwy 47 to McMinnville is not much safer. We want to ride our bikes, hike, and walk. Cove Orchard is a historical treasure. There's still a train engine buried here. The gap waters split here. S to Yamhill R and N to Tualatin R. It a beautiful but very dangerous stretch to Gaston. We want the Trail!!! PLEASE. The historical home of Zimmerman sits above CoveOrchard Road overseeing all of this beautiful historic area.

Phyllis Jean Fulton
21820 NE Graham Ave
Yamhill (CoveOrchard)
503-830-0604
pjeanfulton@gmail.com.

Ken Friday

From: Marcia McDonald <13mmcdonald@gmail.com>
Sent: Friday, January 16, 2026 8:44 AM
To: Planning
Subject: "Docket G-01-25"

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Planning Commission,

Please be advised that I definitely support the use of public land for public trails to share with all. Save our chance to keep developing the Yamhill-Westsider Trail.

Sincerely,

Marcia McDonald

Ken Friday

From: DONALD WILSON <dorewils@aol.com>
Sent: Friday, January 16, 2026 7:12 PM
To: Planning
Subject: Yamhelas Westsider Trail

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To whom this concerns:

We have been part of the Yamhill community for well over 30 years. We have seen our children grow up here without a safe avenue to get between here and Carlton or to McMinnville before they could drive. Many times as teenagers they were on their bikes on Highway 47. This was never safe! Nor is it safe for anyone that wants to walk outside of Yamhill there are very few trails close by. A trail with safe access for anyone that may wish get out and enjoy nature or simply travel on foot from town to town would be a huge asset to the community.

We are in profound support of the proposed trail.

Donald and Rebecca Wilson

Sent from my iPhone

Ken Friday

From: Susan Chambers <susanlanechambers@gmail.com>
Sent: Saturday, January 17, 2026 4:02 PM
To: Planning; BOC Info; BOC Info
Subject: Support for Yamhelas Westsider Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Chair Johnston, Commissioner Starrett, and Commissioner King,

I am writing to express my strong support for the **Yamhelas Westsider Trail** and to urge the Board not to remove this vital project from the county's Transportation System Plan (TSP) during the upcoming public hearing on **January 22, 2026**.

The Yamhelas Westsider Trail represents a unique opportunity for Yamhill County. This 17-mile multi-use corridor provides a protected recreational space away from high-speed vehicular traffic. As an avid cyclist, I would regularly use such an off-road option for a safer recreational opportunity.

I believe there is an overwhelming public desire for a safe, accessible recreational trail. Since the County already owns this public right-of-way, keeping it within the TSP ensures this community asset remains protected for future generations rather than being sold off.

I ask that you listen to the many voices in our community who value such outdoor recreational activities. Please don't remove the Yamhelas Westsider Trail from the Transportation System Plan.

Sincerely,

Susan Chambers

Susan Chambers
susanlanechambers@gmail.com
503-435-9952

Ken Friday

From: Jessica Callahan <fourthcircle@icloud.com>
Sent: Sunday, January 18, 2026 8:12 AM
To: Planning; BOC Info
Subject: Yamhelas Corridor

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Yamhill County Commissioners,

I am writing first in support of the Yamhelas Corridor and Trail, and second in support of a public vote on the matter. I am wondering what benefit selling this land will have to the taxpayers of Yamhill county? I imagine the land will sell for a nominal price and in the event that we ever were to need to land for public use again for something as simple as a utilities corridor, we would not be able to do so for the same nominal price as we sold it for. No matter which logical way I do the math, the sale doesn't make sense. When I consider it through the lens of greed and secret handshakes, I can see easily how this solution to a non problem has developed. If we never develop it, fine, but at least we won't have sold off the public's property without a vote to a few wealthy landowners concerned only for themselves.

I appreciate any critical thinking you can do on this matter to turn things around here. It's wildly disappointing to watch some of y'all visibly check out whenever sale of this property comes up.

Thank you,

Jessica Callahan

McMinnville resident

Ken Friday

From: Susan Stubberfield <susanstubberfield8@gmail.com>
Sent: Sunday, January 18, 2026 11:51 AM
To: Planning; Susan Stubberfield; BOC Info
Subject: Do what is best for Yamhill County Residents - Yamhelas-Westsider Trail

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Hello Commissioners,

As a longtime Yamhill County resident, Linfield graduate, retired McMinnville School District educator of 30 years, and current realtor, I urge you to make the right decision for our county by keeping the Yamhelas–Westsider Trail in the county’s transportation plan.

Communities across the country have seen significant, lasting benefits from investing in multi-use trails as part of their transportation networks. Trails such as the Banks–Vernonia State Trail here in Oregon, the Katy Trail in Missouri, and the Great Allegheny Passage in Pennsylvania have become vital assets, supporting local economies, encouraging tourism, and improving safety for residents of all ages.

While some neighbors have raised concerns about land use and trail impacts, studies from similar rail-trail conversions show that careful planning and community engagement effectively address these issues, while delivering safety, economic, and health benefits. Trails are not optional amenities—they are long-term infrastructure investments that strengthen communities.

Having spent decades working with local families and now helping people choose to live and invest in Yamhill County, I see firsthand how projects like this enhance property values, attract new residents, and demonstrate a commitment to responsible growth.

Removing the Yamhelas–Westsider Trail from the transportation plan would be a serious step backward. Keeping it signals that Yamhill County prioritizes safety, connectivity, and a high quality of life for current and future residents.

Thank you for your time, service, and thoughtful consideration.

Sincerely,
Susan Stubberfield
503-435-9274

Ken Friday

From: Williams Family <the3williams@hotmail.com>
Sent: Sunday, January 18, 2026 8:27 PM
To: Planning
Subject: Yamhelas Trail

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Dear Planning Department,

I am very concerned at the intent of our County Commissioners - who were elected to work and support us, the community, and not just the favored few - getting to decide without our voices being heard, the fate of public land that belongs to us, the public.

We must protect access to county-owned land. This trail would give us safer outdoor access for families and those on bikes, improved physical and mental health, and long-term economic benefits through recreation and tourism. These benefits serve the entire community.

Our elected officials are entrusted to represent the public interest and I am asking them and all those involved in this decision to put their community they represent, first. The majority supports protecting public land, public access, and decisions grounded in facts and fairness.

The Yamhelas Trail belongs to Yamhill County. Let the public decide.

Kim Williams
McMinnville, OR

Sent from my T-Mobile 5G Device
Get [Outlook for Android](#)

Jerry B. Hart
2490 NW Crimson Court
McMinnville, Oregon 97128
jerryhart54@gmail.com
971-241-3408

Delivered by email only to
planning@yamhillcounty.gov

January 19, 2026

RE: Yamhales Westsider Trail
Docket No. G-01-25
Public Hearing, 10:00 a.m. January 22, 2026

This is submitted in opposition to removing the Yamhales Westsider Trail from Yamhill County's Transportation System Plan.

Deleting the Trail from the TSP is a legislative action which must have an evidentiary basis. Such action must meet the criteria of YCZO Section 1207.01 and be consistent with the goals and policies of the Yamhill County's Comprehensive Plan. For reasons stated below, a Board vote deleting the Trail from the TSP will not meet the criteria of Section 1207.1 and is inconsistent with the County's Comprehensive Plan.

THERE IS NOT AN EVIDENTIARY BASIS TO DELETE THE TRAIL FROM THE TSP

YCZO 1207.01D provides that: *Approval of a legislative ordinance amendment shall include findings showing that the amendment is consistent with the comprehensive plan goals and policies.* Such amendments and findings must have an evidentiary basis; they cannot be based on mere political considerations.

There is not an evidentiary basis to support findings sufficient to delete the Trail from the TSP. The testimony and evidence submitted by proponents of the motion generally consist of variations of a single theme: LUBA ruled against the Trail so the Trail is dead; the County will never solve the Farm Impacts Test.

LUBA did not rule that the Trail cannot be built. The Trail was last before LUBA in the case involving the County's land use action to build the 2.28-mile section between Yamhill and Carlton. In that decision, LUBA did not reverse the case. Instead, it remanded the case back to the County to make necessary findings relating to the Farm Impacts Test of ORS 215.296.

In its December 30, 2020 opinion, LUBA stated that:

“However, we are not convinced that the Trail is prohibited by the farm impacts standards as a matter of law.” LUBA No. 2020-066-67, page 62.

The Board of Commissioners’ purported reason for wanting to delete the Trail from the TSP is stated in the Staff Report at page 2:

Due to the fact that Yamhill County has not been able to make findings to satisfy the Farm Impacts Test in three separate attempts, the majority of the Board of Commissioners initiated the removal of the Yamhales-Westsider Trail from the TSP in order to pursue other projects.

That passage in the Staff Report tells us the Board’s rationale to delete the Trail from the TSP. However, Yamhill County has not attempted to do so since that LUBA remand. Plus, the County has not shown what other projects it intends to pursue nor has it shown how other potential projects prevent moving forward with the Trail

But what happened? Why did Yamhill County not make the effort to meet the Farm Impacts Test? The answer is that local politics happened. A new commissioner was elected to the Board in the 2020 election. That resulted in an anti-Trail majority of the Yamhill County Board voting on February 4, 2021, to withdraw the County’s land use application.

The County has not demonstrated that the reasons the Trail was put into the TSP no longer exist. The reasons why the Trail was included in the TSP are cited in Ordinance 880. The provisions of Ordinance 880 which the Board proposes to delete are:

IT APPEARING TO THE BOARD that Yamhill County wished to consider amendments to the Yamhill County Transportation System Plan (YCTSP) as an element of the county comprehensive plan, to acknowledge the potential future use of a 15.25-mile section of the Union Pacific Railroad right-of-way between McMinnville and Gaston as a bicycle and hiking trail, and to provide for the potential future use of the same right-of-way for commuter and/or freight rail.
(Ordinance 880)

///

4. Yamhill County supports the Hagg Lake to McMinnville, Rail With Trail Project (Yamhales Westsider Trail Project) and considers it important to both the County’s trail/bikeway systems . (Ordinance 880)

5.

The Hagg Lake to McMinnville Rail with Trail project is a multi-faceted solution to multiple issues. It would allow alternative access to destinations, increase tourism, and assist with the movement of goods in the Willamette Valley. Hagg Lake provides various facilities to the public, and cycling communities greatly utilize the roads surrounding the lake. From this destination and traveling south, the only access for cyclists is along a busy state highway (Hwy 47). There is a lack of off-street recreational trails in the area.

The proposed trail would also enhance economic development. Presently, tourism and the mobility of goods from Portland to Yamhill County happen via Highway 47. The long-term goal of this project is to have a rail line along with the trail component. The Rail With Trail project will improve regional accessibility for business owners and allow the connection to other rail lines in the area. Yamhill County is known for its agricultural production and wine industry. This project will also be a critical factor towards the long-term viability for manufacturing and tourism in the valley. (Ordinance 880)

Proponents of deleting the Trail from the TSP have not shown, or for that matter even suggested, that the problems and issues which led to the inclusion of the Trail in the TSP no longer exist. In fact, the evidence in the record shows the contrary—the problems and issues which the Trail addresses still exist. The proponents have not put into the record any alternative plans or proposals to address those problems and issues.

DELETING THE TRAIL FROM THE TSP IS NOT CONSISTENT WITH YAMHILL COUNTY'S COMPREHENSIVE PLAN

Deleting the Trail is not consistent with the County's Comprehensive Plan Goals and Policies relating to three areas addressed in the Goal and Policies: Transportation, Parks and Recreation, and Urban Development.

Transportation Element of Yamhill County's Comprehensive Plan

From Yamhill County's Comprehensive Plan:

11.05.03.01 Transportation.

a) Summary.

(iii) A major concern of the county is to develop a transportation system that will maintain and enhance the quality of life enjoyed by its residents.

(vi) The provision of adequate bicycling and pedestrian paths within the county is a concern of the county residents. Such modes of transportation lend themselves particularly to the rural nature of the county.

b) Goal Statement. To provide and encourage an efficient, safe, convenient, and economic transportation and communication system, including roads, rail, waterways, public transit, and air, to serve the needs of existing and projected urban and rural development within the county, as well as to accommodate the regional movement of people and goods and the transfer of energy, recognizing the economic, social, and energy impacts of the various modes of transportation.

(i). Policies

9. Yamhill County will encourage bicycle and pedestrian traffic as an element of the transportation system by coordinating with the cities within the county to develop an integrated system of safe and convenient bicycle and pedestrian ways to complement other modes of transportation.

Deletion of the Trail from the TSP is not just inconsistent with these policies and goals; deletion is directly contrary to those goals and policies. The Yamhill Westsider Trail will connect the cities of Carlton, Yamhill, and Gaston with a safe and convenient bicycle and pedestrian way. [Gaston is not Yamhill County but is linked by location to Yamhill and Carlton by both Highway 47 and the proposed Trail.]

Those three communities are connected by Highway 47, a major connection highway which carries a high volume of vehicle traffic, including commuters, farm vehicles, commercial vehicles, and tourists. It is the main highway from McMinnville to major urban areas, including Forest Grove and Hillsboro. Highway 47 is busy and dangerous for bicyclists and pedestrians. The Trail will provide a safe route for bikers and walkers.

A bicycle link would be especially important for Carlton and Yamhill. Those rural cities are about 3.5 miles apart on Highway 47. However, by the Trail, they would be only about 2.5 miles apart. The two towns are in the same school district. The district has one elementary school in Carlton. The district's middle school and high school are in Yamhill. The Trail will provide a safe and easy transportation route for students and their families.

There is no evidence that the County has made any effort to coordinate with Yamhill and Carlton about removing the Trail from the TSP—inconsistent with the stated policy of coordination.

The Trail would do what is asked for by the Comprehensive Plan—connect the Yamhill and Carlton with an integrated, safe, and convenient bicycle path which would complement other modes of transportation.

Parks and Recreation— Section 4 of Yamhill County’s Comprehensive Plan

1.05.04.02 Parks and Recreation.

a) Summary. The Oregon State Park Department, Yamhill County, Chehalem Parks and Recreation District, the school districts, and the Yamhill County cities provide a variety of different levels of park and recreation opportunities for county residents and the transient population. Most of the park land outside Yamhill County cities is accessible only by automobile. There is a lack of water-based recreational opportunities in Yamhill County.

b) Goal Statement. To provide adequate recreational opportunities in both the rural and urban environments to meet existing and projected needs.

(i) Policies

7. Yamhill County will promote the development of an integrated bicycle and pedestrian trail system to provide recreational opportunities and to link open space, Yamhill County communities, and park areas.

9. Yamhill County will encourage cooperation among government agencies to increase recreation opportunities, programs, and facilities for county residents and will explore the possibilities of providing recreation programs for the small towns and rural areas of the county.

Deleting the Trail from the TSP is in direct conflict with the development of an integrated bicycle and pedestrian trail system. Deletion would deprive Yamhill County residents of recreation opportunities.

The record is chock-full of the recreational benefits of the Trail. Citizens have testified at hearings and submitted written statements which show how the Trail will benefit them personally and the community as a whole. Can anyone seriously argue that deleting the Trail from the TSP is consistent with the Park and Recreation elements of the Comprehensive Plan?

Economic and Urban Development

An important objective of the Comprehensive Plan is to help urban communities develop diverse and thriving local economies. This is shown in the following excerpts from the Comprehensive Plan:

11.05.01.01 Urban Area Development.

b) Goal Statement. To encourage the containment of growth within existing urban centers, provide for the orderly, staged, diversified, and compatible development of all of the cities of Yamhill County, and assure an efficient transition from rural to urban land use.

d) Goal Statement. To create convenient and attractive residential neighborhoods which can be efficiently serviced with roads, utilities, schools, parks, and commerce, and can take advantage of desirable physical features; and to give a satisfactory range of choice to the prospective householder through the imaginative use of a variety of design concepts.

Tourism plays a key role in Yamhill County, especially tourism relating to the County's wine industry. Evidence has been submitted by members of the local tourism industry showing how the Trail would be beneficial to tourism. Indeed, benefits to tourism are specifically mentioned in Ordinance 880. Those potential benefits disappear when the Trail is abandoned.

It does not take a great imagination to predict how the Trail will economically benefit cities of Carlton, Yamhill, and Gaston. When the Trail is built, those three communities will be within a bike ride of each other. The Trail would increase the demand for tourist services in those urban areas—lodging, food, and entertainment service which would help the economies of those communities. The Trail will also help both Yamhill and Carlton to attract new residents and businesses thereby assist in the economic and urban development of those cities.

FARM LAND AND THE FARM ECONOMY

Agriculture plays an important role in Yamhill County's economy, and preservation of farm land is a critical part of Oregon's land use system. The Farm Impacts Test of ORS 215.296 plays a key role in the protection of farm land and the farm economy. Without question, the development of the Trail must be done in a way that complies with the protections given farm land and farming practices. The record is replete with written and oral evidence showing that bike and pedestrian trails can coexist with adjacent farms. There

is no good, compelling reason why the Yamhales Westsider Trail cannot coexist with neighboring farms.

SUMMARY

The Yamhales Westsider Trail should not be removed from Yamhill County's Transportation System Plan. There is not an evidentiary basis for removing the Trail from the TSP. Removing the Trail from the TSP is not consistent with Yamhill County's Comprehensive Plan.

Sincerely,

Jerry Hart

Jerry Hart

January 18, 2006

Dear Chair and Commissioners,

I am writing as a resident of Yamhill County who is deeply concerned about recent actions proposed by the Board of Commissioners and reflected in recommendations from the Yamhill County Planning Commission regarding the publicly owned Yamhelas-Westsider corridor. This corridor belongs to the county and all of its' citizens as a long-term, public investment and it would be foolish to remove it from the Transportation System Plan (TSP), with the ultimate goal of subdividing and/or selling it. At stake is not only the future of a potential trail, but the preservation of a strategic public corridor that holds long-term value for so many potential uses that benefit all YC citizen (e.g., transportation, safety, emergency access, utility infrastructure, recreation, community connection). Once fragmented or privatized, these opportunities are *permanently* lost.

It is my understanding that the Planning Commission has recommended removing the corridor from the county's TSP and that the Board is now positioned to consider final action. There were hundreds of individuals at the Planning Commission meeting last month opposing the removal from the TSP because this decision is short-sighted and raises serious concerns not only about outcomes, but about the integrity, independence and transparency of the planning process itself.

Below are my main concerns:

1. Conflict of Interest, Appointment History and Perception of Bias

During the December 4h Planning hearing, Mark Gaibler was asked directly whether he had ever served as a petitioner in an Oregon Land Use Board of Appeals (LUBA) case concerning the Yamhelas-Westsider Trail. Commissioner Gaibler stated that he did not know. He either has cognitive problems that deserve medical attention or he was attempting to minimize his involvement in opposing the trail. News reports and readily accessible public records indicate that Mr. Gaibler has served as a petitioner in multiple LUBA cases related to the Yamhelas-Westsider Trail, as part of a group of adjacent landowners who appealed county actions associated with the corridor's development. At minimum, this raises concerns about the adequacy of disclosure, the accuracy of testimony provided during a public hearing, and the standards applied when evaluating conflicts of interest for commission members making recommendations on matters in which they have previously taken adversarial legal positions.

Concerns about impartiality are further compounded by the appointment history of the Planning Commission itself. Public campaign finance records show heavy investment in Yamhill County elections from the George family (directly and through political action committees), who are prominent agricultural landowners whose property interests are adjacent to the corridor with the matriarch, Kathy George, serving as a former county commissioner. They made substantial financial contributions to support the election of then-County Commissioner

Lindsay Berschauer, a vocal opponent of the trail. Following her election, and prior to losing reelection as an incumbent after facing a recall effort, Commissioner Berschauer, along with fellow commissioners Mary Starrett and Kit Johnson (who have also received campaign finance support from the George Family), appointed Christy (George) Cooke, a member of the same family, to the Planning Commission.

At the December 4 hearing, Commissioner Cooke acknowledged these relationships but stated that her family's campaign contributions and her subsequent appointment would not influence her vote. Regardless of intent, the combination of campaign contributions, appointment authority, and policy outcomes affecting family-adjacent property interests creates a substantial appearance of bias that should have triggered recusal under best-practice governance standards. While Commissioners Steven Belt and Lee Schrepel, both owners of land adjacent to the corridor, did state that they were recusing themselves, they remained seated at the dais throughout the hearing and offered comments during the proceedings. Standard land-use and quasi-judicial protocols typically require recused members to fully remove themselves from participation, including physical presence and informal commentary, to avoid influencing deliberations. They could have easily joined to observe the proceedings on Zoom. Their continued presence undermined the integrity of the recusal process and further erodes public confidence. Another commission member, Brett Veach, is a real estate agent specializing in agricultural land. During most of the meeting he was reclined and appeared to be taking a nap. I assume he will be poised to take on the property if the commission decides to sell it!

Taken together (i.e., the litigation history, land ownership interests, campaign contributions, appointment relationships, incomplete recusals, and the tenor of the hearing), despite thoughtful and impassioned testimony it was difficult to conclude that this meeting represented a genuine, open-minded evaluation of the evidence and the pros and cons of keeping the corridor in the TSP. It was clear that many self-serving and hand-picked commission members knew exactly what they planned to do because it had been the plan for years. Public trust in land-use planning depends on the clear avoidance of both actual and perceived conflicts of interest. I respectfully request clarification regarding how conflicts were evaluated, whether recusals occurred where appropriate, and how appointment processes ensure impartial decision-making when public assets are under consideration.

2. Public Investment and the Corridor's Long-Term Value

Yamhill County acquired the corridor in 2017 using public funds, explicitly preserving it for future public use. While the corridor has often been discussed in the context of a trail, its importance extends well beyond recreation alone.

Preserving the corridor maintains options for:

- Safe non-vehicular travel
- Emergency and service access
- Utility and infrastructure corridors
- Community connectivity between rural and urban areas
- Economic development, including agritourism

- Future transportation planning

Long-range planning exists precisely to safeguard such corridors *before* specific uses are fully realized. Removing the corridor from the TSP forecloses future possibilities and undermines the rationale for the original public acquisition. The investment was first made in May of 2012, when the current BOC promised a 10% match (\$246 480.00) for the Transportation Enhancement Grant to purchase the right-of-way from the corridor and December of that year added the trail to the TSP (at its' height the price was \$9 million). Since that time using federal and state grand funding they were able to purchase an approximately 12-mile segment, with private donors providing additional easements and grant funding for master planning as well. Updates to the TSP in 2018 acknowledging the purpose and plans to develop the Carlton to Yamhill county section of the corridor began opponent LUBA petitions, with the last sent to the count in December, 2020 stating, "We are not convinced that the Trail is prohibited by farm impact standards as a matter of law". After the 2020 elections when Berschauer was seated they voted (2 to 1) to stop responding to LUBA issues and abandoning the master plan process even though this cost the county (and its' citizens) millions in time, effort and grant funding which had to be paid back.

3. Transparency, Precedent, and Community Engagement

Altering the status of a publicly owned corridor with countywide implications requires the highest standards of transparency and public engagement. Many residents reasonably view the proposed rollback as inconsistent with decades of planning precedent, Ordinance 880, and prior county commitments.

Decisions that *permanently* reduce public options should not be driven by the preferences of a limited set of adjacent landowners or shaped by BOC members and planning bodies whose neutrality may reasonably be questioned.

Accordingly, I respectfully urge the Board to:

- Publicly affirm that all planning and advisory members complied with state ethics requirements and county conflict-of-interest policies.
- Confirm that any individual with prior litigation involvement or adjacent property interests was appropriately recused from deliberations.
- Recognize the Yamhelas-Westsider corridor as a multi-use public asset, not solely a trail project.
- Retain the corridor within the Transportation System Plan to preserve future flexibility and planning.
- Recommit to a transparent, inclusive process that reflects the long-term interests of the broader Yamhill County community.

Once a public corridor is relinquished, it cannot be reclaimed. In the words of County Commissioner Leslie Lewis (2012), "If you're not a long-term thinker in the transportation world, you're not going to go anywhere... if you allow Union Pacific to sell off the line piecemeal, you will never re-establish it. It all begins with acquiring the right of way, and that

begins with putting it in our transportation plan.” Preserving the corridor keeps options open, for future generations, evolving transportation needs, and community priorities that may not yet be fully visible today. We have a group working to put this issue on the ballot. As elected leaders of *all* YC citizens (not just wealthy land owners who are friends and donate to your campaigns) you need to hit the pause button and have the integrity to hear what the Yamhill County voters want. To not do so impugns your reputations, credibility and harms generations of citizens from the potential use of this public asset.

Thank you for your consideration

Tanya Tompkins, Ph.D.
925 SE Davis Street
McMinnville, OR 97128
503.435.7860

Ken Friday

From: Wendy Buchheit <wkbuchheit@gmail.com>
Sent: Monday, January 19, 2026 12:49 PM
To: Planning
Subject: Yamelas Westsider Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Hello,

I am writing to express my opposition to keeping the Yamelas Westsider Trail on the county's transportation plan. I think it should be removed permanently.

It is my understanding that this trail has already cost the taxpayers millions of dollars and there is nothing to show for it except a partially built bridge. I have yet to meet anyone in the community who said they would use a 15 mile walking trail on a regular basis. The majority of the folks I talk to are against the continued funding of this trail.

Thank you for taking the time to read this. I hope the county commissioners take this into consideration and do the prudent and judicious thing.

Sincerely,

Wendy Buchheit

Ken Friday

From: Karen Willard <kwillard7@gmail.com>
Sent: Monday, January 19, 2026 6:09 PM
To: Planning
Cc: BOC Info
Subject: Don't Sell Public Land

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To Whom This Concerns,

I am in support of trails and protecting our public land. This decision to sell public land was never put before the Yamhill County voters. Please reconsider and think about our community as a whole. We need public, natural places for future generations to come. Please try and think big picture here.

In support and concern,

Karen Willard

“Between stimulus and response there is a space. In that space is our power to choose our response. In our response lies our growth and our freedom.”

— Viktor E. Frankl

Ken Friday

From: Ken Wessels <kenhwessels@gmail.com>
Sent: Monday, January 19, 2026 6:18 PM
To: BOC Info; Planning
Subject: Please support the trail

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Dear Commissioners,

I am writing to strongly advocate for the continued preservation and development of the Yamhelas–Westside Trail. This project is undeniably in the public’s best interest and provides substantial benefits to the people of Yamhill County.

The trail promotes health, offers safer transportation alternatives, strengthens local businesses, and preserves outdoor access that is essential to community well-being. To abandon or diminish this project would mean losing an invaluable long-term investment in our county’s future.

I urge the Commission to stand firmly in support of the Yamhelas–Westside Trail and prioritize the long-term well-being of Yamhill County residents.
I also ask that you keep it in the County Transportation Plan. If changes need to be made regarding the corridor it should be put to a vote of the people not left to the decision of special interest groups and their money!

Thank you for your dedication and thoughtful consideration.

Sincerely,
Kenneth Wessels
McMinnville Or 97128

Ken Friday

From: Kris Reed <krisreed155@gmail.com>
Sent: Monday, January 19, 2026 6:32 PM
To: Planning
Subject: Please preserve the Yamhelas–Westsider Corridor as a Public Trail!

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Members of the Planning Commission,

I am writing to express my strong support for preserving the Yamhelas–Westsider corridor as a public multi-use trail.

The Yamhelas–Westsider Trail is not simply a recreational path—it is one of the county’s most valuable public assets. For more than a century, this corridor has connected communities as a vital transportation route. Preserving it keeps that historic connection alive while meeting present and future needs.

Maintaining this corridor for public use provides significant benefits, including:

- A safe, off-highway alternative to Highway 47 for families, cyclists, and pedestrians
- Expanded opportunities for recreation, physical health, and community connection
- Economic benefits for nearby towns through tourism, agritourism, and local businesses
- Protection of a transportation and recreation corridor that cannot be replaced once lost
- Ensuring future generations retain access to the lands and infrastructure we inherited

Once a corridor like this is privatized or fragmented, it is gone forever. Preserving it now is a forward-thinking investment in safety, economic resilience, and quality of life for the entire county.

Thank you for your consideration and for your work on behalf of our community.

Sincerely,

Kristen Reed

McMinnville, Oregon

Ken Friday

From: Nancy Alderman <soccernanc@gmail.com>
Sent: Monday, January 19, 2026 7:08 PM
To: Planning
Subject: Trails

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It surprises me that we are even discussing the option of selling this land that the county acquired. NEVER give up land because you will NEVER get it back

Research shows that public lands which promote walking and biking support mental, emotional and physical health.

I have also noticed that the county is very invested in tourism. What better way to bring tourists than a trail.

Most importantly though, as a taxpayer in Yamhill County for over 40 years, I am constantly searching for places to walk that are not paved per specific doctor recommendations to protect my body riddled with osteoporosis.

I am curious if any of you have walked the Banks rail to trail. It is beautiful and this is exactly what we could have right here in Yamhill County. If you have not walked it I encourage you to do so because you will not be able to fathom selling the opportunity for us to have this once you do.

Thank you for taking the time to consider my thoughts. And please do not give up on this trail.

Nancy Alderman

Ken Friday

From: Robin Ricker <robin13bee@gmail.com>
Sent: Monday, January 19, 2026 7:28 PM
To: Planning
Subject: support bike trail

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To whom it may concern:

In support of the rails to trails bike corridor: Please keep this valuable public land public.

My husband and I have spent many miles on rails to trails in northern idaho, washington state, Cottage Grove Oregon, Banks-Vernonia. My husband rode across the USA 2 years ago and loved the Katy Trail, the C & O trail, the Gap and many states including Missori, Pennsylvania, and Washington DC.

The trails are safe ways to be off of highways, often parallel to them, but buffered by vegetation, or other barriers. We have encountered kind, helpful people, small towns with museums, cafe's and simple lodging. We have not encountered any crime, illegal camping or panhandling or trash. We have encountered wetlands, birds, wildlife and interesting landscapes we never would have seen by car.

Access to the out of doors is necessary for healthy communities, free beneficial activities for families, safe commuting to schools, work and lunch in another small town.

We host cyclists from all over the world thru Warmshowers. They are taking on adventures that few attempt--riding their bikes from Banff to Argentina, riding around the world, riding to all the national parks or baseball stadiums, one was riding to breweries to do commercial art.

These are all kind, educated, dynamic people: engineers, educators, computer scientists, medical workers, musicians. Some are trying to figure out life or recovering from illness or loss.

Many have had scary experiences in Yamhill country specifically, very dangerous roads, no should, a truck not giving way on a two lane shoulderless road while blaring it's horn, someone throwing full cans of beer at them from a moving vehicle.

Yamhill County needs this vital trail for all of us including welcoming others.

Sincerely,

Robin Ricker
526 NW 13th Street
McMinnville, OR 97128
971-221-8919

Ken Friday

From: Paula Strawser <strawserpr@gmail.com>
Sent: Monday, January 19, 2026 7:40 PM
To: Planning
Subject: Yamhelas Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I support the Yamhelas Trail. It is planned for recreational purposes on what is currently public land. Abandoning the trail is a giveaway to private interests. It will bring tourists. It will be a draw for hikers and bikers. What better way to celebrate the beauties of Yamhill County?

Ken Friday

From: Matthea Brown <mattheabrown@gmail.com>
Sent: Monday, January 19, 2026 7:50 PM
To: Planning; BOC Info
Subject: Yamhelas-Westsider Corridor

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Hello—

I have heard about the upcoming vote to remove the Yamhelas-Westsider Corridor land from our county transportation plan, and I want to express to you all how much I disagree with this idea.

This is publicly owned land, and the commissioners are going to vote on this without getting input from voters (aka taxpayers aka the public who owns said land), which feels very out of line.

I support trails like this one, and I support protecting our public land, and removing this project from the county transportation plan feels incredibly shortsighted.

A healthy and strong community needs more than hospitals and retail stores and schools and wineries—we need safe public outdoor spaces where we all can move, breathe, connect with our friends and neighbors, and enjoy nature.

Thank you for your time,

Matthea Brown

12 Year McMinnville resident
206-409-7306

Ken Friday

From: Planning
Subject: FW: RE; removing the Yamhelas Trail from the TSP
Attachments: VCTC Santa Paula Branch Line Study - Final.pdf

From: steve wick <stevencarol.wick@gmail.com>
Sent: Monday, January 19, 2026 8:48 PM
To: Planning <planning@yamhillcounty.gov>; BOC Info <bocinfo@yamhillcounty.gov>
Subject: RE; removing the Yamhelas Trail from the TSP

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Dear County Commissioners

In your staff report of 12/4/ 25 you stated the following:

"As stated in the statute the County needed to find that the use of the trail would neither force a significant change in farm or forest practices on surrounding lands, nor would it increase the cost of accepted farm or forest practices on those lands.

One of the key farming issues specific to the trail application involves the accepted farming practice of spraying pesticides and herbicides. A good summation of the issue can be found on the bottom of page 18 and the top of page 19 in the LUBA Remand covering LUBA No. 2020-066 and -067.

The remand decision states: "The farm practice of spraying crops has been a recurring issue over the course of this extended land use dispute. In Van Dyke II, we agreed with the county that overspray from adjacent farms onto the county's property is not an accepted farm practice.

However, we agreed with the petitioners that the county was required to respond to petitioners' argument that the Trail would force them to supply spray setbacks on their own lands and cease use of certain pesticides and herbicides within the appropriate setback area, which petitioners argued is a significant change in the accepted farm practice of applying pesticides and herbicides."

Due to the fact that Yamhill County has not been able to make findings to satisfy the Farm Impacts Test in three separate attempts, the majority of the Board of Commissioners initiated the removal of the Yamhelas-Westsider Trail from the TSP in order to pursue other projects."

Reading this staff report further, I can find no other stated reason for "the removal of the Yamhelas-Westsider Trail from the TSP".

Since this "spraying issue" is your only concern, it seems reasonable that addressing this could solve the problem.

If you talked to your Planning Advisory Commissioners you would find that a solution was proposed, and presented at the hearing on Dec 4th.

It is simple; you just shut down the trail when the farmers need to spray. They can spray the edges of their fields, or affected areas, then open the trail back up. (see enclosed VCTC Santa Paulina Branch Line Study)

This is not a novel idea: it is used by other trails in the U.S. If other trails can manage this.....why can't we do the same?

Below is some of the specific comments that I supplied to the Planning Commissioners regarding filbert/hazelnut orchards. It addresses the spraying concerns, and many other concerns put forth by the farmers.

In the Stay granted by LUBA on June 19 2020 they concluded, in one of their arguments, that Ben Van Dyke would suffer "*Irreparable Injury*" because he would be "*hindered or prohibited from spraying the herbicides and pesticides required to protect his crop.*"

(It should be noted that the proposed Yamhelas Westsider trail right-of-way is approximately 60 feet wide, with the trail itself being 12 feet wide. That means that there is a 24 feet buffer on either side of the trail that Ben Van Dyke, and others, say is not sufficient to mitigate spray drift.)

LUBA also stated "*Van Dyke explained that filbert trees should live 75 years or more and that, if he was unable to spray his filbert trees, those trees could die due to Eastern Filbert Blight. Given the long-lived nature of the filbert trees and the potential for protracted crop and yield loss if spraying cannot occur, we conclude that the injury Van Dyke specified is not an injury that could be adequately compensated in money damages.*"

They also concluded that Van Dyke could lose his food safety certification if litter and debris from the construction site enter his hazelnut orchard.

These conclusions, and the following assumptions;

A. that Van Dyke must be able to spray his trees for Eastern Filbert Blight; "*If I am unable to spray as required, I risk my trees dying of Eastern Filbert Blight that could result in the loss of all crops on a tree that should last 75 plus years.*"

B. that Van Dyke, and others, would be unable to spray during trail construction (or during trail use)

C. that Van Dyke uses the herbicide sprays Gramoxone and Parazone (Paraquat), which state "*do not use around...recreational parks....*"

D. that Van Dyke would lose his food safety certification if litter and debris enter his orchard from trail construction (or trail use)

...can be totally mitigated with a few simple actions.

A. Spraying for Eastern Filbert Blight. This is not necessary for Van Dyke's trees. Van Dyke has previously stated that his trees are two years old; *"Our hazelnuts were planted in 2018, and our second year trees,..."*. BUT; **All the new filbert varieties are "blight resistant"**.

OSU wrote the bible on hazelnuts. No one in the world has the experience and knowledge that they possess regarding the entire hazelnut spectrum. They update info yearly for growers. The Pest Management Guide, Pacific Northwest Plant disease, Insect, and Weed management handbooks constitute our bible. We refer to these and their other hazelnut publications and missives yearly for the most up-to-date guidance. Shawn Mehlenbacher has been working on EFB (Eastern Filbert Blight) for over 30 years, and his breeding programs, and the spraying programs developed by Professor Jay Pscheidt, have enabled our industry to survive.

New trees only have to be sprayed the first spring after planting, and only if they are adjacent to a heavily infected orchard. OSU has documented this in their 2020 Pest Management Guide for Hazelnuts. See p17: *"Cultivars such as Jefferson or McDonald, with the single dominant gene for resistance only, need protection the first spring after planting, when located near heavily infected orchards."* <https://catalog.extension.oregonstate.edu/em8328/html>

Per OSU's Pacific NW Handbook; *"Dorris", 'Jefferson', 'McDonald', 'PollyO', 'Santiam', 'Wepster', and 'Yamhill' are highly resistant with the single dominant-resistance gene from 'Gasaway'."* <https://pnwhandbooks.org/plantdisease/host-disease/hazelnut-corylus-avellana-eastern-filbert-blight>

B. Spraying chemicals next to the trail poses no problem, if the trail is shut down when the spraying must be done. This is simple to do. Other trails do this! The farmers and trail owners coordinate operations. Spraying chemicals in filbert orchards usually occurs less than a dozen times during the year, but young orchards could require more, and non-common diseases or pests would increase the number of spray occurrences required.

In 2015 a study was done of many trails (see attached Santa Paula Branch Line Study) That study specifically addressed farming and how the impacts to farming were dealt with on trails throughout farming acreages. Below you will see some excerpts from that study. It should be noted that many of the trails just shut down while the farmer sprays his fields.

San Pasqual Valley Trail: Ca. • Specific fencing was designed for the trail, modified from the park department's standard lodgepole fencing. Chicken wire inserts were added approximately one foot from the ground to allow wildlife to pass through;

- Gates allow sections of the trail to be closed;
- Signage installed to alert the trail-users of trail closure for spraying and

to stay on the trail;

- Farmers can dictate trail closure (within reason, i.e., preferably not on weekends) for maintenance and crop spraying. This protocol was developed and approved by the County Farm Bureau, County Farm Advisor's Office, and the affected farmers

Feedback from Involved Parties

- Shawna Anderson: There have been no reported incidents of theft, vandalism, or liability issues to this date.
- Many farmers who were initially opposed to the trail now support it.
- An agreement was made early after the SDRP JPA listened to the concerns of the farmers and created specific design and management plans to create a mutually beneficial relationship between the trail and agricultural industry.

Cowel-Purisima Coastal Trail • Stout fencing

- Large gates to accommodate cattle and equipment passage while trail is closed
- Gates to close trail during spraying and operations
- Information and regulatory signs
- Maintained by volunteer docents
- Farmer has ability to close gates for maintenance

Feedback from Involved Parties

- Paul Ringgold: The ability to work as a team, such as on a section where bluff erosion was impacting the trail, is key to success.
- POST recently asked whether there were any security issues that would benefit from additional gates and was told that there were none.

- POST hasn't received any negative comments from owner John Giusti, or Giusti's agricultural tenant on the southern half of the property, Bob Marsh.

- John Guisti reported 8/25/14 that the trail project "has not interfered with his operation at all, and he considers it a successful project." The fence is very important.

Obern Trail, Ca. • Little to no physical barrier in most places. Oleander hedges and chainlink fence.

- Each farmer decides on fencing – not installed by the County.
- High levels of use create a self-policing scenario.
- The trail is lit throughout, at all hours.

Feedback from Involved Parties

- Matthew Dobberteen: In over ten years managing trails for Santa Barbara County, I have never received a complaint about the Obern Trail. Our trails that run near agriculture are never the trails we have problems with. The only issue is every few years we may get some graffiti on a retaining wall. "A bike path will make theft harder, not easier, by bringing light, attention, people, eyes to the trail." "If someone wanted to steal from a farm, they'd find a place where no one could see them, not a trail with steady use."

- John Givens: No significant impacts from the trail. Occasionally homeless pass through and there is minor vandalism, but it has not been serious enough to involve the County or other authorities. Trail users don't cut through the farm property

Cedar Valley Trail, Ia.

- Fencing with gates;
- Reinforced crossing to accommodate equipment;
- Easement allowing farm equipment access;
- Signage to warn trail users of crossing farm vehicles.

Feedback from Involved Parties

- Joyce Squires: She and her husband were initially opposed to the trail, with concern about trespassing, but this has not been an issue;
- Generally the trail has been very positive, she and her family use it;

West County Trail, Ca. • Farmers put A-frame signs on their property stating when spraying will occur.

- Spraying generally limited to early morning, before most trail users are present.
- Aerial spraying not conducted near the trail.
- Some vineyard owners have built connections between their properties and the trail.
- “No Trespassing” signs have been installed by some vineyard owners.
- The County patrols the trail and regularly talks with neighbors.

Feedback from Involved Parties

- Kenneth Tam: The County conducted a record of survey and title search, then reached out individually to agricultural land owners and operators who appeared to be using the railroad ROW without the legal right to do so and requested they

provide documentation that they were using the ROW

legally. None were able to provide documentation.

There was a blueberry farmer using the railroad ROW to access his crops. The farmer has since opened a stand along the trail to sell blueberries and blueberry ice cream.

The main concerns voiced during the planning stages included the potential for crime and trespass.

Most spraying is done early in the morning. All spraying must be done with as little wind as possible. At the very worst case, the minimum notice that a farmer could provide would be 24 hours, but generally he would be able to schedule spraying a few days prior and/or schedule a tentative window weeks in advance. An example of this would be the spraying that I just did in my filbert orchard the first week of July for Filbert Worm. The orchard had to be monitored for several weeks for filbert moths. When the level got to a certain point, I had only a few days to get my first air blast spray applied. I consulted weather forecasts for rain, and then looked at the wind forecasts, and found that I could spray immediately. (Wind forecasts are extremely accurate, and with apps like "Windy", can be used to forecast flow and speeds, hour by hour, quite a few days ahead of time.) The spray I used was effective for two to three weeks, and then a second application was required if filbert moths were still present.

To make it a win-win for both the farmer and trail users, the farmer can schedule the trail shutdown for only the very short time he needs to spray the edges of his field, adjacent to the trail. Then he can open up the trail, and continue spraying the balance of his fields.

Foliar sprays (sprays that must cover all the leaves of the tree) require the most setback, since they are accomplished thru "air blast " sprays that force the spray up and over the tops of the trees. Examples of these sprays are the pesticides and fungicides that must be sprayed to minimize pests or diseases. Two rows of trees are sprayed at the same time while the spray operator drives down the aisle. The spray operator can also shut down either side of the air blast sprayer, allowing him to spray the outside edge of a row, and not spray neighboring properties. If a farmer wanted to be positively safe, he could simply power blast spray the first 8 rows, on the edge of the trail, while the trail was closed, and then open up the trail. (filbert trees are generally planted in rows 18 to 20 feet wide).

Herbicides used to control weeds, grasses and for eliminating suckers, are applied on the ground, or on the very bottom/base of trees using booms, while driving down the aisle between two rows of trees. Herbicides must be selectively sprayed; the spray must be kept on the ground or the base of the tree. They cannot be allowed to drift, even to the foliage above the weeds or suckers! If they reach the foliage they can damage or kill the tree. The label on Gramoxone states the following: https://www.syngenta-us.com/current-label/gramoxone_sl_2.0

It would be quite easy to spray a couple of the outside rows (36 to 40 feet) from the edge of the trail Right of Way, and then open up the trail while he sprayed the balance of his field. And, since the spray operator was adjacent to the trail ROW when he was spraying the outside rows, it would be very easy for him to monitor the ROW to ensure that no one was on it during his spray operation.

Van Dyke stated that he "must be able to spray his orchid for filbertworm, which can destroy an entire crop, from June through September" But spraying equipment cannot enter an orchard after Labor Day, since the nuts start falling to the orchard floor, and anyone driving equipment on the orchard floor could damage the nuts.

"Blank nuts fall before good nuts. After blanks have fallen and just before good nuts begin to drop (usually at the end of August), it might be desirable to do a final flailing and floating to fill small depressions in the ground."

<https://catalog.extension.oregonstate.edu/sites/catalog/files/project/pdf/em9079.pdf>

'Hazelnuts begin to drop to the ground during the month of September. Prior to nut drop, the orchard floor is made level and smooth, and weeds are flail-mowed to facilitate harvest. Harvest generally occurs during October and is usually a two-step operation.'

<https://catalog.extension.oregonstate.edu/sites/catalog/files/project/pdf/em9223.pdf>

C. Van Dyke also noted that he stocks and sprays the chemicals Gramoxone and Parazone (Paraquat). Paraquat is a very dangerous chemical. It is so dangerous that the EPA has changed the packaging containers to a new "closed system", and mandated Paraquat specific special training, and the training must be re-newed every three years. <https://www.epa.gov/pesticide-worker-safety/paraquat-dichloride-training-certified-applicators>

<http://wssroc.agron.ntu.edu.tw/note/Paraquat.pdf>

"Paraquat is the most highly acutely toxic herbicide to be marketed over the last 60 years. Yet it is one of the most widely used herbicides in the world, and in most countries where it is registered, it can be used without restriction. It is used on more than 100 crops in about 100 countries. Gramoxone, manufactured by Syngenta, is the most common trade name for paraquat, but the herbicide is also sold under many different names by many different manufacturers. China is now the world's largest manufacturer of paraquat, producing more than 100,000 tonnes per year. Paraquat has been banned, or use disallowed, in 32 countries. Many international organisations, such as Rainforest Alliance, Fairtrade, Forest Stewardship Council, and food giants like Dole have voluntarily banned it from their production systems. Paraquat is highly acutely toxic and enters the body mainly by swallowing, or through damaged skin, but may also be inhaled. Thousands of deaths have occurred from ingestion (often suicide) or dermal exposure (mainly occupational) to paraquat.

Paraquat is corrosive to the skin and once the skin is damaged it is easily absorbed into the body. One farmer died after just 3.5 hours spraying diluted paraquat with a leaking knapsack. Others have died from spilling the concentrate on their skin. Thousands more have suffered severe acute and chronic effects from occupational use. It represents a severe public health problem in many countries despite the fact that paraquat is considered safe by its manufacturers, who believe they have no responsibility for the suicides. Yet experience has shown that where paraquat is banned or restricted deaths from suicides drop dramatically."

The Gramoxone and Parazone (Paraquat) that Van Dyke has in stock have the old labels that state :
"Do not use around home gardens, schools, recreational parks, golf courses or playgrounds."

But the labels on both products were updated by December of 2019, and the nebulous statement "around" was taken off the new labels:

<https://www.syngenta-us.com/herbicides/gramoxone-sl-2.0>

"DIRECTIONS FOR USE

RESTRICTED USE PESTICIDE

It is a violation of Federal Law to use this product in a manner inconsistent with its labeling.

Do not apply this product in a way that will contact workers or other persons, either directly or through drift. Only

protected handlers may be in the area during application. For any requirements specific

c to your State or Tribe,

consult the agency responsible for pesticide regulation.

NEVER USE THIS PRODUCT IN RESIDENTIAL OR PUBLIC RECREATIONAL SETTINGS (E.G., HOMES, HOME GARDENS, SCHOOLS, RECREATIONAL PARKS, GOLF COURSES, AND/OR PLAYGROUNDS"

A check with the manufacturers revealed that the chemical did not change....only the label changed. (see attached (FW: Gramoxone SL 2.0 email)

Parazone 3SL updated their label in Dec of 2019 to say the same thing.

https://www3.epa.gov/pesticides/chem_search/ppls/005481-00615-20191230.pdf

But no matter what the new label states, federal law says that you MUST follow the instructions on the container that you are using. (again, read Gramoxone SL 2.0 email)

The simple solution is to purchase some of the new label Gramoxone or Parazone and use the new chemical on the edges of his field, then continue to use the old material on the inside. It seems ridiculous to do this, since the chemical in the old label containers, and the chemical in the new label containers, is exactly the same, but the law is the law. And, per Ben Van Dyke, "since the chemical does not have an expiration date" either chemical can be used for future sucker or weed spraying.

Another option is to use one or more of the other less lethal herbicides, (that readily mix with Gramoxone or Parazone) to spray the edges. Spray the edges with Aim(carfentrazone) and/or Rely (glufosinate), or a mix of Aim and Rely, or just spray with Saber (2,4-D), and then re-fill the spray tank with Gramoxone or Parazone (Paraquat) and do the balance of the orchard.

... contact herbicides e.g. glyphosate, glufosinate (Rely), and paraquat (Gramoxone/Parazone) may be tank mixed with AIM (carfentrazone) EC for broader spectrum weed control

<http://www.cdms.net/ldat/ld5L1010.pdf>

Rely (Glufosinate) or a combination of Rely and Aim are good options for young trees that are fully barked over and robust. Rely lasts a little longer than just Aim by itself and is a good combination for strip spraying as it controls both small grasses and broadleaves. Rely works best when temperatures are warm. Contact only so coverage is important.

Gramoxone (*Paraquat*) is an inexpensive option for older trees, especially when you are also wanting to do a strip spray or full floor spray. A restricted product that has human health risks when used inappropriately, this chemistry isn't for everyone. Contact only so coverage is important.

as per the Hazelnut Growers of Oregon; <https://www.hazelnut.com/spring-sucker-control/>

D. Loss of Food Safety Certification. Van Dyke stated that *"Construction workers have already littered the area with lunch bags and other detritus have found the way to our farm that we have had to clean up. This causes food safety issues. In that regard, we are strictly regulated by the USDA and any litter on our farms, risks losing food safety certifications that are necessary for the marketability of our brand as well as to maintain our certifications."*

Mr. Van Dyke shared a document from Cascade Foods of Albany Oregon, titled *"food safety requirements for delivered product to Cascade Foods"*. (dated April 16, 2020, see attached) In this document Cascade Foods stated;

" Cascade Foods LLC requires that growers adhere to the Good Agricultural Practices manual set by the Hazelnut Industry office". (see attached pdf 202006251).

But nowhere in the Good Agricultural Practices manual is there any reference to a farm losing food safety certification because of litter.

<http://oregonhazelnuts.org/wordpress/wp-content/uploads/2016/05/Haz-GAP-8-12-13.pdf>

It DOES say that the orchards must be constantly cleaned and inspected prior to harvest. This is a critical time. Of course, cleanliness during the year is important, but a clean orchard just before the nuts drop to the floor is strategically important.

Throughout the summer the orchard floor is repeatedly cleaned and leveled by use of drags and/or flail mowers. All debris is eliminated as the floor is pummeled by the repeated passes of the flail mower. Clouds of dust are sometimes seen as the floor is cleaned and manicured over and over. This goes on until the nuts start to fall at the end of August. Now the falling nuts are contained on a clean and pristine orchard floor. Prior to harvest in September/October the operator often inspects the orchard for debris, and removes any. The sweeper and harvester cannot function effectively if there is debris on the orchard floor.

The GAP manual that Mr. Van Dyke has agreed to follow states: *"....orchard floors are cleaned throughout the summer to assure a smooth clean orchard floor during harvest. Of utmost importance to all growers is the need to deliver hazelnuts to the dryer or processor as clean as possible. The Hazelnut lends itself to inherent food safety simply because it is encased in a solid hard shell. It falls to the ground mostly free of the husk, which is a vegetative bract rather than a surgery attraction for microbes. Harvest also lends itself to ensuring safe product. In addition, the product delivered to the washer/dryer or the processor is not ready to eat. It will go through a wash process before it is dried. Growers are committed*

to employing practices to keep the risk of pathogen contamination as low as possible. As the nuts move to processors and packers more safeguards are in place to ensure safe products leave the plants."

Litter is NOT a game stopper...it is a item that is constantly evaluated and addressed.

Cascade Food goes on to say; "The following are a few of the recommendations outlined in the manual; "Grower must participate in traceability. Growers receive a delivery ticket for each load taken to a wash/dryer operator or processor. This ticket corresponds to a specific orchard; Should a food borne pathogen be identified that lot cannot be used for food and will be discarded".

But the statement; "Should a food borne pathogen be identified that lot cannot be used for food and will be discarded" is NOT in the Good Agricultural Manual, and is far from the truth.

In 2017 Salmonella was found in Hazelnuts sold by the Schmidt farm of McMinnville. But the food safety people of the Oregon Department of Agriculture were not worried: "Wholesalers have steps in place that kill any Salmonella on the hazelnuts they handle before the nuts reach consumers," said Stephanie Page, the agriculture department's director of food safety and animal services, in the public warning. "To date, we have no indication there were any issues with this part of the process." <https://www.foodsafetynews.com/2017/01/salmonella-outbreak-traced-to-hazelnuts-from-oregon-farm/>

In fact the GAP manual repeatedly states that orchards must be inspected, (H1 pg 6); *A preharvest assessment is made in the orchard. Risks and possible sources of crop contamination are noted and assessed.* and (H7 pg 6) states; *"In case of product contamination....., product is separated and disposed of separately"* Nowhere does it state that a farmers complete crop will be discarded if contamination is found in one area.

One thing that I had not previously discussed was the fact that there is a thriving **organic** filbert industry in Oregon, which makes 25% more \$\$\$ on their nut sales then we do using horrible chemicals. They don't use any of the noxious chemicals! If they can maintain a successful business without noxious chemicals, why will Ben loose thousands of dollars if he does not spray his edges?

<http://organicfarmermag.com/2020/01/growing-practices-at-the-oldest-us-organic-hazelnut-orchard/>

Taking the organic leap was difficult, but worth it—not only for Jim’s conscience and the good of the earth, but also monetarily. He was able to mark up his organic nuts about 25 percent over conventional-farmed nuts.

Jim said. But gradually, he struck a balance with nature. In 1997, Meridian Orchards was certified organic

In managing the suckers, David said it’s easiest to hit them with an organic herbicide when they’re less than eight inches tall. Another grower in the crowd said he uses a side cutter on his mower

For weed control they tried Supress and then Homeplate, "which is easier to work with," said David about the latter

"Some growers using conventional farming methods think it’s impossible to grow hazelnuts organically," Mary said

A trail and farming are not mutually exclusive! A trail is an opportunity for the farmer to display his skills and to educate the public. And the Yamhelas Trail is an opportunity for the Yamhill Valley to provide a safe mode of transporation for future generations. No one will suffer "irreparable injury" during its construction or future use. Farmers can still spray their fields. Litter/and or unwanted people, etc. can be controlled by fencing and signage. All it takes is for farmers and trail supporters to

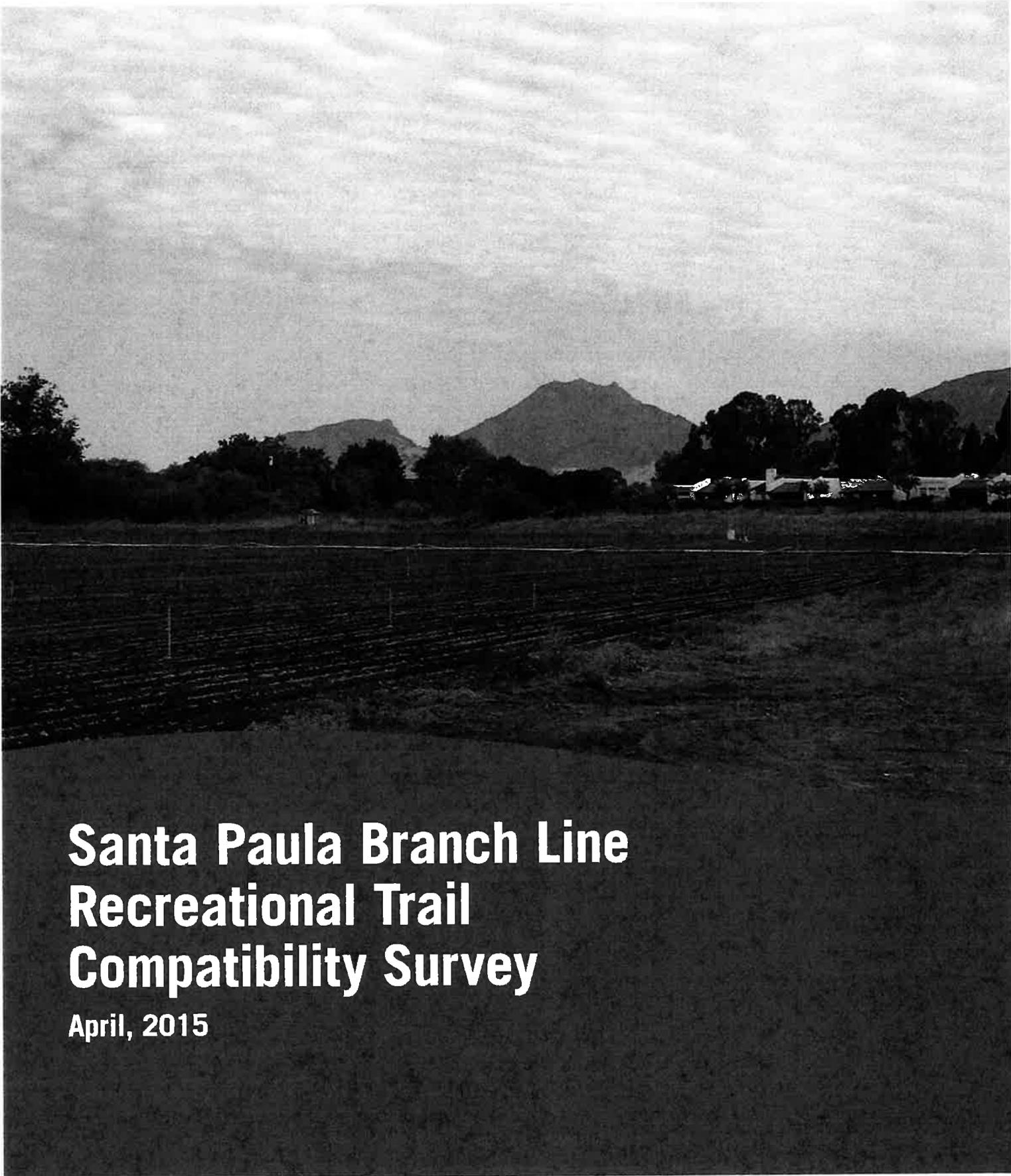
sit down and mutually work together to develop a solution that enables us to develop a wonderful asset.

Please do NOT remove the Yamhelas Trail from the TSP!

Thank You

Steve Wick

Gaston Oregon, Yamhill County



Santa Paula Branch Line Recreational Trail Compatibility Survey

April, 2015



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1 INTRODUCTION

This report is an inventory and analysis of existing trails in agricultural settings, with a focus on trails that are most comparable to the context of the Santa Paula Branch Line (SPBL) in Ventura County. The objective was to find trails that have been successfully implemented and are currently operating in active agricultural areas similar to the proposed SPBL trail, and identify the challenges they faced and the factors that made them successful. Significant effort was made to contact the agricultural owner/operators adjacent to the trail in regard to their experience and perspective, as well as that of the trail owner/operator. While this study was conducted specifically for the SPBL, the findings are applicable to other areas where trails may traverse agricultural properties.

Criteria for comparable examples included:

1. Trail corridors that pass through active agricultural areas; particularly high-value row crops and orchards;
2. Paved trails that have a range and level of use comparable to what is envisioned for the SPBL;
3. Trails in California or those with a comparable agricultural/environmental setting;
4. Trails for which detailed information could be obtained for the trail owner/operator, and if possible from the adjacent agricultural owner(s)/operators;
5. Presence of or history of rail use near the trail corridor.

Over thirty trails were identified matching the first criteria, as listed in Section 3.3. Of those, nine trails with the greatest similarity to the SPBL have been selected for detailed profiles in Section 4. Information gathered for the remaining trails is presented in Section 5.

In addition to the trail research and case studies, a review of technical literature and guidelines related to trails in agricultural settings was performed. The most relevant literature, themes, and findings are summarized in Section 3.4.

2 BACKGROUND & CONTEXT

Stretching 32 miles from Highway 101 in the west to the Los Angeles County line in the east, the Santa Paula Branch Line (SPBL) rail corridor passes through the cities of Santa Paula and Fillmore as well as active agricultural areas. While 29 miles of track remain in active use, the future use of the corridor is to be determined. The Ventura County Transportation Commission (VCTC) purchased the corridor in 1995 from the Southern Pacific Transportation Company and manages the corridor with the potential to develop freight, commuter rail, utilities, and/or recreational trails and parks. The right-of-way averages 100 feet wide, but varies in places from 30 to 250 feet wide.

In the year 2000, VCTC adopted the Santa Paula Branch Line Recreational Trail Master Plan and certified the Santa Paula Branch Line Recreational Trail Master Plan Environmental Impact Report (EIR). The SPBL Recreational Trail Master Plan provides design guidelines, preliminary engineering, and a preferred alignment for the trail, traversing the cities of Ventura, Santa Paula, Fillmore, the community of Piru, and agricultural areas in unincorporated Ventura County. To date, three trail segments have been constructed in Santa Paula, Fillmore, and Piru. In response to significant concerns and protest from agricultural interests, trail construction in the agricultural areas of the unincorporated County was prohibited by a 15-year agreement between VCTC, the County, and property owners adjacent to the SPBL. This agreement expires in February 2015.

The rail corridor is owned in fee by VCTC. Along much of the SPBL, agricultural operations line both the north and south sides of the VCTC right-of-way and in some areas encroach onto the 100-foot right-of-way, pursuant to existing lease agreements between VCTC and the agricultural operators. Many agricultural crossings are legally entitled; of these, some are location-specific while others are generally or vaguely located. Some farmers are traveling on the right-of-way laterally without the legal right to do so. Agricultural uses along the SPBL change in response to market demand and crop viability. Currently, the adjacent properties generally include row crops and orchards (e.g., avocados and lemons).

In 2013, the County prepared engineering plans and an EIR addendum for its Piru Commuter Bicycle Path Phase III Project, which proposed construction and operation for an approximately 1-mile segment of the larger SPBL Recreation Trail in the Piru area. The project was met with significant opposition from agricultural interests, including the Farm Bureau; the Ventura County Coalition of Labor, Agriculture and Business; and the County Agricultural Commissioner. Concerns expressed by agricultural landowners and interests included vandalism, litter, increased liability, trespassing, the potential loss of the ability to cross the SPBL corridor, and the potential loss of existing farmland to buffers between recreational and agricultural uses.

As the 15-year agreement between VCTC, the County, and property owners adjacent to the SPBL approaches its end, new strategies are sought to address the relationship between agricultural and recreational interests, in the hope that the constructed portions of trail along the SPBL can be joined into a continuous whole reaching the coast. This report investigates trails that have been implemented in active agricultural areas, and reviews how they affected agricultural operations and food production. Outreach methods, negotiations between interested parties, trail and buffer design, and trail management policies and strategies are evaluated for their success or failure in balancing the needs of all stakeholders.

3 SUMMARY OF FINDINGS

Trails and active agriculture areas can and do exist in harmony, as demonstrated by examples from across the United States, including a wide range of use levels, trail surfaces, and management policies. The following strategies have been essential to the success of trails in agricultural areas:

- Indemnification of farmers against liability from trail use (in California there are existing statutes that provide strong protections);
- Fencing to clearly delineate trail and agricultural areas and provide barriers;
- Policies and agreements that give farmers the ability to close portions of the trail when agricultural operations would otherwise be limited by or hazardous to trail users;
- Controlled crossings that allow farm equipment to reach both sides of the trail, where necessary;
- Signage to alert trail users to the presence of active agricultural operations and instructing users to stay on the trail;
- Maintaining and observing the trail at a level to minimize vandalism and encourage a self-policing environment.

3.1 Design and Management Strategies

The most common thread in successful trail planning and management in agricultural settings has been one-on-one cooperation between trail operators and adjacent farmers and landowners. By developing these individual relationships, trail managers are able to accommodate concerns of farmers that are specific to the land features, crops, operations and machinery required for unimpeded farming. While farm bureaus and other agricultural representative bodies have, as a matter of policy, opposed recreational uses adjacent to farmland, individual farmers adjacent to the trails analyzed in this study have reported very little, if any, conflict with trail operations, trail users, or have had their farming operations hampered by adjacent trails. Illegal dumping, when it has been documented, has been the responsibility of the trail operator to clean up, and the presence of the trail removes the farm operator's responsibility. Concerns of trespassing, theft, and vandalism have not been supported by evidence.

Of all documented management practices, one of the most common is the ability to close the trail, or portions thereof, to allow agricultural operations such as spraying to occur without the danger of affecting trail users. Design measures that have helped minimize conflict include fencing and/or planted buffers between trails and crops, and the design and maintenance of regular trail crossings and gates for farmers.

The topic of trails through agricultural areas deserves additional ongoing study. As evidenced in this report, existing studies of trails, policies, and guidelines to address the interactions of recreation with farms are scarce. This study attempts to bring some of the strategies already in place in trails throughout the nation into an organized collection, while highlighting the most effective management techniques, design elements, and outreach methods. Of utmost importance is that trail planners and operators make direct contact with adjacent farmers and landowners and allow flexibility in trail design and management to meet the individual needs of affected stakeholders.

3.2 Indemnification

The California Government Code includes protections for landowners and facility operators from legal claims by recreational users. Counties and trail operators have, in some cases, chosen to implement specific policies to further indemnify trail-adjacent farmers and landowners from liability for any harm that may come to trail users. Applicable California codes and a selection of county and operator-specific policies are reproduced below.

California Government Code § 831.4 provides protection to public entities and easement grantors from liability to users of recreational trails, regardless of trail surface:

831.4. A public entity, public employee, or a grantor of a public easement to a public entity for any of the following purposes, is not liable for an injury caused by a condition of: (a) Any unpaved road which provides access to fishing, hunting, camping, hiking, riding, including animal and all types of vehicular riding, water sports, recreational or scenic areas and which is not a (1) city street or highway or (2) county, state or federal highway or (3) public street or highway of a joint highway district, boulevard district, bridge and highway district or similar district formed for the improvement or building of public streets or highways. (b) Any trail used for the above purposes. (c) Any paved trail, walkway, path, or sidewalk on an easement of way which has been granted to a public entity, which easement provides access to any unimproved property, so long as such public entity shall reasonably attempt to provide adequate warnings of the existence of any condition of the paved trail, walkway, path, or sidewalk which constitutes a hazard to health or safety. Warnings required by this subdivision shall only be required where pathways are paved, and such requirement shall not be construed to be a standard of care for any unpaved pathways or roads.

(California Government Code Section 831.4. <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=gov&group=00001-01000&file=830-831.8>)

Further, California Civil Code § 846 specifically indemnifies private land owners against liability for any recreational users entering their property:

846. An owner of any estate or any other interest in real property, whether possessory or nonpossessory, owes no duty of care to keep the premises safe for entry or use by others for any recreational purpose or to give any warning of hazardous conditions, uses of, structures, or activities on such premises to persons entering for such purpose, except as provided in this section.

A "recreational purpose," as used in this section, includes such activities as fishing, hunting, camping, water sports, hiking, spelunking, sport parachuting, riding, including animal riding, snowmobiling, and all other types of vehicular riding, rock collecting, sightseeing, picnicking, nature study, nature contacting, recreational gardening, gleaning, hang gliding, winter sports, and viewing or enjoying historical, archaeological, scenic, natural, or scientific sites.

An owner of any estate or any other interest in real property, whether possessory or nonpossessory, who gives permission to another for entry or use for the above purpose upon the premises does not thereby (a) extend any assurance that the premises are safe for such purpose, or (b) constitute the person to whom permission has been granted the legal status of an invitee or licensee to whom a duty of care is owed, or (c) assume responsibility for or incur liability for any injury to person or property caused by any act of such person to whom permission has been granted except as provided in this section.

This section does not limit the liability which otherwise exists (a) for willful or malicious failure to guard or warn against a dangerous condition, use, structure or activity; or (b) for injury suffered in any case where permission to enter for the above purpose was granted for a consideration other than the consideration, if any, paid to said landowner by the state, or where consideration has been received from others for the same purpose; or (c) to any persons who are expressly invited rather than merely permitted to come upon the premises by the landowner.

Nothing in this section creates a duty of care or ground of liability for injury to person or property.

(California Civil Code Section 846. <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=civ&group=00001-01000&file=840-848>)

San Diego County Ordinance Number 9233 (the "Trail Defense and Indemnification Ordinance") provides a similar indemnification agreement, but specifically for owners of parcels containing or adjacent to recreational trails. Specific indemnification language from the ordinance is below:

Sec. 812.103. INDEMNITY. The County of San Diego will defend and indemnify an owner of a parcel of land as described in this chapter, from all claims, demands or liability for injury to person or property that occurs on the trail, or incidental to use of the trail, when used for any recreational purpose, excluding injury occurring in any of the following circumstances:

- a) The owner's willful or malicious failure to guard or warn against a dangerous condition, use, structure or activity;
- b) Where permission for recreational use was granted for a consideration other than the benefit received at the time of dedication;
- c) Where the person suffering injury was expressly invited by the owner to use the trail for a recreational purpose rather than merely permitted to use it;
- d) Where the person suffering injury is a member of the owner's household.

(San Diego County Ordinance Number 9233. <http://www.sandiegocounty.gov/cob/ordinances/ord9233.pdf>)

Also in San Diego County, the San Dieguito Joint Powers Authority (JPA), operator of the San Pasqual Valley Agricultural Trail (see page 11), passed a resolution to specifically indemnify farmers adjacent to the trail against claims from trail users. The JPA carries insurance to assist in the legal defense of suits brought against land owners, and also assists with legal counsel. This resolution, as applied to the Mule Creek Trail (with a similar agricultural adjacency) appears in Appendix A.

In areas with active agricultural operations, adequate signage alerting trail users to farming activities and equipment should be installed to alert users to the possibility of hazardous conditions.

3.3 National Trail Inventory

In order to identify trails that are most applicable to the SPBL, a nationwide inventory was completed of trails that pass through or adjacent to active agricultural lands. Data was gathered for each of these trails and used to determine which trails were most comparable to the SPBL. Trails included in this national inventory are shown in Table 1. From this list the most pertinent nine examples were selected for more detailed case studies. Information on the remaining trails is provided in Section 5.

Table 1 – National Trail Inventory – Trails in Agricultural Settings

NAME OF PROJECT	STATE	COUNTY	CITY
Arundell Barranca Bike Path	CA	Ventura	Unincorporated
Bob Jones Pathway	CA	San Luis Obispo	Avila Beach
Catskill Scenic Trail	NY	Delaware, Schoharie	
Cedar Valley Nature Trail	IA	Linn	
Conewago Recreational Trail	PA	Lebanon, Lancaster	
Cowell-Purisima Coastal Trail	CA	San Mateo	South of Half Moon Bay
Fred Meijer Heartland Trail	MI	Montcalm	Edmore, MI
Goleta Bicycle Route	CA	Santa Barbara	
Hanover Trolley Trail	PA	York	
Harlem Valley Rail Trail	NY	Dutchess, Columbia	
Hart-Montague Trail	MI	Muskegon and Oceana	
Hennepin Canal Parkway	IL	Bureau, Henry, Whiteside	
Ice Age Trail	WI	Statewide	
Joe Rodota Trail	CA	Sonoma	Santa Rosa to Sebastopol
John Wayne Pioneer Trail	WA	King, Kittitas	
Lake Wobegon Trail	MN	Stearns	
Lakelands Trail	MI	Ingham, Livingston, and Washtenaw	
Latah Trail	ID	Latah	Moscow
Macomb Orchard Trail	MI	Macomb	
Mokelumne Coast to Crest Trail	CA	Alameda, Calaveras, Contra Costa, Tuolumne	

NAME OF PROJECT	STATE	COUNTY	CITY
Monterey Bay Scenic Sanctuary Trail	CA	Santa Cruz	3 miles east of Santa Cruz
Mullet Hall Equestrian Trail System	SC	Charleston	
Musketawa Trail	MI	Ottawa, Muskegon	
Norwottuck Rail-Trail	MA	Hampshire	Belchertown, Northampton
Oak Creek Trail	NE	Butler, Saunders	
Obern Trail (Atascadero Bike trail)	CA	Santa Barbara	
Ohlone Rail Trail	CA	Santa Cruz	
Raccoon River Valley Trail	IA	Dallas	
Row River Trail	OR	Lane	
Russell Boulevard Bike Path	CA	Yolo, Solano	Between Davis and Winters
San Pasqual Valley Agricultural Trail/ Mule Hill Historic Trail	CA	San Diego	San Diego
Sauk Rail Trail	IA	Carroll, Sac	Carroll, Lake View
Slippery Elm Trail	OH	Wood	
South Prong Rocky River Greenway (SE Greenway, Davidson Greenway)	NC	Mecklenburg	Davidson
Stavich Bike Trail	PA/OH	Mahoning (OH), Lawrence (PA)	
Ventura River Trail (Ojai Valley Trail Extension)	CA	Ventura	Ventura
West County Trail	CA	Sonoma	

3.4 Literature Review

A search and review of related literature highlights the need for research of this kind. The vast majority of existing research on the combination of recreational and agricultural uses involves either low-intensity grazing land or the establishment of agritourism. While agritourism can provide benefits to both farmers and trail users, it presents a very different situation to the SPBL, where agricultural operations are large scale and intensive. The literature summarized in Table 2 addresses trails in agricultural settings in a general way, or agritourism in a way that provides guidelines applicable to trails in agricultural areas.

Table 2 - Literature Review Summary

TITLE	GEOGRAPHICAL REGION	AUTHOR/ AGENCY/ PUBLICATION	YEAR PUBLISHED	NOTES/DESCRIPTION
Trails through Agriculture Areas	British Columbia	British Columbia Ministry of Agriculture	2005	A guidebook, brochure, and series of pictures to address conflict between trail users and agriculture. Directed at user education.
A Guide to Using and Developing Trails in Farm and Ranch Areas	British Columbia	British Columbia Ministry of Agriculture and Lands	2005	The guide contains suggestions and recommendations for people who are directly involved in the planning, design, development and maintenance of trails that go through agricultural lands.
Land Trusts and the Choice to Conserve Land with Full Ownership or Conservation Easements	United States	Dominic P. Parker	2004	Conservation easements, descriptions, examples where owners adjacent to easements have built fences, maintained trails.

TITLE	GEOGRAPHICAL REGION	AUTHOR/ AGENCY/ PUBLICATION	YEAR PUBLISHED	NOTES/DESCRIPTION
Recreation, tourism and the farmer	England/Wales	Michael Dower	1973	Details common concerns and conflicts. Encourages farmers to embrace tourism, provide services for visitors. Recommends the development of information similar to the materials in British Columbia.
Governing recreational activities in Ireland: a partnerships approach to sustainable tourism	Ireland	Thomas van Rensburg	2006	
Protecting and managing private farmland and public greenways in the urban fringe	Hartford, CT	Robert L. Ryan	2004	Bring recreation and conservation organizations together with local farmers in greenway planning decisions.
Rail-Trails and Community Sentiment	United States	RTC	1998	General strategies for reducing conflict
Ag Respect	Napa Valley, CA	Napa Valley Vine Trail Coalition	Online, ongoing	Media campaign created by the Napa Valley Vine Trail Coalition in partnership with the Napa County Farm Bureau and Napa County Regional Park and Open Space District, to promote awareness among recreational users visiting agricultural areas.

4 DETAILED TRAIL INFORMATION

The following section provides nine trails that were found to be most applicable to the SPBL. A general summary of each trail's context and history is provided, along with details on the trail's physical characteristics; specific design features to accommodate agriculture; and management strategies essential to the trail's operation in an agricultural setting. Where possible, contact information for and feedback from trail and agricultural operators is supplied.

4.1 San Pasqual Valley Agricultural Trail, San Diego County, CA

Summary

The San Pasqual Valley Agricultural Trail (SPVAT) was opened in June 1, 2002. The trail goes through an agricultural preserve owned by the City of San Diego, which leases the land to private farmers. During the planning phase of the trail, significant resistance was presented by local farmers and the San Diego Farm Bureau, primarily out of fear of theft and vandalism. The trail follows the edges of farm properties; farmers occasionally need to bring equipment across the trail.

(continued on next page)

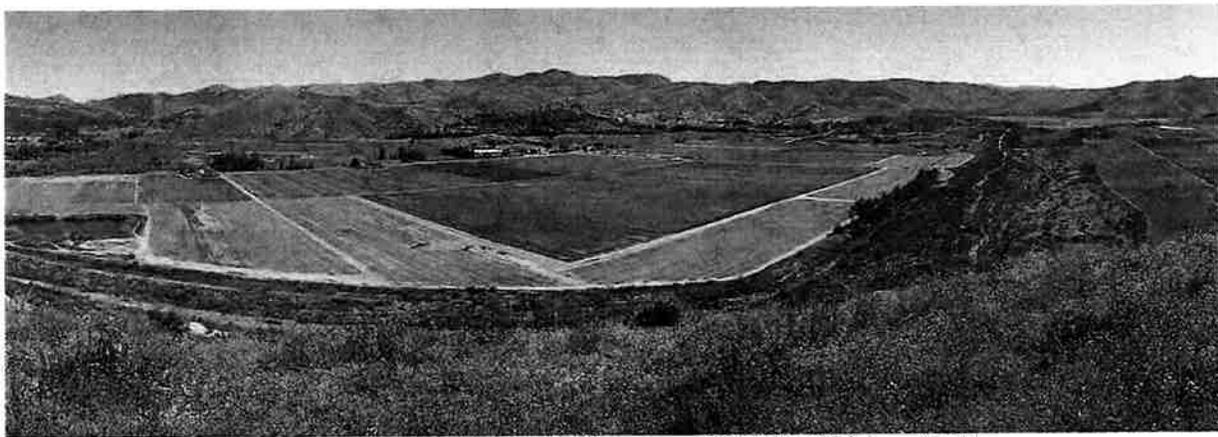
(San Pasqual Valley Agricultural Trail, continued)

Trail Features	Specific Design and Management Measures
<p>Trail operator: San Dieguito River Park Joint Powers Authority (SDRP JPA)</p> <p>Length: 8.75 miles</p> <p>Trail width: 12' overall. 4' in oak grove areas, 6-8' in other constrained areas.</p> <p>ROW/Corridor width: Varies; generally 20'</p> <p>Trail surface: Unpaved native surface</p> <p>Trail use: Equestrian, hiking, and biking</p> <p>Type of crops and operations: Orange groves, avocados, asparagus, squash, ornamental flowers, and row crops</p> <p>Trail owner/operator contact information: Shawna Anderson, San Dieguito River Park, 858-674-2275 x13, shawna@sdrp.org</p> <p>Agricultural operator contact information: Matt Witman, Witman Ranch</p>	<ul style="list-style-type: none"> • Specific fencing was designed for the trail, modified from the park department's standard lodgepole fencing. Chicken wire inserts were added approximately one foot from the ground to allow wildlife to pass through; • Gates allow sections of the trail to be closed; • Signage installed to alert the trail-users of trail closure for spraying and to stay on the trail; • Farmers can dictate trail closure (within reason, i.e., preferably not on weekends) for maintenance and crop spraying. This protocol was developed and approved by the County Farm Bureau, County Farm Advisor's Office, and the affected farmers; • The SDRP JPA chose to indemnify the farmers against liability issues relating to those using the trail.
	<p style="text-align: center;">Feedback from Involved Parties</p> <ul style="list-style-type: none"> • Shawna Anderson: There have been no reported incidents of theft, vandalism, or liability issues to this date. • Many farmers who were initially opposed to the trail now support it. • An agreement was made early after the SDRP JPA listened to the concerns of the farmers and created specific design and management plans to create a mutually beneficial relationship between the trail and agricultural industry. • One segment required the removal of orange trees to make space for the trail. The owner of the trees was compensated for the value of the trees and their future crop value. • Matt Witman: Citrus farmer, primarily orange groves, some organic farming; • Heavily involved in the early planning process. Primary concerns were trespassing and litter from the trail contaminating crops and affecting farm inspections; • Indemnification of farmers was "a dealbreaker" – the farmers and farm bureau would have never supported the trail without it; • Trespassing has not been a major problem overall, there was one instance where a bicycle race took place on the trail, and one of the racers got lost and strayed onto the farm and a pack of racers followed. No damage was done but it was not an ideal scenario; • Chainlink fencing is important, as it provides a better psychological barrier for trail users than lodgepole, and also keeps dogs off the farm; • If he could do it all over again, he would have pushed for more stringent trash cleanup requirements from the trail operator.

Project Photos



Source: <http://www.fsdrv.org/photosRVViews.html> (friends of San Diego River Valley)



Source: <http://jamescoffeestudios.smugmug.com/San-Dieguito-River-Park/Hikes/Valley/20090228-Ysabel-Creek-to-1>

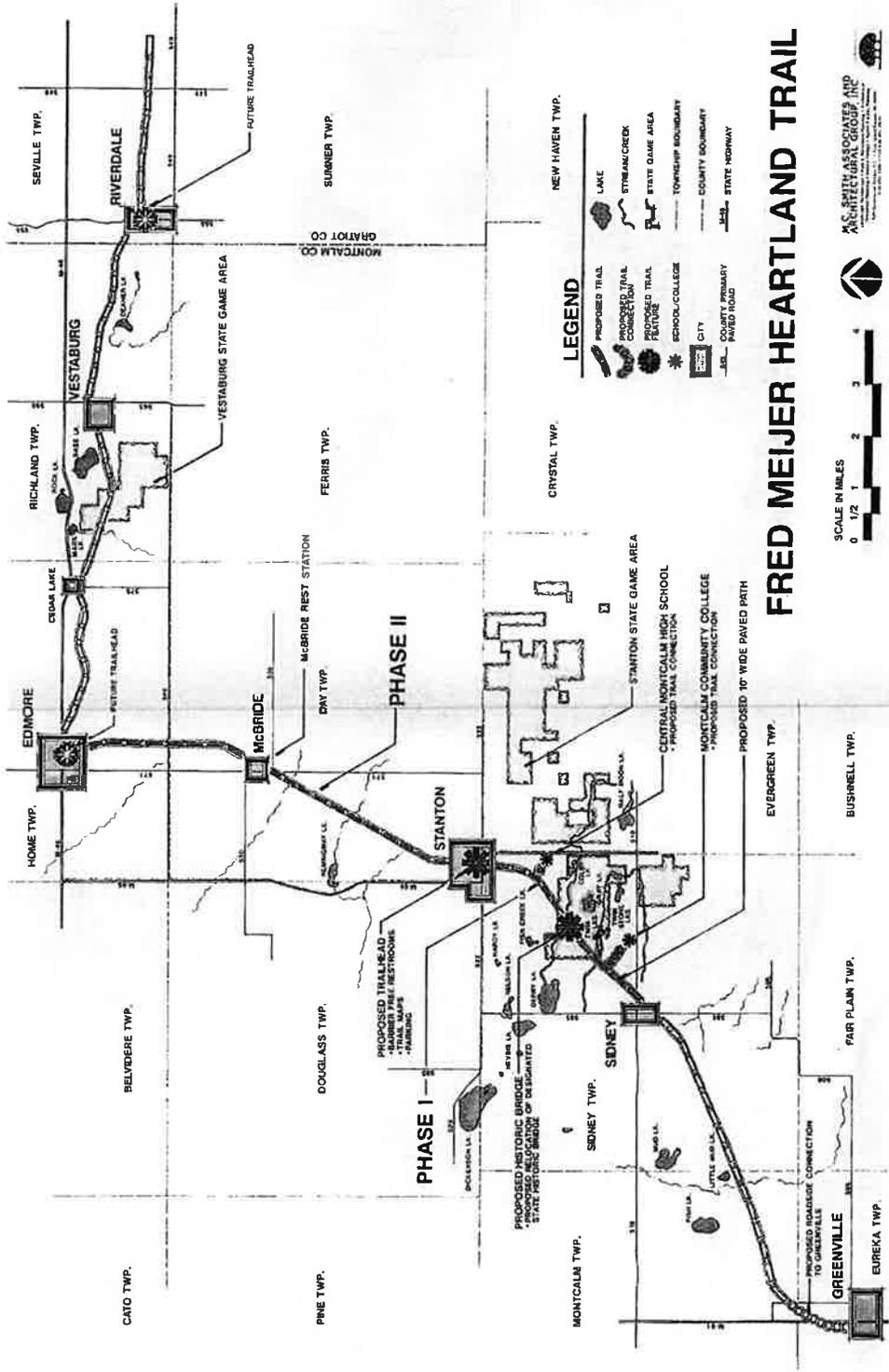
4.2 Fred Meijer Heartland Trail, Montcalm County, MI

Summary

In 1994 Fred Meijer and other donors funded the purchase of the abandoned rail line and its transformation into a recreation trail. Paving was begun with grants from ISTEA, DALMAC, and many generous private donations. Concerns from farmers included trespassing fears and restricted access to land on both sides of the trail. Other than agriculture, hunters also opposed the trail as it was used for hunting prior to development. During the trails development there were multiple outreach events between the trail developers and the public. Two hearings were held and there were petitions both for and opposing the trail. While an agreement with all adjacent farmers could not be reached, the trail was constructed with overall public support. All trail funding is from private donations and trail memberships.

Trail Features	Specific Design and Management Measures
<p>Trail operator: Friends of the Fred Meijer Heartland Trail</p> <p>Length: 41 miles</p> <p>Trail width: 10' with 2' shoulders; 14' total</p> <p>ROW/Corridor width: 50' on each side of center line</p> <p>Trail surface: Paved asphalt</p> <p>Trail use: Bikers, walkers, roller blade enthusiasts and joggers</p> <p>Type of crops and operations: Potatoes, soy, hops, corn, beans, hay, wheat, alfalfa, oats</p> <p>Owner/operator contact information: Don Stearns, President, 989-235-6170 dkstearns@centurylink.net</p> <p>Agricultural owner/operators: Ned Welder; Jan Pearl (property owner, leases to a farmer); Robert Spencer</p>	<ul style="list-style-type: none"> • Bollards were put in place on the trail to limit vehicular use and dumping. All keyed the same with emergency responders having access to keys. • Gates installed to allow farmers to cross. • MI state law indemnifies farmers for injury to trail users. • When trail was constructed, a wide apron was installed to allow combines and semis to cross. • Signs posted to warn users to watch for farm equipment crossing.
	<p style="text-align: center;">Feedback from Involved Parties</p> <ul style="list-style-type: none"> • Don Stearns: No reports of trespassing onto farmland. Occasionally farmers have encroached into the trail buffer, spraying the trail (4 incidents in 20 years) and snowmobiles entering the trail and causing accidents have been reported. Ray Christensen, a corn farmer, was ruled against in federal court and had to pay damages for cutting down trees in the buffer within the trail's right-of-way. • Ned Welder: no problems with the trail. He walks along the trail to check on his crops. • Jan Pearl: very concerned about trespassing before the trail was built, but have had no problems with the trail or trail users. She said she was uncomfortable with change but is now a trail user and sees it as a very positive thing for the community • Robert Spencer: has generally experienced no problems with the trail. One issue was a deer hunter using the trail. Another is that potato farms nearby spray from the air and there has been concern about drift.

Trail Map



<http://www.montcalm.org/trail/FrontPage%20Stuff/trail/images/Map-All2.jpg>

Project Photos



http://trailsmichigan.com/trailpage.php?nr=69_Fred-Meijer-Heartland-Trail-Entire-Trail



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<http://vanscyoc.net/blog/archives/841-Fred-Meijer-Heartland-Trail-Michigan.html>

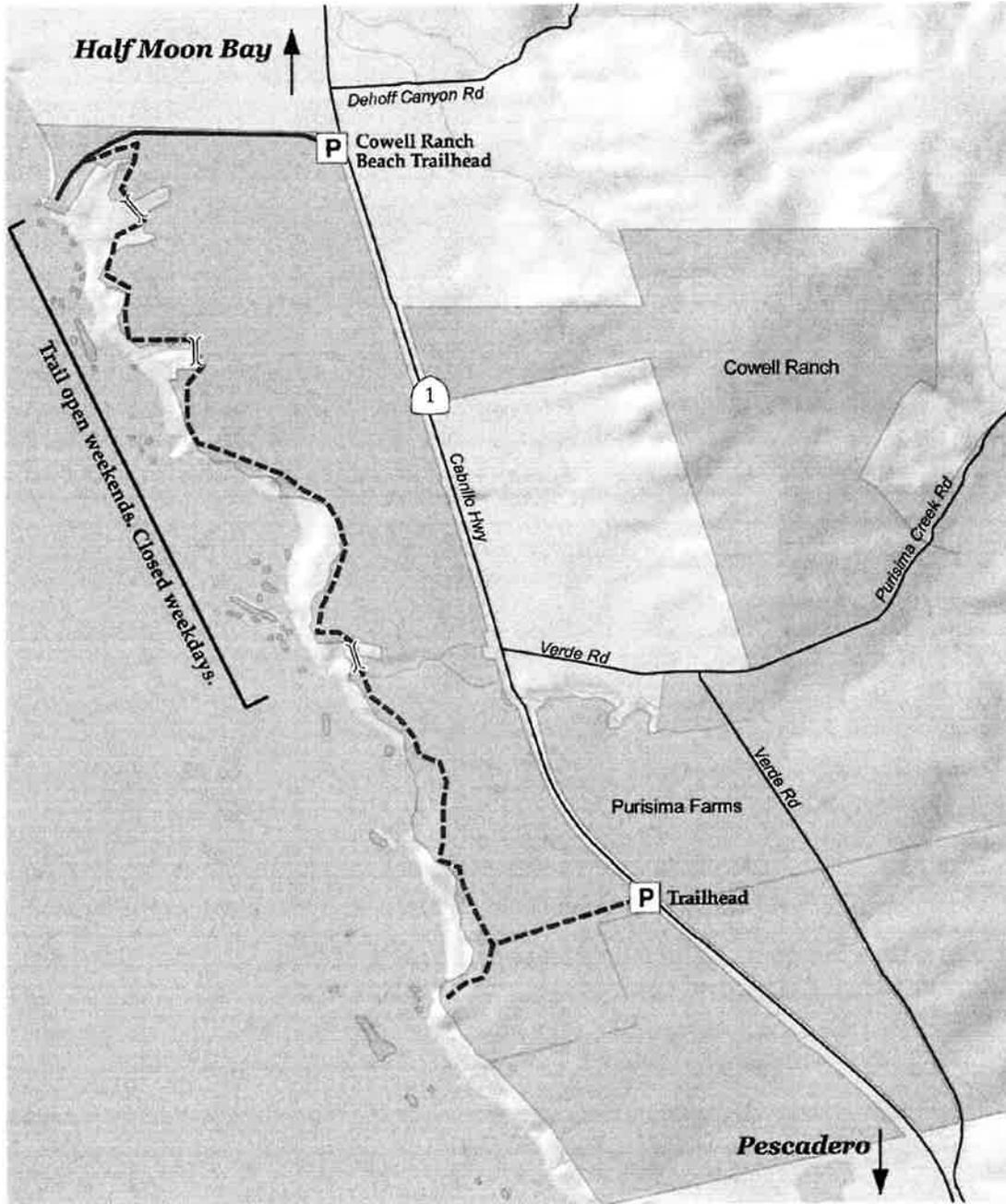
4.3 Cowell-Purisima Coastal Trail, San Mateo County, CA

Summary

The Peninsula Open Space Trust (POST), working with the California Coastal Conservancy, a state agency, bought the land to protect it from development, and later sold it to the farmer, Giusti, with conservation and trail easements in place. The design and implementation of the trail involved a lot of work with the owner/farmer to make the trail work in the agricultural setting; stout fencing; information and regulatory signs, trail gates the farmer has a right to close, within certain limits, to accommodate crop spraying and other operations; and special wide double gates to allow cattle and large equipment, such as disking tractors, to cross the trail while simultaneously closing the trail. The trail was open 7 days per week for the 1st year, except for month-long periods when it was closed on weekdays for field spraying. Then due to State parks closure of the north leg of the access due to budget constraints, the trail was closed weekdays and is currently only open weekends and holidays. POST uses volunteer docents for patrol and a local landscape restoration company for maintenance.

Trail Features	Specific Design and Management Measures
<p>Trail operator: Peninsula Open Space Trust</p> <p>Length: 3.6 miles</p> <p>Trail width: 6 to 12 feet, depending on topography</p> <p>ROW/Corridor width: Varies; 20' minimum</p> <p>Trail surface: Unpaved, base rock surface</p> <p>Trail use: Hikers, bicyclists, handicap accessible at most parts, no dogs or horses due to food safety concerns with adjacent farm fields</p> <p>Type of crops and operations: Artichokes, Brussels sprouts, field crops, grazing</p> <p>Owner/operator contact information: Paul Ringgold, Vice President, Land Stewardship, Phone: (650) 854-7696 pringgold@openspacetrust.org</p> <p>Agricultural owner/operator: John Giusti, Giusti Farms, LTD. 650.726.9221.</p>	<ul style="list-style-type: none"> • Stout fencing • Large gates to accommodate cattle and equipment passage while trail is closed • Gates to close trail during spraying and operations • Information and regulatory signs • Maintained by volunteer docents • Farmer has ability to close gates for maintenance <p>Feedback from Involved Parties</p> <ul style="list-style-type: none"> • Paul Ringgold: The ability to work as a team, such as on a section where bluff erosion was impacting the trail, is key to success. • POST recently asked whether there were any security issues that would benefit from additional gates and was told that there were none. • POST hasn't received any negative comments from owner John Giusti, or Giusti's agricultural tenant on the southern half of the property, Bob Marsh. • John Guisti reported 8/25/14 that the trail project "has not interfered with his operation at all, and he considers it a successful project." The fence is very important. There is never anybody crossing it, though sometimes there are people on the trail when it is supposed to be closed (such as for spraying - often runners. The project is a success because of the planning that took his concerns into consideration, and made it more of a partnership. The information about spraying and the allowance for closure was important.

Trail Map



- New Cowell-Purisima Trail
- Trail
- ▨ Protected Land
- ⌋ Bridge

Cowell Ranch Beach to Purisima Creek

This portion of the trail is open weekends year round. Closed weekdays.

Source: http://www.openspace-trust.org/images/Cowell_Purisima_Trail.pdf

Project Photos



<http://www.wisdomportal.com/CowellRanchBeach/219-TrailheadToBeach.jpg>



http://peninsulaopenspacetrust.files.wordpress.com/2014/08/cowell-purisimatrail-open_4562_cpaolovescia11.jpg

4.4 Bob Jones Bike Trail, San Luis Obispo County, CA

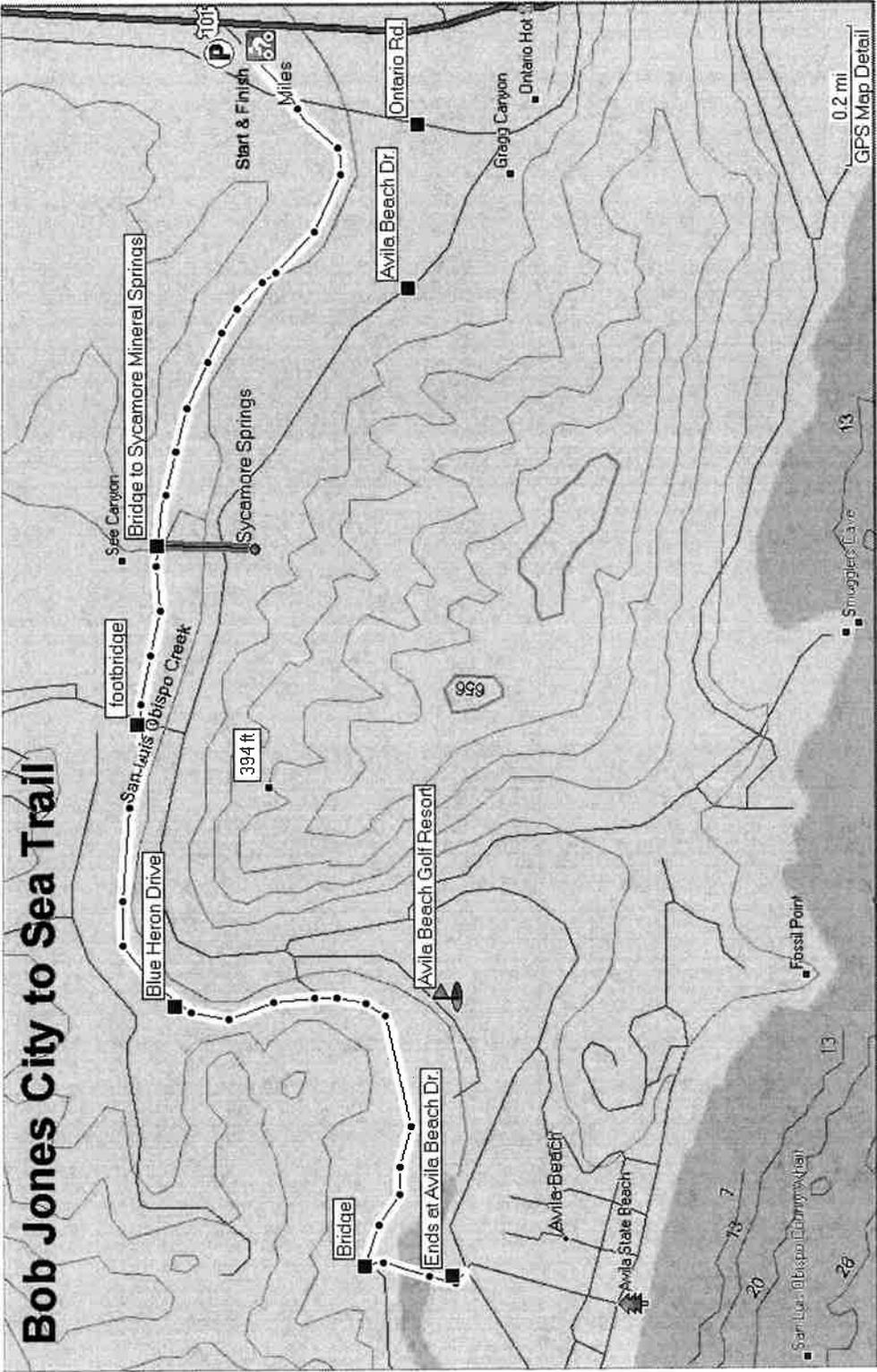
Summary

Previously Avila Beach Trail and the Bob Jones City to Sea Bike Trail. It follows the Pacific Coast Railroad right-of-way along the San Luis Obispo Creek to Avila Beach. The trail is being built on easements that are either purchased from or donated by landowners. The existing trail is adjacent to a creek, SLO golf course, and an apple orchard.

The new segment of the trail will be adjacent to more agriculture. Draft EIR is currently underway, and a second public workshop for the EIR is expected to be conducted in late October 2014. Extensive coordination with landowners for this phase. Concerns have been raised about access and interference with farm equipment. With federal funding, negotiations on acquisitions can't begin until EIR complete.

Trail Features	Specific Design and Management Measures
<p>Trail operator: San Luis Obispo County Parks</p> <p>Length: 3 miles</p> <p>Trail width: Up to 10', narrower as topography demands</p> <p>ROW/Corridor width:</p> <p>Trail surface: Paved</p> <p>Trail use: Bicycle and pedestrian</p> <p>Type of crops and operations: Apple orchards</p> <p>Owner/operator contact information: Shaun Cooper, Senior Park Planner (805) 781-4388 secooper@co.slo.ca.us</p>	<ul style="list-style-type: none"> • Fencing and other barriers are being considered for future portions of the trail. • Portions of the trail have been routed around specific parcels to reduce conflict. • In one circumstance, the route was adjusted to pass around a farm. The route originally followed farm frontage roads, but was moved to the back of properties instead. <hr/> <p>Feedback from Involved Parties</p> <ul style="list-style-type: none"> • Shaun Cooper: Trail generally borders agriculture on one side only, with a creek or highway on the other. • The trail is generally on the edges of properties, where it's adjacent to either the creek or 101, so it's not interfering much with operations. The trail overall, being placed on easements, doesn't claim a great deal of property. It's taking a small overall percentage of property that it passes through.

Trail Map



Source: <http://hikesin.com/wp-content/uploads/2012/07/Bob-Jones-City-to-Sea-Trail.jpg>

Project Photos



Source: <http://connectslocounty.org/2013/04/02/bob-jones-octagon-barn-connection-workshop-2/>



Photo simulation of proposed new segment of trail. Source: Bob Jones Pathway Draft EIR
<http://www.slocounty.ca.gov/planning/environmental/EnvironmentalNotices/bobjonespathway.htm>

4.5 Obern Trail, Santa Barbara County, CA

Summary

This trail was first proposed 1967, when housing developments and drainage creeks were being constructed in the area. George and Vie Obern lobbied for the creation of trails along these creeks, and the trail was named after them in 2004 (it was previously called the Atascadero Trail).

The surrounding agriculture includes some of the most productive in the county - it's in the flight path of the airport, not under threat from development, so there is heavy investment in irrigation, greenhouses, and equipment. The stretch from Patterson to Goleta Beach passes through high value crops.

Trail Features	Specific Design and Management Measures
<p>Trail operator: Santa Barbara County</p> <p>Length: 3.5 Miles</p> <p>Trail width: 10'</p> <p>ROW/Corridor width: Varies, most often 20'</p> <p>Trail surface: Paved</p> <p>Trail use: Recreational and commuter cycling</p> <p>Level of use: High: thousands of users daily</p> <p>Type of crops and operations: Strawberries, tomatoes, nurseries, greenhouses, row crops, and orchards.</p> <p>Owner/operator contact information: Matthew Dobberteen, Alternative Transportation Manager, Santa Barbara County Department of Public Works 805-568-3576</p> <p>Agricultural owner/operator: John Givens john.givens1@verizon.net - 805-964-4477</p>	<ul style="list-style-type: none"> • Little to no physical barrier in most places. Oleander hedges and chainlink fence. • Each farmer decides on fencing – not installed by the County. • High levels of use create a self-policing scenario. • The trail is lit throughout, at all hours. <p>Feedback from Involved Parties</p> <ul style="list-style-type: none"> • Matthew Dobberteen: In over ten years managing trails for Santa Barbara County, I have never received a complaint about the Obern Trail. Our trails that run near agriculture are never the trails we have problems with. The only issue is every few years we may get some graffiti on a retaining wall. "A bike path will make theft harder, not easier, by bringing light, attention, people, eyes to the trail." "If someone wanted to steal from a farm, they'd find a place where no one could see them, not a trail with steady use." • John Givens: No significant impacts from the trail. Occasionally homeless pass through and there is minor vandalism, but it has not been serious enough to involve the County or other authorities. Trail users don't cut through the farm property.

Trail Map

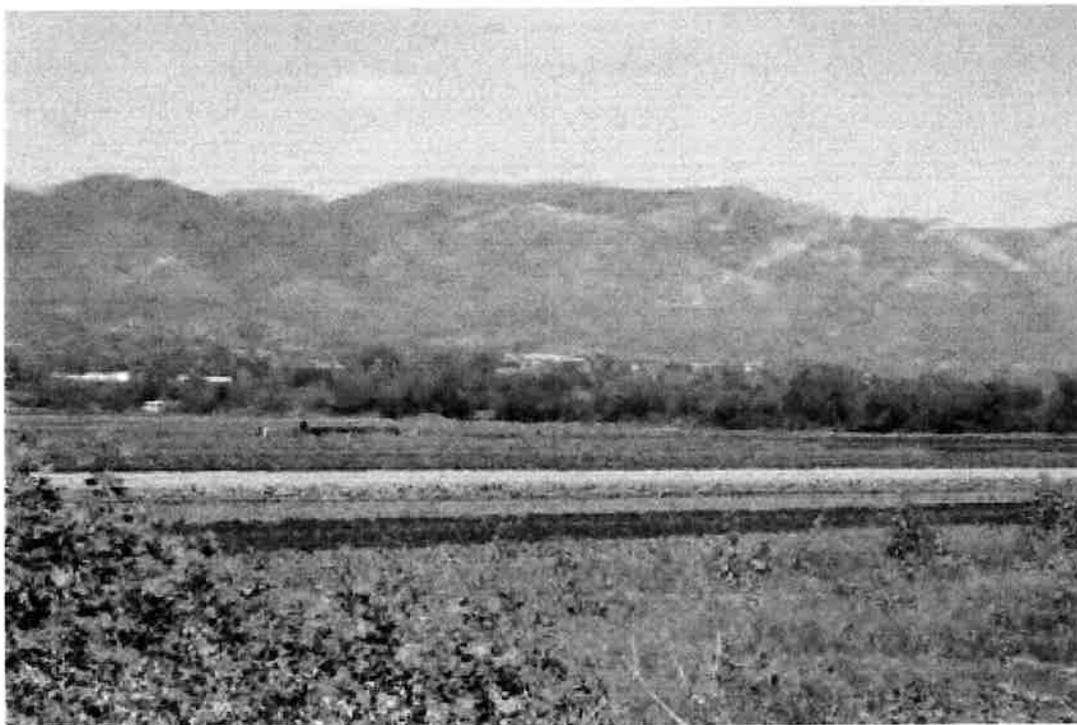


Source: <http://www.trailink.com>

Project Photos



Source: <http://www.edhat.com/site/tidbit.cfm?nid=52049>



Source: <http://www.edhat.com/site/tidbit.cfm?nid=52049>

4.6 Musketawa Trail, Ottawa and Muskegon Counties, MI

Summary

This trail was converted from an unused railroad corridor that ran between Marne and Muskegon. It links with other trails in a statewide network. Public meetings were held from 1990-1992. A trail advisory board was formed, made up of representatives from Muskegon and Ottawa Counties from different user groups and local residents.

The first mile of trail was paved in Ravenna in 1997. The following year the eastern half between Marne and Ravenna was completed. The west end will eventually connect to the Hart-Montague Trail and the east end will be extended into Grand Rapids to connect with the White Pine Trail, Kent Trails and Paul Henry-Thornapple Trail.

Trail Features	Specific Design and Management Measures
<p>Trail operator: Michigan Department of Natural Resources/Friends of the Musketawa Trail</p> <p>Length: 25 miles</p> <p>Trail width: 12', 4-8' gravel shoulder</p> <p>ROW/Corridor width:</p> <p>Trail surface: Asphalt</p> <p>Trail use: Multi-use: bicycling, equestrian, snowmobiling, pedestrian, roller/inline skating, cross-country skiing</p> <p>Type of crops and operations: Hay, blueberries, cucumber, corn, possible fruit orchards</p> <p>Owner/operator contact information: Wes Lomax, Michigan Department of Natural Resources, (231) 821-0553</p>	<ul style="list-style-type: none"> • Chainlink or wire fencing. <p style="text-align: center;">Feedback from Involved Parties</p> <ul style="list-style-type: none"> • Wes Lomax: Conflicts with farmers during the planning phase were resolved early on; no conflicts or issues reported since.

Source: http://musketawa.mwswebsites.com/uploads/newsletters/MusketawaTrail_VLS-1.pdf

Project Photos



Source: <http://www.railstotrails.org/news/recurringfeatures/trailmonth/archives/0107.html>



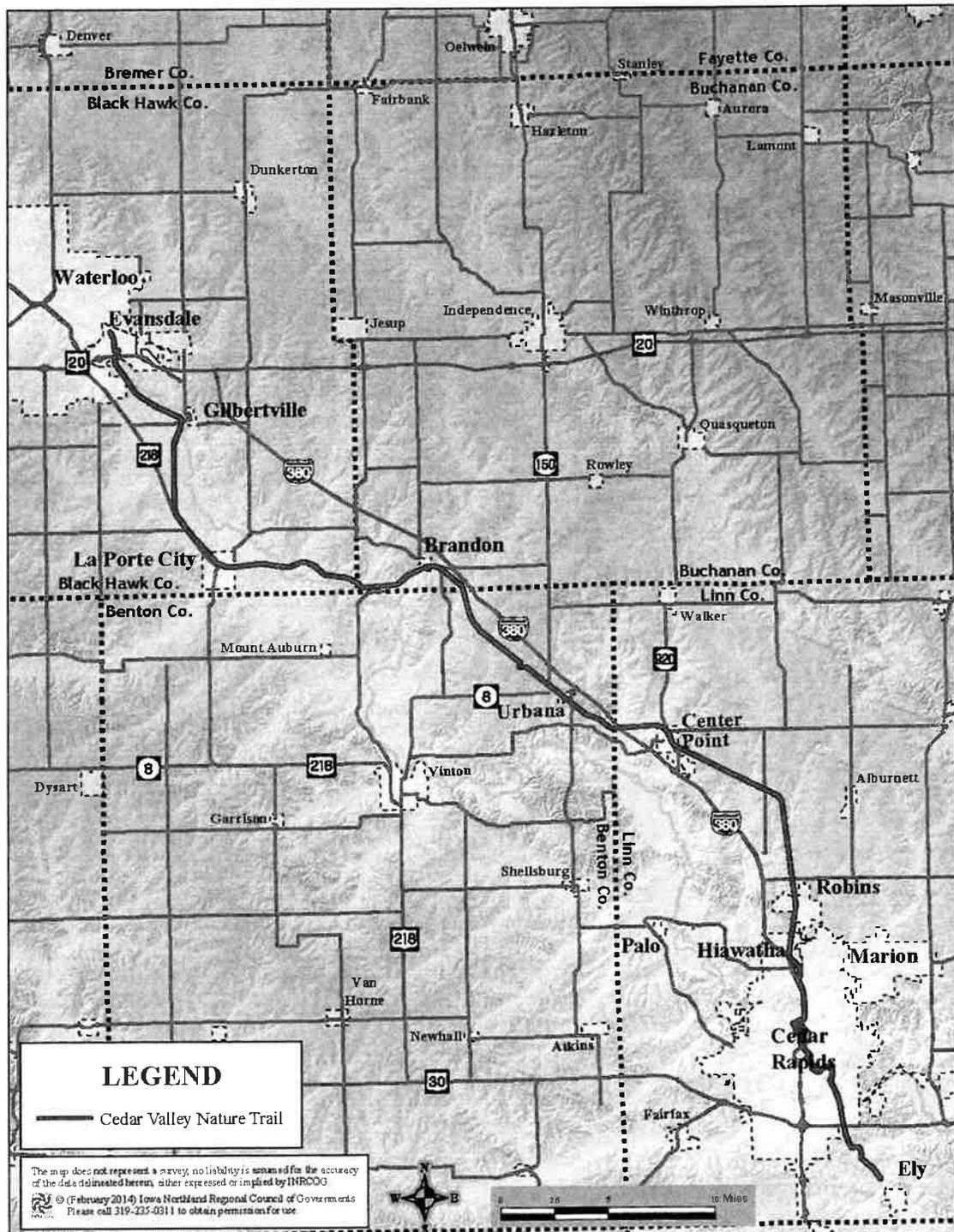
Source: http://trailsmichigan.com/trailpage.php?nr=79_Musketawa-Trail

4.7 Cedar Valley Nature Trail, Linn County, IA

Summary

Building this trail was a battle, with concerns ranging from trespassing and robbery to general safety for women and children. The trail bisects agricultural properties, so design measures to avoid conflicts were planned. Other issues such as trees along the trail sometimes prevented sunlight from reaching crops. Farmers have been helpful in allowing access to bridges from property. Many farmers and their families have been seen using this trail, while some are still upset due to feelings that the land should be their own. Rural towns and elected officials have become supportive of the trail, touting economic development benefits, connecting of the trail to local business. The trail abuts 3/4 miles of K&J Squires Farms, and bisects portions of their property. They have an easement allowing their equipment to cross the trail and access their fields.

Trail Features	Specific Design and Management Measures
<p>Trail operator: Linn County Conservation Board</p> <p>Length: 52 miles</p> <p>Trail width: 12'</p> <p>ROW/Corridor width: 100' ROW</p> <p>Trail surface: Paved asphalt, crushed stone</p> <p>Trail use: Pedestrian and bicycles</p> <p>Type of crops and operations: Corn, dry beans, hay, wheat</p> <p>Owner/operator contact information: Dennis Goemaat, Deputy Director, Linn County Conservation Board, Iowa</p> <p>Agricultural owner/operator: Joyce Squires, K&J Squires Farms Inc.</p>	<ul style="list-style-type: none"> • Fencing with gates; • Reinforced crossing to accommodate equipment; • Easement allowing farm equipment access; • Signage to warn trail users of crossing farm vehicles. <hr/> <p style="text-align: center;">Feedback from Involved Parties</p> <ul style="list-style-type: none"> • Joyce Squires: She and her husband were initially opposed to the trail, with concern about trespassing, but this has not been an issue; • Generally the trail has been very positive, she and her family use it; • Only problem they have is that occasionally a trail user will not pay attention to the signs and will cut in front of farm equipment on the trail.



Trail Map

Source: <http://www.co.black-hawk.ia.us/conservation/Publications/maps/CVNT%20Map.pdf>

Project Photos



Source: Rails to Trails Conservancy

4.8 Lake Wobegon Trail, Stearns County, MN

Summary

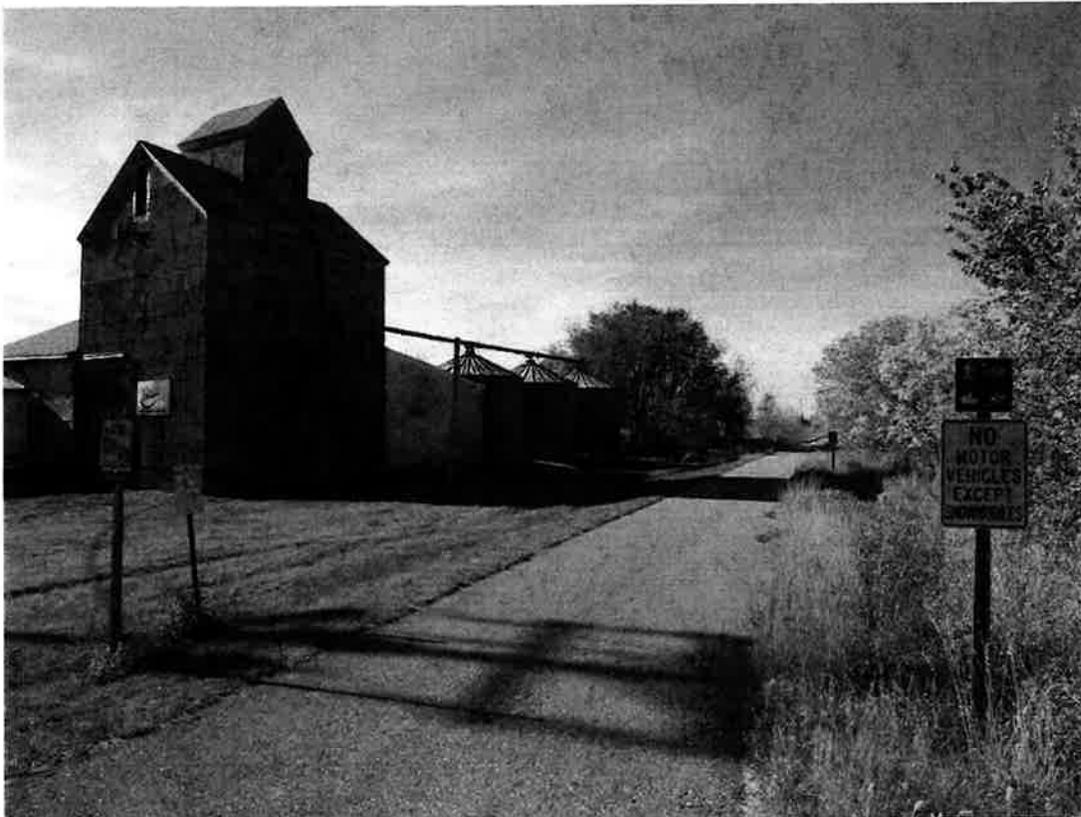
Built on a Burlington Northern Railroad corridor, this rail-trail passes the towns of Osakis, St. Joseph, and Albany in Stearns and Todd Counties. The trail opened in 1998 with significant concerns about safety. In 2000-2001 landowners convinced commissioners to build fencing. Farmland is on both sides of the trail. There are generally no gates aside from grazing areas. During the initial phase of development, there was no opposition. During the second phase issues arose when the agricultural commissioner told farmers they would get the underlying property land back for free after the railroad left. There were significant concerns about trespassing, and some portions include a fence of 3-strand barbed wire for livestock and property demarcation. Opposition is now mostly gone, there have been a few people that have expressed concern about spraying for weeds on the trail that might impact crops.

Trail Features	Specific Design and Management Measures
<p>Trail operator: Stearns County Parks</p> <p>Length: 62 mi</p> <p>Trail width: 10'</p> <p>ROW/Corridor width: 100'</p> <p>Trail surface: Asphalt, crushed stone, gravel</p> <p>Trail use: Bicyclists, cross-country skiers, snowmobilers, pedestrians</p> <p>Level of use: High on weekends; 100,000-150,000 users measured from April to October 2014</p> <p>Type of crops and operations: Corn and soybeans</p> <p>Owner/operator contact information: Pete Theismann, Park Director Stearns County Parks, MN; 320-255-6172 parks dept. Lake Wobegon Trail</p>	<div data-bbox="701 772 1440 1104"> <ul style="list-style-type: none"> • Yield signs at crossing • Gates where livestock are present • 3 strand wire fence • 40' buffer through most of the corridor • Weekly trail maintenance • Local police are invited to patrol the trail • Trail crossings are minimized. Maintained where existing before the trail, but if new crossings are requested another must be closed </div> <div data-bbox="701 1104 1440 1176"> <p>Feedback from Involved Parties</p> </div> <div data-bbox="701 1176 1440 1482"> <ul style="list-style-type: none"> • Pete Theismann: Few problems have occurred, more issues are due to encroachment • Erosion with sand covering trails due to trees being cut down by farmers. • No problems reported with agricultural spraying, trespassing or littering from the public. • The trail is far more popular relative to the concerns that have been raised. </div>

Project Photos



Source: Rails to Trails Conservancy



Source: Barry Weber - <http://lwtrails.com/>

4.9 West County and Joe Rodota Trails, Sonoma County, CA

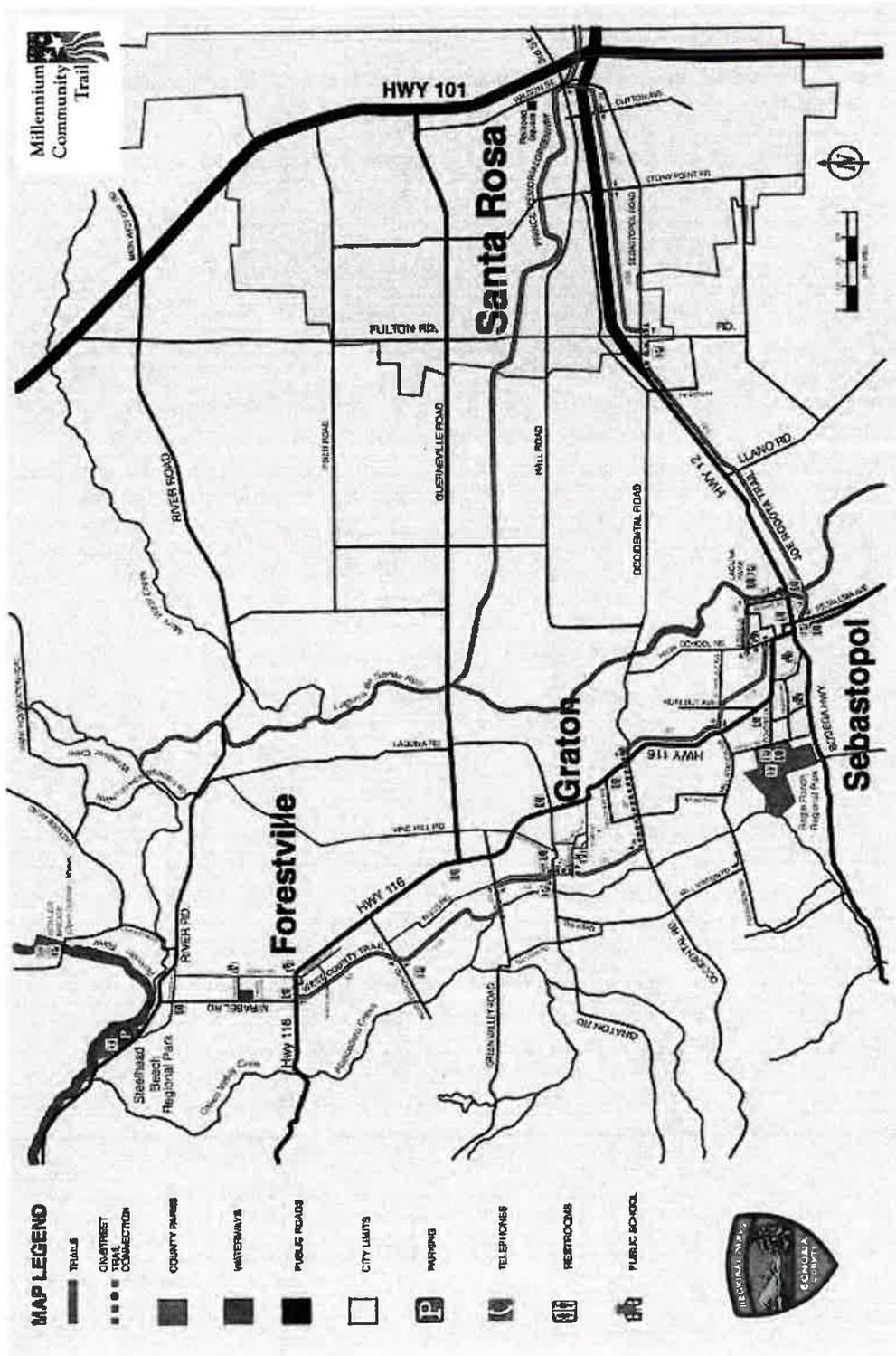
Summary

These trails are built along land that was once the Petaluma and Santa Rosa Railway, a line that linked Petaluma and Santa Rosa with Sebastopol and Forestville. An unpaved equestrian trail runs parallel to the paved trail.

The most common concerns prior to construction included impacts to spraying activities, crop loss, dogs, and turning radius for agricultural equipment. Vineyards have less frequent maintenance needs than row crops.

Trail Features	Specific Design and Management Measures
<p>Trail operator: Sonoma County Regional Parks</p> <p>Length: 14 miles</p> <p>Trail width: 8' with shoulders</p> <p>ROW/Corridor width: 40' – 60'</p> <p>Trail surface: Asphalt</p> <p>Trail use: Mix of pedestrians and cyclists with limited equestrian use.</p> <p>Type of crops and operations: Vineyards, hay, blueberries</p>	<ul style="list-style-type: none"> • Farmers put A-frame signs on their property stating when spraying will occur. • Spraying generally limited to early morning, before most trail users are present. • Aerial spraying not conducted near the trail. • Some vineyard owners have built connections between their properties and the trail. • “No Trespassing” signs have been installed by some vineyard owners. • The County patrols the trail and regularly talks with neighbors.
<p>Owner/operator contact information: Bert Whitaker (Maintenance and Operations Chief), Sonoma County Regional Parks. 707-565-2041</p> <p>Kenneth Tam, Park Planner II, Sonoma County Regional Parks Department, 2300 County Center Drive, Suite 120A, Santa Rosa, Ca 95403 Phone: 707-565-3348 ken.tam@sonoma-county.org</p> <p>Agricultural owner/operators: Kendall Jackson, vineyard manager, Russian River Vineyards. Kozlowski Farms, Jam sellers. Daryl Davis.</p>	<h3 data-bbox="711 1024 1442 1071">Feedback from Involved Parties</h3> <ul style="list-style-type: none"> • Kenneth Tam: The County conducted a record of survey and title search, then reached out individually to agricultural land owners and operators who appeared to be using the railroad ROW without the legal right to do so and requested they provide documentation that they were using the ROW legally. None were able to provide documentation. There was a blueberry farmer using the railroad ROW to access his crops. The farmer has since opened a stand along the trail to sell blueberries and blueberry ice cream. The main concerns voiced during the planning stages included the potential for crime and trespass. These concerns have not been realized. • Bert Whitaker: Some farmers have asked for temporary encroachments (e.g., to run equipment across the trail during harvest); however, the County has taken the stance not to allow this. It would be more convenient for farmers to be able to do this, but they find they can get the access the need using just their properties.

Trail Map



Source: http://parks.sonomacounty.ca.gov/uploadedFiles/Parks/Get_Outdoors/Parks/westcountyand%20joerodota_map_2012.pdf

Project Photos



Source: Rails to Trails Conservancy



Source: Rails to Trails Conservancy

5 OTHER TRAILS

The following trails were identified as potential candidates for further study, but did not meet as many criteria as the trails detailed in the previous section. The following trails all feature agricultural adjacencies, but are presented in summary form here due to inability to contact operators, inapplicable agriculture types, lower levels of use, lower levels of trail development and operations, and geographical distance from Ventura County. Lessons to be learned from these trails reinforce information gathered for the focus trails, and the following trails can provide additional guidance for trail planning and conflict mitigation, particularly regarding interactions between individual farmers and trail operators.

JOHN WAYNE PIONEER TRAIL

King and Kittitas Counties, WA

This is a gravel trail over an old rail bed that features bicycling and equestrian activities. It is owned and operated by Washington State Parks and Lake Easton State Park and was established in 2002. Between Beverly and the Columbia National Wildlife Refuge the trail passes through Crab Creek Wildlife area. About 110 acres of WDFW land on the east end is leased for farming. The major crops in the eastern and northern Crab Creek Sub basin are cereal grains. Agriculture within the irrigation project is more diverse and crops include alfalfa, wheat, corn, potatoes, various tree fruits and many different seed crops. Vineyards and pulp farms have begun to appear recently. The trail is part of Iron Horse State Park - 240 miles total. John Wayne Pioneer Trail is one of 4 or 5 total. The majority of the trails run through agriculture. They operate a "good neighbor policy" with the farmers - crossings are established, and many (70%) were grandfathered in from when the railroad operated. There is usually no fee for farmers to cross. Most farmers own land on both sides of the trail. When the trail was established there was heavy opposition, primarily to return the land to farmers, since rail was removed. Since establishment, most requests from farmers have been able to be addressed (85%) - crossings and access. The state is developing new policy now to handle this interaction. Complaints are usually regarding dumping - people break the gates and leave car bodies or other large junk on the ROW - farmers usually call just because they don't want to look at it. No issues of break-in to farmland.

The trail is unpaved, and farming operations are mainly grains. The trail itself is within a state park.

There were extensive meetings with farmers, and crossing agreements were put in place. Requests from farmers are handled on an individual basis, and are almost always related to crossings.

Trail operator and contact information: Steve Hahn, Property Management Program Manager, Washington State Parks.

MULLET HALL EQUESTRIAN TRAIL SYSTEM

Charleston County, SC

Soil trail used by pedestrians and equestrians. It is owned and operated by Charleston County Park & Rec and was established in 2005. The trails meander throughout the historic fields of the former Mullet Hall Plantation and the system boasts a swamp, active farm fields, deep forest, and meadows. The trail does go through and is adjacent to active farming of one farmer who usually grows grain. There was no conflict during the development of the trail, as the trail director and farmer had a close relationship.

No conflict between uses due to unique land ownership scenario. Soil Surface.

CONEWAGO RECREATIONAL TRAIL (Connects To Lebanon Valley Rail-Trail)

Lebanon and Lancaster County, PA

A crushed rock/compacted surface trail that accommodates cyclists, equestrians, and pedestrians, the trail is owned and operated by Lancaster County Department of Parks and Recreation-Lebanon Valley Rails-to Trails, Inc. It was established in 2004. Agriculture includes horse farms specifically mentioned along trail, and possibly corn, soybean, alfalfa grown in the watershed area in proximity to the trail, but no specifics of crops interacting with the trail. The majority of the Conewago Creek watershed is in agricultural production (approximately 53%) with many of the main stem and tributary floodplains actively pastured or cultivated for crop production. There is private farmland along the trail, but contact had no information about it. Mainly pasture adjacent to the trail.

OAK CREEK TRAIL

Butler and Saunders County, NE

A crushed limestone trail for bicycling, equestrian activities, walking, roller/inline skating, cross country skiing, and snowshoeing, the trail is owned and operated by Lower Platte South and was established in 2007. Resources state that “the route continues through natural prairie, open farmland and oak woodlands until the trail reaches its endpoint at the trailhead in the town of Valparaiso.” Contact with the operator’s office confirmed fields are corn, soybeans and other grains, but no orchards. No reports of conflicts with the farmers in the area.

ICE AGE TRAIL

Statewide, WI

Ice Age Trail Alliance owns and operates this trail, which passes through farmland. Approximately 650 miles of trails, most of which is through agricultural lands. Multiple agreements are made with farmers, worked out one at a time. There are all kinds of agriculture, but more crops than grazing. Portions of the trail are rail-trail. Some issues include very narrow corridors left by farmers and also many areas are on farmers' land. The trail operators have brought landowners together to fill gaps in the trail and have worked with each farmer to ensure farms remain viable. They have also purchased easements, going well with farmers. Farmers sometimes disliked the trail and were upset at the lack of ability to drive the length of the rail line, which was not legal prior to the trail’s development, but crossings were provided to alleviate the conflicts. An example was given of a farmer whose land was acquired with an easement and had to modify his practices somewhat, but it worked out. There was also a band of landowners who wanted to buy out a portion of rail line so trail couldn't go in, which went to court and the landowners lost. Ice Age has an elaborate planning process that takes many years that includes a lot of community outreach in order to slowly build support. It is, for most of the trail’s distance, a narrow footpath, rather than a heavy-use paved trail.

Individual agreements were arranged with farmers and communities, formed over decades. Many stories about these agreements are available from the trail operator.

Operator contact: Kevin Thusius, Director of Land Conservation (800) 227-0046 - kevin@iceagetrail.org

HANOVER TROLLEY TRAIL

York County, PA

Owned and operated by York County Rail Trail Authority. Portions of the trail were constructed in 2008, while others were scheduled for 2013, but have not yet been constructed. There was opposition from farm operators during the feasibility study for the non-constructed portions.

STAVICH BIKE TRAIL

Mahoning (OH) & Lawrence (PA) Counties, PA and OH

An asphalt paved greenway and rail trail that is owned and operated by Lowellville Hillsville Charitable Foundation and Lawrence County Tourism. It was established in 2003. While there are agricultural fields in the area, they do not directly come in contact with trail itself.

MACOMB ORCHARD TRAIL

Macomb County, MI

This trail was built on former orchard land. Current agricultural adjacencies are minimal, and the trail is inside a park.

LATAH TRAIL

Moscow, ID

This trail is owned and operated by Latah Trail Foundation. It passes near, but not directly adjacent to agricultural areas, and does not conflict with them.

ROW RIVER TRAIL

Lane County, OR

Asphalt paved equestrian, fitness, and mountain bike trail. The trail is also considered a nature trail, rail trail, and urban trail. It is owned and operated by the Eugene Bureau of Land Management and was established in 2005. It passes through "pastoral farms" but these are historical farmhouses, not active agricultural production areas.

MONTEREY BAY SCENIC SANCTUARY TRAIL

Santa Cruz County, 3 miles east of Santa Cruz, CA

This is an unpaved beach path that approaches row crops. A short stretch of the trail approaches farmland. Despite this limited agricultural interaction, the trail's master plan EIR includes detailed mitigation measures for trails passing near farmland. These measures are included in Appendix B.

HENNEPIN CANAL PARKWAY

Bureau, Henry & Whiteside Counties, IL

This trail is partially paved and partially natural surface, and is used by cyclists, equestrians, snowmobiles, pedestrians, and cross-country skiers. It is operated by the Illinois Department of Natural Resources and established in 2004. It passes through "rolling farmland," that consists predominantly of grazing land.

HARLEM VALLEY RAIL TRAIL

Dutchess and Columbia Counties, NY

This trail is paved, and used by bicyclists, pedestrians, roller/inline skaters, cross-country skiers, and snowshoers. It is operated by the Harlem Valley Rail Trail Association. The trail passes dairy farms and grazing land. Adjacent agriculture is grazing and dairy production.

ARUNDELL BARRANCA BIKE PATH

Ventura County, Unincorporated, CA

Established prior to 1999, this trail is a paved bicycle and walking trail that passes row crops. It follows a drainage channel, and is only minimally adjacent to crops.

VENTURA RIVER TRAIL (Ojai Valley Trail Extension)

Ventura County, Ventura, CA

Also called Ventura River Parkway Trail, this paved bicycle, equestrian and pedestrian trail has a short segment (1/4 mile long) that runs along row crops.

RUSSELL BOULEVARD BIKE PATH

Yolo and Solano Counties, unincorporated; between Davis and Winters, CA

This paved bicycle and pedestrian trail passes row crops, horse pastures, and nut tree orchards. Directly adjacent agriculture is predominantly pasture land.

RACCOON RIVER VALLEY TRAIL

Dallas County, IA

This trail is operated by the Dallas County Conservation Board, Guthrie County, and Greene County, and covers 88 miles, some of which is adjacent to farmland growing corn and soybeans. The trail surface is asphalt and concrete, with unpaved segments. Trail users include bicyclists, inline skaters, snowmobiles, pedestrians, and cross-country skiers. It receives approximately 125,000 visitors per year. Major concerns during development on this trail were trespassing and occasional snowmobile activities. This never became an issue. There has been a close working relationship between the trail and adjacent landowners, which has resulted in 99% cooperation, with the occasional encroachment on the trail by farmers. Fencing, maintained by the Conservation Board, is in place for grazing livestock. Enhanced crossings were installed for farm equipment, with signs indicating trail users to yield to farm equipment.

LAKELANDS TRAIL

Ingham, Livingston, and Washtenaw Counties, MI

The only opposition to the trail was an onion farmer. Other adjacent farmers, with orchards and soybean crops, did not express concern. The Michigan Department of Natural Resources worked with Michigan State University to address concerns. The trail is 26 miles long, with a surface that varies between asphalt, ballast, and crushed stone.

HART-MONTAGUE TRAIL

Muskegon and Oceana Counties, MI

An asphalt rail-trail that passes orchards and soybean crops, this trail runs for 22.7 miles, and is managed by Michigan Trails and Greenways.

CATSKILL SCENIC TRAIL

Delaware County, NY

This rail-trail opened in 1997, is 26 miles long, with cinder, crushed stone, and natural surfaces. It sees heavy equestrian use. Barbed wire fencing separates the trail from adjacent cornfields. User groups include cross-country skiers, horseback riders, bicyclists, snowmobilers, pedestrians. Primary crops include feed corn and livestock. The trail is occasionally used to move livestock between fields. Dan Riordan, Executive Director of the Catskill Revitalization Corporation, the trail management agency, reports that farmers do cross trail with tractors and ride along the trail for short distances, and this has not been a problem. There have been no trespassing issues on farms.

NORWOTTUCK RAIL TRAIL

Hampshire County, MA

This rail-trail is 14.9 miles long and has an asphalt surface. Corn fields are adjacent to portions of the trail. Bob Clark, of the Massachusetts Department of Conservation and Recreation, reports minimal trespassing issues. Occasionally local youth cut through farms to reach the nearby mall.

6 APPENDIX A – SAN DIEGUITO RIVER VALLEY JPA INDEMNIFICATION RESOLUTION

RESOLUTION NO. _____

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN DIEGUITO RIVER VALLEY REGIONAL OPEN SPACE PARK JOINT POWERS AUTHORITY ADOPTING DESIGN INDEMNITY RE MULE HILL TRAIL

WHEREAS, the San Dieguito River Valley Regional Open Space Park Joint Powers Authority (“JPA”) is applying for a Site Development Permit (“Permit”) from the City of San Diego for the construction of a 9.4 mile trail (the Trail) in the San Pasqual-Lake Hodges Community Planning Area which is a portion of the Trail; and

WHEREAS, conditions 21 through 23 of the City of San Diego (“City) Permit, impose certain design criteria for the design and construction of the Trail; and

WHEREAS, the JPA desires to design and construct portions of the Trail contrary to the normally applicable City requirements for setback and separation from the roadway, and such deviations from the normal design standards have been approved by the City conditioned on the JPA providing the City with design immunity; and

WHEREAS, the City and the affected leaseholders have requested indemnity for any expenses associated with a lawsuit brought against them by any person as a result of the design and construction of the Trail; and

WHEREAS, on June 16, 2000, the Board of Directors of the JPA adopted Resolution No. R00-7 agreeing to provide indemnification to the City and its agricultural leaseholders adjacent to the Trail as set forth in said Resolution, for any expenses associated with a lawsuit brought against them by a Trail user that may occur despite the broad array of statutory immunities; and

WHEREAS, the JPA desires to further indemnify the City and its affected leaseholders for any expenses associated with a lawsuit brought against them by any person as a result of the design and construction of the Trail as set forth in the Resolution.

THEREFORE BE IT RESOLVED THAT, in exchange for approval of the alternative design and construction of the Trail, the JPA shall provide the following additional indemnity and insurance coverage:

1.1 The JPA shall defend, indemnify, protect, and hold harmless the City, its agents, officers and employees, from and against all claims, demands, causes of action, liability or loss

asserted or established for damages or injuries to any person or property arising out of the design, construction and maintenance of the Trail. Claims, demands, causes of action, liability or loss that arise from, are connected with, or are caused or claimed to be caused by the acts or omissions of the JPA, the JPA's agents, officers and employees with respect to the design, construction and maintenance of the Trail are covered. Also covered are the claims, demands, causes of action, liability or loss arising from, connected with, caused by, or claimed to be caused by the active or passive negligent acts or omissions of the City, its agents, officers, or employees which may be in combination with the negligence of the JPA, its employees, agents or officers, or any third party. The JPA's duty to defend, indemnify, protect and hold harmless shall not include any claims or liabilities arising from the established sole negligence or sole willful misconduct of the City, its agents, officers or employees.

1.2 The JPA further agrees that the indemnification agreement referred to in Section 1.1 and the duty to defend the City require the JPA to pay any costs the City incurs that are associated with enforcing the indemnification provision, and defending any claims arising from the design, construction and maintenance of the Trail. If the City chooses, as its own election, to conduct its own defense, participate in its own defense or obtain independent legal counsel in defense of any claim related to work provided under this Agreement, the JPA agrees to pay the reasonable value of attorneys' fees and all of the City's reasonable costs to the extent covered by the JPA's insurance.

2. The JPA shall maintain a policy of public liability and property damage insurance, in which the City is named as an additional insured and secured in an amount of not less than \$5 million.

3. All provisions of the indemnification agreement adopted by Resolution No. R00-7 remain in effect, except for #4, provided that the claimant/employee, agent, invitee or relative of the indemnified party was injured or damaged as a result of the alternative design, construction, or maintenance.

PASSED AND ADOPTED this _____ day of _____, 2001, by the following vote: _____ AYES; _____ NOES; _____ ABSENT; _____ ABSTAINED

CHAIR, SAN DIEGUITO RIVER VALLEY
REGIONAL OPEN SPACE PARK JPA BOARD
OF DIRECTORS

ATTEST:

CLERK, SAN DIEGUITO RIVER VALLEY
REGIONAL OPEN SPACE PARK JPA BOARD
OF DIRECTORS

7 APPENDIX B – MONTEREY BAY SANCTUARY SCENIC TRAIL NETWORK MASTER PLAN EIR MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party
AGRICULTURAL RESOURCES				
AG-1(a) Placement of Fencing: Placement of fencing shall be located in a manner which minimizes impacts related to accessibility to farmland and use of farming equipment (e.g., allowing turning radius area for farm equipment).	Review construction plans	During plans, specifications, and estimates for each segment	Once for each segment	Implementing Entity and/or RTC
AG-3(a) Notice of Agricultural Activities. The following information shall be added to the proposed notices on on-going agricultural activities: <ul style="list-style-type: none"> • Trail users are advised to stay on the trail and be alert to operating machinery and equipment near the trail. • Trail users are required to use restroom facilities in consideration of food hygiene issues on adjacent agricultural lands. • Where dogs are not prohibited, trail users are required to clean up after their dogs and prevent trespass by dogs on adjacent agricultural properties in consideration of food hygiene issues on adjacent agricultural lands. • The legal ramifications for trespassing on adjacent properties. • The legal ramification for trespassing or being on the trail after it is closed. 	Install signs along trail	Prior to trail opening	Once for each segment	Implementing Entity and/or RTC
AG-3(b) Landscaping Coordination. For segments adjacent to agricultural operations in the northern and Watsonville reaches, any ornamental plant material used along the trail shall be comprised of native and indigenous species. The selected plant palette shall be reviewed by the Agricultural Commissioner's office prior to approval of landscape plans. Any plant material which may host pests destructive to agriculture shall be prohibited.	Review landscaping plans	During plans, specifications, and estimates for each segment	Once for each segment	Implementing Entity and/or RTC, Agricultural Commissioner
AG-3(c) Chemical Spraying Impact Reduction Options. On a case-by-case basis, the RTC and/or implementing entity for segments adjacent to agricultural operations shall work with the Agricultural Commissioner's office and adjacent farmers to reduce impacts to trail users from agricultural spraying, including pesticides. Non-buffer options shall be considered, including the use of alternative methods of pest and weed control and/or an agreement that farmers notify the Agricultural Commissioner's office or Trail Manager in advance of proposed agricultural spraying within 100 feet of the trail. This would allow the Agricultural Commissioner's office, in accordance with existing requirements, to inform the RTC and/or implementing or managing entity of all spraying within 100 feet of the trail so that appropriate action can be taken (e.g., posting notices or closure of that segment of the trail).	Coordinate with Agricultural Commissioner's office and adjacent farmers to consider non-buffer spraying reduction options	As needed	As needed	Implementing Entity and/or RTC, Agricultural Commissioner

Document source: <http://www.sccrtc.org/wp-content/uploads/2013/05/MBSST-MMRP-Final.pdf>

Ken Friday

From: Jane Harloff <harloffjane@gmail.com>
Sent: Monday, January 19, 2026 9:07 PM
To: BOC Info; Planning
Subject: Support the Yamhelas Westsider Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I strongly support retaining our public corridor in the TSP, and ultimately building the Yamhelas Westsider Trail.

It is obviously the choice of the majority of voters in Yamhill County, as evidenced by survey results and the numbers of supporters showing up at public meetings.

The fact that two commissioners - and one other who was VOTED OUT of office due to her stance on this issue - can derail this important project based on the false narratives put forth by a few adjacent landowners, is a tragic disservice to our community. The attempt to rush a decision before it is brought to a vote of the people tells you all you need to know about the cronyism, dishonesty, and self-serving policies of Kit Johnston and Mary Starrett.

It's no secret how this "vote" will go on Jan 22. But the people in Yamhill County will never back down from pursuing our right to have the use of OUR public right-of-way.

BRING IT TO A VOTE OF THE CITIZENS!

Jane Harloff
16175 NW Puddy Gulch Rd
Yamhill, OR 97148

Ken Friday

From: Susan Davies <suz373@gmail.com>
Sent: Monday, January 19, 2026 9:28 PM
To: Planning
Subject: Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I support trails and preserving public land. They will promote recreation, good health and tourism.

Thank you
Susan Davies

Enviado desde mi iPhone

Ken Friday

From: Andy <aceldien1@gmail.com>
Sent: Monday, January 19, 2026 9:34 PM
To: Planning
Cc: BOC Info
Subject: Trail

* Spam *

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

We are writing in support of retention of the old rail line property and against any possible sale of this property. It seems reasonable to ask for a public vote on this very important issue before any action is taken. Please make the right choice and leave yourselves with no regrets.

Thank you

Andrew and Char Eldien
891 s park st
Carlton, OR 97111

Sent from my iPad

Ken Friday

From: Bruce Goodman <brucelgoodman@yahoo.com>
Sent: Monday, January 19, 2026 9:50 PM
To: Planning; BOC Info
Subject: Yamhales-Westsider Corridor

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I urge the Board of Commissioners to preserve public ownership of the Yamhales-Westsider Corridor. It should not be sold to private interests. A safe public walkway/bike path in this area will be an asset to the residents of the area and the communities along the way. Please let the public decide its future. Do not sell the Yamhales-Westsider Corridor.

Bruce Goodman

Sent from my iPhone

Ken Friday

From: Lori Workinger <workdll22@gmail.com>
Sent: Monday, January 19, 2026 10:19 PM
To: Planning; BOC Info
Subject: Yamelas Westsider Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Please do not remove the 16 mile Yamelas Westsider trail from the county's transportation plan to sell off! We taxpayers have already paid for this.

I really am disappointed and frankly disheartened that Johnston and Starrett have decided to do this. We won't get another chance at this and it's really a shame.

Sincerely,
Lori Workinger
McMinnville, OR

Ken Friday

From: Cameron Backus <spotteddolpin253@gmail.com>
Sent: Tuesday, January 20, 2026 6:02 AM
To: Planning; BOC Info
Subject: Re: Repeal of Ordinance 880 re: Yamhelas Westsider Trail

Spam

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==
Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.)
===

Dear Planning Commission and Board of Commissioners,

In light of the upcoming vote which the Yamhill County Commissioners will take on Thursday, January 22, 2026, I am writing to express my support the Yamhelas-Westsider Trail and urge you to keep the trail Right of Way (ROW) in the Transportation System Plan (TSP).

I am a lifelong resident of Yamhill County. I have been excited about the Yamhelas-Westsider Trail ever since its inception, and I care deeply about it being completed. I grew up on Parrett Mountain, where there was absolutely nowhere I could walk or ride my bike where I wasn't in danger of getting run over by cars. A safe, level, multi-use, public trail like this one sounds like a dream come true to me. If this project had ever appeared on the ballots of Yamhill county residents, *which it never has*, I would have voted for it wholeheartedly.

It is frustrating that every couple of years we have to defend this project from getting cancelled, while in the meantime progress on it stalls. The outcomes of Yamhelas-Westsider Trail are positive only:

- Connecting the communities of Carlton, Yamhill, Cove Orchard, and Gaston, with potential expansions to Forest Grove and McMinnville
- Improving transportation safety, including providing a safe route to school between Carlton and Yamhill
- Expanding access to regional parks and trails (e.g. the Banks-Vernonia Linear Trail, the Chehalem Heritage Trail System, and the Wapato Lake National Wildlife Refuge)
- Providing outdoor recreational opportunities like biking, hiking, and equestrian trail riding
- Promoting tourism and economic development in our region
- Increasing our community's health and well-being

So what gives? I am with the majority of Yamhill County residents, who do not want to see the trail property get abandoned, sold off, and lost forever to future generations. **Please, do not repeal ordinance 880 and do not remove the Yamhelas-Westsider Trail from the county transportation plan.**

Regards,
Cameron Backus
Newberg, OR 97132

Ken Friday

From: Jill Poyer <oregonjill@gmail.com>
Sent: Tuesday, January 20, 2026 6:04 AM
To: Planning
Subject: Trails

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Once again, a small majority of people are dictating what the rest of us must live with. People need trails and recreation and Yamhill County does not offer much. A dedicated group of volunteers are willing to maintain and monitor the trail, but a few vested interests are going to take it away from all of us. Pathetic.

Jill Poyer
503-472-2848
503-857-8878 cell

Ken Friday

From: Jerry Davies <jerryd22x@gmail.com>
Sent: Tuesday, January 20, 2026 7:27 AM
To: Planning
Subject: Trails

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.
We support trails and wilderness areas.

Jerry L Davies

Ken Friday

From: Mary Bonner <mbonnermqt@gmail.com>
Sent: Tuesday, January 20, 2026 7:37 AM
To: Planning

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Mary Bonner

9336 SE Eola Hills Road

Amity, Oregon 97101

January 20, 2026

Dear Yamhill County Planning Committee,

I am writing this letter in support of the Westsider Yamhelas Trail on our current Yamhill County owned property.

Most of the letters and public testimonies you have received from your constituents have been in favor of the trail, but you have bowed down to the special interests who want to annex that land. You have chose to ignore the economic impact the trail will have on our local small businesses and the countless employees who rely heavily on tourism.

Furthermore, your decision to sell our county's land rather than allowing voters to decide, will go down in our history as one of largest betrayals of the public trust and your names will for generations be associated with this pivotal moment. You have this final opportunity to be courageous amid the minority voices of the special interests.

Sincerely,

Mary Bonner

Ken Friday

From: Michelle Trachy <michellescouture@gmail.com>
Sent: Tuesday, January 20, 2026 8:08 AM
To: Planning
Subject: Yamhelas Westsider Corridor

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

As you consider removing the Yamhelas Westsider Trail from the Transportation System Plan, I would like you to reflect on the many benefits our county can reap from such an asset.

Ken Friday

From: William Murphy <wmrmurphy@hotmail.com>
Sent: Tuesday, January 20, 2026 8:16 AM
To: Planning
Cc: BOC Info
Subject: Public Land Protection

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

As a former Mayor for the City of Yamhill, I would like it on record that I support the protection of our public lands. The citizens of the county deserve the right to decide what ultimately happens to our publicly owned land not a 3 person commission.

Thanks for your consideration

Randy Murphy (citizen formerly known as Mayor)

Ken Friday

From: Jana Kolsbun <jkolsbun3@yahoo.com>
Sent: Tuesday, January 20, 2026 8:22 AM
To: Planning
Subject: Protect Yamhelas Trail Corridor!

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

The Yamhelas Trail Corridor is PUBLIC LANDS and should not be sold. Especially without a public vote. Please consider the importance of serving the wider public and not just a few opponents with self interest! Let the trail be completed as originally planned.

Jana Kolsbun
McMinnville, OR

Sent from my iPad

Ken Friday

From: Cheryl Martin <cheryl@martin-iti.com>
Sent: Tuesday, January 20, 2026 8:47 AM
To: Planning
Subject: Save our public lands for the future

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Good Morning,

I am writing this morning to encourage you to maintain our public lands for the public. Specifically the corridor that was meant to someday be part of the rails to trails system that has been successful all over the country, often referred to as Yamhelas Trail project.

This might not be the time financially or have enough community interest to work on this public space for public access but if the lands are sold that means it can never be.

I am a fan of offering as much public spaces and community buildings as possible to encourage people to get outside and to gather and connect socially. These spaces make communities happier and more livable when cared for.

So please protect our public land

Thank you,

Cheryl Martin

Ken Friday

From: Leonard A. Rydell, PE, PLS, WRE <Larydell@teleport.com>
Sent: Tuesday, January 20, 2026 8:49 AM
To: Planning; BOC Info
Subject: Yamhelas Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Board of Commissioners and Planning Commission,

Yamhill County was fortunate to obtain the right-of-way to use for a trail. It even had funding and construction had started.

THEN YOU STOPPED IT AND PAID TO UNDO THE CONSTRUCTION THAT HAD ALREADY STARTED.

THIS IS UNACCEPTABLE!

Having bicycled trails in other states, like the White Pine Trail in Michigan and the Champoeg Trail in Marion County/ Trails are recreational opportunities for all ages to get outside, get exercise and enjoy the outdoors.

The Yamhellis Trail needs to be added back to the transportation plan and added to the zoning plan.

Don't deny the opportunity for future generations to enjoy the trail and perhaps rely on it when automobiles become a thing of the past due to dwindling natural resources.

Thank you.

Leonard A. Rydell, PE, PLS, WRE, MASCE

Leonard A. Rydell, P.E., P.L.S., CWRE
601 E. Pinehurst Drive
Newberg, Oregon 97132-1625
Mobile: 503-781-4138

--
This email has been checked for viruses by AVG antivirus software.
www.avg.com

Ken Friday

From: Lia Harris <fruitysheep@gmail.com>
Sent: Tuesday, January 20, 2026 9:40 AM
To: Planning
Subject: Public lands belong to the people.

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Public land is a rare and fleeting resource. Two people should not be able to make the decision for the rest of us to sell it off.

This property cannot be rebuilt once it's gone.

Natural spaces are a huge part of what defines rural areas. Removing more land from county resources is a disservice to the people who live here and love this county.

Thank you
Lia Harris
23 year McMinnville resident
5th generation Oregonian

Ken Friday

From: Anne Falla <yeowfornow@gmail.com>
Sent: Tuesday, January 20, 2026 10:04 AM
To: Planning; BOC Info
Subject: Yamhelas-Westsider Trail Corridor

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I support the trail and I feel we should protect our public land to be used in the future for a recreational trail for all.

We, Yamhill County owns this long stretch of land which is the perfect opportunity for a nice recreational trail. As it stands now, my family drives 45 minutes plus to any similar type trails outside the county and we are putting our time and money elsewhere when we could be keeping it here (we could be attracting that business here too).

I spend my days usually in the office and on my time off I like to head outside like many in our community. I like to find adventures to relax, unwind, and regroup for the next week. We live in a state that allows for year round recreation outside and that's a gift! (and an opportunity)

Many states, counties have similar type trails and they've found a way to make it work. Let's work together to find a way to save this corridor and to make it into a popular destination for all.

We might never have this chance again as Yamhill County grows and expands. The cost to buy something similar down the road...

Please save our public land. Yamhill County needs this opportunity.

Anne Falla
McMinnville Resident

Ken Friday

From: Liesl Forve <lieslhousehyde@gmail.com>
Sent: Tuesday, January 20, 2026 10:32 AM
To: Planning; BOC Info
Subject: Kit Johnston - Represent all of your constituents, not just your friends

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Farmers are some of the luckiest people, in my eyes. They get to experience first hand the ripples of time and the regeneration of the earth on a daily basis. Tuning into the natural cycles of the world are treasured gifts. Farmers are also some of the hardest working people I know. Working the land is oftentimes unforgiving and deeply intense. There are no guarantees and a lot of uncertainty.

My respect for farmers comes naturally. My parents owned a wholesale, landscape nursery while I was growing up. I was unpaid child labor, but the benefits of being outdoors, working the soil, witnessing the rebirth of plants and the tide of the changing seasons made its way into my blood.

Participating in nature allows one to fully understand how we as humans fit into the world. Not everyone is lucky enough to experience a direct relationship with nature on a daily basis. But, everyone should have that opportunity.

History has shown some frayed relationships have now led to the potential to sell away the right-of-way of this trail corridor, frequently referred to as the Yamhelas Westsider Trail. Those relationships deserve to be heard, understood and appreciated. However, those relationships should not dictate the removal of that right-of-way from the county residents who want a place to safely engage in the outdoors.

A trail will allow residents to experience the glory of nature changing daily. A trail will allow residents the opportunity to see farming in practice (not everyone in Yamhill County grew up on or lives on a farm). A trail will allow a place for community. A trail will allow for highly needed utilities and resources to reach our neighbors in Yamhill and Carlton.

At a bare minimum, the decision about the fate of this trail deserves to be decided by the residents - WHO CURRENTLY OWN the property - not by one commissioner, Kit Johnston. Mary Starett has already fear-mongered belief around the trail and Kit Johnston, alone, is the vote that will decide the fate of everyone who lives or visits here.

Kit Johnston - as a farmer - you should want your constituents enjoying nature and gaining an appreciation of the gifts of the earth. Demonstrate that you truly represent the entire county, not just a few of your friends.

Liesl A. Forve

lieslhousehyde@gmail.com

(m) 971.267.9810

Ken Friday

From: Candice <can.lynne2011@gmail.com>
Sent: Tuesday, January 20, 2026 10:35 AM
To: BOC Info; Planning
Subject: YAMHELAS-WESTSIDER TRAIL

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I am opposed to the removal of the Yamhelas-Westsider trail from the county transportation plan. This trail system would benefit all county residents and it would be irresponsible to get rid of this valuable and unique public right-of-way.

I believe the county needs to seriously explore other options that would allow the development and use of this multi-use trail while considering the needs of adjacent property owners, as has been done elsewhere in the state.

Please listen to the many people who want to see this trail become a reality, reject the proposal to remove the property from the park plan, and keep this corridor under county ownership to use for the benefit of all residents.

Candice Sanders
1397 NW Meadows Drive
McMinnville

Ken Friday

From: Sandra Robledo <sandra.robledo@gmail.com>
Sent: Tuesday, January 20, 2026 10:45 AM
To: Planning
Subject: Support to Trails

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I support trails and protecting our public land, please give the community the benefits of having a nice and safe trail.

--

Sandra Robledo

Ken Friday

From: Joan Littlefield <joanslittlefield@gmail.com>
Sent: Tuesday, January 20, 2026 10:47 AM
To: Planning; BOC Info
Subject: Yamhelas Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I would like to strongly encourage you to proceed with the development of the Yamhelas Trail. As a resident of Yamhill County since 1986 I have seen significant changes to our "country" roads. I live on North Valley Road and travel HWY 240 daily. The increased traffic and speed at which people drive our county roads is very dangerous for cyclists and or those who want to walk or jog. There are few safe places to do those activities nearby. This trail would allow many people to enjoy our beautiful county in a safe environment. Children would have a place to walk or bike. It would allow significant help to those traveling between Yamhill and Carlton. The Banks-Vernonia trail has proven to be a safe place for people to enjoy the outdoors without detrimental impact to the property owners. Please don't let this precious resource not be developed due to negative misinformation about its impact. You have a great responsibility to support the desires of this county. Please allow this development.

Sincerely,

Joan Littlefield

Dear Yamhill County Board of Commissioners,

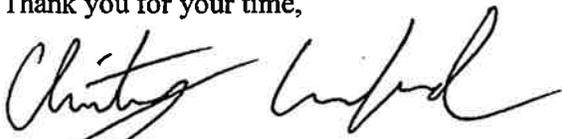
I would like to take the opportunity to say that I highly urge you to dismiss the proposed Yamhelas Westsider trail and rail project from the TSP. There are many reasons why this trail is not a good idea. First off is that this project is projected to be developed in an Exclusive Farm Use zone, which means it is against land use laws and zoning to build a trail through farm ground to begin with. Trails should be built where they are zoned, clearly this area is NOT zoned for a trail. I don't know how much money needs to continuously be dumped into hearing LUBA say NO over and over again.

This proposed trail and rail project will have a major farm impact, costing farmers a lot more money to farm the ground they currently are, stretching budgets that are already very limited in order to put food on your table. A trail going through these farms creates many challenges. The ability to spray when the weather permits becomes strained because people are on the trail, causing farmers to either not be able to spray their crops near the trail, or forcing farmers to spray at a different time when people aren't on the trail, which could result in either poor weather, which gives off uneven spray patterns, or timing is no longer ideal in the crops life cycle, all causing crop damage and high yield loss (the amount of scenarios in which the farmer drastically has to pay in crop loss or increased costs is more than you would believe). Farmers also use a lot of mouse bait, slug bait, gopher traps ect. There would be a massive impact and lawsuits against the farmers if a "hiker" or their pet got into any of these. Even if the individual was not supposed to be in the farmers field. People don't listen to signs, they stray off trails so they can just get "the best picture of the sunset" or whatever. They get into things they shouldn't, and somehow it always becomes the farmers fault, not the trespassers. Has a real farm impact study been done? If so, I guarantee it will prove that this project will have a major deterrent to farmers livelihoods. A trail here would bring people into areas where they truly do not belong.

There are so many trails that already exist around Portland, why don't we urge the public to use these existing trails? Is it because people see a lot of crime and worry about going on these trails in Portland for safety concerns? Or what about all the trash that bringing people to these areas will generate, who will clean this up? Currently, there's no excess trash being left on this old railway. Why would farmers want these issues to be brought around their properties, where they have to work? They Farm in EFU zones to stay away from these type of issues. EFU, if you didn't know, means EXCLUSIVE FARM USE! A trail has nothing to do with farming. Keep trails in the zones where they belong and stop trying to force trails out in the country. Or else these farming areas that have been passed down through generations will just become another Portland, and the farming trade will slowly be lost in the Willamette Valley.

I strongly urge you to vote no on this trail. A trail would only increase farming cost, decrease productivity and increase problems.

Thank you for your time,



Christy Crawford

Ken Friday

From: Susan Huwaldt <shuwaldt78@gmail.com>
Sent: Tuesday, January 20, 2026 11:27 AM
To: Planning
Cc: BOC Info; Bubba King; starrettm@yamillcounty.gov; Kit Johnston

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To the Yamhill County Board of Commissioners,

This is the first time I have ever written to a public official. But I write to you today to ask you to keep the Yamhelas-Westsider corridor as part of the Transportation System Plan.

I have lived in McMinnville for 32 years now. My husband grew up here as a 4th generation Oregonian. We raised our 2 boys here and they have remained in town. I have a vivid memory of when I decided that we would not be riding bikes in McMinnville when I was out with one of the boys in a child seat on my bike on Hill Road as cars came dangerously close to us as I hugged the side of the road. I kept my eyes out for other safe roads from our home but never found an easy, SAFE path.

This might seem trivial to some. But as our society moves to a more sedentary lifestyle it is more important than any other time to have low cost options in place for families to remain active outdoors.

As Commissioners the least you could do is to leave the corridor in the transportation system plan and to allow the people of the county to vote on a trail development. Let the people decide whether this is how we want our money spent. I have followed along as the idea of this trail was first talked about, to the grants and lawsuits and to its current state but I have yet to meet someone when asked about the trail tell me they think it's a bad idea.

Please represent the majority of the people of Yamhill County, not just the farmers who have land along the corridor.

Respectfully,

Susan Huwaldt
McMinnville, OR

Ken Friday

From: Helen Morse <hmorse@georgefox.edu>
Sent: Tuesday, January 20, 2026 12:57 PM
To: Planning
Subject: No Sale of Public Lands without a vote!

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

To Whom It May Concern:

I object to the sale of Public Lands without the vote of the affected community.

Helen Morse
Administrative Assistant

GEORGE FOX HONORS PROGRAM
George Fox University
[414 N. Meridian St. #6283, Newberg, OR 97132](https://www.georgefox.edu/honors)
[503.554.2152](tel:503.554.2152) | www.georgefox.edu/honors

Ken Friday

Subject: FW: Yamhelas-Westsider corridor

From: Melissa Power <power.melissa.a@gmail.com>

Sent: Thursday, January 15, 2026 10:24 AM

To: BOC Info <bocinfo@yamhillcounty.gov>; Kit Johnston <JohnstonK@yamhillcounty.gov>; Mary Starrett <starrettm@yamhillcounty.gov>; Bubba King <KingB@yamhillcounty.gov>

Subject: Yamhelas-Westsider corridor

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Good morning Board of Commissioners,

I reached out previously in November about this same topic, but as I have been made aware that there will be a vote on the removal of the corridor from the Transportation System Plan, I wanted to reach out and make my thoughts known again. A refresher, if you will.

I have been a Yamhill county resident for 10 years now and strongly OPPOSE the Yamhelas Westsider Trail. Please continue with dismantling any efforts to renew this unnecessary project and its associated expenses. Selling off the property purchased for this hypothetical trail is the best option for the county. I urge you to vote for the best option for our county and community.

Melissa A. Power

Ken Friday

Subject: FW: Removal of YWT from TSP

From: Peggy Kilburg <PeggyKilburg@proton.me>

Sent: Thursday, January 15, 2026 11:36 AM

To: BOC Info <bocinfo@yamhillcounty.gov>

Subject: Removal of YWT from TSP

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I am writing to add my voice of reason and support for the removal of this failed, dead project from the County's Transportation System Plan. It's my understanding that this project was abandoned about five years ago -- in 2021! It seems silly that people are seeing this simple administrative "housekeeping" action as an opportunity to again rally around this ill-advised, defunct project.

I hope you will vote to remove it at your January 22nd meeting.

God bless each of you for your service. I pray for you often, especially that Good would protect you and give you His wisdom as you carry out your work throughout Yamhill County.

Sincerely,

Peggy Kilburg

Newberg resident

Sent with [Proton Mail](#) secure email.

Ken Friday

Subject: FW: Support for Yamhelas Trail

From: Beth Caster <beth@bethcaster.com>
Sent: Thursday, January 15, 2026 11:41 AM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Support for Yamhelas Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Commissioners,

I respectfully ask that you keep the trail in the long term plan. There are many of us that really enjoy walking for mental and physical health. The trail offers a safe and easily accessible option.

Thank you for your consideration,

Respectfully submitted,

Beth Caster

Beth Caster, REALTOR

Beth Caster Group

Keller Williams Premiere Property

220 NE 7th St

McMinnville Oregon 97128

971-241-2509 text or cell

beth@bethcaster.com

2018 OAR Distinguished Service Award

Sent with respect, gratitude, peace and kindness

For several years I have attended meetings regarding the Salmonberry trail which for the first few miles is also know as the Banks

Vernonia Trail, from Banks until Manning where they will split. The Banks Vernonia trail continues to Vernonia going through farm ground and small acreage homes. I have personally talked to several of the people along the Banks Vernonia trail and heard their issues and continued concerns, such as people staring in the back windows of their house and thefts from properties along the trail, using the trail for access. We personally live along what is becoming the Salmonberry Trail. Every time the "trail" is promoted there is an uptick in people who want to walk the trail, even the portions that are not open yet. Several times this has led to issues with trespassers onto our property because they don't understand that when you get into rural and timber areas that everything is not public property. Almost weekly in the summer I see people parked illegally at one of our neighbors' gates and trespassing to gain access to the railway.

One of the key speaking points that pro trail people speak about is the businesses that will benefit from trail users. I go through Banks most weekends and have made a point to watch for bike racks at the grocery store, hardware store, and restaurants. Rarely do I see evidence of the trail users at businesses in banks, not to say it doesn't happen, but the economic benefit in my opinion seems very over inflated. The majority of the people along the Banks Vernonia that I know do not like the trail. The overwhelming majority of the people I talk to and know along the Salmonberry Trail are against it and many have already had issues and most of it is not officially open yet. One final note, it is interesting that the one field the state owns that is split by the Banks Vernonia trail is the only place along the BV trail that has the people fenced in. It is almost like the state knew it would be an issue.

John Hamel

RECEIVED BY
JAN 20 2026
YAMHILL COUNTY
PLANNING & DEVELOPMENT

Ken Friday

Subject: FW: Vote to keep trail corridor in the TSP

-----Original Message-----

From: Philip Forve <pforve@gmail.com>
Sent: Friday, January 16, 2026 11:16 AM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Vote to keep trail corridor in the TSP

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I am writing to encourage Commissioner Kit Johnston to vote no on the legislative amendment to remove the project known as the Yamhelas Westsider Trail from the Yamhill County Transportation Plan.

Kit, you represent the deciding vote on this three member County Commission. You are up for re-election in 2026. The trail has become a more widely recognized issue among the voters in Yamhill County, and the vast majority of voters want to see this trail developed for reasons of safety, transportation, and healthy outdoor activities. Your chances of being re-elected if you vote to remove the trail and then begin dismantling this valuable resource through sales to private parties, will be, as they say in Texas, "Slim to None, and Slim just left town!" Is the trail the hill you want to end your political career on? You have some great ambitions to improve Yamhill County, including relocation and expansion of the County Fairgrounds. I support you on that idea. We need to widely celebrate the agricultural roots in our county and have a better facility for education and celebration of our bounty and what that entails.

As a farmer, you know that any operator that does not adjust and improve farming practices on a regular basis has a going out of business plan. Will the trail impact some farming practices? I certainly won't deny that possibility. However, you, Kit, are in the best position to have meaningful conversations with the farmers and the developers of the trail to mitigate any unnecessary impacts and to reach sustainable solutions. That's why you were elected.

Kit, you can be a living Yamhill County hero if you make the decision and cast the deciding vote to keep the corridor in the TSP.

Sincerely,

Philip Forve
2089 NW Doral ST
McMinnville OR 97128

Ken Friday

From: BOC Info
Sent: Tuesday, January 20, 2026 9:09 AM
To: Ken Friday; Lance Woods; Tiffanie Willis
Subject: FW: WST Opposition, Remove from Transportation Plan
Attachments: Opposition WST.PDF

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Barbara Kahl <barbarajkahl@gmail.com>
Sent: Friday, January 16, 2026 6:13 PM
To: Kit Johnston <JohnstonK@yamhillcounty.gov>; Mary Starrett <starrettm@yamhillcounty.gov>; Bubba King <KingB@yamhillcounty.gov>; BOC Info <bocinfo@yamhillcounty.gov>
Subject: WST Opposition, Remove from Transportation Plan

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.
County Commissioners:

Please find my attached letter. I'd like this read at the upcoming hearing. I'm sure many people are unaware of the hidden agenda in the WST plan. It needs to be vocalized, not hidden any longer. Let's get this trail lie out in the open and out of the transportation plan permanently.

We are not Beaverton or Hillsboro. Before the max line went in to those areas, a trail was adjacent to the active railroad tracks. The areas were primarily agricultural; Max ended that permanently.

I lived through the destruction of farming and rural life, pollution, vandalism, loss of forests and fields, increased gang violence and gang territory spread, violent crime increases, drug trafficking increases, loss of the fairgrounds for FFA and 4Hers, loss of safety and privacy in those areas all due to Max line encroachment, as buried in the WST plan. Our priority is agriculture, let's keep Yamhill County focused that way.

Thank you,
Dr Kahl

Dr Barbara J Kahl DVM
15500 Highway 47
Yamhill, Oregon 97148

January 16, 2026

Yamhill County Board of Commissioners
535 NE 5th Street
McMinnville, OR 97128

**Re: Request to Remove the Yamhelas Westsider Trail from the Yamhill County
Transportation System Plan**

Dear Commissioners:

I am writing as a concerned resident to formally request the immediate removal of the Yamhelas Westsider Trail (WST) from the Yamhill County Transportation System Plan (TSP). The proposed trail, traversing Exclusive Farm Use (EFU)-zoned agricultural lands, violates key state statutes and local ordinances designed to protect farming operations. Its inclusion in the TSP lacks legal basis, imposes undue burdens on adjacent farm owners without adequate funding mechanisms or safeguards, and conceals elements of a broader "hidden agenda" not transparently communicated to the public or adequately addressed in approvals. This agenda, many refer to as "the devil in the deal," appears aimed at achieving gradual urbanization and commercialization of protected agricultural lands under the guise of a recreational trail, potentially leading to takings of private property for expanded easements and infrastructure. Below, I outline the primary grounds for this request, supported by relevant legal provisions, prior decisions, and details from the original proposal, including comprehensive violations of EFU codes and Oregon statutes.

Interference with Accepted Farming Practices and Increased Costs (ORS 215.296):

Under ORS 215.296, conditional uses in EFU zones must not force significant changes in accepted farm practices on surrounding lands or significantly increase their costs. The WST would introduce recreational users into active agricultural areas, leading to conflicts such as restricted pesticide applications, machinery operations, and harvest activities due to safety concerns. Adjacent farmers would incur higher costs for fencing, insurance, and monitoring to mitigate these impacts. This statute requires denial of approvals failing these standards, rendering the trail incompatible with EFU zoning under ORS 215.203, which mandates exclusive farm use.

Lack of Basis for Installation and Maintenance Without Dedicated Taxation or Funding:

The trail's development and ongoing maintenance have no secure, non-tax funding source identified in county plans, potentially burdening taxpayers or diverting agricultural resources. Yamhill County Zoning Ordinance Section 402.04, which governs conditional uses like transportation facilities, requires compliance with state standards but provides no exemption for unfunded projects that encroach on EFU lands. Without a dedicated revenue stream (e.g., via voter-approved taxation), inclusion in the TSP violates the preservation intent of Statewide Planning Goal 3 (Agricultural Lands), as it risks unsustainable implementation that could further disrupt farming without accountability.

Prior Land Use Board of Appeals (LUBA) Decisions as Precedent:

Multiple LUBA rulings on the WST, including *Van Dyke v. Yamhill County* (LUBA Nos. 2019-047, 2020-032/033, 2020-066/067), have remanded county approvals for failing to properly classify the project as a conditional use and inadequate findings under ORS 215.296. These decisions highlight the trail's incompatibility with EFU zones, emphasizing unaddressed agricultural impacts. Retaining the WST in the TSP ignores these precedents and invites further legal challenges, wasting public resources.

Violation of Farm Owners' Privacy and Risks from Trespassers:

The trail's proximity to private farmlands would enable unauthorized access, trespassing, and vandalism, compromising owners' privacy and security. This exacerbates interference under ORS 215.296 and OAR 660-033-0130, which set minimum standards for conditional uses to avoid adverse effects on agricultural operations. Increased public intrusion could lead to litter, theft of crops/equipment, and liability issues, all of which undermine the exclusive farm use mandated by ORS 215.283.

Comprehensive Violations of EFU Codes and Oregon Statutes:

The WST proposal contravenes multiple provisions protecting agricultural lands:

ORS 215.203: Establishes EFU zones for exclusive farm use, prohibiting non-farm developments like recreational trails unless they qualify under limited exceptions. The WST's recreational focus encroaches on this exclusivity, potentially converting agricultural corridors to public use.

ORS 215.283: Limits permitted and conditional uses in EFU zones. While subsection (2) allows certain public parks or transportation facilities, the WST does not fit without demonstrating minimal impact; it risks permanent conversion of land, violating restrictions on high-value farmland.

Yamhill County Zoning Ordinance Section 402: Mirrors state law, restricting non-farm uses in EFU districts (e.g., EF-80, EF-40). Conditional approvals for parks or transportation require site design review and compliance with agricultural protections, which the WST fails to meet due to unmitigated farm conflicts.

OAR 660-033: Administrative rules enforcing Goal 3, prohibiting uses that adversely affect agriculture. OAR 660-033-0120 and -0130 demand no significant impacts, yet the trail's design invites such effects.

Statewide Planning Goal 3 and ORS 197.732: Require preservation of agricultural lands; non-conforming uses need a goal exception, which has not been granted here. The WST's inclusion in the TSP bypasses this, risking unlawful development.

These violations collectively demonstrate the project's incompatibility with Oregon's land use framework, prioritizing agriculture over non-essential recreation.

Taking of Property for Additional Easements and Related Concerns:

The WST's implementation may necessitate takings of private property through eminent domain or expanded easements for access points, bridges, or buffers, violating property rights under the Oregon Constitution (Article I, Section 18) and U.S. Constitution (Fifth Amendment). The existing rail right-of-way is insufficient for the full vision; additional land could be required for safety setbacks or connections, burdening farmers without just compensation. This exacerbates EFU violations by fragmenting farms and introducing non-agricultural elements, contrary to ORS 215.243's policy against encroachment.

Hidden Agenda of the WST – Not Publicized on Purpose ("The Devil in the Deal"):

Elements of the original WST proposal reveal a broader vision beyond a simple recreational trail, including potential future rail reactivation adjacent to the path and commercial developments like shops and large parking areas—details that appear to have been downplayed or not fully disclosed in public discussions and approvals to avoid scrutiny over agricultural impacts, funding, and property takings. This "devil in the deal" suggests the actual plan aims to achieve incremental urbanization: transforming protected EFU lands into a commercial and transportation hub, eroding agricultural viability for economic gain under the pretext of community benefits.

The proposed easement (right-of-way) is generally 60 feet wide, far exceeding what is needed for a basic pedestrian/bicycle path (typically a 10-16 foot surface with buffers), suggesting room for additional infrastructure and potential takings for expansion.

Early planning documents describe the corridor as a "multi-use transportation corridor, with pedestrian and bicycle paths that eventually would parallel commuter (light) rail,"

indicating a "rail-with-trail" intent that preserves options for future rail service alongside the recreational path—potentially transforming the EFU-zoned land into a more intensive transportation facility without clear compliance with EFU restrictions, and requiring further easements or takings.

Visions for economic development, in the WST plan, include "tourist-oriented shops" (e.g., ice cream or fast food themed like railroad cars), bike rental/repair facilities (e.g., in converted grain silos in Carlton), and "giant new parking areas" e.g. from the plan: a five-acre lot near Gaston in a riparian zone that floods annually, and extensive parking swaths along Highway 47 in agriculture zoned areas of private property, positioning the trail as a catalyst for commercial growth and tourism that would further encroach on agricultural lands through associated parking, access, and visitor traffic—violating EFU codes by introducing non-farm commercial uses and necessitating or forcing property acquisitions.

These aspects suggest the project was framed narrowly as a benign recreational trail while harboring ambitions for expanded transportation and commercial uses incompatible with EFU protections. This lack of transparency exacerbates the violations outlined above and further justifies removal from the TSP to prevent misleading future approvals.

In light of these violations, concealed elements, and risks of property takings, I urge the Board to amend the TSP to exclude the WST, consistent with Oregon's commitment to agricultural preservation. This action would prevent further litigation, protect local farmers, and align with statutory requirements. Please confirm receipt of this request.

Thank you for your attention to this matter.

Sincerely,

Dr Barbara J Kahl DVM

Ken Friday

Subject: FW: Keep Yamhelas Right of Way in TSP

-----Original Message-----

From: Nick Grinich <ngrinich@gmail.com>
Sent: Saturday, January 17, 2026 9:15 AM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Keep Yamhelas Right of Way in TSP

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

January 16, 2026

Dear Commissioners,

We are writing in strong support of preserving the Yamhelas-Westsider Trail in Yamhill County's Transportation System Plan.

We are community members who raised our children here, and Nick served as a physician for decades to care for County residents. Kelli's family came to Yamhill County in the 1800's when the railroads were paid for. While we are not one of the few families that live along the trail, we are deeply rooted in Yamhill county.

Avid cyclers and outdoor exercisers, we take our life in our own hands every time we bike over the Youngbird Hill road with zero lane shoulders. Nick bikes with community groups, but avoids all routes that lead onto the highways. As a physician, he's seen what a car can do to a cyclist. We see families with their children riding bikes in traffic along our city streets. The trail would be a safe place for all of our residents to use.

We spoke to the Vernonia City Administrator, Josette Mitchell, who told us that their business community relies heavily on income from the influx of seasonal visitors to the Banks-Vernonia Trail to survive through the winter slow-down months. Joylynn Becker, City Manager of Banks, tells a similar story of the positive benefits of the Trail to their local businesses. Similarly, the Oakridge Oregon Bike Trail visitors contribute an estimated \$3.2 million to that community. Shouldn't Yamhill County business' also benefit from the estimated \$1.5 Billion Oregonian recreation cycling economy? The Trail would be an economic boost to the County, as trails in other communities have done.

We value this public land as an amazing resource that belongs to many, many people beyond those who simply border it. The ownership of the land was always meant to serve the people.

We urge you to keep the Yamhelas-Westsider Trail in the TSP, preserving the County ownership of this valuable property . This asset belongs to all of us. Keep it in the Plan for the benefit of all County residents, and future generations.

Respectfully submitted,

Kelli and Nick Grinich

BOC Testimony January 22, 2026

Tom Hammer
23701 Wallace Rd. NW
Wheatland, OR 97304

Yamhill County Commissioners
535 NE 5th St.
McMinnville, OR 97128

I am in favor of removing the Yamhelas-Westsider from the Transportation System Plan. The Trail was entered into the TSP when the volunteer leader of the FYWT deliberately deceived the 2012 Commissioners by saying farmers had no objections to it. Former Commissioner, Kathy George, documented that 2012 deceit in a letter recently. That same misrepresentation was made to the Mid-Willamette Valley Area Commission on Transportation, MWACT by a former County Commissioner in order to secure a grant for initial design of the Trail which included two light rail bridges. Anyone with experience in construction can see those bridge designs are of a bearing weight, elevation and course to accommodate a light rail train at speed. The option for light rail was written into the original description of the YWT but no trail advocate mentions that they're promoting a dream of Metro. After an initial LUBA ruling that remanded the County to follow land use law for a non-conforming use in EFU zoning, two commissioners voted that the County follow that LUBA remand. Three unelected staff met with one, now former Commissioner, in an illegal exparte meeting and coerced him into changing his vote to support their desire that the County ignore the LUBA remand. Two of those officials are currently County staff leaders. That illegal meeting was the subject of a News Register story. Should the County follow the LUBA remand, it would have to facilitate an Agricultural Impact Study. If the study showed no substantial financial harm to farmers along the abandoned ROW, the County could then apply for a Conditional Use Permit. Emails obtained under the Freedom of Information Act found that current top unelected officials in the County and

one former Commissioner conspired with FYWT to circumvent land use law and to conduct PR stunts designed to inflame an uninformed public. Those emails are featured in a booklet named "The Truth About the Trail". Those unrepentant and compromised unelected officials are still in County staff leadership. Many of the uninformed public are still inflamed. Being informed includes knowing land use law, knowing the business needs of a farm and its reliance on private property rights, knowing costs of trail construction and understanding the economic structure of our County.

Advocates of the YWT, which includes private citizens, plus both current and former County staff, could have initiated an Ag Impact Study, but they chose not to. That is because it is certain that a recreational trail through EFU zoning would do substantial financial harm to farms along the ROW by eliminating farm practices on a great number of acres.

Exercise is an essential human activity. It nurtures mind, body and soul. Providing recreation for exercise is not an essential activity of government, but government can and should do much to facilitate recreation. Recreation that blatantly breaks the law and brazenly violates private property rights is wrong and unnecessary.

Trails constitute just a fraction of the recreational facilities government provides to the public. There are over 200 trails for recreation in our beautiful state, paid for and maintained. Some are close by. A potential for a new trail from Metzger Park to Baker Creek Falls is worth looking into. It would not cause harm to family farm businesses. It would be much more affordable than the YWT would have been. It would not pretend that walking and riding a bike for recreation is transportation any more than paddle boards and kayaks are transportation. Only those with Trail Derangement Syndrome will cling to a notion that has been fraught with deceit and malfeasance throughout its entire life and ignore the many opportunities to do recreation right.

Truly,

Tom Hammer

Ken Friday

Subject: FW: Pamela's Wes

-----Original Message-----

From: Judith Bernards <clusonegal21@gmail.com>

Sent: Saturday, January 17, 2026 4:58 PM

To: BOC Info <bocinfo@yamhillcounty.gov>

Subject: Pamela's Wes

* Spam *

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Please do not remove our much needed & treasured Yamelas Weststsider trailider trail. It's important to our entire community's health & well being.

Thanks for thinking of us.
Judith Bernards

Ken Friday

Subject: FW: Yamelas trail

From: Judith Bernards <clusonegal21@gmail.com>

Sent: Saturday, January 17, 2026 5:15 PM

To: BOC Info <bocinfo@yamhillcounty.gov>

Subject: Yamelas trail

Spam

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Commissioners,

I am a long time citizen of Yamhill County and would like to request that you do not remove our treasured Yamelas Westsider trail from the county's transportation plan. Or at least give our community an opportunity to decide yay or nay. After all, keep in mind that the trail is for all of the community.

Thank you,
Judith Bernards

Ken Friday

Subject: FW: Yamhelas Corridor

-----Original Message-----

From: Jessica Callahan <fourthcircle@icloud.com>

Sent: Sunday, January 18, 2026 8:12 AM

To: Planning <planning@yamhillcounty.gov>; BOC Info <bocinfo@yamhillcounty.gov>

Subject: Yamhelas Corridor

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Yamhill County Commissioners,

I am writing first in support of the Yamhelas Corridor and Trail, and second in support of a public vote on the matter. I am wondering what benefit selling this land will have to the taxpayers of Yamhill county? I imagine the land will sell for a nominal price and in the event that we ever were to need to land for public use again for something as simple as a utilities corridor, we would not be able to do so for the same nominal price as we sold it for. No matter which logical way I do the math, the sale doesn't make sense. When I consider it through the lens of greed and secret handshakes, I can see easily how this solution to a non problem has developed. If we never develop it, fine, but at least we won't have sold off the public's property without a vote to a few wealthy landowners concerned only for themselves.

I appreciate any critical thinking you can do on this matter to turn things around here. It's wildly disappointing to watch some of y'all visibly check out whenever sale of this property comes up.

Thank you,

Jessica Callahan

McMinnville resident

Ken Friday

Subject: FW: Public Comment for Docket G-01-25

From: Shauna Theiss <shaunatheiss@gmail.com>

Sent: Sunday, January 18, 2026 5:06 PM

To: BOC Info <bocinfo@yamhillcounty.gov>

Subject: Public Comment for Docket G-01-25

Dear Chair and Commissioners,

Thank you for the opportunity to submit testimony on the Yamhill County Transportation System Plan and the future of the Yamhelas Westsider corridor. I am writing as a Yamhill County resident who supports keeping this corridor in the Transportation System Plan as a future trail project.

Before moving to Yamhill County, I lived in Boise, Idaho for nearly 30 years. In Boise, an extensive network of trails and paths became a defining feature of community life. The Boise Foothills [Ridge to Rivers system](#) includes roughly 200 miles of interconnected trails. Our neighborhood was one of many neighborhoods that had direct access to recreational activity and nature. The Boise River Greenbelt, a continuous multi-use path along the river, adds several dozen more miles of off-street routes for walking and biking, linking parks, neighborhoods, and nearby communities. Together, these systems provide residents with well over 200 miles of connected, non-motorized transportation and recreation corridors.

Those systems did not appear by accident. Boise made them possible through long-term land use and transportation planning that intentionally protected corridors, included trails and paths in its transportation plans, and pursued funding whenever opportunities arose. [The city and its partners used a combination of local public investment, regional collaboration, grants, and development requirements to assemble segments, secure easements, and gradually build out the network.](#) **Over time it has become part of the city's identity, a reason people choose to live and invest there, and a nationally admired example of what long-term planning, partnership, and land stewardship can achieve.**

I have seen how powerful it is when a community commits to this kind of vision over decades. The Yamhelas Westsider corridor offers Yamhill County a rare opportunity to do something similar: to preserve a continuous corridor that can one day connect communities, provide safe off-road routes for walking and biking, and support local businesses and recreation. Once a corridor like this is removed from a long-range transportation plan and allowed to fragment or be sold off, it is effectively impossible to recreate.

Crucially, keeping the Yamhelas Westsider in the Transportation System Plan does not obligate the County to build a trail immediately or dedicate specific funding today. It simply preserves the option for future boards, planners, and voters to pursue funding—whether through grants, partnerships, or future local investments—when conditions are right. That is exactly the kind of long-term, incremental approach that enabled Boise to develop its trail network over many years.

As a resident who volunteers locally and cares deeply about the long-term health and attractiveness of this region, I urge you to retain the Yamhelas Westsider corridor in the Yamhill County Transportation System Plan. Please keep this infrastructure designation in place so that future generations have the chance to benefit from a trail system that could become one of Yamhill County's greatest assets.

Thank you for your service and for considering my testimony.

Sincerely,

Shauna Theiss
Resident of McMinnville, Oregon

Ken Friday

Subject: FW: Yamhelas Trail

From: Williams Family <the3williams@hotmail.com>

Sent: Sunday, January 18, 2026 8:38 PM

To: BOC Info <bocinfo@yamhillcounty.gov>

Subject: Yamhelas Trail

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Regarding the Yamhelas Trail-

I am very concerned of the intent of our County Commissioners deciding without our voices being heard, the fate of public land that belongs to us, the public.

We must protect access to county-owned land. This trail would give us safer outdoor access for families and those on bikes, improved physical and mental health, and long-term economic benefits through recreation and tourism. These benefits serve the entire community.

Our elected officials are entrusted to represent the public interest and I am asking them and all those involved in this decision to put their community they represent, first. The majority supports protecting public land, public access, and decisions grounded in facts and fairness.

The Yamhelas Trail belongs to Yamhill County. Let the public decide. Let us vote.

Kim Williams
McMinnville, OR

Sent from my T-Mobile 5G Device
Get Outlook for Android

Sent from my T-Mobile 5G Device
Get [Outlook for Android](#)

Ken Friday

Subject: FW: 19 Jan 2026 Agenda Item I.1 -- Docket G-01-25

From: Rick Marshall <marshallgrande@yahoo.com>
Sent: Monday, January 19, 2026 1:26 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: 19 Jan 2026 Agenda Item I.1 -- Docket G-01-25

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.
Honorable Board of Commissioners:

I write to encourage you to vote against the proposal to amend the Yamhill County Transportation System Plan by deleting the Yamhelas Westsider Trail.

I have reviewed the staff report for the item, and observe that the main criteria of concern is the compatibility of a trail in this corridor with adjacent farm uses. Specifically, the primary concern cited is with the common farming practice of spraying pesticides or herbicides.

I am familiar with two outstanding examples of trails in similar agricultural settings that are coexisting successfully with adjacent farming activities. The primary example most familiar to Yamhill County residents is the nearby Banks-Vernonia Trail.

However, I have direct experience with another trail project, located in another well-known wine region. I had the privilege to work on implementation of the Napa Valley Vine Trail (NVVT) in my work prior to retirement as the Deputy Public Works Director for the County of Napa. The NVVT, when complete, will provide a continuous 47-mile multi-use trail through the heart of some of the most-valuable vineyard land in the world. (33 miles of the trail have been completed to date.) The project was developed in collaboration with the local agricultural community -- grape-growers and wine-makers were literally at the table every step of the way. One of the key elements of its success was the early development of an Ag Respect program, which directly addresses the concern of placing trail users directly adjacent to active agricultural uses. I commend their project website to your reading for further information: <https://www.vinetrail.org/> and in particular, the page on Ag Respect: [vinetrail.org](https://www.vinetrail.org/)

In conclusion, I request that you vote against the proposal to remove the Yamhelas Westsider Trail from the Yamhill County Transportation System Plan. I am confident that issues around compatibility with adjacent farming practices can be successfully mitigated to the satisfaction of all concerned.

Thank you for your consideration of this input.

Rick Marshall
Newberg, Oregon
MarshallGrande@yahoo.com
(707) 738-4977

Ken Friday

Subject: FW: Subject: Preserve the Yamhill County Rail Corridor as a Public Asset

From: Suzanne Meenahan <suzanne.meenahan@gmail.com>

Sent: Monday, January 19, 2026 1:43 PM

To: BOC Info <bocinfo@yamhillcounty.gov>

Subject: Subject: Preserve the Yamhill County Rail Corridor as a Public Asset

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Board of Commissioners,

I am writing as a Yamhill County resident to urge you to keep the former railroad corridor in public ownership and not sell it to private individuals.

This corridor was purchased with public funds for a public purpose. Once sold, it is gone permanently. Retaining it preserves future options for the county and its residents, including potential use as a bike and pedestrian trail serving families, seniors, and communities across Yamhill County. Selling it now eliminates those options and benefits only a limited few, not the broader public.

Keeping the corridor public does not require immediate construction or new county tax funding. Across Oregon, counties have preserved rail corridors first and responsibly developed them later using grants, private donations, nonprofit partnerships, and volunteer stewardship. The decision before you is not whether to build a trail today, but whether to protect or permanently dispose of a publicly owned asset.

Votes like this define a commissioner's legacy. Years from now, this decision will be referenced not by rhetoric used at the time, but by the outcome: whether this Board preserved a rare, continuous public corridor for future generations...or knowingly sold it off despite sustained public concern and opposition.

This vote will be part of the permanent public record, and county residents will remember exactly which commissioners chose privatization over public stewardship.

Thank you for your attention and careful consideration.

Sincerely,

Suzanne Meenahan

Yamhill County Resident

Ken Friday

Subject: FW: January 22nd public meeting Yamhelas Westside Trail to stay in YCTSP

From: Wayne Wiebke <shadypondacre@yahoo.com>

Sent: Monday, January 19, 2026 5:59 PM

To: BOC Info <bocinfo@yamhillcounty.gov>

Subject: January 22nd public meeting Yamhelas Westside Trail to stay in YCTSP

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

To the full board of commissioners,

I am writing to state my objection to the Yamhelas Westsider Trail being taken out of the YCTSP because it will create a situation where Yamhill County will be out of compliance with both LUBA and LCDC goals for having viable safe and accessible multi modal systems that include bicycle and pedestrian use. Widening county roads is not fiscally viable for nor reasonable because condemnation through eminent domain would be necessary as it has been in previous county road expansion or widening. The corridor at issue, which is already in ownership of the county, is the only reasonable path forward to stay in compliance.

In addition the corridor will be lost as a wildlife migratory corridor which is another Oregon land use issue if at some time it were to be sold off as farm land with the potential for the spraying of chemicals toxic to among others, migratory birds.

Wayne Wiebke

1235 NW Driftwood Place

Mcminnville, Oregon 97128

503-435-9120

[Sent from Yahoo Mail for iPhone](#)

Ken Friday

Subject: FW: Yamhelas-Westsider Trail Input

From: Janelle Huserik <huserik@hotmail.com>

Sent: Monday, January 19, 2026 5:59 PM

To: BOC Info <bocinfo@yamhillcounty.gov>; planning@yamhillcounty.org

Subject: Yamhelas-Westsider Trail Input

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Good evening,

My name is Janelle Huserik, and I have been a Yamhill County resident for almost 20 years. I also own property adjacent to the proposed Yamhelas Westsider trail, and have followed the matter for years. I strongly urge the Board of Commissioners to proceed with removing the Yamhelas Westsider Trail from the transportation system plan.

I've been highly disappointed in the management of the Trail plans to date. For example, proceeding to put funds into a bridge without clear oversight or proper authority is very disturbing. It shows clear waste in the use of public funds, and caused a loss of trust in county management. To move forward with not only a Trail, but the potential of light rail, would be disgraceful after the show of management thus far.

I see many opportunities for a more productive use of the land, and more fitting with the "country charm" Yamhill County still has, outside of the current Trail. Personally, I would love the opportunity to purchase the land adjacent to my property, with hopes to expand our farming operation. With farmland dwindling all around us, the rare opportunity to have more in the productive Willamette Valley would be wonderful. This would also keep more money locally, immediately generate income for the county by selling the land along with annual tax income.

Aside from what I read online, there are many people, myself included, that do not support the trail. Those of us that live near the proposed trail have real concerns of trespassing, safety of our crops and livestock, and especially the safety of our children. My husband and I paid a premium years ago for a home out of town to raise our kids in a country lifestyle, and this trail would infringe on that added value by placing strangers regularly in our back yard.

Those that don't live adjacent to the trail have also expressed concerns. Added traffic to the poorly kept roads, lack of benefit for students commuting because of the distance and trail location between Carlton and Yamhill, and concerns of the financial burden on the county.

I've heard comparisons of those against the Trail to those in the past that were against the Newberg Dundee bypass. Landowners' concerns were disregarded for the benefit of the majority. While there is a time and place to prioritize the benefits of the majority, doing so for recreational purposes seems superficial. I don't think it should be precedence to disregard longtime residents whenever a popular new plan comes up.

I do see the value of outdoor recreational space in the county, and I have tried to see the reasons to support a trail, but with the flaws I've seen and concern I've heard, I feel it is overall a much better use of public funds to focus on improving and maintaining existing parks and recreation opportunities.

Please consider these reasons and the true value of the country life Yamhill County still provides, and remove the Yamhelas-Westsider Trail from the county's transportation plan.

Thank you for your time,
Janelle Huserik
Yamhill County resident

Ken Friday

From: BOC Info
Sent: Tuesday, January 20, 2026 10:23 AM
To: Ken Friday; Lance Woods; Tiffanie Willis
Subject: FW: Don't Sell Public Land

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Karen Willard <kwillard7@gmail.com>
Sent: Monday, January 19, 2026 6:09 PM
To: Planning <planning@yamhillcounty.gov>
Cc: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Don't Sell Public Land

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

To Whom This Concerns,

I am in support of trails and protecting our public land. This decision to sell public land was never put before the Yamhill County voters. Please reconsider and think about our community as a whole. We need public, natural places for future generations to come. Please try and think big picture here.

In support and concern,

Karen Willard

“Between stimulus and response there is a space. In that space is our power to choose our response. In our response lies our growth and our freedom.”

— Viktor E. Frankl

Ken Friday

From: BOC Info
Sent: Tuesday, January 20, 2026 10:24 AM
To: Ken Friday; Lance Woods; Tiffanie Willis
Subject: FW: Please support the trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

-----Original Message-----

From: Ken Wessels <kenhwessels@gmail.com>
Sent: Monday, January 19, 2026 6:18 PM
To: BOC Info <bocinfo@yamhillcounty.gov>; Planning <planning@yamhillcounty.gov>
Subject: Please support the trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Commissioners,

I am writing to strongly advocate for the continued preservation and development of the Yamhelas–Westside Trail. This project is undeniably in the public's best interest and provides substantial benefits to the people of Yamhill County.

The trail promotes health, offers safer transportation alternatives, strengthens local businesses, and preserves outdoor access that is essential to community well-being. To abandon or diminish this project would mean losing an invaluable long-term investment in our county's future.

I urge the Commission to stand firmly in support of the Yamhelas–Westside Trail and prioritize the long-term well-being of Yamhill County residents.

I also ask that you keep it in the County Transportation Plan. If changes need to be made regarding the corridor it should be put to a vote of the people not left to the decision of special interest groups and their money!

Thank you for your dedication and thoughtful consideration.

Sincerely,
Kenneth Wessels
McMinnville Or 97128

Ken Friday

Subject: FW: Please preserve the Yamhelas–Westsider Corridor as a Public Trail!

From: Kris Reed <krisreed155@gmail.com>

Sent: Monday, January 19, 2026 6:32 PM

To: BOC Info <bocinfo@yamhillcounty.gov>

Subject: Please preserve the Yamhelas–Westsider Corridor as a Public Trail!

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Yamhill County Board of Commissioners,

I am writing to express my strong support for preserving the Yamhelas–Westsider corridor as a public multi-use trail.

The Yamhelas–Westsider Trail is not simply a recreational path—it is one of the county’s most valuable public assets. For more than a century, this corridor has connected communities as a vital transportation route. Preserving it keeps that historic connection alive while meeting present and future needs.

Maintaining this corridor for public use provides significant benefits, including:

- A safe, off-highway alternative to Highway 47 for families, cyclists, and pedestrians
- Expanded opportunities for recreation, physical health, and community connection
- Economic benefits for nearby towns through tourism, agritourism, and local businesses
- Protection of a transportation and recreation corridor that cannot be replaced once lost
- Ensuring future generations retain access to the lands and infrastructure we inherited

Once a corridor like this is privatized or fragmented, it is gone forever. Preserving it now is a forward-thinking investment in safety, economic resilience, and quality of life for the entire county.

Thank you for your consideration and for your work on behalf of our community.

Sincerely,

Kristen Reed

McMinnville, Oregon

Ken Friday

Subject: FW: In support of bike trail

From: Robin Ricker <robin13bee@gmail.com>

Sent: Monday, January 19, 2026 7:28 PM

To: BOC Info <bocinfo@yamhillcounty.gov>

Subject: In support of bike trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

To whom it may concern:

In support of the rails to trails bike corridor: Please keep this valuable public land public.

My husband and I have spent many miles on rails to trails in northern idaho, washington state, Cottage Grove Oregon, Banks-Vernonia. My husband rode across the USA 2 years ago and loved the Katy Trail, the C & O trail, the Gap and many states including Missori, Pennsylvania, and Washington DC.

The trails are safe ways to be off of highways, often parallel to them, but buffered by vegetation, or other barriers. We have encountered kind, helpful people, small towns with museums, cafe's and simple lodging. We have not encountered any crime, illegal camping or panhandling or trash. We have encountered wetlands, birds, wildlife and interesting landscapes we never would have seen by car.

Access to the out of doors is necessary for healthy communities, free beneficial activities for families, safe commuting to schools, work and lunch in another small town.

We host cyclists from all over the world thru Warmshowers. They are taking on adventures that few attempt--riding their bikes from Banff to Argentina, riding around the world, riding to all the national parks or baseball stadiums, one was riding to breweries to do commercial art.

These are all kind, educated, dynamic people: engineers, educators, computer scientists, medical workers, musicians. Some are trying to figure out life or recovering from illness or loss.

Many have had scary experiences in Yamhill country specifically, very dangerous roads, no should, a truck not giving way on a two lane shoulderless road while blaring it's horn, someone throwing full cans of beer at them from a moving vehicle.

Yamhill County needs this vital trail for all of us including welcoming others.

Sincerely,

Robin Ricker
526 NW 13th Street
McMinnville, OR 97128
971-221-8919

Ken Friday

From: BOC Info
Sent: Tuesday, January 20, 2026 10:27 AM
To: Ken Friday; Lance Woods; Tiffanie Willis
Subject: FW: Yamhelas Trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Paula Strawser <strawserpr@gmail.com>
Sent: Monday, January 19, 2026 7:41 PM
To: BOC Info < bocinfo@yamhillcounty.gov>
Subject: Yamhelas Trail

Spam

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I support the Yamhelas Trail. It is planned for recreational purposes on what is currently public land. Abandoning the trail is a giveaway to private interests. It will bring tourists. It will be a draw for hikers and bikers. What better way to celebrate the beauties of Yamhill County?

Ken Friday

From: BOC Info
Sent: Tuesday, January 20, 2026 10:34 AM
To: Ken Friday; Lance Woods; Tiffanie Willis
Subject: FW: Yamhelas Trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: jgnoland@gmail.com <jgnoland@gmail.com>
Sent: Monday, January 19, 2026 8:52 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Yamhelas Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Rails to Trails are all around Oregon & Washington, and really all over America. This trail would provide a wonderful healthy and free activity for not only Yamhill County residents, but for the multitude of visitors who frequent our area. We already have bike tours that come through the County. Why not provide a healthy source of recreation for all ages of residents, and visitors who may not be part of the County wine scene, and for those who cannot afford the high prices of some of our County restaurants. There are no proven records of farmers suffering adverse affects from these trails, nor are there records of homeless camps springing up. It seems very unfair for a few farmers to have the final say compared to the thousands who would use this trail for recreation & health.

I urge you to keep this trail alive.

Jan Noland
15666 SW Shilo Way
McMinnville OR 97128
971-237-1626

Ken Friday

From: BOC Info
Sent: Tuesday, January 20, 2026 10:35 AM
To: Ken Friday; Lance Woods; Tiffanie Willis
Subject: FW: Support the Yamhelas Westsider Trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Jane Harloff <harloffjane@gmail.com>
Sent: Monday, January 19, 2026 9:07 PM
To: BOC Info <bocinfo@yamhillcounty.gov>; Planning <planning@yamhillcounty.gov>
Subject: Support the Yamhelas Westsider Trail

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I strongly support retaining our public corridor in the TSP, and ultimately building the Yamhelas Westsider Trail.

It is obviously the choice of the majority of voters in Yamhill County, as evidenced by survey results and the numbers of supporters showing up at public meetings.

The fact that two commissioners - and one other who was VOTED OUT of office due to her stance on this issue - can derail this important project based on the false narratives put forth by a few adjacent landowners, is a tragic disservice to our community. The attempt to rush a decision before it is brought to a vote of the people tells you all you need to know about the cronyism, dishonesty, and self-serving policies of Kit Johnston and Mary Starrett.

It's no secret how this "vote" will go on Jan 22. But the people in Yamhill County will never back down from pursuing our right to have the use of OUR public right-of-way.

BRING IT TO A VOTE OF THE CITIZENS!

Jane Harloff
16175 NW Puddy Gulch Rd
Yamhill, OR 97148

Ken Friday

Subject: FW: Jan 22 Meeting

From: Courtney Martin <courtneymartin79@gmail.com>

Sent: Monday, January 19, 2026 10:08 PM

To: BOC Info <bocinfo@yamhillcounty.gov>

Subject: Jan 22 Meeting

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear County Commissioners,

I strongly encourage all Commissioners to vote to keep the Yamhelas–Westsider Trail Corridor and if there will be changes to give citizens of Yamhill County an opportunity to vote on this important issue. The citizens of Yamhill County should make this decision given what a tremendous opportunity this is to provide safe, healthy recreation in our County.

Thank you,
Courtney Martin
McMinnville Resident

Ken Friday

Subject:

FW: Jan 22 Meeting

From: Courtney Martin <courtneymartin79@gmail.com>

Sent: Monday, January 19, 2026 10:08 PM

To: BOC Info <bocinfo@yamhillcounty.gov>

Subject: Jan 22 Meeting

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear County Commissioners,

I strongly encourage all Commissioners to vote to keep the Yamhelas–Westsider Trail Corridor and if there will be changes to give citizens of Yamhill County an opportunity to vote on this important issue. The citizens of Yamhill County should make this decision given what a tremendous opportunity this is to provide safe, healthy recreation in our County.

Thank you,
Courtney Martin
McMinnville Resident

Ken Friday

Subject:

FW: Jan 22nd Meeting comment

From: BOC Info <bocinfo@yamhillcounty.gov>
Sent: Tuesday, January 20, 2026 11:14 AM
To: Ken Friday <fridayk@yamhillcounty.gov>; Lance Woods <woodsl@yamhillcounty.gov>; Tiffanie Willis <WillisT@yamhillcounty.gov>
Subject: FW: Jan 22nd Meeting comment

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Jenn Dederich <jjdederich@gmail.com>
Sent: Monday, January 19, 2026 10:24 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Jan 22nd Meeting comment

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear County Commissioners,

I strongly encourage all Commissioners to vote to keep the Yamhelas–Westsider Trail Corridor.

If there will be changes the citizens of Yamhill County should be given the opportunity to vote on this important issue.

The citizens of Yamhill County have the right to make the decision, it is our community and we want to the opportunity to provide safe, healthy recreation in our County.

Thank you,
Jennifer Dederich
McMinnville Resident

"People forget what you said, people will forget what you did, but people will never forget how you made them feel." - Maya Angelou

Ken Friday

Subject:

FW: Docket G-01-25

From: Lige Dickson <lige.dickson@gmail.com>

Sent: Tuesday, January 20, 2026 3:11 AM

To: BOC Info <bocinfo@yamhillcounty.gov>

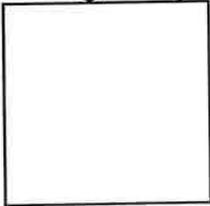
Subject: Docket G-01-25

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I request that all three county commissioners vote to keep the Yamhelas-Westsider Trail corridor in the Transportation System Plan (Docket G-01-25) and respect the people's right to vote for themselves to determine the future use of this valuable resource. The commissioners need to trust that the voters will make the best decision. Don't disenfranchise the voters of Yamhill county.

Best regards,

Elijah Dickson
Newberg, Oregon



Ken Friday

Subject: FW: Save the Trail

From: Mary Bonner <mbonnermqt@gmail.com>
Sent: Tuesday, January 20, 2026 7:34 AM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Save the Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Mary Bonner

9336 SE Eola Hills Road

Amity, Oregon 97101

January 20, 2026

Dear Yamhill County Board of Commissioners,

I am writing this letter in support of the Westsider Yamhelas Trail on our current Yamhill County owned property.

Most of the letters and public testimonies you have received from your constituents have been in favor of the trail, but two of the three of you have bowed down to the special interests who want to annex that land. You have chose to ignore the economic impact the trail will have on our local small businesses and the countless employees who rely heavily on tourism. Furthermore, your decision to sell our county's land rather than allowing voters to decide, will go down in our history as one of largest betrayals of the public trust and your names will for generations be associated with this pivotal moment.

You have this final oppportunity to be courageous amid the minority voices of the special interests.

Sincerely,

Mary Bonner

Ken Friday

Subject: FW: Eloheh Indigenous Center's appeal

From: Kristyn Komarnicki <kkomarni@eastern.edu>

Sent: Tuesday, January 20, 2026 8:14 AM

To: BOC Info <bocinfo@yamhillcounty.gov>

Subject: Eloheh Indigenous Center's appeal

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Yamhill County Board of Commissioners,

I am writing in support of the Eloheh Indigenous Center's request for a religious accommodation, which is scheduled for hearing on February 12.

Indigenous spiritual practice is inherently land-based and communal, often requiring extended gatherings on the land. It cannot be confined to a brief gathering in the way many Christian worship services can.

Edith and Randy Woodley are widely respected educators and authors who have faithfully served Indigenous communities for more than 30 years. I've had the pleasure of learning from them via their books, in-person speaking events, and online teaching/writing for the last 25 years. I am currently in a cohort with them to develop storytelling around the theme of Gospel Hope. These are the kind of people you want to support in every way possible.

True religious freedom means protecting the full expression of all faith traditions, including—and perhaps especially—those whose practices differ from dominant Western Christian models.

I urge you to seek a path that honors and accommodates their sincerely held religious beliefs rather than restricting them.

Respectfully,

[Kristyn Komarnicki](#)

Director of the [Oriented to Love](#) program at
[Christians for Social Action](#)

Ken Friday

From: BOC Info
Sent: Tuesday, January 20, 2026 11:30 AM
To: Ken Friday; Lance Woods; Tiffanie Willis
Subject: FW: Save the Yamhelas Trail Corridor!

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

-----Original Message-----

From: Jana Kolsbun <jkolsbun3@yahoo.com>
Sent: Tuesday, January 20, 2026 8:23 AM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Save the Yamhelas Trail Corridor!

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

The Yamhelas Trail Corridor is PUBLIC LANDS and should not be sold. Especially without a public vote. Please consider the importance of serving the wider public and not just a few opponents with self interest! Let the trail be completed as originally planned.

Jana Kolsbun
McMinnville, OR

Sent from my iPad

Ken Friday

From: BOC Info
Sent: Tuesday, January 20, 2026 11:30 AM
To: Ken Friday; Lance Woods; Tiffanie Willis
Subject: FW: Trails

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Sue <sueinnkeeper@frontier.com>
Sent: Tuesday, January 20, 2026 8:46 AM
To: planning@yamhillcounty.gov
Cc: BOC Info < bocinfo@yamhillcounty.gov>
Subject: Trails

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I am in support of the trails project. I am in the tourism business and over the years that this project has been in the works guest have been excited about a safe place to ride and walk as we are close to the proposed trail.

Highway 47 is dangerous for bike riders and hikers.

It is time to let this project get completed.

Sincerely,

Susan Stein

"Come stay where fine wines are born!"

Yamhill Vineyards Bed and Breakfast
7950 NE Cooper Lane
Yamhill, Oregon 97148
503-662-3840
sueinnkeeper@frontier.com
www.facebook.com/YamhillVineyardsBB
www.yamhillvineyardsbb.com

Ken Friday

From: BOC Info
Sent: Tuesday, January 20, 2026 11:32 AM
To: Ken Friday; Lance Woods; Tiffanie Willis
Subject: FW: Protect our public spaces

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

-----Original Message-----

From: Cheryl Martin <cheryl@martin-iti.com>
Sent: Tuesday, January 20, 2026 8:55 AM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Protect our public spaces

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Good Morning,

I am writing this morning to encourage you to maintain our public lands for the public. Specifically the corridor that was meant to someday be part of the rails to trails system that has been successful all over the country, often referred to Yamhelas Trail project.

This might not be the time financially or have enough community interest to work on this public space for public access but if the lands are sold that means it can never be.

I am a fan of offering as much public spaces and community buildings as possible to encourage people to get outside and to gather and connect socially. These spaces make communities happier and more livable when cared for.

So please protect our public land

Thank you,

Cheryl Martin

Ken Friday

Subject: FW:

From: Susan Huwaldt <shuwaldt78@gmail.com>

Sent: Tuesday, January 20, 2026 11:27 AM

To: Planning <planning@yamhillcounty.gov>

Cc: BOC Info <bocinfo@yamhillcounty.gov>; Bubba King <KingB@yamhillcounty.gov>; starrettm@yamillcounty.gov; Kit Johnston <JohnstonK@yamhillcounty.gov>

Subject:

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

To the Yamhill County Board of Commissioners,

This is the first time I have ever written to a public official. But I write to you today to ask you to keep the Yamhelas-Westsider corridor as part of the Transportation System Plan.

I have lived in McMinnville for 32 years now. My husband grew up here as a 4th generation Oregonian. We raised our 2 boys here and they have remained in town. I have a vivid memory of when I decided that we would not be riding bikes in McMinnville when I was out with one of the boys in a child seat on my bike on Hill Road as cars came dangerously close to us as I hugged the side of the road. I kept my eyes out for other safe roads from our home but never found an easy, SAFE path.

This might seem trivial to some. But as our society moves to a more sedentary lifestyle it is more important than any other time to have low cost options in place for families to remain active outdoors.

As Commissioners the least you could do is to leave the corridor in the transportation system plan and to allow the people of the county to vote on a trail development. Let the people decide whether this is how we want our money spent. I have followed along as the idea of this trail was first talked about, to the grants and lawsuits and to its current state but I have yet to meet someone when asked about the trail tell me they think it's a bad idea.

Please represent the majority of the people of Yamhill County, not just the farmers who have land along the corridor.

Respectfully,

Susan Huwaldt
McMinnville, OR

OPTIONS FOR FOOT OR BICYCLE TRAFFIC.

WE HAVE SPENT MANY PLEASANT HOURS ON SUCH TRAILS UP THE GORGE, AND THE VERNONIA AREA. IT WOULD REALLY BE NEAT TO HAVE ONE IN OUR BACKYARD.

IT IS HARD TO IMAGINE ANY DOWNSIDE TO SUCH A PROJECT FOR YOUNG AND OLD ALIKE. THE PLUSES FAR OUTWEIGH ANY MINUSES!

RESPECTFULLY
Wayne A. Gwilliam

WAYNE A. GWILLIAM
2710 N.W. GREGORY DR.
MC MINNVILLE, OR.
97128

January 20, 2026

To The Yamhill County Board of Commissioners:

I am writing to voice my support for removing the Yamhelas Westsider Trail from the Transportation System Plan. The County has already wasted too many resources on this project, and it is vital that we direct future funds toward other viable projects and maintaining the recreational assets we already have in place.

The Yamhelas Westsider Trail project has been extremely flawed from day one. It's clear that it cannot pass farm impact standards, among a myriad of other issues. Previous Commissioners and County staff put the cart before the horse trying to shove this project through before they had proper land use approval, costing taxpayers thousands of dollars. Please put an end to this money pit for good.

Sincerely,

A handwritten signature in black ink, appearing to read "Cory VanDyke", followed by a horizontal line extending to the right.

Cory VanDyke
Carlton Seed, LLC

Ken Friday

Subject: FW: Yamhales-Westsider Trail

From: John Dolan <oldhplcguru@gmail.com>
Sent: Tuesday, November 11, 2025 11:53 AM
To: Planning <planning@yamhillcounty.gov>
Subject: Yamhales-Westsider Trail

Spam

To: Yamhill County Planning Planning & Development

From: John Dolan
15653 SW Shilo Way
McMinnville, OR 97128

Date: November 11, 2025

Re: Yamhelas-Westsider Trail

I'm writing to urge you not to delete the Yamhelas-Westsider Trail from the future Yamhill County Parks list. Although the majority of the current Yamhill County Board of Commissioners is against this trail, I feel that the historical commissioner support of the trail, as well as the strong grassroots support merit leaving the trail on the list of potential future parks. I see no downside to leaving the trail on the list, whereas dropping it would require much unnecessary work to re-institute its potential value to the county.

I just returned from visiting Vermont, where I saw yet another success story of Rails-to-Trails projects in the 93-mile Lamoille Valley Rail Trail. This trail passes through 18 towns, creating tourism business revenue through lodging, restaurant, and shopping activities. In addition, small businesses have been created supporting guiding and/or transporting bike riders or hikers from one portion of the trail to others. It functions year-round, taking advantage of cycling and hiking in the summer, and snowmobiling and cross-country skiing in the winter.

I've ridden my bike or hiked on Rails-to-Trails projects in several states across the country, the closest being the Banks-Vernonia Trail. On none of those trails have I seen any indication of objection by farmers or interference with their livelihoods. Additionally, these trails typically are very clean, with litter very rare.

Thank you for your consideration.

- John Dolan

John Dolan
15653 SW Shilo Way
McMinnville, OR 97128

oldhplcguru@gmail.com

971-241-0926

Tiffanie Willis

From: BOC Info
Sent: Wednesday, January 14, 2026 9:28 AM
To: Ken Friday; Lance Woods; Tiffanie Willis
Subject: FW: Testimony for TSP meeting 1/22/2026

This is regarding the trail next week.

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: kvn440 <kvn440@yahoo.com>
Sent: Wednesday, January 14, 2026 9:12 AM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Testimony for TSP meeting 1/22/2026

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I am Kevin M. Forsman. I am a Yamhill County constituent and interested party. I reside in NW McMinnville, OR. I believe the "Trail with Rail" project should be removed from the Transportation System Plan. Yamhill County can't afford it, the trail project was ended in 2021, the planning commission voted unanimously to remove it, the trail failed Oregon's farm-impact laws, millions have already been wasted- more should not be wasted, the TSP should reflect current County policy, keeping it in the TSP is unnecessary and misleading, this is administrative cleanup-not relitigation and other cities have already removed unworkable trails.

Sent from my Galaxy

From: Michelle Trachy <michellescouture@gmail.com>

Sent: Wednesday, January 14, 2026 10:25 AM

To: BOC Info <bocinfo@yamhillcounty.gov>

Subject: Save the Yamhelas Westsider Trail!

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

As you consider removing the Yamhelas Westsider Trail from the Transportation System Plan, I would like you to reflect on the many benefits our county can reap from such an asset.

SAFETY

We all know that Highway 47 is not safe for pedestrians and cyclists. The trail would provide a safe and enjoyable space for non motorized traffic and ebikes to travel between McMinnville, Carlton, Yamhill and Gaston, without impeding traffic on the highway.

UTILITIES

If for no other reason it is worth protecting the corridor for future utility needs. Carlton and Yamhill already have water shortages and rural communities need access to broadband. The corridor would provide space for these and other utilities without having to condemn private land for easements.

Rail trails are common in rural settings across the country and even around the world. The nearby Banks-Vernonia trail is a great example of a trail through rural farmlands. It has been an economic boon to the communities without adverse impacts to adjacent farms. There are no homeless camps, crime, litter or trespassing along the trail. It is used by local residents as well as being a destination for more distant users.

The Land Use Board of Appeals has NOT deemed the trail "unworkable". They merely advised that there is more work to be done to mitigate impact to farmers. We CAN do this! Let's work together to find a solution.

Sincerely,
Michelle Trachy
1277 SW Darci Dr
McMinnville, OR

1102 SW Russ Lane
McMinnville, Oregon, 97128
January 19, 2026

Yamhill County Department of Planning and Development
400 NE Baker Street
McMinnville, Oregon 97128

Attn: Yamhill County Board of Commissioners
RE: G-01-25

RECEIVED BY
JAN 20 2026
YAMHILL COUNTY
PLANNING & DEVELOPMENT

Dear Commissioners:

I am opposed to the passage of G-01-25.

The BCC has the authority to initiate this action (ORS 197: Comprehensive Land Use Planning) and public notice was duly given. However, ORS 197 also establishes the Department of Land Conservation and Development and charges it with review of local governments' acknowledged comprehensive plans to ensure land use goals are in compliance with all plans, programs, rules or regulations affecting land use adopted by a state agency. ORS 197.230 lists the conditions for a finding of need for adoption or amendment of county comprehensive land use goals.

The staff report to the Yamhill County Planning Commission gives the need for adoption of G-01-25 as their failure to "make findings to satisfy the Farm Impacts Test in three separate attempts," citing OAR 215.213 (1) or (11), 215.283(2) or (4), and 215.296. Review of the LUBA decisions, which should be part of the evidentiary record, show factual responses and significant good faith efforts of the county to comply with its Comprehensive Plan goals and to work cooperatively to respond to opponents concerns about farm impacts (*Appendix A: Board Order 20-164- Findings in Support of Approval of Docket No G-01-18 on Second Remand and Conditions of Approval*).

Little factual evidence was offered by the opponents although there were concerns about potential oversight of their spraying practices, predictions of illegal uses of the right of way (ROW), and fears of criminal behavior, vagrancy, illegal camping, and "thousands" of out-of-state people littering and trespassing. Worries about possible fires set by vagrants were highlighted in one case, and in the next case objections were raised when the county began constructing a bridge that would allow access to provide fire service. LUBA remands were often on procedural issues like the quality of audio recordings, although audible video recordings were available. Surely responsibility to challenge such allegations lay with the County and the failure to do so is no excuse for withdrawal of the trail from the YCTSP.

Perhaps the most serious omission in the evidentiary record is actual data.

- 1) The number and size of parcels that could be affected is not provided.
- 2) The amount of land currently being planted on the 60' right of way is not documented.
- 3) The type of crops planted on the abutting parcels is not documented.
- 4) The type of sprays used on those specific crops and parcels is not documented.
- 5) The potential harm to humans and animals that can occur by inhaling the sprays that are used is not documented.
- 6) The number of times spraying occurs each year and the duration of the spraying is not documented
- 7) The times of the year the spraying occur is not documented.
- 8) Are farmers spraying on windy days? If so, has any analysis been provided of wind drift distances? There is no documentation.
- 9) What are wind drift distances when spraying is done under approved conditions? This was not documented.

It is not possible to assess harm or damage to farmers, crops, hikers, bikers or hypothetical vagrants when absolutely no data are provided. If spraying only occurs 4 times a year, why should trail use be prohibited for the other 361? Why should the entire length of the trail be deleted from the YCTSP if any documented problems could be addressed by closing the affected section (2.8 miles) on the days spraying is being done? It is very hard to assess harm to farmers and farm practices; hikers, children in strollers, bicyclists and hypothetical vagrants with absolutely no hard data. Neither the trail opponents or the county met an evidentiary standard of providing the necessary data to determine harm to existing farm practices.

Since the Department of Land Conservation and Development (DCLD) is charged with review of proposed amendments to county comprehensive plan, the complete trial record, public statements, testimony, and letters of both the opponents and supporters must be provided to the DCLD to ensure objective evaluation of relevant state and local statutes, factual evidence, goals and policies using available data. failed to be rigorously data-driven in its response to LUBA's remand regarding farm practices.

However, an additional criterion cited in the public hearing notice for G-01-25 includes OAR 660-012 (Land Conservation and Development Department, Chapter 660, Division 12, Transportation Planning). OAR 660 addresses the responsibilities of local governments, i.e., cities and counties, to prepare, adopt, amend and revise comprehensive plans in compliance with goals approved by the DCLD. Throughout Chapter 660, there are multiple references to the importance of incorporating transportation facilities for pedestrians, bicyclists, and disadvantaged persons, e.g., handicapped, into local comprehensive transportation plans. If the Yamhill County Board of County Commissions approves a legislative amendment to the Yamhill County Transportation System Plan (YCTSP), this action must be reviewed by the DCLD to ensure that the county is meeting the acknowledged YCTSP needs, goals and facilities, particularly for bicyclists and pedestrians, as required under OAR 660. Attachment 1 lists relevant portions of Chapter 660 that are considered guiding principles for local transportation plans. Since Chapter 660 is long and complex, I offer these cites as examples of intent and policy while acknowledging all relevant sections of Chapter 660 should be considered.

The YCTSP was adopted under Yamhill County Ordinance 895 on 11/5/2015 and amended in 2018 to include the Yamhelas Westsider Trail. In the YCTSP Executive Summary the following statements are made:

- On page 10, "*Bicycle needs exist where there are higher bicycle and vehicle volumes and the roadway shoulders are either too narrow or not paved. These conditions exist along portions of OR 47 OR 99W, OR 154/Lafayette Hwy, Westside Road, and Old Sheridan Rd. Pedestrian needs exist where the shoulder width standards are not met. Because bicyclists and pedestrians share the roadway with traffic, the needs at these locations will increase as traffic volumes grow in the future.*"(page.8).

-On page 10, in "Goals, Objectives and Evaluation Criteria," desired goals include 2) *Provide for the safety of al (sic) transportation modes, 3), Provide an equitable, balanced and connected multi-modal transportation system, 4) Increase the quality and availability of pedestrian and bicycle facilities, 8) Provide a transportation system that conserves energy and protects and improves the environment, and 9) Coordinate with local and state agencies and transportation plans."*

-On page 12, the county commits to designation of scenic routes.

-On page 12, under "Public Process," the YCTSP states that "*development of the TSP was a collaborative process among the County, ODOT, RIAC, key stakeholders and the community.*"

On page 13, the YCTSP notes "*There was also general interest in ensuring that bicycle and pedestrian improvements would be included in the TSP. A second open house was held on December 11, 2014 to provide an opportunity to the public to comment to comment on proposed improvement options for 21 priority roadway improvement locations and a list of proposed bicycle/pedestrian improvements.*" At the same open house "*There were also several comments about the general importance of adequate shoulders and the need to safely accommodate bicyclists.*" At the conclusion of this section, the summary notes... "*these improvement will benefit the entire population.*"

On page 24 under "Bicycle and Pedestrian Improvements," the YCTSP notes that "*The recommended bicycle and pedestrian improvements are located throughout the County and consist mainly*

of shoulder widening and/or paving to accommodate bicycle and pedestrian use. In some cases, lane widening is also recommended because having adequate lane width for vehicle traffic also improves safety for bicyclists and pedestrians. In addition to the shoulder and lane widening improvements, the Yamhela's (sic) Westsider Trail is also recommended, which will run parallel to OR 4 between OR99W and Gaston."

Appendix B to the YCTPS provides actual data, although it is not current nor is it particularly helpful in determining if Yamhill County has met the rules and requirements of Chapter 660. Yamhill County claims to satisfy the requirement for pedestrian and bicycle facilities by designating its rural roads as bicycle routes, despite lacking adequate shoulders, appropriate width, or designated bike or pedestrian lanes. Further, many of these same roads are identified as usable by freight trucks and heavy farm machinery. Despite a commitment to widen shoulders on these roads, the county has provided no updated information as to where, or if, this has actually occurred. Therefore, it is difficult to ascertain if there are any routes in the county dedicated for protected pedestrian and bicycle lanes that are safe, particularly for children or handicapped individuals. The only amendment to the YCTSP relating to pedestrian and bicycle facilities was Ordinance 880 which supports development of the Yamhelas Westsider Trail (Ordinance 880).

I request that the hearing regarding amendment of the YCTSP be continued until the county can provide 1) an inventory of "safe and convenient" bicycle and pedestrian networks, expressed in terms of miles and showing points of access; 2) document the location and number of injuries and deaths that have occurred on county roads since 2011; and 3) provide an inventory of county roads that have either defined bicycle lanes, pedestrian paths, or adequate shoulders to meet the "safe and convenient" standard set by OAR 660-012 and the goals and objectives of the YCTSP.

In summary, a thorough and careful evaluation of both land use and transportation issues and laws is necessary to objectively determine whether or not the Yamhill Board of County Commissioners is a) compliant with its own transportation plan and b) acting in the best interests of the general public as required under OAR 660. An additional consideration is the economic impact to the general public; \$1.7 million taxpayer dollars were expended to purchase the right of way and additional costs will be incurred if state and federal grant monies need to be refunded from the county budget. Since some of the opponents to the trail have openly expressed their desire to both continue to use the public right of way for their personal use and to potentially own the property in question, it is not surprising that supporters of the trail are seeking a public referendum on the matter.

In my opinion, the Yamhill BCC is on shaky ground, factually, legally and ethically in its hasty decision to remove the Yamhelas Westsider Trail from the YCTSP. Financially, the decision causes a needless economic burden to the citizens while depriving people of all ages and abilities the opportunity enjoy a public right of way in a safe and convenient setting. The matter should be continued until the county can present actual evidence regarding its compliance with the requirements of OAR 660, current data on death and injuries incurred by bicyclists on county roads, and be specific about its plans to "pursue other projects." Framing the decision as primarily a land-use issue is disingenuous, as any thorough reading of the YCTSP, the evidentiary record and state statutes will confirm. I oppose passage of G-01-25.

Sincerely,

A handwritten signature in black ink, appearing to read "Margaret Cross", written in a cursive style.

Margaret Cross

660-012-0605 (3) Bicycle system inventories must include the crash risk factors of inventories bicycle facilities, including but not limited to speed, volume, separate and roadway width. Bicycle system inventories must also include the location of all reported injuries and deaths of people on bicycles. This must include all reported incidents from the most recent five years of available data prior to the year of adoption of the bicycle system inventory.

Bicycle System Requirements 660-012-0610

This section should be considered in its entirety. The underlying requirements are detailed in 660-012-0610 (1): This rule describes the minimum planned bicycle facilities that must be included in plans. Cities or counties may choose to exceed the requirements in this rule. Cities and counties may choose to apply bicycle functional classifications to bicycle facilities.

660-012-0610 (2): Cities and counties shall plan for a connected network of bicycle facilities that provides a safe, low stress, direct, and comfortable experience for people of all ages and abilities. All ages and abilities include: see (a) through (h) for the comprehensive listing.

Bicycle System Projects 660-012-0620

This section should be considered in its entirety

ATTACHMENT 1

The following statements are excerpted, with reference, from OAR Chapter 660, Division 12, Transportation Planning. They relevant insofar as they address state transportation goals, purposes, and requirements that apply to both cities and counties. Any amendment to the existing YCTSP should be reviewed within the context of all applicable OAR Chapter 660 rules and regulations as well as

Purpose

660-012-0000 (1) (c) - (To) provide a transportation that serves the mobility and access needs of those who cannot drive and other underserved populations.

660-012-000 (1) (d) - (To) provide for affordable, accessible and convenient transit, pedestrian, and bicycle access and circulation, with improved connectivity to destinations people want to reach such as education facilities, workplaces, services, shopping places of worship, *parks, open spaces*, and community centers. (emphasis added)

660-012-0000 (1) (k) - Identify how transportation facilities are provided on rural lands consistent with statewide planning goals.

660-012-0000 (3) - For all communities, the mix of planned transportation facilities and services should be sufficient to promote economic, sustainable, and environmentally sound mobility and accessibility for all Oregonians.

Elements of Transportation System Plans 660-012-0020

660-012-2020(2)(a)(D)(a) - (The TSP shall include the following elements:) - a bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area. The network and list of facility improvements shall be consistent with the requirements of ORS 366.514.

660-012-2020 (3) - (Each element identified in subsections (2)(b)-(d) of this rule shall contain): An inventory and general assessment of existing and transportation facilities and services by function, type, capacity and condition:

Transportation Project Development 660-012-0050

660-012-0050 (5) If a local government decides not to build a project authorized by the TSP, it must evaluate whether the needs that the project would serve could otherwise be satisfied in a manner consistent with the TSP.

Transportation Improvements on Rural Lands 660-012-0065

This section should be considered in its entirety and care taken to ensure that the county, in requesting an amendment, has met statutory requirements.

Key Destinations 660-012-0360

660-012-0360 (1) Cities and counties shall use the best available data to identify key destinations for purposes of coordinated land use and transportation planning.

660-012-0360 (1) (f) Parks, recreation centers, paths, trails and open spaces;

Pedestrian Systems Projects 660-012-0520

This section should be considered in its entirety, with particular focus on the requirements listed in (1), (2), (3) (a), 3(b), 3 (d), 3(e), 3 (f), 3(g), and (4)

Bicycle System Planning 660-012-0600

This section should be considered in its entirety, with particular focus on (1) (a), (3) (a), and (4)

Bicycle System Inventory 660-012-0605

660-012-0605 (1) Bicycle system inventories must include information on bicycle lanes, bicycle routes, accessways, paths, and other types of bicycle facilities, including pedestrian facilities that may be used by bicycles. Inventories must include information in width, type, and condition.

Re: Docket G-01-25, regarding the proposal to remove the Yamhelas Westsider Trail from the County Transportation System Plan.

Dear Yamhill County Commissioners,

I strongly oppose removing the Yamhelas Westsider Trail project from the county's Transportation System plan.

The Yamhelas Westsider Trail effort was begun by a group of local citizens, after a child was hit and killed while walking along highway 47. They wanted to create a safe space for walkers, bicyclists and equestrians to get around, to get exercise, and to engage with their community.

That was decades ago, and there is still no safe route between our communities, while traffic on the roads has gotten even more dangerous. I live near Carlton and have grandkids in Newberg. They love to ride bikes, but there is nowhere in our county where we can safely go ride together.

In addition to safety considerations, trails have been proven economic boons for rural communities. Locally, look at Vernonia, Oakridge and Cottage Grove to see how trails have benefitted rural Oregon communities.

The trail forwards goals 2, 3,4, 6 and 8 of the Transportation System Plan, addressing safety, multi-modal transportation, transportation equity, economic development, potential energy conservation and environmental improvements.

Yamhill County residents have shown widespread support for the trail. A 2021 public opinion survey showed that 64% of Yamhill County residents supported developing the trail, while only 16% opposed it. Supporters have written letters, signed petitions and attended rallies.

A small but vocal group opposes the trail. They say they were not included in planning, which is not true. There have been at least 12 large public meetings, workshops and public hearings. Notices were sent to adjacent landowners using County tax records to locate them. In addition, FYWT board members met personally with and had email and phone conversations with concerned property owners numerous times to answer questions and address specific concerns.

Some adjacent landowners participated in the process early on, even coming up with potential solutions to their issues. Others declined to participate, then complained later they hadn't been included.

The Friends of the Yamhelas Westsider Trail's information booth has been at more than 30 festivals, farmers markets and other community events. Friends of the Yamhelas Westsider Trail also holds a public Annual Meeting every year.

Public input surveys were done in 2013 as part of a grant process and in 2015 as part of the Concept Plan process, and, as mentioned, in 2021.

Some opponents say that LUBA ruled the trail is illegal. In fact LUBA said exactly the opposite—that they did not think the trail was prohibited by the Farm Impacts Standard, and they declined to reverse the conditional use permit, issuing a remand instead. Opponents say that somehow our circumstances are so unique, that even though thousands of miles of trails have been successfully developed in agricultural areas around the country, somehow we here in Yamhill County just can't figure it out. That is disingenuous and insulting.

They'll point to the Springwater Trail in Portland and its homeless camps problem. But Portland has a homeless camping issue that is not specific to trails. If you look at the Trolley Trail, in Milwaukie right next to Portland, there are not homeless camps, nor are there camps on the Banks-Vernonia, the Row River, the Monmouth-Rickreall or other Oregon trails.

There are numerous studies that show that trails can and do peacefully co-exist in agricultural areas, and many examples of how to approach trail development to make it work for everyone. LUBA has in essence provided guidance on specific items to be addressed.

The county was in the midst of that detailed level of planning, through a grant-funded master plan, when commissioners decided to pull out of the process and even to rip out a nearly-completed bridge, all of which cost the county a million dollars. Now you're talking about taking the trail out of the TSP, presumably to be able to sell off sections of publicly owned property and killing the trail forever. This would probably prompt ODOT to request a refund of the \$1.4 million it paid for acquisition of the right-of-way.

If the concern is really, as stated, language about future rail use, then remove that language, but don't use that as an excuse to remove the bicycle/pedestrian trail and endanger a valuable public asset.

This property has been a transportation corridor since the railroad bought it more than 150 years ago. It was not taken from the current adjacent landowners. County commissioners who oppose the trail have said they don't oppose all trails, just this trail, in this place. Yet they have thwarted every trail project in the county in recent years. And where would it make more sense to put a trail, than on an existing transportation corridor?

In addition to potential trail usage, this public property is an important corridor for other future possibilities, like utility lines and fire suppression access. Allowing this right-of-way to be broken up would be shortsighted and a waste of taxpayer dollars.

You already know all of this, so please do the right and sensible thing for our community, and keep the Yamhelas Westsider Trail in the county's Transportation System Plan.

Thank you for your consideration.

Sincerely,

Veronica Hinkes
Carlton, OR

Ken Friday

From: BOC Info
Sent: Tuesday, January 20, 2026 3:32 PM
To: Planning
Subject: FW: Tangela's Westsider Trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

-----Original Message-----

From: April Bacewich <Bacewich@comcast.net>
Sent: Tuesday, January 20, 2026 12:56 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Tangela's Westsider Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I am a Yamhill County Resident for 8 years. Moved to this country specifically to remove my family from the negative impacts of METRO and Washington Counties misguided decisions and policies including the gross misuse of tax dollars.

I 100% support to removal of the Yamhelas Westsider Trail to be removed from TSP. I DO NOT want to throw more tax dollars into this. I DO NOT want Lightrail in the county.

I 100% want the issue of the Yamhelas Trail to be removed from the agenda. It was already voted down in 2021 and that decision needs to stand!

I 100% support the sovereignty of farm land protection laws, and the rights of Farmers and personal property owners in this region.

I DO NOT support the mass amounts of vineyards, wineries, and their profit based ideologies, some of which, are owned by companies outside the state. I'm not talking about the Mom and Pop 20 acres of grapes. I'm talking about the mass corporate grab a farmlands and crop production in this county and who I believe are funding this resuscitation of an issues already resolved.

I DO NOT support any Commisioner or elected representative who is voting to continue to debate this, cause chaos, waste time and resources.

Regards,
April Bacewich
Newberg OR

Ken Friday

From: Planning
Subject: FW: Written Comment: proposed YWT trail

-----Original Message-----

From: Matt Saager <mwsaager@gmail.com>
Sent: Tuesday, January 20, 2026 2:29 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Written Comment: proposed YWT trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Hello,

As a citizen of and voter in Yamhill County, I am writing to express my opinion regarding the Yamhelas Westsider Trail (YWT).

This proposed trail has many negative implications that cannot be overstated:

- The trail will have a dramatically negative impact on the farmers along the route, both those directly adjacent and nearby the trail. During trail construction and throughout the life of the trail, the rural farmers will pay the price for a few urbanites who want a more convenient travel path.
- The trail will become a vagrant superhighway, similar to trails adjacent to other urban areas. This path will allow vagrants to more easily spread outward into rural areas, where they can squat on public or private land with less chance to be observed. There is no political willpower in Yamhill County to deal with vagrancy, so we should not encourage them to spread their camps, and garbage throughout rural Yamhill County.
- Along with the vagrants will come crime. The trail will encourage easy access for criminals to move freely and unobserved throughout the rural areas. The limited resources of our county law enforcement will be even more stretched, dealing with the criminals that move outward from urban areas, and come into the county to use the trail.
- This effort has always centered around the desire for those in urban areas to be able to "experience nature" on a trail through the farmland. But they do not understand (or more accurately simply do not care) that their desire to play, will effect those in rural areas who have work to do on their farms. Perhaps urban folks should build some trail systems in urban areas, where they can play to their heart's content.

To summarize, this proposed vagrant superhighway is a terrible idea which has been stopped multiple times. Now is the opportunity to stop it for good. Sell this surplus property, and stop the criminal-vagrant-trail once and for all.

Thank You,

Matt Saager
mwsaager@gmail.com

Commissioners Johnston, Starrett and King

What's the hurry?

Why must this Corridor be removed from the TSP right now? Isn't there time to address the issue of Farm Impact if the County took the lead and did a more transparent and thorough job than last time? I believe this land should be held for future use. Once removed, the Corridor potential is gone forever. My testimony focuses on two areas:

- 1) Tourism benefit
- 2) Recreation and the link to the County Parks system

I've been a winegrape and apple farmer in Yamhill County for 32 years and I've held leadership roles in both Yamhill-Carlton and the Eola Amity Hills grower groups. I'm familiar with how both of my farms impacted my neighbors and engaged in acceptable practices and good communication to eliminate any conflicts.

An Economic Travel Impact study prepared for Travel Oregon states that \$161 million was spent by visitors to Yamhill County in 2024. An average person-trip lasted 2.2 days. These tourist visits created county revenue and supported local jobs. Can't we increase this dollar amount by offering visitors something to do besides wine tasting?

When considering the Recreation factor, I will reference the recently adopted Yamhill County Parks System Plan (PSP). The PSP is a public document found on the Parks page of the County website. **While I am a member of the Yamhill County Parks Advisory Board, I am presenting this testimony as an individual resident, not as a representative of the Advisory Board.**

Recreational factors (among others) regarding removal of the Corridor:

- It would hamper the ability to achieve two of the Goals identifies in the Parks System Plan:
 - Distinctive Park Lands and Experiences
 - Responsible Recreation and Tourism
- It would remove a large opportunity for walkers and hikers, which were listed as the #1 most popular activity by survey respondents.
- It would remove alignment with the Plan's focus on strategic land ownership
- It would maintain the poor comparison of County Parkland to neighboring counties. Per 1,000 residents, Yamhill County has 13% of the parkland compared to Benton County and 11% of the parkland in Linn County. The Corridor could eventually become parkland if we can successfully address the Farm Impact issues identified in the 2020 LUBA decision.

In closing, I encourage Yamhill County to publicly share its reasoning for removal of the Corridor. Is there a financial reason for such action that should be shared with local residents? At the very least, couldn't this issue be forwarded to the voters? **Can't we take some time and do better? What's the hurry?**

Carla Chambers

2984 SW 2nd, McMinnville, OR 97128, 503-883-1697

Ken Friday

From: BOC Info
Sent: Tuesday, January 20, 2026 3:40 PM
To: Planning
Subject: FW: Yamhelas-Westsider Trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Judi Herubin <valleycreekfarm@gmail.com>
Sent: Tuesday, January 20, 2026 3:05 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Cc: Planning <planning@yamhillcounty.gov>
Subject: Yamhelas-Westsider Trail

Spam

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Commissioner Starrett, Commissioner Johnston and Commissioner King:

I am writing today to express my support for the Yamhelas-Westsider Trail and continued protection of our public lands for the use by the public. I have seen first hand the positive impact public trail projects have had on the communities they serve including offering long-time residents a healthy outlet for recreation, attracting new residents by offering desired activities in the local area, and a significant economic boost for businesses near and associated with trail activities. In addition, the Yamhelas-Westsider Trail would offer a unequalled opportunity for local farmers like myself to educate the public about the vital work they do in the area with educational information on promotional materials regarding the trail as well as through informational signage along the route.

Sincerely, Judi Herubin

Ken Friday

From: LANA MCKAY BROWN <lmckay540@hotmail.com>
Sent: Tuesday, January 20, 2026 3:43 PM
To: BOC Info
Cc: Planning
Subject: Feedback on Yamhelas-Westsider Trail Vote

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Commissioners Johnston, Starrett and King,

Greetings and thank you for your service to Yamhill County. Our comments are directed toward the decision you will be making at the Commissioner's meeting on January 22, 2026 regarding the sale of the public land proposed for the Yamhelas-Westsider Trail.

We are curious as to why this decision needs to be made on the 22nd, especially since it has been approved to go before the voters in either May or November. As you know from the massive turnout at the Planning Committee meeting, many interested voters would like the opportunity to have this decision made by the citizens of this county, and you have the ability to allow that to happen.

Going forward, allowing the citizens to vote on the Yamhelas-Westsider Trail would provide you with an opportunity to prove you represent ALL the citizens of Yamhill County and are not acting or voting on behalf of special interests or deep pocket constituents. We believe you must want your actions to reflect those of public servants willing to abide by the choices made by the citizens of the County that elected you and trust that you are working in their best interests, even if those choices do not reflect what you would desire privately.

We strongly encourage you to vote NO, or defer the vote entirely, going forward with the sale of this public land until after the citizens of Yamhill County have the opportunity to vote on the ballot measure.

Thank you,

Lana and Barry Brown
2664 NE Cole Avenue
McMinnville, OR 97128

Ken Friday

From: Judi Herubin <valleycreekfarm@gmail.com>
Sent: Tuesday, January 20, 2026 3:05 PM
To: BOC Info
Cc: Planning
Subject: Yamhelas-Westsider Trail

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Dear Commissioner Starrett, Commissioner Johnston and Commissioner King:

I am writing today to express my support for the Yamhelas-Westsider Trail and continued protection of our public lands for the use by the public. I have seen first hand the positive impact public trail projects have had on the communities they serve including offering long-time residents a healthy outlet for recreation, attracting new residents by offering desired activities in the local area, and a significant economic boost for businesses near and associated with trail activities. In addition, the Yamhelas-Westsider Trail would offer a unequaled opportunity for local farmers like myself to educate the public about the vital work they do in the area with educational information on promotional materials regarding the trail as well as through informational signage along the route.

Sincerely, Judi Herubin

Ken Friday

From: TRAILS PAC <hello@trailspac.org>
Sent: Tuesday, January 20, 2026 3:55 PM
To: Planning
Cc: Trails Pac; BOC Info
Subject: Missing public testimony in packet for docket G-01-25
Attachments: SaveOurTrail-Petition-2025-12-03.pdf

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

On December 4, 2025, our PAC director hand delivered to the Planning Director 843 online petition entries including public comment. This was also emailed in advance of the first hearing to the planning department on December 3 at 2:46PM. This collected public comment has not appeared in the packets for Docket G-01-25, depriving the public of their voice and the commissioners of the opportunity to consider the public's input in their deliberations.

We respectfully request that the submitted entries be included in the record as part of the hearing packet. Below, please find our original email and attachment.

~TRAILS PAC

=== FWD ===

TRAILS PAC <trailspac@gmail.com>
to: planning@yamhillcounty.gov
cc: TRAILS PAC <trailspac@gmail.com>
date: Dec 3, 2025, 2:46 PM
subject: Submission of 843 Petition Entries in Support of Protecting the Yamhelas–Westsider Trail (Docket G-01-25)
mailed-by: gmail.com

Dear Yamhill County Planning Commission Members,

On behalf of TRAILS PAC, we respectfully submit 843 petition entries collected through SaveOurTrail.com urging Yamhill County to protect the existing Yamhelas–Westsider Trail corridor and keep it in the County Transportation System Plan.

These signatures represent residents from across Yamhill County and the broader region who care deeply about safe transportation options, rural vitality, and protecting publicly owned assets. Again and again, petitioners emphasized that this corridor is a once-in-a-generation opportunity to create a safe route for walking and biking, reduce conflicts on Highway 47, strengthen small-town economies, and provide healthy, affordable recreation for families, seniors, and youth.

Removing this corridor from the TSP would close the door on those opportunities and undermine the County's long-term transportation, economic, and public-health goals. The public is asking—clearly and in large numbers—for the chance to move forward through a collaborative planning process rather than abandoning a valuable public right-of-way.

We ask that these 843 entries be included in the record for Docket G-01-25 and given full consideration as the Commission evaluates this proposed amendment.

Thank you for your service and for your attention to the voices of the community.

Sincerely,

Matt Dolphin

on behalf of

TRAILS PAC #24439

Transportation, Recreation, and Agritourism Infrastructure for Livability & Sustainability

Ken Friday

From: Planning
Sent: Wednesday, January 21, 2026 8:27 AM
To: 'TRAILS PAC'
Cc: Trails Pac
Subject: RE: More missing written testimony in packet for Docket G-01-25

<https://yamhillcounty.gov/1294/Removal-of-Yamhelas-Trail-from-the-TSP>

Both petitions are part of the record, were presented to the Board of Commissioners, and can be found at the above link.

From: TRAILS PAC <hello@trailspac.org>
Sent: Tuesday, January 20, 2026 4:11 PM
To: Planning <planning@yamhillcounty.gov>
Cc: BOC Info <bocinfo@yamhillcounty.gov>; Trails Pac <trailspac@gmail.com>
Subject: More missing written testimony in packet for Docket G-01-25

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

On Dec 3, 2025 at 3:47PM, our PAC director sent an email to the planning department with an attachment containing 3681 signatures to a change.org online petition in support of the Yamhelas Westsider Trail. This email and attachment have not appeared in the packet for Docket G-01-25. Public engagement, including the public's right to provide written testimony and petition their electeds and appointeds, is an essential component of the land use planning process. We are deeply concerned that this collected public input was not included in the packets for commissioners to consider prior to their deliberations.

We again respectfully request that they be included as part of the record along with this email. The original email and attachment are provided below.

~TRAILS PAC

=== FWD ===

from: TRAILS PAC <trailspac@gmail.com>
to: planning@yamhillcounty.gov,
 bocinfo@yamhillcounty.gov
bcc: trailspac@gmail.com
date: Dec 3, 2025, 3:47 PM
subject: Additional 3,681 Petition Entries Supporting the Yamhelas–Westsider Trail (Docket G-01-25)
mailed-by: gmail.com

Dear Planning Commission Members,

As a follow-up to our earlier submission of 843 SaveOurTrail.com petition entries, TRAILS PAC is also providing 3,681 petition signatures collected on Change.org between 2021–2025, all urging Yamhill County to protect and complete the Yamhelas–Westsider Trail.

These signatures reflect years of sustained public support for preserving this public corridor, improving safety along Highway 47, and creating accessible walking and biking connections for our rural communities.

Please include the attached petition entries in the official record for Docket G-01-25.

We call on you to preserve the Yamhelas-Westsider Trail Corridor within Yamhill County's Transportation System Plan and to urge the Board of Commissioners to engage the entire public in meaningful dialogue and collaboration around the best use for our public land.

Thank you again for your time and for considering the strong and long-standing public interest in this project.

Sincerely,

Matt Dolphin

on behalf of

TRAILS PAC #24439

Transportation, Recreation, and Agritourism Infrastructure for Livability & Sustainability

Ken Friday

From: Planning
Subject: FW: Feedback on Yamhelas-Westsider Trail Vote

From: LANA MCKAY BROWN <lmckay540@hotmail.com>
Sent: Tuesday, January 20, 2026 3:43 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Cc: Planning <planning@yamhillcounty.gov>
Subject: Feedback on Yamhelas-Westsider Trail Vote

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.
Commissioners Johnston, Starrett and King,

Greetings and thank you for your service to Yamhill County. Our comments are directed toward the decision you will be making at the Commissioner's meeting on January 22, 2026 regarding the sale of the public land proposed for the Yamhelas-Westsider Trail.

We are curious as to why this decision needs to be made on the 22nd, especially since it has been approved to go before the voters in either May or November. As you know from the massive turnout at the Planning Committee meeting, many interested voters would like the opportunity to have this decision made by the citizens of this county, and you have the ability to allow that to happen.

Going forward, allowing the citizens to vote on the Yamhelas-Westsider Trail would provide you with an opportunity to prove you represent ALL the citizens of Yamhill County and are not acting or voting on behalf of special interests or deep pocket constituents. We believe you must want your actions to reflect those of public servants willing to abide by the choices made by the citizens of the County that elected you and trust that you are working in their best interests, even if those choices do not reflect what you would desire privately.

We strongly encourage you to vote NO, or defer the vote entirely, going forward with the sale of this public land until after the citizens of Yamhill County have the opportunity to vote on the ballot measure.

Thank you,

Lana and Barry Brown
2664 NE Cole Avenue
McMinnville, OR 97128

Ken Friday

From: carol foleyresearch.com <carol@foleyresearch.com>
Sent: Tuesday, January 20, 2026 5:00 PM
To: Kit Johnston; Mary Starrett; Bubba King
Cc: Planning; BOC Info
Subject: Yamhelas Westsider Trail
Attachments: CRPD Project Executive Summary.pdf

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

To all,

Please reconsider taking off the Yamhelas Westsider Trail as a potential use of the abandoned rail corridor between Gaston and McMinnville. This corridor should be kept on the County's Transportation Plan, especially for the development of a multi-use trail. Even if people did not support development of a trail now, which they DO support, the Commissioners as stewards of the future, would protect this corridor as it was originally intended for transportation. As you already know, an objective survey in 2021 demonstrated that people do support the addition of a trail in that corridor now. If the master plan (discontinued by your board) had been finished, the concerns that had been expressed about the trail would have been highlighted, and recommendations made on how to address those concerns. Other trails throughout the nation on abandoned rail lines have successfully involved the community in a problem-and-solution process. There is no reason why that cannot happen in Yamhill County.

No reasons for taking the trail off the Transportation Plan have been given, except accusations that it is simply because a small number of farmers along the route who do not want the trail have made significant donations to some commissioners' campaigns. I hope that is not true. That kind of dealing is not what Yamhill County voters deserve.

Carol Foley
Yamhill, OR



**CRPD PROJECT
SURVEY RESEARCH REPORT
EXECUTIVE SUMMARY
AUGUST 3, 2021**

The following survey research report provides some valuable information regarding the public's perception of recreational opportunities in Yamhill County and a proposal to develop the Yamhelas Westsider Trail into a multi-use trail. This report should assist proponents in their planning and decision-making process in regard to the proposal.

Below, Nelson Research has highlighted the key results of the survey research report. Throughout this executive summary, Nelson Research identifies "key" demographics for many of the questions. Key demographics are those subgroups that respond at a higher percentage rate than the total sample for any given response. The key demographic groups for any given opinion are not necessarily the only subgroups in the survey who share that opinion. They are, however, the ones that hold that opinion most strongly.

A total of 400 respondents were interviewed between July 15 and July 22, 2021. The margin of error for this survey is +/-4.9% at the 95% level of confidence.



A large percentage of respondents, 61%, were older voters (45+ years old). It is important to note that this age demographic makes up a large majority of frequent voter groups (voters that voted in at least 3 out of the last 4 elections, or voted in all 4 of the last 4 elections). In addition, 59% of respondents were frequent or perfect voters (voters that voted in at least 3 out of the last 4 elections, or voted in all 4 of the last 4 elections).

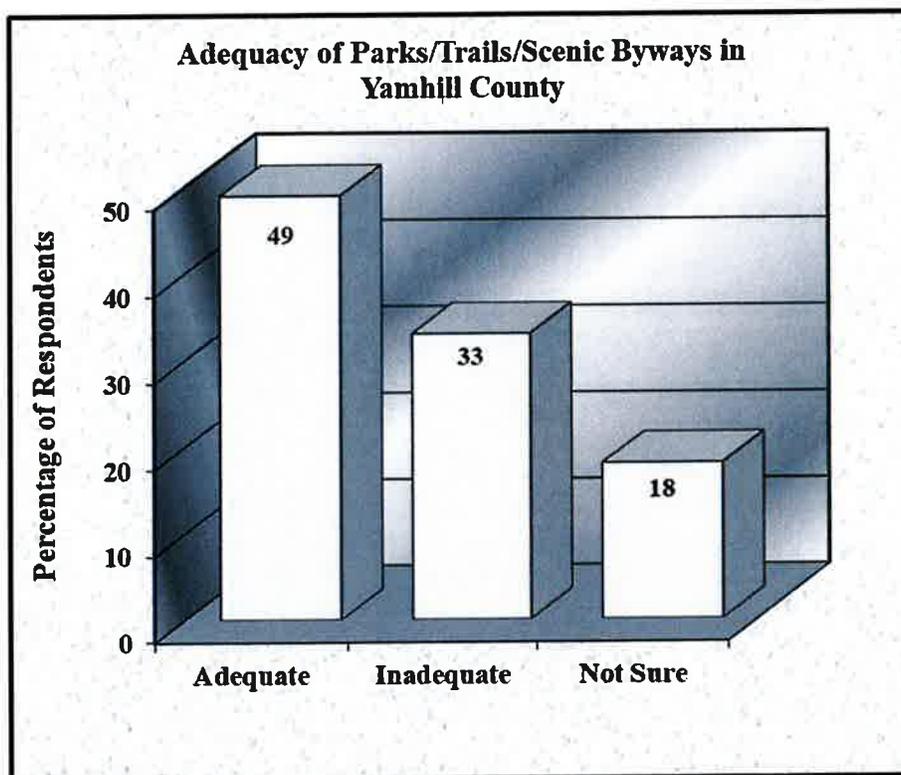
The reader can view the total percentages for each demographic group in the cross-tab report.

Not all open-ended responses are reflected in this summary. All open-ended responses can be found in the full open-ended report.

In addition, not all responses within this report total 100%. This is not due to any error, but because fractions of percentages have been rounded up or down.

ADEQUACY OF RECREATIONAL PARKS/TRAILS/SCENIC BYWAYS IN YAMHILL COUNTY

Slightly less than half of respondents, 49%, believed the number of recreational parks, trails and scenic byways available in Yamhill County for walking, bicycling, or horseback riding were adequate (very adequate-21%, somewhat adequate-28%), while 33% believed the number of recreational areas were inadequate (somewhat inadequate-17%, very inadequate-16%). Another 18% were not sure.



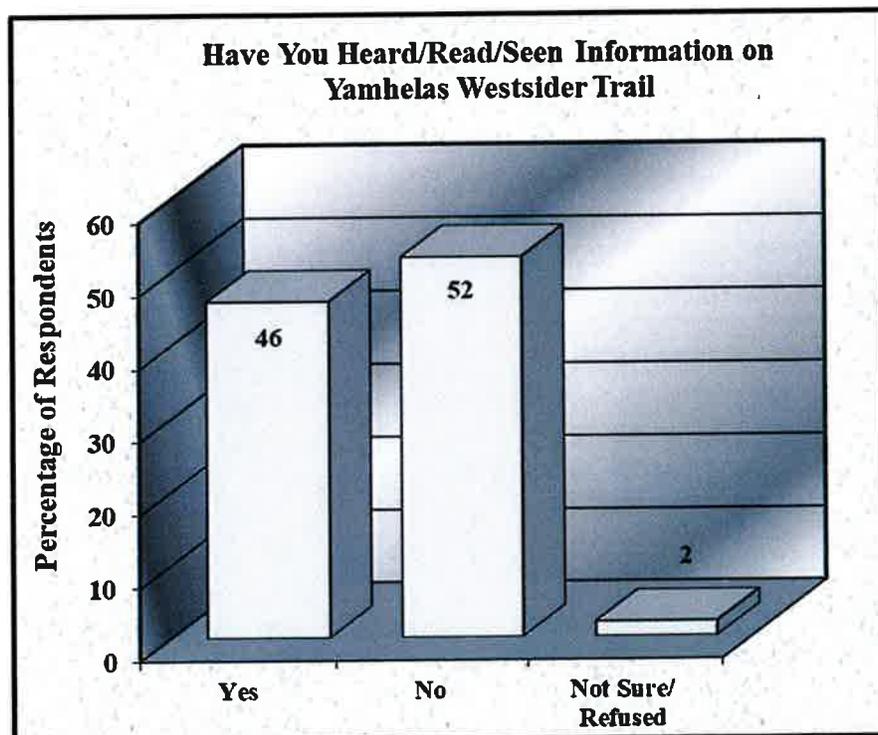
Key demographics that believed the number of recreational parks, trails and scenic byways were adequate were females (52%), 18-34 years old (63%), Independents/Others (52%), Republicans (50%), voters in 1 out of 4 elections (62%), 3 out of 4 and 4 out of 4 elections (50%), and other areas (50%).

Key groups that believed the number of recreational parks, trails and scenic byways were inadequate were males (34%), 35-44 years old (42%), 45-59 and 60+ years old (35%), Democrats (38%), non-voters (52%), voters in 2 out of 4 elections (40%), and Yamhill-Carlton SD (41%).

Key demographics that were not sure were males (21%), 18-34, 45-59 and 60+ years old (20%), Republicans (21%), voters in 3 out of 4 elections (20%), 1 out of 4 and 4 out of 4 elections (19%), and other areas (19%).

KNOWLEDGE ABOUT DEVELOPMENT OF YAMHELAS WESTSIDER TRAIL

Slightly over half of respondents, 52%, said they had **not** heard, read or seen any information about the development of the Yamhelas Westsider Trail, while 46% had. Another 2% were not sure.



Key demographics that had **not** heard, read, or seen information regarding the development of the Yamhelas Westsider Trail were males (53%), 18-34 years old (71%), 45-59 years old (53%), Independents/Others (60%), Republicans (55%), voters in 1 out of 4 elections (68%), 2 out of 4 elections (62%), non-voters (60%), and Newberg/Dundee SD (63%).

Key groups that had heard, read, or seen information regarding the development of the Yamhelas Westsider Trail were females (48%), 35-44 and 60+ years old (54%), Democrats (61%), voters in 4 out of 4 elections (58%), 3 out of 4 elections (48%), and Yamhill-Carlton SD (72%).

Main information heard/read/seen regarding trail were: (46% of all respondents)

		Of Total Universe
From what I've seen/read/heard	20%	9%
Controversy regarding farmland/negative impact on farmers	9%	4%
Trail development has been stopped	8%	3%
Trail is controversial/property rights issues	5%	2%
Farmers oppose the trail	4%	2%
County received grant money to develop trail	4%	2%
County commissioners killed the project/ money has to be paid back	4%	2%

WHO'S AHEAD: DEVELOPING THE YAMHELAS WESTSIDER TRAIL INTO MULTI-USE TRAIL

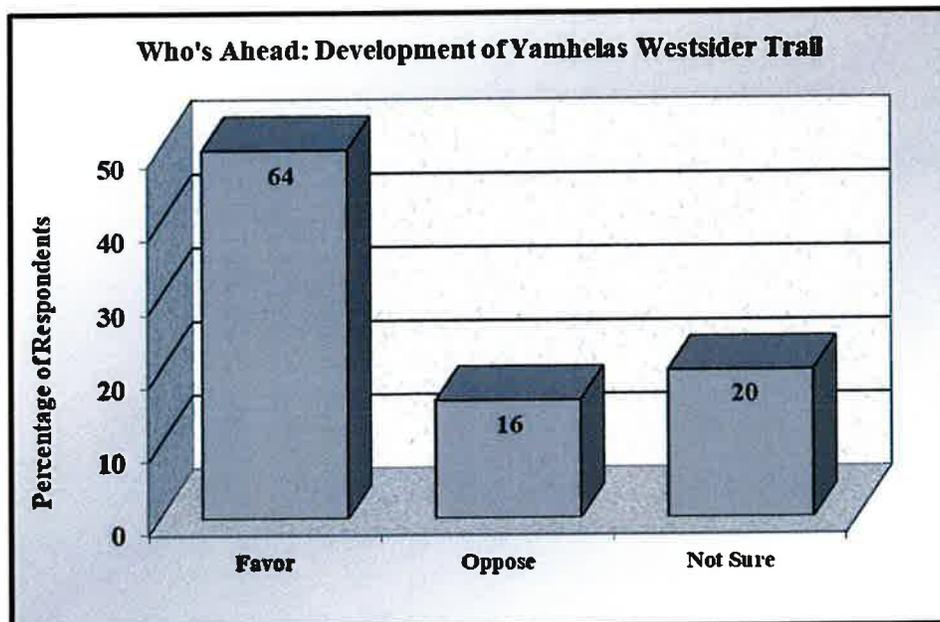
Next, respondents were given the following information and question:

“Yamhill County purchased a 92-acre parcel of railroad line to convert it into a multi-use path for pedestrians, bicyclists and horseback riders. This path, known as the Yamhelas Westsider Trail, has been planned to connect the communities of Carlton, Yamhill, Cove Orchard and Gaston.

Do you personally FAVOR or OPPOSE developing the Yamhelas Westsider Trail into a multi-use trail?

A large percentage of respondents, 64%, favored the development of the Yamhelas Westsider Trail into a multi-use trail (strongly favor-50%, somewhat favor-14%), while 16% opposed the development (somewhat oppose-3%, strongly oppose 13%). A relatively high 20% were not sure.

It is interesting to note that a strong majority of respondents in every demographic group favored developing the Yamhelas Westsider Trail.



Key demographics that favored developing the Yamhelas Westsider Trail were females (66%), 35-44 years old (68%), Democrats (75%), voters in 3 out of 4 elections (68%), 2 out of 4 elections (66%), Newberg/Dundee SD (66%), and other areas (65%).

Primary reasons for strongly favoring the trail were: (50% of all respondents)

		Of Total Universe
We need more space for local outdoor recreational activities	27%	13%
Provides safe outdoor recreation areas for walking/biking	15%	7%
Good use of land/railroad line that benefits everyone	8%	4%

Top reasons for somewhat favoring the trail were: (14% of all respondents)

		Of Total Universe
We need more space for local outdoor recreational activities	15%	2%
A lot of people/children would use it	9%	1%
Good option for unused land	7%	1%
Provides safe outdoor recreation areas for walking/biking	7%	1%

Key demographics that opposed developing the Yamhelas Westsider Trail were males (19%), 60+ years old (20%), 45-59 years old (17%), Republicans (20%), voters in 4 out of 4 elections (21%), non-voters (20%), 1 out of 4 elections (17%), 3 out of 4 elections (13%), and Yamhill-Carlton SD (28%).

Foremost reason for somewhat opposing the trail was: (3% of all respondents)

		Of Total Universe
Money could be spent elsewhere/waste of money	33%	1%

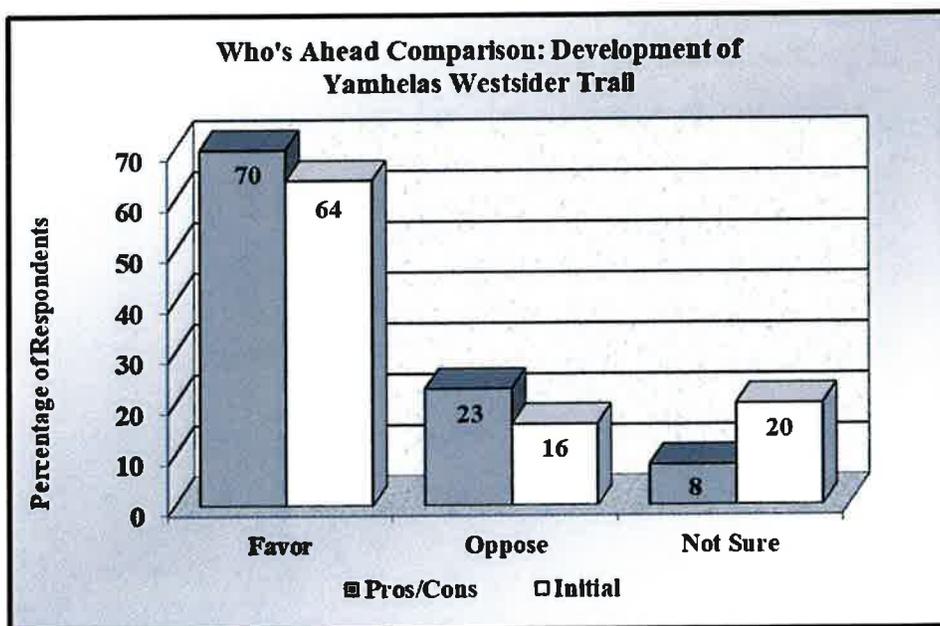


Principal reasons for strongly opposing the trail were: (13% of all respondents)

		Of Total Universe
Negative impact on farmers/farming practices	19%	3%
Concerned about homeless camps/litter/safety issues	13%	2%
It's a waste of money/has negative impact	11%	2%

Furthermore, at the end of the survey, after listening to all the pros and cons, there was a slight increase (+6%) in the number of respondents that favored the development of the Yamhelas Westsider Trail. After listening to all the pros and cons, 70% favored the trail (strongly favor-55%, somewhat favor-15%), 23% opposed the trail (somewhat oppose-6%, strongly oppose-17%) and 8% were not sure. A comparison between results is displayed in the chart below.

It is important to note, there was a +5% increase in strongly favor responses after listening to all the pros and cons.



Key demographics increasing to favor were males (+7%), 18-34 years old (+9%), Independents/Others (+8%), non-voters (+8%), and Newberg/Dundee SD (+9%).

“IF YOU KNEW” RESULTS

Next, respondents were asked a series of questions designed to gauge the positive or negative impact of certain pieces of information. This methodology was used to ascertain which arguments produced the greatest net movement from the original “who's ahead” question.

The reader should keep in mind the “if you knew. . .” format. Certain arguments may push people “if they knew,” but the nature of the argument may make it impossible to convince someone that it is factual. In addition, the resources required to do the convincing may be too great when compared to other arguments. This series was cross-checked later in the survey by the agree/disagree series. The results are ranked on the following page in descending positive order.

Question	Favor	Oppose	Not Sure	Net Gain/Loss
Who's Ahead Results: Development of Yamhelas Westsider Trail	64	16	20	
If you knew developing the Yamhelas Westsider Trail would create a safe and convenient transportation choice for walking, biking or horseback riding between the communities of Carlton, Yamhill, Cove Orchard and Gaston would you FAVOR or OPPOSE the proposal?	81	13	8	+17
If you knew that the proposed Yamhelas Westsider Trail was located on public land and did not require the taking of any private land, would you FAVOR or OPPOSE developing the Yamhelas Westsider Trail?	80	15	5	+16
If you knew before the actual development of the trail, all concerned parties would be invited to participate in the planning process to find solutions to their individual issues and concerns, would you FAVOR or OPPOSE the proposal?	80	16	5	+16
If you knew offering additional hiking, biking and horseback riding trails would provide more recreational opportunities for local residents and would improve their health and fitness, would you FAVOR or OPPOSE developing the Yamhelas Westsider Trail?	78	15	7	+14

Question	Favor	Oppose	Not Sure	Net Gain/Loss
Who's Ahead Results: Development of Yamhelas Westsider Trail	64	16	20	
If you knew Park Managers would use fencing, gates, trail closures, signage, and other methods to ensure that farming is not disrupted, or crops contaminated, would you FAVOR or OPPOSE the development of the Yamhelas Westsider Trail?	77	19	5	+13
An economic study found that outdoor recreation brought nearly \$69 million dollars in economic spending into Yamhill County in 2019. If you knew developing the Yamhelas Westsider Trail could bring additional dollars into the local economy by attracting visitors who would spend money on food, lodging and shopping, would you FAVOR or OPPOSE the proposal?	76	17	7	+12
If you knew some local residents are concerned that the culture and values of rural Yamhill County are being encroached upon by the Portland Metro Area, and the proposed trail is just another step in that direction, would you FAVOR or OPPOSE the proposal?	56	33	11	-8

Question	Favor	Oppose	Not Sure	Net Gain/Loss
Who's Ahead Results: Development of Yamhelas Westsider Trail	64	16	20	
If you knew some farmers believe developing the Yamhelas Westsider Trail could negatively impact some current farming practices such as access to fields, and spraying of pesticides in the area, would you FAVOR or OPPOSE the proposal?	51	38	10	-13
If you knew some local farmers are concerned that increased pedestrian traffic near their farms could cause food safety issues due to people and domestic animals trespassing and potentially contaminating their crops, would you FAVOR or OPPOSE the proposal to develop the Yamhelas Westsider Trail?	49	39	13	-15
If you knew some residents are concerned that the Yamhelas Westsider Trail could create a haven for homeless camps in the area that could increase litter, drug-use and cause safety concerns, would you FAVOR or OPPOSE the proposal?	44	46	10	-20

Key observations to this series were as follows (all the demographics in this series are key demographics. Those respondents highlighted in **bold** are those demographics that move consistently with each argument):

- The argument that produced the largest increase in support for developing the Yamhelas Westsider Trail (+17%) was information that developing the Yamhelas Westsider Trail would create a safe and convenient transportation choice for walking, biking or horseback riding between the communities of Carlton, Yamhill, Cove Orchard and Gaston. Key demographics increasing in support were **18-34 years old** (+21%), **Republicans** (+20%), **voters in 2 out of 4 elections** (+22%), **Yamhill-Carlton SD** (+24%), and **Newberg/Dundee SD** (+18%).
- Another argument soliciting strong levels of support for the trail (+16%) was knowledge that the proposed Yamhelas Westsider Trail was located on public land and **did not** require the taking of any private land. Key demographics responding to this information were **males** (+17%), **18-34 years old** (+25%), **Republicans** (+20%), Independents/Others (+18%), **voters in 2 out of 4 elections** (+22%), **1 out of 4 elections** (+19%), **Yamhill-Carlton SD** (+24%), and **Newberg/Dundee SD** (+17%).
- The fact that before the actual development of the trail, all concerned parties would be invited to participate in the planning process to find solutions to their individual issues and concerns moved +16% of respondents to favor the trail. Key demographics responding to this knowledge were **males** (+18%), **18-34 years old** (+22%), **Republicans** (+22%), **voters in 2 out of 4 elections** (+22%), **1 out of 4 elections** (+17%), and **Newberg/Dundee SD** and **Yamhill-Carlton SD** (+18%).
- On the other hand, information that some local residents are concerned that the culture and values of rural Yamhill County are being encroached upon by the Portland Metro Area, and the proposed trail is just another step in that direction decreased support for the Yamhelas Westsider Trail development (-8%). Key groups that decreased in support were **females** (-12%), **35-44** and **45-59 years old** (-12%), **Republicans** (-14%), **voters in 3 out of 4 elections** (-13%), and Yamhill Carlton SD (-11%).
- Knowledge that some farmers believe developing the Yamhelas Westsider Trail could negatively impact some current farming practices such as access to fields, and spraying of pesticides in the area significantly decreased support for the proposal (-13%). Key demographics impacted by this information were **females** (-18%), **35-44 years old** (-16%), **45-59 years old** (-14%), **Republicans** (-16%), voters in 1 out of 4 elections (-22%), **3 out of 4 elections** (-17%), and other areas (-16%).

- Similarly, information that some local farmers are concerned that increased pedestrian traffic near their farms could cause food safety issues due to people and domestic animals trespassing and potentially contaminating their crops substantially decreases support for the development of the trail (-15%). Key demographics responding negatively to this knowledge were **females** (-20%), 18-34 and **35-44 years old** (-20%), **45-59 years old** (-16%), **Republicans** (-22%), **voters in 3 out of 4 elections** (-25%), and Newberg/Dundee SD (-17%).
- Decreasing support for the Yamhelas Westsider Trail by the largest margin (-20%) was information that some residents are concerned that the Yamhelas Westsider Trail could create a haven for homeless camps in the area that could increase litter, drug-use and cause safety concerns. Key demographics decreasing in support were **females** (-25%), 18-34 years old (-23%), **35-44 years old** (-22%), **45-59 years old** (-21%), **Republicans** (-28%), **voters in 3 out of 4 elections** (-30%), 2 out of 4 elections (-23%), 1 out of 4 elections (-22%), and other areas (-23%).

TRUST SERIES

Next, respondents were read a list of people or organizations that may favor or oppose the development of the Yamhelas Westsider Trail and were asked to rate each one on a scale of one to four, with “1” representing no trust at all and “4” representing a lot of trust. The ones and twos have been collapsed into a low trust rating and the threes and fours into a high trust rating. Below, the projects are listed in descending order of trust.

Person/Organization	High Trust	Low Trust	Not Sure
Oregon Parks and Recreation Department?	69	22	10

Highest trust for males (68%), females (70%), 35-44 (76%), 45-59 (68%), 60+ (64%) Democrats (83%), Independent/Others (72%), 2 of 4 elections (73%), 3 of 4 elections (70%), 4 of 4 elections (66%) Newberg/Dundee SD (73%), Yamhill-Carlton SD (69%), other areas (66%).

Project	High Trust	Low Trust	Not Sure
A local farmer with property near the proposed Trail?	64	27	9
<i>Highest trust for 18-34 (73%), Republicans (76%), and 1 of 4 elections (77%).</i>			
The Chehalem Park and Recreation District?	57	24	20
Oregon Trails Coalition?	48	25	28
Friends of the Yamhelas Westsider Trail?	46	34	20
Yamhill County Board of Commissioners?	37	48	17

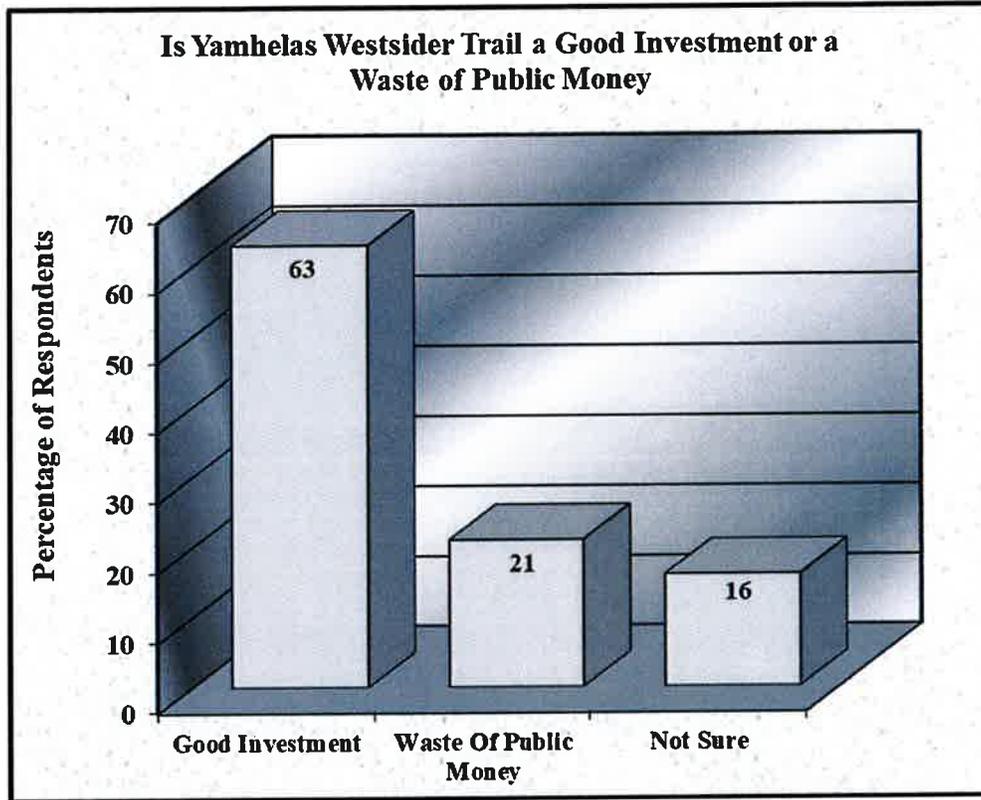
A large number of respondents gave the Oregon Parks and Recreation District the highest trust rating, followed by a local farmer with property near the proposed Trail.

On the other hand, Friends of the Yamhelas Westsider Trail and the Yamhill County Board of Commissioners received much lower trust ratings.



IS YAMHELAS WESTSIDER TRAIL A GOOD INVESTMENT OR WASTE OF PUBLIC MONEY

A large percentage of respondents, 63%, believed the development of the Yamhelas Westsider Trail was a good investment of public dollars, while 21% believed it was a waste of public money and the county should abandon the project. Sixteen percent were not sure.



Key demographics that believed the Yamhelas Westsider Trail was a good investment of public dollars were females (64%), 18-34 years old (68%), 35-44 years old (66%), Democrats (74%), Independents/Others (68%), non-voters (72%), voters in 3 out of 4 elections (65%), and Newberg/Dundee SD (67%).

Key groups that believed the Yamhelas Westsider Trail was a waste of public money and the county should abandon the project were males (23%), 45-59 years old (23%), 60+ years old (22%), Republicans (28%), Independents/Others (22%), voters in 4 out of 4 elections (25%), non-voters (24%), and Yamhill-Carlton SD (30%).

QUESTION COMPARISONS/AGREE/DISAGREE

In this series, respondents were presented with a number of potentially prejudicial statements regarding the proposed Yamhelas Westsider Trail. This format was designed to serve as a cross-check on various closed-ended questions as well as to pick up variations on prejudices not readily apparent in those types of questions. This is an important series of questions, especially when cross-checked with the “if you knew” questions.

The results are displayed in two different tables. In the first table, the key push arguments have been isolated and set against their corresponding priority and/or agree/disagree questions. The second table simply displays all of the agree/disagree statements in descending order of agreement.

IF YOU KNEW: CONCERNED PARTIES INVITED TO PARTICIPATE IN PLANNING TO ADDRESS CONCERNS

If you knew before the actual development of the trail, all concerned parties would be invited to participate in the planning process to find solutions to their individual issues and concerns, would you FAVOR or OPPOSE the proposal?

Favor 80

Oppose 16

Not Sure 5

AGREE/DISAGREE

I would favor the Yamhelas Westsider Trail as long as local farmers' concerns are addressed and it doesn't negatively impact their current farming practices.

Agree 78

Disagree 14

Not Sure 8

IF YOU KNEW: TRAIL PROVIDES SAFE WALKING/BIKING/ HORSEBACK RIDING BETWEEN COMMUNITIES

If you knew developing the Yamhelas Westsider Trail would create a safe and convenient transportation choice for walking, biking or horseback riding between the communities of Carlton, Yamhill, Cove Orchard and Gaston would you FAVOR or OPPOSE the proposal?

Favor 81

Oppose 13

Not Sure 8

AGREE/DISAGREE

The Yamhelas Westsider Trail is a great example of how our local community is working to create safe outdoor walking, bicycling and horseback riding trails that will connect some of our rural communities.

Agree 73

Disagree 17

Not Sure 10

IF YOU KNEW: TRAIL WILL PROVIDE MORE OUTDOOR RECREATIONAL OPPORTUNITIES

If you knew offering additional hiking, biking and horseback riding trails would provide more recreational opportunities for local residents and would improve their health and fitness, would you FAVOR or OPPOSE developing the Yamhelas Westsider Trail?

Favor
78

Oppose
15

Not Sure
7

AGREE/DISAGREE

Yamhill County needs more outdoor recreational opportunities and trails for local residents to enjoy, like the Yamhelas Westsider Trail.

Agree
71

Disagree
20

Not Sure
9

IF YOU KNEW: TRAIL WILL IMPROVE ECONOMY BY ATTRACTING VISITORS TO THE AREA

An economic study found that outdoor recreation brought nearly \$69 million dollars in economic spending into Yamhill County in 2019. If you knew developing the Yamhelas Westsider Trail could bring additional dollars into the local economy by attracting visitors who would spend money on food, lodging and shopping, would you FAVOR or OPPOSE the proposal?

Favor
76

Oppose
17

Not Sure
7

AGREE/DISAGREE

An economic study found that outdoor recreation brought nearly \$69 million dollars in economic spending into Yamhill County in 2019. The Yamhelas Westsider Trail could bring additional dollars into the local economy by attracting visitors who spend money on food, lodging and shopping.

Agree
73

Disagree
18

Not Sure
10

IF YOU KNEW: PORTLAND METRO IS ENCROACHING ON RURAL CULTURE/VALUES

If you knew some local residents are concerned that the culture and values of rural Yamhill County are being encroached upon by the Portland Metro Area, and the proposed trail is just another step in that direction, would you FAVOR or OPPOSE the proposal?

Favor
56

Oppose
33

Not Sure
11

AGREE/DISAGREE

The Portland Metro area is invading our rural areas and changing our culture and values and the development of this trail is just another step in this process.

Agree
33

Disagree
57

Not Sure
10

IF YOU KNEW: TRAIL COULD NEGATIVELY IMPACT FARMERS

If you knew some farmers believe developing the Yamhelas Westsider Trail could negatively impact some current farming practices such as access to fields, and spraying of pesticides in the area, would you FAVOR or OPPOSE the proposal?

Favor
51

Oppose
38

Not Sure
10

If you knew some local farmers are concerned that increased pedestrian traffic near their farms could cause food safety issues due to people and domestic animals trespassing and potentially contaminating their crops, would you FAVOR or OPPOSE the proposal to develop the Yamhelas Westsider Trail?

Favor
49

Oppose
39

Not Sure
13



If you knew Park Managers would use fencing, gates, trail closures, signage, and other methods to ensure that farming is not disrupted, or crops contaminated, would you FAVOR or OPPOSE the development of the Yamhelas Westsider Trail?

Favor
77

Oppose
19

Not Sure
5

AGREE/DISAGREE

The proposed trail will hurt our local farmers by encroaching on their farms and their property rights.

Agree
34

Disagree
51

Not Sure
15

I would favor the Yamhelas Westsider Trail as long as local farmers' concerns are addressed and it doesn't negatively impact their current farming practices.

Agree
78

Disagree
14

Not Sure
8

AGREE/DISAGREE STATEMENTS IN DESCENDING ORDER OF AGREEMENT

Statement	Agree	Disagree	Not Sure
I would favor the Yamhelas Westsider Trail as long as local farmers' concerns are addressed and it doesn't negatively impact their current farming practices.	78	14	8
An economic study found that outdoor recreation brought nearly \$69 million dollars in economic spending into Yamhill County in 2019. The Yamhelas Westsider Trail could bring additional dollars into the local economy by attracting visitors who spend money on food, lodging and shopping.	73	18	10

Statement	Agree	Disagree	Not Sure
The Yamhelas Westsider Trail is a great example of how our local community is working to create safe outdoor walking, bicycling and horseback riding trails that will connect some of our rural communities.	73	17	10
Yamhill County needs more outdoor recreational opportunities and trails for local residents to enjoy, like the Yamhelas Westsider Trail.	71	20	9
The proposed trail will hurt our local farmers by encroaching on their farms and their property rights.	34	51	15
The Portland Metro area is invading our rural areas and changing our culture and values and the development of this trail is just another step in this process.	33	57	10

CONCLUSIONS

1. Slightly less than half of respondents believe the number of recreational parks, trails and scenic byways available in Yamhill County are adequate.
2. Slightly over half of respondents have **not** heard, read, or seen any information regarding the development of the Yamhelas Westsider Trail.
3. “From what I’ve seen/read/heard” tops the list of things heard about the development of the trail, followed by “controversy regarding farmland/negative impact on farmers,” “trail development has been stopped” and “trail is controversial/property rights issues.” It is interesting to note that many of the top things heard about the development of the trail are negative. This demonstrates a need for a positive communications campaign that outlines the benefits the trail will bring to the community.
4. A large percentage of respondents favor developing the Yamhelas Westsider Trail into a multi-use trail. It is important to note that a strong majority of respondents in every demographic group favor the development of the trail.
5. Primary reasons for favoring the development of the trail are “we need more space for local outdoor recreational activities,” “provides safe outdoor recreation areas for walking/biking” and “good use of land/railroad line that benefits everyone.”
6. Main reasons for opposing the Yamhelas Westsider Trail are “negative impact on farmers/farming practices,” “waste of money” “and “concerned about homeless camps/litter/safety issues.”
7. In addition, after listening to all the pros and cons, there was a slight increase in the number of respondents that favor developing the Yamhelas Westsider Trail, with the majority of movement going to the strongly favor category.

8. The argument that produces the largest increase in support for developing the Yamhelas Westsider Trail is information that developing the Yamhelas Westsider Trail would create a safe and convenient transportation choice for walking, biking or horseback riding between the communities of Carlton, Yamhill, Cove Orchard and Gaston. Safe walking/biking areas for recreation between communities is a **primary** issue for respondents. This message generates very strong majority support in every demographic group. This is the top positive message for females, 35-44 and 45-59 years old and voters in 3 out of 4 elections.
9. Another argument soliciting strong levels of support for the trail is knowledge that the proposed Yamhelas Westsider Trail was located on public land and **did not** require the taking of any private land. This is a **primary** issue for respondents and generated strong support across all demographic groups. This was the top message for 18-34 years old, Independents/Others and voters in 1 out of 4 elections.
10. The fact that before the actual development of the trail, all concerned parties would be invited to participate in the planning process to find solutions to their individual issues and concerns moves a large portion of respondents to favor the trail. Addressing the concerns of property owners, especially as it relates to farmers and farmland is a **primary** issue for respondents.
11. While information that some local residents are concerned that the culture and values of rural Yamhill County are being encroached upon by the Portland Metro Area, and the proposed trail is just another step in that direction decreases support for the Yamhelas Westsider Trail development, there is still a majority of support for the proposal.
12. Knowledge that some farmers believe developing the Yamhelas Westsider Trail could negatively impact some current farming practices such as access to fields, and spraying of pesticides in the area significantly decreases support for the proposal. The counter argument that park managers and the planning group will work directly with farmers to address these issues should help ease concerns.
13. Similarly, information that some local farmers are concerned that increased pedestrian traffic near their farms could cause food safety issues due to people and domestic animals trespassing and potentially contaminating their crops substantially decreases support for the development of the trail. Again, counter arguments that park managers and the planning group will work directly with farmers to address these issues and messages about using fencing, closures and signage should ease these concerns.

14. Decreasing support for the Yamhelas Westsider Trail by the largest margin is information that some residents are concerned that the Yamhelas Westsider Trail could create a haven for homeless camps in the area that could increase litter, drug-use and cause safety concerns. This is a significant concern for the community and will need to be addressed.
15. A large number of respondents give the Oregon Parks and Recreation District the highest trust rating, followed by a local farmer with property near the proposed Trail. On the other hand, Friends of the Yamhelas Westsider Trail and the Yamhill County Board of Commissioners receive much lower trust ratings.
16. A large percentage of respondents believe the Yamhelas Westsider Trail is a good investment of public dollars.

FINAL OBSERVATIONS

Clearly, there is strong support for the Yamhelas Westsider Trail as evidenced by strong support throughout the survey in both closed-ended and open-ended responses. Support increases even further when presented with information that the trail would create a safe and convenient transportation choice for walking, biking or horseback riding between communities and would **not** require the taking of any private land. In addition, knowing all concerned parties would be invited to participate in the planning process **before** the development of the trail also solicits very strong levels of support.

While respondents express significant concern about the trail's impact on farmers and farmland, it appears that counter arguments related to using fencing, gates, trail closures, signage, and other methods to ensure that farming is not disrupted substantially eases these worries. On the other hand, some respondents express significant anxiety about homeless camps, litter and safety issues on the trail. It will be **very** important for proponents of the trail to address these concerns and reassure residents that the proposed trail will be safe, free of homeless camps and provide a great benefit to the community.

If proponents for the trail can mount a **strong positive** education and communications campaign about the benefits of the proposed trail and how it will positively impact the community, it they should be able to solicit the level of support needed to be successful. It will be **very** important for proponents to weave their messages into a clear and concise strategy to counter those opposed to the development of the trail.

Ken Friday

From: Connor M <connorjmiller96@gmail.com>
Sent: Tuesday, January 20, 2026 5:42 PM
To: Planning
Subject: In support of preserving Yamhelas Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Greetings

As a prior resident of and constant visitor to Yamhill county, I strongly support preserving the Yamhelas trail for the use of the public. Selling the Yamhelas Westsider Trail would lessen the community, as so many of us use it for exercise, recreation, and safe travel, including the elderly and disabled. It attracts visitors who spend at our local shops, deepening both the City's resources and culture.

Furthermore, many of us residents remain proponents of the once planned train line connecting McMinnville to the greater Portland area. This still viable proposition would undoubtedly elevate the City of McMinnville once realized, as the ease and safety of transport will connect families and friends, as well as visitors to our shops, hotels, and amazing parades.

Thank you

Connor Miller
WLWV School District Educator
503-319-3660

Ken Friday

From: Valerie Brooks <valbrooks1216@gmail.com>
Sent: Tuesday, January 20, 2026 5:48 PM
To: Kit Johnston; Mary Starrett; Bubba King; BOC Info; Planning; board@co.yamhill.or.us
Subject: Yamalas Trail Planning

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

January 22, 2026
Yamhill County Board of Commissioners
535 NE 5th Street
McMinnville, OR 97128

Dear Chair and Members of the Board,

My name is Valerie A Brooks. I live at 320 E. Chandler Drive, Newberg, OR 19132.

I have lived in or near Newberg for 20 years. For 15 years I lived on rural property and am aware of how County decisions impact landowners. I also patronize Yamhill County businesses and am supportive in general of policies that add value to the efforts of private enterprise.

I was very concerned at the process and attitudes of disrespect that surfaced from the railroad right-of-way trail advocates a few years ago. They showed disregard for land use planning and decisions. They showed no respect for the concerns of property owners whose farming could be impacted by foot and bike traffic through their fields; they argued with those who disagreed rather than seek alternatives. They spent tax money on plans that were not fully approved.

I see a new effort to revisit this trail. I have the same concerns as before,. Add to that—what tax dollar commitments are being made in a time our tax dollars are more precious because families are struggling to maintain housing, health care, and other necessities of life. Recreation is life affirming, but necessities come first. I recommend we not commit to this project until basic economic concerns are behind us, land use issues resolved, and farmers' concerns are fully addressed. We need a community that can come together in goodwill, not more of the same conflict.

Thank you,

*Valerie Brooks
3209 E Chandler Dr
Newberg, OR 97132*

Ken Friday

From: Keyser B <BethKeyser@outlook.com>
Sent: Tuesday, January 20, 2026 6:21 PM
Subject: Written Testimony for January 22, 2026 BOC meeting

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

January 20, 2026

Yamhill County Board of Commissioners

535 NE 5th St.
McMinnville, OR 97128

Dear Commissioners,

The Yamhelas-Westsider Trail should not move forward. After years of litigation, the facts are clear: this project cannot meet Oregon land-use law on Exclusive Farm Use land. The Land Use Board of Appeals has repeatedly ruled in favor of affected landowners, confirming that the county has failed to lawfully justify this project. Continuing to pursue a recreational trail in protected farmland violates ORS 215.213, 215.283, and 215.296 and places agricultural livelihoods at risk. Recreation does not take precedence over farming, especially when state law exists specifically to protect food production and farm operations.

The financial risk to taxpayers grows the longer this project is pursued. Approximately \$1.7 million has already been spent through grant funds tied to its classification as a transportation project. Removing the trail from the Transportation System Plan does not create a taxpayer burden but continuing to force an unlawful project does. Additional legal challenges, attorney fee awards, and the risk of grant repayment are the direct result of ignoring land-use reality. The fiscally responsible and lawful decision is to stop this project, remove it from the Transportation System Plan, and end further spending. Protect farmland, respect private property rights, and prevent additional taxpayer exposure by discontinuing the Yamhelas-Westsider Trail.

Sincerely,
Beth Keyser

Beth Keyser
503-730-2599

BethKeyser@outlook.com

Dear Yamhill County Board of Commissioners,

I first off would like to start off by asking, how many times does LUBA need to deny this project before you realize the massive farm impact this project would cause? I highly urge you to deny forever this proposed project of the Yamhelas Westsider trail project and remove it from the TSP. There are so many reasons this is a horrible thing for the Yamhill community of farmers, who rely on this area and their ground to grow high value crops, not only for local consumption, but for worldwide distribution.

Did you know the Willamette Valley has the highest diversity of crops that can be grown than anywhere else in the entire world? This area was founded on farmers, and that is why this area is zoned EFU. It's not zoned that way for housing or for trails and recreation, its zoned that way to protect the farmers so they don't have to worry about losing their lively hood for things such as having a trail bisect their property. Trails cause endless problems for the people who work and live near them, especially farmers. If you have ever spent a week on a farm during the year, you realize that this lifestyle is hard work. Its full of tending to cattle, spraying, harvesting, dust, tillage, pruning, irrigation ect.

This trail would give people access to areas they don't currently, which increases the amount of trash these farmers will have to contend with, vandalism, trespassing issues, theft ect., that will begin occurring where there are currently few issues. What happens if the farmer sprays when they didn't see anyone on the trail, but there was someone sleeping in the bushes? Or someone comes along the trail after it was already seen as empty? If a 72 hour notice was given prior to spraying (nearly impossible for farmers to know weather conditions that advanced) and the trail was closed for spraying, nothing other than a gate would prevent people from accessing the trail anyways. As many parks experienced during the shut down from Covid-19, a gate does not keep people out from a spot they want to go. Farmers use air-blast spraying frequently in vineyards, orchards, berry production ect, and that throws chemicals into the air, which would be very difficult to control around a trial. I highly doubt the county would assist the farmer if a lawsuit occurred, yet the county is the one who was willing to put a trail through farm ground, knowing this could happen. Doesn't seem like a trail through EXCLUSIVE FARM USE zones are a good idea. These are real, working and active farms that a trail would allow people who are uneducated about farming access, a terrible idea.

If trails like these get built out in rural areas, pretty soon, there are no rural places left in the Willamette Valley. EFU zoning is set to protect these areas for a reason! The land value will begin to decrease because farmers don't want to buy farm ground that surrounds a trail. The Willamette Valley is a very special place for seed production and is one of the few places in the entire world that can produce such a diversity of crops with its fertile soils, mild climate and dry summers. Once this area gets developed, it is destroyed forever and will never be the same.

Thank you for your time,

A handwritten signature in black ink, appearing to read 'Robert Crawford', with a long horizontal flourish extending to the right.

Robert Crawford

Ken Friday

From: Alice Patridge <alicejuiceplus@gmail.com>
Sent: Tuesday, January 20, 2026 7:06 PM
To: Planning
Subject: Fwd: 'the Republic for which it stands'

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

----- Forwarded message -----

From: Alice Patridge <alicejuiceplus@gmail.com>
Date: Tue, Jan 20, 2026 at 7:04 PM
Subject: 'the Republic for which it stands'
To: <bocinfo@yamhillcounty.gov>

I have a grateful heart today because I am in a country that is a Republic. I am grateful for those of you here on this board that take your oath of office seriously and bravely. Thank you for standing up for the rule of law when there are those seeking to skirt around laws in place and the guidelines that are set up to protect land use. We need this protection because there are those who are coveting something they want to the point of interfering with landowner's rights to conduct farming and maintaining privacy.

This is where you stand as our vanguards against losing our established rights against the onslaught of people crying that WE are hurting THEM because it's what they WANT. Again, thank you for being on this board and representing the voice of those who have the most to lose, not just those fighting to get what they want no matter the cost.

Respectfully submitted,
Alice Patridge
687 N Coolidge St
Carlton, Oregon 97111
(105ft of adjacent trail)

--

Alice Patridge

--

Alice Patridge

Ken Friday

From: Alice Patridge <alicejuiceplus@gmail.com>
Sent: Tuesday, January 20, 2026 7:29 PM
To: bocinfor@yamhill.gov; Planning
Subject: Not a democracy, a Republic

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Thank you for being part of our Republic. As a Republic, we depend on our elected officials to make sure laws and rules are applied and followed.

We have borne witness to some of our leadership falling for the cries of some entitled people, many of which do not reside in Yamhill county and many more that do not reside directly against the ROW.

We have looked to you to defend our rights under LUBA guidelines and you have faced the battle bravely even to the point of personal attacks and threats.

Thank you for stepping up in this battle and please keep pressing forward. The county has lost enough money fighting this and it is time to put an end to this and remove the Yamhelas Westsider Trail from the TSP docket permanently.

Respectfully submitted,

--

*Alice Patridge
687 N Coolidge St
Carlton, Oregon 97111
(I own 105Ft of land adjacent to the ROW)*

Ken Friday

From: Jacob Browning <jakebird7@gmail.com>
Sent: Tuesday, January 20, 2026 7:29 PM
To: Bubba King; BOC Info; Planning; Mary Starrett; Kit Johnston
Subject: Written Testimony – January 22, 2026, BCC Meeting

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Commissioners,

A Transportation System Plan is not a wish list. It is a policy document with real legal and financial consequences. Listing a project in the TSP signals intent, priority, and future funding. Keeping the Yamhelas Westsider Trail in the TSP—even though the County formally abandoned the project years ago—misleads the public and undermines confidence in county planning.

Farmers depend on accurate planning documents to understand what uses may impact their land. Leaving a dead project in the TSP creates uncertainty and suggests the possibility of future action without transparency. The responsible course is to remove the trail so that County documents match County actions.

Sincerely,

Jacob Browning

Newberg, OR

Ken Friday

From: James Goings <jamesgoings1967@icloud.com>
Sent: Tuesday, January 20, 2026 7:54 PM
To: Kit Johnston; Mary Starrett; Bubba King; BOC Info; Planning
Subject: James Goings – McMinnville, Oregon

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

James Goings – McMinnville, Oregon Yamhill County Board of Commissioners

Good morning, Chair Johnston, Commissioners Starrett and King.

My name is **James Goings**, and I live in **McMinnville**. I'm here as a Yamhill County taxpayer to urge you to **remove the Yamhelas Westsider Trail from the Transportation System Plan.**

This issue is actually very simple. The Yamhelas Westsider Trail project is over. The County ended it years ago. The land-use application was withdrawn, the bridge was dismantled, and the County chose not to start over with a master plan. That was a clear policy decision made by a previous Board of Commissioners in 2021.

What's before you today is not whether the trail is a good idea in theory. That debate is long past. What's before you is whether the Transportation System Plan should accurately reflect **current County policy and reality.** Right now, it does not.

The Planning Commission recognized this and, after reviewing the legal history, land-use requirements, and conflicting Comprehensive Plan goals, and after listening to hours of public testimony, voted **unanimously** to recommend removing the Trail from the TSP. I appreciate the seriousness with which they approached this issue, and I hope the Board will give that recommendation the weight it deserves. As a taxpayer, I'm also concerned about accountability. Millions of dollars were spent on planning, legal defense, construction, and eventually tearing down a **bridge that should never have been built without proper approvals.** That money is gone. The responsible thing to do now is to make sure the County does not continue to devote time, attention, or future resources to a project that no longer exists. It's also important to be honest with the public. For years, many residents were told this was "just a trail." **But recent testimony from trail supporters acknowledged that the long-term vision included light rail.** Whether someone supports that idea or not, it's clear that Yamhill County taxpayers were never fully informed about the potential costs or implications. Keeping the Trail in the TSP only perpetuates that confusion.

A Transportation System Plan is supposed to guide real, achievable priorities. It should not include abandoned projects that cannot be built legally, funded responsibly, or supported by current County policy.

Removing the Yamhelas Westsider Trail from the TSP doesn't prevent future ideas from being discussed openly and honestly. It simply closes the book on a project that has already been closed in every meaningful way.

The trail is gone. The Planning Commission has spoken **unanimously**. The policy decision is settled. I respectfully ask you to finish the job and remove the Yamhelas Westsider Trail from the Transportation System Plan.

Thank you for your time and your service to Yamhill County.

Sent from my iPad

Ken Friday

From: Julie Vandyke <jandjvandyke@gmail.com>
Sent: Tuesday, January 20, 2026 7:54 PM
To: Planning
Subject: DOCKET G-01-25

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

January 20, 2026
Docket G-01-25

TO the Board of Commissioners:

The Yamhelas Westsider Trail project needs to be removed from the transportation system plan. This project which was conceived from deception has already been litigated with LUBA with several remands.

It has been proven with LUBA that there is significant negative impacts to farming practices (215.296) that cannot be resolved.

LUBA even commissioned Yamhill County to pay back attorney fees to the farmers of almost 50K.

Enough is enough. This project is dead and should no longer be part of the TSP.

Please send us an email confirming that you have received this letter.

jandjvandyke@gmail.com

Thank you,
Jim and Julie VamDylke
PO Box 400
Yamhill,. Oregon 97148

Ken Friday

From: Mary Adams <madams712@yahoo.com>
Sent: Tuesday, January 20, 2026 8:42 PM
To: Planning; BOC Info
Subject: Please do not sell public land in Yamhill County

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Leaving aside the whole issue of the Yamhelas Westsider Trail, I believe **very strongly** that two closely allied members of the Board of Commissioners (BOC) should not be allowed to divest the public land that has been held in trust for the county's citizens.

There is sufficient public concern that enough citizens have petitioned to have a vote on the future use of this land. Until that vote takes place, and the citizenry expresses its desire for the future use of the land in question, the commissioners should not be taking any permanent action. Most particularly, they should NOT vote to sell public land belonging to Yamhill County until it is clear that the will of the voters has been gauged and duly considered.

If the land is sold now, there is no going back, no second chances. That's why the public's will must be ascertained before the BOC takes any irrevocable action regarding this land. This matter has been hung up for years. Waiting a few more months for the voters to weigh in makes good sense.

Sincerely,
Mary K. Adams
128 NW 20th ST
McMinnville, OR

Ken Friday

From: llamamini@aol.com
Sent: Tuesday, January 20, 2026 8:48 PM
To: Kit Johnston; Mary Starrett; Bubba King; BOC Info; Planning
Subject: January 22,2026 Yamhill County Board Of Commissioners

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

January 20, 2026

Yamhill County Board of Commissioners

535 NE 5th St.
McMinnville, OR 97128

Dear Commissioners,

Years of appeals have established a clear record: the Land Use Board of Appeals consistently sides with the neighboring farmers affected by the Yamhelas-Westsider Trail.

These rulings demonstrate that the county has not satisfied Oregon land-use law requirements for placing a public trail through Exclusive Farm Use land. We have farmed in Yamhill County for over 30 years and our family has farmed in Oregon for nearly 150 years. Government overreach has pushed farms and farmland into near extinction.

Ignoring these rulings erodes public trust and undermines confidence in county governance.

The county should not continue a project that repeatedly fails legal review.

Further delay only increases taxpayer exposure through legal fees, staff time, and potential grant complications.

Ending the project now is the prudent and lawful decision.

Sincerely,
Steve Langer
McMinnville, Oregon 97128

Ken Friday

From: C M <ryegrass.cm@gmail.com>
Sent: Tuesday, January 20, 2026 8:50 PM
To: Planning
Cc: Mary Starrett; Bubba King; Kit Johnston
Subject: G-01-25

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

To whom it may concern,

I am asking you to please remove the Yamhelas trail/commuter rail from the county TSP. This trail will never be able to meet the farm impact test and by keeping it in the TSP it is going to further divide the people of this county that think that it will be a free trail and not a huge burden on the financial coffers of Yamhill county. It is a tough decision and it will require a strong will to make the right decision for the future of agriculture and all it brings to this county.

Wallowa county just voted unanimously to not add a trail to their TSP for the same reasons we are presenting against a bike trail on EFU zoned land. The importance of agriculture and our food supply should take precedence over luxury items. They are not making anymore farm land, but are almost infinite miles of trails, roads and sidewalks that are not utilized.

Let's take care of what we have and utilize it to its full potential.

Thank you
Chris Mattson
Yamhill Oregon

Ken Friday

From: Bryan W. Schmidt <milkman@startmail.com>
Sent: Tuesday, January 20, 2026 9:02 PM
To: Planning
Subject: Docket G-01-25 for BOC Jan. 22, 2026

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Yamhill County Commissioners Starret, Johnson, and King:

I respectfully request the removal of the trail project known as the "rails-to-trails and trails-to-rails Yamhelas project" Docket G-01-25, from the County's Transportation System Plan, as evaluated at the recent County Planning Commission hearing, who's board voted 5-0, three abstaining. My reasons for this have been presented then and at numerous past BOC and Planning Commission meetings over the past ten years. Also these reasons were made known in the projects past five LUBA cases, each of which resulted in a LUBA-ruling against the project, five times, three of which were specifically addressing the farm-impact studies. You might recall that the then-planning commission years ago voted to NOT RECOMMEND the project prior to the third LUBA ruling. Why oppose LUBA now? This project holds the record for the largest file in LUBA history of all projects adjudicated. I think that makes the choice most clear.

I urge you to be consistent with the past and present Planning Commission boards' advice to NOT proceed with this project, and so to honor your fiscal responsibility, stop the cost bleeding, and REMOVE the said "Yamhelas project" from the county TSP.

Respectfully, -Bryan Schmidt
7580 NE Hendricks Rd.
Carlton, OR 97111

PS: Please include this letter in the public record. Docket G-01-25, for BOC hearing January 22, 2026, on the Agenda.

Ken Friday

From: llamamini@aol.com
Sent: Tuesday, January 20, 2026 9:02 PM
To: Kit Johnston; Mary Starrett; Bubba King; BOC Info; Planning
Subject: Yamhelas-Westsider Trail Needing to be ended

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

January 20, 2026

Yamhill County Board of Commissioners

535 NE 5th St.
McMinnville, OR 97128

Dear Commissioners,

We have farmed in Yamhill County for over 30 years and prior to that we watched as our family farm in Washington County became encumbered by development and government overreach. We were no longer allowed to spray our crops because of this overreach and had to cease operations and destroy our Walnut trees.

Private property rights are foundational, especially for working farms that rely on uninterrupted operations to remain viable.

The proposed Yamhelas-Westsider Trail threatens those rights by introducing a use that interferes with accepted farm practices, access, security, and daily operations.

We have seen this happen first hand. There may be some who want to override the rights of those involved, I encourage you all to make the right decision and end this threat to farmers, farmland both current and in the future. Leave no doubt that a rail and trail option is not viable in this case as determined by Luba already.

LUBA's repeated rulings confirm that these impacts have not been adequately addressed. Forcing this project forward sends a troubling message that recreational interests outweigh lawful land protections. The county should respect private landowners, follow state law, and discontinue the trail before additional harm is done.

Although I will not be able to make it to the meeting on the 22nd, I would be more than happy to discuss this matter further if need be.

Sincerely,
Terry Brooks
McMinnville, Oregon

January 20, 2026

Yamhill County Board of Commissioners
535 NE 5th St.
McMinnville, OR 97128

RE: Financial Responsibility

Dear Commissioners,

The County has already spent significant public funds on the Yamhelas Westsider Trail. Grant money tied to transportation classification was used for land acquisition, planning, and infrastructure that no longer exists. Those funds were spent, repaid where required, and the project was discontinued. Continuing to list the trail in the TSP only invites confusion and renewed financial risk.

Taxpayers should not be exposed to additional legal costs, staff time, or future grant entanglements for a project that has already failed and been abandoned. Fiscal responsibility means ending the matter completely by removing the trail from the TSP.

Sincerely,

Terri Crawford
3991 NE Riverside Loop
McMinnville, OR. 97128

Ken Friday

From: Brian Keyser <briankeyser1@gmail.com>
Sent: Tuesday, January 20, 2026 9:11 PM
To: Kit Johnston; Mary Starrett; Bubba King; BOC Info; Planning
Subject: Written Testimony – January 22, 2026, BOC Meeting

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

January 20, 2026

Yamhill County Board of Commissioners

535 NE 5th St.
McMinnville, OR 97128

Dear Commissioners,

The long-term consequences of continuing the Yamhelas-Westsider Trail are clear: ongoing litigation, escalating costs, and pressure on farmland that Oregon law is meant to protect. None of these outcomes benefit the county or its residents.

Choosing to end the project now prevents deeper financial and legal entanglements and preserves agricultural land for future generations.

I support the decision to remove the Yamhelas-Westsider Trail from the Yamhill County Transportation System.

Best Regards, Brian

Brian A. Keyser

(503) 939-7705 Cell Phone
BrianKeyser1@gmail.com

Ken Friday

From: Bryan W. Schmidt <milkman@startmail.com>
Sent: Tuesday, January 20, 2026 9:18 PM
To: Planning
Cc: BOC Info
Subject: Docket G-01-25 for BOC Jan. 22, 2026

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Yamhill County Commission members Starret, Johnson, and King:

I respectfully request the removal of the trail project known as the "rails-to-trails and trails-to-rails Yamhelas project" Docket G-01-25, from the County's Transportation System Plan, as evaluated at the recent County Planning Commission hearing, where the board voted 5-0, three abstaining. My reasons for this have been presented then and at numerous past BOC and Planning Commission meetings over the past ten years. Also these reasons were made known in the projects past five LUBA cases, each of which resulted in a LUBA-ruling against the project, five times, three of which were specifically addressing the farm-impact studies. You might recall that the then-planning commission years ago voted to NOT RECOMMEND the project prior to the third LUBA ruling. Why oppose LUBA now? This project holds the record for the largest file in LUBA history of all projects adjudicated. I think that makes the choice most clear.

I urge you to be consistent with the past and present Planning Commission boards' advice to NOT proceed with this project, and so to honor your fiscal responsibility, stop the cost bleeding, and REMOVE the said "Yamhelas project" from the county TSP.

Respectfully, -Bryan Schmidt
7580 NE Hendricks Rd.
Carlton, OR 97111

PS: Please include this letter in the public record. Docket G-01-25, for BOC hearing January 22, 2026, on the Agenda.

Ken Friday

From: Edik L Keyser <ediklkeyser@gmail.com>
Sent: Tuesday, January 20, 2026 9:21 PM
To: Kit Johnston; Mary Starrett; Bubba King; BOC Info; Planning
Subject: BOC January 22, 2026

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

January 20, 2026

Yamhill County Board of Commissioners
535 NE 5th St.
McMinnville, OR 97128

Dear Commissioners,

The question before you is no longer whether the trail is desirable, it is whether it is lawful and responsible. The Yamhelas-Westsider Trail has failed that test. Oregon land-use law, repeated LUBA rulings, and basic fiscal prudence all point to the same conclusion.

Please remove the trail from the Transportation System Plan, cease further development, and protect both our farmers and taxpayers by bringing this project to a close.

Sincerely,

Edik Keyser

EdikLKeyser@gmail.com
503-530-9147

Ken Friday

From: Amber DAWSON <jawamomworks@gmail.com>
Sent: Tuesday, January 20, 2026 9:25 PM
To: Kit Johnston; Mary Starrett; Bubba King; BOC Info; Planning
Subject: Fwd: BOC mtg Public Testimony

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

----- Forwarded message -----

Date: Tue, Jan 20, 2026, 4:10 PM
Subject: BOC mtg Public Testimony
To: <board@co.yamhill.or.us>

EFU Law and Agricultural Protection

January 20, 2026

Yamhill County Board of Commissioners
535 NE 5th St.
McMinnville, OR 97128

Dear Commissioners,

Exclusive Farm Use land exists to protect agriculture from incompatible development. Public recreational trails are not automatically permitted in EFU zones and must meet strict standards under ORS 215.213, 215.283, and 215.296. Approval depends on proving that the proposed use will not significantly interfere with accepted farm practices, including issues such as trespass, spraying restrictions, food safety, irrigation systems, and livestock operations.

The Yamhelas Westsider Trail FAILED that test. LUBA repeatedly found that the County did not demonstrate adequate protection for surrounding farms and did not complete the required agricultural impact analysis. That legal reality has not changed. Leaving the trail in the TSP suggests that EFU protections are optional, when they are not. The trail should be removed.

Respectfully,

Amber Dawson
Precinct 4
Newberg, OR

Ken Friday

From: Sally Thomas Tucker <sthomastucker29@gmail.com>
Sent: Wednesday, January 21, 2026 8:24 AM
To: Planning
Subject: Yamhill County Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

This is public land and a vote from the public should determine what to do with it. Rather than selling it to large donors to Republican office holders. Totally a political scam.

Sally Tucker
McMinnville
Sent from my iPad

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 8:52 AM
To: Planning
Subject: FW: I support preserving Yamhelas Trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Connor M <connorjmiller96@gmail.com>
Sent: Tuesday, January 20, 2026 5:41 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: I support preserving Yamhelas Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Greetings

As a prior resident of Yamhill county, I strongly support preserving the Yamhelas trail for the use of the public. Selling the Yamhelas Westsider Trail would lessen the community, as so many of us use it for exercise, recreation, and safe travel, including the elderly and disabled. It attracts visitors who spend at our local shops, deepening both the City's resources and culture.

Furthermore, many of us residents remain proponents of the once planned train line connecting McMinnville to the greater Portland area. This still viable proposition would undoubtedly elevate the City of McMinnville once realized, as the ease and safety of transport will connect families and friends, as well as visitors to our shops, hotels, and amazing parades.

Thank you

Connor Miller
WLWV School District Educator
503-319-3660

Ken Friday

From: Planning
Subject: FW: Written Testimony for January 22, 2026 BOC meeting

From: Keyser B <BethKeyser@outlook.com>
Sent: Tuesday, January 20, 2026 6:21 PM
Subject: Written Testimony for January 22, 2026 BOC meeting

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

January 20, 2026

Yamhill County Board of Commissioners

535 NE 5th St.
McMinnville, OR 97128

Dear Commissioners,

The Yamhelas-Westsider Trail should not move forward. After years of litigation, the facts are clear: this project cannot meet Oregon land-use law on Exclusive Farm Use land. The Land Use Board of Appeals has repeatedly ruled in favor of affected landowners, confirming that the county has failed to lawfully justify this project. Continuing to pursue a recreational trail in protected farmland violates ORS 215.213, 215.283, and 215.296 and places agricultural livelihoods at risk. Recreation does not take precedence over farming, especially when state law exists specifically to protect food production and farm operations.

The financial risk to taxpayers grows the longer this project is pursued. Approximately \$1.7 million has already been spent through grant funds tied to its classification as a transportation project. Removing the trail from the Transportation System Plan does not create a taxpayer burden but continuing to force an unlawful project does. Additional legal challenges, attorney fee awards, and the risk of grant repayment are the direct result of ignoring land-use reality. The fiscally responsible and lawful decision is to stop this project, remove it from the Transportation System Plan, and end further spending. Protect farmland, respect private property rights, and prevent additional taxpayer exposure by discontinuing the Yamhelas-Westsider Trail.

Sincerely,
Beth Keyser

Beth Keyser
503-730-2599

BethKeyser@outlook.com

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 8:57 AM
To: Planning
Subject: FW: 'the Republic for which it stands'

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Alice Patridge <alicejuiceplus@gmail.com>
Sent: Tuesday, January 20, 2026 7:04 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: 'the Republic for which it stands'

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I have a grateful heart today because I am in a country that is a Republic. I am grateful for those of you here on this board that take your oath of office seriously and bravely. Thank you for standing up for the rule of law when there are those seeking to skirt around laws in place and the guidelines that are set up to protect land use. We need this protection because there are those who are coveting something they want to the point of interfering with landowner's rights to conduct farming and maintaining privacy.

This is where you stand as our vanguards against losing our established rights against the onslaught of people crying that WE are hurting THEM because it's what they WANT. Again, thank you for being on this board and representing the voice of those who have the most to lose, not just those fighting to get what they want no matter the cost.

Respectfully submitted,
Alice Patridge
687 N Coolidge St
Carlton, Oregon 97111
(105ft of adjacent trail)

--

Alice Patridge

Ken Friday

From: Planning
Subject: FW: The Yamhelas Westsider Trail

From: vala@hahnenv.com <vala@hahnenv.com>
Sent: Tuesday, January 20, 2026 7:47 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: RE: The Yamhelas Westsider Trail

Spam

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I am writing in support of the Yamhelas Westsider Trail being put to a vote. And, most importantly, that the Commissioners put honest information about the trail out to the public.

Some of the comments on Facebook against the Trail are downright crazy and ignorant. I feel it is your responsibility to be honest about the pros and cons and not use scare tactics that all of Portland's homeless will come on down to Yamhill County, or TriMet wants to move in.

The people I know would love the trail, the new businesses it would bring it would be a huge asset. The whole county would benefit. I know everyone is comparing this with Banks/Vernonia trail and there are differences, but that has been a life saver for those communities.

There is nowhere around here I would ride a bike. It would be fantastic to have bike trail, that is safe (i.e. no cars whizzing by). And again, let's be honest about homeless invading the trail. I worked/lived in Portland for decades and half of my coworkers rode bikes into Old Town on the Springwater Trail. That trail had services nearby in downtown, I don't think Yamhill will be a mecca for them.

The voters of the county have a right to make a decision on this, it concerns all of us not just 3 Commissioners. Let us vote.

Thank you for your service to the County.

Valerie Parsons
Lafayette, Oregon

Ken Friday

From: nick hall <halln2000@yahoo.com>
Sent: Wednesday, January 21, 2026 9:08 AM
To: Planning; Johnstonk@yamhill.gov; Mary Starrett; Bubba King; BOC Info
Subject: Farming vs Recreation

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Commissioner,

Farming is essential infrastructure. Recreation is optional. Oregon's land-use system recognizes this by granting strong protections to Exclusive Farm Use land. The Yamhelas-Westsider Trail reverses that priority by placing recreation above food production, contrary to both statute and long-standing public policy.

Approving or continuing a recreational trail that disrupts agricultural land undermines the purpose of EFU zoning. The county should reaffirm its commitment to agriculture by ending this project.

Sincerely,
Celine Hall

County Commissioners,

I am writing to express my support for the Yamhelas Westsider Trail. Yamhill County is an area known for its wine tourism and agriculture, and is now becoming a major metropolitan area. Increases in population have made McMinnville and Newberg the 19th and 27th largest cities in the state and Yamhill County's population is projected to continue to grow.

Coupled with business-friendly practices, and opportunities in the industrial and service sectors, there is no reason to believe that the County won't continue to grow. As such, we should take advantage of opportunities to not only become the preferred destination for tourists but a great place to live for current and future residents.

One of the ways that the County can do that is to ensure that we have a plan in place to improve and diversify our parks and transportation opportunities. We need only to look to the North at the Banks-Vernonia trail and see the benefits of a rail-to-trail transition. The Banks-Vernonia trail brings millions of dollars and helps to support hundreds of jobs and provides a roadmap for how the Yamhelas Westsider Trail can improve Yamhill County and become a revenue generator rather than a cost burden.

The only other major concern brought up by the development of the Yamhelas Westsider Trail is that of public safety, a concern that is unfounded. No evidence has been presented that increased accessibility and use would increase incidence of crime, and in fact most park systems see a decrease in crime due to increased visibility. The presence of parks staff, as well as the public, makes these traffic corridors less conducive to crime, and thus increases public safety. In addition, creating a safe and separate pedestrian/bicyclist corridor increases public safety by decreasing rates of vehicle related accidents and fatalities. Cars and pedestrians do not mix, and by creating a safe and separate alternative you improve the experience for both. Cars no longer have to worry about bicyclists and pedestrians along county roads, and bicyclists and pedestrians no longer have to worry about distracted or speeding drivers. Nearly 100 Oregonians are killed each year in traffic fatalities, and the only sure way to make that number go down further is to improve and diversify our transportation system with the development of pedestrian/bicycle friendly infrastructure, like building the Yamhelas Westsider Trail.

The Yamhelas Westsider Trail is good for tourism, it's good for public safety and it's good for improving transportation. In short, it's good for Yamhill County and should be continued and given the full support of the Board of Commissioners.

Sincerely,

Logan Adams

Ken Friday

From: Planning
Subject: FW: Public Comment in Support of Retaining the Yamhelas Westsider Trail in the YCTSP and Protecting Public Trust

From: Ann-Marie Anderson <amanderson@mac.com>
Sent: Wednesday, January 21, 2026 7:55 AM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Public Comment in Support of Retaining the Yamhelas Westsider Trail in the YCTSP and Protecting Public Trust

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Dear Chair and Commissioners,

I am writing to express my opposition to the proposed removal of the Yamhelas Westsider Trail from the Yamhill County Transportation System Plan and to urge you to consider both the long-term impacts of this decision and the importance of maintaining public trust in the process.

Removing the trail from the YCTSP would be a permanent and consequential step. It would eliminate future options for public use of this corridor—whether for active transportation, recreation, or potential rail use—despite the fact that retaining it in the plan does not obligate the County to construct the trail now. Keeping the project in the plan simply preserves flexibility for future generations.

I also want to raise concerns that have been expressed by members of the public regarding the process leading to this proposal. Questions have been raised about the role of adjacent landowners with financial interests in the corridor, including those who have been active in opposing the trail, as well as about the influence of individuals with strong anti-trail positions serving in advisory capacities. In that context, proposals to remove the trail from the plan can understandably give rise to concerns about whose interests are being prioritized.

Even if no improper action is intended, the appearance of potential conflicts matters. Decisions involving valuable public assets demand especially high standards of transparency, clear ethical boundaries, and decision-making that unmistakably serves the broader public interest rather than a narrow set of private concerns.

I urge you to retain the Yamhelas Westsider Trail in the YCTSP and to approach this decision with a long-term perspective grounded in stewardship, fairness, and public confidence. Preserving this option keeps faith with prior planning decisions and ensures that future residents of Yamhill County are not foreclosed from opportunities we may not yet fully envision.

Thank you for your time, consideration, and service to Yamhill County.

Sincerely,
Ann-Marie Anderson
Dayton, Oregon

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 9:16 AM
To: Planning
Subject: FW: Yamhill county Trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

-----Original Message-----

From: Sally Thomas Tucker <sthomastucker29@gmail.com>
Sent: Wednesday, January 21, 2026 8:28 AM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Yamhill county Trail

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This issue involves public land and should be put up for a vote by the Public. Not just sold to the largest donors of Republican office holders.
Sent from my iPad

Ken Friday

From: vandykeben@yahoo.com
Sent: Wednesday, January 21, 2026 8:08 AM
To: Planning; Mary Starrett
Cc: Wendie Kellington; Greg / Celine McCarthy; Julie Van Dyke
Subject: Request to Remove Rails-with-Trails Language from the Transportation System Plan

Spam

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To the Members of the Yamhill County Board of Commissioners,

In light of the Planning Commission's unanimous decision, I respectfully request that the Board remove the "rails-with-trails" language from the County's Transportation System Plan (TSP) for the corridor extending from south of Carlton to Gaston.

This proposal has been under consideration for many years and has proven to be a divisive issue within our community. Allowing it to remain in the TSP—despite its cessation—only prolongs uncertainty and deepens divisions among residents who otherwise share a strong commitment to the future of Yamhill County. The history of this project, including the extensive debate and analysis surrounding it, is well documented in County records dating back many years.

None of us were present when the original railroad corridor was established. Whether land was conveyed voluntarily or otherwise, the fact remains that the railroad followed a predetermined path that divided farms and properties throughout the County. That historical use, however, has long since ended. The rail line has been abandoned, the tracks and ballast removed, and the land has gradually reverted to a condition consistent with the surrounding agricultural landscape.

Importantly, the County itself recognized this reality by applying Exclusive Farm Use (EFU) zoning to much of the corridor. That designation reflects deliberate policy choices made by the Oregon Legislature to preserve agricultural land as a highest and best use. At the time of zoning, County planners affirmed that this corridor met those criteria and deserved the same level of protection as adjacent farmland.

While there may have appeared to be limited opposition when the corridor was first placed into the TSP, that lack of response was largely due to landowners' unawareness of the action and its long-term implications. Multiple former Commissioners have since acknowledged on the record that adjacent property owners were not notified of the planning change or the ultimate intent behind it. Once the community became aware, public sentiment shifted markedly. Opposition grew not only among directly affected landowners, but also among a broader group of County residents who rely on Oregon's land use laws for both their livelihoods and the protection of private property rights.

Those property rights are foundational to our agricultural economy, our ability to invest in land, and the long-term stability of rural communities. As concerns were raised, many residents felt unheard. It was only after repeated remands by LUBA that the County ceased advancing what was ultimately determined to be an unlawful and imprudent project.

Now that the project has stopped—and given the clear weight of land use law and farmland protection—it is both appropriate and necessary to take the final step of removing the rails-with-trails concept from the TSP entirely. Doing so would provide clarity, restore trust, and allow our community to move forward together.

This is an opportunity for the Board of Commissioners to affirm its commitment to private property rights, lawful land use planning, and community cohesion. I urge you to act decisively and remove this language from the Transportation System Plan.

Respectfully,

Ben VanDyke

VanDyke Farms Inc.
15221 NW Westside Rd.
Yamhill OR 97148
503 799 3873

https://us01.l.antigena.com//DQY9WcCV3rrdHEvQmZz_mljt9zTrQp23b4_2UnS67RaSAcvA-7RHocl-z~5zep3gmxTkqLZWYY3U8PXExeCb2Y4u93LakGGmZnqWkzz5f4bYdLVVQ8XoNwjGnQ89yziKaj0NQn4~ssLvQdzeCTQnJByxHm7pdVn

"Keeping a Good Thing Growing"

Submitted 1/21/2026
by Ken Friday

Ken Friday

From: Ken Friday
Sent: Tuesday, September 23, 2025 4:12 PM
To: Kit Johnston; Ken Huffer
Cc: Jodi Gollehon; Alicia Lisle; kristen.ketchelbain@behlaw.com
Subject: FW: 9/17 Meeting Recap

Follow Up Flag: Follow up
Flag Status: Flagged

Attached please find confirmation from DLCD that they do not have any issues regarding the possibility of changing our TSP to remove the Yamhelas Westsider Trail project. Below are my meeting notes and their confirmation of the meeting summary.

From: AHRENS Melissa * DLCD <melissa.ahrens@dlcd.oregon.gov>
Sent: Tuesday, September 23, 2025 1:26 PM
To: Ken Friday <fridayk@yamhillcounty.gov>; HOLMSTROM Bill * DLCD <Bill.HOLMSTROM@dlcd.oregon.gov>
Cc: Jodi Gollehon <jodi.gollehon@behlaw.com>; Alicia Lisle <lislea@yamhillcounty.gov>; kristen.ketchelbain@behlaw.com
Subject: RE: 9/17 Meeting Recap

Caution: This email originated outside of the Yamhill County email system

Hi Ken,

Thank you for reaching out as a follow up to our meeting last week. I have reviewed the meeting summary and concur with your notes. Additionally, I checked in with Community Services Division staff and management at DLCD and we don't see any issues with this proposal. In terms of transportation planning specific feedback, I defer to Bill Holstrom to confirm your summary below. Thanks again for coordinating with us on this matter and please feel free to reach out with any additional questions going forward.

Best regards,

Melissa



Melissa Ahrens

Mid-Willamette Valley Regional Representative | Community Services Division
Oregon Department of Land Conservation and Development
635 Capitol Street NE, Suite 150 | Salem, OR 97301-2540
Cell: 503-779-9821 | Main: 503-373-0050
melissa_ahrens@dlcd.oregon.gov | www.oregon.gov/LCD

From: Ken Friday <fridayk@yamhillcounty.gov>
Sent: Thursday, September 18, 2025 9:17 AM
To: AHRENS Melissa * DLCD <melissa.ahrens@dlcd.oregon.gov>; HOLMSTROM Bill * DLCD <bill.holmstrom@dlcd.oregon.gov>
Cc: Jodi Gollehon <jodi.gollehon@behlaw.com>; Alicia Lisle <lislea@yamhillcounty.gov>;

Ken Friday

From: Breeayn Ardianto <breeayn@gmail.com>
Sent: Wednesday, January 21, 2026 10:16 AM
To: Planning; BOC Info
Subject: opinion on public land

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Just a note to say that my family and I support trails and green spaces that are open to the whole community and that all can benefit from and enjoy. McMinnville is a wonderful community and much of this has to do with the beauty around us and our ability to enjoy nature through parks, trails, and so on. Please consider this input when making decisions about public land.

Thank you, Breeayn Ardianto

Testimony on the Yamhlas Westside trail by Bob Luoto

January 22, 2026

The public always needs to know the whole story to make informed decisions.

My name is Bob Luoto and I live at 13900 NW Fir Crest Rd. McMinnville Oregon. I was born and raised in Yamhill County and have lived and worked here for over 50 years. Our family has started two businesses and supplied jobs for thousands of people in Yamhill County and the surrounding areas in Oregon. I am speaking this morning because of the confusion that has happened involving the Yamhlas West side trail. For years the public was under the impression that it was a walking and biking path to be used by the public. The truth was hidden in the 880 ordinance that said it was really being reserved for a light rail system. Yamhill county taxpayers do not need to deal with the increased taxes and control that comes with a metro system coming out of Portland. The county planning commission has voted to remove the westside trail from the transportation package unanimously and the trail has failed Oregon's farm impact laws several times. It has already cost the county taxpayers millions of dollars. It will continue to do so as long as this language is in the transportation system package of Yamhill County. I believe the county needs to sell the land back to the farmers or other private investors and put the money in a rainy-day fund for county emergencies. All that the county has done is spent millions of dollars and the only thing we have to show for it is another bridge to nowhere and then spent the money to remove the bridge. End the wasted time and money and please vote to take the Yamhlas Westside trail out of the transportation package for Yamhill County. I urge the Yamhill County commissioners to permanently remove it from the transportation system package and end this controversial issue. If the county needs biking and walking paths, work with the cities to help establish them without using county tax dollars.

Ken Friday

From: Celine Mccarthy <forestgrovept@aol.com>
Sent: Wednesday, January 21, 2026 12:37 PM
To: Planning; BOC Info
Subject: Yam trail Docket G-01-25

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January, 21, 2026
Docket G-01-25

To commissioners Mary Starrett
Kit Johnston
Bubba King

Oh how I wish I could give a nice skipping through the tulips testimony but alas I cannot....for I know our land use laws, the truth & the history of this trail.
I have lived it.

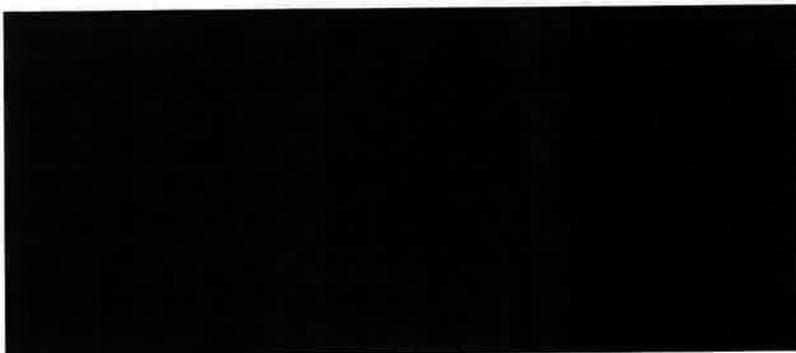
The PC (planning commission) knows the law too that's why they voted 5-0 to pull the trail from the TSP. And the past county commissioners/staff knew it too and that's why they took a run at it & tried to develop the trail without a permit or any notification to land owners. Due process was often denied (due to COVID) yet the county took advantage and proceeded ahead. These trails do not exist in EFU zoning because of ORS 215.296 because it cannot pass the farm impacts test.

The county failed to go by it's own laws and perform a farm impact analysis in order to get a conditional use permit in EFU zoning. They did not get a permit to construct a light rail bridge. Land owners & farmers were forced to sue.

LUBA sided multiple times with farmers so much so that almost \$50,000 was paid for their attorney fees against Yamhill county which was the biggest payout in LUBA state history.

The other zones this trail goes through are AF-10 and heavy industrial, in which trails are outright NOT permitted. These are our land use laws.

Wallowa county just defeating a trail for the very same reasons. [Commissioners Signal Denial of Rail Corridor Trail Plan, Formal Findings Set for Jan. 21 - Elkhorn Media Group](#)



Commissioners Signal Denial of Rail Corridor Trail Plan, Formal Findings...

Tracy Christopher

WALLOWA COUNTY — Wallowa County Commissioners signaled what they described as an “essentially final” decision

There are massive farm impacts without resolution. This trail dissects peoples land that have horses, sheep & goats, there's several filbert orchards, field crops, a cattle operation and even a dairy! Just how many gates & fences would it take for this gauntlet let alone crossing 2 highways, several roads, not to mention the enormous price tag, no clue how to maintain, fire, police & rescue are tapped, it can't even be insured and you're inviting Portland's problems to come. We don't have the monies to fix our roads and yet folks want to spend zillions of recreation? For the life of me, I cannot understand why recreation should overcede someones livelihood? Esp agriculture the folks that feed you.

We are a conservation state. Our zoning laws were created to preserve and protect. Compare EFU with Wetlands.

It's ok to protect critters in their habitat but not a farmer in his? Besides, farmers are slowly becoming an endangered species...and so is their land. That's why they call it EXCLUSIVE farm use.

The reasons why the dump got shut down are some of the very reasons this trail will NEVER go through.

And if you don't understand it, ask a farmer. They're nice people, they'll be happy to explain. And they were a lot nicer before they had to spend their own money to sue their own county government to follow it's own land use laws.

So the project was stopped, funds returned and the illegal light rail bridge dismantled. It's been a long fight with over 2,000 pages of testimony in the LUBA files. This trail is done. The only thing left it to remove it from the TSP.

And it saddens me that it's still being promoted to a mis-informed public giving them false hope. I think that is just cruel.

To the pro-trail folks....You didn't ever "have it" to lose it. Please quit beating on this dead trail horse that's totally pulverized.

Give you passion and energy to the parks & rec dept.

They are working hard to develop new outdoor spaces and trails that are affordable and legal in the right zoning.

I support the BOC to make the correct decision and I thank them for their service to obey the law, uphold the truth and make responsible decisions that don't waste tax payer dollars on illegal project. I support our beloved Oregon land use laws that keep our state beautiful.

Thank you very much,

Celine McCarthy
PO Box 417
Gaston, Oregon

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 1:13 PM
To: Planning
Subject: FW: Yamhelas Trail - please allow public vote on public lanf

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: D. Roelandt <drlcsw@gmail.com>
Sent: Wednesday, January 21, 2026 9:56 AM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Yamhelas Trail - please allow public vote on public lanf

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Thank you for considering our input on this important issue. As a 40+ years resident of Yamhill, I've watched traffic on Hwy 47 increase - including vehicles, cyclists, and pedestrians. It's a dangerous road especially for the latter group of folks. Yet travel between our towns is important, even mandatory, for many. I strongly support the proposed use of this public corridor of land to plan for & create a Trail for the necessary as well as recreational use in our communities.

I have had regular opportunities to drive to Banks & Vernonia. Use of their Trail, and folks' enthusiasm for it, has been impressive. We deserve that same opportunity; and I believe a vote on preserving this corridor of public land toward that goal will show public support.

I look forward to the chance to volunteer for working on that project & especially to someday having use of a Trail here in Yamhill Co.

Thank You.

Diane Roelandt
290 N Olive St
Yamhill, OR 97148

This Isn't About Trails — It's About Government Integrity

Good evening, Planning Commissioners.

My name is Marcia Baker, and I want to begin by clarifying something important: I am not anti-trail. I support trails when they are planned responsibly, transparently, and in a way that respects land use law and community values. But the Yamhelas Westsider Trail was not one of those projects.

This project is not being removed because people don't like trails. It is being removed because the County failed to follow its own laws, ignored the requirements of Oregon's land-use system, and mismanaged public funds — repeatedly.

For taxpayers like me, this is fundamentally an issue of **government integrity**.

The County began constructing a bridge without having completed the conditional use process required for EFU land. It claimed there would be no negative farm impacts even though affected farmers said otherwise. It attempted to justify a massive, heavy-duty concrete bridge by saying it was needed for fire trucks, even though LUBA determined that argument lacked probable cause and was inconsistent with the County's own documents.

The County lost five LUBA cases in a row — something almost unheard of. LUBA had to issue stays to halt illegal construction. The County had to dismantle what it had built. It had to repay grant funds. It was ordered to pay attorney fees because of its unreasonable arguments.

No one should be proud of that record. But what matters is that the County finally did the right thing in 2021: it ended the project.

The remaining task — the only reason we are here — is to make the TSP reflect that decision.

Leaving the YWT in the TSP would signal to taxpayers that the County has not learned from past mistakes. That it is willing to leave incorrect information in official documents. That it may try to revive the project someday, despite all the legal failures and public frustration.

Removing the trail is not about relitigating past conflicts. It is about demonstrating that the County can correct mistakes, take responsibility, and move forward with integrity.

If the County wants to regain public trust, this is the kind of action that matters. Clear. Honest. Transparent. Responsible.

I ask you to remove the Yamhelas Westsider Trail from the Transportation System Plan.

Thank you.

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 1:19 PM
To: Planning
Subject: FW: Yamhelas Trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Jane and Steve Harloff <sjharloff@gmail.com>
Sent: Wednesday, January 21, 2026 11:51 AM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Yamhelas Trail

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Steve Harloff
16175 Puddy Gulch Road
Yamhill, Oregon 97148

Commissioners:

I am encouraging you to keep the Yamhelas Trail as a part of the Yamhill County Transportation Plan when you meet on Thursday, January 22nd.

As I have suggested to you before, development of the Yamhelas is supported by a majority of people in Yamhill County.

The desire for this recreation facility for citizens of all ages here is very strong; most are incredulous that you are refusing to support the health and physical welfare of the county with your decision on property the County already owns.

A note: I can't be at the Board of Commissioners meeting on January 22nd, but I did attend the Planning Commission's meeting in December. I do hope the protocol will be more appropriate at your meeting: the Planning meeting started while citizens waited outside in the rain to come in the Courthouse. Most of us sat on steps, stood, or watched on small zoom screens. A few members of the Commission recused themselves (they were petitioners!) but they ran the meeting anyway. This was participatory government at its worst!

Your short - sighted refusal to protect public lands along the Yamhelas Trail will be your legacy in Yamhill County, unless you redouble your past efforts to create this needed recreational trail. The danger of Hwy 47 for riders and walkers is very real.

Steve Harloff
Puddy Gulch Road
Yamhill, Oregon

503-730-6781

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 1:20 PM
To: Planning
Subject: FW: Yam Trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: vanfarm <vanfarm@juno.com>
Sent: Wednesday, January 21, 2026 11:54 AM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Yam Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

January 21, 2026
Docket G-01-25

To Commissioners Starrett, King and Johnston

Please remove the Yamhelas trail project from the TSP.
This trail idea was born under false pretenses and deception.
Property owners were never notified of project dissecting their lands.
Public assembly and due many times denied due to COVID and excuses.
County council, past commisioners, county staff and "friends" co-conspired unlawfully on trail proceedings.
Land use laws NOT followed.
No farm impact study performed.
No idea of cost to taxpayers, how to maintain, fire, emergency protection, no planning.
Monies were granted and construction began WITHOUT permits.
Does this sound like government over-reach to you?

Farmers / property owners were forced to sue their own county government to follow it's own laws.
LUBA sided multiple times with farmers because there are significant impacts to farming practices that cannot be resolved. { ORS 215.296.}
The illegal light rail bridge was dismantled and almost 50K of attorney fees were awarded to the farmers against the county.
It is time for this doomed, poorly orchestrated project to end.

What a disaster and embarrassment to Yamhill County.

I commend commissioners Starrett and Johnston to do the right thing.

PLEASE REMOVE THE yam trail from the TSP.

Thank you for standing up proudly to the law and the rights of property owners and tax payers like me.

Sincerely,

John VanDyke

1255 E. Main St.

Yamhill, Oregon 97148

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 1:22 PM
To: Planning
Subject: FW: Docket:G-01-25

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Chris Reed <creed4448@gmail.com>
Sent: Wednesday, January 21, 2026 12:06 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Docket:G-01-25

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Hello and good morning. I am writing you today to express my belief that the ywt needs to be put out of the tsp. My name is Chris Reed and have been a taxpayer and resident of yamhill county for around 15 years. I grew up in hillsboro and saw the mass transit explode and all the problems it brings. From litter, homeless problems, crime and drugs! My wife and i agreed to raise our 2 kids here in yamhill away from all that disgust. Keep yamhill county a nice safe place to be for future generations. Please remove the ywt from the tsp. Thanks

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 1:25 PM
To: Planning
Subject: FW: Comments on the hearing on January 22 related to sale of trail easement

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: susan thomas <susanandsadie@hotmail.com>
Sent: Wednesday, January 21, 2026 12:23 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Cc: susan thomas <susanandsadie@hotmail.com>
Subject: Comments on the hearing on January 22 related to sale of trail easement

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Attached is my testimony opposing the commissioners' sale of the land purchased for the Yamelas Westsider Trail.

I attended the planning commission meeting held on December 4, 2025. I anticipated a fair hearing on both sides of the issue of the corridor owned by the county related to the Yamelas Westsider Trail.

Having served on a zoning board in the most populous county of a neighboring state, I had expectations of what the commission members and their activities would be like. When I was on this board, I understood my role to be that of learning about the applicable laws, regulations, and policies; studying applications for land use; listening to the views of county residents and stakeholders; and making a careful decision based on the facts. I understood that the offers of developers and landowners (incentives for me to vote a certain way) were not part of my decision-making process. I was adamant about refusing such offers and keeping my integrity intact.

I came to the planning commission meeting with that same expectation, that commission members would be acting in a way that demonstrated integrity and commitment to public service. What I found instead was a blatant demonstration of cronyism. It was quite surreal, as though Trumpian cronyism had descended upon Yamhill County. Numerous commission members recused themselves as they were landowners along the corridor. Were they appointed to the commission with the intent of their taking a particular stance on the trail? One of the commission members kept his eyes closed during most of the meeting. Was he asleep? Did he hear any of the hours of testimony provided about the trail and the disposal of the corridor? Did he see the sincerity of the wide variety of folks speaking and listening to the many views presented? A former county

commissioner made a dramatic plea that all present should be respectful of those speaking and then spent the rest of the session chatting with her cohorts opposed to the trail when supporters of the trail were speaking.

After it was all done, well past 11:00 pm and after the planning commission's rushed vote made without discussion among themselves, I realized that it was a done deal when I walked in. The planning commission members appeared to have done what they were "hired" to do...make sure that the trail was dead.

I hope that the board of county commissioners will truly demonstrate on January 22 a commitment to public input on the trail, but I'm not holding my breath. I'm convinced that, after the input is received, two will vote for the sale and one will not. The widespread public support for keeping the property for public use will most likely be irrelevant to all but one of the commissioners.

It may come as a surprise to board that the acceptance of widespread cronyism is not unanimous in this country, this state, and this county. It may come as a surprise to some that the overt actions of a moneyed few are not guaranteed to be successful in the future. It may come as a surprise to some that many people still see government as a means to accomplish the will of the people, not as a tool to put more money in the pockets of the rich.

Even though I'm not optimistic about the outcome of tomorrow's commissioner meeting, I am optimistic about county citizens finally saying "enough is enough." I look forward to having a slate of county commissioners who are not beholding to a few landholders and who listen to the many voices ringing out for the public good.

I am opposed to the sale of the easement for the trail and would appreciate consideration of my view. Thank you.

Susan Lowman-Thomas
11655 John's Landing Road
Carlton OR 97111
susanandsadie@hotmail.com

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 1:27 PM
To: Planning
Subject: FW: Hearing Testimony: I oppose Docket G-01-25 - Proposal to remove the Yamhelas Westsider Trail from the YCTSP

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: markhamcp@frontier.com <markhamcp@frontier.com>
Sent: Wednesday, January 21, 2026 1:01 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Cc: Kit Johnston <JohnstonK@yamhillcounty.gov>; Mary Starrett <starrettm@yamhillcounty.gov>; Bubba King <KingB@yamhillcounty.gov>
Subject: Hearing Testimony: I oppose Docket G-01-25 - Proposal to remove the Yamhelas Westsider Trail from the YCTSP

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21 Jan 2026

To: Yamhill County Board of Commissioners
RE: OPPOSING Docket G-01-25 – Proposal to remove the Yamhelas Westsider Trail from the YCTSP
FROM: Craig Markham, Dundee, OR

A network of walkable, non-motorized trails connecting our communities is an essential component of a well-functioning transportation system. **I oppose removal of The Yamhelas Westsider Trail project from the Yamhill County Transportation System Plan (YCTSP).**

We will need this, or a similar corridor in the future. By reserving this existing publicly-owned right-of-way today, we can avoid the enormous costs and disruptions of acquiring a new one to replace it in the future. Removing this right-of-way from the transportation plan clearly telegraphs your intention to squander this opportunity by selling it off, just as this commission has already thrown millions of dollars in grants overboard in order to thwart using the right-of-way for a trail.

Yamhill County, with its rapidly increasing traffic, perilously narrow, roadways, narrow or nonexistent shoulders, blind curves and yawning ditches has become notorious as a death trap for pedestrians and cyclists.

A grade-separated trail network will provide healthful, accessible connections between our communities, without requiring car-dependency for every trip. Instead of spending even more screen time slouched on the couch, our kids – and the rest of us too – can be enjoying the freedoms, responsibilities and savings of safely walking and riding our trails for work and play.

Why wouldn't you prefer to leave that as your legacy for our future generations?

The Yamhelas Westsider Trail has widespread support in the county. **I urge you to keep our right-of-way in the Yamhill County Transportation System Plan.**

Please include this testimony in the hearing record.

Craig Markham
Dundee, OR

Ken Friday

From: Mary Weil <mary@treeconnect.com>
Sent: Wednesday, January 21, 2026 1:29 PM
To: Planning
Subject: trail and rail

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Please preserve the right of the public to determine the public use of its lands.

Mary Weil
Dundee

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 1:46 PM
To: Planning
Subject: FW: rail and trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

-----Original Message-----

From: Mary Weil <mary@treeconnect.com>
Sent: Wednesday, January 21, 2026 1:30 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: rail and trail

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please allow the public to determine the use of their public land.
mary weil
dundee

January 21, 2026

Final Closure

Yamhill County Commissioners

535 NE 5th St.

McMinnville, OR 97128

Dear Commissioners,

This issue has already been decided through years of Litigation, analysis, and County action. The Yamhelas Westsider Trail as challenged, stayed, remanded, withdrawn, defunded, dismantled and abandoned. There is no active proposal and no legal pathway forward without starting entirely over—and the County has chosen not to do that.

The only question remaining is whether the Transportation System Plan will be accurate and honest. Leaving an abandoned project in a binding planning document is not responsible. We urge you to remove the Yamhelas Westsider Trail from the TSP and finally close a chapter that has imposed unnecessary burden on farmers and taxpayers alike.

It has come to our attention that there are still troublesome loose ends regarding the issue that should be eliminated.

Respectfully submitted,

John and Nanette Cramer

Ken Friday

From: Joni Zimmerman <jonizim@gmail.com>
Sent: Wednesday, January 21, 2026 1:59 PM
To: BOC Info; Planning
Subject: Support for Yamhelas Westsider Trail - let the people vote!

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I am horrified that you seem to be blatantly ignoring overwhelming public support for the the Yamhelas Westsider trail project by proceeding with your plan to remove this transportation corridor from the TSP, destroying any future possibility of using this corridor for recreation, transportation, water, electricity, high speed internet or similar uses that benefit the public.

Government exists for the benefit of the people. We consent to being governed because there are functions that can more efficiently be performed collectively. This consent is given with the innate expectation that decisions made by our elected representatives will ALWAYS be in the best interests of we the people. There is NO POSSIBLE way that your decision to withdraw this corridor from the TSP can be construed as being in the best interests of the people.

The case has clearly been made that keeping this corridor benefits the people now and in the future, and removing the corridor from the plan and selling it off will cause multiple problems in the near and distant future. Over and over people have enumerated the health, recreational, safety and economic benefits to our county of having a trail and future rail. It's one thing to just not build the trail immediately. But it's a whole other arrogant, thoughtless, self serving thing to make it impossible for future generations to ever build a trail or light rail even as they are living with the consequences of people alive on earth now not doing anything about climate change.

It is absurd that you are trying to make it sound like proceeding with the approved plan for a future rails and trails project somehow limits farming practices and thereby hurts farmers. This corridor has existed alongside farmland for longer than a century. The practice of poisoning the earth, air and water with pesticides and herbicides is far more recent, and the harm to the public from these practices certainly outweighs the benefit to the few farmers. Perhaps the farmers along this corridor would actually benefit more if they had to switch to organic and regenerative farming practices on the small amount of their land that might be affected by a trail.

I strongly support keeping the potential for a rails and trails project along this corridor in the TSP. In fact, I would like to see our county use the TSP as a real blueprint and work towards implementing projects, especially this trail, bike lanes along our roads, and vastly improved public transportation, including connecting us to the rest of the world with light rail instead of forcing us to continue enduring the expense, hazards and environmental degradation of maintaining and driving cars. It is shortsighted, stupid, and bordering on criminal that we don't already have safe routes for people to ride bikes from place to place in this county. The recent paving of North Valley Road leaving 2" of paved shoulder for bikes and pedestrians is a prime example.

Please do not do something rash and irreversible without allowing the people to vote on this consequential decision.

Sincerely,
Joni Zimmerman
Newberg

Ken Friday

From: Haley Cox <haleyccox@gmail.com>
Sent: Wednesday, January 21, 2026 2:03 PM
To: BOC Info; Planning
Cc: letters@newsregister.com; trailspac@gmail.com
Subject: Don't Fumble the Trail Project!

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To all who are Concerned,

What a complete mess Yamhill County has managed to make of the Yamhelas Westsider Trail issue. Having been intimately involved in the landfill expansion drama of the previous decade, I would have thought that County officials were well-versed in the "Farm Impacts Test" and the need for rigorous findings of fact in land use applications.

That said, just because the project application was lacking in substantial details, and officials have bungled the process at other points along the way, does not mean this unique and valuable opportunity for present and future generations should be tossed onto the proverbial dump that Yamhill County seems stubbornly set on manifesting for itself. The trail is truly a visionary project, one with many expansive public benefits, including for economic development, transportation safety, recreation, and wildlife, addressing many state and local goals for these issues.

Its very curious that Yamhill County recently adopted a new Park System Master Plan that makes no mention of this trail corridor, despite being roughly 60 acres of undeveloped land already owned by the County and planned to serve recreational uses dating back to 1996. The plan also states that Yamhill County provides just a tiny fraction per capita of recreation acreage and spending compared to its peers. By neglecting to include this important facility in the Parks Master Plan, the County officials have undermined the project at the expense of the public and many partners who have supported it in good faith.

Officials have mislead the public at many turns, and the gossip grapevine associated with the Yamhelas Westsider Trail is simply astounding- is there light rail being proposed in the trail corridor that will bring "bad types" to the area? Are the County officials planning to sell the property to political contributors? All this conjecture just reeks of a lack of public trust, which will be ever more entrenched if Commissioners take this bold and hasty action to kill the community's dream.

The staff report for this hearing states: "Due to the fact that Yamhill County has not been able to make findings to satisfy the Farm Impacts Test..." now County officials just want to erase the project from all the County planning documents; Cities, citizens, and other entities who have contributed toward it's development be damned. There is no mention of how the County plans to address the need for safe biking and walking facilities between these rural towns, and for recreation opportunities within the County that this project was meant to provide.

OAR 660-012-0050 states that:

If a local government decides not to build a project authorized by the TSP, it must evaluate whether the needs that the project would serve could otherwise be satisfied in a manner consistent with the TSP.

Where is this evaluation??

Frankly, the County could still do much to implement this project as proposed in the TSP and envisioned by the public over many decades. Given that this has always been a transportation corridor, it makes no sense for it to be zoned EFU- why not rezone it to the Parks, Recreation, and Open Space District, where hiking and biking trails are permitted outright? Why not finish the incomplete YWT Master Plan so that the project goals and parameters are clear, and issues can be worked out in a public forum in advance of the land use permitting process? This situation appears to be mostly one of political sabotage.

Commissioners, please put down your guns and think of the children. They are all getting fat and depressed because we are not putting their safety and well-being first. Don't fumble this trail, this beacon of hope and opportunity for a future that is more fun for everyone.

Respectfully,
Haley Cox

Ken Friday

From: Alice Patridge <alicejuiceplus@gmail.com>
Sent: Wednesday, January 21, 2026 2:08 PM
To: Planning; BOC Info
Subject: 'the Republic for which it stands'

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I have a grateful heart today because I am in a country that is a Republic. I am grateful for those of you here on this board that take your oath of office seriously and bravely. Thank you for standing up for the rule of law when there are those seeking to skirt around laws in place and the guidelines that are set up to protect land use. We need this protection because there are those who are coveting something they want to the point of interfering with landowner's rights to conduct farming and maintaining privacy.

This is where you stand as our vanguards against losing our established rights against the onslaught of people crying that WE are hurting THEM because it's what they WANT. Again, thank you for being on this board and representing the voice of those who have the most to lose, not just those fighting to get what they want no matter the cost. Please remove the Yamhelas Westsider Trail and rail project from the TSP and stop the waste of tax payer's money.

Respectfully submitted,
Alice Patridge
687 N Coolidge St
Carlton, Oregon 97111
(105ft of adjacent trail)

--

Alice Patridge

Ken Friday

From: Alice Patridge <alicejuiceplus@gmail.com>
Sent: Wednesday, January 21, 2026 2:11 PM
To: Planning; BOC Info
Subject: Not a democracy, a Republic

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Thank you for being part of our Republic. As a Republic, we depend on our elected officials to make sure laws and rules are applied and followed. We have borne witness to some of our leadership falling for the cries of some entitled people, many of which do not reside in Yamhill county and many more that do not reside directly against the ROW. We have looked to you to defend our rights under LUBA guidelines and you have faced the battle bravely even to the point of personal attacks and threats. Thank you for stepping up in this battle and please keep pressing forward. The county has lost enough money fighting this and it is time to put an end to this and remove the Yamhelas Westsider Trail from the TSP docket permanently.

Respectfully submitted,

--

*Alice Patridge
687 N Coolidge St
Carlton, Oregon 97111
(I own 105Ft of land adjacent to the ROW)*

--

Alice Patridge

To the Board of Commissioners of Yamhill County

Kit Johnston, Mary Starrett, David King:

Concerning consideration to remove the Yamhelas Westsider Trail Corridor from the Transportation System Plan

I have 2 cousins that live in WA County. One is retired Law enforcement. One is retired WA county Fire Protection. Both told me don't let this trail happen. Stop it. They related incidents on the Banks-Vernonia trail that they'd been on call for. The retired LEO will not let his wife walk it unless he goes along, armed. They won't give a statement, because they're retired from unions.

This YWT project was started by some financially well off people. They talked to business people in Carlton. They got some national group that supports trails to help. They didn't come to us, the people working & living in the area, to get our thoughts. Our farm neighbors heard about a meeting, a Charrette. No one knew what that was or could be. Good way to alienate the locals. Only a couple farmers attended the meeting. That's how we learned about this.

A bunch of us went to other meetings, talked to people trying to figure out why here & why now. What about Land Use Law? We found out that Commissioners were being told that farmers supported it. We showed up to protest with tractors. The few people with certain influence got it passed. We got together, decided we needed at least someone on BOC that understood or at least would hear our point of view. It wasn't just 4 or 5 families. It wasn't just farmers. That's how we came to support Lindsay Berschauer. If you know a farmer, you know that they do not make snap decisions. In the meantime, the county went ahead with seeking finances and plans and began work.

We got a lawyer and took the county to LUBA. FOUR TIMES LUBA ruled against how the County was doing things. It was Remanded FOUR TIMES to correct them. Parts of the work were stopped, a bridge had to be dismantled, and some of the money returned. "Cart-before-thehorse" is not good government nor wise financial sense. And yet here we are with another contentious meeting.

The TSP is outdated. Plots the trail through areas no one asked for it. Still has light rail present. None of this was ever voted on by the people. It is not required to do so.

Please, I urge the BOC to vote removal of this from the TSP. GIVE THE CITIZENS of the North County, Yamhill-Carlton-Gaston areas, peace of mind.

Maybe some county citizens can form a new group from across the entire County to consider recreational spots. Oh wait, we have them already ... the County Parks committee.

Thank you for taking the time to read and consider my testimony on removing the Corridor from the Transportation System Plan.

Kathleen (Kathy) Sitton

11595 NW Cummins Road
Carlton, OR 97111

January 21, 2026

Cove Orchard Water Association
PO Box 111
Yamhill, Or 97148

Dear Yamhill County Board of Commissioners,

The Board of Directors for the Cove Orchard Water Association (COWA) fully supports keeping the existing rail corridor under Yamhill County control for future use as a utility corridor. COWA serves 85 households, providing clean drinking water in an area where many private wells are brackish or otherwise unsuitable for potable use.

Our district is currently facing aging infrastructure and a maxed-out water supply line. At present, we rely on a 4-inch line that runs from Gaston to our pumping station north of Cove Orchard. Several properties within our service district cannot be served because this supply line has reached its capacity. Looking ahead, the need for increased water conveyance capacity is both immediate and long-term.

Further south, the communities of Yamhill and Carlton are also facing water supply challenges. Carlton has already been in discussions with Hillsboro regarding a potential supply line to address these issues. We anticipate that, in the near future, there will be a strong need to collaborate with these communities and other small districts to install a larger regional supply line capable of serving multiple areas. A shared corridor would allow communities to distribute costs for installation, maintenance, and future upgrades, making such projects more feasible and fiscally responsible.

The existing rail corridor represents the most practical and efficient route for future water conveyance and other utilities. Without access to this corridor, the only remaining option would be to locate new utility infrastructure along Highway 47. This alternative would be significantly more expensive and would likely result in prolonged construction delays on a major county transportation artery. Such delays would impact commuters, freight movement, emergency services, and local businesses, while also increasing project complexity and safety risks for construction crews.

Our current water line already runs within the utility easement along Highway 47, and this location makes repairs and upgrades complicated, costly, and hazardous for both our crews and our contractors. Preserving the rail corridor for utility use would provide a safer, more efficient, and more forward-looking solution to the region's growing infrastructure needs.

For these reasons, COWA strongly supports maintaining county control of the rail corridor to preserve its future use as a multi-purpose utility corridor that can serve water, wastewater, and other essential infrastructure needs for Yamhill County communities.

Sincerely,

Board of Directors
Cove Orchard Water Association

Ken Friday

From: Jennifer Nice <jenmattechecknice@gmail.com>
Sent: Wednesday, January 21, 2026 2:22 PM
To: Planning; BOC Info
Subject: Please protect our public lands

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear esteemed leaders,

I'm unable to attend the January 22nd meeting, so I'm writing in support of the Yamhelas Westsider trail. I respectfully implore you to listen to your constituents and acknowledge that public lands belong to the public and any decision should be made by voters.

The Yamhelas trail, which has already been paid for by taxpayers, would benefit so many: the health and well being of users who can exercise outside and breathe in the fresh air of our beautiful Yamhill Valley; the local business owners who would enjoy economic activity from tourists before or after they use the trail; young and old; families and friends; cyclists, walkers, strollers, joggers. There is truly no negative that would stem from this trail. As evidence, just 34 miles down Highway 47, the Banks-Vernonia trail has been thriving for 15+ years without problems for nearby landowners.

I'm a 4th generation McMinnville native. My grandmother, Mary Donnelly Mattecheck, grew up on her family farm on Donnelly Lane, just off Westside Road. My grandfather, Robert Mattecheck, opened the Mack Theater in 1941. My dad, Michael Mattecheck, worked as a local insurance agent in McMinnville for 40 years. I, along with countless others, care deeply about the best interests of Yamhill County and McMinnville residents. I believe the trail would enhance the lives and livability of Yamhill County.

Please keep the Yamhelas Westsider Trail in the county transportation plan for now and allow voters to decide whether it should be sold or not. Thank you.

Sincerely,
Jennifer Mattecheck Nice

Yamhill County Board of Commissioners
535 NE 5th St
McMinnville, OR 97128

Neyssa Hays
20375 Highway 47
Yamhill, OR 97148

Re: Docket G-01-25

Jan. 21, 2026

Dear Chair and Members of the Board of Commissioners,

I am writing to urge you to **oppose the removal of the Yamhelas Westsider corridor from the Yamhill County Transportation System Plan (YCTSP).**

This corridor is a rare, continuous north–south right-of-way that has existed as a public transportation corridor since the 19th century. Removing it from the YCTSP would permanently foreclose future public uses and eliminate one of the County’s most valuable long-term infrastructure assets. Once fragmented or sold off, this corridor cannot be reassembled.

While much of the public discussion has focused on recreational use, I ask you to consider the **broader and more consequential public interest:** the corridor’s potential role as a **utilities and infrastructure corridor.** Preserving this alignment keeps open future options for water, sewer, power, broadband, and other essential public utilities—particularly for growing communities such as Carlton, Yamhill, and surrounding rural service areas. Securing linear infrastructure corridors becomes exponentially more difficult and expensive over time; eliminating this one now would be short-sighted and irreversible.

Keeping the corridor in the YCTSP does **not** require immediate development or construction. It simply preserves a public option so that future generations—facing different needs, technologies, regulations, and land-use conditions—can make informed decisions. Long-range transportation and comprehensive planning exist precisely to protect such opportunities from being lost to short-term pressures.

I also want to acknowledge that I support the Yamhelas Westsider Trail as a potential future recreational and alternative transportation facility, should conditions allow. Preserving the corridor today keeps that possibility alive for future residents, including students, families, seniors, and people with disabilities, while requiring no commitment to immediate implementation.

For transparency, I disclose that I serve as Chair of the Yamhill County Parks Advisory Board; however, I am **not speaking on behalf of that board**, and these comments reflect my personal views only. I also note that the Board of Directors of Outdoor Education Adventures (OEA), a Yamhill County nonprofit, has voted unanimously to support the Yamhelas Westsider Trail and to oppose removal of the corridor from the YCTSP, recognizing its long-term value for education, access, and community connectivity.

The question before you is not whether a specific project should be built today. The question is whether Yamhill County should permanently abandon a public corridor that has served transportation purposes for over 150 years. Removing it from the YCTSP would do exactly that.

I respectfully urge you to **retain the Yamhelas Westsider corridor in the Yamhill County Transportation System Plan** and preserve this irreplaceable public asset for future generations.

Thank you for your consideration and for your service to Yamhill County.

Sincerely,

Neyssa Hays
Yamhill, OR

Ken Friday

From: Greg Mccarthy <groundzerofarm@aol.com>
Sent: Wednesday, January 21, 2026 3:17 PM
To: BOC Info; Planning
Subject: Yam trail G-01-25

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Dear Yamhill county board of commissioners:

It's been said that this trail will bring a lot of economic developement but what about the loss the revenue for the farmers if this goes through EFU & all the set backs & changes to farming practices? Farmers employ thousands of people and these workers and their families are part of our local community.

They are the backbone of local economics. They pay taxes, they live here, their kids go to school here, they buy groceries, gas, go to restaurants, fix their cars etc. All contributions to our local economy. If farmers are forced to scale back because of all the restrictions placed by having a public trail dissect their lands, then job opportunities will be lost. Less employees. These are real concerns. EFU and our land use laws protect farmers ability to farm without negative impacts.

Consider the Banks-Vernonia trail. If you talk with anyone from Banks, they will tell you that the trail brings congestion & parking issues. Cyclists come, they unload their bikes, grab their picnic lunches, ride, come back, load their bikes and go home. They do not frequent the Banks business, by gas, nothing. I do not agree that the economic situation would improve. It's better to have folks employed by farmers.

But really all of this doesn't really matter at this point in time. What matters is that this proposed trail is in the wrong zoning, period. There are no trails in Oregon that cut through EFU. It is a very strict zone to develope trails as the people on them pose a negative impact to farming practices. ORS 215.296 This has been proven multiple times in LUBA. There's over 2000 pages of testimonies! The county dump was shut down due to negative farm impacts.

This Yam trail cannot be developed. It's in the wrong zoning.

Please remove the YWT from the transportation system plan. Support local farming. It's the right thing to do.

Respectively yours,
Greg McCarthy
Yamhill OR

Ken Friday

From: Todd Sadlo <toddsadlo@gmail.com>
Sent: Wednesday, January 21, 2026 3:28 PM
To: Planning
Subject: Fwd: Submittal to record in Docket G-01-25

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

From: **Todd Sadlo** <toddsadlo@gmail.com>
Date: Wed, Jan 21, 2026 at 3:19 PM
Subject: Submittal to record in Docket G-01-25

Ken Friday, Planning Director
Board of County Commissioners

Thank you for this opportunity to comment on the proposed ordinance (G-01-25) to remove the Yamhelas Westsider Trail from the county Comprehensive Plan. There is only one reason for the Board to take such action, and that is to sell parts of the corridor to trail opponents who own adjacent properties. I know that is true as a (now retired) attorney of 40 years who was also assistant Yamhill county counsel for a total of 13 years.

The corridor was established in 1872 by purchase from pioneers who clearly knew a good thing when they saw it and also, were paid cash. Since 1872 the trail corridor has been owned by a railroad or government, and it has never in those 143 years been the 'backyard' of any of its neighbors.

Transportation projects advance economic prosperity, of the kind that the county is currently denying (most recently) to the cities of Yamhill and Carlton. I helped to arrange the purchase of the trail corridor from Union Pacific and to successfully defend the title in Circuit Court. It is an invaluable public resource for the thousand reasons that have been presented into the record of this matter.

"Surplus" property can be sold at the discretion, near total, of the Board of Commissioners. The only statutory limitations are that it must be "not needed for public use" or "whenever the public interest may be furthered," which are vague statements infused with discretion. The Board majority is now proposing to remove statements from the Comprehensive Plan that establish a need for public use of the 15.25-mile long, sixty foot wide property-as a trail. The Plan now clearly states that the county-owned trail is definitely needed for future public use and that it is squarely in the public interest. Which it is.

In this case, Commissioner Mary Starrett is prohibited by law from running again, and will leave office at the end of 2026. Commissioner Kit Johnston is running for re-election and is facing a strong candidate in the primary to be held on Tuesday, May 19, 2026. If he loses in the primary (by one vote more than 50%) or general election, he will also leave office at the end of 2026. Time is running out to completely defeat the trail in favor of a handful of opponents who own property adjacent to the county's property.

Commissioner Johnston's proposal will delete from the plan the goal of establishing a hiking, running, biking and possible equestrian trail, in a publicly-owned corridor, one day linking McMinnville with Hagg Lake, a major recreational attraction in Washington County. Removing that goal is the first step for the Board declaring the opposite-that the property is "not needed for public use." The ultimate goal, and the only reason for the proposed ordinance, is to sell it piecemeal as "surplus" property, to prevent any part of it from being used for a trail (except within the city of Carlton). Time is running out for Commissioner's Johnston and Starrett to permanently defeat and make impossible the Yamhelas Westsider Trail.

The proposed ordinance is the first step in the shameful destruction of a public resource, in a way that benefits friends of Commissioner Johnston and long-time supporters of Commissioner Starrett, and no one else.

The light rail red herring

Lindsay Berschauer and others have claimed that the trail is subterfuge and the actual goal of the Comprehensive Plan provisions she wants deleted is to promote and construct future light rail connecting Yamhill County cities with the Metro Portland area, which she views as an obvious (unsupported by facts) evil. In 1914, during times apparently more progressive than the present, Southern Pacific Railroad established the "Red Electric" line running bright red electric trains from Union Station in Portland to Carlton, St Joseph and on to McMinnville, Sheridan, Willamina and Corvallis through connecting lines.

But Ms Berschauer's claim is a red herring, not a red electric train. If her claim were true, the Plan amendment needed is not one to destroy a public trail resource, but to remove the goal of future light rail from the Comprehensive Plan.

I retired because I did not need the abuse and nonsense of the Board Ms Berschauer was elected to join and the new majority of that Board. In my opinion, the more politics in government, the less rational is governance. That certainly held true while Ms Berschauer was in office, and it is now a tradition carried on by the current Board majority. If Lindsay Berschauer really believes her red herring argument she should ask the Board to table the proposed measure and amend the plan to remove light rail as a county goal.

There is no factual basis supporting a decision to remove pro-trail policies from the Comprehensive Plan's Transportation System Plan

The only reason for removing transportation system goals from the plan in this case is the conclusion of a majority of the current Board that a trail can never be approved in the corridor due to claimed "substantial" farm impacts. That claim is also nonsense.

Numerous conditions were proposed by the previous Board majority to protect neighboring farms from "significant" changes to accepted farm practices or costs. The Land Use Board of Appeals, on page 62 of its second and final conditional use permit decision, stated that the county had failed to demonstrate full compliance with the farm impact standard, due to a shortage of substantial evidence refuting a handful of the many claims of the opponents' many lawyers.

The opponents had argued that approval of the trail was "legally impossible" under the farm impact

standard, especially as to herbicide use. LUBA squarely disagreed with petitioners on that point, stating: "[W]e are not convinced that the Trail is prohibited by the farm impacts standard as a matter of law." The case was remanded for the county to fix its mistakes, it was not reversed. Neither the county nor trail opponents have provided, in this matter, any substantial evidence ('factual basis') for concluding that LUBA was wrong.

LUBA was not wrong. One case in point is paraquat (sold as Parazone and Gramoxone), a desiccant herbicide that is highly toxic, used all over the United States, and is banned in 70 countries mostly due to studies showing that it causes Parkinson's Disease. EPA has long considered banning it in the US, and heavily regulates its use. Trail opponents claimed at LUBA that the paraquat labels prevent them from spraying "in" residential and recreational areas, and that "in" means "around." The lawyer for the opponents made this claim, and it was backed up by a public relations person at the Oregon Department of Agriculture. EPA wrote the rules on paraquat labels and is the only entity with authority to interpret it, other than the courts. I failed to produce an "expert" to counter what is obvious nonsense, thus failing to meet the farm impact standard in that respect.

The remand process, which would have allowed me to debunk the claim, was abruptly terminated by Commissioners Berschauer and Starrett at great cost to the county. If I had been allowed, as the county's attorney, to address LUBA on remand, I am certain I would have succeeded in addressing all of LUBA's concerns.

There are no legal setbacks for application of paraquat to agricultural land next to residential or recreational areas. As with all pesticides and herbicides, farmers were never allowed to spray or overspray onto neighboring roads or properties, no matter what use is being made of those neighboring properties. Neighboring farmers are currently prohibited from spraying or over-spraying the trail corridor, and like roads, having people present does not change a farmer's legal obligation. Most farmers know and respect the applicable laws. Trail opponents point to no guidance from EPA, who wrote the paraquat rules, that compels a different conclusion. A new applicant for trail approval will have little problem addressing this and every other error identified by LUBA in its final trail decision.

A couple preposterous statements in the record that I wish to address

Minutes in the record, approved by the Board, state that Commissioner Johnston asked for the proposed ordinance because removing "specificity" regarding the Yamhelas Trail will allow more options for other projects. Now, this is subterfuge. What other use do you make of an undeveloped transportation corridor other than as a public trail? Is Commissioner Johnston proposing a road or resumption of freight traffic? I doubt it. The corridor can currently be used for purposes that do not interfere with its use as a trail, including all subsurface and above-surface utilities, without any changes to the Transportation System Plan of the Comprehensive Plan.

Commissioner Johnston's claim of the reason for his actions is sheer nonsense. As stated, he really intends to sell chunks of the trail to his buddies along the trail, reserving subsurface and above surface utility rights, foreclosing forever any transportation use of the corridor. There is no other reason for his request to remove trail policies. If you agree that false or deliberately misleading statements by our elected representatives is a disqualifier for public office, (as used to be the case throughout this country), please vote Commissioner Johnston out of office in the primary on Tuesday, May 19. His opponent, John Linder, is superior to him in every way and will govern with integrity. Mr. Linder, like a clear majority of county citizens, also objects to Commissioner Johnston's proposed squandering of a

public resource, the Yamhelas Westsider Trail corridor.

Past Boards, mostly with Republican majorities, have all been big, enthusiastic trail supporters until the advent of Mary Starrett, then Lindsay Berschauer, and now Kit Johnston.

Which brings me to the second preposterous statement in the record, which is the entire Tom Hammer submittal. If you want to see the kind of opposition I faced as the attorney for the county seeking approval of the Yamhill to Carlton trail connection, please read the pile of slanderous, vitriolic crap he has deposited, squatting, into the record. The Oregon Bar Association not only exonerated me, it described why my actions, although unsuccessful before the LUBA referees, were good lawyering and entirely ethical. Mr. Hammer is part of the wave of personal attacks, vitriol, lies and innuendo that has characterized the organized trail opposition throughout this process.

Request to supplement the record

I request that the 851 page trail petition, and the 3,681 page trail petition, both submitted to the Planning Department and posted on its website, be added to the record of this matter. They are both directly relevant to this proceeding and have very obviously been "placed before" the Board, possibly in paper form, but definitely by posting on the county's website. Thank you for your consideration of this request.

As for Commissioners Starrett and Johnston: I have no hope you will do the right thing and table your proposal. I am hopeful that the continuing onslaught of public opinion in favor of the trail will convince you that what you are proposing to do flies in the face of, and is an insult to, the electorate of Yamhill County and all of its residents who have yet to reach voting age.

Sincerely,

Todd Sadlo

Ken Friday

From: darren sutherland <drsuth@hotmail.com>
Sent: Wednesday, January 21, 2026 3:34 PM
To: Planning
Subject: G01-25

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I am for the removing of the yamhelas trail project out of the TSP Darren Sutherland

Ken Friday

From: Brandon Slyter <bslyter@board.cprdnewberg.org>
Sent: Wednesday, January 21, 2026 3:48 PM
To: BOC Info; Planning
Subject: Public comment TSP

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To the Yamhill County Planning Dept. and County Commissioners,
I would like this email to be included in the public comments for the Transportation System Plan vote regarding the Yamhelas Trail.

My name is Brandon Slyter; I am one of the board directors for the Chehalem Park and Recreation District, but I am speaking on my own behalf and not for the board or district.

I am emailing in support of the Westsider Yamhelas Trail. Protecting public spaces, connecting communities, and encouraging recreation are three consistent topics I will always advocate for. Clearly this is a complicated matter and not as simple as, "build the trail," or, "don't build the trail." It is because of that complexity that I think it responsible for the county to educate the public and give them a chance to decide what they want; what we want. We want more trails. All of the data and surveys will support this. It appears that even the County supports this. I'm proud that George Fox University (my alma mater) has partnered with the county to address this very issue. And I can't help but wonder if they would want to help with the Yamhelas trail; however, it's been so highly politicized, they likely don't even want to mention it.

There are a few points I would like to bring up that I believe are important. We are elected officials. We are decision makers. And it is highly imperative we include the public in these decisions. Not simply the bare minimum legal requirements. Not just public comments when your mind might already be made up. Put the decision in the public's hands. If we make highly contentious decisions - justify it. So far, I've been quite confused about the justification.

Next, I've heard recently that the problem has always been about the potential inclusion of light rail. While a separate topic from recreation, I think if more Americans traveled abroad, they'd be highly impressed with rail infrastructure, and quite frankly, embarrassed of ours. That being said, if the county deems a train the main issue, why not amend the TSP? Remove the rail, build the trail? It seems like a win-win.

Finally, far too often we are victims of sensational exaggeration. Let's let our words speak truth. It's highly troubling to hear comments such as, "commissioners want to sell public land to their friends." And it would go a long way for each commissioner to pledge to protect a public asset for the good of the county. That their personal affairs and connections have no involvement. I do not believe I've heard any of the commissioners speak to selling the public land as a favor to a friend or associate, so I prefer to assume good intentions. Please clear this up with the public and put to rest the sensationism. Likewise, there's sensationalism that this trail would destroy farms or take away private property rights. Countless examples of trails next to farmland should be example enough; it's simply not true. Please set the record straight, because words have power and truth has meaning.

I've had the pleasure of interacting with two of the commissioners, Starrett and King, who have shown kindness in our interactions and are well involved in our community. Whatever political convictions we all may differ on, we can still work together and build meaningful connections.

While the legal procedures for the trail's existence in the county TSP and the concerns over a train are something I cannot speak to, I can make this clear: we want this trail to exist in a form where we can walk, ride bikes or horses, and travel safely while enjoying our amazing Oregon nature. A place for our children to see and respect our farm lands in action. A place that connects communities.

Do you want to connect communities? Or do you want to divide them?

Thank you for your consideration,
~Brandon Slyter

To: Yamhill County Commissioners

RE: Docket #G-01-25 Amendment to Yamhill County Transportation System Plan (YCTSP)

January 21, 2026

Dear Commissioners,

I urge you to vote NO and not amend the YCTSP as proposed. A NO vote will keep the Yamhelas Westsider Trail in the Plan and allow for future flexibility in re-evaluating this important regional transportation link. We, the residents of the county, need safe places to hike and bike that are removed from the roads, while also providing a way to travel between our towns without getting into a car.

I am constantly frustrated by our lack of places to hike in the county, especially if you want a longer distance, have a dog, or children along. I often have to drive to Washington County to use the Banks-Vernonia Trail. The town of Banks has benefited from having the increased recreational use, with new restaurants etc. Why can't we have such a trail in Yamhill County? It seems very much in keeping with our future transportation and recreational needs, as well as supporting our smaller communities along the route. Sidewalks and bike lanes do not meet our all our needs and most bike lanes are full of debris and next to speeding vehicles. A separated, long distance trail would be a recreational and economic boon for us, your constituents.

While the funding may no longer be in place, keeping the trail within public ownership is essential. By removing it from the TSP you are apparently making it easier for future selling of the land. **That is unacceptable. We, the public, own this land, not three commissioners, two whom have long been hostile to this trail.** Do not take this opportunity for a future transportation/recreational trail away from us by this short-sighted amendment. Save it for the future.

Keep the Yamhelas Westsider Trail in the Transportation System Plan and do not sell off our public land. Put it to a public vote!

Please Vote NO.

Patricia Farrell & Robin Richard
Newberg, OR

Ken Friday

From: Matt Dolphin <matt@mattdolphin.com>
Sent: Wednesday, January 21, 2026 4:00 PM
To: Planning; BOC Info
Cc: hello@trailspac.org
Subject: Keep the Yamhelas–Westsider Trail in the Transportation System Plan

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Yamhill County Board of Commissioners,

I am writing to formally oppose the proposed removal of the Yamhelas–Westsider Trail corridor from the Yamhill County Transportation System Plan (TSP). My opposition is based not only on the substance of the decision, but more fundamentally on the deeply inadequate and flawed public engagement process surrounding it.

The Transportation System Plan is one of the County's most consequential long-range planning documents. Decisions to remove an established transportation corridor - particularly one with decades of public interest and investment - demand robust, inclusive, and transparent public engagement. That standard was not met in this case.

Specifically:

1. There was no countywide survey or structured effort to gauge public awareness or support.
2. No focus groups, listening sessions, or public open houses were held to allow meaningful dialogue or problem-solving.
3. The public notice for the Planning Commission hearing included an erroneous address, creating unnecessary confusion and barriers to participation.
4. Members of the public were explicitly discouraged from attending the hearing in person and were instead directed to participate via Zoom, despite the County's awareness of strong public interest in the issue.
5. The meeting room selected for the hearing was demonstrably inadequate for the anticipated attendance, resulting in members of the public being forced to stand outside in the rain in order to participate.
6. Citizen testimony cards were reordered during the hearing in a manner that prioritized opponents and delayed supporters until late in the evening, raising concerns about fairness and viewpoint neutrality.
7. Opponents of the trail were granted additional time to testify, including an attorney who had previously represented the Planning Commission Chair in a LUBA appeal related to the trail, while members of the general public were subject to stricter time limits.
8. The Planning Commission has been designated by the Board of Commissioners as the County's Committee for Citizen Involvement. In that role, it did not adequately monitor, evaluate, or put forward recommendations to encourage meaningful public participation in this planning decision, as required by Oregon Statewide Planning Goal 1.
9. During testimony, recused Planning Commissioners made visible gestures, rolled their eyes, and made comments from the dais, behavior inconsistent with impartial public process.

10. At least one Planning Commissioner appeared to fall asleep during public testimony. (See attached photo)

Taken together, these failures do not reflect the spirit or the requirements of Oregon's land use planning framework—particularly Oregon Statewide Planning Goal 1—nor do they align with Oregon public meeting laws or the basic expectations of respectful civic process. More broadly, they fall short of the democratic norms that should underpin decisions of this magnitude.

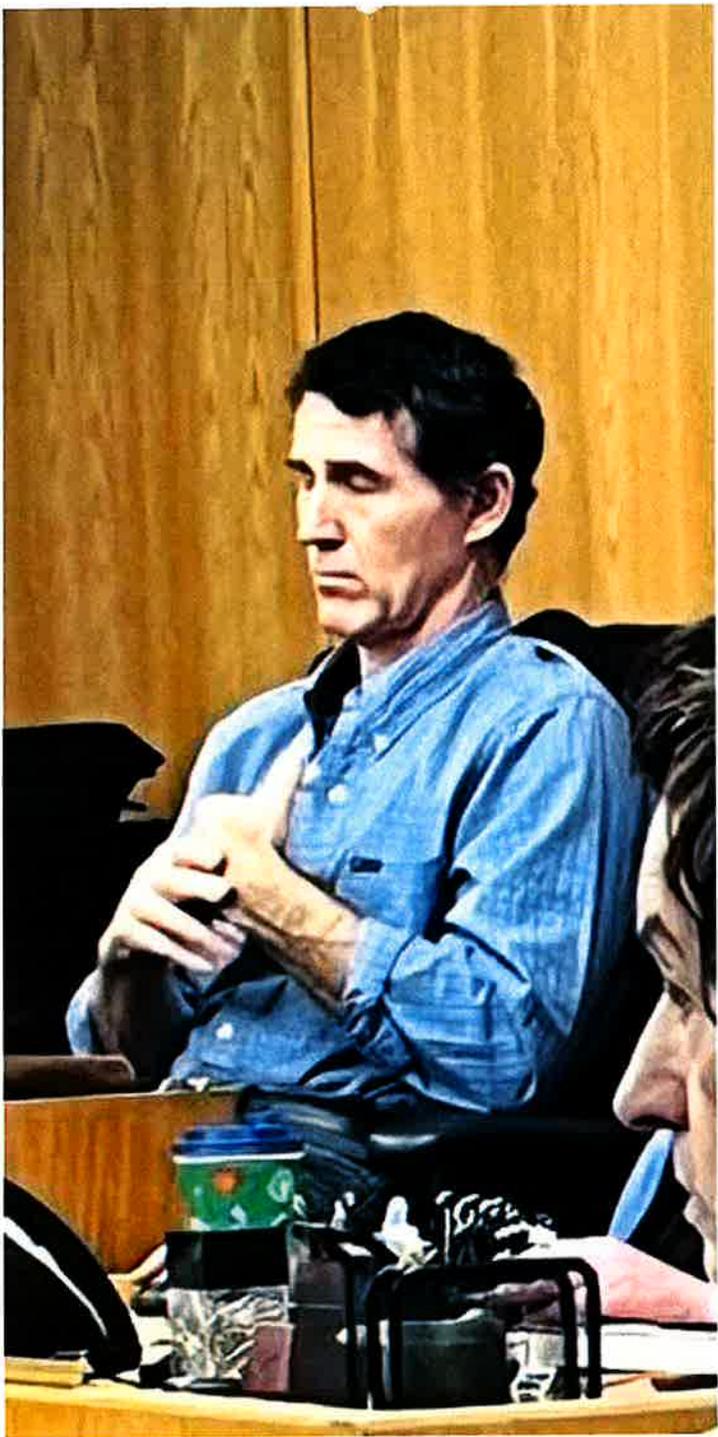
Public engagement is not a procedural checkbox. It is the bedrock of public trust, especially when decisions affect shared community assets and long-term transportation policy. When the process itself appears rushed, dismissive, or structurally biased - and when a body formally charged with ensuring citizen involvement fails to fulfill that role - the legitimacy of the outcome is inevitably called into question.

I urge the Board of Commissioners to reject the proposed removal of the Yamhelas–Westsider Trail from the Transportation System Plan and to direct staff to undertake a genuinely inclusive, fair, and transparent public engagement process before any further action is considered. Anything less risks eroding public confidence not only in this decision, but in the County's planning processes more broadly.

Thank you for your time and for your consideration of these concerns.

Sincerely,

Matt Dolphin



Public Comment from Susan Delventhal

21300 NE Bald Peak Road

Hillsboro, OR 97123

Yamhill County Resident

Submitted to the Yamhill County Board of Commission for the January 22, 2026 Meeting

Commissioners Mary Starrett, David "Bubba" King, and Kit Johnson,

I would like this submitted into the BOC Public Meeting Record.

I am against the removal of the Yamhales Westsider Trail Corridor from the Yamhill County Transportation Packet.

I have been a supporter of this trail for years and find it frustrating and disappointing how a small group of farmers and some board of commissioners have done everything in their power, including using tax payers money and lies to destroy the construction of a 17 mile long bike & walking trail.

The decision to remove the corridor from the transportation package is reckless, irresponsible, and short-sighted. This continuous corridor, which is owned by the county, is a valuable piece of land connecting multiple county cities together. In the future it may be needed as a utility corridor - delivering much needed water and/or Internet access to our growing communities, or as a safety corridor.

Let's be honest, the removal of the corridor from the Transportation Package is a way to end the dream of so many families in this county of having a biking & walking trail that would increase health and fitness, family recreation, and boost our tourism industry, pumping money into our local economy. Removal from the transportation package would then allow the county to sell it in pieces. At that point buying the land back from multiple owners would be cost prohibitive.

Fear can be a powerful tool to convince people that a biking & walking trail is a bad thing for our community. Yet, commissioners in non-partisan seats and a handful of property owners have painted the trail as a boogeyman, to be feared and destroyed. Honestly the list of imagined fears is endless - fear of houseless camps, fear of trespassing, fear of littering, fear of agricultural activities, fear of drug use, and recently fear of defecation. I have biked the Verona-Banks Trail with my family, and have not found these problems along that trail, nor have I seen them along the 240 mile Katy Trail in Missouri. The Verona-Banks farmers and land owners along the trail have worked out issues they were worried about. That trail is an example of success, a win-win endeavor that has created a public asset for local residents and tourists.

I ask that you act wisely, about our growing communities, the value of the corridor, and keep it as an intact corridor for future use and needs. Thank you!

Ken Friday

From: john wiser <johnwiser7680@gmail.com>
Sent: Wednesday, January 21, 2026 4:09 PM
To: Planning
Subject: G-01-25 yamhelas westsider trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I am in support of removing the project known as the Yamhelas Westsider trail from the YCTSP.
Sent from my iPhone

Ken Friday

From: Christine Peterson <curlygirl.chris@gmail.com>
Sent: Wednesday, January 21, 2026 4:09 PM
To: Planning
Subject: Yam Trail G-01-25

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Sent from my iPhone

Begin forwarded message:

From: Christine Peterson <curlygirl.chris@gmail.com>
Date: January 21, 2026 at 4:07:38 PM PST
To: BOCInfo@yamhillcounty.gov
Subject: Yam Trail G-01-25

Hello,

I am a resident of Yamhill County and I am in favor of removing the YWT from the TSP. It's a dead project.

Sincerely,
Christine Peterson
Gaston, OR

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:11 PM
To: Planning
Subject: FW: public comment re G-01-25 Yamhelas trail being removed from TSP

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Kurt Kreitzer <kurtkreitzer@yahoo.com>
Sent: Wednesday, January 21, 2026 3:08 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: public comment re G-01-25 Yamhelas trail being removed from TSP

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.
bocinfo@yamhillcounty.gov

Dear Yamhill County Commissioners,

Keep the trail corridor in the TSP.

Your Staff Report attempts to justify removal because: "Due to the fact that Yamhill County has not been able to make findings to satisfy the Farm Impacts Test in three separate attempts"

These are strongly flawed justifications to remove the trail corridor from the TSP:

1. The current state is not indicative of the final state. The corridor is in the middle of the process to satisfy the Farm Impacts Test; the county simply stopped mid-process, without completing arguments to address LUBA's remand. That's not failure to meet the Farm Impacts Test, that's failure to pursue solutions.
2. As one example, the county failed to pursue refining a very simple solution to the Farm Impacts Test: trail closure during spraying. LUBA indicated this could resolve the Farm Impacts Test, otherwise it wouldn't have issued a remand, it would have stopped dead this legal approach. In the proposed solution of a 72hr advance notice trail closure, LUBA's objection and remand was simply that the specifics of 72 hours had not been sufficiently substantiated; maybe more than 72hrs is simply needed, or maybe the farmers need explicit ability to directly close the trail, etc

3. There is no county law or ordinance saying 'give-up' after three attempts. Just because the government process isn't trivial, or because the law and process was interpreted differently by the county, LUBA, and opposition, is not a valid argument to stop pursuing a long running county plan, especially one with such strong and decades old citizens support.

4. This is not 'three strikes and you're out'!

The 'Yamhill County Park System Plan' p58, survey, Yamhill county citizens report, two of the top three citizen desires is more 'paved & unpaved recreation pathways'.

The commissioners seem to be suddenly pushing this decision based on hasty incomplete analysis and by not engaging in the LUBA remand process.

There is no valid benefit to the county, to suddenly act so quickly. This haste appears timed to avoid a citizen vote on the issue (citizen's initiatives are in-progress), and appear timed to avoid a potential change of commissioners in next year's election. That's not representing Yamhill county citizens.

The county needs to wait, and let the people vote on removing the corridor from the TSP, let alone selling the valuable, irreplaceable county property.

Regards,

-Kurt & Natalia Kreitzer
Yamhill OR

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:13 PM
To: Planning
Subject: FW: Yamhales western trail.

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

-----Original Message-----

From: David VanDeWalle <david.vandewalle1969@icloud.com>
Sent: Wednesday, January 21, 2026 3:23 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Yamhales western trail.

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

As someone who lives one house away from the old railroad right of way I would like to say please stop messing around and sell the property off. Almost everyone I has spoken to about this trail doesn't live by it and doesn't understand we are the ones that will have to deal with the issues. People parking at the end of our street and in front of our houses or random homeless people or vagrants and vandalism that will occur.

Not to mention the lack of maintenance that has occurred over the last 30 years I have lived there. The property is a fire hazard and needs to be cleaned up and taken care of. If you sell it to adjoining property owners they will pay taxes on it and be responsible for the maintenance. Case in point the local winery owns a portion and they take care of it.

Please don't continue this just sell it and be done with it. If railroad was ever going to use it they would have never taken the tracks out and sold off the various pieces.

Thank you for your time.

Sincerely
David VanDeWalle
230 W McKinley st
Carlton Or 97111

Sent from my iPhone

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:14 PM
To: Planning
Subject: FW: G 01-25

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

-----Original Message-----

From: darren sutherland <drsuth@hotmail.com>
Sent: Wednesday, January 21, 2026 3:35 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: G 01-25

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I am in favor of removing the yamhelas trail out of the TSP Darren Sutherland

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:15 PM
To: Planning
Subject: FW: Docket G-01-25

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Ellen Hoffmann <ellen.hoffmann@gmail.com>
Sent: Wednesday, January 21, 2026 3:39 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Docket G-01-25

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

To the Yamhill County Commissioners:

I am in favor of removing the project known as the Yamhelas Westsider Trail from the YCTSP.

My reasons are as follows:

1. As a resident of northern Yamhill County, living within a few miles of the Highway 47 and Flett Road intersection, we often encounter serious road crashes that close this intersection. This intersection has no shoulders or turn lanes; the speed limit on Highway 47 is 55 mph. The Yamhelas Westsider Trail is immediately adjacent to this intersection, parallel to Highway 47 and crossing Flett Road in a north/south direction. Without considerable changes to the infrastructure of this intersection, there would likely be an increase in crashes. Vehicles transitioning from Highway 47 to Flett Road will need to stop for walkers/bicyclists crossing Flett Road, while remaining on Highway 47 until the trail/rail path is clear of Flett Road. **Where would vehicles on Flett Road approaching Highway 47 stop - on the trail itself or further back from the intersection?**

2. The Yamhelas Westsider Trail includes commuter and/or freight rail potential. In addition to the concern for safety at the intersection of Highway 47 and Flett Road, commuter and/or freight rail lines will pass through the Wappto Lake National Wildlife

Refuge. The WLNWR website details the conservation efforts for "the protection and restoration for specific key federally and state recognized species." The trail/rail location begins traversing the WLNWR on the north side of Flett Road. Is approval for this construction in a wetland likely?

Again I submit my support for removing Yamhelas Westsider Trail from the YSCTP. Thank you for the opportunity to address the board.

Regards,
Ellen Hoffmann
23000 NE Ridge Road
Gaston, OR 97119

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:17 PM
To: Planning
Subject: FW: Yamhelas Westsider Trail and the Transportation System Plan

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Athlynn Reeves <aggcukr@gmail.com>
Sent: Wednesday, January 21, 2026 3:59 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Yamhelas Westsider Trail and the Transportation System Plan

Spam

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Board of Commissioners:

As a concerned citizen in Oregon for 40 years, U.S. voter for 50 years and tax payer in Yamhill County for 20 years I want to say thank you for maintaining the integrity, safety and beauty of Yamhill county while actively addressing and keeping ahead of the ever changing modernization of the world that impacts our county.

Having lived in Moscow, Paris suburbs (St Cloud) & Vienna , Chicago area suburbs, Salt Lake City, Denver, Boulder and Gresham - I have witnessed first hand urban sprawl managed and unmanaged. The most concerning least managed and disturbing result has been Gresham. I lived in Gresham before the light rail entered and after. All of Gresham used to be safe, a bedroom community to Mt Hood. Now I would never live there. It has pushed many families out. And it is not safe to walk around at night in many areas particularly around the MAX areas. Violent crime, overall crime and car theft all increased incrementally after the light rail was brought in.

You do know we pay lower automotive insurance rates because we live in Yamhill county versus Sherwood/Washington County? We are protected from crime. Parriott Mountain is a natural barrier to our safety and preservation of beauty and from urban sprawl. People migrated here during covid because we are different. Because citizen voters are active and commissioners listen and preserve what we like the most about Yamhill County.

I am sorry but I can't help but think anyone who even monetarily thinks light rail to Yamhill County is a good idea must have failed elementary school Math. The infrastructure cost is astronomical versus profit. When have you ever seen the light rail in Tualatin even moderately full? Light rail in rural areas such as ours in the wild wild west is never profitable. We do not want to give up our independence, we love our trucks and cars.. We are not Paris, Stuggart, London, Tokyo or Vienna. My friends, this is Yamhill County.

In addition, I found in my research that this case was closed in 2021 after a MILLION TAX DOLLARS already spent that could have been used to better the infrastructure we already have. I wish I had a million dollars. It was frivolously spent on a project most voters don't want if the truth was made known. And the trail already failed Oregon's farm-impact laws.

YWT please stop wasting valuable time and money on a case already closed. I wonder if administratively there are too many people in the office and you have nothing to do with your work hours other than bring up dead issues. Find a worthy project or get a different job. Please don't waste my tax dollars and ruin our beautiful, safe community. Please remove YWT from the TSP.

Sincerely and gratefully,

--

Athlynn Chuk-Reeves

Proverbs 31:25 - "strength and dignity are her clothing, and she laughs at the days to come".

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:18 PM
To: Planning
Subject: FW: Save the trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: dodaqueen@aol.com <dodaqueen@aol.com>
Sent: Wednesday, January 21, 2026 4:00 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Save the trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Please don't give away public lands. I support a trail, but at least don't do away with a public corridor that could be used for lots of purposes that would drive economic development and provide a safe place to recreate in our county.

Thank you for letting it go to a vote.
Rebecca Wale
Resident of McMinnville

[Sent from the all new AOL app for iOS](#) [Sent from the all new AOL app for iOS](#)

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:23 PM
To: Planning
Subject: FW: public comment for 1/22/26 Agenda Item I1 Docket G-01-25

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Val Blaha <music@valblaha.com>
Sent: Wednesday, January 21, 2026 4:20 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Cc: letters@newsregister.com
Subject: public comment for 1/22/26 Agenda Item I1 Docket G-01-25

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re: 1/22/26 Agenda Item I1 Docket G-01-25

Dear
Yamhill County Board of Commissioners,

I'm
writing to encourage you to NOT amend the Yamhill County Transportation System Plan (YCTSP) to remove the Yamhelas Westsider Trail (YWT) project from the YCTSP.

**Please keep
the trail in the plan.**

As
county commissioners, you do not just represent the interests of a few privileged landowners and/or donors.

**You represent
all of the county residents.**

Is it in the interest of the landowners to not have a trail adjacent to their property? That's their belief.

**Is it in the
interest of many, many more country residents to have access to safe recreation and transportation
corridors? Quite certainly.**

At
the public hearing last month, multiple people insinuated that the LUBA process killed the trail, but in fact it was the two commissioners voting to end the LUBA process that stopped the trail, and also resulted in our county tax dollars being used to pay

back money for work that had been started. Had the process been allowed to continue, there would have been work done to

mitigate neighboring landowner concerns.

But again, that process was stopped dead in its tracks by *two people*.

I

realize that we now live in a country where **pay-to-play** and grift are how the game is rigged against us. So it makes sense that those few greasing the palms would be the ones whose voices are being heard most loudly. The welfare of the rest of us, who would benefit in many ways from having a trail like the YWT, is clearly not as important as **the comfort of a handful of loud NIMBYs.**

While it's disheartening to witness this, it's obvious that smallness and greed are being championed from the highest level of government, so it's no wonder that those who support them at the lower levels would exhibit similar types of **short-sighted decision-making.**

Having followed this Board for many years, I'm quite sure that **writing this letter is an exercise in futility.**

But given that rights in our country are dwindling day by day, and that we are likely to embark at any moment on WWII due to having a senile sociopath in the White House, I figure I might as well voice my opinion.

Although, I'm sure it will do nothing more than give **more**

fodder to the Gestapo

which will likely be coming for any of us who dare use the rights that are soon to be completely eliminated.

Please do not remove the trail from the YCTSP.

Or, do whatever you already decided you were going to do based on your personal beliefs and donor alliances. It probably doesn't matter either way, since we'll be at war with our allies any day now, or simply annexed by Russia, since we've already sold them our American soul.

Oh, and **congratulations** for doing what (some of you) set out to accomplish... **destroying our faith in government**

- at any level - actually caring about people.

Valerie

Blaha

McMinnville,

OR

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:28 PM
To: Planning
Subject: FW: Yam trail G-01-25

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Scott Bernards <scottbernardsfarm@gmail.com>
Sent: Wednesday, January 21, 2026 4:21 PM
To: BOC Info < bocinfo@yamhillcounty.gov>
Subject: Fwd: Yam trail G-01-25

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----- Forwarded message -----

From: Celine Mccarthy <forestgrovept@aol.com>
Date: Wed, Jan 21, 2026, 4:11 PM
Subject: RE: Yam trail G-01-25
To: Scott Bernards <scottbernardsfarm@gmail.com>

G-01-25
January 21, 2026
Dear board of commissioners:

I am a long time farmer in Carlton and I am in favor of removing the YWT project from the transportation system plan.

This trail fight has already been throughly litigated over years ago with LUBA siding with the farmers in 5 remands, that there are negative impacts to farming practices and costs. This trail is in the wrong zoning and cannot be developed as a public trail. This is old news. It's past time to remove it from the TSP.

Thank you very much and thank you for your service
Scott Bernards

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:29 PM
To: Planning
Subject: FW: G-01-25 Yamhelas Westsider Trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

-----Original Message-----

From: john wiser <johnwiser7680@gmail.com>
Sent: Wednesday, January 21, 2026 4:26 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: G-01-25 Yamhelas Westsider Trail

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I am in support of removing the project known as the Yamhelas Westsider Trail from the YCTSP. Thank you. 7680 ne gun club rd., Carlton, Or.
Sent from my iPhone

Ken Friday

From: john wiser <johnwiser7680@gmail.com>
Sent: Wednesday, January 21, 2026 4:35 PM
To: Planning
Subject: G-01-25

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I am in support of removing the project known as the Yamhelas westsider trail from the YCTSP. Thank you. Lynne Wiser at 7680 ne gun club rd, Carlton, Or.

Sent from my iPhone

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:45 PM
To: Planning
Subject: FW: Yamhelas Westsider trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

-----Original Message-----

From: marilyn blen <mblen@earthlink.net>
Sent: Wednesday, January 21, 2026 4:37 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Yamhelas Westsider trail

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As two of the county commissioners will vote against the trail and will vote to remove the trail from the transportation plan on Jan 22, I oppose their actions. Shame on you. You know that a majority of Yamhill Co taxpayers want this trail. As public servants it is incumbent on you to vote for the good of the people, not just the few that funded your campaigns that are against the trail. Your indifference shows the short term thinking that will erase a great legacy for our children and grandchildren. You are ignoring the need to plan for our future with your myopic views. The trail not only represents the will of the people, but the best option for securing much needed utilities for our poorly served communities. Get a conscience and do the right thing. Your legacy will be discussed for generations. Make the right choice and to allow the people to vote on this issue via the ballot initiatives. Thank you for your attention to this matter.
Marilyn Blen

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:46 PM
To: Planning
Subject: FW: Public Comment for 1-22 meeting - keep public lands public - someone can't do math

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Sahara Hawkins <sahararhawkins@gmail.com>
Sent: Wednesday, January 21, 2026 4:37 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Public Comment for 1-22 meeting - keep public lands public - someone can't do math

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I think it is deplorable that you would consider giving up the corridor to Gaston. It's a phenomenal asset to have on hand, and getting rid of it for (assumed) private development would be such a short-sighted thing to do. The fact that this project has sat in limbo for so long speaks volumes about how disorganized someone's set of priorities is. What's wrong, has no one figured out how to make money off of it yet?

Have any of you ever stopped to think about how positive public development would only look good to your voters? Think about it. You could be remembered for creating an amazing asset and credited for fixing a 100-year-old problem. You'd make headlines for it. You'd guarantee yourself re-elected. Conservationists would love you. You'd have solved a problem that no other administration could have. Wouldn't that make you look great?

If you allow this program to be taken over by people who are motivated to develop it for the public as a bike path or walking trail, you guarantee more economic growth and tourism dollars. Property values will go up, and the real estate folks will love that. Someone from the Portland Bird Alliance might give you a nice shiny medal if they can get involved. What is there to lose? I dare any of you business people to do the dollar math on "for the public good". Your tourists could practically walk to Hagg Lake, someone out there can make a neat little bonus on conduits for utilities, all of your planning committee friends and their private contractor buddies can walk away happy. Just think of the tax write-offs. Would you rather have all that money in one account, or in the pockets of everyone who got you elected last time? What would they say if you asked them?

Developing this for the public utility can generate more liquid capital for whatever slush fund you're trying to fill than selling it possibly could. Put it to a public vote, let the public submit plans for you if the planning committee is really that stubborn and stuck. You've got absolutely nothing to lose, and everything to be gained from this. Do the right thing and allow this land to be developed for the public good.

Ken Friday

From: Roger Martin <rmartin@onlinenw.com>
Sent: Wednesday, January 21, 2026 4:48 PM
To: BOC Info; Planning
Subject: For the Public Record - Yamhelas Westsider Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.
Please enter this into the public record.

I want to state my support for the Yamhelas Westsider Trail. Our public land should not be sold.

I used to live in Cove Orchard, and for a couple of years, my only form of transportation was bicycle. It was dangerous. The logging trucks and casino busses tried to see how close they could come to you, even though the road was clear. It would be a black stain on our government if the former railroad land is sold.

A bicycle trail was put in from about Dallas to Corvallis along highway 99W in the '70s. It was a great addition. Farmers didn't suffer.

When speculators wanted to put in a 36 inch natural gas line diagonally through the middle of my Cove Orchard property, the County government was silent. They should do the same with the trail.

Do not sell the land.

Roger Martin
5695 SW Dawson Lane
McMinnville, Oregon 97128

Ken Friday

From: Allen Sitton <allensitton@gmail.com>
Sent: Wednesday, January 21, 2026 4:46 PM
To: johnsonk@yamhillcounty.gov; starretm@yamhillcounty.gov; Bubba King; BOC Info; Planning
Subject: docketG-01-25 yam trail

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Good afternoon commissioners.

My name is Allen N. Sitton, I'm writing in support of removing the yamhelas westsider trail from the county's TSP.

It is time to remove the trail from the TSP as it should have never been put there in the first place.

Some of the reasons are as follows.

The trail being added to the TSP occurred at least in part due to the lie that there was no objection from the farmers or adjacent landowners. This was a lie by omission the adjacent landowners and farmers were never asked. I know I'm one of them.

The purchase of the abandoned ROW was then pursued by the county. During this time was the first we learned of the county's intentions. A public meeting was finally held at the community center where there was much opposition to the purchase. unfazed and set on moving forward without any plan. Not for county level funding to build or maintain the property. Nor any data or studies on economic impact or who would provide public safety or sanitation. And most of all the opinion that the county did not need to comply with Oregon land use law and as such they would build the trail.

The County was taken before LUBA and lost repeatedly proving that it must pass the farm impact test. The trail can not pass this test and because it can not pass this test it is a project that should be removed from the TSP.

Hopefully the lessons learned from this can be applied to future projects where the planning and development are done openly and honestly and in accordance with the applicable rules and laws.

Allen N. Sitton

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:48 PM
To: Planning
Subject: FW: G-01-25

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

-----Original Message-----

From: john wiser <johnwiser7680@gmail.com>
Sent: Wednesday, January 21, 2026 4:43 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: G-01-25

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I am in support of removing the project known as the Yamhelas Westsider Trail from the YCTSP. Thank You. Lynne Wiser
at 7680 NE Gun Club Rd, Carlton, Or
Sent from my iPhone

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:49 PM
To: Planning
Subject: FW: Do not sell off the Yamhelas Trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Wanda <canwan26@aol.com>
Sent: Wednesday, January 21, 2026 4:44 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Cc: Candice Sanders <can.lynne2011@gmail.com>; CANDICE SANDERS <canwan26@aol.com>
Subject: Fwd: Do not sell off the Yamhelas Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Subject: Do not sell off the Yamhelas Trail

I am opposed to the removal of the Yamhelas-Westsider trail from the county transportation plan.

The trail route and ownership of the taxpayer supported property should remain and be kept for future use as a recreational trail.

The trail system would benefit all county residents and it would be irresponsible to get rid of this valuable and unique public right-of-way.

The county needs to seriously explore other options that would allow the development and use of this multi-use trail while considering the needs of adjacent property owners, as has been done elsewhere in the state.

Among those options could be transferring the oversight and planning for the trail to the county parks board as was suggested by a county planning commission member after the trail hearing in December .

I believe that any plan to sell off the property to neighboring landowners is the worst possible option going forward.

Please listen to the many people who want to see this trail become a reality, I strongly urge you to reject the proposal to remove the property from the transportation plan, and keep this corridor under county ownership to use for the benefit of all residents.

Wanda Cochran
1397 NW Meadows Drive
McMinnville

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:53 PM
To: Planning
Subject: FW: Yamhelas Westsider Trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

-----Original Message-----

From: Stan Rogers <rsistanr@gmail.com>
Sent: Wednesday, January 21, 2026 4:50 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: FW: Yamhelas Westsider Trail

Spam

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Greetings Commissioners and other Representatives involved in this meeting regarding the removal of the Yamhelas Westsider Trail from the Transportation System Plan/TSP, docket.

When is enough, enough?! The Trail issue has been settled already. As noted before the proposed trail is a very concern and conflict with the local Farming Community. Knowing the history and being a strong advocate for farming and ranching, I once again hope that the decision makers that serve Yamhill County will Remove and End any further discussion regarding the Yamhelas Westsider Trail from the TSP docket.

Thank you for your thoughtful and professional considerations regarding this matter that protects one of Oregon's bountiful farm and ranch areas.

Respectfully Submitted

Stan Rogers

Pallets For Agriculture, Inc.

503-585-0354 office

503-881-8081 mobile

rsistanr@gmail.com <mailto:rsistanr@gmail.com>

THINK SAFE AND BE SAFE!!!

Ken Friday

From: Brady Drew <bdrew22@georgefox.edu>
Sent: Wednesday, January 21, 2026 4:55 PM
To: Planning
Subject: Support for the Yamhelas Westsider Trail

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To Whom it May Concern,

I am a voting resident of Yamhill County, and a student at George Fox University. As a regular runner and bicyclist, as well as an advocate for small businesses in my hometown of Yamhill, I support the Yamhelas Westsider Trail and the good that it can bring to Yamhill County. I strongly oppose selling our public lands without a ballot measure - I say let the people decide!

Sincerely,
Brady Drew.

Brady Drew
Undergraduate Student (Civil Engineering) | George Fox University
Bdrew22@georgefox.edu - 503-858-9009 (Mobile)

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:57 PM
To: Planning
Subject: FW: Support for the Yamhelas Westsider Trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Brady Drew <bdrew22@georgefox.edu>
Sent: Wednesday, January 21, 2026 4:56 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Support for the Yamhelas Westsider Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.
To Whom it May Concern,

I am a voting resident of Yamhill County, and a student at George Fox University. As a regular runner and bicyclist, as well as an advocate for small businesses in my hometown of Yamhill, I support the Yamhelas Westsider Trail and the good that it can bring to Yamhill County. I strongly oppose selling our public lands without a ballot measure - I say let the people decide!

Sincerely,
Brady Drew.

Brady Drew
Undergraduate Student (Civil Engineering) | George Fox University
Bdrew22@georgefox.edu - 503-858-9009 (Mobile)

Ken Friday

From: Sue Aime <sandsaime@comcast.net>
Sent: Wednesday, January 21, 2026 5:53 PM
To: Kit Johnston; Mary Starrett; Bubba King; BOC Info; Planning
Subject: Written Testimony – January 22, 2026, BCC Meeting

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January 21, 2026

Yamhill County Board of Commissioners

535 NE 5th St.
McMinnville, OR 97128

RE: Request for Final Closure of Yamhelas Westsider Trail

Dear Chair and Members of the Board,

This issue has already been decided through years of litigation, analysis, and County action. The Yamhelas Westsider Trail was challenged, stayed, remanded, withdrawn, defunded, dismantled, and abandoned. There is no active proposal and no legal pathway forward without starting over entirely—and the County has chosen not to do that.

The only question remaining is whether the Transportation System Plan will be accurate and honest. Leaving an abandoned project in a binding planning document is not responsible. I urge you to remove the Yamhelas Westsider Trail from the TSP and finally close a chapter that has imposed unnecessary burden on farmers and taxpayers alike.

Sincerely,

Carole Aime
McMinnville, OR

Comments to the Yamhill County Commission

To: Members of the Commission and Planning Staff

From: Charles Van Genderen, Dayton Oregon

Date: January 21, 2025

Subject: Proposed Minor Amendment to the YCTSP to remove the Yamhelas Westsider trail (YWT).

Since 2016, Yamhill County officials have put forth greater effort in the willful disregard of its own procedures and the needs of its constituents—both as your neighbors *and* under the law—than you have in planning and accomplishing the priorities and goals set forth by this very board thirty years ago.

Yamhill County citizens are tasked today with either swallowing the results of the County's egregious failure in executing a project that dozens of municipalities across the county have successfully accomplished (including our neighbor, Washington County), or objecting to the loss of a valuable solution to real problems. Removal of the YWT would not allow the county to best address the needs for improved safety, ADA requirements, and benefits of multimodal transportation.

To that end, the following are provisions of State Statute, Administrative Rule and Code that Yamhill County has failed to meet in pursuing the legislative amendment to remove the YWT from the Yamhill County Transportation System Plan (YCTSP):

ORS 197 and 215

The anemic staff report for the proposed amendment concludes:

“Three attempts have been made to obtain land use approval to construct the 2.82-mile section of the trail located between the cities of Yamhill and Carlton. In each attempt the land use application was stopped due to the requirements in ORS 215.296 which is a statute that has become known as the “Farm Impacts Test”.

“Due to the fact that Yamhill County has not been able to make findings to satisfy the Farm Impacts Test in three separate attempts, the majority of the Board of Commissioners initiated the removal of the Yamhelas-Westsider Trail from the TSP in order to pursue other projects. “

While it is true that Yamhill County has not been able to make findings to satisfy the Farm Impacts Test, pathetically, this is of your own making. Failure to make the findings is a result of poor planning, lack of study or outreach, refusal to follow the directions of LUBA's multiple remands (LUBA No. 2020-066 and LUBA No. 2020-067), and the overall dereliction of the County's responsibilities under ORS 197 and 215. **The LUBA decision does not prohibit a trail from being built!**

It is also worth noting that the LUBA decision applies only to a 2.82-mile segment of the proposed trail that runs between the cities Yamhill and Carlton, not the entire 15.25-mile corridor

set forth in the YCTSP (or even the 12.48-mile segment acknowledged in the LUBA decision). No other attempt to apply ORS 197 or 215 to the remainder of the 15.25-mile corridor is known and, should the amendment pass, it is reasonable to question whether Yamhill County's failure to make findings for the 2.82-mile segment subject to the LUBA dispute should be extrapolated to the entire 15.25-mile corridor under ORS 197, ORS 215, or Sections 402 or 1207 of the Yamhill County Zoning Code. **Therefore, this amendment should not move forward.**

Yamhill County Code

As stated above, Yamhill County does not acknowledge in its findings how provisions of Sections 402 or 1207 applied to the 2.82-mile segment of the trail subject to its Condition Use Permit (CUP) and the LUBA dispute can be extrapolated to the entire 15.25-mile segment under the law. The County's failure to engage in the process of constructing the 2.82-mile component of the trail in good faith under state and local laws should not apply to the corridor or the project in its entirety.

Once again, the LUBA decision does not preclude a trail from being built. Rather, it remands the County's CUP approval and asks for a complete response and justification for the CUP under ORS 197 and 215. Instead of stepping back from the process to plan the project appropriately and engage the community under the provisions of its Comprehensive Plan (Chapter 11.05: Yamhill County Comprehensive Plan Code), Transportation System Plan (OAR 660-012), and Zoning Ordinance (Sections 402 and 1207), the County has chosen to remove the trail from the plan altogether. Yet, the County's findings do not articulate how or why LUBA's remands for the 2.82-mile segment preclude pursuing the trail in the future or exploring alternatives short of abandoning the entire 15.25-mile project. **County staff have failed to comprehensively do their job and this is not adequate reason to amend the YCTSP.**

OAR 660-012

In removing the Yamhelas Westsider Trail from the YCTSP without evaluating whether the needs fulfilled by the project are otherwise adequately met under 660-012-0050(5), **Yamhill County has failed to meet the rule requirement:**

"If a local government decides not to build a project authorized by the TSP, it must evaluate whether the needs that the project would serve could otherwise be satisfied in a manner consistent with the TSP. If identified needs cannot be met consistent with the TSP, the local government shall initiate a plan amendment to change the TSP or the comprehensive plan to assure that there is an adequate transportation system to meet transportation needs."

In terms of bicycle and pedestrian improvements under Yamhill County's exclusive ownership and purview, it proposes three (3) recommendations totaling 19.16 miles of improvements in the current TSP:

- A. Old Sheridan Road - McMinnville to OR 18 = 2.01 miles,
- A. Yamhelas Westsider Trail = 15.25,
- F. Lafayette Highway - Lafayette to OR 18 = 1.90 miles.

Table 4: Recommended Bicycle and Pedestrian Improvements

Location	Recommended Improvement	Cost	Funding Source	Time Frame
A Old Sheridan Rd. - McMinnville to OR 18	<ul style="list-style-type: none"> Widen travel lanes Widen and pave shoulders to six feet 	\$2.0M + culvert replacement	County	Short-term
B OR 47 - OR 99W to Washington County	<ul style="list-style-type: none"> Yamhela's Westsider Trail 	N/A	County/Private	Short-term
C OR 18B - Sheridan to Willamina	<ul style="list-style-type: none"> Widen travel lanes Widen and pave shoulders to six feet 	\$3.0M	ODOT	Medium-term
D OR 99W - Newberg to Dundee	<ul style="list-style-type: none"> Widen and pave shoulders to six feet* 	See Location #17 in Table 3	ODOT	Medium-term or with Location #17 improvement
E OR 99W - Lafayette to McMinnville	<ul style="list-style-type: none"> Widen and pave shoulders to six feet 	Reconstruction of two bridges**	ODOT	Medium-term
F Lafayette Hwy. - Lafayette to OR 18	<ul style="list-style-type: none"> Widen travel lanes Widen and pave shoulders to six feet 	\$1.7M + utility pole relocation	County	Short-term

* Alternatively, the shoulders on Dayton Avenue could be widened, consistent with the Dundee TSP and Chehalem Heritage Trail Strategic Plan.
 ** South Yamhill River bridges only.

The remaining recommended improvements fall under the ownership and jurisdiction of the Oregon Department of Transportation. By removing Recommendation B, the County reduces its total potential obligation by 15.25 miles. This would amount to a 79.6% reduction and leaves a mere 3.91 miles of proposed improvements under the purview of the County, which are limited to the roadway. If the amendment passes and no justification is provided for how other parts of the plan meet identified needs in the TSP, Yamhill County proposes that widening the shoulders of 0.005% of the 716 miles of road it owns and maintains county-wide meets Objectives 1 and 2 under Goal 4 of Section 7 of the TSP to “Increase the Quality and Availability of Pedestrian and Bicycle Facilities.” **This reduction is significant and needs further consideration under OAR 660-012.**

According to *ODOT Transportation System Plan Guidelines Best Practices and Emerging Topics* issued 5/31/17, which identifies and summarizes best practices to develop TSPs, Bicycle Level of Traffic Stress (BLTS) are defined as “a methodology that classifies four levels of traffic stress that a bicyclist can experience on the roadway, ranging from BLTS 1 (little traffic stress) to BLTS 4 (high traffic stress). A road segment that is rated BLTS 1 generally has low traffic volumes and travel speeds and is suitable for all cyclists, including children. A road segment that is rated BLTS 4 generally has high traffic volumes and travel speeds and is perceived as unsafe by most adults. Per the APM, BLTS 2 is considered a reasonable target for bicycle facilities due to its acceptability to the majority of people.”

OR 47 has a BLTS rating of 4—the highest traffic stress (ODOT TransGIS). According to the *Population Forecasts for Yamhill County, its Cities and Unincorporated Area: 2011-2035* study commissioned by Yamhill County and provided by the Planning & Development website, “Yamhill County will undergo an increase of almost 43,000 persons from 99,851 in 2011 and population will reach almost 142,830 by 2035.” **Failing to provide an adequate transportation system under this Goal that meets current needs and projected growth is unlawful.**

Removing the Yamhelas Westsider Trail from the TSP also negates the following objectives under Section 7:

Goal 3: Provide an Equitable, Balanced and Connected Multi-modal Transportation System

Objective 1: Provide adequate facilities for all transportation modes.

Objective 2: Distribute the benefits and impacts of transportation decisions fairly and address the transportation needs and safety of all users, including the young, elderly, people with disabilities, and people of all races, ethnicities, and income levels.

Objective 3: Provide connections to all modes that meet applicable County and Americans with Disabilities Act (ADA) standards.

Objective 4: Support connectivity between the various communities in the County.

Under OAR 660-012-0105 for Transportation System Plan Updates the proposed amendment constitutes a minor change. Under the rule,

- (4) A city or county making a minor update to a transportation system plan shall, at a minimum:
 - (b) Comply with the engagement requirements of **OAR 660-012-0120**; and
 - (c) Identify areas with concentrations of underserved populations as provided in **OAR 660-012-0125** using best available data; and
 - (d) Conduct an engagement-focused equity analysis as provided in **OAR 660-012-0135**.

Yamhill County has failed to meet —or present a justification for exemption from—the **following requirements** for Transportation System Planning Updates under OAR 660-012-0120, including:

(1) Cities and counties shall develop transportation system plans using methods of public engagement and decision making consistent with the statewide planning goals and the local acknowledged comprehensive plan.

(2) Public engagement and decision making shall follow the practices provided in OAR 660-012-0130 to place an increased emphasis on centering the voices of underserved populations identified in OAR 660-012-0125.

(3) Cities or counties engaged in an update of the transportation system plan as provided in OAR 660-012-0105, or an update of the future land use assumptions as provided in OAR 660-012-0340, shall make a special effort to ensure underserved populations, as identified in OAR 660-012-0125, are:

- (a) Informed about the choices that need to be made in the planning process;
- (b) Given a meaningful opportunity to inform the planning process; and
- (c) Given an equitable share of the decision-making power over key decisions, to the extent possible.

For these reasons, Yamhill County should not pass the legislative amendment to remove the project known as Yamhelas Westsider Trail from the Yamhill County Transportation System Plan.

Sincerely,

Charles Van Genderen,

Dayton, Oregon

Ken Friday

From: Inga Gelford <ingaccc@gmail.com>
Sent: Wednesday, January 21, 2026 10:44 PM
To: Planning
Subject: Yamhales Westsider Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I am writing in support of keeping the trail as a public asset. There clearly is huge support for the trail and selling off parts of it is not in the public interest as the potential benefits are numerous. Any issues with this corridor can be resolved with research of the available options and taking the next best step in the legal process.

Inga Gelford
McMinnville resident since 1994

Submitted 1/21/2026
by Ken Friday

Ken Friday

From: Ken Friday
Sent: Tuesday, September 23, 2025 4:12 PM
To: Kit Johnston; Ken Huffer
Cc: Jodi Gollehon; Alicia Lisle; kristen.ketchelbain@behlaw.com
Subject: FW: 9/17 Meeting Recap

Follow Up Flag: Follow up
Flag Status: Flagged

Attached please find confirmation from DLCD that they do not have any issues regarding the possibility of changing our TSP to remove the Yamhelas Westsider Trail project. Below are my meeting notes and their confirmation of the meeting summary.

From: AHRENS Melissa * DLCD <melissa.ahrens@dlcd.oregon.gov>
Sent: Tuesday, September 23, 2025 1:26 PM
To: Ken Friday <fridayk@yamhillcounty.gov>; HOLMSTROM Bill * DLCD <Bill.HOLMSTROM@dlcd.oregon.gov>
Cc: Jodi Gollehon <jodi.gollehon@behlaw.com>; Alicia Lisle <lislea@yamhillcounty.gov>; kristen.ketchelbain@behlaw.com
Subject: RE: 9/17 Meeting Recap

Caution: This email originated outside of the Yamhill County email system

Hi Ken,

Thank you for reaching out as a follow up to our meeting last week. I have reviewed the meeting summary and concur with your notes. Additionally, I checked in with Community Services Division staff and management at DLCD and we don't see any issues with this proposal. In terms of transportation planning specific feedback, I defer to Bill Holstrom to confirm your summary below. Thanks again for coordinating with us on this matter and please feel free to reach out with any additional questions going forward.

Best regards,

Melissa



Melissa Ahrens

Mid-Willamette Valley Regional Representative | Community Services Division
Oregon Department of Land Conservation and Development
635 Capitol Street NE, Suite 150 | Salem, OR 97301-2540
Cell: 503-779-9821 | Main: 503-373-0050
melissa_ahrens@dlcd.oregon.gov | www.oregon.gov/LCD

From: Ken Friday <fridayk@yamhillcounty.gov>
Sent: Thursday, September 18, 2025 9:17 AM
To: AHRENS Melissa * DLCD <melissa.ahrens@dlcd.oregon.gov>; HOLMSTROM Bill * DLCD <bill.holmstrom@dlcd.oregon.gov>
Cc: Jodi Gollehon <jodi.gollehon@behlaw.com>; Alicia Lisle <lislea@yamhillcounty.gov>;

Thank you very much for taking the time to meet with us. I am sending this e-mail to make sure I can convey the substance of our meeting to my Board of Commissioners and to ensure that I haven't misunderstood or misinterpreted anything we talked about. As I indicated, our commissioners are considering eliminating the Yamhelas Westsider Trail from our TSP so we can focus on other bicycle and pedestrian projects identified in our TSP. The main reason for its removal is that, based on several LUBA decisions that have been issued against the county as we attempted to develop the trail, we don't believe we can satisfy the farm impacts test.

Before we initiate any change to our TSP, we decided to reach out to DLCD staff preemptively with the following questions;

- 1) Can we remove this single project from our TSP and Comp Plan or do we need to replace the project with a similar proposed project?
- 2) Does the county need to follow the procedures for a TSP update provided under OAR 660-012-0105? If yes, would DLCD be willing to assist us in that effort?
- 3) Does DLCD have any other concerns about the county's plan to remove this project?

During our meeting (thank you again for agreeing to meet), you both indicated that, though it's disappointing, neither of you had any immediate concerns about our removal of this project from our TSP. Melissa said she would check with a few others in the Department to see if there were any objections and would let us know. Bill further explained that the county is not subject to OAR 660-012-0105, and we would therefore not need to go through the major/minor update process laid out under that rule (cue Ken and Jodi's grateful relief).

Please let me know if I missed or misunderstood anything and thank you again for spending the time to meet with us.

Ken Friday
Planning Director
503-434-7516

Ken Friday

From: BOC Info
Sent: Wednesday, January 14, 2026 9:28 AM
To: Ken Friday; Lance Woods; Tiffanie Willis
Subject: FW: Testimony for TSP meeting 1/22/2026

Follow Up Flag: Follow up
Flag Status: Flagged

This is regarding the trail next week.

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: kvn440 <kvn440@yahoo.com>
Sent: Wednesday, January 14, 2026 9:12 AM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Testimony for TSP meeting 1/22/2026

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I am Kevin M. Forsman. I am a Yamhill County constituent and interested party. I reside in NW McMinnville, OR. I believe the "Trail with Rail" project should be removed from the Transportation System Plan. Yamhill County can't afford it, the trail project was ended in 2021, the planning commission voted unanimously to remove it, the trail failed Oregon's farm-impact laws, millions have already been wasted- more should not be wasted, the TSP should reflect current County policy, keeping it in the TSP is unnecessary and misleading, this is administrative cleanup-not relitigation and other cities have already removed unworkable trails.

Sent from my Galaxy

Ken Friday

Subject: FW: Save the Yamhelas Westsider Trail!

From: Michelle Trachy <michellescouture@gmail.com>

Sent: Wednesday, January 14, 2026 10:25 AM

To: BOC Info <bocinfo@yamhillcounty.gov>

Subject: Save the Yamhelas Westsider Trail!

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

As you consider removing the Yamhelas Westsider Trail from the Transportation System Plan, I would like you to reflect on the many benefits our county can reap from such an asset.

SAFETY

We all know that Highway 47 is not safe for pedestrians and cyclists. The trail would provide a safe and enjoyable space for non motorized traffic and ebikes to travel between McMinnville, Carlton, Yamhill and Gaston, without impeding traffic on the highway.

UTILITIES

If for no other reason it is worth protecting the corridor for future utility needs. Carlton and Yamhill already have water shortages and rural communities need access to broadband. The corridor would provide space for these and other utilities without having to condemn private land for easements.

Rail trails are common in rural settings across the country and even around the world. The nearby Banks-Vernonia trail is a great example of a trail through rural farmlands. It has been an economic boon to the communities without adverse impacts to adjacent farms. There are no homeless camps, crime, litter or trespassing along the trail. It is used by local residents as well as being a destination for more distant users.

The Land Use Board of Appeals has NOT deemed the trail "unworkable". They merely advised that there is more work to be done to mitigate impact to farmers. We CAN do this! Let's work together to find a solution.

Sincerely,
Michelle Trachy
1277 SW Darci Dr
McMinnville, OR

Ken Friday

From: Stan Rogers <rsistanr@gmail.com>
Sent: Wednesday, January 21, 2026 4:48 PM
To: Planning
Subject: Yamhelas Westsider Trail

Follow Up Flag: Follow up
Flag Status: Flagged

Spam

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Greetings Commissioners and other Representatives involved in this meeting regarding the removal of the Yamhelas Westsider Trail from the Transportation System Plan/TSP, docket.

When is enough, enough?! The Trail issue has been settled already. As noted before the proposed trail is a very concern and conflict with the local Farming Community. Knowing the history and being a strong advocate for farming and ranching, I once again hope that the decision makers that serve Yamhill County will Remove and End any further discussion regarding the Yamhelas Westsider Trail from the TSP docket.

Thank you for your thoughtful and professional considerations regarding this matter that protects one of Oregon's bountiful farm and ranch areas.

Respectfully Submitted

Stan Rogers
Pallets For Agriculture, Inc.
503-585-0354 office
503-881-8081 mobile
rsistanr@gmail.com
THINK SAFE AND BE SAFE!!!

Ken Friday

From: Andy <aceldien1@gmail.com>
Sent: Wednesday, January 21, 2026 6:59 PM
To: Planning
Subject: Trail comment

Follow Up Flag: Follow up
Flag Status: Flagged

* Spam *

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We am writing in support of retention of the old rail line property and we are absolutely against any future sale of this county owned property without a future public vote.

Thank you

Andrew and Char Eldien

Carlton Oregon

Sent from my iPad

Ken Friday

From: Tod Butterfield <tod.butterfield@gmail.com>
Sent: Thursday, January 22, 2026 11:24 AM
To: Kit Johnston; Mary Starrett; Bubba King; BOC Info; Planning
Subject: Written Testimony – January 22, 2026, BOC Meeting

Follow Up Flag: Follow up
Flag Status: Flagged

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January 22, 2026

Yamhill County Board of Commissioners
535 NE 5th St.
McMinnville, OR 97128

Dear Commissioners,

Approximately \$1.7 million has already been spent on the Yamhelas-Westsider Trail through grants and planning costs tied to its classification as a transportation project. This prior spending does not justify the continued pursuit of a project that cannot legally proceed. Continuing to do so only increases the risk of further legal costs, attorney-fee awards, and grant complications.

Removing the trail from the Transportation System Plan reduces taxpayer exposure, while forcing it forward increases it. Fiscal responsibility requires ending this project now.

Also, I understand that there are those who want the YWT effort to be a back door to bringing in light rail, which I think would ruin that part of our county.

Sincerely,

Tod Butterfield

McMinnville

From: [Melissa Power](#)
To: [BOC Info](#); [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#)
Subject: Yamhelas-Westsider corridor
Date: Thursday, January 15, 2026 10:23:58 AM

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Good morning Board of Commissioners,

I reached out previously in November about this same topic, but as I have been made aware that there will be a vote on the removal of the corridor from the Transportation System Plan, I wanted to reach out and make my thoughts known again. A refresher, if you will.

I have been a Yamhill county resident for 10 years now and strongly OPPOSE the Yamhelas Westsider Trail. Please continue with dismantling any efforts to renew this unnecessary project and its associated expenses. Selling off the property purchased for this hypothetical trail is the best option for the county. I urge you to vote for the best option for our county and community.

[Melissa A. Power](#)

From: [Peggy Kilburg](#)
To: [BOC Info](#)
Subject: Removal of YWT from TSP
Date: Thursday, January 15, 2026 11:36:33 AM

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I am writing to add my voice of reason and support for the removal of this failed, dead project from the County's Transportation System Plan. It's my understanding that this project was abandoned about five years ago -- in 2021! It seems silly that people are seeing this simple administrative "housekeeping" action as an opportunity to again rally around this ill-advised, defunct project.

I hope you will vote to remove it at your January 22nd meeting.

God bless each of you for your service. I pray for you often, especially that Good would protect you and give you His wisdom as you carry out your work throughout Yamhill County.

Sincerely,

Peggy Kilburg
Newberg resident
Sent with [Proton Mail](#) secure email.

From: [Beth Caster](#)
To: [BOC Info](#)
Subject: Support for Yamhelas Trail
Date: Thursday, January 15, 2026 11:41:00 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Commissioners,

I respectfully ask that you keep the trail in the long term plan. There are many of us that really enjoy walking for mental and physical health. The trail offers a safe and easily accessible option.

Thank you for your consideration,

Respectfully submitted,

Beth Caster

Beth Caster, REALTOR

Beth Caster Group

Keller Williams Premiere Property

220 NE 7th St

McMinnville Oregon 97128

971-241-2509 text or cell

beth@bethcaster.com

2018 OAR Distinguished Service Award

Sent with respect, gratitude, peace and kindness

From: [Philip Forve](#)
To: [BOC Info](#)
Subject: Vote to keep trail corridor in the TSP
Date: Friday, January 16, 2026 11:16:26 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I am writing to encourage Commissioner Kit Johnston to vote no on the legislative amendment to remove the project known as the Yamhelas Westsider Trail from the Yamhill County Transportation Plan.

Kit, you represent the deciding vote on this three member County Commission. You are up for re-election in 2026. The trail has become a more widely recognized issue among the voters in Yamhill County, and the vast majority of voters want to see this trail developed for reasons of safety, transportation, and healthy outdoor activities. Your chances of being re-elected if you vote to remove the trail and then begin dismantling this valuable resource through sales to private parties, will be, as they say in Texas, "Slim to None, and Slim just left town!" Is the trail the hill you want to end your political career on? You have some great ambitions to improve Yamhill County, including relocation and expansion of the County Fairgrounds. I support you on that idea. We need to widely celebrate the agricultural roots in our county and have a better facility for education and celebration of our bounty and what that entails.

As a farmer, you know that any operator that does not adjust and improve farming practices on a regular basis has a going out of business plan. Will the trail impact some farming practices? I certainly won't deny that possibility. However, you, Kit, are in the best position to have meaningful conversations with the farmers and the developers of the trail to mitigate any unnecessary impacts and to reach sustainable solutions. That's why you were elected.

Kit, you can be a living Yamhill County hero if you make the decision and cast the deciding vote to keep the corridor in the TSP.

Sincerely,

Philip Forve
2089 NW Doral ST
McMinnville OR 97128

From: [Barbara Kahl](#)
To: [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#); [BOC Info](#)
Subject: WST Opposition, Remove from Transportation Plan
Date: Friday, January 16, 2026 6:14:00 PM
Attachments: [Opposition WST.PDF](#)

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

County Commissioners:

Please find my attached letter. I'd like this read at the upcoming hearing. I'm sure many people are unaware of the hidden agenda in the WST plan. It needs to be vocalized, not hidden any longer. Let's get this trail lie out in the open and out of the transportation plan permanently.

We are not Beaverton or Hillsboro. Before the max line went in to those areas, a trail was adjacent to the active railroad tracks. The areas were primarily agricultural; Max ended that permanently.

I lived through the destruction of farming and rural life, pollution, vandalism, loss of forests and fields, increased gang violence and gang territory spread, violent crime increases, drug trafficking increases, loss of the fairgrounds for FFA and 4Hers, loss of safety and privacy in those areas all due to Max line encroachment, as buried in the WST plan. Our priority is agriculture, let's keep Yamhill County focused that way.

Thank you,
Dr Kahl

Dr Barbara J Kahl DVM
15500 Highway 47
Yamhill, Oregon 97148

January 16, 2026

Yamhill County Board of Commissioners
535 NE 5th Street
McMinnville, OR 97128

**Re: Request to Remove the Yamhelas Westsider Trail from the Yamhill County
Transportation System Plan**

Dear Commissioners:

I am writing as a concerned resident to formally request the immediate removal of the Yamhelas Westsider Trail (WST) from the Yamhill County Transportation System Plan (TSP). The proposed trail, traversing Exclusive Farm Use (EFU)-zoned agricultural lands, violates key state statutes and local ordinances designed to protect farming operations. Its inclusion in the TSP lacks legal basis, imposes undue burdens on adjacent farm owners without adequate funding mechanisms or safeguards, and conceals elements of a broader "hidden agenda" not transparently communicated to the public or adequately addressed in approvals. This agenda, many refer to as "the devil in the deal," appears aimed at achieving gradual urbanization and commercialization of protected agricultural lands under the guise of a recreational trail, potentially leading to takings of private property for expanded easements and infrastructure. Below, I outline the primary grounds for this request, supported by relevant legal provisions, prior decisions, and details from the original proposal, including comprehensive violations of EFU codes and Oregon statutes.

Interference with Accepted Farming Practices and Increased Costs (ORS 215.296):

Under ORS 215.296, conditional uses in EFU zones must not force significant changes in accepted farm practices on surrounding lands or significantly increase their costs. The WST would introduce recreational users into active agricultural areas, leading to conflicts such as restricted pesticide applications, machinery operations, and harvest activities due to safety concerns. Adjacent farmers would incur higher costs for fencing, insurance, and monitoring to mitigate these impacts. This statute requires denial of approvals failing these standards, rendering the trail incompatible with EFU zoning under ORS 215.203, which mandates exclusive farm use.

Lack of Basis for Installation and Maintenance Without Dedicated Taxation or Funding:

The trail's development and ongoing maintenance have no secure, non-tax funding source identified in county plans, potentially burdening taxpayers or diverting agricultural resources. Yamhill County Zoning Ordinance Section 402.04, which governs conditional uses like transportation facilities, requires compliance with state standards but provides no exemption for unfunded projects that encroach on EFU lands. Without a dedicated revenue stream (e.g., via voter-approved taxation), inclusion in the TSP violates the preservation intent of Statewide Planning Goal 3 (Agricultural Lands), as it risks unsustainable implementation that could further disrupt farming without accountability.

Prior Land Use Board of Appeals (LUBA) Decisions as Precedent:

Multiple LUBA rulings on the WST, including *Van Dyke v. Yamhill County* (LUBA Nos. 2019-047, 2020-032/033, 2020-066/067), have remanded county approvals for failing to properly classify the project as a conditional use and inadequate findings under ORS 215.296. These decisions highlight the trail's incompatibility with EFU zones, emphasizing unaddressed agricultural impacts. Retaining the WST in the TSP ignores these precedents and invites further legal challenges, wasting public resources.

Violation of Farm Owners' Privacy and Risks from Trespassers:

The trail's proximity to private farmlands would enable unauthorized access, trespassing, and vandalism, compromising owners' privacy and security. This exacerbates interference under ORS 215.296 and OAR 660-033-0130, which set minimum standards for conditional uses to avoid adverse effects on agricultural operations. Increased public intrusion could lead to litter, theft of crops/equipment, and liability issues, all of which undermine the exclusive farm use mandated by ORS 215.283.

Comprehensive Violations of EFU Codes and Oregon Statutes:

The WST proposal contravenes multiple provisions protecting agricultural lands:

ORS 215.203: Establishes EFU zones for exclusive farm use, prohibiting non-farm developments like recreational trails unless they qualify under limited exceptions. The WST's recreational focus encroaches on this exclusivity, potentially converting agricultural corridors to public use.

ORS 215.283: Limits permitted and conditional uses in EFU zones. While subsection (2) allows certain public parks or transportation facilities, the WST does not fit without demonstrating minimal impact; it risks permanent conversion of land, violating restrictions on high-value farmland.

Yamhill County Zoning Ordinance Section 402: Mirrors state law, restricting non-farm uses in EFU districts (e.g., EF-80, EF-40). Conditional approvals for parks or transportation require site design review and compliance with agricultural protections, which the WST fails to meet due to unmitigated farm conflicts.

OAR 660-033: Administrative rules enforcing Goal 3, prohibiting uses that adversely affect agriculture. OAR 660-033-0120 and -0130 demand no significant impacts, yet the trail's design invites such effects.

Statewide Planning Goal 3 and ORS 197.732: Require preservation of agricultural lands; non-conforming uses need a goal exception, which has not been granted here. The WST's inclusion in the TSP bypasses this, risking unlawful development.

These violations collectively demonstrate the project's incompatibility with Oregon's land use framework, prioritizing agriculture over non-essential recreation.

Taking of Property for Additional Easements and Related Concerns:

The WST's implementation may necessitate takings of private property through eminent domain or expanded easements for access points, bridges, or buffers, violating property rights under the Oregon Constitution (Article I, Section 18) and U.S. Constitution (Fifth Amendment). The existing rail right-of-way is insufficient for the full vision; additional land could be required for safety setbacks or connections, burdening farmers without just compensation. This exacerbates EFU violations by fragmenting farms and introducing non-agricultural elements, contrary to ORS 215.243's policy against encroachment.

Hidden Agenda of the WST – Not Publicized on Purpose ("The Devil in the Deal"):

Elements of the original WST proposal reveal a broader vision beyond a simple recreational trail, including potential future rail reactivation adjacent to the path and commercial developments like shops and large parking areas—details that appear to have been downplayed or not fully disclosed in public discussions and approvals to avoid scrutiny over agricultural impacts, funding, and property takings. This "devil in the deal" suggests the actual plan aims to achieve incremental urbanization: transforming protected EFU lands into a commercial and transportation hub, eroding agricultural viability for economic gain under the pretext of community benefits.

The proposed easement (right-of-way) is generally 60 feet wide, far exceeding what is needed for a basic pedestrian/bicycle path (typically a 10-16 foot surface with buffers), suggesting room for additional infrastructure and potential takings for expansion.

Early planning documents describe the corridor as a "multi-use transportation corridor, with pedestrian and bicycle paths that eventually would parallel commuter (light) rail,"

indicating a "rail-with-trail" intent that preserves options for future rail service alongside the recreational path—potentially transforming the EFU-zoned land into a more intensive transportation facility without clear compliance with EFU restrictions, and requiring further easements or takings.

Visions for economic development, in the WST plan, include "tourist-oriented shops" (e.g., ice cream or fast food themed like railroad cars), bike rental/repair facilities (e.g., in converted grain silos in Carlton), and "giant new parking areas" e.g. from the plan: a five-acre lot near Gaston in a riparian zone that floods annually, and extensive parking swaths along Highway 47 in agriculture zoned areas of private property, positioning the trail as a catalyst for commercial growth and tourism that would further encroach on agricultural lands through associated parking, access, and visitor traffic—violating EFU codes by introducing non-farm commercial uses and necessitating or forcing property acquisitions.

These aspects suggest the project was framed narrowly as a benign recreational trail while harboring ambitions for expanded transportation and commercial uses incompatible with EFU protections. This lack of transparency exacerbates the violations outlined above and further justifies removal from the TSP to prevent misleading future approvals.

In light of these violations, concealed elements, and risks of property takings, I urge the Board to amend the TSP to exclude the WST, consistent with Oregon's commitment to agricultural preservation. This action would prevent further litigation, protect local farmers, and align with statutory requirements. Please confirm receipt of this request.

Thank you for your attention to this matter.

Sincerely,

Dr Barbara J Kahl DVM

From: [Nick Grinich](#)
To: [BOC Info](#)
Subject: Keep Yamhelas Right of Way in TSP
Date: Saturday, January 17, 2026 9:15:43 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

January 16, 2026

Dear Commissioners,

We are writing in strong support of preserving the Yamhelas-Westsider Trail in Yamhill County's Transportation System Plan.

We are community members who raised our children here, and Nick served as a physician for decades to care for County residents. Kelli's family came to Yamhill County in the 1800's when the railroads were paid for. While we are not one of the few families that live along the trail, we are deeply rooted in Yamhill county.

Avid cyclers and outdoor exercisers, we take our life in our own hands every time we bike over the Youngbird Hill road with zero lane shoulders. Nick bikes with community groups, but avoids all routes that lead onto the highways. As a physician, he's seen what a car can do to a cyclist. We see families with their children riding bikes in traffic along our city streets. The trail would be a safe place for all of our residents to use.

We spoke to the Vernonia City Administrator, Josette Mitchell, who told us that their business community relies heavily on income from the influx of seasonal visitors to the Banks-Vernonia Trail to survive through the winter slow-down months. Joylynn Becker, City Manager of Banks, tells a similar story of the positive benefits of the Trail to their local businesses. Similarly, the Oakridge Oregon Bike Trail visitors contribute an estimated \$3.2 million to that community. Shouldn't Yamhill County business' also benefit from the estimated \$1.5 Billion Oregonian recreation cycling economy? The Trail would be an economic boost to the County, as trails in other communities have done.

We value this public land as an amazing resource that belongs to many, many people beyond those who simply border it. The ownership of the land was always meant to serve the people.

We urge you to keep the Yamhelas-Westsider Trail in the TSP, preserving the County ownership of this valuable property . This asset belongs to all of us. Keep it in the Plan for the benefit of all County residents, and future generations.

Respectfully submitted,

Kelli and Nick Grinich

From: [Tom Hammer](#)
To: [BOC Info](#)
Subject: Docket G-01-25 January 22, 2026 BOC
Date: Saturday, January 17, 2026 10:13:46 AM
Attachments: [BOC - testimony Jan. 22, 2026.docx](#)

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear County Commissioners

Attached is my testimony regarding Docket G-01-25 for the January 22, 2026 meeting.

Tom Hammer

BOC Testimony January 22, 2026

Tom Hammer
23701 Wallace Rd. NW
Wheatland, OR 97304

Yamhill County Commissioners
535 NE 5th St.
McMinnville, OR 97128

I am in favor of removing the Yamhelas-Westsider from the Transportation System Plan. The Trail was entered into the TSP when the volunteer leader of the FYWT deliberately deceived the 2012 Commissioners by saying farmers had no objections to it. Former Commissioner, Kathy George, documented that 2012 deceit in a letter recently. That same misrepresentation was made to the Mid-Willamette Valley Area Commission on Transportation, MWACT by a former County Commissioner in order to secure a grant for initial design of the Trail which included two light rail bridges. Anyone with experience in construction can see those bridge designs are of a bearing weight, elevation and course to accommodate a light rail train at speed. The option for light rail was written into the original description of the YWT but no trail advocate mentions that they're promoting a dream of Metro. After an initial LUBA ruling that remanded the County to follow land use law for a non-conforming use in EFU zoning, two commissioners voted that the County follow that LUBA remand. Three unelected staff met with one, now former Commissioner, in an illegal ex parte meeting and coerced him into changing his vote to support their desire that the County ignore the LUBA remand. Two of those officials are currently County staff leaders. That illegal meeting was the subject of a News Register story. Should the County follow the LUBA remand, it would have to facilitate an Agricultural Impact Study. If the study showed no substantial financial harm to farmers along the abandoned ROW, the County could then apply for a Conditional Use Permit. Emails obtained under the Freedom of Information Act found that current top unelected officials in the County and

one former Commissioner conspired with FYWT to circumvent land use law and to conduct PR stunts designed to inflame an uninformed public. Those emails are featured in a booklet named "The Truth About the Trail". Those unrepentant and compromised unelected officials are still in County staff leadership. Many of the uninformed public are still inflamed. Being informed includes knowing land use law, knowing the business needs of a farm and its reliance on private property rights, knowing costs of trail construction and understanding the economic structure of our County.

Advocates of the YWT, which includes private citizens, plus both current and former County staff, could have initiated an Ag Impact Study, but they chose not to. That is because it is certain that a recreational trail through EFU zoning would do substantial financial harm to farms along the ROW by eliminating farm practices on a great number of acres.

Exercise is an essential human activity. It nurtures mind, body and soul. Providing recreation for exercise is not an essential activity of government, but government can and should do much to facilitate recreation. Recreation that blatantly breaks the law and brazenly violates private property rights is wrong and unnecessary.

Trails constitute just a fraction of the recreational facilities government provides to the public. There are over 200 trails for recreation in our beautiful state, paid for and maintained. Some are close by. A potential for a new trail from Metzger Park to Baker Creek Falls is worth looking into. It would not cause harm to family farm businesses. It would be much more affordable than the YWT would have been. It would not pretend that walking and riding a bike for recreation is transportation any more than paddle boards and kayaks are transportation. Only those with Trail Derangement Syndrome will cling to a notion that has been fraught with deceit and malfeasance throughout its entire life and ignore the many opportunities to do recreation right.

Truly,

Tom Hammer

From: [Susan Chambers](#)
To: [Planning](#); [BOC Info](#); [BOC Info](#)
Subject: Support for Yamhelas Westsider Trail
Date: Saturday, January 17, 2026 4:02:14 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Chair Johnston, Commissioner Starrett, and Commissioner King,

I am writing to express my strong support for the **Yamhelas Westsider Trail** and to urge the Board not to remove this vital project from the county's Transportation System Plan (TSP) during the upcoming public hearing on **January 22, 2026**.

The Yamhelas Westsider Trail represents a unique opportunity for Yamhill County. This 17-mile multi-use corridor provides a protected recreational space away from high-speed vehicular traffic. As an avid cyclist, I would regularly use such an off-road option for a safer recreational opportunity.

I believe there is an overwhelming public desire for a safe, accessible recreational trail. Since the County already owns this public right-of-way, keeping it within the TSP ensures this community asset remains protected for future generations rather than being sold off.

I ask that you listen to the many voices in our community who value such outdoor recreational activities. Please don't remove the Yamhelas Westsider Trail from the Transportation System Plan.

Sincerely,

Susan Chambers

Susan Chambers
susanlanechambers@gmail.com
503-435-9952

From: [Judith Bernards](#)
To: [BOC Info](#)
Subject: Pamela's Wes
Date: Saturday, January 17, 2026 4:58:26 PM

* Spam *

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Please do not remove our much needed & treasured Yamelas Westsider trailider trail. It's important to our entire community's health & well being.

Thanks for thinking of us.
Judith Bernards

From: [Judith Bernards](#)
To: [BOC Info](#)
Subject: Yamelas trail
Date: Saturday, January 17, 2026 5:15:11 PM

Spam

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Dear Commissioners,

I am a long time citizen of Yamhill County and would like to request that you do not remove our treasured Yamelas Westsider trail from the county's transportation plan. Or at least give our community an opportunity to decide yay or nay. After all, keep in mind that the trail is for all of the community.

Thank you,
Judith Bernards

From: [Samantha Kress](#)
To: [BOC Info](#)
Subject: Jessy Feltus and Samantha Warren
Date: Saturday, January 17, 2026 9:09:45 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I would like to bring it to your attention 100% attention that Mac PD cord wood the captain or Top Dog that one yeah he owes me a hundred bucks. It's not just Mac PD either it's this fucking hospital here it's the EMTs and the firefighters so please let me know. I made cord wood a bet that is Mac PD douche fuck with their body cams in there audio and he asked me how do you know they do that. Because I said they always have their hands by their cameras in the buttons and the everything and I s*** you not I had video and audio of that day now every single one of those officers didn't get that's weird and that is why and he lost. I would love for you all to come talk to me or me to come talk to you guys. If you were just give me a chance the time of day I promise it will be worth your time. Because all in all I think we need to have a discussion. And yes it has to do with the entire county. And on top of that my phone number is 503-998-3511. If you want to set up that meeting I be grateful. We have a lot of things that we need to discuss and work out. Thank you for your time.

[Yahoo Mail: Search, Organize, Conquer](#)

From: [Jessica Callahan](#)
To: [Planning](#); [BOC Info](#)
Subject: Yamhelas Corridor
Date: Sunday, January 18, 2026 8:12:48 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Yamhill County Commissioners,

I am writing first in support of the Yamhelas Corridor and Trail, and second in support of a public vote on the matter.

I am wondering what benefit selling this land will have to the taxpayers of Yamhill county? I imagine the land will sell for a nominal price and in the event that we ever were to need to land for public use again for something as simple as a utilities corridor, we would not be able to do so for the same nominal price as we sold it for. No matter which logical way I do the math, the sale doesn't make sense. When I consider it through the lens of greed and secret handshakes, I can see easily how this solution to a non problem has developed. If we never develop it, fine, but at least we won't have sold off the public's property without a vote to a few wealthy landowners concerned only for themselves.

I appreciate any critical thinking you can do on this matter to turn things around here. It's wildly disappointing to watch some of y'all visibly check out whenever sale of this property comes up.

Thank you,

Jessica Callahan

McMinnville resident

From: [Susan Stubberfield](#)
To: [Planning](#); [Susan Stubberfield](#); [BOC Info](#)
Subject: Do what is best for Yamhill County Residents - Yamhelas-Westsider Trail
Date: Sunday, January 18, 2026 11:51:12 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Hello Commissioners,

As a longtime Yamhill County resident, Linfield graduate, retired McMinnville School District educator of 30 years, and current realtor, I urge you to make the right decision for our county by keeping the Yamhelas–Westsider Trail in the county’s transportation plan.

Communities across the country have seen significant, lasting benefits from investing in multi-use trails as part of their transportation networks. Trails such as the Banks–Vernonia State Trail here in Oregon, the Katy Trail in Missouri, and the Great Allegheny Passage in Pennsylvania have become vital assets, supporting local economies, encouraging tourism, and improving safety for residents of all ages.

While some neighbors have raised concerns about land use and trail impacts, studies from similar rail-trail conversions show that careful planning and community engagement effectively address these issues, while delivering safety, economic, and health benefits. Trails are not optional amenities—they are long-term infrastructure investments that strengthen communities.

Having spent decades working with local families and now helping people choose to live and invest in Yamhill County, I see firsthand how projects like this enhance property values, attract new residents, and demonstrate a commitment to responsible growth.

Removing the Yamhelas–Westsider Trail from the transportation plan would be a serious step backward. Keeping it signals that Yamhill County prioritizes safety, connectivity, and a high quality of life for current and future residents.

Thank you for your time, service, and thoughtful consideration.

Sincerely,
Susan Stubberfield
503-435-9274

From: [Shauna Theiss](#)
To: [BOC Info](#)
Subject: Public Comment for Docket G-01-25
Date: Sunday, January 18, 2026 5:06:18 PM

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Dear Chair and Commissioners,

Thank you for the opportunity to submit testimony on the Yamhill County Transportation System Plan and the future of the Yamhelas Westsider corridor. I am writing as a Yamhill County resident who supports keeping this corridor in the Transportation System Plan as a future trail project.

Before moving to Yamhill County, I lived in Boise, Idaho for nearly 30 years. In Boise, an extensive network of trails and paths became a defining feature of community life. The Boise Foothills [Ridge to Rivers system](#) includes roughly 200 miles of interconnected trails. Our neighborhood was one of many neighborhoods that had direct access to recreational activity and nature. The Boise River Greenbelt, a continuous multi-use path along the river, adds several dozen more miles of off-street routes for walking and biking, linking parks, neighborhoods, and nearby communities. Together, these systems provide residents with well over 200 miles of connected, non-motorized transportation and recreation corridors.

Those systems did not appear by accident. Boise made them possible through long-term land use and transportation planning that intentionally protected corridors, included trails and paths in its transportation plans, and pursued funding whenever opportunities arose. [The city and its partners used a combination of local public investment, regional collaboration, grants, and development requirements to assemble segments, secure easements, and gradually build out the network.](#) **Over time it has become part of the city's identity, a reason people choose to live and invest there, and a nationally admired example of what long-term planning, partnership, and land stewardship can achieve.**

I have seen how powerful it is when a community commits to this kind of vision over decades. The Yamhelas Westsider corridor offers Yamhill County a rare opportunity to do something similar: to preserve a continuous corridor that can one day connect communities, provide safe off-road routes for walking and biking, and support local businesses and recreation. Once a corridor like this is removed from a long-range transportation plan and allowed to fragment or be sold off, it is effectively impossible to recreate.

Crucially, keeping the Yamhelas Westsider in the Transportation System Plan does not obligate the County to build a trail immediately or dedicate specific funding today. It simply preserves the option for future boards, planners, and voters to pursue funding—whether through grants, partnerships, or future local investments—when conditions are right. That is exactly the kind of long-term, incremental approach that enabled Boise to develop its trail network over many years.

As a resident who volunteers locally and cares deeply about the long-term health and attractiveness of this region, I urge you to retain the Yamhelas Westsider corridor in the Yamhill County Transportation System Plan. Please keep this infrastructure designation in place so that future generations have the chance to benefit from a trail system that could become one of Yamhill County's greatest assets.

Thank you for your service and for considering my testimony.

Sincerely,

Shauna Theiss
Resident of McMinnville, Oregon

From: [Samantha Kress](#)
To: [BOC Info](#)
Subject: Re: Automatic reply: Jessy Feltus and Samantha Warren
Date: Sunday, January 18, 2026 8:09:49 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

How do I sue the county and the emts and the judges and the hospital. They deserve to be held accountable for everything they have done to my spouse and I. I need help and not one person from this county will help us.

[Yahoo Mail: Search, Organize, Conquer](#)

On Sat, Jan 17, 2026 at 9:09 PM, BOC Info
<bocinfo@yamhillcounty.gov> wrote:

Thank you for your email/comments. The Board of Commissioners is given each week's public comments on Wednesday afternoon. Public comments received after 5:00 p.m. on Wednesdays will be included in the following week's public comment packet. This serves as your confirmation receipt that your email was received and will be included in the record. If you have any questions, please call our office at 503-434-7501. Thank you!

From: [Williams Family](#)
To: [BOC Info](#)
Subject: Yamhelas Trail
Date: Sunday, January 18, 2026 8:37:46 PM

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Regarding the Yamhelas Trail-

I am very concerned of the intent of our County Commissioners deciding without our voices being heard, the fate of public land that belongs to us, the public.

We must protect access to county-owned land. This trail would give us safer outdoor access for families and those on bikes, improved physical and mental health, and long-term economic benefits through recreation and tourism. These benefits serve the entire community.

Our elected officials are entrusted to represent the public interest and I am asking them and all those involved in this decision to put their community they represent, first. The majority supports protecting public land, public access, and decisions grounded in facts and fairness.

The Yamhelas Trail belongs to Yamhill County. Let the public decide. Let us vote.

Kim Williams
McMinnville, OR

Sent from my T-Mobile 5G Device
Get Outlook for Android

Sent from my T-Mobile 5G Device
Get [Outlook for Android](#)

From: [Zoe Whyte](#)
To: [BOC Info](#)
Subject: Eloheh Indigenous Center"s Appeal for Religious Accommodation
Date: Monday, January 19, 2026 7:29:54 AM

Spam

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Dear Yamhill County Board of Commissioners,

I am writing to express my support of Eloheh Indigenous spirituality requires extended, land-based gathering—it cannot be practiced in a building for an hour on Sunday. The Woodleys are respected educators and authors who have served Indigenous communities for over 30 years and are trusted members of a wide community, and their work stretches far beyond just Yamhill County. I have been personally impacted by Randy's writing and work over the years, and know how much value Eloheh's work brings to a wider community.

Religious freedom should protect **all faiths**, including those whose practices look different from mainstream Christianity.

I know that your Board has the power to find a way to accommodate their religious practice rather than restrict it, and I trust that you will do so for the good of the community.

Best,
Zoe Whyte, LMSW

From: [Tanya Tompkins](#)
To: [Planning](#); [BOC Info](#)
Subject: Yamhelas Westside Corridor should remain in the TSP
Date: Monday, January 19, 2026 12:23:12 PM
Attachments: [YWC letter.pdf](#)

Spam

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.
Please see my attached testimony in favor of keeping the corridor in the TSP.

Thank you for your thoughtful consideration.

Tanya Tompkins

January 18, 2006

Dear Chair and Commissioners,

I am writing as a resident of Yamhill County who is deeply concerned about recent actions proposed by the Board of Commissioners and reflected in recommendations from the Yamhill County Planning Commission regarding the publicly owned Yamhelas-Westsider corridor. This corridor belongs to the county and all of its' citizens as a long-term, public investment and it would be foolish to remove it from the Transportation System Plan (TSP), with the ultimate goal of subdividing and/or selling it. At stake is not only the future of a potential trail, but the preservation of a strategic public corridor that holds long-term value for so many potential uses that benefit all YC citizen (e.g., transportation, safety, emergency access, utility infrastructure, recreation, community connection). Once fragmented or privatized, these opportunities are *permanently lost*.

It is my understanding that the Planning Commission has recommended removing the corridor from the county's TSP and that the Board is now positioned to consider final action. There were hundreds of individuals at the Planning Commission meeting last month opposing the removal from the TSP because this decision is short-sighted and raises serious concerns not only about outcomes, but about the integrity, independence and transparency of the planning process itself.

Below are my main concerns:

1. Conflict of Interest, Appointment History and Perception of Bias

During the December 4h Planning hearing, Mark Gaibler was asked directly whether he had ever served as a petitioner in an Oregon Land Use Board of Appeals (LUBA) case concerning the Yamhelas-Westsider Trail. Commissioner Gaibler stated that he did not know. He either has cognitive problems that deserve medical attention or he was attempting to minimize his involvement in opposing the trail. News reports and readily accessible public records indicate that Mr. Gaibler has served as a petitioner in multiple LUBA cases related to the Yamhelas-Westsider Trail, as part of a group of adjacent landowners who appealed county actions associated with the corridor's development. At minimum, this raises concerns about the adequacy of disclosure, the accuracy of testimony provided during a public hearing, and the standards applied when evaluating conflicts of interest for commission members making recommendations on matters in which they have previously taken adversarial legal positions.

Concerns about impartiality are further compounded by the appointment history of the Planning Commission itself. Public campaign finance records show heavy investment in Yamhill County elections from the George family (directly and through political action committees), who are prominent agricultural landowners whose property interests are adjacent to the corridor with the matriarch, Kathy George, serving as a former county commissioner. They made substantial financial contributions to support the election of then-County Commissioner

Lindsay Berschauer, a vocal opponent of the trail. Following her election, and prior to losing reelection as an incumbent after facing a recall effort, Commissioner Berschauer, along with fellow commissioners Mary Starrett and Kit Johnson (who have also received campaign finance support from the George Family), appointed Christy (George) Cooke, a member of the same family, to the Planning Commission.

At the December 4 hearing, Commissioner Cooke acknowledged these relationships but stated that her family's campaign contributions and her subsequent appointment would not influence her vote. Regardless of intent, the combination of campaign contributions, appointment authority, and policy outcomes affecting family-adjacent property interests creates a substantial appearance of bias that should have triggered recusal under best-practice governance standards. While Commissioners Steven Belt and Lee Schrepel, both owners of land adjacent to the corridor, did state that they were recusing themselves, they remained seated at the dais throughout the hearing and offered comments during the proceedings. Standard land-use and quasi-judicial protocols typically require recused members to fully remove themselves from participation, including physical presence and informal commentary, to avoid influencing deliberations. They could have easily joined to observe the proceedings on Zoom. Their continued presence undermined the integrity of the recusal process and further erodes public confidence. Another commission member, Brett Veach, is a real estate agent specializing in agricultural land. During most of the meeting he was reclined and appeared to be taking a nap. I assume he will be poised to take on the property if the commission decides to sell it!

Taken together (i.e., the litigation history, land ownership interests, campaign contributions, appointment relationships, incomplete recusals, and the tenor of the hearing), despite thoughtful and impassioned testimony it was difficult to conclude that this meeting represented a genuine, open-minded evaluation of the evidence and the pros and cons of keeping the corridor in the TSP. It was clear that many self-serving and hand-picked commission members knew exactly what they planned to do because it had been the plan for years. Public trust in land-use planning depends on the clear avoidance of both actual and perceived conflicts of interest. I respectfully request clarification regarding how conflicts were evaluated, whether recusals occurred where appropriate, and how appointment processes ensure impartial decision-making when public assets are under consideration.

2. Public Investment and the Corridor's Long-Term Value

Yamhill County acquired the corridor in 2017 using public funds, explicitly preserving it for future public use. While the corridor has often been discussed in the context of a trail, its importance extends well beyond recreation alone.

Preserving the corridor maintains options for:

- Safe non-vehicular travel
- Emergency and service access
- Utility and infrastructure corridors
- Community connectivity between rural and urban areas
- Economic development, including agritourism
- Future transportation planning

Long-range planning exists precisely to safeguard such corridors *before* specific uses are fully realized. Removing the corridor from the TSP forecloses future possibilities and undermines the rationale for the original public acquisition. The investment was first made in May of 2012, when the current BOC promised a 10% match (\$246 480.00) for the Transportation Enhancement Grant to purchase the right-of-way from the corridor and December of that year added the trail to the TSP (at its' height the price was \$9 million). Since that time using federal and state grant funding they were able to purchase an approximately 12-mile segment, with private donors providing additional easements and grant funding for master planning as well. Updates to the TSP in 2018 acknowledging the purpose and plans to develop the Carlton to Yamhill county section of the corridor began opponent LUBA petitions, with the last sent to the count in December, 2020 stating, "We are not convinced that the Trail is prohibited by farm impact standards as a matter of law". After the 2020 elections when Berschauer was seated they voted (2 to 1) to stop responding to LUBA issues and abandoning the master plan process even though this cost the county (and its' citizens) millions in time, effort and grant funding which had to be paid back.

3. Transparency, Precedent, and Community Engagement

Altering the status of a publicly owned corridor with countywide implications requires the highest standards of transparency and public engagement. Many residents reasonably view the proposed rollback as inconsistent with decades of planning precedent, Ordinance 880, and prior county commitments.

Decisions that *permanently* reduce public options should not be driven by the preferences of a limited set of adjacent landowners or shaped by BOC members and planning bodies whose neutrality may reasonably be questioned.

Accordingly, I respectfully urge the Board to:

- Publicly affirm that all planning and advisory members complied with state ethics requirements and county conflict-of-interest policies.
- Confirm that any individual with prior litigation involvement or adjacent property interests was appropriately recused from deliberations.
- Recognize the Yamhelas-Westsider corridor as a multi-use public asset, not solely a trail project.
- Retain the corridor within the Transportation System Plan to preserve future flexibility and planning.
- Recommit to a transparent, inclusive process that reflects the long-term interests of the broader Yamhill County community.

Once a public corridor is relinquished, it cannot be reclaimed. In the words of County Commissioner Leslie Lewis (2012), "If you're not a long-term thinker in the transportation world, you're not going to go anywhere... if you allow Union Pacific to sell off the line piecemeal, you will never re-establish it. It all begins with acquiring the right of way, and that begins with putting it in our transportation plan." Preserving the corridor keeps options open,

for future generations, evolving transportation needs, and community priorities that may not yet be fully visible today. We have a group working to put this issue on the ballot. As elected leaders of *all* YC citizens (not just wealthy land owners who are friends and donate to your campaigns) you need to hit the pause button and have the integrity to hear what the Yamhill County voters want. To not do so impugns your reputations, credibility and harms generations of citizens from the potential use of this public asset.

Thank you for your consideration

Tanya Tompkins, Ph.D.
925 SE Davis Street
McMinnville, OR 97128
503.435.7860

From: [Rick Marshall](#)
To: [BOC Info](#)
Subject: 19 Jan 2026 Agenda Item I.1 -- Docket G-01-25
Date: Monday, January 19, 2026 1:26:43 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Honorable Board of Commissioners:

I write to encourage you to vote against the proposal to amend the Yamhill County Transportation System Plan by deleting the Yamhelas Westsider Trail.

I have reviewed the staff report for the item, and observe that the main criteria of concern is the compatibility of a trail in this corridor with adjacent farm uses. Specifically, the primary concern cited is with the common farming practice of spraying pesticides or herbicides.

I am familiar with two outstanding examples of trails in similar agricultural settings that are coexisting successfully with adjacent farming activities. The primary example most familiar to Yamhill County residents is the nearby Banks-Vernonia Trail.

However, I have direct experience with another trail project, located in another well-known wine region. I had the privilege to work on implementation of the Napa Valley Vine Trail (NVVT) in my work prior to retirement as the Deputy Public Works Director for the County of Napa. The NVVT, when complete, will provide a continuous 47-mile multi-use trail through the heart of some of the most-valuable vineyard land in the world. (33 miles of the trail have been completed to date.) The project was developed in collaboration with the local agricultural community -- grape-growers and wine-makers were literally at the table every step of the way. One of the key elements of its success was the early development of an Ag Respect program, which directly addresses the concern of placing trail users directly adjacent to active agricultural uses. I commend their project website to your reading for further information: <https://www.vinetrail.org/> and in particular, the page on Ag Respect: [vinetrail.org](https://www.vinetrail.org/)

In conclusion, I request that you vote against the proposal to remove the Yamhelas Westsider Trail from the Yamhill County Transportation System Plan. I am confident that issues around compatibility with adjacent farming practices can be successfully mitigated to the satisfaction of all concerned.

Thank you for your consideration of this input.

Rick Marshall
Newberg, Oregon
MarshallGrande@yahoo.com
(707) 738-4977

From: [Suzanne Meenahan](#)
To: [BOC Info](#)
Subject: Subject: Preserve the Yamhill County Rail Corridor as a Public Asset
Date: Monday, January 19, 2026 1:42:59 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Board of Commissioners,

I am writing as a Yamhill County resident to urge you to keep the former railroad corridor in public ownership and not sell it to private individuals.

This corridor was purchased with public funds for a public purpose. Once sold, it is gone permanently. Retaining it preserves future options for the county and its residents, including potential use as a bike and pedestrian trail serving families, seniors, and communities across Yamhill County. Selling it now eliminates those options and benefits only a limited few, not the broader public.

Keeping the corridor public does not require immediate construction or new county tax funding. Across Oregon, counties have preserved rail corridors first and responsibly developed them later using grants, private donations, nonprofit partnerships, and volunteer stewardship. The decision before you is not whether to build a trail today, but whether to protect or permanently dispose of a publicly owned asset.

Votes like this define a commissioner's legacy. Years from now, this decision will be referenced not by rhetoric used at the time, but by the outcome: whether this Board preserved a rare, continuous public corridor for future generations...or knowingly sold it off despite sustained public concern and opposition.

This vote will be part of the permanent public record, and county residents will remember exactly which commissioners chose privatization over public stewardship.

Thank you for your attention and careful consideration.

Sincerely,

Suzanne Meenahan

Yamhill County Resident

From: [Nikki Morrison](#)
To: [BOC Info](#)
Subject: Eloheh Indigenous Centre
Date: Monday, January 19, 2026 5:30:15 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

To whom it may concern,

Thank you for choosing to give your time to understanding an issue that deeply matters to so many of us.

I write to you of my support of Eloheh Indigenous Center's appeal for religious accommodation

Indigenous spirituality requires extended, land-based gathering—it cannot be practiced in a building for an hour on Sunday

The Woodleys are respected educators and authors who have served Indigenous communities for over 30 years, providing a sense of community, welcome and belonging for so many.

Religious freedom should protect all faiths, including those whose practices look different from mainstream Christianity

I implore you to consider how your Organisation can justly and respectfully accommodate their religious practice.

Thank you.

Warmly,

Nikki Morrison

From: [Wayne Wiebke](#)
To: [BOC Info](#)
Subject: January 22nd public meeting Yamhelas Westside Trail to stay in YCTSP
Date: Monday, January 19, 2026 5:59:28 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

To the full board of commissioners,

I am writing to state my objection to the Yamhelas Westsider Trail being taken out of the YCTSP because it will create a situation where Yamhill County will be out of compliance with both LUBA and LCDC goals for having viable safe and accessible multi modal systems that include bicycle and pedestrian use. Widening county roads is not fiscally viable for nor reasonable because condemnation through eminent domain would be necessary as it has been in previous county road expansion or widening. The corridor at issue, which is already in ownership of the county, is the only reasonable path forward to stay in compliance.

In addition the corridor will be lost as a wildlife migratory corridor which is another Oregon land use issue if at some time it were to be sold off as farm land with the potential for the spraying of chemicals toxic to among others, migratory birds.

Wayne Wiebke
1235 NW Driftwood Place
Mcminnville, Oregon 97128
503-435-9120

[Sent from Yahoo Mail for iPhone](#)

From: [Janelle Huserik](#)
To: [BOC Info](#); planning@yamhillcounty.org
Subject: Yamhelas-Westsider Trail Input
Date: Monday, January 19, 2026 5:59:36 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Good evening,

My name is Janelle Huserik, and I have been a Yamhill County resident for almost 20 years. I also own property adjacent to the proposed Yamhelas Westsider trail, and have followed the matter for years. I strongly urge the Board of Commissioners to proceed with removing the Yamhelas Westsider Trail from the transportation system plan.

I've been highly disappointed in the management of the Trail plans to date. For example, proceeding to put funds into a bridge without clear oversight or proper authority is very disturbing. It shows clear waste in the use of public funds, and caused a loss of trust in county management. To move forward with not only a Trail, but the potential of light rail, would be disgraceful after the show of management thus far.

I see many opportunities for a more productive use of the land, and more fitting with the "country charm" Yamhill County still has, outside of the current Trail. Personally, I would love the opportunity to purchase the land adjacent to my property, with hopes to expand our farming operation. With farmland dwindling all around us, the rare opportunity to have more in the productive Willamette Valley would be wonderful. This would also keep more money locally, immediately generate income for the county by selling the land along with annual tax income.

Aside from what I read online, there are many people, myself included, that do not support the trail. Those of us that live near the proposed trail have real concerns of trespassing, safety of our crops and livestock, and especially the safety of our children. My husband and I paid a premium years ago for a home out of town to raise our kids in a country lifestyle, and this trail would infringe on that added value by placing strangers regularly in our back yard.

Those that don't live adjacent to the trail have also expressed concerns. Added traffic to the poorly kept roads, lack of benefit for students commuting because of the distance and trail location between Carlton and Yamhill, and concerns of the financial burden on the county.

I've heard comparisons of those against the Trail to those in the past that were against the Newberg Dundee bypass. Landowners' concerns were disregarded for the benefit of

the majority. While there is a time and place to prioritize the benefits of the majority, doing so for recreational purposes seems superficial. I don't think it should be precedence to disregard longtime residents whenever a popular new plan comes up.

I do see the value of outdoor recreational space in the county, and I have tried to see the reasons to support a trail, but with the flaws I've seen and concern I've heard, I feel it is overall a much better use of public funds to focus on improving and maintaining existing parks and recreation opportunities.

Please consider these reasons and the true value of the country life Yamhill County still provides, and remove the Yamhelas–Westsider Trail from the county's transportation plan.

Thank you for your time,
Janelle Huserik
Yamhill County resident

From: [Karen Willard](#)
To: [Planning](#)
Cc: [BOC Info](#)
Subject: Don't Sell Public Land
Date: Monday, January 19, 2026 6:08:44 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

To Whom This Concerns,

I am in support of trails and protecting our public land. This decision to sell public land was never put before the Yamhill County voters. Please reconsider and think about our community as a whole. We need public, natural places for future generations to come. Please try and think big picture here.

In support and concern,

Karen Willard

“Between stimulus and response there is a space. In that space is our power to choose our response. In our response lies our growth and our freedom.”

— Viktor E. Frankl

From: [Ken Wessels](#)
To: [BOC Info; Planning](#)
Subject: Please support the trail
Date: Monday, January 19, 2026 6:17:52 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Commissioners,

I am writing to strongly advocate for the continued preservation and development of the Yamhelas–Westside Trail. This project is undeniably in the public’s best interest and provides substantial benefits to the people of Yamhill County.

The trail promotes health, offers safer transportation alternatives, strengthens local businesses, and preserves outdoor access that is essential to community well-being. To abandon or diminish this project would mean losing an invaluable long-term investment in our county’s future.

I urge the Commission to stand firmly in support of the Yamhelas–Westside Trail and prioritize the long-term well-being of Yamhill County residents.

I also ask that you keep it in the County Transportation Plan. If changes need to be made regarding the corridor it should be put to a vote of the people not left to the decision of special interest groups and their money!

Thank you for your dedication and thoughtful consideration.

Sincerely,
Kenneth Wessels
McMinnville Or 97128

From: [Kris Reed](#)
To: [BOC Info](#)
Subject: Please preserve the Yamhelas–Westsider Corridor as a Public Trail!
Date: Monday, January 19, 2026 6:32:16 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Yamhill County Board of Commissioners,

I am writing to express my strong support for preserving the Yamhelas–Westsider corridor as a public multi-use trail.

The Yamhelas–Westsider Trail is not simply a recreational path—it is one of the county’s most valuable public assets. For more than a century, this corridor has connected communities as a vital transportation route. Preserving it keeps that historic connection alive while meeting present and future needs.

Maintaining this corridor for public use provides significant benefits, including:

- A safe, off-highway alternative to Highway 47 for families, cyclists, and pedestrians
- Expanded opportunities for recreation, physical health, and community connection
- Economic benefits for nearby towns through tourism, agritourism, and local businesses
- Protection of a transportation and recreation corridor that cannot be replaced once lost
- Ensuring future generations retain access to the lands and infrastructure we inherited

Once a corridor like this is privatized or fragmented, it is gone forever. Preserving it now is a forward-thinking investment in safety, economic resilience, and quality of life for the entire county.

Thank you for your consideration and for your work on behalf of our community.

Sincerely,

Kristen Reed

McMinnville, Oregon

From: [Robin Ricker](#)
To: [BOC Info](#)
Subject: In support of bike trail
Date: Monday, January 19, 2026 7:28:23 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

To whom it may concern:

In support of the rails to trails bike corridor: Please keep this valuable public land public.

My husband and I have spent many miles on rails to trails in northern idaho, washington state, Cottage Grove Oregon, Banks-Vernonia. My husband rode across the USA 2 years ago and loved the Katy Trail, the C & O trail, the Gap and many states including Missouri, Pennsylvania, and Washington DC.

The trails are safe ways to be off of highways, often parallel to them, but buffered by vegetation, or other barriers. We have encountered kind, helpful people, small towns with museums, cafe's and simple lodging. We have not encountered any crime, illegal camping or panhandling or trash. We have encountered wetlands, birds, wildlife and interesting landscapes we never would have seen by car.

Access to the out of doors is necessary for healthy communities, free beneficial activities for families, safe commuting to schools, work and lunch in another small town.

We host cyclists from all over the world thru Warmshowers. They are taking on adventures that few attempt--riding their bikes from Banff to Argentina, riding around the world, riding to all the national parks or baseball stadiums, one was riding to breweries to do commercial art.

These are all kind, educated, dynamic people: engineers, educators, computer scientists, medical workers, musicians. Some are trying to figure out life or recovering from illness or loss.

Many have had scary experiences in Yamhill country specifically, very dangerous roads, no should, a truck not giving way on a two lane shoulderless road while blaring it's horn, someone throwing full cans of beer at them from a moving vehicle.

Yamhill County needs this vital trail for all of us including welcoming others.

Sincerely,

Robin Ricker
526 NW 13th Street
McMinnville, OR 97128
971-221-8919

From: [Paula Strawser](#)
To: [BOC Info](#)
Subject: Yamhelas Trail
Date: Monday, January 19, 2026 7:40:50 PM

Spam

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I support the Yamhelas Trail. It is planned for recreational purposes on what is currently public land. Abandoning the trail is a giveaway to private interests. It will bring tourists. It will be a draw for hikers and bikers. What better way to celebrate the beauties of Yamhill County?

From: [Matthea Brown](#)
To: [Planning](#); [BOC Info](#)
Subject: Yamhelas-Westsider Corridor
Date: Monday, January 19, 2026 7:49:55 PM

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Hello—

I have heard about the upcoming vote to remove the Yamhelas-Westsider Corridor land from our county transportation plan, and I want to express to you all how much I disagree with this idea.

This is publicly owned land, and the commissioners are going to vote on this without getting input from voters (aka taxpayers aka the public who owns said land), which feels very out of line.

I support trails like this one, and I support protecting our public land, and removing this project from the county transportation plan feels incredibly shortsighted.

A healthy and strong community needs more than hospitals and retail stores and schools and wineries—we need safe public outdoor spaces where we all can move, breathe, connect with our friends and neighbors, and enjoy nature.

Thank you for your time,

Matthea Brown

12 Year McMinnville resident
206-409-7306

From: stevencard.wick@gmail.com
To: [Planning; BOC Info](#)
Subject: RE: removing the Yamhelas Trail from the TSP
Date: Monday, January 19, 2026 8:48:36 PM
Attachments: [VCTC Santa Paula Branch Line Study - Final.pdf](#)

Spam

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Dear County Commissioners

In your staff report of 12/4/ 25 you stated the following:

"As stated in the statute the County needed to find that the use of the trail would neither force a significant change in farm or forest practices on surrounding lands, nor would it increase the cost of accepted farm or forest practices on those lands.

One of the key farming issues specific to the trail application involves the accepted farming practice of spraying pesticides and herbicides A good summation of the issue can be found on the bottom of page 18 and the top of page 19 in the LUBA Remand covering LUBA No. 2020-066 and -067.

The remand decision states: "The farm practice of spraying crops has been a recurring issue over the course of this extended land use dispute. In Van Dyke II, we agreed with the county that overspray from adjacent farms onto the county's property is not an accepted farm practice.

However, we agreed with the petitioners that the county was required to respond to petitioners' argument that the Trail would force them to supply spray setbacks on their own lands and cease use of certain pesticides and herbicides within the appropriate setback area, which petitioners argued is a significant change in the accepted farm practice of applying pesticides and herbicides."

Due to the fact that Yamhill County has not been able to make findings to satisfy the Farm Impacts Test in three separate attempts, the majority of the Board of Commissioners initiated the removal of the Yamhelas-Westsider Trail from the TSP in order to pursue other projects."

Reading this staff report further, I can find no other stated reason for "the removal of the Yamhelas-Westsider Trail from the TSP".

Since this "spraying issue" is your only concern, it seems reasonable that addressing this could solve the problem.

If you talked to your Planning Advisory Commissioners you would find that a solution was proposed, and presented at the hearing on Dec 4th.

It is simple; you just shut down the trail when the farmers need to spray. They can spray the edges of their fields, or affected areas, then open the trail back up. (see enclosed VCTC Santa Paulina Branch Line Study)

This is not a novel idea: it is used by other trails in the U.S. If other trails can manage this.....why can't we do the same?

Below is some of the specific comments that I supplied to the Planning Commissioners regarding filbert/hazelnut orchards. It addresses the spraying concerns, and many other concerns put forth by the farmers.

In the Stay granted by LUBA on June 19 2020 they concluded, in one of their arguments, that Ben Van Dyke would suffer "Irreparable Injury" because he would be "hindered or prohibited from spraying the herbicides and pesticides required to protect his crop."

(It should be noted that the proposed Yamhelas Westsider trail right-of-way is approximately 60 feet wide, with the trail itself being 12 feet wide. That means that there is a 24 feet buffer on either side of the trail that Ben Van Dyke, and others, say is not sufficient to mitigate spray drift.)

LUBA also stated "Van Dyke explained that filbert trees should live 75 years or more and that, if he was unable to spray his filbert trees, those trees could die due to Eastern Filbert Blight. Given the long-lived nature of the filbert trees and the potential for protracted crop and yield loss if spraying cannot occur, we conclude that the injury Van Dyke specified is not and injury that could be adequately compensated in money damages."

They also concluded that Van Dyke could lose his food safety certification if litter and debris from the construction site enter his hazelnut orchard.

These conclusions, and the following assumptions;

A. that Van Dyke must be able to spray his trees for Eastern Filbert Blight; "If I am unable to spray as required, I risk my trees dying of Eastern Filbert Blight that could result in the loss of all crops on a tree that should last 75 plus years."

B. that Van Dyke, and others, would be unable to spray during trail construction (or during trail use)

C. that Van Dyke uses the herbicide sprays Gramoxone and Parazone (Paraquat), which state "do not use around...recreational parks..."

D. that Van Dyke would lose his food safety certification if litter and debris enter his orchard from trail construction (or trail use)

...can be totally mitigated with a few simple actions.

A. Spraying for Eastern Filbert Blight. This is not necessary for Van Dyke's trees. Van Dyke has previously stated that his trees are two years old; "Our hazelnuts were planted in 2018, and our second year trees..." BUT; **All the new filbert varieties are "blight resistant"**.

OSU wrote the bible on hazelnuts. No one in the world has the experience and knowledge that they possess regarding the entire hazelnut spectrum. They update info yearly for growers. The Pest Management Guide, Pacific Northwest Plant disease, Insect, and Weed management handbooks constitute our bible. We refer to these and their other hazelnut publications and missives yearly for the most up-to-date guidance. Shawn Mehlenbacher has been working on EFB (Eastern Filbert Blight) for over 30 years, and his breeding programs, and the spraying programs developed by Professor Jay Pscheidt, have enabled our industry to survive.

New trees only have to be sprayed the first spring after planting, and only if they are adjacent to a heavily infected orchard. OSU has documented this in their 2020 Pest Management Guide for Hazelnuts. See p17: "Cultivars such as Jefferson or McDonald, with the single dominant gene for resistance only, need protection the first spring after planting, when located near heavily infected orchards." <https://catalog.extension.oregonstate.edu/em8328/html>

Per OSU's Pacific NW Handbook: "Dorris", "Jefferson", "McDonald", "PollyO", "Santiam", "Wepster", and "Yamhill" are highly resistant with the single dominant-resistance gene from 'Gasaway'." <https://pnwhandbooks.org/plantdisease/host-disease/hazelnut-corylus-avellana-eastern-filbert-blight>

B. Spraying chemicals next to the trail poses no problem, if the trail is shut down when the spraying must be done. This is simple to do. Other trails do this! The farmers and trail owners coordinate operations. Spraying chemicals in filbert orchards usually occurs less than a dozen times during the year, but young orchards could require more, and non-common diseases or pests would increase the number of spray occurrences required.

In 2015 a study was done of many trails (see attached Santa Paula Branch Line Study) That study specifically addressed farming and how the impacts to farming were dealt with on trails throughout farming acreages. Below you will see some excerpts from that study. It should be noted that many of the trails just shut down while the farmer sprays his fields.

San Pasqual Valley Trail: Ca. • Specific fencing was designed for the trail, modified from the park

department's standard lodgepole fencing. Chicken wire inserts were added approximately one foot from the ground to allow wildlife to pass through;

- Gates allow sections of the trail to be closed;
- Signage installed to alert the trail-users of trail closure for spraying and to stay on the trail;
- Farmers can dictate trail closure (within reason, i.e., preferably not on weekends) for maintenance and crop spraying. This protocol was developed and approved by the County Farm Bureau, County Farm Advisor's Office, and the affected farmers

Feedback from Involved Parties

- Shawna Anderson: There have been no reported incidents of theft, vandalism, or liability issues to this date.
- Many farmers who were initially opposed to the trail now support it.
- An agreement was made early after the SDRP JPA listened to the concerns of the farmers and created specific design and management plans to create a mutually beneficial relationship between the trail and

agricultural industry.

Cowel-Purisima Coastal Trail • Stout fencing

- Large gates to accommodate cattle and equipment passage while trail is closed
- Gates to close trail during spraying and operations
- Information and regulatory signs
- Maintained by volunteer docents
- Farmer has ability to close gates for maintenance

Feedback from Involved Parties

- Paul Ringgold: The ability to work as a team, such as on a section where bluff erosion was impacting the trail, is key to success.
- POST recently asked whether there were any security issues that would benefit from additional gates and was told that there were none.
- POST hasn't received any negative comments from owner John Giusti, or Giusti's agricultural tenant on the southern half of the property, Bob Marsh.
- John Guisti reported 8/25/14 that the trail project "has not interfered with his operation at all, and he considers it a successful project." The fence is very important.

Obern Trail, Ca. • Little to no physical barrier in most places. Oleander hedges and chainlink fence.

- Each farmer decides on fencing – not installed by the County.
- High levels of use create a self-policing scenario.
- The trail is lit throughout, at all hours.

Feedback from Involved Parties

- Matthew Dobberteen: In over ten years managing trails for Santa Barbara County, I have never received a complaint about the Obern Trail. Our trails that run near agriculture are never the trails we have problems with. The only issue is every few years we may get some graffiti on a retaining wall. "A bike path will make theft harder, not easier, by bringing light, attention, people, eyes to the trail." "If someone wanted to steal from a farm, they'd find a place where no one could see them, not a trail with steady use."
- John Givens: No significant impacts from the trail. Occasionally homeless pass through and there is minor vandalism, but it has not been serious enough to involve the County or other authorities. Trail users don't cut through the farm property

Cedar Valley Trail, Ia.

- Fencing with gates;
- Reinforced crossing to accommodate equipment;
- Easement allowing farm equipment access;
- Signage to warn trail users of crossing farm vehicles.

Feedback from Involved Parties

- Joyce Squires: She and her husband were initially opposed to the trail, with concern about trespassing,

but this has not been an issue;

- Generally the trail has been very positive, she and her family use it;

West County Trail, Ca. • Farmers put A-frame signs on their property stating when spraying will occur.

- Spraying generally limited to early morning, before most trail users are present.
- Aerial spraying not conducted near the trail.
- Some vineyard owners have built connections between their properties and the trail.
- "No Trespassing" signs have been installed by some vineyard owners.
- The County patrols the trail and regularly talks with neighbors.

Feedback from Involved Parties

- Kenneth Tam: The County conducted a record of survey and title search, then reached out individually to agricultural land owners and operators who appeared to be using the railroad ROW without the legal right to do so and requested they provide documentation that they were using the ROW legally. None were able to provide documentation.

There was a blueberry farmer using the railroad ROW to access his crops. The farmer has since opened a stand along the trail to sell blueberries and blueberry ice cream.

The main concerns voiced during the planning stages included the potential for crime and trespass.

Most spraying is done early in the morning. All spraying must be done with as little wind as possible. At the very worst case, the minimum notice that a farmer could provide would be 24 hours, but generally he would be able to schedule spraying a few days prior and/or schedule a tentative window weeks in advance. An example of this would be the spraying that I just did in my filbert orchard the first week of July for Filbert Worm. The orchard had to be monitored for several weeks for filbert moths. When the level got to a certain point, I had only a few days to get my first air blast spray applied. I consulted weather forecasts for rain, and then looked at the wind forecasts, and found that I could spray immediately. (Wind forecasts are extremely accurate, and with apps like "Windy", can be used to forecast flow and speeds, hour by hour, quite a few days ahead of time.) The spray I used was effective for two to three weeks, and then a second application was required if filbert moths were still present.

To make it a win-win for both the farmer and trail users, the farmer can schedule the trail shutdown for only the very short time he needs to spray the edges of his field, adjacent to the trail. Then he can open up the trail, and continue spraying the balance of his fields.

Foliar sprays (sprays that must cover all the leaves of the tree) require the most setback, since they are accomplished thru "air blast " sprays that force the spray up and over the tops of the trees. Examples of these sprays are the pesticides and fungicides that must be sprayed to minimize pests or diseases. Two rows of trees are sprayed at the same time while the spray operator drives down the aisle. The spray operator can also shut down either side of the air blast sprayer, allowing him to spray the outside edge of a row, and not spray neighboring properties. If a farmer wanted to be positively safe, he could simply power blast spray the first 8 rows, on the edge of the trail, while the trail was closed, and then open up the trail. (filbert trees are generally planted in rows 18 to 20 feet wide).

Herbicides used to control weeds, grasses and for eliminating suckers, are applied on the ground, or on the very bottom/base of trees using booms, while driving down the aisle between two rows of trees. Herbicides must be selectively sprayed; the spray must be kept on the ground or the base of the tree. They cannot be allowed to drift, even to the foliage above the weeds or suckers! If they reach the foliage they can damage or kill the tree. The label on Gramoxone states the following: https://www.syngenta-us.com/current-label/gramoxone_sl_2.0

It would be quite easy to spray a couple of the outside rows (36 to 40 feet) from the edge of the trail Right of Way, and then open up the trail while he sprayed the balance of his field. And, since the spray operator was adjacent to the trail ROW when he was spraying the outside rows, it would be very easy for him to monitor the ROW to ensure that no one was on it during his spray operation.

Van Dyke stated that he "must be able to spray his orchid for filbertworm, which can destroy an entire crop, from June through September" But spraying equipment cannot enter an orchard after Labor Day, since the nuts start falling to the orchard floor, and anyone driving equipment on the orchard floor could damage the nuts.

"Blank nuts fall before good nuts. After blanks have fallen and just before good nuts begin to drop (usually at the end of August), it might be desirable to do a final flailing and floating to fill small depressions in the ground."

<https://catalog.extension.oregonstate.edu/sites/catalog/files/project/pdf/em9079.pdf>

"Hazelnuts begin to drop to the ground during the month of September. Prior to nut drop, the orchard floor is made level and smooth, and weeds are flail-mowed to facilitate harvest. Harvest generally occurs during October and is usually a two-step operation."

<https://catalog.extension.oregonstate.edu/sites/catalog/files/project/pdf/em9223.pdf>

C. Van Dyke also noted that he stocks and sprays the chemicals Gramoxone and Parazone (Paraquat). Paraquat is a very dangerous chemical. It is so dangerous that the EPA has changed the packaging containers to a new "closed system", and mandated Paraquat specific special training, and the training must be re-newed every three years. <https://www.epa.gov/pesticide-worker-safety/paraquat-dichloride-training-certified-applicators>

<http://wssroc.agron.ntu.edu.tw/note/Paraquat.pdf>

"Paraquat is the most highly acutely toxic herbicide to be marketed over the last 60 years. Yet it is one of the most widely used herbicides in the world, and in most countries where it is registered, it can be used without restriction. It is used on more than 100 crops in about 100 countries. Gramoxone, manufactured by Syngenta, is the most common trade name for paraquat, but the herbicide is also sold under many different names by many different manufacturers. China is now the world's largest manufacturer of paraquat, producing more than 100,000 tonnes per year. Paraquat has been banned, or use disallowed, in 32 countries. Many international organisations, such as Rainforest Alliance, Fairtrade, Forest Stewardship Council, and food giants like Dole have voluntarily banned it from their production systems. Paraquat is highly acutely toxic and enters the body mainly by swallowing, or through damaged skin, but may also be inhaled. Thousands of deaths have occurred from ingestion (often suicide) or dermal exposure (mainly occupational) to paraquat."

"Paraquat is corrosive to the skin and once the skin is damaged it is easily absorbed into the body. One farmer died after just 3.5 hours spraying diluted paraquat with a leaking knapsack. Others have died from spilling the concentrate on their skin. Thousands more have suffered severe acute and chronic effects from occupational use. It represents a severe public health problem in many countries despite the fact that paraquat is considered safe by its manufacturers, who believe they have no responsibility for the suicides. Yet experience has shown that where paraquat is banned or restricted deaths from suicides drop dramatically."

The Gramoxone and Parazone (Paraquat) that Van Dyke has in stock have the old labels that state : "Do not use around home gardens, schools, recreational parks, golf courses or playgrounds."

But the labels on both products were updated by December of 2019, and the nebulous statement "around" was taken off the new labels:

<https://www.syngenta-us.com/herbicides/gramoxone-sl-2.0>

"DIRECTIONS FOR USE

RESTRICTED USE PESTICIDE

It is a violation of Federal Law to use this product in a manner inconsistent with its labeling.

Do not apply this product in a way that will contact workers or other persons, either directly or through drift. Only

protected handlers may be in the area during application. For any requirements specific

to your State or Tribe,

consult the agency responsible for pesticide regulation.

NEVER USE THIS PRODUCT IN RESIDENTIAL OR PUBLIC RECREATIONAL SETTINGS (E.G., HOMES, HOME GARDENS,

SCHOOLS, RECREATIONAL PARKS, GOLF COURSES, AND/OR PLAYGROUNDS"

A check with the manufacturers revealed that the chemical did not change....only the label changed. (see attached (FW: Gramoxone SL 2.0 email)

Parazone 3SL updated their label in Dec of 2019 to say the same thing.

https://www3.epa.gov/pesticides/chem_search/ppls/005481-00615-20191230.pdf

But no matter what the new label states, federal law says that you MUST follow the instructions on the container that you are using. (again, read Gramoxone SL 2.0 email)

The simple solution is to purchase some of the new label Gramoxone or Parazone and use the new chemical on the edges of his field, then continue to use the old material on the inside. It seems ridiculous to do this, since the chemical in the old label containers, and the chemical in the new label containers, is exactly the same, but the law is the law. And, per Ben Van Dyke, "since the chemical does not have an expiration date" either chemical can be used for future sucker or weed spraying.

Another option is to use one or more of the other less lethal herbicides, (that readily mix with Gramoxone or Parazone) to spray the edges. Spray the edges with Aim(carfentrazone) and/or Rely (glufosinate), or a mix of Aim and Rely, or just spray with Saber (2,4-D), and then re-fill the spray tank with Gramoxone or Parazone (Paraquat) and do the balance of the orchard.

... contact herbicides e.g. glyphosate, glufosinate (Rely), and paraquat (Gramoxone/Parazone) may be tank mixed with AIM (carfentrazone) EC for broader spectrum weed control ...

https://us01.lantigena.com/l/WnSH0cCUrTZNH0Pj--n41xCVw3TCkvyzqlqBk7JiSoDZJebgbZKtWe5RH2gz254DS32wN0N3h4Y8v0CKSWoJZqg6nqQfhr9hr5lFqgZUGzkHjVlotrTMZxSyR_XT-bh-p-D9W-tMzLpj-RWQ2pGkeebchbONYeU3Jd5L1010.pdf

Rely (Glufosinate) or a combination of Rely and Aim are good options for young trees that are fully barked over and robust. Rely lasts a little longer than just Aim by itself and is a good combination for strip spraying as it controls both small grasses and broadleaves. Rely works best when temperatures are warm. Contact only so coverage is important.

Gramoxone (Paraquat) is an inexpensive option for older trees, especially when you are also wanting to do a strip spray or full floor spray. A restricted product that has human health risks when used inappropriately, this chemistry isn't for everyone. Contact only so coverage is important.

as per the Hazelnut Growers of Oregon; <https://www.hazelnut.com/spring-sucker-control/>

D_Loss of Food Safety Certification. Van Dyke stated that "Construction workers have already littered the area with lunch bags and other detritus have found the way to our farm that we have had to clean up. This causes food safety issues. In that regard, we are strictly regulated by the USDA and any litter on our farms, risks losing food safety certifications that are necessary for the marketability of our brand as well as to maintain our certifications."

Mr. Van Dyke shared a document from Cascade Foods of Albany Oregon, titled "food safety requirements for delivered product to Cascade Foods". (dated April 16, 2020, see attached) In this document Cascade Foods stated;

" Cascade Foods LLC requires that growers adhere to the Good Agricultural Practices manual set by the Hazelnut Industry office". (see attached pdf 202006251).

But nowhere in the Good Agricultural Practices manual is there any reference to a farm losing food safety certification because of litter.

<http://oregonhazelnuts.org/wordpress/wp-content/uploads/2016/05/Haz-GAP-8-12-13.pdf>

It DOES say that the orchards must be constantly cleaned and inspected prior to harvest. This is a critical time. Of course, cleanliness during the year is important, but a clean orchard just before the nuts drop to the floor is strategically important.

Throughout the summer the orchard floor is repeatedly cleaned and leveled by use of drags and/or flail mowers. All debris is eliminated as the floor is pummeled by the repeated passes of the flail mower. Clouds of dust are sometimes seen as the floor is cleaned and manicured over and over. This goes on until the nuts start to fall at the end of August. Now the falling nuts are contained on a clean and pristine orchard floor. Prior to harvest in September/October the operator often inspects the orchard for debris, and removes any. The sweeper and harvester cannot function effectively if there is debris on the orchard floor.

The GAP manual that Mr. Van Dyke has agreed to follow states: "...orchard floors are cleaned throughout the summer to assure a smooth clean orchard floor during harvest. Of utmost importance to all growers is the need to deliver hazelnuts to the dryer or processor as clean as possible. The Hazelnut lends itself to inherent food safety simply because it is encased in a solid hard shell. It falls to the ground mostly free of the husk, which is a vegetative bract rather than a surgery attraction for microbes. Harvest also lends itself to ensuring safe product. In addition, the product delivered to the washer/dryer or the processor is not ready to eat. It will go through a wash process before it is dried. Growers are committed to employing practices to keep the risk of pathogen contamination as low as possible. As the nuts move to processors and packers more safeguards are in place to ensure safe products leave the plants."

Litter is NOT a game stopper...it is a item that is constantly evaluated and addressed.

Cascade Food goes on to say; "The following are a few of the recommendations outlined in the manual; "Grower must participate in traceability. Growers receive a delivery ticket for each load taken to a wash/dryer operator or processor. This ticket corresponds to a specific orchard; Should a food borne pathogen be identified that lot cannot be used for food and will be discarded".

But the statement; "Should a food borne pathogen be identified that lot cannot be used for food and will be discarded" is NOT in the Good Agricultural Manual, and is far from the truth.

In 2017 Salmonella was found in Hazelnuts sold by the Schmidt farm of McMinnville. But the food safety people of the Oregon Department of Agriculture were not worried: "Wholesalers have steps in place that kill any Salmonella on the hazelnuts they handle before the nuts reach consumers," said Stephanie Page, the agriculture department's director of food safety and animal services, in the public warning. "To date, we have no indication there were any issues with this part of the process." <https://www.foodsafetynews.com/2017/01/salmonella-outbreak-traced-to-hazelnuts-from-oregon-farm/>

In fact the GAP manual repeatedly states that orchards must be inspected, (H1 pg 6); *A preharvest assessment is made in the orchard. Risks and possible sources of crop contamination are noted and assessed.* and (H7 pg 6) states; *"In case of product contamination..... product is separated and disposed of separately"* Nowhere does it state that a farmers complete crop will be discarded if contamination is found in one area.

One thing that I had not previously discussed was the fact that there is a thriving **organic** filbert industry in Oregon, which makes 25% more \$\$\$ on their nut sales than we do using horrible chemicals. They don't use any of the noxious chemicals! If they can maintain a successful business without noxious chemicals, why will Ben lose thousands of dollars if he does not spray his edges?

<http://organicfarmermag.com/2020/01/growing-practices-at-the-oldest-us-organic-hazelnut-orchard/>

Taking the organic leap was difficult, but worth it—not only for Jim's conscience and the good of the earth, but also monetarily. He was able to mark up his organic nuts about 25 percent over conventional-farmed nuts.

Jim said. But gradually, he struck a balance with nature. In 1997, Meridian Orchards was certified organic

In managing the suckers, David said it's easiest to hit them with an organic herbicide when they're less than eight inches tall. Another grower in the crowd said he uses a side cutter on his mower

For weed control they tried Supress and then Homeplate, "which is easier to work with," said David about the latter

"Some growers using conventional farming methods think it's impossible to grow hazelnuts organically," Mary said

A trail and farming are not mutually exclusive! A trail is an opportunity for the farmer to display his skills and to educate the public. And the Yamhelas Trail is an opportunity for the Yamhill Valley to provide a safe mode of transportation for future generations. No one will suffer "irreparable injury" during its construction or future use. Farmers can still spray their fields. Litter/and or unwanted people, etc. can be controlled by fencing and signage. All it takes is for farmers and trail supporters to sit down and mutually work together to develop a solution that enables us to develop a wonderful asset.

Please do NOT remove the Yamhelas Trail from the TSP!

Thank You

Steve Wick

Gaston Oregon, Yamhill County



Santa Paula Branch Line Recreational Trail Compatibility Survey

April, 2015



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1 INTRODUCTION

This report is an inventory and analysis of existing trails in agricultural settings, with a focus on trails that are most comparable to the context of the Santa Paula Branch Line (SPBL) in Ventura County. The objective was to find trails that have been successfully implemented and are currently operating in active agricultural areas similar to the proposed SPBL trail, and identify the challenges they faced and the factors that made them successful. Significant effort was made to contact the agricultural owner/operators adjacent to the trail in regard to their experience and perspective, as well as that of the trail owner/operator. While this study was conducted specifically for the SPBL, the findings are applicable to other areas where trails may traverse agricultural properties.

Criteria for comparable examples included:

1. Trail corridors that pass through active agricultural areas; particularly high-value row crops and orchards;
2. Paved trails that have a range and level of use comparable to what is envisioned for the SPBL;
3. Trails in California or those with a comparable agricultural/environmental setting;
4. Trails for which detailed information could be obtained for the trail owner/operator, and if possible from the adjacent agricultural owner(s)/operators;
5. Presence of or history of rail use near the trail corridor.

Over thirty trails were identified matching the first criteria, as listed in Section 3.3. Of those, nine trails with the greatest similarity to the SPBL have been selected for detailed profiles in Section 4. Information gathered for the remaining trails is presented in Section 5.

In addition to the trail research and case studies, a review of technical literature and guidelines related to trails in agricultural settings was performed. The most relevant literature, themes, and findings are summarized in Section 3.4.

2 BACKGROUND & CONTEXT

Stretching 32 miles from Highway 101 in the west to the Los Angeles County line in the east, the Santa Paula Branch Line (SPBL) rail corridor passes through the cities of Santa Paula and Fillmore as well as active agricultural areas. While 29 miles of track remain in active use, the future use of the corridor is to be determined. The Ventura County Transportation Commission (VCTC) purchased the corridor in 1995 from the Southern Pacific Transportation Company and manages the corridor with the potential to develop freight, commuter rail, utilities, and/or recreational trails and parks. The right-of-way averages 100 feet wide, but varies in places from 30 to 250 feet wide.

In the year 2000, VCTC adopted the Santa Paula Branch Line Recreational Trail Master Plan and certified the Santa Paula Branch Line Recreational Trail Master Plan Environmental Impact Report (EIR). The SPBL Recreational Trail Master Plan provides design guidelines, preliminary engineering, and a preferred alignment for the trail, traversing the cities of Ventura, Santa Paula, Fillmore, the community of Piru, and agricultural areas in unincorporated Ventura County. To date, three trail segments have been constructed in Santa Paula, Fillmore, and Piru. In response to significant concerns and protest from agricultural interests, trail construction in the agricultural areas of the unincorporated County was prohibited by a 15-year agreement between VCTC, the County, and property owners adjacent to the SPBL. This agreement expires in February 2015.

The rail corridor is owned in fee by VCTC. Along much of the SPBL, agricultural operations line both the north and south sides of the VCTC right-of-way and in some areas encroach onto the 100-foot right-of-way, pursuant to existing lease agreements between VCTC and the agricultural operators. Many agricultural crossings are legally entitled; of these, some are location-specific while others are generally or vaguely located. Some farmers are traveling on the right-of-way laterally without the legal right to do so. Agricultural uses along the SPBL change in response to market demand and crop viability. Currently, the adjacent properties generally include row crops and orchards (e.g., avocados and lemons).

In 2013, the County prepared engineering plans and an EIR addendum for its Piru Commuter Bicycle Path Phase III Project, which proposed construction and operation for an approximately 1-mile segment of the larger SPBL Recreation Trail in the Piru area. The project was met with significant opposition from agricultural interests, including the Farm Bureau; the Ventura County Coalition of Labor, Agriculture and Business; and the County Agricultural Commissioner. Concerns expressed by agricultural landowners and interests included vandalism, litter, increased liability, trespassing, the potential loss of the ability to cross the SPBL corridor, and the potential loss of existing farmland to buffers between recreational and agricultural uses.

As the 15-year agreement between VCTC, the County, and property owners adjacent to the SPBL approaches its end, new strategies are sought to address the relationship between agricultural and recreational interests, in the hope that the constructed portions of trail along the SPBL can be joined into a continuous whole reaching the coast. This report investigates trails that have been implemented in active agricultural areas, and reviews how they affected agricultural operations and food production. Outreach methods, negotiations between interested parties, trail and buffer design, and trail management policies and strategies are evaluated for their success or failure in balancing the needs of all stakeholders.

3 SUMMARY OF FINDINGS

Trails and active agriculture areas can and do exist in harmony, as demonstrated by examples from across the United States, including a wide range of use levels, trail surfaces, and management policies. The following strategies have been essential to the success of trails in agricultural areas:

- Indemnification of farmers against liability from trail use (in California there are existing statutes that provide strong protections);
- Fencing to clearly delineate trail and agricultural areas and provide barriers;
- Policies and agreements that give farmers the ability to close portions of the trail when agricultural operations would otherwise be limited by or hazardous to trail users;
- Controlled crossings that allow farm equipment to reach both sides of the trail, where necessary;
- Signage to alert trail users to the presence of active agricultural operations and instructing users to stay on the trail;
- Maintaining and observing the trail at a level to minimize vandalism and encourage a self-policing environment.

3.1 Design and Management Strategies

The most common thread in successful trail planning and management in agricultural settings has been one-on-one cooperation between trail operators and adjacent farmers and landowners. By developing these individual relationships, trail managers are able to accommodate concerns of farmers that are specific to the land features, crops, operations and machinery required for unimpeded farming. While farm bureaus and other agricultural representative bodies have, as a matter of policy, opposed recreational uses adjacent to farmland, individual farmers adjacent to the trails analyzed in this study have reported very little, if any, conflict with trail operations, trail users, or have had their farming operations hampered by adjacent trails. Illegal dumping, when it has been documented, has been the responsibility of the trail operator to clean up, and the presence of the trail removes the farm operator's responsibility. Concerns of trespassing, theft, and vandalism have not been supported by evidence.

Of all documented management practices, one of the most common is the ability to close the trail, or portions thereof, to allow agricultural operations such as spraying to occur without the danger of affecting trail users. Design measures that have helped minimize conflict include fencing and/or planted buffers between trails and crops, and the design and maintenance of regular trail crossings and gates for farmers.

The topic of trails through agricultural areas deserves additional ongoing study. As evidenced in this report, existing studies of trails, policies, and guidelines to address the interactions of recreation with farms are scarce. This study attempts to bring some of the strategies already in place in trails throughout the nation into an organized collection, while highlighting the most effective management techniques, design elements, and outreach methods. Of utmost importance is that trail planners and operators make direct contact with adjacent farmers and landowners and allow flexibility in trail design and management to meet the individual needs of affected stakeholders.

3.2 Indemnification

The California Government Code includes protections for landowners and facility operators from legal claims by recreational users. Counties and trail operators have, in some cases, chosen to implement specific policies to further indemnify trail-adjacent farmers and landowners from liability for any harm that may come to trail users. Applicable California codes and a selection of county and operator-specific policies are reproduced below.

California Government Code § 831.4 provides protection to public entities and easement grantors from liability to users of recreational trails, regardless of trail surface:

831.4. A public entity, public employee, or a grantor of a public easement to a public entity for any of the following purposes, is not liable for an injury caused by a condition of: (a) Any unpaved road which provides access to fishing, hunting, camping, hiking, riding, including animal and all types of vehicular riding, water sports, recreational or scenic areas and which is not a (1) city street or highway or (2) county, state or federal highway or (3) public street or highway of a joint highway district, boulevard district, bridge and highway district or similar district formed for the improvement or building of public streets or highways. (b) Any trail used for the above purposes. (c) Any paved trail, walkway, path, or sidewalk on an easement of way which has been granted to a public entity, which easement provides access to any unimproved property, so long as such public entity shall reasonably attempt to provide adequate warnings of the existence of any condition of the paved trail, walkway, path, or sidewalk which constitutes a hazard to health or safety. Warnings required by this subdivision shall only be required where pathways are paved, and such requirement shall not be construed to be a standard of care for any unpaved pathways or roads.

(California Government Code Section 831.4. <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=gov&group=00001-01000&file=830-831.8>)

Further, California Civil Code § 846 specifically indemnifies private land owners against liability for any recreational users entering their property:

846. An owner of any estate or any other interest in real property, whether possessory or nonpossessory, owes no duty of care to keep the premises safe for entry or use by others for any recreational purpose or to give any warning of hazardous conditions, uses of, structures, or activities on such premises to persons entering for such purpose, except as provided in this section.

A "recreational purpose," as used in this section, includes such activities as fishing, hunting, camping, water sports, hiking, spelunking, sport parachuting, riding, including animal riding, snowmobiling, and all other types of vehicular riding, rock collecting, sightseeing, picnicking, nature study, nature contacting, recreational gardening, gleaning, hang gliding, winter sports, and viewing or enjoying historical, archaeological, scenic, natural, or scientific sites.

An owner of any estate or any other interest in real property, whether possessory or nonpossessory, who gives permission to another for entry or use for the above purpose upon the premises does not thereby (a) extend any assurance that the premises are safe for such purpose, or (b) constitute the person to whom permission has been granted the legal status of an invitee or licensee to whom a duty of care is owed, or (c) assume responsibility for or incur liability for any injury to person or property caused by any act of such person to whom permission has been granted except as provided in this section.

This section does not limit the liability which otherwise exists (a) for willful or malicious failure to guard or warn against a dangerous condition, use, structure or activity; or (b) for injury suffered in any case where permission to enter for the above purpose was granted for a consideration other than the consideration, if any, paid to said landowner by the state, or where consideration has been received from others for the same purpose; or (c) to any persons who are expressly invited rather than merely permitted to come upon the premises by the landowner.

Nothing in this section creates a duty of care or ground of liability for injury to person or property.

(California Civil Code Section 846. <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=civ&group=00001-01000&file=840-848>)

San Diego County Ordinance Number 9233 (the "Trail Defense and Indemnification Ordinance") provides a similar indemnification agreement, but specifically for owners of parcels containing or adjacent to recreational trails. Specific indemnification language from the ordinance is below:

Sec. 812.103. INDEMNITY. The County of San Diego will defend and indemnify an owner of a parcel of land as described in this chapter, from all claims, demands or liability for injury to person or property that occurs on the trail, or incidental to use of the trail, when used for any recreational purpose, excluding injury occurring in any of the following circumstances:

- a) The owner's willful or malicious failure to guard or warn against a dangerous condition, use, structure or activity;
- b) Where permission for recreational use was granted for a consideration other than the benefit received at the time of dedication;
- c) Where the person suffering injury was expressly invited by the owner to use the trail for a recreational purpose rather than merely permitted to use it;
- d) Where the person suffering injury is a member of the owner's household.

(San Diego County Ordinance Number 9233. <http://www.sandiegocounty.gov/cob/ordinances/ord9233.pdf>)

Also in San Diego County, the San Dieguito Joint Powers Authority (JPA), operator of the San Pasqual Valley Agricultural Trail (see page 11), passed a resolution to specifically indemnify farmers adjacent to the trail against claims from trail users. The JPA carries insurance to assist in the legal defense of suits brought against land owners, and also assists with legal counsel. This resolution, as applied to the Mule Creek Trail (with a similar agricultural adjacency) appears in Appendix A.

In areas with active agricultural operations, adequate signage alerting trail users to farming activities and equipment should be installed to alert users to the possibility of hazardous conditions.

3.3 National Trail Inventory

In order to identify trails that are most applicable to the SPBL, a nationwide inventory was completed of trails that pass through or adjacent to active agricultural lands. Data was gathered for each of these trails and used to determine which trails were most comparable to the SPBL. Trails included in this national inventory are shown in Table 1. From this list the most pertinent nine examples were selected for more detailed case studies. Information on the remaining trails is provided in Section 5.

Table 1 – National Trail Inventory – Trails in Agricultural Settings

NAME OF PROJECT	STATE	COUNTY	CITY
Arundell Barranca Bike Path	CA	Ventura	Unincorporated
Bob Jones Pathway	CA	San Luis Obispo	Avila Beach
Catskill Scenic Trail	NY	Delaware, Schoharie	
Cedar Valley Nature Trail	IA	Linn	
Conewago Recreational Trail	PA	Lebanon, Lancaster	
Cowell-Purisima Coastal Trail	CA	San Mateo	South of Half Moon Bay
Fred Meijer Heartland Trail	MI	Montcalm	Edmore, MI
Goleta Bicycle Route	CA	Santa Barbara	
Hanover Trolley Trail	PA	York	
Harlem Valley Rail Trail	NY	Dutchess, Columbia	
Hart-Montague Trail	MI	Muskegon and Oceana	
Hennepin Canal Parkway	IL	Bureau, Henry, Whiteside	
Ice Age Trail	WI	Statewide	
Joe Rodota Trail	CA	Sonoma	Santa Rosa to Sebastopol
John Wayne Pioneer Trail	WA	King, Kittitas	
Lake Wobegon Trail	MN	Stearns	
Lakelands Trail	MI	Ingham, Livingston, and Washtenaw	
Latah Trail	ID	Latah	Moscow
Macomb Orchard Trail	MI	Macomb	
Mokelumne Coast to Crest Trail	CA	Alameda, Calaveras, Contra Costa, Tuolumne	

NAME OF PROJECT	STATE	COUNTY	CITY
Monterey Bay Scenic Sanctuary Trail	CA	Santa Cruz	3 miles east of Santa Cruz
Mullet Hall Equestrian Trail System	SC	Charleston	
Musketawa Trail	MI	Ottawa, Muskegon	
Norwottuck Rail-Trail	MA	Hampshire	Belchertown, Northampton
Oak Creek Trail	NE	Butler, Saunders	
Obern Trail (Atascadero Bike trail)	CA	Santa Barbara	
Ohlone Rail Trail	CA	Santa Cruz	
Raccoon River Valley Trail	IA	Dallas	
Row River Trail	OR	Lane	
Russell Boulevard Bike Path	CA	Yolo, Solano	Between Davis and Winters
San Pasqual Valley Agricultural Trail/ Mule Hill Historic Trail	CA	San Diego	San Diego
Sauk Rail Trail	IA	Carroll, Sac	Carroll, Lake View
Slippery Elm Trail	OH	Wood	
South Prong Rocky River Greenway (SE Greenway, Davidson Greenway)	NC	Mecklenburg	Davidson
Stavich Bike Trail	PA/OH	Mahoning (OH), Lawrence (PA)	
Ventura River Trail (Ojai Valley Trail Extension)	CA	Ventura	Ventura
West County Trail	CA	Sonoma	

3.4 Literature Review

A search and review of related literature highlights the need for research of this kind. The vast majority of existing research on the combination of recreational and agricultural uses involves either low-intensity grazing land or the establishment of agritourism. While agritourism can provide benefits to both farmers and trail users, it presents a very different situation to the SPBL, where agricultural operations are large scale and intensive. The literature summarized in Table 2 addresses trails in agricultural settings in a general way, or agritourism in a way that provides guidelines applicable to trails in agricultural areas.

Table 2 - Literature Review Summary

TITLE	GEOGRAPHICAL REGION	AUTHOR/ AGENCY/ PUBLICATION	YEAR PUBLISHED	NOTES/DESCRIPTION
Trails through Agriculture Areas	British Columbia	British Columbia Ministry of Agriculture	2005	A guidebook, brochure, and series of pictures to address conflict between trail users and agriculture. Directed at user education.
A Guide to Using and Developing Trails in Farm and Ranch Areas	British Columbia	British Columbia Ministry of Agriculture and Lands	2005	The guide contains suggestions and recommendations for people who are directly involved in the planning, design, development and maintenance of trails that go through agricultural lands.
Land Trusts and the Choice to Conserve Land with Full Ownership or Conservation Easements	United States	Dominic P. Parker	2004	Conservation easements, descriptions, examples where owners adjacent to easements have built fences, maintained trails.

TITLE	GEOGRAPHICAL REGION	AUTHOR/ AGENCY/ PUBLICATION	YEAR PUBLISHED	NOTES/DESCRIPTION
Recreation, tourism and the farmer	England/Wales	Michael Dower	1973	Details common concerns and conflicts. Encourages farmers to embrace tourism, provide services for visitors. Recommends the development of information similar to the materials in British Columbia.
Governing recreational activities in Ireland: a partnerships approach to sustainable tourism	Ireland	Thomas van Rensburg	2006	
Protecting and managing private farmland and public greenways in the urban fringe	Hartford, CT	Robert L. Ryan	2004	Bring recreation and conservation organizations together with local farmers in greenway planning decisions.
Rail-Trails and Community Sentiment	United States	RTC	1998	General strategies for reducing conflict
Ag Respect	Napa Valley, CA	Napa Valley Vine Trail Coalition	Online, ongoing	Media campaign created by the Napa Valley Vine Trail Coalition in partnership with the Napa County Farm Bureau and Napa County Regional Park and Open Space District, to promote awareness among recreational users visiting agricultural areas.

4 DETAILED TRAIL INFORMATION

The following section provides nine trails that were found to be most applicable to the SPBL. A general summary of each trail's context and history is provided, along with details on the trail's physical characteristics; specific design features to accommodate agriculture; and management strategies essential to the trail's operation in an agricultural setting. Where possible, contact information for and feedback from trail and agricultural operators is supplied.

4.1 San Pasqual Valley Agricultural Trail, San Diego County, CA

Summary

The San Pasqual Valley Agricultural Trail (SPVAT) was opened in June 1, 2002. The trail goes through an agricultural preserve owned by the City of San Diego, which leases the land to private farmers. During the planning phase of the trail, significant resistance was presented by local farmers and the San Diego Farm Bureau, primarily out of fear of theft and vandalism. The trail follows the edges of farm properties; farmers occasionally need to bring equipment across the trail.

(continued on next page)

Trail Features	Specific Design and Management Measures
<p>Trail operator: San Dieguito River Park Joint Powers Authority (SDRP JPA)</p> <p>Length: 8.75 miles</p> <p>Trail width: 12' overall. 4' in oak grove areas, 6-8' in other constrained areas.</p> <p>ROW/Corridor width: Varies; generally 20'</p> <p>Trail surface: Unpaved native surface</p>	<ul style="list-style-type: none"> • Specific fencing was designed for the trail, modified from the park department's standard lodgepole fencing. Chicken wire inserts were added approximately one foot from the ground to allow wildlife to pass through; • Gates allow sections of the trail to be closed; • Signage installed to alert the trail-users of trail closure for spraying and to stay on the trail; • Farmers can dictate trail closure (within reason, i.e., preferably not on weekends) for maintenance and crop spraying. This protocol was developed and approved by the County Farm Bureau, County Farm Advisor's Office, and the affected farmers; • The SDRP JPA chose to indemnify the farmers against liability issues relating to those using the trail.
<p>Trail use: Equestrian, hiking, and biking</p> <p>Type of crops and operations: Orange groves, avocados, asparagus, squash, ornamental flowers, and row crops</p> <p>Trail owner/operator contact information: Shawna Anderson, San Dieguito River Park, 858-674-2275 x13, shawna@sdrp.org</p> <p>Agricultural operator contact information: Matt Witman, Witman Ranch</p>	<p>Feedback from Involved Parties</p> <ul style="list-style-type: none"> • Shawna Anderson: There have been no reported incidents of theft, vandalism, or liability issues to this date. • Many farmers who were initially opposed to the trail now support it. • An agreement was made early after the SDRP JPA listened to the concerns of the farmers and created specific design and management plans to create a mutually beneficial relationship between the trail and agricultural industry. • One segment required the removal of orange trees to make space for the trail. The owner of the trees was compensated for the value of the trees and their future crop value. • Matt Witman: Citrus farmer, primarily orange groves, some organic farming; • Heavily involved in the early planning process. Primary concerns were trespassing and litter from the trail contaminating crops and affecting farm inspections; • Indemnification of farmers was "a dealbreaker" – the farmers and farm bureau would have never supported the trail without it; • Trespassing has not been a major problem overall, there was one instance where a bicycle race took place on the trail, and one of the racers got lost and strayed onto the farm and a pack of racers followed. No damage was done but it was not an ideal scenario; • Chainlink fencing is important, as it provides a better psychological barrier for trail users than lodgepole, and also keeps dogs off the farm; • If he could do it all over again, he would have pushed for more stringent trash cleanup requirements from the trail operator.

Project Photos



Source: <http://www.fsdrv.org/photosRVViews.html> (friends of San Diego River Valley)



Escondido, California SAN PASCUAL VALLEY AGRICULTURAL PRESERVE March 2009

Source: <http://jamescoffeestudios.smugmug.com/San-Dieguito-River-Park/Hikes/Valley/20090228-Ysabel-Creek-to-1>

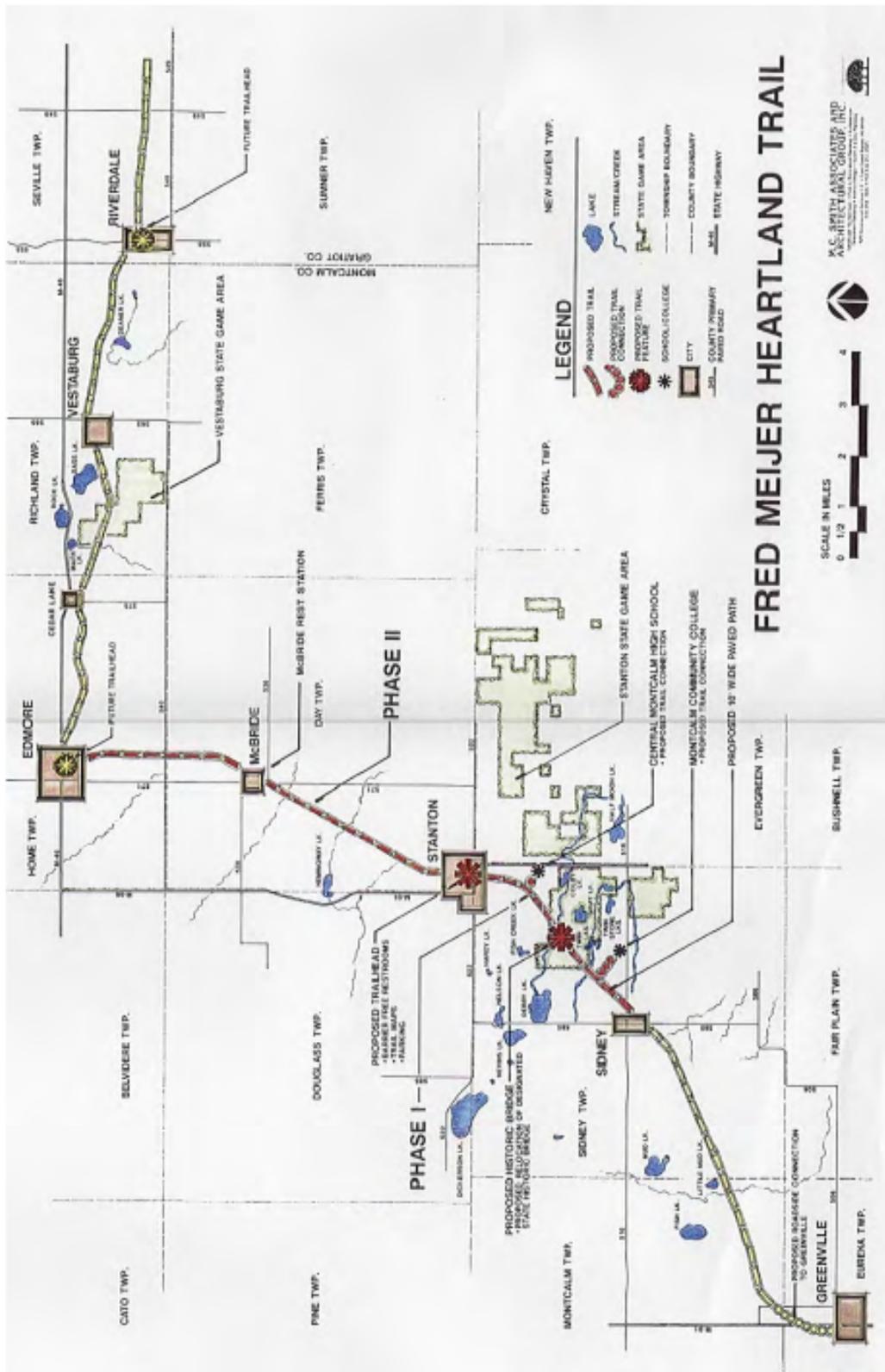
4.2 Fred Meijer Heartland Trail, Montcalm County, MI

Summary

In 1994 Fred Meijer and other donors funded the purchase of the abandoned rail line and its transformation into a recreation trail. Paving was begun with grants from ISTEA, DALMAC, and many generous private donations. Concerns from farmers included trespassing fears and restricted access to land on both sides of the trail. Other than agriculture, hunters also opposed the trail as it was used for hunting prior to development. During the trails development there were multiple outreach events between the trail developers and the public. Two hearings were held and there were petitions both for and opposing the trail. While an agreement with all adjacent farmers could not be reached, the trail was constructed with overall public support. All trail funding is from private donations and trail memberships.

Trail Features	Specific Design and Management Measures
<p>Trail operator: Friends of the Fred Meijer Heartland Trail</p> <p>Length: 41 miles</p> <p>Trail width: 10' with 2' shoulders; 14' total</p> <p>ROW/Corridor width: 50' on each side of center line</p> <p>Trail surface: Paved asphalt</p>	<ul style="list-style-type: none"> • Bollards were put in place on the trail to limit vehicular use and dumping. All keyed the same with emergency responders having access to keys. • Gates installed to allow farmers to cross. • MI state law indemnifies farmers for injury to trail users. • When trail was constructed, a wide apron was installed to allow combines and semis to cross. • Signs posted to warn users to watch for farm equipment crossing.
<p>Trail use: Bikers, walkers, roller blade enthusiasts and joggers</p> <p>Type of crops and operations: Potatoes, soy, hops, corn, beans, hay, wheat, alfalfa, oats</p> <p>Owner/operator contact information: Don Stearns, President, 989-235-6170 dkstearns@centurylink.net</p> <p>Agricultural owner/operators: Ned Welder; Jan Pearl (property owner, leases to a farmer); Robert Spencer</p>	<h3 data-bbox="695 1056 1482 1119">Feedback from Involved Parties</h3> <ul style="list-style-type: none"> • Don Stearns: No reports of trespassing onto farmland. Occasionally farmers have encroached into the trail buffer, spraying the trail (4 incidents in 20 years) and snowmobiles entering the trail and causing accidents have been reported. Ray Christiensen, a corn farmer, was ruled against in federal court and had to pay damages for cutting down trees in the buffer within the trail's right-of-way. • Ned Welder: no problems with the trail. He walks along the trail to check on his crops. • Jan Pearl: very concerned about trespassing before the trail was built, but have had no problems with the trail or trail users. She said she was uncomfortable with change but is now a trail user and sees it as a very positive thing for the community • Robert Spencer: has generally experienced no problems with the trail. One issue was a deer hunter using the trail. Another is that potato farms nearby spray from the air and there has been concern about drift.

Trail Map

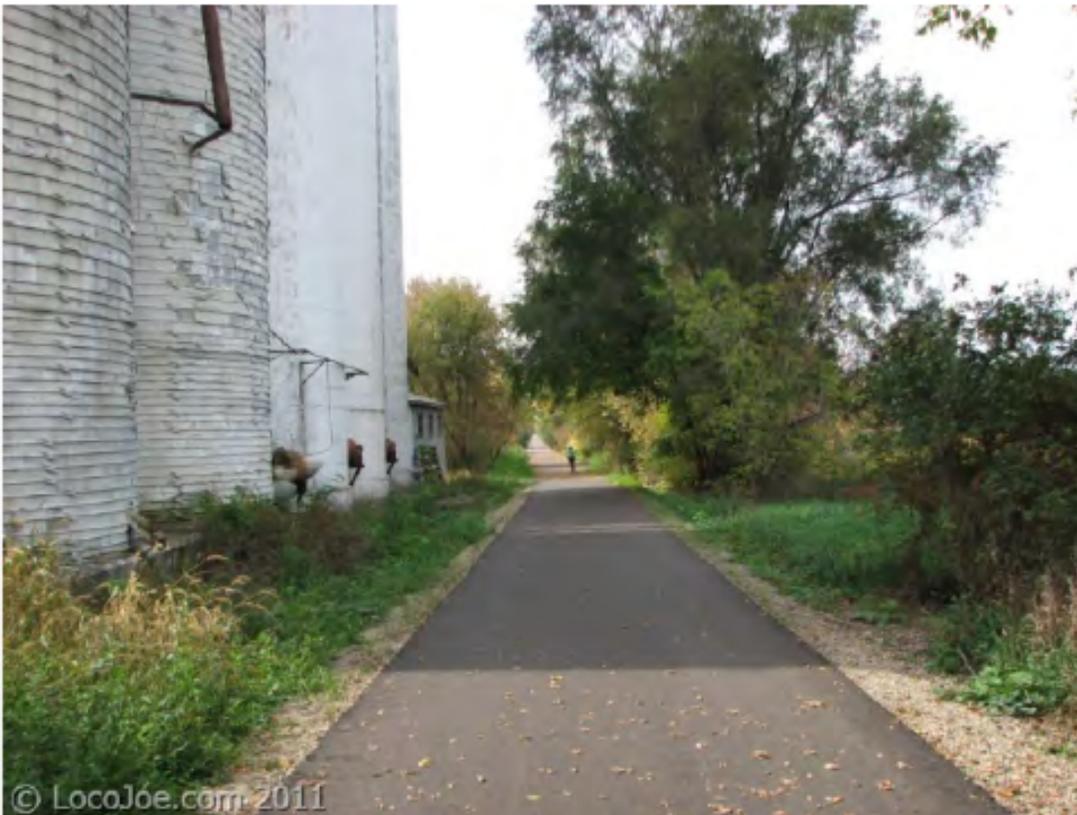


<http://www.montcalm.org/trail/FrontPage%20Stuff/trail/images/Map-All2.jpg>

Project Photos



[.http://trailsmichigan.com/trailpage.php?nr=69_Fred-Meijer-Heartland-Trail-Entire-Trail](http://trailsmichigan.com/trailpage.php?nr=69_Fred-Meijer-Heartland-Trail-Entire-Trail)



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<http://vanscyoc.net/blog/archives/841-Fred-Meijer-Heartland-Trail-Michigan.html>

4.3 Cowell-Purisima Coastal Trail, San Mateo County, CA

Summary

The Peninsula Open Space Trust (POST), working with the California Coastal Conservancy, a state agency, bought the land to protect it from development, and later sold it to the farmer, Giusti, with conservation and trail easements in place. The design and implementation of the trail involved a lot of work with the owner/farmer to make the trail work in the agricultural setting; stout fencing; information and regulatory signs, trail gates the farmer has a right to close, within certain limits, to accommodate crop spraying and other operations; and special wide double gates to allow cattle and large equipment, such as disking tractors, to cross the trail while simultaneously closing the trail. The trail was open 7 days per week for the 1st year, except for month-long periods when it was closed on weekdays for field spraying. Then due to State parks closure of the north leg of the access due to budget constraints, the trail was closed weekdays and is currently only open weekends and holidays. POST uses volunteer docents for patrol and a local landscape restoration company for maintenance.

Trail Features	Specific Design and Management Measures
<p>Trail operator: Peninsula Open Space Trust</p> <p>Length: 3.6 miles</p> <p>Trail width: 6 to 12 feet, depending on topography</p> <p>ROW/Corridor width: Varies; 20' minimum</p> <p>Trail surface: Unpaved, base rock surface</p> <p>Trail use: Hikers, bicyclists, handicap accessible at most parts, no dogs or horses due to food safety concerns with adjacent farm fields</p> <p>Type of crops and operations: Artichokes, Brussels sprouts, field crops, grazing</p> <p>Owner/operator contact information: Paul Ringgold, Vice President, Land Stewardship, Phone: (650) 854-7696 pringgold@openspacetrust.org</p> <p>Agricultural owner/operator: John Giusti, Giusti Farms, LTD. 650.726.9221.</p>	<ul style="list-style-type: none"> • Stout fencing • Large gates to accommodate cattle and equipment passage while trail is closed • Gates to close trail during spraying and operations • Information and regulatory signs • Maintained by volunteer docents • Farmer has ability to close gates for maintenance <hr/> <p>Feedback from Involved Parties</p> <ul style="list-style-type: none"> • Paul Ringgold: The ability to work as a team, such as on a section where bluff erosion was impacting the trail, is key to success. • POST recently asked whether there were any security issues that would benefit from additional gates and was told that there were none. • POST hasn't received any negative comments from owner John Giusti, or Giusti's agricultural tenant on the southern half of the property, Bob Marsh. • John Guisti reported 8/25/14 that the trail project "has not interfered with his operation at all, and he considers it a successful project." The fence is very important. There is never anybody crossing it, though sometimes there are people on the trail when it is supposed to be closed (such as for spraying - often runners. The project is a success because of the planning that took his concerns into consideration, and made it more of a partnership. The information about spraying and the allowance for closure was important.

Trail Map



-  New Cowell-Purisima Trail
-  Trail
-  Protected Land
-  Bridge

Cowell Ranch Beach to Purisima Creek
This portion of the trail is open weekends year round. Closed weekdays.

Source: http://www.openspacetrust.org/images/Cowell_Purisima_Trail.pdf

Project Photos



<http://www.wisdomportal.com/CowellRanchBeach/219-TrailheadToBeach.jpg>



http://peninsulaopenspacetrust.files.wordpress.com/2014/08/cowell-purisimatrail-open_4562_cpaulovescia11.jpg

4.4 Bob Jones Bike Trail, San Luis Obispo County, CA

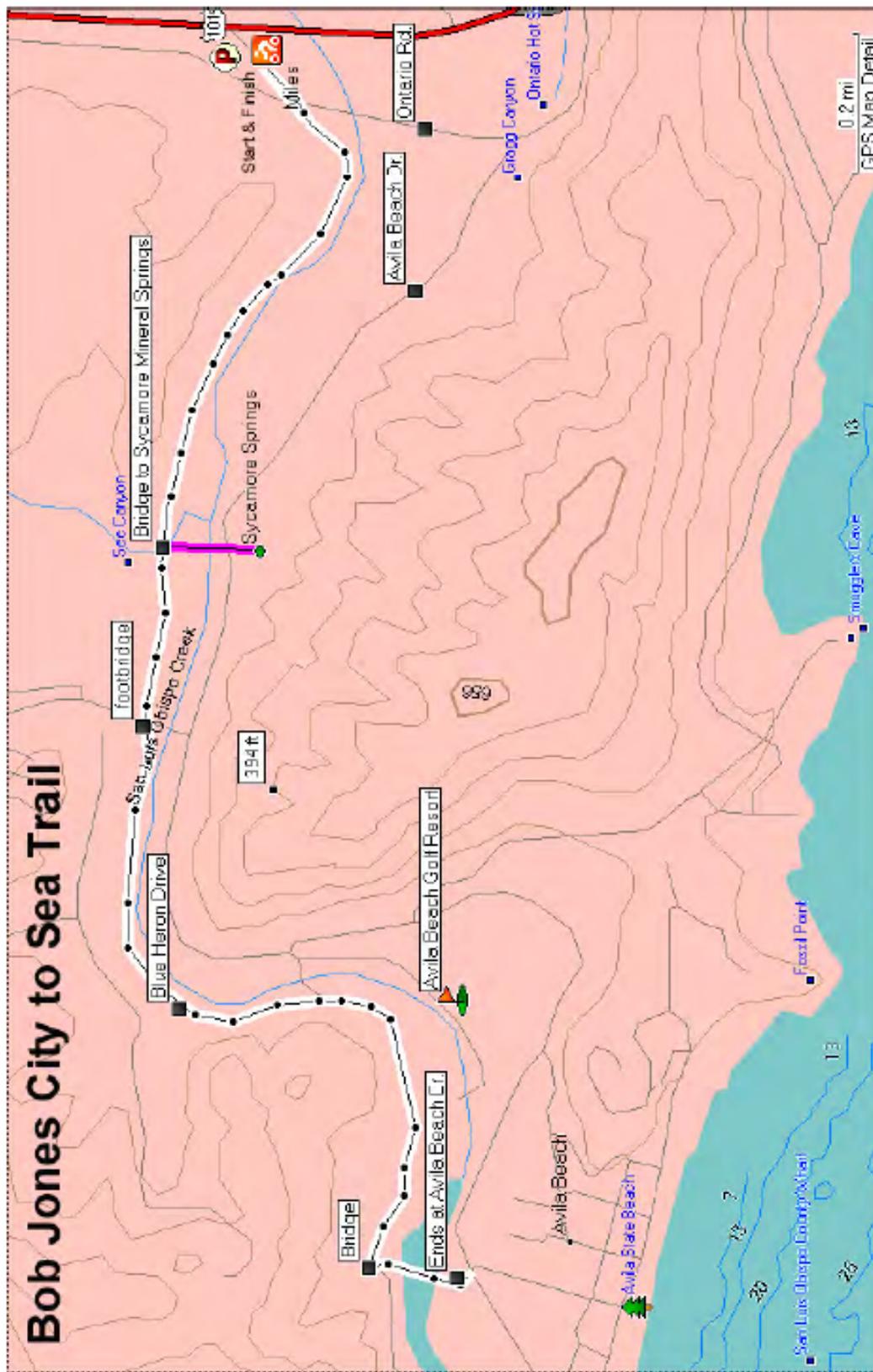
Summary

Previously Avila Beach Trail and the Bob Jones City to Sea Bike Trail. It follows the Pacific Coast Railroad right-of-way along the San Luis Obispo Creek to Avila Beach. The trail is being built on easements that are either purchased from or donated by landowners. The existing trail is adjacent to a creek, SLO golf course, and an apple orchard.

The new segment of the trail will be adjacent to more agriculture. Draft EIR is currently underway, and a second public workshop for the EIR is expected to be conducted in late October 2014. Extensive coordination with landowners for this phase. Concerns have been raised about access and interference with farm equipment. With federal funding, negotiations on acquisitions can't begin until EIR complete.

Trail Features	Specific Design and Management Measures
<p>Trail operator: San Luis Obispo County Parks</p> <p>Length: 3 miles</p> <p>Trail width: Up to 10', narrower as topography demands</p> <p>ROW/Corridor width:</p> <p>Trail surface: Paved</p> <p>Trail use: Bicycle and pedestrian</p> <p>Type of crops and operations: Apple orchards</p> <p>Owner/operator contact information: Shaun Cooper, Senior Park Planner (805) 781-4388 secooper@co.slo.ca.us</p>	<ul style="list-style-type: none"> • Fencing and other barriers are being considered for future portions of the trail. • Portions of the trail have been routed around specific parcels to reduce conflict. • In one circumstance, the route was adjusted to pass around a farm. The route originally followed farm frontage roads, but was moved to the back of properties instead. <p>Feedback from Involved Parties</p> <ul style="list-style-type: none"> • Shaun Cooper: Trail generally borders agriculture on one side only, with a creek or highway on the other. • The trail is generally on the edges of properties, where it's adjacent to either the creek or 101, so it's not interfering much with operations. The trail overall, being placed on easements, doesn't claim a great deal of property. It's taking a small overall percentage of property that it passes through.

Trail Map



Source: <http://hikesin.com/wp-content/uploads/2012/07/Bob-Jones-City-to-Sea-Trail.jpg>

Project Photos



Source: <http://connectslocounty.org/2013/04/02/bob-jones-octagon-barn-connection-workshop-2/>



Photo simulation of proposed new segment of trail. Source: Bob Jones Pathway Draft EIR
<http://www.slocounty.ca.gov/planning/environmental/EnvironmentalNotices/bobjonespathway.htm>

4.5 Obern Trail, Santa Barbara County, CA

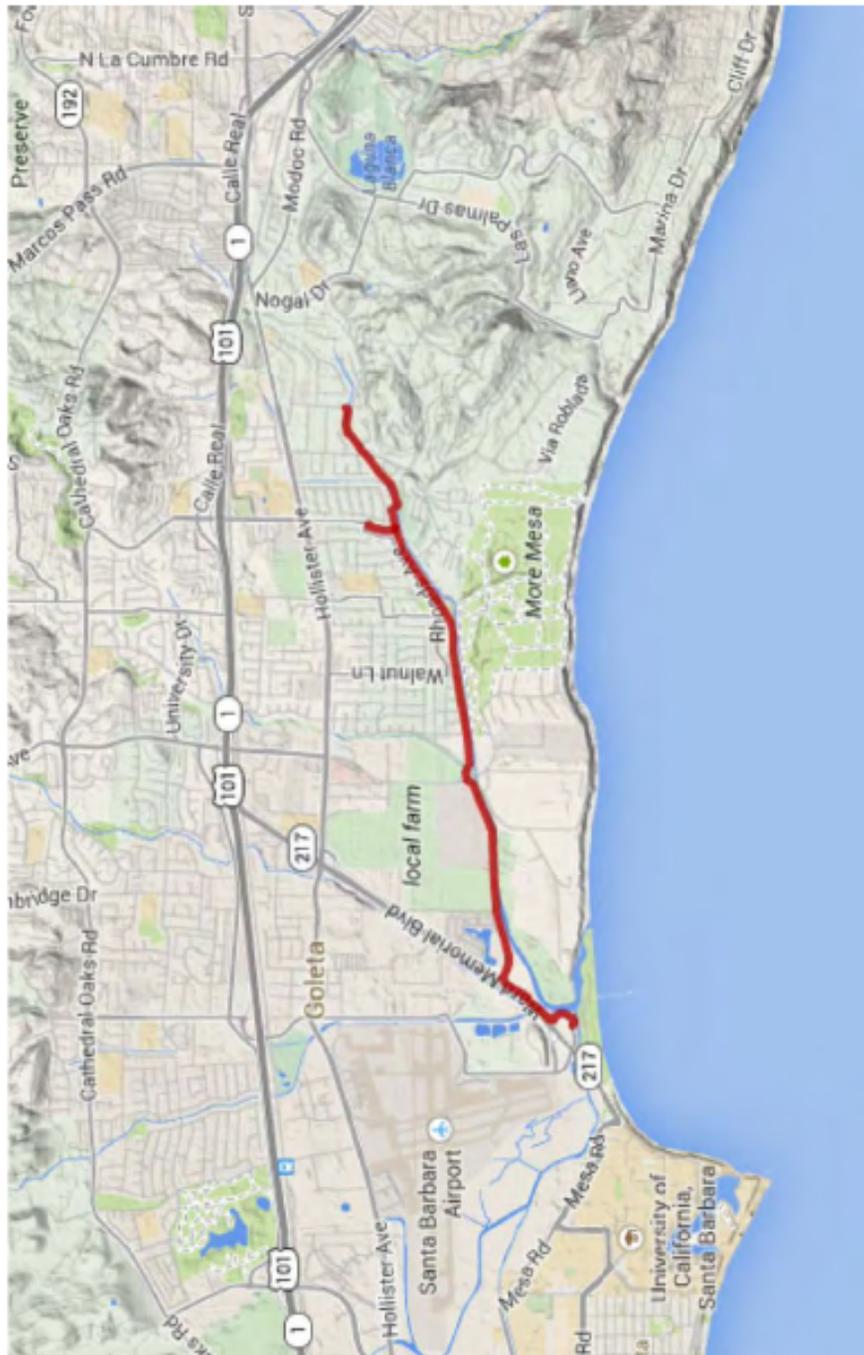
Summary

This trail was first proposed 1967, when housing developments and drainage creeks were being constructed in the area. George and Vie Obern lobbied for the creation of trails along these creeks, and the trail was named after them in 2004 (it was previously called the Atascadero Trail).

The surrounding agriculture includes some of the most productive in the county - it's in the flight path of the airport, not under threat from development, so there is heavy investment in irrigation, greenhouses, and equipment. The stretch from Patterson to Goleta Beach passes through high value crops.

Trail Features	Specific Design and Management Measures
<p>Trail operator: Santa Barbara County</p> <p>Length: 3.5 Miles</p> <p>Trail width: 10'</p> <p>ROW/Corridor width: Varies, most often 20'</p> <p>Trail surface: Paved</p> <p>Trail use: Recreational and commuter cycling</p> <p>Level of use: High: thousands of users daily</p> <p>Type of crops and operations: Strawberries, tomatoes, nurseries, greenhouses, row crops, and orchards.</p> <p>Owner/operator contact information: Matthew Dobberteen, Alternative Transportation Manager, Santa Barbara County Department of Public Works 805-568-3576</p> <p>Agricultural owner/operator: John Givens john.givens1@verizon.net - 805-964-4477</p>	<ul style="list-style-type: none"> • Little to no physical barrier in most places. Oleander hedges and chainlink fence. • Each farmer decides on fencing – not installed by the County. • High levels of use create a self-policing scenario. • The trail is lit throughout, at all hours. <hr/> <p>Feedback from Involved Parties</p> <ul style="list-style-type: none"> • Matthew Dobberteen: In over ten years managing trails for Santa Barbara County, I have never received a complaint about the Obern Trail. Our trails that run near agriculture are never the trails we have problems with. The only issue is every few years we may get some graffiti on a retaining wall. "A bike path will make theft harder, not easier, by bringing light, attention, people, eyes to the trail." "If someone wanted to steal from a farm, they'd find a place where no one could see them, not a trail with steady use." • John Givens: No significant impacts from the trail. Occasionally homeless pass through and there is minor vandalism, but it has not been serious enough to involve the County or other authorities. Trail users don't cut through the farm property.

Trail Map



Source: <http://www.trailink.com>

Project Photos



Source: <http://www.edhat.com/site/tidbit.cfm?nid=52049>



Source: <http://www.edhat.com/site/tidbit.cfm?nid=52049>

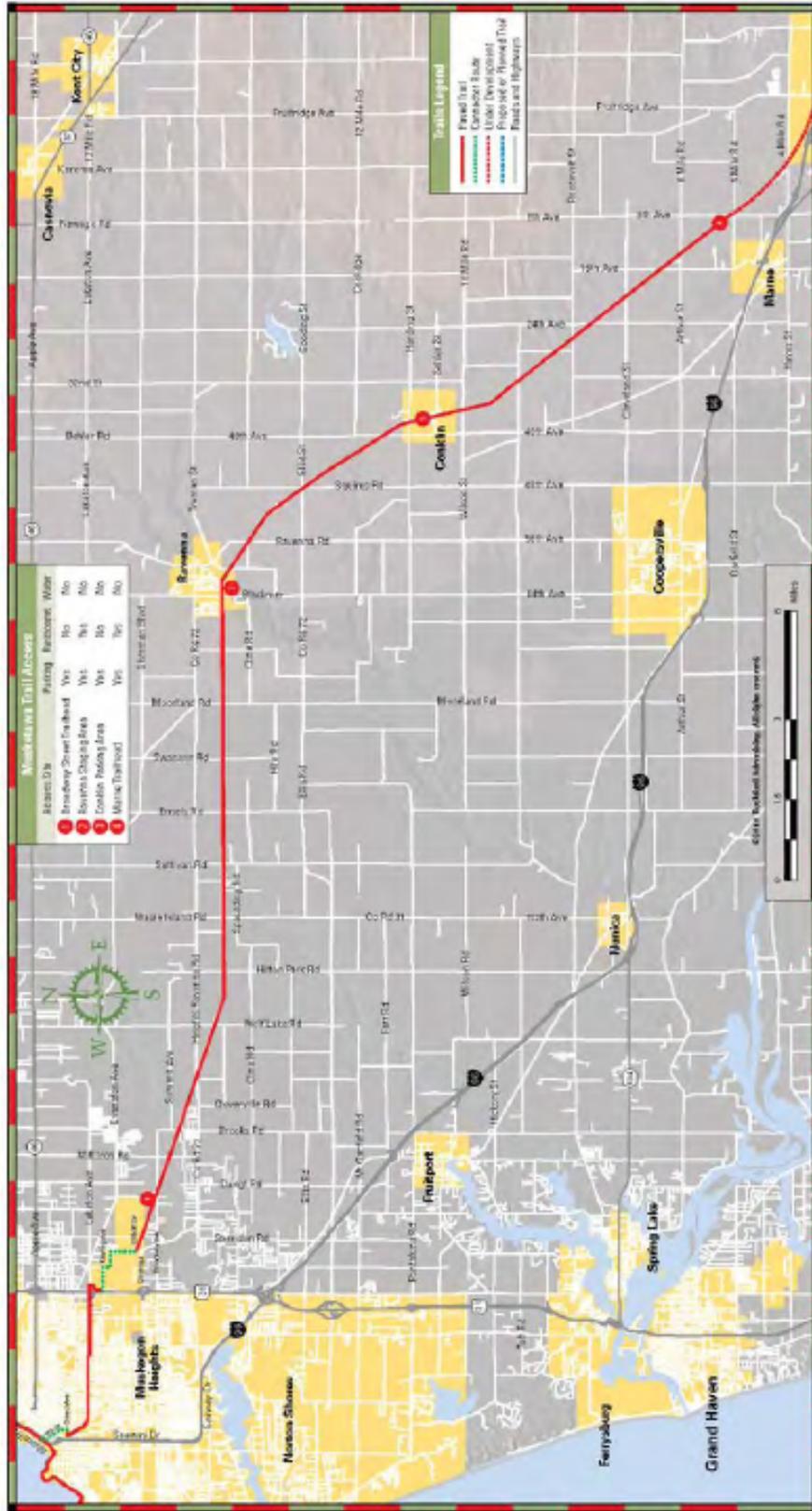
4.6 Musketawa Trail, Ottawa and Muskegon Counties, MI

Summary

This trail was converted from an unused railroad corridor that ran between Marne and Muskegon. It links with other trails in a statewide network. Public meetings were held from 1990-1992. A trail advisory board was formed, made up of representatives from Muskegon and Ottawa Counties from different user groups and local residents.

The first mile of trail was paved in Ravenna in 1997. The following year the eastern half between Marne and Ravenna was completed. The west end will eventually connect to the Hart-Montague Trail and the east end will be extended into Grand Rapids to connect with the White Pine Trail, Kent Trails and Paul Henry-Thornapple Trail.

Trail Features	Specific Design and Management Measures
<p>Trail operator: Michigan Department of Natural Resources/Friends of the Musketawa Trail</p> <p>Length: 25 miles</p> <p>Trail width: 12', 4-8' gravel shoulder</p> <p>ROW/Corridor width:</p> <p>Trail surface: Asphalt</p> <p>Trail use: Multi-use: bicycling, equestrian, snowmobiling, pedestrian, roller/inline skating, cross-country skiing</p> <p>Type of crops and operations: Hay, blueberries, cucumber, corn, possible fruit orchards</p> <p>Owner/operator contact information: Wes Lomax, Michigan Department of Natural Resources, (231) 821-0553</p>	<ul style="list-style-type: none"> • Chainlink or wire fencing. <hr/> <p style="text-align: center;">Feedback from Involved Parties</p> <ul style="list-style-type: none"> • Wes Lomax: Conflicts with farmers during the planning phase were resolved early on; no conflicts or issues reported since.



Trail Map

Source: http://musketawa.mwswebsites.com/uploads/newsletters/MusketawaTrail_VLS-1.pdf

Project Photos



Source: <http://www.railstotrails.org/news/recurringfeatures/trailmonth/archives/0107.html>



Source: http://trailsmichigan.com/trailpage.php?nr=79_Musketawa-Trail

4.7 Cedar Valley Nature Trail, Linn County, IA

Summary

Building this trail was a battle, with concerns ranging from trespassing and robbery to general safety for women and children. The trail bisects agricultural properties, so design measures to avoid conflicts were planned. Other issues such as trees along the trail sometimes prevented sunlight from reaching crops. Farmers have been helpful in allowing access to bridges from property. Many farmers and their families have been seen using this trail, while some are still upset due to feelings that the land should be their own. Rural towns and elected officials have become supportive of the trail, touting economic development benefits, connecting of the trail to local business. The trail abuts 3/4 miles of K&J Squires Farms, and bisects portions of their property. They have an easement allowing their equipment to cross the trail and access their fields.

Trail Features	Specific Design and Management Measures
<p>Trail operator: Linn County Conservation Board</p> <p>Length: 52 miles</p> <p>Trail width: 12'</p> <p>ROW/Corridor width: 100' ROW</p> <p>Trail surface: Paved asphalt, crushed stone</p> <p>Trail use: Pedestrian and bicycles</p> <p>Type of crops and operations: Corn, dry beans, hay, wheat</p> <p>Owner/operator contact information: Dennis Goemaat, Deputy Director, Linn County Conservation Board, Iowa</p> <p>Agricultural owner/operator: Joyce Squires, K&J Squires Farms Inc.</p>	<ul style="list-style-type: none"> • Fencing with gates; • Reinforced crossing to accommodate equipment; • Easement allowing farm equipment access; • Signage to warn trail users of crossing farm vehicles. <p style="text-align: center;">Feedback from Involved Parties</p> <ul style="list-style-type: none"> • Joyce Squires: She and her husband were initially opposed to the trail, with concern about trespassing, but this has not been an issue; • Generally the trail has been very positive, she and her family use it; • Only problem they have is that occasionally a trail user will not pay attention to the signs and will cut in front of farm equipment on the trail.

Project Photos



Source: Rails to Trails Conservancy

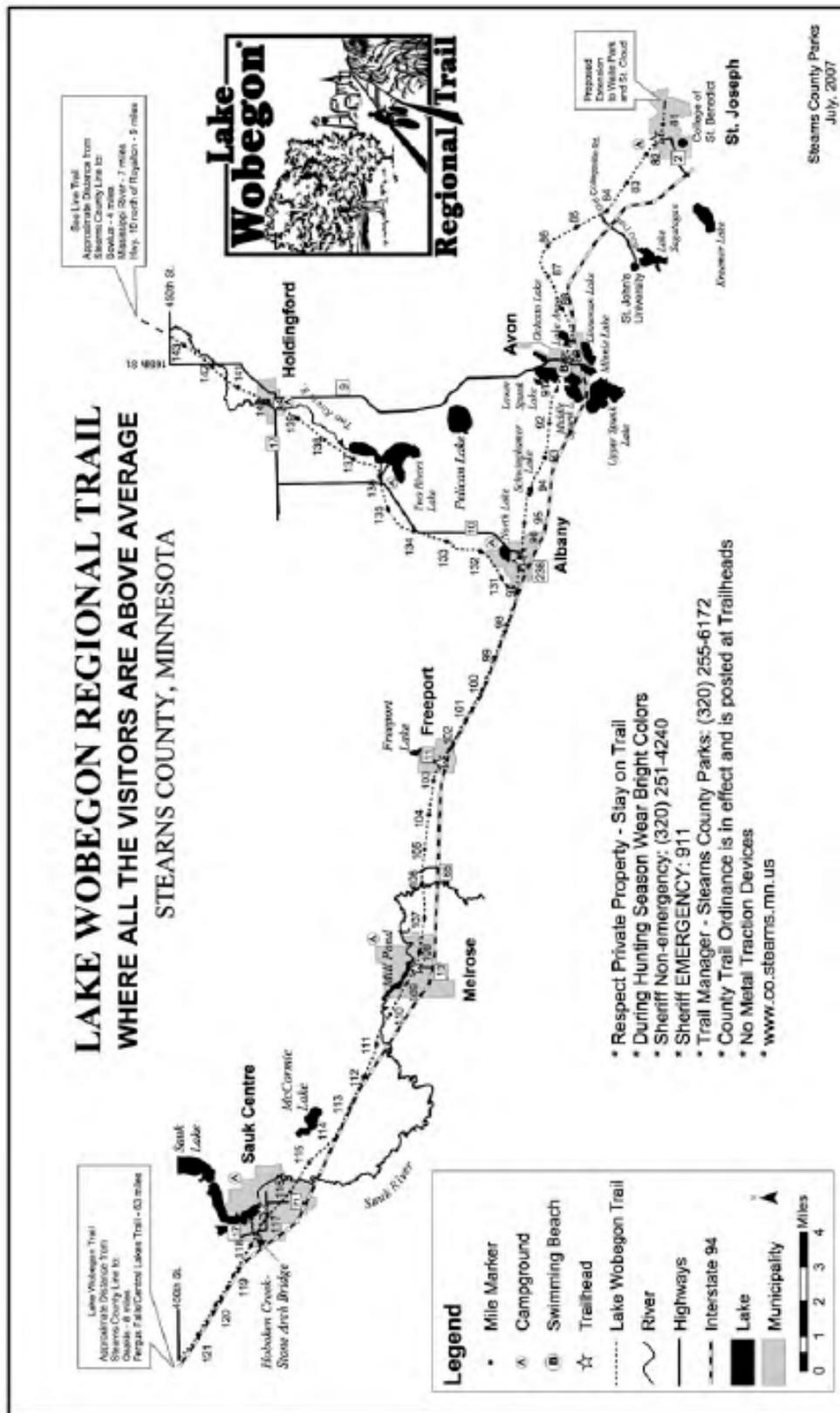
4.8 Lake Wobegon Trail, Stearns County, MN

Summary

Built on a Burlington Northern Railroad corridor, this rail-trail passes the towns of Osakis, St. Joseph, and Albany in Stearns and Todd Counties. The trail opened in 1998 with significant concerns about safety. In 2000-2001 landowners convinced commissioners to build fencing. Farmland is on both sides of the trail. There are generally no gates aside from grazing areas. During the initial phase of development, there was no opposition. During the second phase issues arose when the agricultural commissioner told farmers they would get the underlying property land back for free after the railroad left. There were significant concerns about trespassing, and some portions include a fence of 3-strand barbed wire for livestock and property demarcation. Opposition is now mostly gone, there have been a few people that have expressed concern about spraying for weeds on the trail that might impact crops.

Trail Features	Specific Design and Management Measures
<p>Trail operator: Stearns County Parks</p> <p>Length: 62 mi</p> <p>Trail width: 10'</p> <p>ROW/Corridor width: 100'</p> <p>Trail surface: Asphalt, crushed stone, gravel</p> <p>Trail use: Bicyclists, cross-country skiers, snowmobilers, pedestrians</p>	<ul style="list-style-type: none"> • Yield signs at crossing • Gates where livestock are present • 3 strand wire fence • 40' buffer through most of the corridor • Weekly trail maintenance • Local police are invited to patrol the trail • Trail crossings are minimized. Maintained where existing before the trail, but if new crossings are requested another must be closed
<p>Level of use: High on weekends; 100,000-150,000 users measured from April to October 2014</p> <p>Type of crops and operations: Corn and soybeans</p> <p>Owner/operator contact information: Pete Theismann, Park Director Stearns County Parks, MN; 320-255-6172 parks dept. Lake Wobegon Trail</p>	<h3 data-bbox="688 1121 1179 1163">Feedback from Involved Parties</h3> <ul style="list-style-type: none"> • Pete Theismann: Few problems have occurred, more issues are due to encroachment • Erosion with sand covering trails due to trees being cut down by farmers. • No problems reported with agricultural spraying, trespassing or littering from the public. • The trail is far more popular relative to the concerns that have been raised.

Trail Map



Source: <http://saukcentrechamber.com/files/507.pdf>

Project Photos



Source: *Rails to Trails Conservancy*



Source: *Barry Weber - <http://lwtrails.com/>*

4.9 West County and Joe Rodota Trails, Sonoma County, CA

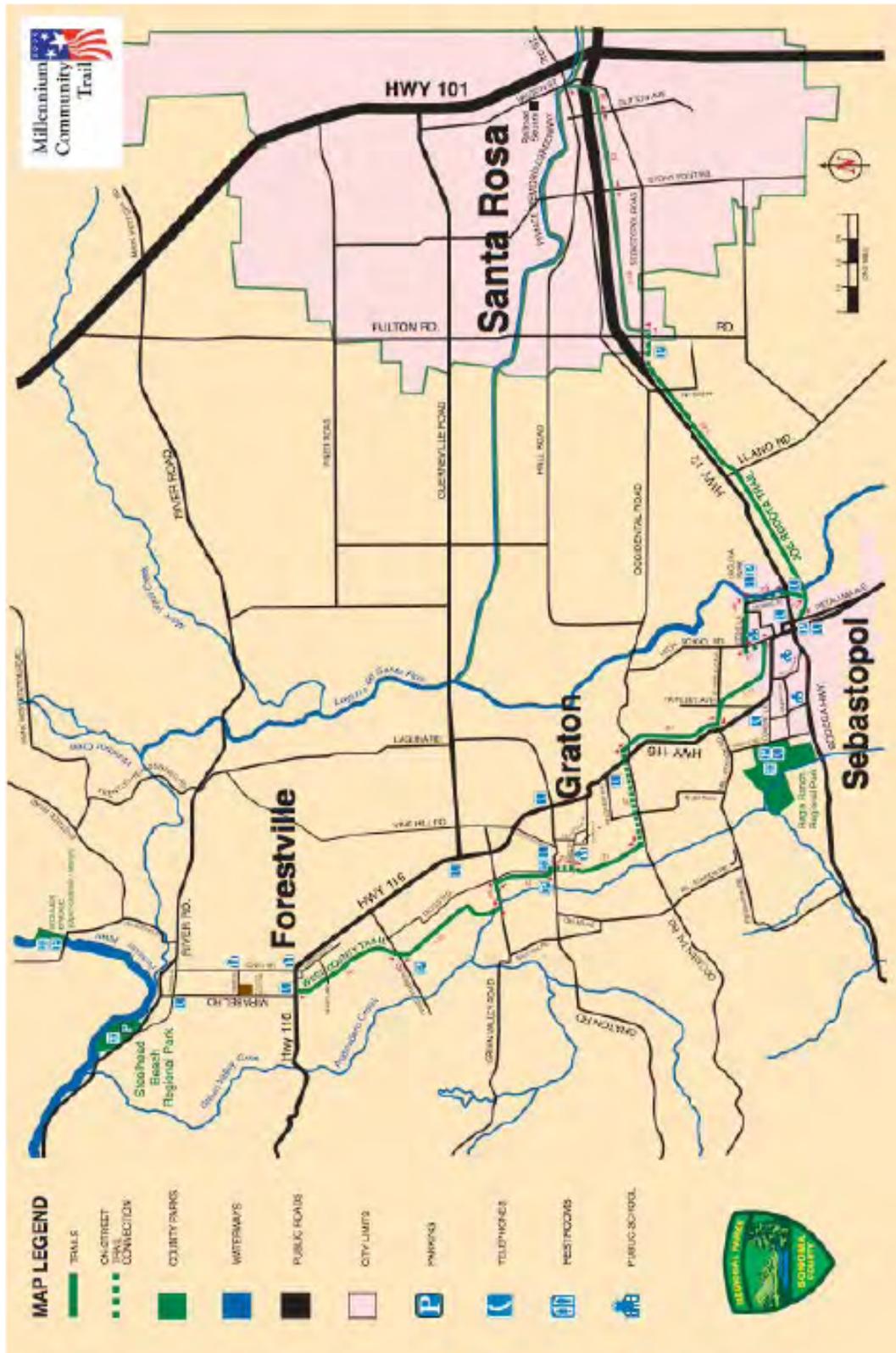
Summary

These trails are built along land that was once the Petaluma and Santa Rosa Railway, a line that linked Petaluma and Santa Rosa with Sebastopol and Forestville. An unpaved equestrian trail runs parallel to the paved trail.

The most common concerns prior to construction included impacts to spraying activities, crop loss, dogs, and turning radius for agricultural equipment. Vineyards have less frequent maintenance needs than row crops.

Trail Features	Specific Design and Management Measures
<p>Trail operator: Sonoma County Regional Parks</p> <p>Length: 14 miles</p> <p>Trail width: 8' with shoulders</p> <p>ROW/Corridor width: 40' – 60'</p> <p>Trail surface: Asphalt</p> <p>Trail use: Mix of pedestrians and cyclists with limited equestrian use.</p> <p>Type of crops and operations: Vineyards, hay, blueberries</p> <p>Owner/operator contact information: Bert Whitaker (Maintenance and Operations Chief), Sonoma County Regional Parks. 707-565-2041</p> <p>Kenneth Tam, Park Planner II, Sonoma County Regional Parks Department, 2300 County Center Drive, Suite 120A, Santa Rosa, Ca 95403 Phone: 707-565-3348 ken.tam@sonoma-county.org</p> <p>Agricultural owner/operators: Kendall Jackson, vineyard manager, Russian River Vineyards. Kozlowski Farms, Jam sellers. Daryl Davis.</p>	<ul style="list-style-type: none"> • Farmers put A-frame signs on their property stating when spraying will occur. • Spraying generally limited to early morning, before most trail users are present. • Aerial spraying not conducted near the trail. • Some vineyard owners have built connections between their properties and the trail. • "No Trespassing" signs have been installed by some vineyard owners. • The County patrols the trail and regularly talks with neighbors. <hr/> <p style="text-align: center;">Feedback from Involved Parties</p> <ul style="list-style-type: none"> • Kenneth Tam: The County conducted a record of survey and title search, then reached out individually to agricultural land owners and operators who appeared to be using the railroad ROW without the legal right to do so and requested they provide documentation that they were using the ROW legally. None were able to provide documentation. There was a blueberry farmer using the railroad ROW to access his crops. The farmer has since opened a stand along the trail to sell blueberries and blueberry ice cream. The main concerns voiced during the planning stages included the potential for crime and trespass. These concerns have not been realized. • Bert Whitaker: Some farmers have asked for temporary encroachments (e.g., to run equipment across the trail during harvest); however, the County has taken the stance not to allow this. It would be more convenient for farmers to be able to do this, but they find they can get the access the need using just their properties.

Trail Map



Source: http://parks.sonomacounty.ca.gov/uploadedFiles/Parks/Get_Outdoors/Parks/westcountyand%20joerodota_map_2012.pdf

Project Photos



Source: Rails to Trails Conservancy



Source: Rails to Trails Conservancy

5 OTHER TRAILS

The following trails were identified as potential candidates for further study, but did not meet as many criteria as the trails detailed in the previous section. The following trails all feature agricultural adjacencies, but are presented in summary form here due to inability to contact operators, inapplicable agriculture types, lower levels of use, lower levels of trail development and operations, and geographical distance from Ventura County. Lessons to be learned from these trails reinforce information gathered for the focus trails, and the following trails can provide additional guidance for trail planning and conflict mitigation, particularly regarding interactions between individual farmers and trail operators.

JOHN WAYNE PIONEER TRAIL

King and Kittitas Counties, WA

This is a gravel trail over an old rail bed that features bicycling and equestrian activities. It is owned and operated by Washington State Parks and Lake Easton State Park and was established in 2002. Between Beverly and the Columbia National Wildlife Refuge the trail passes through Crab Creek Wildlife area. About 110 acres of WDFW land on the east end is leased for farming. The major crops in the eastern and northern Crab Creek Sub basin are cereal grains. Agriculture within the irrigation project is more diverse and crops include alfalfa, wheat, corn, potatoes, various tree fruits and many different seed crops. Vineyards and pulp farms have begun to appear recently. The trail is part of Iron Horse State Park - 240 miles total. John Wayne Pioneer Trail is one of 4 or 5 total. The majority of the trails run through agriculture. They operate a "good neighbor policy" with the farmers - crossings are established, and many (70%) were grandfathered in from when the railroad operated. There is usually no fee for farmers to cross. Most farmers own land on both sides of the trail. When the trail was established there was heavy opposition, primarily to return the land to farmers, since rail was removed. Since establishment, most requests from farmers have been able to be addressed (85%) - crossings and access. The state is developing new policy now to handle this interaction. Complaints are usually regarding dumping - people break the gates and leave car bodies or other large junk on the ROW - farmers usually call just because they don't want to look at it. No issues of break-in to farmland.

The trail is unpaved, and farming operations are mainly grains. The trail itself is within a state park.

There were extensive meetings with farmers, and crossing agreements were put in place. Requests from farmers are handled on an individual basis, and are almost always related to crossings.

Trail operator and contact information: Steve Hahn, Property Management Program Manager, Washington State Parks.

MULLET HALL EQUESTRIAN TRAIL SYSTEM

Charleston County, SC

Soil trail used by pedestrians and equestrians. It is owned and operated by Charleston County Park & Rec and was established in 2005. The trails meander throughout the historic fields of the former Mullet Hall Plantation and the system boasts a swamp, active farm fields, deep forest, and meadows. The trail does go through and is adjacent to active farming of one farmer who usually grows grain. There was no conflict during the development of the trail, as the trail director and farmer had a close relationship.

No conflict between uses due to unique land ownership scenario. Soil Surface.

CONEWAGO RECREATIONAL TRAIL (Connects To Lebanon Valley Rail-Trail)

Lebanon and Lancaster County, PA

A crushed rock/compacted surface trail that accommodates cyclists, equestrians, and pedestrians, the trail is owned and operated by Lancaster County Department of Parks and Recreation-Lebanon Valley Rails-to Trails, Inc. It was established in 2004. Agriculture includes horse farms specifically mentioned along trail, and possibly corn, soybean, alfalfa grown in the watershed area in proximity to the trail, but no specifics of crops interacting with the trail. The majority of the Conewago Creek watershed is in agricultural production (approximately 53%) with many of the main stem and tributary floodplains actively pastured or cultivated for crop production. There is private farmland along the trail, but contact had no information about it. Mainly pasture adjacent to the trail.

OAK CREEK TRAIL

Butler and Saunders County, NE

A crushed limestone trail for bicycling, equestrian activities, walking, roller/inline skating, cross country skiing, and snowshoeing, the trail is owned and operated by Lower Platte South and was established in 2007. Resources state that "the route continues through natural prairie, open farmland and oak woodlands until the trail reaches its endpoint at the trailhead in the town of Valparaiso." Contact with the operator's office confirmed fields are corn, soybeans and other grains, but no orchards. No reports of conflicts with the farmers in the area.

ICE AGE TRAIL

Statewide, WI

Ice Age Trail Alliance owns and operates this trail, which passes through farmland. Approximately 650 miles of trails, most of which is through agricultural lands. Multiple agreements are made with farmers, worked out one at a time. There are all kinds of agriculture, but more crops than grazing. Portions of the trail are rail-trail. Some issues include very narrow corridors left by farmers and also many areas are on farmers' land. The trail operators have brought landowners together to fill gaps in the trail and have worked with each farmer to ensure farms remain viable. They have also purchased easements, going well with farmers. Farmers sometimes disliked the trail and were upset at the lack of ability to drive the length of the rail line, which was not legal prior to the trail's development, but crossings were provided to alleviate the conflicts. An example was given of a farmer whose land was acquired with an easement and had to modify his practices somewhat, but it worked out. There was also a band of landowners who wanted to buy out a portion of rail line so trail couldn't go in, which went to court and the landowners lost. Ice Age has an elaborate planning process that takes many years that includes a lot of community outreach in order to slowly build support. It is, for most of the trail's distance, a narrow footpath, rather than a heavy-use paved trail.

Individual agreements were arranged with farmers and communities, formed over decades. Many stories about these agreements are available from the trail operator.

Operator contact: Kevin Thusius, Director of Land Conservation (800) 227-0046 - kevin@iceagetrail.org

HANOVER TROLLEY TRAIL

York County, PA

Owned and operated by York County Rail Trail Authority. Portions of the trail were constructed in 2008, while others were scheduled for 2013, but have not yet been constructed. There was opposition from farm operators during the feasibility study for the non-constructed portions.

STAVICH BIKE TRAIL

Mahoning (OH) & Lawrence (PA) Counties, PA and OH

An asphalt paved greenway and rail trail that is owned and operated by Lowellville Hillsville Charitable Foundation and Lawrence County Tourism. It was established in 2003. While there are agricultural fields in the area, they do not directly come in contact with trail itself.

MACOMB ORCHARD TRAIL

Macomb County, MI

This trail was built on former orchard land. Current agricultural adjacencies are minimal, and the trail is inside a park.

LATAH TRAIL

Moscow, ID

This trail is owned and operated by Latah Trail Foundation. It passes near, but not directly adjacent to agricultural areas, and does not conflict with them.

ROW RIVER TRAIL

Lane County, OR

Asphalt paved equestrian, fitness, and mountain bike trail. The trail is also considered a nature trail, rail trail, and urban trail. It is owned and operated by the Eugene Bureau of Land Management and was established in 2005. It passes through "pastoral farms" but these are historical farmhouses, not active agricultural production areas.

MONTEREY BAY SCENIC SANCTUARY TRAIL

Santa Cruz County, 3 miles east of Santa Cruz, CA

This is an unpaved beach path that approaches row crops. A short stretch of the trail approaches farmland. Despite this limited agricultural interaction, the trail's master plan EIR includes detailed mitigation measures for trails passing near farmland. These measures are included in Appendix B.

HENNEPIN CANAL PARKWAY

Bureau, Henry & Whiteside Counties, IL

This trail is partially paved and partially natural surface, and is used by cyclists, equestrians, snowmobiles, pedestrians, and cross-country skiers. It is operated by the Illinois Department of Natural Resources and established in 2004. It passes through "rolling farmland," that consists predominantly of grazing land.

HARLEM VALLEY RAIL TRAIL

Dutchess and Columbia Counties, NY

This trail is paved, and used by bicyclists, pedestrians, roller/inline skaters, cross-country skiers, and snowshoers. It is operated by the Harlem Valley Rail Trail Association. The trail passes dairy farms and grazing land. Adjacent agriculture is grazing and dairy production.

ARUNDELL BARRANCA BIKE PATH

Ventura County, Unincorporated, CA

Established prior to 1999, this trail is a paved bicycle and walking trail that passes row crops. It follows a drainage channel, and is only minimally adjacent to crops.

VENTURA RIVER TRAIL (Ojai Valley Trail Extension)

Ventura County, Ventura, CA

Also called Ventura River Parkway Trail, this paved bicycle, equestrian and pedestrian trail has a short segment (1/4 mile long) that runs along row crops.

RUSSELL BOULEVARD BIKE PATH

Yolo and Solano Counties, unincorporated; between Davis and Winters, CA

This paved bicycle and pedestrian trail passes row crops, horse pastures, and nut tree orchards. Directly adjacent agriculture is predominantly pasture land.

RACCOON RIVER VALLEY TRAIL

Dallas County, IA

This trail is operated by the Dallas County Conservation Board, Guthrie County, and Greene County, and covers 88 miles, some of which is adjacent to farmland growing corn and soybeans. The trail surface is asphalt and concrete, with unpaved segments. Trail users include bicyclists, inline skaters, snowmobiles, pedestrians, and cross-country skiers. It receives approximately 125,000 visitors per year. Major concerns during development on this trail were trespassing and occasional snowmobile activities. This never became an issue. There has been a close working relationship between the trail and adjacent landowners, which has resulted in 99% cooperation, with the occasional encroachment on the trail by farmers. Fencing, maintained by the Conservation Board, is in place for grazing livestock. Enhanced crossings were installed for farm equipment, with signs indicating trail users to yield to farm equipment.

LAKELANDS TRAIL

Ingham, Livingston, and Washtenaw Counties, MI

The only opposition to the trail was an onion farmer. Other adjacent farmers, with orchards and soybean crops, did not express concern. The Michigan Department of Natural Resources worked with Michigan State University to address concerns. The trail is 26 miles long, with a surface that varies between asphalt, ballast, and crushed stone.

HART-MONTAGUE TRAIL

Muskegon and Oceana Counties, MI

An asphalt rail-trail that passes orchards and soybean crops, this trail runs for 22.7 miles, and is managed by Michigan Trails and Greenways.

CATSKILL SCENIC TRAIL

Delaware County, NY

This rail-trail opened in 1997, is 26 miles long, with cinder, crushed stone, and natural surfaces. It sees heavy equestrian use. Barbed wire fencing separates the trail from adjacent cornfields. User groups include cross-country skiers, horseback riders, bicyclists, snowmobilers, pedestrians. Primary crops include feed corn and livestock. The trail is occasionally used to move livestock between fields. Dan Riordan, Executive Director of the Catskill Revitalization Corporation, the trail management agency, reports that farmers do cross trail with tractors and ride along the trail for short distances, and this has not been a problem. There have been no trespassing issues on farms.

NORWOTTUCK RAIL TRAIL

Hampshire County, MA

This rail-trail is 14.9 miles long and has an asphalt surface. Corn fields are adjacent to portions of the trail. Bob Clark, of the Massachusetts Department of Conservation and Recreation, reports minimal trespassing issues. Occasionally local youth cut through farms to reach the nearby mall.

6 APPENDIX A – SAN DIEGUITO RIVER VALLEY JPA INDEMNIFICATION RESOLUTION

RESOLUTION NO. _____

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN DIEGUITO RIVER VALLEY REGIONAL OPEN SPACE PARK JOINT POWERS AUTHORITY ADOPTING DESIGN INDEMNITY RE MULE HILL TRAIL

WHEREAS, the San Dieguito River Valley Regional Open Space Park Joint Powers Authority ("JPA") is applying for a Site Development Permit ("Permit") from the City of San Diego for the construction of a 9.4 mile trail (the Trail) in the San Pasqual-Lake Hodges Community Planning Area which is a portion of the Trail; and

WHEREAS, conditions 21 through 23 of the City of San Diego ("City") Permit, impose certain design criteria for the design and construction of the Trail; and

WHEREAS, the JPA desires to design and construct portions of the Trail contrary to the normally applicable City requirements for setback and separation from the roadway, and such deviations from the normal design standards have been approved by the City conditioned on the JPA providing the City with design immunity; and

WHEREAS, the City and the affected leaseholders have requested indemnity for any expenses associated with a lawsuit brought against them by any person as a result of the design and construction of the Trail; and

WHEREAS, on June 16, 2000, the Board of Directors of the JPA adopted Resolution No. R00-7 agreeing to provide indemnification to the City and its agricultural leaseholders adjacent to the Trail as set forth in said Resolution, for any expenses associated with a lawsuit brought against them by a Trail user that may occur despite the broad array of statutory immunities; and

WHEREAS, the JPA desires to further indemnify the City and its affected leaseholders for any expenses associated with a lawsuit brought against them by any person as a result of the design and construction of the Trail as set forth in the Resolution.

THEREFORE BE IT RESOLVED THAT, in exchange for approval of the alternative design and construction of the Trail, the JPA shall provide the following additional indemnity and insurance coverage:

1.1 The JPA shall defend, indemnify, protect, and hold harmless the City, its agents, officers and employees, from and against all claims, demands, causes of action, liability or loss

asserted or established for damages or injuries to any person or property arising out of the design, construction and maintenance of the Trail. Claims, demands, causes of action, liability or loss that arise from, are connected with, or are caused or claimed to be caused by the acts or omissions of the JPA, the JPA's agents, officers and employees with respect to the design, construction and maintenance of the Trail are covered. Also covered are the claims, demands, causes of action, liability or loss arising from, connected with, caused by, or claimed to be caused by the active or passive negligent acts or omissions of the City, its agents, officers, or employees which may be in combination with the negligence of the JPA, its employees, agents or officers, or any third party. The JPA's duty to defend, indemnify, protect and hold harmless shall not include any claims or liabilities arising from the established sole negligence or sole willful misconduct of the City, its agents, officers or employees.

1.2 The JPA further agrees that the indemnification agreement referred to in Section 1.1 and the duty to defend the City require the JPA to pay any costs the City incurs that are associated with enforcing the indemnification provision, and defending any claims arising from the design, construction and maintenance of the Trail. If the City chooses, as its own election, to conduct its own defense, participate in its own defense or obtain independent legal counsel in defense of any claim related to work provided under this Agreement, the JPA agrees to pay the reasonable value of attorneys' fees and all of the City's reasonable costs to the extent covered by the JPA's insurance.

2. The JPA shall maintain a policy of public liability and property damage insurance, in which the City is named as an additional insured and secured in an amount of not less than \$5 million.

3. All provisions of the indemnification agreement adopted by Resolution No. R00-7 remain in effect, except for #4, provided that the claimant/employee, agent, invitee or relative of the indemnified party was injured or damaged as a result of the alternative design, construction, or maintenance.

PASSED AND ADOPTED this _____ day of _____, 2001, by the following vote: _____ AYES; _____ NOES; _____ ABSENT; _____ ABSTAINED

CHAIR, SAN DIEGUITO RIVER VALLEY
REGIONAL OPEN SPACE PARK JPA BOARD
OF DIRECTORS

ATTEST:

CLERK, SAN DIEGUITO RIVER VALLEY
REGIONAL OPEN SPACE PARK JPA BOARD
OF DIRECTORS

7 APPENDIX B – MONTEREY BAY SANCTUARY SCENIC TRAIL NETWORK MASTER PLAN EIR MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party
AGRICULTURAL RESOURCES				
AG-1(a) Placement of Fencing: Placement of fencing shall be located in a manner which minimizes impacts related to accessibility to farmland and use of farming equipment (e.g., allowing turning radius area for farm equipment).	Review construction plans	During plans, specifications, and estimates for each segment	Once for each segment	Implementing Entity and/or RTC
AG-3(a) Notice of Agricultural Activities. The following information shall be added to the proposed notices on on-going agricultural activities: <ul style="list-style-type: none"> Trail users are advised to stay on the trail and be alert to operating machinery and equipment near the trail. Trail users are required to use restroom facilities in consideration of food hygiene issues on adjacent agricultural lands. Where dogs are not prohibited, trail users are required to clean up after their dogs and prevent trespass by dogs on adjacent agricultural properties in consideration of food hygiene issues on adjacent agricultural lands. The legal ramifications for trespassing on adjacent properties. The legal ramification for trespassing or being on the trail after it is closed. 	Install signs along trail	Prior to trail opening	Once for each segment	Implementing Entity and/or RTC
AG-3(b) Landscaping Coordination. For segments adjacent to agricultural operations in the northern and Watsonville reaches, any ornamental plant material used along the trail shall be comprised of native and indigenous species. The selected plant palette shall be reviewed by the Agricultural Commissioner's office prior to approval of landscape plans. Any plant material which may host pests destructive to agriculture shall be prohibited.	Review landscaping plans	During plans, specifications, and estimates for each segment	Once for each segment	Implementing Entity and/or RTC, Agricultural Commissioner
AG-3(c) Chemical Spraying Impact Reduction Options. On a case-by-case basis, the RTC and/or implementing entity for segments adjacent to agricultural operations shall work with the Agricultural Commissioner's office and adjacent farmers to reduce impacts to trail users from agricultural spraying, including pesticides. Non-buffer options shall be considered, including the use of alternative methods of pest and weed control and/or an agreement that farmers notify the Agricultural Commissioner's office or Trail Manager in advance of proposed agricultural spraying within 100 feet of the trail. This would allow the Agricultural Commissioner's office, in accordance with existing requirements, to inform the RTC and/or implementing or managing entity of all spraying within 100 feet of the trail so that appropriate action can be taken (e.g., posting notices or closure of that segment of the trail).	Coordinate with Agricultural Commissioner's office and adjacent farmers to consider non-buffer spraying reduction options	As needed	As needed	Implementing Entity and/or RTC, Agricultural Commissioner

Document source: <http://www.sccrtc.org/wp-content/uploads/2013/05/MBSST-MMRP-Final.pdf>

From: jgnoland@gmail.com
To: [BOC Info](#)
Subject: Yamhelas Trail
Date: Monday, January 19, 2026 8:52:23 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Rails to Trails are all around Oregon & Washington, and really all over America. This trail would provide a wonderful healthy and free activity for not only Yamhill County residents, but for the multitude of visitors who frequent our area. We already have bike tours that come through the County. Why not provide a healthy source of recreation for all ages of residents, and visitors who may not be part of the County wine scene, and for those who cannot afford the high prices of some of our County restaurants. There are no proven records of farmers suffering adverse affects from these trails, nor are there records of homeless camps springing up. It seems very unfair for a few farmers to have the final say compared to the thousands who would use this trail for recreation & health.

I urge you to keep this trail alive.

Jan Noland
15666 SW Shilo Way
McMinnville OR 97128
971-237-1626

From: [Jane Harloff](#)
To: [BOC Info](#); [Planning](#)
Subject: Support the Yamhelas Westsider Trail
Date: Monday, January 19, 2026 9:07:40 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I strongly support retaining our public corridor in the TSP, and ultimately building the Yamhelas Westsider Trail.

It is obviously the choice of the majority of voters in Yamhill County, as evidenced by survey results and the numbers of supporters showing up at public meetings.

The fact that two commissioners - and one other who was VOTED OUT of office due to her stance on this issue - can derail this important project based on the false narratives put forth by a few adjacent landowners, is a tragic disservice to our community. The attempt to rush a decision before it is brought to a vote of the people tells you all you need to know about the cronyism, dishonesty, and self-serving policies of Kit Johnston and Mary Starrett.

It's no secret how this "vote" will go on Jan 22. But the people in Yamhill County will never back down from pursuing our right to have the use of OUR public right-of-way.

BRING IT TO A VOTE OF THE CITIZENS!

Jane Harloff
16175 NW Puddy Gulch Rd
Yamhill, OR 97148

From: [Andy](#)
To: [Planning](#)
Cc: [BOC Info](#)
Subject: Trail
Date: Monday, January 19, 2026 9:34:33 PM

* Spam *

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

We are writing in support of retention of the old rail line property and against any possible sale of this property. It seems reasonable to ask for a public vote on this very important issue before any action is taken. Please make the right choice and leave yourselves with no regrets.

Thank you

Andrew and Char Eldien

891 s park st

Carlton, OR 97111

Sent from my iPad

From: [Bruce Goodman](#)
To: [Planning](#); [BOC Info](#)
Subject: Yamhales-Westsider Corridor
Date: Monday, January 19, 2026 9:50:02 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I urge the Board of Commissioners to preserve public ownership of the Yamhales-Westsider Corridor. It should not be sold to private interests. A safe public walkway/bike path in this area will be an asset to the residents of the area and the communities along the way. Please let the public decide its future. Do not sell the Yamhales-Westsider Corridor.

Bruce Goodman

Sent from my iPhone

From: [Courtney Martin](#)
To: [BOC Info](#)
Subject: Jan 22 Meeting
Date: Monday, January 19, 2026 10:08:20 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear County Commissioners,

I strongly encourage all Commissioners to vote to keep the Yamhelas–Westsider Trail Corridor and if there will be changes to give citizens of Yamhill County an opportunity to vote on this important issue. The citizens of Yamhill County should make this decision given what a tremendous opportunity this is to provide safe, healthy recreation in our County.

Thank you,
Courtney Martin
McMinnville Resident

From: [Lori Workinger](#)
To: [Planning](#); [BOC Info](#)
Subject: Yamelas Westsider Trail
Date: Monday, January 19, 2026 10:18:56 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Please do not remove the 16 mile Yamelas Westsider trail from the county's transportation plan to sell off! We taxpayers have already paid for this.

I really am disappointed and frankly disheartened that Johnston and Starrett have decided to do this. We won't get another chance at this and it's really a shame.

Sincerely,
Lori Workinger
McMinnville, OR

From: [Jenn Dederich](#)
To: [BOC Info](#)
Subject: Jan 22nd Meeting comment
Date: Monday, January 19, 2026 10:23:53 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear County Commissioners,

I strongly encourage all Commissioners to vote to keep the Yamhelas–Westsider Trail Corridor.

If there will be changes the citizens of Yamhill County should be given the opportunity to vote on this important issue.

The citizens of Yamhill County have the right to make the decision, it is our community and we want to the opportunity to provide safe, healthy recreation in our County.

Thank you,
Jennifer Dederich
McMinnville Resident

"People forget what you said, people will forget what you did, but people will never forget how you made them feel." - Maya Angelou

From: [Lige Dickson](#)
To: [BOC Info](#)
Subject: Docket G-01-25
Date: Tuesday, January 20, 2026 3:10:56 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I request that all three county commissioners vote to keep the Yamhelas-Westsider Trail corridor in the Transportation System Plan (Docket G-01-25) and respect the people's right to vote for themselves to determine the future use of this valuable resource. The commissioners need to trust that the voters will make the best decision. Don't disenfranchise the voters of Yamhill county.

Best regards,

Elijah Dickson
Newberg, Oregon



From: [Cameron Backus](#)
To: [Planning](#); [BOC Info](#)
Subject: Re: Repeal of Ordinance 880 re: Yamhelas Westsider Trail
Date: Tuesday, January 20, 2026 6:02:50 AM

Spam

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

==

Please include the following email in the record of the Planning Commission and Board of Commissioners hearings for Docket G-01-25 (Board Order 25-325, to remove the Yamhelas Rails to Trails project from the Yamhill County Transportation System Plan.)

===

Dear Planning Commission and Board of Commissioners,

In light of the upcoming vote which the Yamhill County Commissioners will take on Thursday, January 22, 2026, I am writing to express my support the Yamhelas-Westsider Trail and urge you to keep the trail Right of Way (ROW) in the Transportation System Plan (TSP).

I am a lifelong resident of Yamhill County. I have been excited about the Yamhelas-Westsider Trail ever since its inception, and I care deeply about it being completed. I grew up on Parrett Mountain, where there was absolutely nowhere I could walk or ride my bike where I wasn't in danger of getting run over by cars. A safe, level, multi-use, public trail like this one sounds like a dream come true to me. If this project had ever appeared on the ballots of Yamhill county residents, *which it never has*, I would have voted for it wholeheartedly.

It is frustrating that every couple of years we have to defend this project from getting cancelled, while in the meantime progress on it stalls. The outcomes of Yamhelas-Westsider Trail are positive only:

- Connecting the communities of Carlton, Yamhill, Cove Orchard, and Gaston, with potential expansions to Forest Grove and McMinnville
- Improving transportation safety, including providing a safe route to school between Carlton and Yamhill
- Expanding access to regional parks and trails (e.g. the Banks-Vernonia Linear Trail, the Chehalem Heritage Trail System, and the Wapato Lake National Wildlife Refuge)
- Providing outdoor recreational opportunities like biking, hiking, and equestrian trail riding
- Promoting tourism and economic development in our region
- Increasing our community's health and well-being

So what gives? I am with the majority of Yamhill County residents, who do not want to see the trail property get abandoned, sold off, and lost forever to future generations. **Please, do not repeal ordinance 880 and do not remove the Yamhelas-Westsider Trail from the county transportation plan.**

Regards,
Cameron Backus
Newberg, OR 97132

From: [Mary Bonner](#)
To: [BOC Info](#)
Subject: Save the Trail
Date: Tuesday, January 20, 2026 7:34:45 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Mary Bonner

9336 SE Eola Hills Road

Amity, Oregon 97101

January 20, 2026

Dear Yamhill County Board of Commissioners,

I am writing this letter in support of the Westsider Yamhelas Trail on our current Yamhill County owned property.

Most of the letters and public testimonies you have received from your constituents have been in favor of the trail, but two of the three of you have bowed down to the special interests who want to annex that land. You have chose to ignore the economic impact the trail will have on our local small businesses and the countless employees who rely heavily on tourism.

Furthermore, your decision to sell our county's land rather than allowing voters to decide, will go down in our history as one of largest betrayals of the public trust and your names will for generations be associated with this pivotal moment.

You have this final oppportunity to be courageous amid the minority voices of the special interests.

Sincerely,

Mary Bonner

From: [Kristyn Komarnicki](#)
To: [BOC Info](#)
Subject: Eloheh Indigenous Center"s appeal
Date: Tuesday, January 20, 2026 8:14:05 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Yamhill County Board of Commissioners,

I am writing in support of the Eloheh Indigenous Center's request for a religious accommodation, which is scheduled for hearing on February 12.

Indigenous spiritual practice is inherently land-based and communal, often requiring extended gatherings on the land. It cannot be confined to a brief gathering in the way many Christian worship services can.

Edith and Randy Woodley are widely respected educators and authors who have faithfully served Indigenous communities for more than 30 years. I've had the pleasure of learning from them via their books, in-person speaking events, and online teaching/writing for the last 25 years. I am currently in a cohort with them to develop storytelling around the theme of Gospel Hope. These are the kind of people you want to support in every way possible.

True religious freedom means protecting the full expression of all faith traditions, including—and perhaps especially—those whose practices differ from dominant Western Christian models.

I urge you to seek a path that honors and accommodates their sincerely held religious beliefs rather than restricting them.

Respectfully,

[Kristyn Komarnicki](#)

Director of the [Oriented to Love](#) program at
[Christians for Social Action](#)

From: [William Murphy](#)
To: [Planning](#)
Cc: [BOC Info](#)
Subject: Public Land Protection
Date: Tuesday, January 20, 2026 8:16:22 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

As a former Mayor for the City of Yamhill, I would like it on record that I support the protection of our public lands. The citizens of the county deserve the right to decide what ultimately happens to our publicly owned land not a 3 person commission.

Thanks for your consideration

Randy Murphy (citizen formerly known as Mayor)

From: [Jana Kolsbun](#)
To: [BOC Info](#)
Subject: Save the Yamhelas Trail Corridor!
Date: Tuesday, January 20, 2026 8:23:25 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

The Yamhelas Trail Corridor is PUBLIC LANDS and should not be sold. Especially without a public vote. Please consider the importance of serving the wider public and not just a few opponents with self interest! Let the trail be completed as originally planned.

Jana Kolsbun
McMinnville, OR

Sent from my iPad

From: [Sue](#)
To: planning@yamhillcounty.gov
Cc: [BOC Info](#)
Subject: Trails
Date: Tuesday, January 20, 2026 8:46:23 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I am in support of the trails project. I am in the tourism business and over the years that this project has been in the works guest have been excited about a safe place to ride and walk as we are close to the proposed trail.

Highway 47 is dangerous for bike riders and hikers.

It is time to let this project get completed.

Sincerely,

Susan Stein

"Come stay where fine wines are born!"

Yamhill Vineyards Bed and Breakfast
7950 NE Cooper Lane
Yamhill, Oregon 97148
503-662-3840
sueinnkeeper@frontier.com
www.facebook.com/YamhillVineyardsBB
www.yamhillvineyardsbb.com

From: [Leonard A. Rydell, PE, PLS, WRE](#)
To: [Planning](#); [BOC Info](#)
Subject: Yamhellis Trail
Date: Tuesday, January 20, 2026 8:48:44 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Board of Commissioners and Planning Commission,

Yamhill County was fortunate to obtain the right-of-way to use for a trail. It even had funding and construction had started.

THEN YOU STOPPED IT AND PAID TO UNDO THE CONSTRUCTION THAT HAD ALREADY STARTED.

THIS IS UNACCEPTABLE!

Having bicycled trails in other states, like the White Pine Trail in Michigan and the Champoeg Trail in Marion County/ Trails are recreational opportunities for all ages to get outside, get exercise and enjoy the outdoors.

The Yamhellis Trail needs to be added back to the transportation plan and added to the zoning plan.

Don't deny the opportunity for future generations to enjoy the trail and perhaps rely on it when automobiles become a thing of the past due to dwindling natural resources.

Thank you.

Leonard A. Rydell, PE, PLS, WRE, MASCE

Leonard A. Rydell, P.E., P.L.S., CWRE
601 E. Pinehurst Drive
Newberg, Oregon 97132-1625
Mobile: 503-781-4138

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This email has been checked for viruses by AVG antivirus software.
www.avg.com

From: [Cheryl Martin](#)
To: [BOC Info](#)
Subject: Protect our public spaces
Date: Tuesday, January 20, 2026 8:55:28 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Good Morning,

I am writing this morning to encourage you to maintain our public lands for the public. Specifically the corridor that was meant to someday be part of the rails to trails system that has been successful all over the country, often referred to Yamhelas Trail project.

This might not be the time financially or have enough community interest to work on this public space for public access but if the lands are sold that means it can never be.

I am a fan of offering as much public spaces and community buildings as possible to encourage people to get outside and to gather and connect socially. These spaces make communities happier and more livable when cared for.

So please protect our public land

Thank you,

Cheryl Martin

From: [Lia Harris](#)
To: planning@yamhill.gov; [BOC Info](#)
Subject: Public lands belong to the people
Date: Tuesday, January 20, 2026 9:35:56 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Public land is a rare and fleeting resource. Two people should not be able to make the decision for the rest of us to sell it off.

This property cannot be rebuilt once it's gone.

Natural spaces are a huge part of what defines rural areas. Removing more land from county resources is a disservice to the people who live here and love this county.

Thank you
Lia Harris
23 year McMinnville resident
5th generation Oregonian

From: [Anne Falla](#)
To: [Planning](#); [BOC Info](#)
Subject: Yamhelas-Westsider Trail Corridor
Date: Tuesday, January 20, 2026 10:04:23 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I support the trail and I feel we should protect our public land to be used in the future for a recreational trail for all.

We, Yamhill County owns this long stretch of land which is the perfect opportunity for a nice recreational trail. As it stands now, my family drives 45 minutes plus to any similar type trails outside the county and we are putting our time and money elsewhere when we could be keeping it here (we could be attracting that business here too).

I spend my days usually in the office and on my time off I like to head outside like many in our community. I like to find adventures to relax, unwind, and regroup for the next week. We live in a state that allows for year round recreation outside and that's a gift! (and an opportunity)

Many states, counties have similar type trails and they've found a way to make it work. Let's work together to find a way to save this corridor and to make it into a popular destination for all.

We might never have this chance again as Yamhill County grows and expands. The cost to buy something similar down the road...

Please save our public land. Yamhill County needs this opportunity.

Anne Falla
McMinnville Resident

From: [Denise Guild](#)
To: [BOC Info](#)
Subject: Eloheh's request for religious accommodation
Date: Tuesday, January 20, 2026 10:15:23 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Hello Yamhill Board of Commissioners ,

I support Eloheh's Indigenous Center's appeal for religious accommodation. Please find a way to support their religious practice.

I've been impacted by Randy's teachings primarily through his writings and teachings from the Center for Action and Contemplation in Albuquerque, NM. and also through his book. I know he is a Faculty Emeriti at George Fox University as Distinguished Professor of Faith and Culture.

Thank you for your consideration,

Denise Guild
1007 E. Fulton St., Apt. 114
Newberg, Or. 97132

From: [Liesl Forve](#)
To: [Planning](#); [BOC Info](#)
Subject: Kit Johnston - Represent all of your constituents, not just your friends
Date: Tuesday, January 20, 2026 10:31:52 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Farmers are some of the luckiest people, in my eyes. They get to experience first hand the ripples of time and the regeneration of the earth on a daily basis. Tuning into the natural cycles of the world are treasured gifts. Farmers are also some of the hardest working people I know. Working the land is oftentimes unforgiving and deeply intense. There are no guarantees and a lot of uncertainty.

My respect for farmers comes naturally. My parents owned a wholesale, landscape nursery while I was growing up. I was unpaid child labor, but the benefits of being outdoors, working the soil, witnessing the rebirth of plants and the tide of the changing seasons made its way into my blood.

Participating in nature allows one to fully understand how we as humans fit into the world. Not everyone is lucky enough to experience a direct relationship with nature on a daily basis. But, everyone should have that opportunity.

History has shown some frayed relationships have now led to the potential to sell away the right-of-way of this trail corridor, frequently referred to as the Yamhelas Westsider Trail. Those relationships deserve to be heard, understood and appreciated. However, those relationships should not dictate the removal of that right-of-way from the county residents who want a place to safely engage in the outdoors.

A trail will allow residents to experience the glory of nature changing daily. A trail will allow residents the opportunity to see farming in practice (not everyone in Yamhill County grew up on or lives on a farm). A trail will allow a place for community. A trail will allow for highly needed utilities and resources to reach our neighbors in Yamhill and Carlton.

At a bare minimum, the decision about the fate of this trail deserves to be decided by the residents - WHO CURRENTLY OWN the property - not by one commissioner, Kit Johnston. Mary Starett has already fear-mongered belief around the trail and Kit Johnston, alone, is the vote that will decide the fate of everyone who lives or visits here.

Kit Johnston - as a farmer - you should want your constituents enjoying nature and gaining an appreciation of the gifts of the earth. Demonstrate that you truly represent the entire county, not just a few of your friends.

Liesl A. Forve

lieslhousehyde@gmail.com

(m) 971.267.9810

From: [Candice](#)
To: [BOC Info](#); [Planning](#)
Subject: YAMHELAS-WESTSIDER TRAIL
Date: Tuesday, January 20, 2026 10:36:00 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I am opposed to the removal of the Yamhelas-Westsider trail from the county transportation plan. This trail system would benefit all county residents and it would be irresponsible to get rid of this valuable and unique public right-of-way.

I believe the county needs to seriously explore other options that would allow the development and use of this multi-use trail while considering the needs of adjacent property owners, as has been done elsewhere in the state.

Please listen to the many people who want to see this trail become a reality, reject the proposal to remove the property from the park plan, and keep this corridor under county ownership to use for the benefit of all residents.

Candice Sanders
1397 NW Meadows Drive
McMinnville

From: [Sandra Robledo](#)
To: [BOC Info](#)
Subject: Support trails
Date: Tuesday, January 20, 2026 10:45:44 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I support trails and protecting our public land, please give the community the benefits of having a nice and safe trail.

--

Sandra Robledo

From: [Joan Littlefield](#)
To: [Planning](#); [BOC Info](#)
Subject: Yamhelas Trail
Date: Tuesday, January 20, 2026 10:47:24 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I would like to strongly encourage you to proceed with the development of the Yamhelas Trail. As a resident of Yamhill County since 1986 I have seen significant changes to our “country” roads. I live on North Valley Road and travel HWY 240 daily. The increased traffic and speed at which people drive our county roads is very dangerous for cyclists and or those who want to walk or jog. There are few safe places to do those activities nearby. This trail would allow many people to enjoy our beautiful county in a safe environment. Children would have a place to walk or bike. It would allow significant help to those traveling between Yamhill and Carlton. The Banks-Vernonia trail has proven to be a safe place for people to enjoy the outdoors without detrimental impact to the property owners. Please don't let this precious resource not be developed due to negative misinformation about its impact. You have a great responsibility to support the desires of this county. Please allow this development.

Sincerely,

Joan Littlefield

From: [Susan Huwaldt](#)
To: [Planning](#)
Cc: [BOC Info](#); [Bubba King](#); starrettm@yamillcounty.gov; [Kit Johnston](#)
Date: Tuesday, January 20, 2026 11:26:53 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

To the Yamhill County Board of Commissioners,

This is the first time I have ever written to a public official. But I write to you today to ask you to keep the Yamhelas-Westsider corridor as part of the Transportation System Plan.

I have lived in McMinnville for 32 years now. My husband grew up here as a 4th generation Oregonian. We raised our 2 boys here and they have remained in town. I have a vivid memory of when I decided that we would not be riding bikes in McMinnville when I was out with one of the boys in a child seat on my bike on Hill Road as cars came dangerously close to us as I hugged the side of the road. I kept my eyes out for other safe roads from our home but never found an easy, SAFE path.

This might seem trivial to some. But as our society moves to a more sedentary lifestyle it is more important than any other time to have low cost options in place for families to remain active outdoors.

As Commissioners the least you could do is to leave the corridor in the transportation system plan and to allow the people of the county to vote on a trail development. Let the people decide whether this is how we want our money spent. I have followed along as the idea of this trail was first talked about, to the grants and lawsuits and to its current state but I have yet to meet someone when asked about the trail tell me they think it's a bad idea.

Please represent the majority of the people of Yamhill County, not just the farmers who have land along the corridor.

Respectfully,

Susan Huwaldt
McMinnville, OR

TO: BOARD OF COMMISSIONERS
OF YAMHILL COUNTY
RE: WESTSIDER TRAIL PROJECT

THE WIFE AND I ARE LIFELONG OREGONIANS AND TAX PAYERS. WE LIVE IN MC MINNVILLE, AND ARE FULLY AWARE OF OUR GOOD FORTUNE TO RESIDE IN THE PACIFIC NORTHWEST. WE HAVE COME TO REALIZE THAT THE AREA CAN BE EVEN MORE ENJOYED ON FOOT ^{RATHER} THAN BY SPEEDING DOWN THE ROAD IN A VEHICLE. HIKING HAS BECOME A DESIREABLE MEANS THAT IS AFFORDABLE AND CLIMATE FRIENDLY TO FURTHER EXPERIENCE OUR REGION. RAIL TO TRAILS ARE A GREAT WAY, ESPECIALLY FOR SENIORS, TO BE ABLE TO GET OUT AND ENJOY WHAT WE HAVE AROUND US. THEY TEND TO BE CLEAR STRAIGHT, AND FLATTER THAN OTHER

OPTIONS FOR FOOT OR BICYCLE TRAFFIC.

WE HAVE SPENT MANY PLEASANT HOURS ON SUCH TRAILS UP THE GORGE, AND THE VERNONIA AREA. IT WOULD REALLY BE NEAT TO HAVE ONE IN OUR BACKYARD.

IT IS HARD TO IMAGINE ANY DOWNSIDE TO SUCH A PROJECT FOR YOUNG AND OLD ALIKE. THE PLUSES FAR OUTWEIGH ANY MINUSES!

RESPECTFULLY
Wayne A. Gwilliam

WAYNE A. GWILLIAM
2710 N.W. GREGORY DR.
MC MINNVILLE, OR.

97128

Rev. Dr. Jacque Franklin
1025 Northfield Rd.
Colorado Spring, Colorado
80919

RECEIVED

JAN 20 2026

YAMHILL COUNTY BOC

January 13, 2026

Dear County Commissioners of Yamhill,

I am writing this letter to support Eloheh Indigenous Center's appeal for religious accommodation. I am an ordained clergy from Colorado Springs and graduated with Randy Woodley from Seminary in Pennsylvania. His career has been spent pastoring churches that include Indigenous folks and now he continues his work educating and worshipping with many people who are learning indigenous ways. The Woodleys were our Theologian in Residence at First Congregational Church in Colorado Springs in 2023. Our congregation supports their work. The religious freedom act is meant to protect all faiths including those that look different from mainstream Christianity. I am asking for Yamhill County to find a way to accommodate their religious practice rather than restrict it.

Sincerely,

A handwritten signature in cursive script that reads "Jacque Franklin". The signature is written in black ink and is positioned below the word "Sincerely,".

Rev. Dr. Jacque Franklin
Retired Clergy, United Church of Christ

RECEIVED

JAN 20 2026

YAMHILL COUNTY BOC

Christina L. Gates
10205 Lakeview Drive
Taylor, Michigan 48180
(219) 805-6568
christygates426@gmail.com

14 January 2026

Yamhill County Board of Commissioners
535 NE Fifth Street
McMinnville, Oregon 97128
bocinfo@co.yamhill.or.us

Dear Yamhill County Board of Commissioners,

It has come to my attention that your county has imposed permit restrictions affecting how often Eloheh Indigenous Center can host overnight gatherings on their land. Events like sweat lodges, cedar fire ceremonies, and seasonal gathering are central to their religious expression, but these practices do not fit into an assumption that religion can be expressed sufficiently during evenings and weekends.

I am writing to express my wholehearted support of Eloheh Indigenous Center's appeal for religious accommodation. As a Christian who believes in religious freedom, I see this as a great opportunity to protect the religious freedom of the entire community by making space for the accommodation of Eloheh. Religious freedom must protect all faiths or else it cannot be claimed as true religious freedom at all. Indigenous spirituality must be practiced in connection to the land across long periods of time and cannot be practiced in what Christians and those of many other faiths are accustomed to – meetings that last for a few hours in a designated building or place of worship.

Randy and Edith Woodley are not only major contributors to spiritual growth through their work as authors and educators, but I would also consider them friends. I donate monthly to support their work, and I am convinced of its significance among all the other important ministries serving Oregon. I only became acquainted with the Woodleys in the past five years through a week-long visit to their farm, but they have been serving Indigenous communities as well as many others for decades. I serve with a college student ministry that works with students at hundreds of campuses across the country, and the work of Randy and Edith has been a great source of encouragement and character formation among our students.

I am happy to share further in support of the Woodleys, if you would like to contact me.

Please adjust your permit processes so that the religious practices happening at Eloheh Indigenous Center can continue without restriction.

Sincerely,



Christina L. Gates

From: [Veronica Haley Hinkes](#)
To: [BOC Info](#)
Cc: [Wayne Wiebke](#); [Patty Williams](#); [Matt Dolphin](#)
Subject: Attached input for County Commission meeting 01/22/2025
Date: Tuesday, January 20, 2026 12:24:11 PM
Attachments: [County commission input 12-22-25 copy.pdf](#)

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.
Please see attached input for the County Commission meeting this week.

Thank you,

Veronica Hinkes



Virus-free. www.avast.com

Re: Docket G-01-25, regarding the proposal to remove the Yamhelas Westsider Trail from the County Transportation System Plan.

Dear Yamhill County Commissioners,

I strongly oppose removing the Yamhelas Westsider Trail project from the county's Transportation System plan.

The Yamhelas Westsider Trail effort was begun by a group of local citizens, after a child was hit and killed while walking along highway 47. They wanted to create a safe space for walkers, bicyclists and equestrians to get around, to get exercise, and to engage with their community.

That was decades ago, and there is still no safe route between our communities, while traffic on the roads has gotten even more dangerous. I live near Carlton and have grandkids in Newberg. They love to ride bikes, but there is nowhere in our county where we can safely go ride together.

In addition to safety considerations, trails have been proven economic boons for rural communities. Locally, look at Vernonia, Oakridge and Cottage Grove to see how trails have benefitted rural Oregon communities.

The trail forwards goals 2, 3,4, 6 and 8 of the Transportation System Plan, addressing safety, multi-modal transportation, transportation equity, economic development, potential energy conservation and environmental improvements.

Yamhill County residents have shown widespread support for the trail. A 2021 public opinion survey showed that 64% of Yamhill County residents supported developing the trail, while only 16% opposed it. Supporters have written letters, signed petitions and attended rallies.

A small but vocal group opposes the trail. They say they were not included in planning, which is not true. There have been at least 12 large public meetings, workshops and public hearings. Notices were sent to adjacent landowners using County tax records to locate them. In addition, FYWT board members met personally with and had email and phone conversations with concerned property owners numerous times to answer questions and address specific concerns.

Some adjacent landowners participated in the process early on, even coming up with potential solutions to their issues. Others declined to participate, then complained later they hadn't been included.

The Friends of the Yamhelas Westsider Trail's information booth has been at more than 30 festivals, farmers markets and other community events. Friends of the Yamhelas Westsider Trail also holds a public Annual Meeting every year.

Public input surveys were done in 2013 as part of a grant process and in 2015 as part of the Concept Plan process, and, as mentioned, in 2021.

Some opponents say that LUBA ruled the trail is illegal. In fact LUBA said exactly the opposite—that they did not think the trail was prohibited by the Farm Impacts Standard, and they declined to reverse the conditional use permit, issuing a remand instead. Opponents say that somehow our circumstances are so unique, that even though thousands of miles of trails have been successfully developed in agricultural areas around the country, somehow we here in Yamhill County just can't figure it out. That is disingenuous and insulting.

They'll point to the Springwater Trail in Portland and its homeless camps problem. But Portland has a homeless camping issue that is not specific to trails. If you look at the Trolley Trail, in Milwaukie right next to Portland, there are not homeless camps, nor are there camps on the Banks-Vernonia, the Row River, the Monmouth-Rickreall or other Oregon trails.

There are numerous studies that show that trails can and do peacefully co-exist in agricultural areas, and many examples of how to approach trail development to make it work for everyone. LUBA has in essence provided guidance on specific items to be addressed.

The county was in the midst of that detailed level of planning, through a grant-funded master plan, when commissioners decided to pull out of the process and even to rip out a nearly-completed bridge, all of which cost the county a million dollars. Now you're talking about taking the trail out of the TSP, presumably to be able to sell off sections of publicly owned property and killing the trail forever. This would probably prompt ODOT to request a refund of the \$1.4 million it paid for acquisition of the right-of-way.

If the concern is really, as stated, language about future rail use, then remove that language, but don't use that as an excuse to remove the bicycle/pedestrian trail and endanger a valuable public asset.

This property has been a transportation corridor since the railroad bought it more than 150 years ago. It was not taken from the current adjacent landowners. County commissioners who oppose the trail have said they don't oppose all trails, just this trail, in this place. Yet they have thwarted every trail project in the county in recent years. And where would it make more sense to put a trail, than on an existing transportation corridor?

In addition to potential trail usage, this public property is an important corridor for other future possibilities, like utility lines and fire suppression access. Allowing this right-of-way to be broken up would be shortsighted and a waste of taxpayer dollars.

You already know all of this, so please do the right and sensible thing for our community, and keep the Yamhelas Westsider Trail in the county's Transportation System Plan.

Thank you for your consideration.

Sincerely,

Veronica Hinkes
Carlton, OR

From: [April Bacewich](#)
To: [BOC Info](#)
Subject: Tangela's Westsider Trail
Date: Tuesday, January 20, 2026 12:56:46 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I am a Yamhill County Resident for 8 years. Moved to this country specifically to remove my family from the negative impacts of METRO and Washington Counties misguided decisions and policies including the gross misuse of tax dollars.

I 100% support to removal of the Yamhelas Westsider Trail to be removed from TSP. I DO NOT want to throw more tax dollars into this. I DO NOT want Lightrail in the county.

I 100% want the issue of the Yamhelas Trail to be removed from the agenda. It was already voted down in 2021 and that decision needs to stand!

I 100% support the sovereignty of farm land protection laws, and the rights of Farmers and personal property owners in this region.

I DO NOT support the mass amounts of vineyards, wineries, and their profit based ideologies, some of which, are owned by companies outside the state. I'm not talking about the Mom and Pop 20 acres of grapes. I'm talking about the mass corporate grab a farmlands and crop production in this county and who I believe are funding this resuscitation of an issues already resolved.

I DO NOT support any Commisioner or elected representative who is voting to continue to debate this, cause chaos, waste time and resources.

Regards,
April Bacewich
Newberg OR

Sent from my iPhone

From: [Helen Morse](#)
To: [BOC Info](#)
Subject: No Sale of Public Lands without a vote of the community
Date: Tuesday, January 20, 2026 12:57:59 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

To Whom It May Concern:

I object to the sale of Public Lands without the vote of the affected community.

[Helen Morse](#)

Administrative Assistant

GEORGE FOX HONORS PROGRAM

George Fox University

[414 N. Meridian St. #6283, Newberg, OR 97132](#)

[503.554.2152](tel:503.554.2152) | www.georgefox.edu/honors

From: [Matt Saager](#)
To: [BOC Info](#)
Subject: Written Comment: proposed YWT trail
Date: Tuesday, January 20, 2026 2:29:10 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Hello,

As a citizen of and voter in Yamhill County, I am writing to express my opinion regarding the Yamhelas Westsider Trail (YWT).

This proposed trail has many negative implications that cannot be overstated:

- The trail will have a dramatically negative impact on the farmers along the route, both those directly adjacent and nearby the trail. During trail construction and throughout the life of the trail, the rural farmers will pay the price for a few urbanites who want a more convenient travel path.
- The trail will become a vagrant superhighway, similar to trails adjacent to other urban areas. This path will allow vagrants to more easily spread outward into rural areas, where they can squat on public or private land with less chance to be observed. There is no political willpower in Yamhill County to deal with vagrancy, so we should not encourage them to spread their camps, and garbage throughout rural Yamhill County.
- Along with the vagrants will come crime. The trail will encourage easy access for criminals to move freely and unobserved throughout the rural areas. The limited resources of our county law enforcement will be even more stretched, dealing with the criminals that move outward from urban areas, and come into the county to use the trail.
- This effort has always centered around the desire for those in urban areas to be able to "experience nature" on a trail through the farmland. But they do not understand (or more accurately simply do both care) that their desire to play, will effect those in rural areas who have work to do on their farms. Perhaps urban folks should build some trail systems in urban areas, where they can play to their heart's content.

To summarize, this proposed vagrant superhighway is a terrible idea which has been stopped multiple times. Now is the opportunity to stop it for good. Sell this surplus property, and stop the criminal-vagrant-trail once and for all.

Thank You,

Matt Saager
mwsaager@gmail.com

From: carlamchambers@gmail.com
To: [BOC Info](#)
Subject: Docket G-01-25 testimony
Date: Tuesday, January 20, 2026 2:45:38 PM
Attachments: [BOC Trail Testimony 1.22.26.docx](#)

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Attached is my testimony for the 1-22-26 BOC meeting.

Thank you.

Carla Chambers

Docket G-01-25

Commissioners Johnston, Starrett and King

What's the hurry?

Why must this Corridor be removed from the TSP right now? Isn't there time to address the issue of Farm Impact if the County took the lead and did a more transparent and thorough job than last time? I believe this land should be held for future use. Once removed, the Corridor potential is gone forever. My testimony focuses on two areas:

- 1) Tourism benefit
- 2) Recreation and the link to the County Parks system

I've been a winegrape and apple farmer in Yamhill County for 32 years and I've held leadership roles in both Yamhill-Carlton and the Eola Amity Hills grower groups. I'm familiar with how both of my farms impacted my neighbors and engaged in acceptable practices and good communication to eliminate any conflicts.

An Economic Travel Impact study prepared for Travel Oregon states that \$161 million was spent by visitors to Yamhill County in 2024. An average person-trip lasted 2.2 days. These tourist visits created county revenue and supported local jobs. Can't we increase this dollar amount by offering visitors something to do besides wine tasting?

When considering the Recreation factor, I will reference the recently adopted Yamhill County Parks System Plan (PSP). The PSP is a public document found on the Parks page of the County website. **While I am a member of the Yamhill County Parks Advisory Board, I am presenting this testimony as an individual resident, not as a representative of the Advisory Board.**

Recreational factors (among others) regarding removal of the Corridor:

- It would hamper the ability to achieve two of the Goals identifies in the Parks System Plan:
 - Distinctive Park Lands and Experiences
 - Responsible Recreation and Tourism
- It would remove a large opportunity for walkers and hikers, which were listed as the #1 most popular activity by survey respondents.
- It would remove alignment with the Plan's focus on strategic land ownership
- It would maintain the poor comparison of County Parkland to neighboring counties. Per 1,000 residents, Yamhill County has 13% of the parkland compared to Benton County and 11% of the parkland in Linn County. The Corridor could eventually become parkland if we can successfully address the Farm Impact issues identified in the 2020 LUBA decision.

In closing, I encourage Yamhill County to publicly share its reasoning for removal of the Corridor. Is there a financial reason for such action that should be shared with local residents? At the very least, couldn't this issue be forwarded to the voters? **Can't we take some time and do better? What's the hurry?**

Carla Chambers

2984 SW 2nd, McMinnville, OR 97128, 503-883-1697

From: [Judi Herubin](#)
To: [BOC Info](#)
Cc: [Planning](#)
Subject: Yamhelas-Westsider Trail
Date: Tuesday, January 20, 2026 3:05:42 PM

Spam

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Commissioner Starrett, Commissioner Johnston and Commissioner King:

I am writing today to express my support for the Yamhelas-Westsider Trail and continued protection of our public lands for the use by the public. I have seen first hand the positive impact public trail projects have had on the communities they serve including offering long-time residents a healthy outlet for recreation, attracting new residents by offering desired activities in the local area, and a significant economic boost for businesses near and associated with trail activities. In addition, the Yamhelas-Westsider Trail would offer a unequalled opportunity for local farmers like myself to educate the public about the vital work they do in the area with educational information on promotional materials regarding the trail as well as through informational signage along the route.

Sincerely, Judi Herubin

From: [Cory VanDyke](#)
To: [Planning](#); [BOC Info](#)
Subject: Letter to BOC
Date: Tuesday, January 20, 2026 3:18:54 PM
Attachments: [BOC Letter 1-20-2026.pdf](#)

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Good afternoon, please find attached a letter for the BOC regarding the 1/22 meeting and docket item G-01-25.

Thank you!

Cory VanDyke
Carlton Seed, LLC
(503)852-7227

January 20, 2026

To The Yamhill County Board of Commissioners:

I am writing to voice my support for removing the Yamhelas Westsider Trail from the Transportation System Plan. The County has already wasted too many resources on this project, and it is vital that we direct future funds toward other viable projects and maintaining the recreational assets we already have in place.

The Yamhelas Westsider Trail project has been extremely flawed from day one. It's clear that it cannot pass farm impact standards, among a myriad of other issues. Previous Commissioners and County staff put the cart before the horse trying to shove this project through before they had proper land use approval, costing taxpayers thousands of dollars. Please put an end to this money pit for good.

Sincerely,

A handwritten signature in black ink, appearing to read 'C.V.D.' followed by a horizontal line.

Cory VanDyke
Carlton Seed, LLC

From: [LANA MCKAY BROWN](#)
To: [BOC Info](#)
Cc: [Planning](#)
Subject: Feedback on Yamhelas-Westsider Trail Vote
Date: Tuesday, January 20, 2026 3:43:16 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Commissioners Johnston, Starrett and King,

Greetings and thank you for your service to Yamhill County. Our comments are directed toward the decision you will be making at the Commissioner's meeting on January 22, 2026 regarding the sale of the public land proposed for the Yamhelas-Westsider Trail.

We are curious as to why this decision needs to be made on the 22nd, especially since it has been approved to go before the voters in either May or November. As you know from the massive turnout at the Planning Committee meeting, many interested voters would like the opportunity to have this decision made by the citizens of this county, and you have the ability to allow that to happen.

Going forward, allowing the citizens to vote on the Yamhelas-Westsider Trail would provide you with an opportunity to prove you represent ALL the citizens of Yamhill County and are not acting or voting on behalf of special interests or deep pocket constituents. We believe you must want your actions to reflect those of public servants willing to abide by the choices made by the citizens of the County that elected you and trust that you are working in their best interests, even if those choices do not reflect what you would desire privately.

We strongly encourage you to vote NO, or defer the vote entirely, going forward with the sale of this public land until after the citizens of Yamhill County have the opportunity to vote on the ballot measure.

Thank you,

Lana and Barry Brown
2664 NE Cole Avenue
McMinnville, OR 97128

From: [TRAILS PAC](#)
To: [Planning](#)
Cc: [Trails Pac](#); [BOC Info](#)
Subject: Missing public testimony in packet for docket G-01-25
Date: Tuesday, January 20, 2026 3:57:34 PM
Attachments: [SaveOurTrail-Petition-2025-12-03.pdf](#)

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

On December 4, 2025, our PAC director hand delivered to the Planning Director 843 online petition entries including public comment. This was also emailed in advance of the first hearing to the planning department on December 3 at 2:46PM. This collected public comment has not appeared in the packets for Docket G-01-25, depriving the public of their voice and the commissioners of the opportunity to consider the public's input in their deliberations.

We respectfully request that the submitted entries be included in the record as part of the hearing packet. Below, please find our original email and attachment.

~TRAILS PAC

==== FWD ====

TRAILS PAC <trailspac@gmail.com>

to: planning@yamhillcounty.gov

cc: TRAILS PAC <trailspac@gmail.com>

date: Dec 3, 2025, 2:46 PM

subject: Submission of 843 Petition Entries in Support of Protecting the Yamhelas–Westsider Trail (Docket G-01-25)

mailed-by: gmail.com

Dear Yamhill County Planning Commission Members,

On behalf of TRAILS PAC, we respectfully submit 843 petition entries collected through SaveOurTrail.com urging Yamhill County to protect the existing Yamhelas–Westsider Trail corridor and keep it in the County Transportation System Plan.

These signatures represent residents from across Yamhill County and the broader region who care deeply about safe transportation options, rural vitality, and protecting publicly owned assets. Again and again, petitioners emphasized that this corridor is a once-in-a-generation opportunity to create a safe route for walking and biking, reduce conflicts on Highway 47, strengthen small-town economies, and provide healthy, affordable recreation for families, seniors, and youth.

Removing this corridor from the TSP would close the door on those opportunities and undermine the County's long-term transportation, economic, and public-health goals. The public is asking—clearly and in large numbers—for the chance to move forward through a collaborative planning process rather than abandoning a valuable public right-of-way.

We ask that these 843 entries be included in the record for Docket G-01-25 and given full consideration as the Commission evaluates this proposed amendment.

Thank you for your service and for your attention to the voices of the community.

Sincerely,
Matt Dolphin
on behalf of
TRAILS PAC #24439

From: [TRAILS PAC](#)
To: [Planning](#)
Cc: [BOC Info](#); [Trails Pac](#)
Subject: More missing written testimony in packet for Docket G-01-25
Date: Tuesday, January 20, 2026 4:14:27 PM
Attachments: [change-petition-2025-12-03.pdf](#)

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

On Dec 3, 2025 at 3:47PM, our PAC director sent an email to the planning department with an attachment containing 3681 signatures to a change.org online petition in support of the Yamhelas Westsider Trail. This email and attachment have not appeared in the packet for Docket G-01-25. Public engagement, including the public's right to provide written testimony and petition their electeds and appointeds, is an essential component of the land use planning process. We are deeply concerned that this collected public input was not included in the packets for commissioners to consider prior to their deliberations.

We again respectfully request that they be included as part of the record along with this email. The original email and attachment are provided below.

~TRAILS PAC

=== FWD ===

from: TRAILS PAC <trailspac@gmail.com>
to: planning@yamhillcounty.gov,
bocinfo@yamhillcounty.gov
bcc: trailspac@gmail.com
date: Dec 3, 2025, 3:47 PM
subject: Additional 3,681 Petition Entries Supporting the Yamhelas–Westsider Trail (Docket G-01-25)
mailed-by: gmail.com

Dear Planning Commission Members,

As a follow-up to our earlier submission of 843 SaveOurTrail.com petition entries, TRAILS PAC is also providing 3,681 petition signatures collected on Change.org between 2021–2025, all urging Yamhill County to protect and complete the Yamhelas–Westsider Trail.

These signatures reflect years of sustained public support for preserving this public corridor, improving safety along Highway 47, and creating accessible walking and biking connections for our rural communities.

Please include the attached petition entries in the official record for Docket G-01-25.

We call on you to preserve the Yamhelas-Westsider Trail Corridor within Yamhill County's Transportation System Plan and to urge the Board of Commissioners to engage the entire public in meaningful dialogue and collaboration around the best use for our public land.

Thank you again for your time and for considering the strong and long-standing public interest in this project.

Sincerely,

Matt Dolphin
on behalf of
TRAILS PAC #24439
Transportation, Recreation, and Agritourism Infrastructure for Livability & Sustainability

From: carol.foleyresearch.com
To: [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#)
Cc: [Planning](#); [BOC Info](#)
Subject: Yamhelas Westsider Trail
Date: Tuesday, January 20, 2026 5:00:16 PM
Attachments: [CRPD Project Executive Summary.pdf](#)

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

To all,

Please reconsider taking off the Yamhelas Westsider Trail as a potential use of the abandoned rail corridor between Gaston and McMinnville. This corridor should be kept on the County's Transportation Plan, especially for the development of a multi-use trail. Even if people did not support development of a trail now, which they DO support, the Commissioners as stewards of the future, would protect this corridor as it was originally intended for transportation. As you already know, an objective survey in 2021 demonstrated that people do support the addition of a trail in that corridor now. If the master plan (discontinued by your board) had been finished, the concerns that had been expressed about the trail would have been highlighted, and recommendations made on how to address those concerns. Other trails throughout the nation on abandoned rail lines have successfully involved the community in a problem-and-solution process. There is no reason why that cannot happen in Yamhill County.

No reasons for taking the trail off the Transportation Plan have been given, except accusations that it is simply because a small number of farmers along the route who do not want the trail have made significant donations to some commissioners' campaigns. I hope that is not true. That kind of dealing is not what Yamhill County voters deserve.

Carol Foley
Yamhill, OR



**CRPD PROJECT
SURVEY RESEARCH REPORT
EXECUTIVE SUMMARY
AUGUST 3, 2021**

The following survey research report provides some valuable information regarding the public's perception of recreational opportunities in Yamhill County and a proposal to develop the Yamhelas Westsider Trail into a multi-use trail. This report should assist proponents in their planning and decision-making process in regard to the proposal.

Below, Nelson Research has highlighted the key results of the survey research report. Throughout this executive summary, Nelson Research identifies "key" demographics for many of the questions. Key demographics are those subgroups that respond at a higher percentage rate than the total sample for any given response. The key demographic groups for any given opinion are not necessarily the only subgroups in the survey who share that opinion. They are, however, the ones that hold that opinion most strongly.

A total of 400 respondents were interviewed between July 15 and July 22, 2021. The margin of error for this survey is +/-4.9% at the 95% level of confidence.



A large percentage of respondents, 61%, were older voters (45+ years old). It is important to note that this age demographic makes up a large majority of frequent voter groups (voters that voted in at least 3 out of the last 4 elections, or voted in all 4 of the last 4 elections). In addition, 59% of respondents were frequent or perfect voters (voters that voted in at least 3 out of the last 4 elections, or voted in all 4 of the last 4 elections).

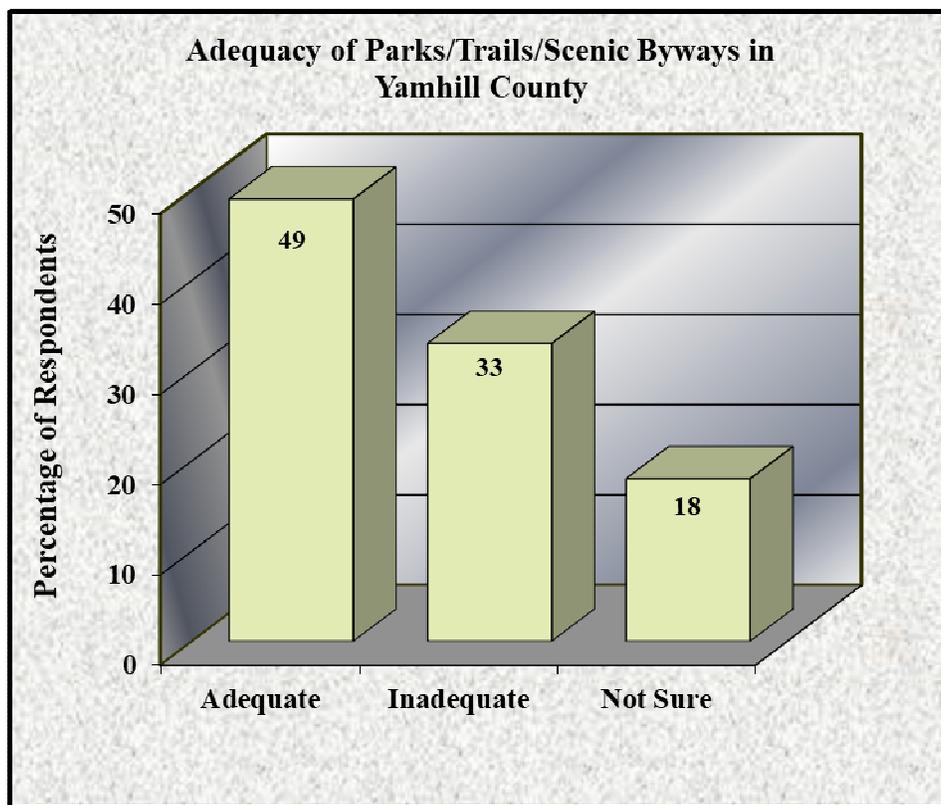
The reader can view the total percentages for each demographic group in the cross-tab report.

Not all open-ended responses are reflected in this summary. All open-ended responses can be found in the full open-ended report.

In addition, not all responses within this report total 100%. This is not due to any error, but because fractions of percentages have been rounded up or down.

ADEQUACY OF RECREATIONAL PARKS/TRAILS/SCENIC BYWAYS IN YAMHILL COUNTY

Slightly less than half of respondents, 49%, believed the number of recreational parks, trails and scenic byways available in Yamhill County for walking, bicycling, or horseback riding were adequate (very adequate-21%, somewhat adequate-28%), while 33% believed the number of recreational areas were inadequate (somewhat inadequate-17%, very inadequate-16%). Another 18% were not sure.



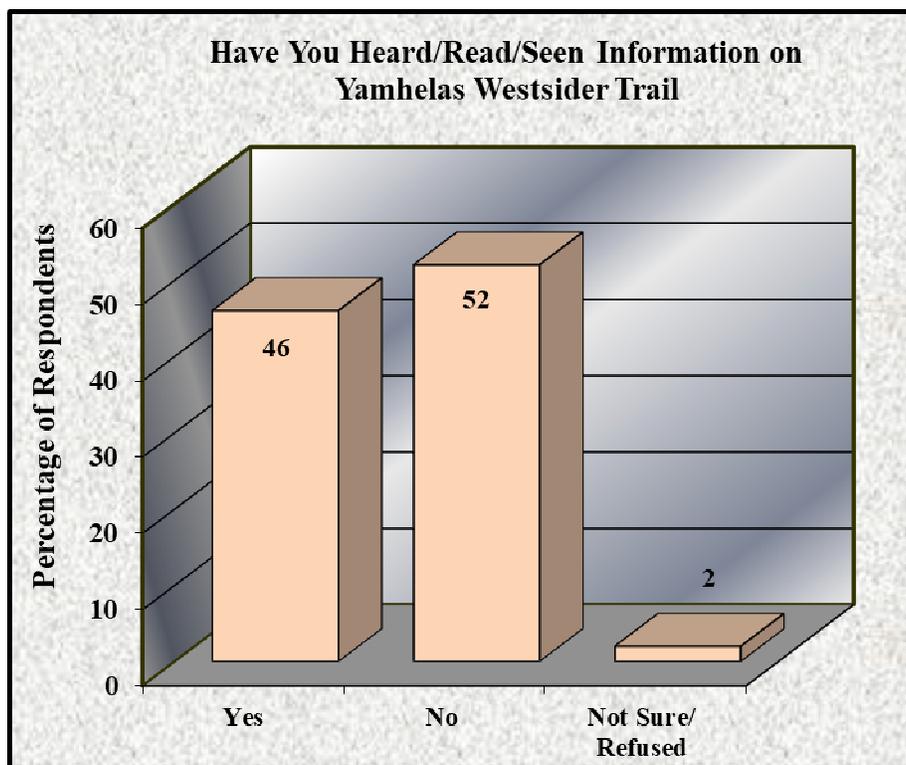
Key demographics that believed the number of recreational parks, trails and scenic byways were adequate were females (52%), 18-34 years old (63%), Independents/Others (52%), Republicans (50%), voters in 1 out of 4 elections (62%), 3 out of 4 and 4 out of 4 elections (50%), and other areas (50%).

Key groups that believed the number of recreational parks, trails and scenic byways were inadequate were males (34%), 35-44 years old (42%), 45-59 and 60+ years old (35%), Democrats (38%), non-voters (52%), voters in 2 out of 4 elections (40%), and Yamhill-Carlton SD (41%).

Key demographics that were not sure were males (21%), 18-34, 45-59 and 60+ years old (20%), Republicans (21%), voters in 3 out of 4 elections (20%), 1 out of 4 and 4 out of 4 elections (19%), and other areas (19%).

KNOWLEDGE ABOUT DEVELOPMENT OF YAMHELAS WESTSIDER TRAIL

Slightly over half of respondents, 52%, said they had **not** heard, read or seen any information about the development of the Yamhelas Westsider Trail, while 46% had. Another 2% were not sure.



Key demographics that had **not** heard, read, or seen information regarding the development of the Yamhelas Westsider Trail were males (53%), 18-34 years old (71%), 45-59 years old (53%), Independents/Others (60%), Republicans (55%), voters in 1 out of 4 elections (68%), 2 out of 4 elections (62%), non-voters (60%), and Newberg/Dundee SD (63%).

Key groups that had heard, read, or seen information regarding the development of the Yamhelas Westsider Trail were females (48%), 35-44 and 60+ years old (54%), Democrats (61%), voters in 4 out of 4 elections (58%), 3 out of 4 elections (48%), and Yamhill-Carlton SD (72%).

Main information heard/read/seen regarding trail were: (46% of all respondents)

		Of Total Universe
From what I've seen/read/heard	20%	9%
Controversy regarding farmland/negative impact on farmers	9%	4%
Trail development has been stopped	8%	3%
Trail is controversial/property rights issues	5%	2%
Farmers oppose the trail	4%	2%
County received grant money to develop trail	4%	2%
County commissioners killed the project/money has to be paid back	4%	2%



WHO'S AHEAD: DEVELOPING THE YAMHELAS WESTSIDER TRAIL INTO MULTI-USE TRAIL

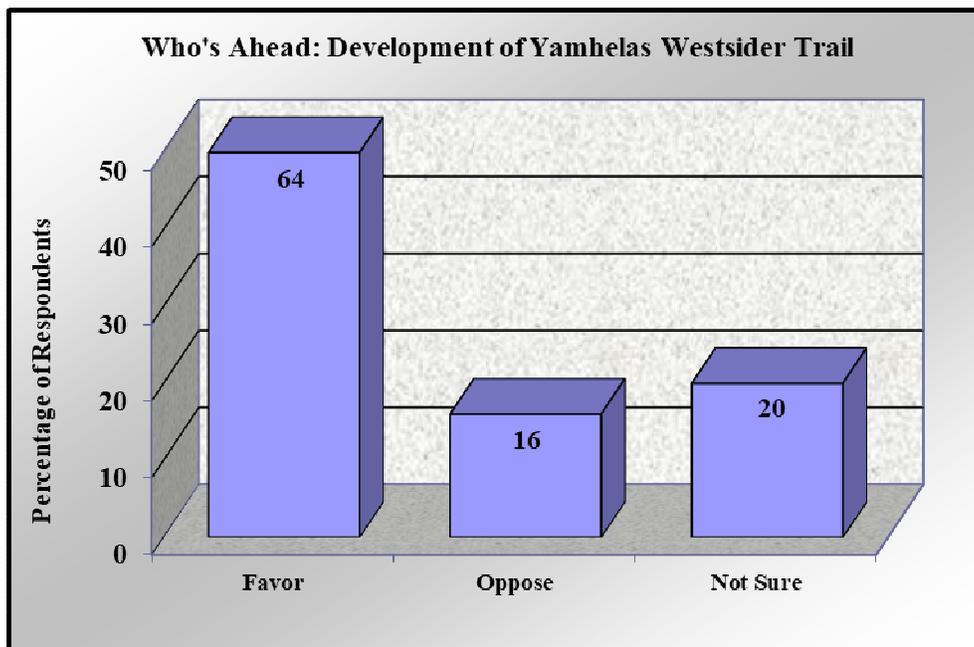
Next, respondents were given the following information and question:

“Yamhill County purchased a 92-acre parcel of railroad line to convert it into a multi-use path for pedestrians, bicyclists and horseback riders. This path, known as the Yamhelas Westsider Trail, has been planned to connect the communities of Carlton, Yamhill, Cove Orchard and Gaston.

Do you personally FAVOR or OPPOSE developing the Yamhelas Westsider Trail into a multi-use trail?

A large percentage of respondents, 64%, favored the development of the Yamhelas Westsider Trail into a multi-use trail (strongly favor-50%, somewhat favor-14%), while 16% opposed the development (somewhat oppose-3%, strongly oppose 13%). A relatively high 20% were not sure.

It is interesting to note that a strong majority of respondents in every demographic group favored developing the Yamhelas Westsider Trail.



Key demographics that favored developing the Yamhelas Westsider Trail were females (66%), 35-44 years old (68%), Democrats (75%), voters in 3 out of 4 elections (68%), 2 out of 4 elections (66%), Newberg/Dundee SD (66%), and other areas (65%).

Primary reasons for strongly favoring the trail were: (50% of all respondents)

		Of Total Universe
We need more space for local outdoor recreational activities	27%	13%
Provides safe outdoor recreation areas for walking/biking	15%	7%
Good use of land/railroad line that benefits everyone	8%	4%

Top reasons for somewhat favoring the trail were: (14% of all respondents)

		Of Total Universe
We need more space for local outdoor recreational activities	15%	2%
A lot of people/children would use it	9%	1%
Good option for unused land	7%	1%
Provides safe outdoor recreation areas for walking/biking	7%	1%

Key demographics that opposed developing the Yamhelas Westsider Trail were males (19%), 60+ years old (20%), 45-59 years old (17%), Republicans (20%), voters in 4 out of 4 elections (21%), non-voters (20%), 1 out of 4 elections (17%), 3 out of 4 elections (13%), and Yamhill-Carlton SD (28%).

Foremost reason for somewhat opposing the trail was: (3% of all respondents)

		Of Total Universe
Money could be spent elsewhere/waste of money	33%	1%

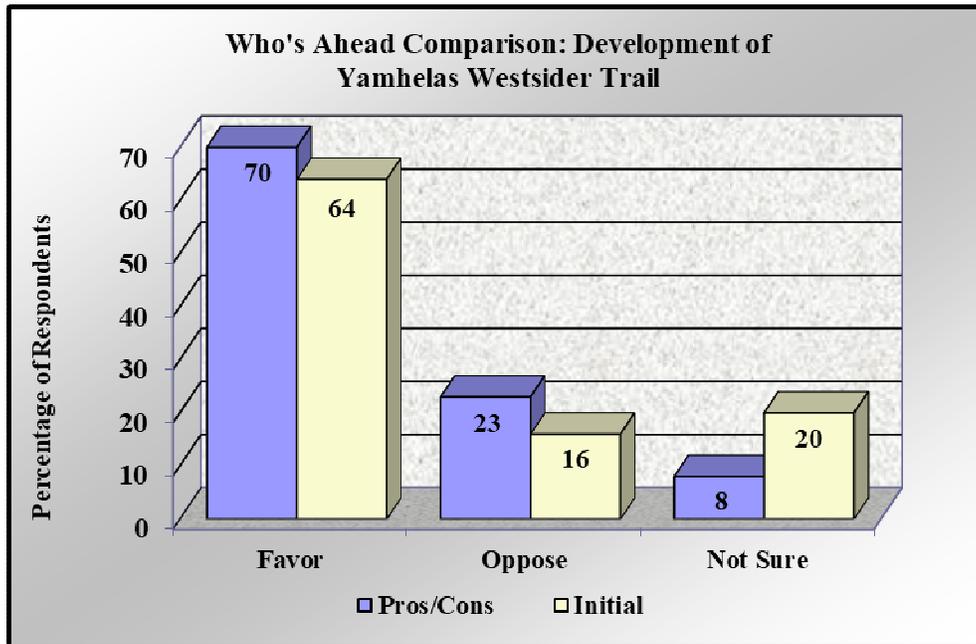


Principal reasons for strongly opposing the trail were: (13% of all respondents)

		Of Total Universe
Negative impact on farmers/farming practices	19%	3%
Concerned about homeless camps/litter/safety issues	13%	2%
It's a waste of money/has negative impact	11%	2%

Furthermore, at the end of the survey, after listening to all the pros and cons, there was a slight increase (+6%) in the number of respondents that favored the development of the Yamhelas Westsider Trail. After listening to all the pros and cons, 70% favored the trail (strongly favor-55%, somewhat favor-15%), 23% opposed the trail (somewhat oppose-6%, strongly oppose-17%) and 8% were not sure. A comparison between results is displayed in the chart below.

It is important to note, there was a +5% increase in strongly favor responses after listening to all the pros and cons.



Key demographics increasing to favor were males (+7%), 18-34 years old (+9%), Independents/Others (+8%), non-voters (+8%), and Newberg/Dundee SD (+9%).

“IF YOU KNEW” RESULTS

Next, respondents were asked a series of questions designed to gauge the positive or negative impact of certain pieces of information. This methodology was used to ascertain which arguments produced the greatest net movement from the original “who's ahead” question.

The reader should keep in mind the “if you knew. . .” format. Certain arguments may push people “if they knew,” but the nature of the argument may make it impossible to convince someone that it is factual. In addition, the resources required to do the convincing may be too great when compared to other arguments. This series was cross-checked later in the survey by the agree/disagree series. The results are ranked on the following page in descending positive order.

Question	Favor	Oppose	Not Sure	Net Gain/Loss
Who's Ahead Results: Development of Yamhelas Westsider Trail	64	16	20	
If you knew developing the Yamhelas Westsider Trail would create a safe and convenient transportation choice for walking, biking or horseback riding between the communities of Carlton, Yamhill, Cove Orchard and Gaston would you FAVOR or OPPOSE the proposal?	81	13	8	+17
If you knew that the proposed Yamhelas Westsider Trail was located on public land and did not require the taking of any private land, would you FAVOR or OPPOSE developing the Yamhelas Westsider Trail?	80	15	5	+16
If you knew before the actual development of the trail, all concerned parties would be invited to participate in the planning process to find solutions to their individual issues and concerns, would you FAVOR or OPPOSE the proposal?	80	16	5	+16
If you knew offering additional hiking, biking and horseback riding trails would provide more recreational opportunities for local residents and would improve their health and fitness, would you FAVOR or OPPOSE developing the Yamhelas Westsider Trail?	78	15	7	+14

Question	Favor	Oppose	Not Sure	Net Gain/Loss
Who's Ahead Results: Development of Yamhelas Westsider Trail	64	16	20	
If you knew Park Managers would use fencing, gates, trail closures, signage, and other methods to ensure that farming is not disrupted, or crops contaminated, would you FAVOR or OPPOSE the development of the Yamhelas Westsider Trail?	77	19	5	+13
An economic study found that outdoor recreation brought nearly \$69 million dollars in economic spending into Yamhill County in 2019. If you knew developing the Yamhelas Westsider Trail could bring additional dollars into the local economy by attracting visitors who would spend money on food, lodging and shopping, would you FAVOR or OPPOSE the proposal?	76	17	7	+12
If you knew some local residents are concerned that the culture and values of rural Yamhill County are being encroached upon by the Portland Metro Area, and the proposed trail is just another step in that direction, would you FAVOR or OPPOSE the proposal?	56	33	11	-8

Question	Favor	Oppose	Not Sure	Net Gain/Loss
Who's Ahead Results: Development of Yamhelas Westsider Trail	64	16	20	
If you knew some farmers believe developing the Yamhelas Westsider Trail could negatively impact some current farming practices such as access to fields, and spraying of pesticides in the area, would you FAVOR or OPPOSE the proposal?	51	38	10	-13
If you knew some local farmers are concerned that increased pedestrian traffic near their farms could cause food safety issues due to people and domestic animals trespassing and potentially contaminating their crops, would you FAVOR or OPPOSE the proposal to develop the Yamhelas Westsider Trail?	49	39	13	-15
If you knew some residents are concerned that the Yamhelas Westsider Trail could create a haven for homeless camps in the area that could increase litter, drug-use and cause safety concerns, would you FAVOR or OPPOSE the proposal?	44	46	10	-20

Key observations to this series were as follows (all the demographics in this series are key demographics. Those respondents highlighted in **bold** are those demographics that move consistently with each argument):

- The argument that produced the largest increase in support for developing the Yamhelas Westsider Trail (+17%) was information that developing the Yamhelas Westsider Trail would create a safe and convenient transportation choice for walking, biking or horseback riding between the communities of Carlton, Yamhill, Cove Orchard and Gaston. Key demographics increasing in support were **18-34 years old** (+21%), **Republicans** (+20%), **voters in 2 out of 4 elections** (+22%), **Yamhill-Carlton SD** (+24%), and **Newberg/Dundee SD** (+18%).
- Another argument soliciting strong levels of support for the trail (+16%) was knowledge that the proposed Yamhelas Westsider Trail was located on public land and **did not** require the taking of any private land. Key demographics responding to this information were **males** (+17%), **18-34 years old** (+25%), **Republicans** (+20%), Independents/Others (+18%), **voters in 2 out of 4 elections** (+22%), **1 out of 4 elections** (+19%), **Yamhill-Carlton SD** (+24%), and **Newberg/Dundee SD** (+17%).
- The fact that before the actual development of the trail, all concerned parties would be invited to participate in the planning process to find solutions to their individual issues and concerns moved +16% of respondents to favor the trail. Key demographics responding to this knowledge were **males** (+18%), **18-34 years old** (+22%), **Republicans** (+22%), **voters in 2 out of 4 elections** (+22%), **1 out of 4 elections** (+17%), and **Newberg/Dundee SD** and **Yamhill-Carlton SD** (+18%).
- On the other hand, information that some local residents are concerned that the culture and values of rural Yamhill County are being encroached upon by the Portland Metro Area, and the proposed trail is just another step in that direction decreased support for the Yamhelas Westsider Trail development (-8%). Key groups that decreased in support were **females** (-12%), **35-44** and **45-59 years old** (-12%), **Republicans** (-14%), **voters in 3 out of 4 elections** (-13%), and Yamhill Carlton SD (-11%).
- Knowledge that some farmers believe developing the Yamhelas Westsider Trail could negatively impact some current farming practices such as access to fields, and spraying of pesticides in the area significantly decreased support for the proposal (-13%). Key demographics impacted by this information were **females** (-18%), **35-44 years old** (-16%), **45-59 years old** (-14%), **Republicans** (-16%), voters in 1 out of 4 elections (-22%), **3 out of 4 elections** (-17%), and other areas (-16%).

- Similarly, information that some local farmers are concerned that increased pedestrian traffic near their farms could cause food safety issues due to people and domestic animals trespassing and potentially contaminating their crops substantially decreases support for the development of the trail (-15%). Key demographics responding negatively to this knowledge were **females** (-20%), 18-34 and **35-44 years old** (-20%), **45-59 years old** (-16%), **Republicans** (-22%), **voters in 3 out of 4 elections** (-25%), and Newberg/Dundee SD (-17%).
- Decreasing support for the Yamhelas Westsider Trail by the largest margin (-20%) was information that some residents are concerned that the Yamhelas Westsider Trail could create a haven for homeless camps in the area that could increase litter, drug-use and cause safety concerns. Key demographics decreasing in support were **females** (-25%), 18-34 years old (-23%), **35-44 years old** (-22%), **45-59 years old** (-21%), **Republicans** (-28%), **voters in 3 out of 4 elections** (-30%), 2 out of 4 elections (-23%), 1 out of 4 elections (-22%), and other areas (-23%).

TRUST SERIES

Next, respondents were read a list of people or organizations that may favor or oppose the development of the Yamhelas Westsider Trail and were asked to rate each one on a scale of one to four, with “1” representing no trust at all and “4” representing a lot of trust. The ones and twos have been collapsed into a low trust rating and the threes and fours into a high trust rating. Below, the projects are listed in descending order of trust.

Person/Organization	High Trust	Low Trust	Not Sure
Oregon Parks and Recreation Department?	69	22	10

Highest trust for males (68%), females (70%), 35-44 (76%), 45-59 (68%), 60+ (64%) Democrats (83%), Independent/Others (72%), 2 of 4 elections (73%), 3 of 4 elections (70%), 4 of 4 elections (66%) Newberg/Dundee SD (73%), Yamhill-Carlton SD (69%), other areas (66%).



Project	High Trust	Low Trust	Not Sure
A local farmer with property near the proposed Trail?	64	27	9
<i>Highest trust for 18-34 (73%), Republicans (76%), and 1 of 4 elections (77%).</i>			
The Chehalem Park and Recreation District?	57	24	20
Oregon Trails Coalition?	48	25	28
Friends of the Yamhelas Westsider Trail?	46	34	20
Yamhill County Board of Commissioners?	37	48	17

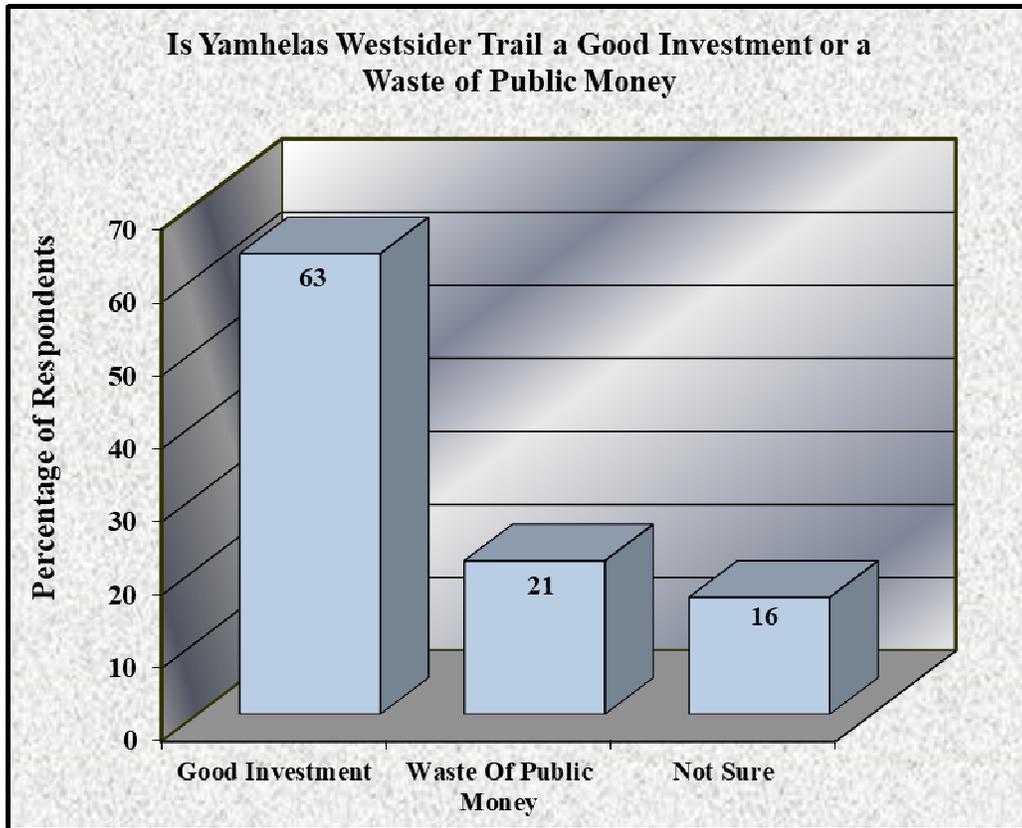
A large number of respondents gave the Oregon Parks and Recreation District the highest trust rating, followed by a local farmer with property near the proposed Trail.

On the other hand, Friends of the Yamhelas Westsider Trail and the Yamhill County Board of Commissioners received much lower trust ratings.



IS YAMHELAS WESTSIDER TRAIL A GOOD INVESTMENT OR WASTE OF PUBLIC MONEY

A large percentage of respondents, 63%, believed the development of the Yamhelas Westsider Trail was a good investment of public dollars, while 21% believed it was a waste of public money and the county should abandon the project. Sixteen percent were not sure.



Key demographics that believed the Yamhelas Westsider Trail was a good investment of public dollars were females (64%), 18-34 years old (68%), 35-44 years old (66%), Democrats (74%), Independents/Others (68%), non-voters (72%), voters in 3 out of 4 elections (65%), and Newberg/Dundee SD (67%).

Key groups that believed the Yamhelas Westsider Trail was a waste of public money and the county should abandon the project were males (23%), 45-59 years old (23%), 60+ years old (22%), Republicans (28%), Independents/Others (22%), voters in 4 out of 4 elections (25%), non-voters (24%), and Yamhill-Carlton SD (30%).

QUESTION COMPARISONS/AGREE/DISAGREE

In this series, respondents were presented with a number of potentially prejudicial statements regarding the proposed Yamhelas Westsider Trail. This format was designed to serve as a cross-check on various closed-ended questions as well as to pick up variations on prejudices not readily apparent in those types of questions. This is an important series of questions, especially when cross-checked with the “if you knew” questions.

The results are displayed in two different tables. In the first table, the key push arguments have been isolated and set against their corresponding priority and/or agree/disagree questions. The second table simply displays all of the agree/disagree statements in descending order of agreement.

IF YOU KNEW: CONCERNED PARTIES INVITED TO PARTICIPATE IN PLANNING TO ADDRESS CONCERNS

If you knew before the actual development of the trail, all concerned parties would be invited to participate in the planning process to find solutions to their individual issues and concerns, would you FAVOR or OPPOSE the proposal?

Favor 80

Oppose 16

Not Sure 5

AGREE/DISAGREE

I would favor the Yamhelas Westsider Trail as long as local farmers' concerns are addressed and it doesn't negatively impact their current farming practices.

Agree 78

Disagree 14

Not Sure 8

IF YOU KNEW: TRAIL PROVIDES SAFE WALKING/BIKING/ HORSEBACK RIDING BETWEEN COMMUNITIES

If you knew developing the Yamhelas Westsider Trail would create a safe and convenient transportation choice for walking, biking or horseback riding between the communities of Carlton, Yamhill, Cove Orchard and Gaston would you FAVOR or OPPOSE the proposal?

Favor 81

Oppose 13

Not Sure 8

AGREE/DISAGREE

The Yamhelas Westsider Trail is a great example of how our local community is working to create safe outdoor walking, bicycling and horseback riding trails that will connect some of our rural communities.

Agree 73

Disagree 17

Not Sure 10

IF YOU KNEW: TRAIL WILL PROVIDE MORE OUTDOOR RECREATIONAL OPPORTUNITIES

If you knew offering additional hiking, biking and horseback riding trails would provide more recreational opportunities for local residents and would improve their health and fitness, would you FAVOR or OPPOSE developing the Yamhelas Westsider Trail?

Favor 78

Oppose 15

Not Sure 7

AGREE/DISAGREE

Yamhill County needs more outdoor recreational opportunities and trails for local residents to enjoy, like the Yamhelas Westsider Trail.

Agree 71

Disagree 20

Not Sure 9

IF YOU KNEW: TRAIL WILL IMPROVE ECONOMY BY ATTRACTING VISITORS TO THE AREA

An economic study found that outdoor recreation brought nearly \$69 million dollars in economic spending into Yamhill County in 2019. If you knew developing the Yamhelas Westsider Trail could bring additional dollars into the local economy by attracting visitors who would spend money on food, lodging and shopping, would you FAVOR or OPPOSE the proposal?

Favor 76

Oppose 17

Not Sure 7

AGREE/DISAGREE

An economic study found that outdoor recreation brought nearly \$69 million dollars in economic spending into Yamhill County in 2019. The Yamhelas Westsider Trail could bring additional dollars into the local economy by attracting visitors who spend money on food, lodging and shopping.

Agree 73

Disagree 18

Not Sure 10

IF YOU KNEW: PORTLAND METRO IS ENCROACHING ON RURAL CULTURE/VALUES

If you knew some local residents are concerned that the culture and values of rural Yamhill County are being encroached upon by the Portland Metro Area, and the proposed trail is just another step in that direction, would you FAVOR or OPPOSE the proposal?

Favor 56	Oppose 33	Not Sure 11
---------------------------	----------------------------	------------------------------

AGREE/DISAGREE

The Portland Metro area is invading our rural areas and changing our culture and values and the development of this trail is just another step in this process.

Agree 33	Disagree 57	Not Sure 10
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IF YOU KNEW: TRAIL COULD NEGATIVELY IMPACT FARMERS

If you knew some farmers believe developing the Yamhelas Westsider Trail could negatively impact some current farming practices such as access to fields, and spraying of pesticides in the area, would you FAVOR or OPPOSE the proposal?

Favor 51	Oppose 38	Not Sure 10
---------------------------	----------------------------	------------------------------

If you knew some local farmers are concerned that increased pedestrian traffic near their farms could cause food safety issues due to people and domestic animals trespassing and potentially contaminating their crops, would you FAVOR or OPPOSE the proposal to develop the Yamhelas Westsider Trail?

Favor 49	Oppose 39	Not Sure 13
---------------------------	----------------------------	------------------------------

If you knew Park Managers would use fencing, gates, trail closures, signage, and other methods to ensure that farming is not disrupted, or crops contaminated, would you FAVOR or OPPOSE the development of the Yamhelas Westsider Trail?

Favor 77

Oppose
19

Not Sure
5

AGREE/DISAGREE

The proposed trail will hurt our local farmers by encroaching on their farms and their property rights.

Agree
34

Disagree 51

Not Sure
15

I would favor the Yamhelas Westsider Trail as long as local farmers' concerns are addressed and it doesn't negatively impact their current farming practices.

Agree 78

Disagree
14

Not Sure
8

AGREE/DISAGREE STATEMENTS IN DESCENDING ORDER OF AGREEMENT

Statement	Agree	Disagree	Not Sure
I would favor the Yamhelas Westsider Trail as long as local farmers' concerns are addressed and it doesn't negatively impact their current farming practices.	78	14	8
An economic study found that outdoor recreation brought nearly \$69 million dollars in economic spending into Yamhill County in 2019. The Yamhelas Westsider Trail could bring additional dollars into the local economy by attracting visitors who spend money on food, lodging and shopping.	73	18	10



Statement	Agree	Disagree	Not Sure
The Yamhelas Westsider Trail is a great example of how our local community is working to create safe outdoor walking, bicycling and horseback riding trails that will connect some of our rural communities.	73	17	10
Yamhill County needs more outdoor recreational opportunities and trails for local residents to enjoy, like the Yamhelas Westsider Trail.	71	20	9
The proposed trail will hurt our local farmers by encroaching on their farms and their property rights.	34	51	15
The Portland Metro area is invading our rural areas and changing our culture and values and the development of this trail is just another step in this process.	33	57	10

CONCLUSIONS

1. Slightly less than half of respondents believe the number of recreational parks, trails and scenic byways available in Yamhill County are adequate.
2. Slightly over half of respondents have **not** heard, read, or seen any information regarding the development of the Yamhelas Westsider Trail.
3. “From what I’ve seen/read/heard” tops the list of things heard about the development of the trail, followed by “controversy regarding farmland/negative impact on farmers,” “trail development has been stopped” and “trail is controversial/property rights issues.” It is interesting to note that many of the top things heard about the development of the trail are negative. This demonstrates a need for a positive communications campaign that outlines the benefits the trail will bring to the community.
4. A large percentage of respondents favor developing the Yamhelas Westsider Trail into a multi-use trail. It is important to note that a strong majority of respondents in every demographic group favor the development of the trail.
5. Primary reasons for favoring the development of the trail are “we need more space for local outdoor recreational activities,” “provides safe outdoor recreation areas for walking/biking” and “good use of land/railroad line that benefits everyone.”
6. Main reasons for opposing the Yamhelas Westsider Trail are “negative impact on farmers/farming practices,” “waste of money” “and “concerned about homeless camps/litter/safety issues.”
7. In addition, after listening to all the pros and cons, there was a slight increase in the number of respondents that favor developing the Yamhelas Westsider Trail, with the majority of movement going to the strongly favor category.

8. The argument that produces the largest increase in support for developing the Yamhelas Westsider Trail is information that developing the Yamhelas Westsider Trail would create a safe and convenient transportation choice for walking, biking or horseback riding between the communities of Carlton, Yamhill, Cove Orchard and Gaston. Safe walking/biking areas for recreation between communities is a **primary** issue for respondents. This message generates very strong majority support in every demographic group. This is the top positive message for females, 35-44 and 45-59 years old and voters in 3 out of 4 elections.
9. Another argument soliciting strong levels of support for the trail is knowledge that the proposed Yamhelas Westsider Trail was located on public land and **did not** require the taking of any private land. This is a **primary** issue for respondents and generated strong support across all demographic groups. This was the top message for 18-34 years old, Independents/Others and voters in 1 out of 4 elections.
10. The fact that before the actual development of the trail, all concerned parties would be invited to participate in the planning process to find solutions to their individual issues and concerns moves a large portion of respondents to favor the trail. Addressing the concerns of property owners, especially as it relates to farmers and farmland is a **primary** issue for respondents.
11. While information that some local residents are concerned that the culture and values of rural Yamhill County are being encroached upon by the Portland Metro Area, and the proposed trail is just another step in that direction decreases support for the Yamhelas Westsider Trail development, there is still a majority of support for the proposal.
12. Knowledge that some farmers believe developing the Yamhelas Westsider Trail could negatively impact some current farming practices such as access to fields, and spraying of pesticides in the area significantly decreases support for the proposal. The counter argument that park managers and the planning group will work directly with farmers to address these issues should help ease concerns.
13. Similarly, information that some local farmers are concerned that increased pedestrian traffic near their farms could cause food safety issues due to people and domestic animals trespassing and potentially contaminating their crops substantially decreases support for the development of the trail. Again, counter arguments that park managers and the planning group will work directly with farmers to address these issues and messages about using fencing, closures and signage should ease these concerns.

14. Decreasing support for the Yamhelas Westsider Trail by the largest margin is information that some residents are concerned that the Yamhelas Westsider Trail could create a haven for homeless camps in the area that could increase litter, drug-use and cause safety concerns. This is a significant concern for the community and will need to be addressed.
15. A large number of respondents give the Oregon Parks and Recreation District the highest trust rating, followed by a local farmer with property near the proposed Trail. On the other hand, Friends of the Yamhelas Westsider Trail and the Yamhill County Board of Commissioners receive much lower trust ratings.
16. A large percentage of respondents believe the Yamhelas Westsider Trail is a good investment of public dollars.

FINAL OBSERVATIONS

Clearly, there is strong support for the Yamhelas Westsider Trail as evidenced by strong support throughout the survey in both closed-ended and open-ended responses. Support increases even further when presented with information that the trail would create a safe and convenient transportation choice for walking, biking or horseback riding between communities and would **not** require the taking of any private land. In addition, knowing all concerned parties would be invited to participate in the planning process **before** the development of the trail also solicits very strong levels of support.

While respondents express significant concern about the trail's impact on farmers and farmland, it appears that counter arguments related to using fencing, gates, trail closures, signage, and other methods to ensure that farming is not disrupted substantially eases these worries. On the other hand, some respondents express significant anxiety about homeless camps, litter and safety issues on the trail. It will be **very** important for proponents of the trail to address these concerns and reassure residents that the proposed trail will be safe, free of homeless camps and provide a great benefit to the community.

If proponents for the trail can mount a **strong positive** education and communications campaign about the benefits of the proposed trail and how it will positively impact the community, it they should be able to solicit the level of support needed to be successful. It will be **very** important for proponents to weave their messages into a clear and concise strategy to counter those opposed to the development of the trail.

From: [Ben Pierce Mendenhall](#)
To: [BOC Info](#)
Subject: Support For Eloheh
Date: Tuesday, January 20, 2026 5:25:02 PM

Spam

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Please allow Eloheh to hold ceremonies as they need.

Thank you,
Ben Mendenhall
3826 SE 33rd Ave
Portland OR 97202
503-709-8492

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Communication via email is not considered highly secure.

From: [Connor M](#)
To: [BOC Info](#)
Subject: I support preserving Yamhelas Trail
Date: Tuesday, January 20, 2026 5:41:06 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Greetings

As a prior resident of Yamhill county, I strongly support preserving the Yamhelas trail for the use of the public. Selling the Yamhelas Westsider Trail would lessen the community, as so many of us use it for exercise, recreation, and safe travel, including the elderly and disabled. It attracts visitors who spend at our local shops, deepening both the City's resources and culture.

Furthermore, many of us residents remain proponents of the once planned train line connecting McMinnville to the greater Portland area. This still viable proposition would undoubtedly elevate the City of McMinnville once realized, as the ease and safety of transport will connect families and friends, as well as visitors to our shops, hotels, and amazing parades.

Thank you

Connor Miller
WLWV School District Educator
503-319-3660

From: [Valerie Brooks](#)
To: [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#); [BOC Info](#); [Planning](#); board@co.yamhill.or.us
Subject: Yamalas Trail Planning
Date: Tuesday, January 20, 2026 5:48:29 PM

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January 22, 2026
Yamhill County Board of Commissioners
535 NE 5th Street
McMinnville, OR 97128

Dear Chair and Members of the Board,

My name is Valerie A Brooks. I live at 320 E. Chandler Drive, Newberg, OR 19132.

I have lived in or near Newberg for 20 years. For 15 years I lived on rural property and am aware of how County decisions impact landowners. I also patronize Yamhill County businesses and am supportive in general of policies that add value to the efforts of private enterprise.

I was very concerned at the process and attitudes of disrespect that surfaced from the railroad right-of-way trail advocates a few years ago. They showed disregard for land use planning and decisions. They showed no respect for the concerns of property owners whose farming could be impacted by foot and bike traffic through their fields; they argued with those who disagreed rather than seek alternatives. They spent tax money on plans that were not fully approved.

I see a new effort to revisit this trail. I have the same concerns as before,. Add to that— what tax dollar commitments are being made in a time our tax dollars are more precious because families are struggling to maintain housing, health care, and other necessities of life. Recreation is life affirming, but necessities come first. I recommend we not commit to this project until basic economic concerns are behind us, land use issues resolved, and farmers' concerns are fully addressed. We need a community that can come together in goodwill, not more of the same conflict.

Thank you,

*Valerie Brooks
3209 E Chandler Dr
Newberg, OR 97132*

From: [Keyser B](#)
Subject: Written Testimony for January 22, 2026 BOC meeting
Date: Tuesday, January 20, 2026 6:21:34 PM

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January 20, 2026

Yamhill County Board of Commissioners

535 NE 5th St.
McMinnville, OR 97128

Dear Commissioners,

The Yamhelas-Westsider Trail should not move forward. After years of litigation, the facts are clear: this project cannot meet Oregon land-use law on Exclusive Farm Use land. The Land Use Board of Appeals has repeatedly ruled in favor of affected landowners, confirming that the county has failed to lawfully justify this project. Continuing to pursue a recreational trail in protected farmland violates ORS 215.213, 215.283, and 215.296 and places agricultural livelihoods at risk. Recreation does not take precedence over farming, especially when state law exists specifically to protect food production and farm operations.

The financial risk to taxpayers grows the longer this project is pursued. Approximately \$1.7 million has already been spent through grant funds tied to its classification as a transportation project. Removing the trail from the Transportation System Plan does not create a taxpayer burden but continuing to force an unlawful project does. Additional legal challenges, attorney fee awards, and the risk of grant repayment are the direct result of ignoring land-use reality. The fiscally responsible and lawful decision is to stop this project, remove it from the Transportation System Plan, and end further spending. Protect farmland, respect private property rights, and prevent additional taxpayer exposure by discontinuing the Yamhelas-Westsider Trail.

Sincerely,
Beth Keyser

Beth Keyser
503-730-2599
BethKeyser@outlook.com

From: [Alice Patridge](#)
To: [BOC Info](#)
Subject: "the Republic for which it stands"
Date: Tuesday, January 20, 2026 7:04:32 PM

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I have a grateful heart today because I am in a country that is a Republic. I am grateful for those of you here on this board that take your oath of office seriously and bravely. Thank you for standing up for the rule of law when there are those seeking to skirt around laws in place and the guidelines that are set up to protect land use.

We need this protection because there are those who are coveting something they want to the point of interfering with landowner's rights to conduct farming and maintaining privacy.

This is where you stand as our vanguards against losing our established rights against the onslaught of people crying that WE are hurting THEM because it's what they WANT.

Again, thank you for being on this board and representing the voice of those who have the most to lose, not just those fighting to get what they want no matter the cost.

Respectfully submitted,
Alice Patridge
687 N Coolidge St
Carlton, Oregon 97111
(105ft of adjacent trail)

--

Alice Patridge

From: [Mary Ryanhotchkiss](#)
To: [BOC Info](#)
Subject: Eloheh Indigenoue Center and religious accommodation
Date: Tuesday, January 20, 2026 7:26:12 PM

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Yamhill County Board of Commissioners

535 NE Fifth Street

McMinnville, OR 97128

email: bocinfo@co.yamhill.or.us

I support Eloheh Indigenoue Center's appeal for religious accommodation. Our community in Beaverton, Spirit of Grace church, has had several interactions with the Eloheh Indigenoue Center with our folks visiting and helping at the center and Randy Woodley visiting us.

Our interaction with Eloheh has been educational and spiritual. We have learned much from them and we hope to continue learning. I ask that you protect their and our religious freedom, indeed protect the freedom of all faiths, including those which may be different than mainstream Christianity.

Thank you,

Mary Ryan-Hotchkiss, PhD

From: [Jacob Browning](#)
To: [Bubba King](#); [BOC Info](#); [Planning](#); [Mary Starrett](#); [Kit Johnston](#)
Subject: Written Testimony – January 22, 2026, BCC Meeting
Date: Tuesday, January 20, 2026 7:29:49 PM

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Dear Commissioners,

A Transportation System Plan is not a wish list. It is a policy document with real legal and financial consequences. Listing a project in the TSP signals intent, priority, and future funding. Keeping the Yamhelas Westsider Trail in the TSP—even though the County formally abandoned the project years ago—misleads the public and undermines confidence in county planning.

Farmers depend on accurate planning documents to understand what uses may impact their land. Leaving a dead project in the TSP creates uncertainty and suggests the possibility of future action without transparency. The responsible course is to remove the trail so that County documents match County actions.

Sincerely,

Jacob Browning

Newberg, OR

From: [Julie Vandyke](#)
To: [BOC Info](#); planning@yamhillcounty.gov.or
Subject: DOCKET G-01-25
Date: Tuesday, January 20, 2026 7:40:56 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

January 20, 2026

Docket:G-01-25

To the Board of Commissioners:

The Yamhelas Westsider Trail project needs to be removed from the transportation system plan. This project which was conceived from deception has already been litigated with LUBA with several remands.

It has been proven with LUBA that there is significant negative impacts to farming practices (215.296) that cannot be resolved.

LUBA even commissioned Yamhill County to payback attorney fees to the farmers of almost 50K.

Enough is enough. This project is dead and should no longer be part of the TSP.

Please send us an email confirming that you have received this letter.

jandjvandyke@gmail.com

Thank you,
Jim and Julie VanDyke
PO Box 400
Yamhill, Oregon 97148

From: vala@hahnen.com
To: [BOC Info](#)
Subject: RE: The Yamhelas Westsider Trail
Date: Tuesday, January 20, 2026 7:47:09 PM

Spam

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I am writing in support of the Yamhelas Westsider Trail being put to a vote. And, most importantly, that the Commissioners put honest information about the trail out to the public.

Some of the comments on Facebook against the Trail are downright crazy and ignorant. I feel it is your responsibility to be honest about the pros and cons and not use scare tactics that all of Portland's homeless will come on down to Yamhill County, or TriMet wants to move in.

The people I know would love the trail, the new businesses it would bring it would be a huge asset. The whole county would benefit. I know everyone is comparing this with Banks/Vernonia trail and there are differences, but that has been a life saver for those communities.

There is nowhere around here I would ride a bike. It would be fantastic to have bike trail, that is safe (i.e. no cars whizzing by). And again, let's be honest about homeless invading the trail. I worked/lived in Portland for decades and half of my coworkers rode bikes into Old Town on the Springwater Trail. That trail had services nearby in downtown, I don't think Yamhill will be a mecca for them.

The voters of the county have a right to make a decision on this, it concerns all of us not just 3 Commissioners. Let us vote.

Thank you for your service to the County.

Valerie Parsons
Lafayette, Oregon

From: [Brian Plett](#)
To: [Planning](#); [BOC Info](#)
Subject: The right of way belongs to the people of Yamhill County
Date: Tuesday, January 20, 2026 7:53:56 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Yamhill County Commissioners and the Planning Board,

I have been a resident of Yamhill County for over 20 years. Our county has many advantages from varied industries, beautiful towns, a long history, to its scenic beauty.

I am writing about the former rail line, the right of way that runs from outside McMinnville up through Carlton and Yamhill, and north towards Gaston. This is public property that belongs to the people of Yamhill County, set aside for the benefit and service of its people. It should not be sold or given to adjacent landowners for their personal use.

A corridor like this is irreplaceable. It allows for future industry, utilities, tourism, or other opportunities to benefit the county to be possible. If it was disposed of, it would cost hundreds of millions of dollars to replace when a future need for such a corridor arose. Doing so would be a great disservice to future generations of Yamhill County.

I urge you to leave this corridor as it is, and not remove it from the county plan or sell the land to private parties.

Thank you,
Brian Plett, Newberg

From: [James Goings](#)
To: [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#); [BOC Info](#); [Planning](#)
Subject: James Goings – McMinnville, Oregon
Date: Tuesday, January 20, 2026 7:54:25 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

James Goings – McMinnville, Oregon
Yamhill County Board of Commissioners

Good morning, Chair Johnston, Commissioners Starrett and King.

My name is **James Goings**, and I live in **McMinnville**. I'm here as a Yamhill County taxpayer to urge you to **remove the Yamhelas Westsider Trail from the Transportation System Plan.**

This issue is actually very simple. The Yamhelas Westsider Trail project is over. The County ended it years ago. The land-use application was withdrawn, the bridge was dismantled, and the County chose not to start over with a master plan. That was a clear policy decision made by a previous Board of Commissioners in 2021.

What's before you today is not whether the trail is a good idea in theory. That debate is long past. What's before you is whether the Transportation System Plan should accurately reflect **current County policy and reality.** Right now, it does not.

The Planning Commission recognized this and, after reviewing the legal history, land-use requirements, and conflicting Comprehensive Plan goals, and after listening to hours of public testimony, voted **unanimously** to recommend removing the Trail from the TSP. I appreciate the seriousness with which they approached this issue, and I hope the Board will give that recommendation the weight it deserves.

As a taxpayer, I'm also concerned about accountability. Millions of dollars were spent on planning, legal defense, construction, and eventually tearing down a **bridge that should never have been built without proper approvals.** That money is gone. The responsible thing to do now is to make sure the County does not continue to devote time, attention, or future resources to a project that no longer exists.

It's also important to be honest with the public. For years, many residents were told this was "just a trail." **But recent testimony from trail supporters acknowledged that the long-term vision included light rail.** Whether someone supports that idea or not, it's clear that Yamhill County taxpayers were never fully informed about the potential costs or implications. Keeping the Trail in the TSP only perpetuates that confusion.

A Transportation System Plan is supposed to guide real, achievable priorities. It should not include abandoned projects that cannot be built legally, funded responsibly, or supported by current County policy.

Removing the Yamhelas Westsider Trail from the TSP doesn't prevent future ideas from being discussed openly and honestly. It simply closes the book on a project that has already been closed in every meaningful way.

The trail is gone. The Planning Commission has spoken **unanimously**. The policy decision is settled. I respectfully ask you to finish the job and remove the Yamhelas Westsider Trail from the Transportation System Plan.

Thank you for your time and your service to Yamhill County.

Sent from my iPad

From: [Alice Patridge](#)
To: [BOC Info](#)
Subject: Fwd: Not a democracy, a Republic
Date: Tuesday, January 20, 2026 8:00:03 PM

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----- Forwarded message -----

From: **Alice Patridge** <alicejuiceplus@gmail.com>
Date: Tue, Jan 20, 2026 at 7:28 PM
Subject: Not a democracy, a Republic
To: <bocinfor@yamhill.gov>, <planning@co.yamhill.or.us>

Thank you for being part of our Republic. As a Republic, we depend on our elected officials to make sure laws and rules are applied and followed. We have borne witness to some of our leadership falling for the cries of some entitled people, many of which do not reside in Yamhill county and many more that do not reside directly against the ROW. We have looked to you to defend our rights under LUBA guidelines and you have faced the battle bravely even to the point of personal attacks and threats.

Thank you for stepping up in this battle and please keep pressing forward. The county has lost enough money fighting this and it is time to put an end to this and remove the Yamhelas Westsider Trail from the TSP docket permanently.

Respectfully submitted,

--
*Alice Patridge
687 N Coolidge St
Carlton, Oregon 97111
(I own 105Ft of land adjacent to the ROW)*

--
Alice Patridge

From: [Mary Adams](#)
To: [Planning](#); [BOC Info](#)
Subject: Please do not sell public land in Yamhill County
Date: Tuesday, January 20, 2026 8:42:19 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Leaving aside the whole issue of the Yamhelas Westsider Trail, I believe **very strongly** that two closely allied members of the Board of Commissioners (BOC) should not be allowed to divest the public land that has been held in trust for the county's citizens.

There is sufficient public concern that enough citizens have petitioned to have a vote on the future use of this land. Until that vote takes place, and the citizenry expresses its desire for the future use of the land in question, the commissioners should not be taking any permanent action. Most particularly, they should NOT vote to sell public land belonging to Yamhill County until it is clear that the will of the voters has been gauged and duly considered.

If the land is sold now, there is no going back, no second chances. That's why the public's will must be ascertained before the BOC takes any irrevocable action regarding this land. This matter has been hung up for years. Waiting a few more months for the voters to weigh in makes good sense.

Sincerely,
Mary K. Adams
128 NW 20th ST
McMinnville, OR

From: llamamini@aol.com
To: [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#); [BOC Info](#); [Planning](#)
Subject: January 22,2026 Yamhill County Board Of Commissioners
Date: Tuesday, January 20, 2026 8:48:19 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

January 20, 2026

Yamhill County Board of Commissioners

535 NE 5th St.

McMinnville, OR 97128

Dear Commissioners,

Years of appeals have established a clear record: the Land Use Board of Appeals consistently sides with the neighboring farmers affected by the Yamhelas-Westsider Trail.

These rulings demonstrate that the county has not satisfied Oregon land-use law requirements for placing a public trail through Exclusive Farm Use land. We have farmed in Yamhill County for over 30 years and our family has farmed in Oregon for nearly 150 years.

Government overreach has pushed farms and farmland into near extinction.

Ignoring these rulings erodes public trust and undermines confidence in county governance.

The county should not continue a project that repeatedly fails legal review.

Further delay only increases taxpayer exposure through legal fees, staff time, and potential grant complications.

Ending the project now is the prudent and lawful decision.

Sincerely,

Steve Langer

McMinnville, Oregon 97128

January 20, 2026

Yamhill County Board of Commissioners
535 NE 5th St.
McMinnville, OR 97128

RE: Financial Responsibility

Dear Commissioners,

The County has already spent significant public funds on the Yamhelas Westsider Trail. Grant money tied to transportation classification was used for land acquisition, planning, and infrastructure that no longer exists. Those funds were spent, repaid where required, and the project was discontinued. Continuing to list the trail in the TSP only invites confusion and renewed financial risk.

Taxpayers should not be exposed to additional legal costs, staff time, or future grant entanglements for a project that has already failed and been abandoned. Fiscal responsibility means ending the matter completely by removing the trail from the TSP.

Sincerely,

Terri Crawford
3991 NE Riverside Loop
McMinnville, OR. 97128

From: llamamini@aol.com
To: [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#); [BOC Info](#); [Planning](#)
Subject: Yamhelas-Westsider Trail Needing to be ended
Date: Tuesday, January 20, 2026 9:02:56 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

January 20, 2026

Yamhill County Board of Commissioners

535 NE 5th St.

McMinnville, OR 97128

Dear Commissioners,

We have farmed in Yamhill County for over 30 years and prior to that we watched as our family farm in Washington County became encumbered by development and government overreach. We were no longer allowed to spray our crops because of this overreach and had to cease operations and destroy our Walnut trees.

Private property rights are foundational, especially for working farms that rely on uninterrupted operations to remain viable.

The proposed Yamhelas-Westsider Trail threatens those rights by introducing a use that interferes with accepted farm practices, access, security, and daily operations.

We have seen this happen first hand. There may be some who want to override the rights of those involved, I encourage you all to make the right decision and end this threat to farmers, farmland both current and in the future. Leave no doubt that a rail and trail option is not viable in this case as determined by Luba already.

LUBA's repeated rulings confirm that these impacts have not been adequately addressed. Forcing this project forward sends a troubling message that recreational interests outweigh lawful land protections. The county should respect private landowners, follow state law, and discontinue the trail before additional harm is done.

Although I will not be able to make it to the meeting on the 22nd, I would be more than happy to discuss this matter further if need be.

Sincerely,
Terry Brooks
McMinnville, Oregon

From: [Brian Keyser](#)
To: [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#); [BOC Info](#); [Planning](#)
Subject: Written Testimony – January 22, 2026, BOC Meeting
Date: Tuesday, January 20, 2026 9:11:40 PM

Spam

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

January 20, 2026

Yamhill County Board of Commissioners

535 NE 5th St.
McMinnville, OR 97128

Dear Commissioners,

The long-term consequences of continuing the Yamhelas-Westsider Trail are clear: ongoing litigation, escalating costs, and pressure on farmland that Oregon law is meant to protect. None of these outcomes benefit the county or its residents.

Choosing to end the project now prevents deeper financial and legal entanglements and preserves agricultural land for future generations.

I support the decision to remove the Yamhelas-Westsider Trail from the Yamhill County Transportation System.

Best Regards, Brian

Brian A. Keyser

(503) 939-7705 Cell Phone
BrianKeyser1@gmail.com

From: [Logan Adams](#)
To: [BOC Info](#)
Subject: Yamhelas Westsider Public Hearing - Submission of Public Testimony
Date: Tuesday, January 20, 2026 9:16:33 PM
Attachments: [Yamhelas Westsider Public Hearing - Public Testimony.pdf](#)

Spam

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Hello,

Please find my public testimony for the Thursday (01/22/2026) meeting of the County Commissioners attached as a PDF. Please let me know if you need anything else.

Best,

Logan Adams

County Commissioners,

I am writing to express my support for the Yamhelas Westsider Trail. Yamhill County is an area known for its wine tourism and agriculture, and is now becoming a major metropolitan area. Increases in population have made McMinnville and Newberg the 19th and 27th largest cities in the state and Yamhill County's population is projected to continue to grow.

Coupled with business-friendly practices, and opportunities in the industrial and service sectors, there is no reason to believe that the County won't continue to grow. As such, we should take advantage of opportunities to not only become the preferred destination for tourists but a great place to live for current and future residents.

One of the ways that the County can do that is to ensure that we have a plan in place to improve and diversify our parks and transportation opportunities. We need only to look to the North at the Banks-Vernonia trail and see the benefits of a rail-to-trail transition. The Banks-Vernonia trail brings millions of dollars and helps to support hundreds of jobs and provides a roadmap for how the Yamhelas Westsider Trail can improve Yamhill County and become a revenue generator rather than a cost burden.

The only other major concern brought up by the development of the Yamhelas Westsider Trail is that of public safety, a concern that is unfounded. No evidence has been presented that increased accessibility and use would increase incidence of crime, and in fact most park systems see a decrease in crime due to increased visibility. The presence of parks staff, as well as the public, makes these traffic corridors less conducive to crime, and thus increases public safety. In addition, creating a safe and separate pedestrian/bicyclist corridor increases public safety by decreasing rates of vehicle related accidents and fatalities. Cars and pedestrians do not mix, and by creating a safe and separate alternative you improve the experience for both. Cars no longer have to worry about bicyclists and pedestrians along county roads, and bicyclists and pedestrians no longer have to worry about distracted or speeding drivers. Nearly 100 Oregonians are killed each year in traffic fatalities, and the only sure way to make that number go down further is to improve and diversify our transportation system with the development of pedestrian/bicycle friendly infrastructure, like building the Yamhelas Westsider Trail.

The Yamhelas Westsider Trail is good for tourism, it's good for public safety and it's good for improving transportation. In short, it's good for Yamhill County and should be continued and given the full support of the Board of Commissioners.

Sincerely,

Logan Adams

From: [Bryan W. Schmidt](#)
To: [Planning](#)
Cc: [BOC Info](#)
Subject: Docket G-01-25 for BOC Jan. 22, 2026
Date: Tuesday, January 20, 2026 9:18:08 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Yamhill County Commissioners Starret, Johnson, and King:

I respectfully request the removal of the trail project known as the "rails-to-trails and trails-to-rails Yamhelas project" Docket G-01-25, from the County's Transportation System Plan, as evaluated at the recent County Planning Commission hearing, who's board voted 5-0, three abstaining. My reasons for this have been presented then and at numerous past BOC and Planning Commission meetings over the past ten years. Also these reasons were made known in the projects past five LUBA cases, each of which resulted in a LUBA-ruling against the project, five times, three of which were specifically addressing the farm-impact studies. You might recall that the then-planning commission years ago voted to NOT RECOMMEND the project prior to the third LUBA ruling. Why oppose LUBA now? This project holds the record for the largest file in LUBA history of all projects adjudicated. I think that makes the choice most clear.

I urge you to be consistent with the past and present Planning Commission boards' advice to NOT proceed with this project, and so to honor your fiscal responsibility, stop the cost bleeding, and REMOVE the said "Yamhelas project" from the county TSP.

Respectfully, -Bryan Schmidt
7580 NE Hendricks Rd.
Carlton, OR 97111

PS: Please include this letter in the public record. Docket G-01-25, for BOC hearing January 22, 2026, on the Agenda.

From: [Edik L Keyser](#)
To: [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#); [BOC Info](#); [Planning](#)
Subject: BOC January 22, 2026
Date: Tuesday, January 20, 2026 9:21:31 PM

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January 20, 2026

Yamhill County Board of Commissioners
535 NE 5th St.
McMinnville, OR 97128

Dear Commissioners,

The question before you is no longer whether the trail is desirable, it is whether it is lawful and responsible. The Yamhelas-Westsider Trail has failed that test. Oregon land-use law, repeated LUBA rulings, and basic fiscal prudence all point to the same conclusion.

Please remove the trail from the Transportation System Plan, cease further development, and protect both our farmers and taxpayers by bringing this project to a close.

Sincerely,

Edik Keyser

EdikLKeyser@gmail.com
503-530-9147

From: [Amber DAWSON](#)
To: [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#); [BOC Info](#); [Planning](#)
Subject: Fwd: BOC mtg Public Testimony
Date: Tuesday, January 20, 2026 9:25:38 PM

Spam

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----- Forwarded message -----

Date: Tue, Jan 20, 2026, 4:10 PM
Subject: BOC mtg Public Testimony
To: <board@co.yamhill.or.us>

EFU Law and Agricultural Protection

January 20, 2026

Yamhill County Board of Commissioners
535 NE 5th St.
McMinnville, OR 97128

Dear Commissioners,

Exclusive Farm Use land exists to protect agriculture from incompatible development. Public recreational trails are not automatically permitted in EFU zones and must meet strict standards under ORS 215.213, 215.283, and 215.296. Approval depends on proving that the proposed use will not significantly interfere with accepted farm practices, including issues such as trespass, spraying restrictions, food safety, irrigation systems, and livestock operations.

The Yamhelas Westsider Trail FAILED that test. LUBA repeatedly found that the County did not demonstrate adequate protection for surrounding farms and did not complete the required agricultural impact analysis. That legal reality has not changed. Leaving the trail in the TSP suggests that EFU protections are optional, when they are not. The trail should be removed.

Respectfully,

Amber Dawson
Precinct 4
Newberg, OR

From: [Bob Youngman](#)
To: [Kit Johnston](#); [Bubba King](#); [BOC Info](#); Planning@yamhillcounty.com; StarettM@yamhillcounty.gov
Subject: Yamhelas-WestSider Trail
Date: Tuesday, January 20, 2026 10:43:44 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

My Dear Commissioners & Staff,

The Yamhelas-Westsider Trail no longer functions as a legitimate, active transportation facility as the rail line has been discontinued. Continuing listing it in our County's TSP can understandably create confusion by treating what is effectively a recreational concept as essential infrastructure which has contributed to ongoing uncertainty and legal challenges. Removing the Trail from the TSP does not represent a failure but rather a practical acknowledgement of where the project stands today because, in my opinion, of the way it was managed. Taking this step will help prevent further expenditures, bring County planning documents into alignment with State land-use law and provide clarity for farmers, neighbors, landowners and the public. This approach allows the County to move forward collaboratively and responsibility. There are very many beautiful hiking trails in the County. Finally, I was born & raised on a farm adjoining these same tracks at the St. Joe Junction. So I know firsthand the social nuisance a permanent trail could evolve into for the neighbors.

Sincerely,
Bob Youngman

From: [Ann-Marie Anderson](#)
To: [BOC Info](#)
Subject: Public Comment in Support of Retaining the Yamhelas Westsider Trail in the YCTSP and Protecting Public Trust
Date: Wednesday, January 21, 2026 7:54:54 AM

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Dear Chair and Commissioners,

I am writing to express my opposition to the proposed removal of the Yamhelas Westsider Trail from the Yamhill County Transportation System Plan and to urge you to consider both the long-term impacts of this decision and the importance of maintaining public trust in the process.

Removing the trail from the YCTSP would be a permanent and consequential step. It would eliminate future options for public use of this corridor—whether for active transportation, recreation, or potential rail use—despite the fact that retaining it in the plan does not obligate the County to construct the trail now. Keeping the project in the plan simply preserves flexibility for future generations.

I also want to raise concerns that have been expressed by members of the public regarding the process leading to this proposal. Questions have been raised about the role of adjacent landowners with financial interests in the corridor, including those who have been active in opposing the trail, as well as about the influence of individuals with strong anti-trail positions serving in advisory capacities. In that context, proposals to remove the trail from the plan can understandably give rise to concerns about whose interests are being prioritized.

Even if no improper action is intended, the appearance of potential conflicts matters. Decisions involving valuable public assets demand especially high standards of transparency, clear ethical boundaries, and decision-making that unmistakably serves the broader public interest rather than a narrow set of private concerns.

I urge you to retain the Yamhelas Westsider Trail in the YCTSP and to approach this decision with a long-term perspective grounded in stewardship, fairness, and public confidence. Preserving this option keeps faith with prior planning decisions and ensures that future residents of Yamhill County are not foreclosed from opportunities we may not yet fully envision.

Thank you for your time, consideration, and service to Yamhill County.

Sincerely,
Ann-Marie Anderson
Dayton, Oregon

From: andyben@yahoo.com
To: [BOC Info: Planning@yamhillcounty.gov](mailto:BOCInfo@yamhillcounty.gov)
Subject: Fw: Request to Remove Rails-with-Trails Language from the Transportation System Plan
Date: Wednesday, January 21, 2026 8:19:58 AM

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Docket G-01-25

Ben VanDyke

VanDyke Farms Inc.
15221 NW Westside Rd.
Yamhill OR 97148
503 799 3873

https://us01.l.antigena.com/l/qQHybcAV33nj0rfdK6x6im4M5roFahtphf0ZRwLhK~Db~5k5s6xiUj0x4_xIAAZP7hfQSZbgpEPnw4__AQkFEXH8t9aJbPt9rVEkaNtem9djP8mDapn~ik5po93s-Dp1HgqdXPQB-gGxutLccPJB8d5zLFdZ6

"Keeping a Good Thing Growing"

To the Members of the Yamhill County Board of Commissioners,

In light of the Planning Commission's unanimous decision, I respectfully request that the Board remove the "rails-with-trails" language from the County's Transportation System Plan (TSP) for the corridor extending from south of Carlton to Gaston.

This proposal has been under consideration for many years and has proven to be a divisive issue within our community. Allowing it to remain in the TSP—despite its cessation—only prolongs uncertainty and deepens divisions among residents who otherwise share a strong commitment to the future of Yamhill County. The history of this project, including the extensive debate and analysis surrounding it, is well documented in County records dating back many years.

None of us were present when the original railroad corridor was established. Whether land was conveyed voluntarily or otherwise, the fact remains that the railroad followed a predetermined path that divided farms and properties throughout the County. That historical use, however, has long since ended. The rail line has been abandoned, the tracks and ballast removed, and the land has gradually reverted to a condition consistent with the surrounding agricultural landscape.

Importantly, the County itself recognized this reality by applying Exclusive Farm Use (EFU) zoning to much of the corridor. That designation reflects deliberate policy choices made by the Oregon Legislature to preserve agricultural land as a highest and best use. At the time of zoning, County planners affirmed that this corridor met those criteria and deserved the same level of protection as adjacent farmland.

While there may have appeared to be limited opposition when the corridor was first placed into the TSP, that lack of response was largely due to landowners' unawareness of the action and its long-term implications. Multiple former Commissioners have since acknowledged on the record that adjacent property owners were not notified of the planning change or the ultimate intent behind it. Once the community became aware, public sentiment shifted markedly. Opposition grew not only among directly affected landowners, but also among a broader group of County residents who rely on Oregon's land use laws for both their livelihoods and the protection of private property rights.

Those property rights are foundational to our agricultural economy, our ability to invest in land, and the long-term stability of rural communities. As concerns were raised, many residents felt unheard. It was only after repeated remands by LUBA that the County ceased advancing what was ultimately determined to be an unlawful and imprudent project.

Now that the project has stopped—and given the clear weight of land use law and farmland protection—it is both appropriate and necessary to take the final step of removing the rails-with-trails concept from the TSP entirely. Doing so would provide clarity, restore trust, and allow our community to move forward together.

This is an opportunity for the Board of Commissioners to affirm its commitment to private property rights, lawful land use planning, and community cohesion. I urge you to act decisively and remove this language from the Transportation System Plan.

Respectfully,

Ben VanDyke

VanDyke Farms Inc.
15221 NW Westside Rd.
Yamhill OR 97148
503 799 3873

https://us01.l.antigena.com/l/qQHybcAV33nj0rfdK6x6im4M5roFahtphf0ZRwLhK~Db~5k5s6xiUj0x4_xIAAZP7hfQSZbgpEPnw4__AQkFEXH8t9aJbPt9rVEkaNtem9djP8mDapn~ik5po93s-Dp1HgqdXPQB-gGxutLccPJB8d5zLFdZ6

"Keeping a Good Thing Growing"

From: [Sally Thomas Tucker](#)
To: [BOC Info](#)
Subject: Yamhill county Trail
Date: Wednesday, January 21, 2026 8:28:35 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

This issue involves public land and should be put up for a vote by the Public. Not just sold to the largest donors of Republican office holders.

Sent from my iPad

From: [nick hall](#)
To: [Planning](#); Johnstonk@yamhill.gov; [Mary Starrett](#); [Bubba King](#); [BOC Info](#)
Subject: Farming vs Recreation
Date: Wednesday, January 21, 2026 9:08:38 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Commissioner,

Farming is essential infrastructure. Recreation is optional. Oregon's land-use system recognizes this by granting strong protections to Exclusive Farm Use land. The Yamhelas-Westsider Trail reverses that priority by placing recreation above food production, contrary to both statute and long-standing public policy.

Approving or continuing a recreational trail that disrupts agricultural land undermines the purpose of EFU zoning. The county should reaffirm its commitment to agriculture by ending this project.

Sincerely,
Celine Hall

From: [D. Roelandt](#)
To: [BOC Info](#)
Subject: Yamhelas Trail - please allow public vote on public lanf
Date: Wednesday, January 21, 2026 9:56:11 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Thank you for considering our input on this important issue. As a 40+ years resident of Yamhill, I've watched traffic on Hwy 47 increase - including vehicles, cyclists, and pedestrians. It's a dangerous road especially for the latter group of folks. Yet travel between our towns is important, even mandatory, for many. I strongly support the proposed use of this public corridor of land to plan for & create a Trail for the necessary as well as recreational use in our communities.

I have had regular opportunities to drive to Banks & Vernonia. Use of their Trail, and folks' enthusiasm for it, has been impressive. We deserve that same opportunity; and I believe a vote on preserving this corridor of public land toward that goal will show public support. I look forward to the chance to volunteer for working on that project & especially to someday having use of a Trail here in Yamhill Co.
Thank You.

Diane Roelandt
290 N Olive St
Yamhill, OR 97148

From: [Breeayn Ardianto](#)
To: [Planning](#); [BOC Info](#)
Subject: opinion on public land
Date: Wednesday, January 21, 2026 10:16:14 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Just a note to say that my family and I support trails and green spaces that are open to the whole community and that all can benefit from and enjoy. McMinnville is a wonderful community and much of this has to do with the beauty around us and our ability to enjoy nature through parks, trails, and so on. Please consider this input when making decisions about public land.

Thank you, Breeayn Ardianto

From: [TRAILS PAC](#)
To: [Planning](#)
Cc: [Trails Pac](#); [BOC Info](#)
Subject: Re: More missing written testimony in packet for Docket G-01-25
Date: Wednesday, January 21, 2026 11:43:51 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Thank you for posting these and providing them to the Board of Commissioners. Were they provided to the Planning Commissioners prior to the hearing on December 4?

Furthermore, we kindly request that the cover emails accompanying these petitions, sent on December 3, 2025, and links to the corresponding petition PDFs be incorporated within the Board Hearing Packet PDF (link provided below). This will ensure that the public and commissioners are informed that this additional written testimony is not part of the main packet but can be accessed as separate documents elsewhere.

<https://www.yamhillcounty.gov/DocumentCenter/View/19351/G-01-25BOC-Packet-PDF>

On Jan 21, 2026, at 8:26 AM, Planning <planning@yamhillcounty.gov> wrote:

<https://yamhillcounty.gov/1294/Removal-of-Yamhelas-Trail-from-the-TSP>

Both petitions are part of the record, were presented to the Board of Commissioners, and can be found at the above link.

From: TRAILS PAC <hello@trailspac.org>
Sent: Tuesday, January 20, 2026 4:11 PM
To: Planning <planning@yamhillcounty.gov>
Cc: BOC Info < bocinfo@yamhillcounty.gov>; Trails Pac <trailspac@gmail.com>
Subject: More missing written testimony in packet for Docket G-01-25

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

On Dec 3, 2025 at 3:47PM, our PAC director sent an email to the planning department with an attachment containing 3681 signatures to a change.org online petition in support of the Yamhelas Westsider Trail. This email and attachment have not appeared in the packet for Docket G-01-25. Public engagement, including the public's right to provide written testimony and petition their electeds and appointeds, is an essential component of the land use planning process. We are deeply concerned that this collected public input was not included in the packets for commissioners to consider prior to their deliberations.

We again respectfully request that they be included as part of the record

along with this email. The original email and attachment are provided below.

~TRAILS PAC

=== FWD ===

from: TRAILS PAC <trailspac@gmail.com>

to: planning@yamhillcounty.gov,
bocinfo@yamhillcounty.gov

bcc: trailspac@gmail.com

date: Dec 3, 2025, 3:47 PM

subject: Additional 3,681 Petition Entries Supporting the Yamhelas–
Westsider Trail (Docket G-01-25)

mailed-by: [gmail.com](mailto:trailspac@gmail.com)

Dear Planning Commission Members,

As a follow-up to our earlier submission of 843 SaveOurTrail.com petition entries, TRAILS PAC is also providing 3,681 petition signatures collected on Change.org between 2021–2025, all urging Yamhill County to protect and complete the Yamhelas–Westsider Trail.

These signatures reflect years of sustained public support for preserving this public corridor, improving safety along Highway 47, and creating accessible walking and biking connections for our rural communities.

Please include the attached petition entries in the official record for Docket G-01-25.

We call on you to preserve the Yamhelas-Westsider Trail Corridor within Yamhill County's Transportation System Plan and to urge the Board of Commissioners to engage the entire public in meaningful dialogue and collaboration around the best use for our public land.

Thank you again for your time and for considering the strong and long-standing public interest in this project.

Sincerely,
Matt Dolphin
on behalf of

TRAILS PAC #24439

Transportation, Recreation, and Agritourism Infrastructure for Livability &
Sustainability

This Isn't About Trails — It's About Government Integrity

Good evening, Planning Commissioners.

My name is Marcia Baker, and I want to begin by clarifying something important: I am not anti-trail. I support trails when they are planned responsibly, transparently, and in a way that respects land use law and community values. But the Yamhelas Westsider Trail was not one of those projects.

This project is not being removed because people don't like trails. It is being removed because the County failed to follow its own laws, ignored the requirements of Oregon's land-use system, and mismanaged public funds — repeatedly.

For taxpayers like me, this is fundamentally an issue of **government integrity**.

The County began constructing a bridge without having completed the conditional use process required for EFU land. It claimed there would be no negative farm impacts even though affected farmers said otherwise. It attempted to justify a massive, heavy-duty concrete bridge by saying it was needed for fire trucks, even though LUBA determined that argument lacked probable cause and was inconsistent with the County's own documents.

The County lost five LUBA cases in a row — something almost unheard of. LUBA had to issue stays to halt illegal construction. The County had to dismantle what it had built. It had to repay grant funds. It was ordered to pay attorney fees because of its unreasonable arguments.

No one should be proud of that record. But what matters is that the County finally did the right thing in 2021: it ended the project.

The remaining task — the only reason we are here — is to make the TSP reflect that decision.

Leaving the YWT in the TSP would signal to taxpayers that the County has not learned from past mistakes. That it is willing to leave incorrect information in official documents. That it may try to revive the project someday, despite all the legal failures and public frustration.

Removing the trail is not about relitigating past conflicts. It is about demonstrating that the County can correct mistakes, take responsibility, and move forward with integrity.

If the County wants to regain public trust, this is the kind of action that matters. Clear. Honest. Transparent. Responsible.

I ask you to remove the Yamhelas Westsider Trail from the Transportation System Plan.

Thank you.

From: [Jane and Steve Harloff](#)
To: [BOC Info](#)
Subject: Yamhelas Trail
Date: Wednesday, January 21, 2026 11:50:58 AM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Steve Harloff
16175 Puddy Gulch Road
Yamhill, Oregon 97148

Commissioners:

I am encouraging you to keep the Yamhelas Trail as a part of the Yamhill County Transportation Plan when you meet on Thursday, January 22nd.

As I have suggested to you before, development of the Yamhelas is supported by a majority of people in Yamhill County.

The desire for this recreation facility for citizens of all ages here is very strong; most are incredulous that you are refusing to support the health and physical welfare of the county with your decision on property the County already owns.

A note: I can't be at the Board of Commissioners meeting on January 22nd, but I did attend the Planning Commission's meeting in December. I do hope the protocol will be more appropriate at your meeting: the Planning meeting started while citizens waited outside in the rain to come in the Courthouse. Most of us sat on steps, stood, or watched on small zoom screens. A few members of the Commission recused themselves (they were petitioners!) but they ran the meeting anyway. This was participatory government at its worst!

Your short - sighted refusal to protect public lands along the Yamhelas Trail will be your legacy in Yamhill County, unless you redouble your past efforts to create this needed recreational trail. The danger of Hwy 47 for riders and walkers is very real.

Steve Harloff
Puddy Gulch Road
Yamhill, Oregon

503-730-6781

From: [vanfarm](#)
To: [BOC Info](#)
Subject: Yam Trail
Date: Wednesday, January 21, 2026 11:56:47 AM

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January 21, 2026
Docket G-01-25

To Commissioners Starrett, King and Johnston

Please remove the Yamhelas trail project from the TSP.
This trail idea was born under false pretenses and deception.
Property owners were never notified of project dissecting their lands.
Public assembly and due many times denied due to COVID and excuses.
County council, past commisioners, county staff and "friends" co-conspired unlawfully on trail proceedings.
Land use laws NOT followed.
No farm impact study performed.
No idea of cost to taxpayers, how to maintain, fire, emergency protection, no planning.
Monies were granted and construction began WITHOUT permits.
Does this sound like government over-reach to you?

Farmers / property owners were forced to sue their own county government to follow it's own laws.
LUBA sided multiple times with farmers because there are significant impacts to farming practices that cannot be resolved. { ORS 215.296.]
The illegal light rail bridge was dismantled and almost 50K of attorney fees were awarded to the farmers against the county.
It is time for this doomed, poorly orchestrated project to end.
What a disaster and embarrassment to Yamhill County.

I commend commissioners Starrett and Johnston to do the right thing.
PLEASE REMOVE THE yam trail from the TSP.
Thank you for standing up proudly to the law and the rights of property owners and tax payers like me.

Sincerely,
John VanDyke
1255 E. Main St.
Yamhill, Oregon 97148

From: [Chris Reed](#)
To: [BOC Info](#)
Subject: Docket:G-01-25
Date: Wednesday, January 21, 2026 12:06:41 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Hello and good morning. I am writing you today to express my belief that the ywt needs to be put out of the tsp. My name is Chris Reed and have been a taxpayer and resident of yamhill county for around 15 years. I grew up in hillsboro and saw the mass transit explode and all the problems it brings. From litter, homeless problems, crime and drugs! My wife and i agreed to raise our 2 kids here in yamhill away from all that disgust. Keep yamhill county a nice safe place to be for future generations. Please remove the ywt from the tsp. Thanks

Testimony on the Yamhlas Westside trail by Bob Luoto

January 22, 2026

The public always needs to know the whole story to make informed decisions.

My name is Bob Luoto and I live at 13900 NW Fir Crest Rd. McMinnville Oregon. I was born and raised in Yamhill County and have lived and worked here for over 50 years. Our family has started two businesses and supplied jobs for thousands of people in Yamhill County and the surrounding areas in Oregon. I am speaking this morning because of the confusion that has happened involving the Yamhlas West side trail. For years the public was under the impression that it was a walking and biking path to be used by the public. The truth was hidden in the 880 ordinance that said it was really being reserved for a light rail system. Yamhill county taxpayers do not need to deal with the increased taxes and control that comes with a metro system coming out of Portland. The county planning commission has voted to remove the westside trail from the transportation package unanimously and the trail has failed Oregon's farm impact laws several times. It has already cost the county taxpayers millions of dollars. It will continue to do so as long as this language is in the transportation system package of Yamhill County. I believe the county needs to sell the land back to the farmers or other private investors and put the money in a rainy-day fund for county emergencies. All that the county has done is spent millions of dollars and the only thing we have to show for it is another bridge to nowhere and then spent the money to remove the bridge. End the wasted time and money and please vote to take the Yamhlas Westside trail out of the transportation package for Yamhill County. I urge the Yamhill County commissioners to permanently remove it from the transportation system package and end this controversial issue. If the county needs biking and walking paths, work with the cities to help establish them without using county tax dollars.

From: [susan thomas](#)
To: [BOC Info](#)
Cc: [susan thomas](#)
Subject: Comments on the hearing on January 22 related to sale of trail easement
Date: Wednesday, January 21, 2026 12:23:36 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Attached is my testimony opposing the commissioners' sale of the land purchased for the Yamelas Westsider Trail.

I attended the planning commission meeting held on December 4, 2025. I anticipated a fair hearing on both sides of the issue of the corridor owned by the county related to the Yamelas Westsider Trail.

Having served on a zoning board in the most populous county of a neighboring state, I had expectations of what the commission members and their activities would be like. When I was on this board, I understood my role to be that of learning about the applicable laws, regulations, and policies; studying applications for land use; listening to the views of county residents and stakeholders; and making a careful decision based on the facts. I understood that the offers of developers and landowners (incentives for me to vote a certain way) were not part of my decision-making process. I was adamant about refusing such offers and keeping my integrity intact.

I came to the planning commission meeting with that same expectation, that commission members would be acting in a way that demonstrated integrity and commitment to public service. What I found instead was a blatant demonstration of cronyism. It was quite surreal, as though Trumpian cronyism had descended upon Yamhill County. Numerous commission members recused themselves as they were landowners along the corridor. Were they appointed to the commission with the intent of their taking a particular stance on the trail? One of the commission members kept his eyes closed during most of the meeting. Was he asleep? Did he hear any of the hours of testimony provided about the trail and the disposal of the corridor? Did he see the sincerity of the wide variety of folks speaking and listening to the many views presented? A former county commissioner made a dramatic plea that all present should be respectful of those speaking and then spent the rest of the session chatting with her cohorts opposed to the trail when supporters of the trail were speaking.

After it was all done, well past 11:00 pm and after the planning commission's rushed vote made without discussion among themselves, I realized that it was a done deal when I walked in. The planning commission members appeared to have done what they were "hired" to do...make sure that the trail was dead.

I hope that the board of county commissioners will truly demonstrate on January 22 a commitment to public input on the trail, but I'm not holding my breath. I'm convinced that,

after the input is received, two will vote for the sale and one will not. The widespread public support for keeping the property for public use will most likely be irrelevant to all but one of the commissioners.

It may come as a surprise to board that the acceptance of widespread cronyism is not unanimous in this country, this state, and this county. It may come as a surprise to some that the overt actions of a moneyed few are not guaranteed to be successful in the future. It may come as a surprise to some that many people still see government as a means to accomplish the will of the people, not as a tool to put more money in the pockets of the rich.

Even though I'm not optimistic about the outcome of tomorrow's commissioner meeting, I am optimistic about county citizens finally saying "enough is enough." I look forward to having a slate of county commissioners who are not beholdng to a few landholders and who listen to the many voices ringing out for the public good.

I am opposed to the sale of the easement for the trail and would appreciate consideration of my view. Thank you.

Susan Lowman-Thomas
11655 John's Landing Road
Carlton OR 97111
susanandsadie@hotmail.com

From: [Celine Mccarthy](#)
To: [Planning](#); [BOC Info](#)
Subject: Yam trail Docket G-01-25
Date: Wednesday, January 21, 2026 12:39:07 PM

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January, 21, 2026
Docket G-01-25

To commissioners Mary Starrett
Kit Johnston
Bubba King

Oh how I wish I could give a nice skipping through the tulips testimony but alas I cannot....for I know our land use laws, the truth & the history of this trail. I have lived it.

The PC (planning commission) knows the law too that's why they voted 5-0 to pull the trail from the TSP.

And the past county commissioners/staff knew it too and that's why they took a run at it & tried to develop the trail without a permit or any notification to land owners. Due process was often denied (due to COVID) yet the county took advantage and proceeded ahead.

These trails do not exist in EFU zoning because of ORS 215.296 because it cannot pass the farm impacts test.

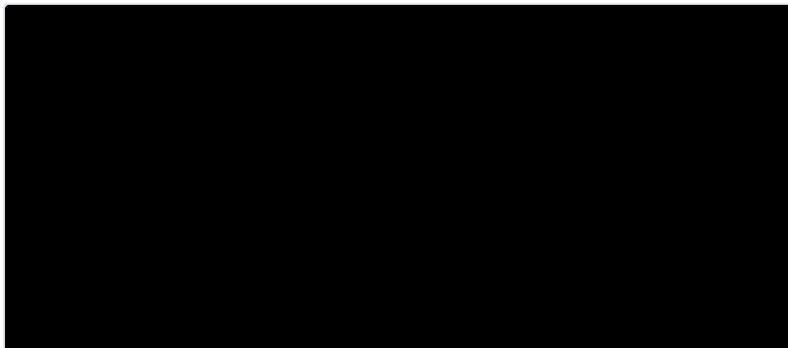
The county failed to go by it's own laws and perform a farm impact analysis in order to get a conditional use permit in EFU zoning. They did not get a permit to construct a light rail bridge.

Land owners & farmers were forced to sue.

LUBA sided multiple times with farmers so much so that almost \$50,000 was paid for their attorney fees against Yamhill county which was the biggest payout in LUBA state history.

The other zones this trail goes through are AF-10 and heavy industrial, in which trails are outright NOT permitted. These are our land use laws.

Wallowa county just defeating a trail for the very same reasons. [Commissioners Signal Denial of Rail Corridor Trail Plan, Formal Findings Set for Jan. 21 - Elkhorn Media Group](#)



Commissioners Signal Denial of Rail Corridor Trail Plan, Formal Findings...

Tracy Christopher

WALLOWA COUNTY — Wallowa County Commissioners signaled what they described as an "essentially final" decision

There are massive farm impacts without resolution. This trail dissects peoples land that have horses, sheep & goats, there's several filbert orchards, field crops, a cattle operation and even a dairy! Just how many gates & fences would it take for this gauntlet let alone crossing 2 highways, several roads, not to mention the enormous price tag, no clue how to maintain, fire, police & rescue are tapped, it can't even be insured and you're inviting Portland's problems to come. We don't have the monies to fix our roads and yet folks want to spend zillions of recreation? For the life of me, I cannot understand why recreation should overcede someones livelyhood? Esp agriculture the folks that feed you.

We are a conservation state. Our zoning laws were created to preserve and protect. Compare EFU with Wetlands.

It's ok to protect critters in their habitat but not a farmer in his? Besides, farmers are slowly becoming an endangered species...and so is their land. That's why they call it EXCLUSIVE farm use.

The reasons why the dump got shut down are some of the very reasons this trail will NEVER go through.

And if you don't understand it, ask a farmer. They're nice people, they'll be happy to explain. And they were a lot nicer before they had to spend their own money to sue their own county government to follow it's own land use laws.

So the project was stopped, funds returned and the illegal light rail bridge dismantled. It's been a long fight with over 2,000 pages of testimony in the LUBA files. This trail is done. The only thing left it to remove it from the TSP.

And it saddens me that it's still being promoted to a mis-informed public giving them false hope. I think that is just cruel.

To the pro-trail folks....You didn't ever "have it" to lose it. Please quit beating on this dead trail horse that's totally pulverized.

Give you passion and energy to the parks & rec dept.

They are working hard to develop new outdoor spaces and trails that are affordable and legal in the right zoning.

I support the BOC to make the correct decision and I thank them for their service to obey the law, uphold the truth and make responsible decisions that don't waste tax

payer dollars on illegal project.

I support our beloved Oregon land use laws that keep our state beautiful.

Thank you very much,

Celine McCarthy

PO Box 417

Gaston, Oregon

From: markhamcp@frontier.com
To: [BOC Info](#)
Cc: [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#)
Subject: Hearing Testimony: I oppose Docket G-01-25 - Proposal to remove the Yamhelas Westsider Trail from the YCTSP
Date: Wednesday, January 21, 2026 1:01:16 PM

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21 Jan 2026

To: Yamhill County Board of Commissioners

RE: OPPOSING Docket G-01-25 – Proposal to remove the Yamhelas Westsider Trail from the YCTSP

FROM: Craig Markham, Dundee, OR

A network of walkable, non-motorized trails connecting our communities is an essential component of a well-functioning transportation system. **I oppose removal of The Yamhelas Westsider Trail project from the Yamhill County Transportation System Plan (YCTSP).**

We will need this, or a similar corridor in the future. By reserving this existing publicly-owned right-of-way today, we can avoid the enormous costs and disruptions of acquiring a new one to replace it in the future. Removing this right-of-way from the transportation plan clearly telegraphs your intention to squander this opportunity by selling it off, just as this commission has already thrown millions of dollars in grants overboard in order thwart using the right-of-way for a trail.

Yamhill County, with its rapidly increasing traffic, perilously narrow, roadways, narrow or nonexistent shoulders, blind curves and yawning ditches has become notorious as a death trap for pedestrians and cyclists.

A grade-separated trail network will provide healthful, accessible connections between our communities, without requiring car-dependency for every trip. Instead of spending even more screen time slouched on the couch, our kids – and the rest of us too – can be enjoying the freedoms, responsibilities and savings of safely walking and riding our trails for work and play.

Why wouldn't you prefer to leave that as your legacy for our future generations?

The Yamhelas Westsider Trail has widespread support in the county. **I urge you to keep our right-of-way in the Yamhill County Transportation System Plan.**

Please include this testimony in the hearing record.

Craig Markham
Dundee, OR

From: [Dan Armstrong](#)
To: [BOC Info](#)
Subject: Docket # G-01-25 Save the Right-of-Way
Date: Wednesday, January 21, 2026 1:25:57 PM

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Board of Commissioners,

County Real Estate Property is the highest value asset that the county holds.

Breaking up the County owned Railroad Right-of-Way is selfish and extremely short sighted.

Future County Citizens will wonder what compelled such a colossal blunder of leadership.

I do now.

Dan Armstrong
7000 NE Krono Road
Yamhill, OR 97148

From: [Mary Weil](#)
To: [BOC Info](#)
Subject: rail and trail
Date: Wednesday, January 21, 2026 1:30:09 PM

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please allow the public to determine the use of their public land.
mary weil
dundee

January 21, 2026

Final Closure

Yamhill County Commissioners

535 NE 5th St.

McMinnville, OR 97128

Dear Commissioners,

This issue has already been decided through years of Litigation, analysis, and County action. The Yamhelas Westsider Trail as challenged, stayed, remanded, withdrawn, defunded, dismantled and abandoned. There is no active proposal and no legal pathway forward without starting entirely over—and the County has chosen not to do that.

The only question remaining is whether the Transportation System Plan will be accurate and honest. Leaving an abandoned project in a binding planning document is not responsible. We urge you to remove the Yamhelas Westsider Trail from the TSP and finally close a chapter that has imposed unnecessary burden on farmers and taxpayers alike.

It has come to our attention that there are still troublesome loose ends regarding the issue that should be eliminated.

Respectfully submitted,

John and Nanette Cramer

From: [Joni Zimmerman](#)
To: [BOC Info](#); [Planning](#)
Subject: Support for Yamhelas Westsider Trail - let the people vote!
Date: Wednesday, January 21, 2026 1:55:40 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I am horrified that you seem to be blatantly ignoring overwhelming public support for the the Yamhelas Westsider trail project by proceeding with your plan to remove this transportation corridor from the TSP, destroying any future possibility of using this corridor for recreation, transportation, water, electricity, high speed internet or similar uses that benefit the public.

Government exists for the benefit of the people. We consent to being governed because there are functions that can more efficiently be performed collectively. This consent is given with the innate expectation that decisions made by our elected representatives will ALWAYS be in the best interests of we the people. There is NO POSSIBLE way that your decision to withdraw this corridor from the TSP can be construed as being in the best interests of the people.

The case has clearly been made that keeping this corridor benefits the people now and in the future, and removing the corridor from the plan and selling it off will cause multiple problems in the near and distant future. Over and over people have enumerated the health, recreational, safety and economic benefits to our county of having a trail and future rail. It's one thing to just not build the trail immediately. But it's a whole other arrogant, thoughtless, self serving thing to make it impossible for future generations to ever build a trail or light rail even as they are living with the consequences of people alive on earth now not doing anything about climate change.

It is absurd that you are trying to make it sound like proceeding with the approved plan for a future rails and trails project somehow limits farming practices and thereby hurts farmers. This corridor has existed alongside farmland for longer than a century. The practice of poisoning the earth, air and water with pesticides and herbicides is far more recent, and the harm to the public from these practices certainly outweighs the benefit to the few farmers. Perhaps the farmers along this corridor would actually benefit more if they had to switch to organic and regenerative farming practices on the small amount of their land that might be affected by a trail.

I strongly support keeping the potential for a rails and trails project along this corridor in the TSP. In fact, I would like to see our county use the TSP as a real blueprint and work towards implementing projects, especially this trail, bike lanes along our roads, and vastly improved public transportation, including connecting us to the rest of the world with light rail instead of forcing us to continue enduring the expense, hazards and environmental degradation of maintaining and driving cars. It is shortsighted, stupid, and bordering on criminal that we don't already have safe routes for people to ride bikes from place to place in this county. The recent paving of North Valley Road leaving 2" of paved shoulder for bikes and pedestrians is a prime example.

Please do not do something rash and irreversible without allowing the people to vote on this consequential decision.

Sincerely,
Joni Zimmerman
Newberg

From: [Haley Cox](#)
To: [BOC Info](#); [Planning](#)
Cc: letters@newsregister.com; trailspac@gmail.com
Subject: Don't Fumble the Trail Project!
Date: Wednesday, January 21, 2026 2:03:45 PM

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To all who are Concerned,

What a complete mess Yamhill County has managed to make of the Yamhelas Westsider Trail issue. Having been intimately involved in the landfill expansion drama of the previous decade, I would have thought that County officials were well-versed in the "Farm Impacts Test" and the need for rigorous findings of fact in land use applications.

That said, just because the project application was lacking in substantial details, and officials have bungled the process at other points along the way, does not mean this unique and valuable opportunity for present and future generations should be tossed onto the proverbial dump that Yamhill County seems stubbornly set on manifesting for itself. The trail is truly a visionary project, one with many expansive public benefits, including for economic development, transportation safety, recreation, and wildlife, addressing many state and local goals for these issues.

Its very curious that Yamhill County recently adopted a new Park System Master Plan that makes no mention of this trail corridor, despite being roughly 60 acres of undeveloped land already owned by the County and planned to serve recreational uses dating back to 1996. The plan also states that Yamhill County provides just a tiny fraction per capita of recreation acreage and spending compared to its peers. By neglecting to include this important facility in the Parks Master Plan, the County officials have undermined the project at the expense of the public and many partners who have supported it in good faith.

Officials have mislead the public at many turns, and the gossip grapevine associated with the Yamhelas Westsider Trail is simply astounding- is there light rail being proposed in the trail corridor that will bring "bad types" to the area? Are the County officials planning to sell the property to political contributors? All this conjecture just reeks of a lack of public trust, which will be ever more entrenched if Commissioners take this bold and hasty action to kill the community's dream.

The staff report for this hearing states: "Due to the fact that Yamhill County has not been able to make findings to satisfy the Farm Impacts Test..." now County officials just want to erase the project from all the County planning documents; Cities, citizens, and other entities who have contributed toward it's development be damned. There is no mention of how the County plans to address the need for safe biking and walking facilities between these rural towns, and for recreation opportunities within the County that this project was meant to provide.

OAR 660-012-0050 states that:

If a local government decides not to build a project authorized by the TSP, it must evaluate whether the needs that the project would serve could otherwise be satisfied in a manner consistent with the TSP.

Where is this evaluation??

Frankly, the County could still do much to implement this project as proposed in the TSP and envisioned by the public over many decades. Given that this has always been a transportation corridor, it makes no sense for it to be zoned EFU- why not rezone it to the Parks, Recreation,

and Open Space District, where hiking and biking trails are permitted outright? Why not finish the incomplete YWT Master Plan so that the project goals and parameters are clear, and issues can be worked out in a public forum in advance of the land use permitting process? This situation appears to be mostly one of political sabotage.

Commissioners, please put down your guns and think of the children. They are all getting fat and depressed because we are not putting their safety and well-being first. Don't fumble this trail, this beacon of hope and opportunity for a future that is more fun for everyone.

Respectfully,
Haley Cox

December 3, 2025

To the planning commissioners:

My name is Celine McCarthy and I am a native Oregonian who is now a senior citizen so I remember when Oregon's Land Use Laws were made back in the early 70's. I am not against trails. I am a physical therapist who promotes exercise & activity. I serve on the Parks & Rec board and would love to have more public spaces for recreational activity. However, I am not in favor of converting the abandoned railroad (RR right of way) into a trail & I urge the PC to pull it out of the TSP.

I stand with Oregon's land use laws that protect EFU farm ground. In fact, I don't think it's protected enough as the sprawl of progress continues to encroach on some of the most fertile soil. The farmers are also burdened with more & more restrictions & regulations & struggle with obtaining workers, high costs, etc. & they need to rely on predictability & clarity in order to run and invest in their farming operations. These are generational family farms & they are encroached by progress & folks that don't understand our states land use laws or have any understanding of farming practices.

Most of the abandoned RR is EFU zoning & in order to anything else that is not farm related, like a trail, one can apply for a conditional use permit but one must prove that there is not a significant impact to farming practices or costs. This was never obtained & the county recklessly bought & began developing the RR bed. Please tell me who gets to build something without a permit? On top of things no land owner was given notice about the project. When farmers raised that there were issues impeding their farming practices, their concerns were ignored, thus forcing a lawsuit. Bridge construction began during COVID lockdowns & even ODOT didn't know about it. LUBA (land use board of appeals) sided 5 times with the farmers & forced the county to dismantle the illegal bridge & payback attorney fees almost \$50,000 the biggest in history. The repeals could have gone to more rounds but for what? The conclusion would be the same...that there is indeed an impact to farming practices & costs without solutions. The county could therefore not obtain a permit and thus this potential trail project died. The commissioners did the responsible thing and withdrew the county's application.

If you don't understand it and don't want to read the thousands of pages of testimony to LUBA, ask a farmer about it. They are really nice people and if they have time, they can explain the issues as to why it is haphazard for the general public to be passing through farming operations. From spray applications, to dust, to smell, to irrigation, to livestock crossings, crop contamination, garbage, trespass, potential lawsuits, the list is extensive.

But all of this has already happened years ago and yet folks are still beating on this dead horse thinking there could be a different result. And the worst part is the abandoned RR should have never been given a name and popularized as if it could be a potential trail. It is not legal nor can it be because of the zoning and yet to this day it is still promoted. So now it feels as if trail proponents had a trail and now it got taken away from them. Well, honestly I feel sad for them as it never was a trail & they were misinformed.

Everyone wants to know why we don't have these RR right of way trails throughout countryside? The answer is because we live in the Willamette Agriculture Valley and most towns are surrounded by EFU ground which is quite protected. In the early 70's the farmers got together with the state legislature and creating our precious land use laws to protect big block farmground. The farmers gave up their

right to sub-divide their ground to give to their children. They sacrificed this ability in order to preserve Oregon's fertile soil landscape.

This trail fight has been a zoning issue from the very beginning.

So it really doesn't matter if you are pro-trail for safe biking & economic development.

It really doesn't matter if you are anti-trail because of the enormous cost, harm to farming & not wanting the problems of metro to come. It's not a popularity contest. You can't put it to a vote.

This is about a farmers right to farm in a zone that was specifically created for them-EFU.

The county must have known this, must have known the implications & hazards and that's why I think they took a run for it & tried to push thru the YWT illegally. There was absolutely no plan, no idea on how much it would cost, no idea of how it would be maintained, no regard about fire, police or emergency protection, no idea of all the dangerous road crossings such as Flett rd, hwy 240 and gunclub rd to name a few. Just full steam ahead and "we'll figure things out as we go." Well sadly, the county chose absolutely the worst tactic to go about developing a trail and now they have to live with the consequences.

I keep hearing from trail advocate's...but if only this happened, but it only that happened, but if we could only talk with the farmers to compromise, if we could re-route the trail, if we could try other ideas etc....Well, if "ifs and buts were candy & nuts then we could all have a Merry Christmas!" That ship has already sailed years ago. The farmers and property owners were treated very badly, in my opinion and all they wanted is to have their property rights upheld & not ignored.

So now there's just the blame game left. You can blame the commissioners & county staff that tried & failed to push through an illegal trail, you can blame the responsible commissioners trying to correct the wrong doings, you can blame the farmers for fighting back or you can blame the trail advocates in deceiving the public that such a trail was even possible & there continued promotion of it. But honestly the real blame falls on the state of Oregon & it's land use laws. EFU means what it says....Exclusive Farm Use.

I urge the planning commission to withdraw the YWT (which should not of even have had a name) out of the TSP. This is not policy only a clerical correction because this project is dead.

Best regards,
Celine McCarthy

PS: I do not support any light rail project

To the Board of Commissioners of Yamhill County

Kit Johnston, Mary Starrett, David King:

Concerning consideration to remove the Yamhelas Westsider Trail Corridor from the Transportation System Plan

I have 2 cousins that live in WA County. One is retired Law enforcement. One is retired WA county Fire Protection. Both told me don't let this trail happen. Stop it. They related incidents on the Banks-Vernonia trail that they'd been on call for. The retired LEO will not let his wife walk it unless he goes along, armed. They won't give a statement, because they're retired from unions.

This YWT project was started by some financially well off people. They talked to business people in Carlton. They got some national group that supports trails to help. They didn't come to us, the people working & living in the area, to get our thoughts. Our farm neighbors heard about a meeting, a Charrette. No one knew what that was or could be. Good way to alienate the locals. Only a couple farmers attended the meeting. That's how we learned about this.

A bunch of us went to other meetings, talked to people trying to figure out why here & why now. What about Land Use Law? We found out that Commissioners were being told that farmers supported it. We showed up to protest with tractors. The few people with certain influence got it passed. We got together, decided we needed at least someone on BOC that understood or at least would hear our point of view. It wasn't just 4 or 5 families. It wasn't just farmers. That's how we came to support Lindsay Berschauer. If you know a farmer, you know that they do not make snap decisions. In the meantime, the county went ahead with seeking finances and plans and began work.

We got a lawyer and took the county to LUBA. FOUR TIMES LUBA ruled against how the County was doing things. It was Remanded FOUR TIMES to correct them. Parts of the work were stopped, a bridge had to be dismantled, and some of the money returned. "Cart-before-the-horse" is not good government nor wise financial sense. And yet here we are with another contentious meeting.

The TSP is outdated. Plots the trail through areas no one asked for it. Still has light rail present. None of this was ever voted on by the people. It is not required to do so.

Please, I urge the BOC to vote removal of this from the TSP. GIVE THE CITIZENS of the North County, Yamhill-Carlton-Gaston areas, peace of mind.

Maybe some county citizens can form a new group from across the entire County to consider recreational spots. Oh wait, we have them already ... the County Parks committee.

Thank you for taking the to read and consider my testimony on removing the Corridor from the Transportation System Plan.

Kathleen (Kathy) Sitton

11595 NW Cummins Road
Carlton, OR 97111

Public Comment from Susan Delventhal
21300 NE Bald Peak Road
Hillsboro, OR 97123
Yamhill County Resident

Submitted to the Yamhill County Board of Commission for the January 22, 2026 Meeting

Commissioners Mary Starrett, David "Bubba" King, and Kit Johnson,

I would like this submitted into the BOC Public Meeting Record.

I am against the removal of the Yamhales Westsider Trail Corridor from the Yamhill County Transportation Packet.

I have been a supporter of this trail for years and find it frustrating and disappointing how a small group of farmers and some board of commissioners have done everything in their power, including using tax payers money and lies to destroy the construction of a 17 mile long bike & walking trail.

The decision to remove the corridor from the transportation package is reckless, irresponsible, and short-sighted. This continuous corridor, which is owned by the county, is a valuable piece of land connecting multiple county cities together. In the future it may be needed as a utility corridor - delivering much needed water and/or Internet access to our growing communities, or as a safety corridor.

Let's be honest, the removal of the corridor from the Transportation Package is a way to end the dream of so many families in this county of having a biking & walking trail that would increase health and fitness, family recreation, and boost our tourism industry, pumping money into our local economy. Removal from the transportation package would then allow the county to sell it in pieces. At that point buying the land back from multiple owners would be cost prohibitive.

Fear can be a powerful tool to convince people that a biking & walking trail is a bad thing for our community. Yet, commissioners in non-partisan seats and a handful of property owners have painted the trail as a boogeyman, to be feared and destroyed. Honestly the list of imagined fears is endless - fear of houseless camps, fear of trespassing, fear of littering, fear of agricultural activities, fear of drug use, and recently fear of defecation. I have biked the Verona-Banks Trail with my family, and have not found these problems along that trail, nor have I seen them along the 240 mile Katy Trail in Missouri. The Verona-Banks farmers and land owners along the trail have worked out issues they were worried about. That trail is an example of success, a win-win endeavor that has created a public asset for local residents and tourists.

I ask that you act wisely, about our growing communities, the value of the corridor, and keep it as an intact corridor for future use and needs. Thank you!

From: [Tristan SS](#)
To: [Planning](#); [BOC Info](#)
Subject: Testamony Docket G-01-25
Date: Wednesday, January 21, 2026 2:12:17 PM
Attachments: [COWA Trail support letter.pdf](#)

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Please find attached letter of opposition of removal of corridor from YC TSP leading to its sale and dispersal.

Cove Orchard Water Association

January 21, 2026

Cove Orchard Water Association
PO Box 111
Yamhill, Or 97148

Dear Yamhill County Board of Commissioners,

The Board of Directors for the Cove Orchard Water Association (COWA) fully supports keeping the existing rail corridor under Yamhill County control for future use as a utility corridor. COWA serves 85 households, providing clean drinking water in an area where many private wells are brackish or otherwise unsuitable for potable use.

Our district is currently facing aging infrastructure and a maxed-out water supply line. At present, we rely on a 4-inch line that runs from Gaston to our pumping station north of Cove Orchard. Several properties within our service district cannot be served because this supply line has reached its capacity. Looking ahead, the need for increased water conveyance capacity is both immediate and long-term.

Further south, the communities of Yamhill and Carlton are also facing water supply challenges. Carlton has already been in discussions with Hillsboro regarding a potential supply line to address these issues. We anticipate that, in the near future, there will be a strong need to collaborate with these communities and other small districts to install a larger regional supply line capable of serving multiple areas. A shared corridor would allow communities to distribute costs for installation, maintenance, and future upgrades, making such projects more feasible and fiscally responsible.

The existing rail corridor represents the most practical and efficient route for future water conveyance and other utilities. Without access to this corridor, the only remaining option would be to locate new utility infrastructure along Highway 47. This alternative would be significantly more expensive and would likely result in prolonged construction delays on a major county transportation artery. Such delays would impact commuters, freight movement, emergency services, and local businesses, while also increasing project complexity and safety risks for construction crews.

Our current water line already runs within the utility easement along Highway 47, and this location makes repairs and upgrades complicated, costly, and hazardous for both our crews and our contractors. Preserving the rail corridor for utility use would provide a safer, more efficient, and more forward-looking solution to the region's growing infrastructure needs.

For these reasons, COWA strongly supports maintaining county control of the rail corridor to preserve its future use as a multi-purpose utility corridor that can serve water, wastewater, and other essential infrastructure needs for Yamhill County communities.

Sincerely,

Board of Directors
Cove Orchard Water Association

From: [Jennifer Nice](#)
To: [Planning](#); [BOC Info](#)
Subject: Please protect our public lands
Date: Wednesday, January 21, 2026 2:22:46 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear esteemed leaders,

I'm unable to attend the January 22nd meeting, so I'm writing in support of the Yamhelas Westsider trail. I respectfully implore you to listen to your constituents and acknowledge that public lands belong to the public and any decision should be made by voters.

The Yamhelas trail, which has already been paid for by taxpayers, would benefit so many: the health and well being of users who can exercise outside and breathe in the fresh air of our beautiful Yamhill Valley; the local business owners who would enjoy economic activity from tourists before or after they use the trail; young and old; families and friends; cyclists, walkers, strollers, joggers. There is truly no negative that would stem from this trail. As evidence, just 34 miles down Highway 47, the Banks-Vernonia trail has been thriving for 15+ years without problems for nearby landowners.

I'm a 4th generation McMinnville native. My grandmother, Mary Donnelly Mattecheck, grew up on her family farm on Donnelly Lane, just off Westside Road. My grandfather, Robert Mattecheck, opened the Mack Theater in 1941. My dad, Michael Mattecheck, worked as a local insurance agent in McMinnville for 40 years. I, along with countless others, care deeply about the best interests of Yamhill County and McMinnville residents. I believe the trail would enhance the lives and livability of Yamhill County.

Please keep the Yamhelas Westsider Trail in the county transportation plan for now and allow voters to decide whether it should be sold or not. Thank you.

Sincerely,
Jennifer Mattecheck Nice

From: [allencsitton](#)
To: [BOC Info](#)
Cc: [planning](#)
Subject: DOCKET NO. G-01-25
Date: Wednesday, January 21, 2026 2:28:15 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Good Morning Board Of Commissioners

I Urge the BOC to remove the Yamhla Westside Trail from the Yamhill County Transportation System Plan. The County has spent too much time and money on this project. The County doesn't need to spend any more time on this in the future years.

Respectfully Allen Sitton

Yamhill County Board of Commissioners
535 NE 5th St
McMinnville, OR 97128

Neyssa Hays
20375 Highway 47
Yamhill, OR 97148

Re: Docket G-01-25

Jan. 21, 2026

Dear Chair and Members of the Board of Commissioners,

I am writing to urge you to **oppose the removal of the Yamhelas Westsider corridor from the Yamhill County Transportation System Plan (YCTSP)**.

This corridor is a rare, continuous north–south right-of-way that has existed as a public transportation corridor since the 19th century. Removing it from the YCTSP would permanently foreclose future public uses and eliminate one of the County’s most valuable long-term infrastructure assets. Once fragmented or sold off, this corridor cannot be reassembled.

While much of the public discussion has focused on recreational use, I ask you to consider the **broader and more consequential public interest**: the corridor’s potential role as a **utilities and infrastructure corridor**. Preserving this alignment keeps open future options for water, sewer, power, broadband, and other essential public utilities—particularly for growing communities such as Carlton, Yamhill, and surrounding rural service areas. Securing linear infrastructure corridors becomes exponentially more difficult and expensive over time; eliminating this one now would be short-sighted and irreversible.

Keeping the corridor in the YCTSP does **not** require immediate development or construction. It simply preserves a public option so that future generations—facing different needs, technologies, regulations, and land-use conditions—can make informed decisions. Long-range transportation and comprehensive planning exist precisely to protect such opportunities from being lost to short-term pressures.

I also want to acknowledge that I support the Yamhelas Westsider Trail as a potential future recreational and alternative transportation facility, should conditions allow. Preserving the corridor today keeps that possibility alive for future residents, including students, families, seniors, and people with disabilities, while requiring no commitment to immediate implementation.

For transparency, I disclose that I serve as Chair of the Yamhill County Parks Advisory Board; however, I am **not speaking on behalf of that board**, and these comments reflect my personal views only. I also note that the Board of Directors of Outdoor Education Adventures (OEA), a Yamhill County nonprofit, has voted unanimously to support the Yamhelas Westsider Trail and to oppose removal of the corridor from the YCTSP, recognizing its long-term value for education, access, and community connectivity.

The question before you is not whether a specific project should be built today. The question is whether Yamhill County should permanently abandon a public corridor that has served transportation purposes for over 150 years. Removing it from the YCTSP would do exactly that.

I respectfully urge you to **retain the Yamhelas Westsider corridor in the Yamhill County Transportation System Plan** and preserve this irreplaceable public asset for future generations.

Thank you for your consideration and for your service to Yamhill County.

Sincerely,

Neyssa Hays
Yamhill, OR

From: [Kurt Kreitzer](#)
To: [BOC Info](#)
Subject: public comment re G-01-25 Yamhelas trail being removed from TSP
Date: Wednesday, January 21, 2026 3:08:18 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.
bocinfo@yamhillcounty.gov

Dear Yamhill County Commissioners,

Keep the trail corridor in the TSP.

Your Staff Report attempts to justify removal because: "Due to the fact that Yamhill County has not been able to make findings to satisfy the Farm Impacts Test in three separate attempts"

These are strongly flawed justifications to remove the trail corridor from the TSP:

1. The current state is not indicative of the final state. The corridor is in the middle of the process to satisfy the Farm Impacts Test; the county simply stopped mid-process, without completing arguments to address LUBA's remand. That's not failure to meet the Farm Impacts Test, that's failure to pursue solutions.
2. As one example, the county failed to pursue refining a very simple solution to the Farm Impacts Test: trail closure during spraying. LUBA indicated this could resolve the Farm Impacts Test, otherwise it wouldn't have issued a remand, it would have stopped dead this legal approach. In the proposed solution of a 72hr advance notice trail closure, LUBA's objection and remand was simply that the specifics of 72 hours had not been sufficiently substantiated; maybe more than 72hrs is simply needed, or maybe the farmers need explicit ability to directly close the trail, etc
3. There is no county law or ordinance saying 'give-up' after three attempts. Just because the government process isn't trivial, or because the law and process was interpreted differently by the county, LUBA, and opposition, is not a valid argument to stop pursuing a long running county plan, especially one with such strong and decades old citizens support.
4. This is not 'three strikes and you're out'!

The 'Yamhill County Park System Plan' p58, survey, Yamhill county citizens report, two of the top three citizen desires is more 'paved & unpaved recreation pathways'.

The commissioners seem to be suddenly pushing this decision based on hasty incomplete analysis and by not engaging in the LUBA remand process.

There is no valid benefit to the county, to suddenly act so quickly. This haste appears timed to avoid a citizen vote on the issue (citizen's initiatives are in-progress), and appear timed to avoid a potential change of commissioners in next year's election. That's not representing Yamhill county citizens.

The county needs to wait, and let the people vote on removing the corridor from the TSP, let alone selling the valuable, irreplaceable county property.

Regards,

-Kurt & Natalia Kreitzer
Yamhill OR

From: [Greg Mccarthy](#)
To: [BOC Info](#); [Planning](#)
Subject: Yam trail G-01-25
Date: Wednesday, January 21, 2026 3:17:31 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Yamhill county board of commissioners:

It's been said that this trail will bring a lot of economic developement but what about the loss the revenue for the farmers if this goes through EFU & all the set backs & changes to farming practices?

Farmers employ thousands of people and these workers and their families are part of our local community.

They are the backbone of local economics. They pay taxes, they live here, their kids go to school here, they buy groceries, gas, go to restaurants, fix their cars etc. All contributions to our local economy.

If farmers are forced to scale back because of all the restrictions placed by having a public trail dissect their lands, then job opportunities will be lost. Less employees. These are real concerns. EFU and our land use laws protect farmers ability to farm without negative impacts.

Consider the Banks-Vernonia trail. If you talk with anyone from Banks, they will tell you that the trail brings congestion & parking issues. Cyclists come, they unload their bikes, grab their picnic lunches, ride, come back, load their bikes and go home. They do not frequent the Banks business, by gas, nothing. I do not agree that the economic situation would improve. It's better to have folks employed by farmers.

But really all of this doesn't really matter at this point in time. What matters is that this proposed trail is in the wrong zoning, period. There are no trails in Oregon that cut through EFU. It is a very strict zone to develope trails as the people on them pose a negative impact to farming practices. ORS 215.296 This has been proven multiple times in LUBA. There's over 2000 pages of testimonies! The county dump was shut down due to negative farm impacts.

This Yam trail cannot be developed. It's in the wrong zoning.

Please remove the YWT from the transportation system plan. Support local farming. It's the right thing to do.

Respectively yours,
Greg McCarthy
Yamhill OR

From: [David VanDeWalle](#)
To: [BOC Info](#)
Subject: Yamhales western trail.
Date: Wednesday, January 21, 2026 3:22:55 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

As someone who lives one house away from the old railroad right of way I would like to say please stop messing around and sell the property off. Almost everyone I has spoken to about this trail doesn't live by it and doesn't understand we are the ones that will have to deal with the issues. People parking at the end of our street and in front of our houses or random homeless people or vagrants and vandalism that will occur.

Not to mention the lack of maintenance that has occurred over the last 30 years I have lived there. The property is a fire hazard and needs to be cleaned up and taken care of. If you sell it to adjoining property owners they will pay taxes on it and be responsible for the maintenance. Case in point the local winery owns a portion and they take care of it.

Please don't continue this just sell it and be done with it. If railroad was ever going to use it they would have never taken the tracks out and sold off the various pieces.

Thank you for your time.
Sincerely
David VanDeWalle
230 W McKinley st
Carlton Or 97111

Sent from my iPhone

From: [darren sutherland](#)
To: [BOC Info](#)
Subject: G 01-25
Date: Wednesday, January 21, 2026 3:35:14 PM

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I am in favor of removing the yamhelas trail out of the TSP
Darren Sutherland

From: [Ellen Hoffmann](#)
To: [BOC Info](#)
Subject: Docket G-01-25
Date: Wednesday, January 21, 2026 3:39:47 PM

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To the Yamhill County Commissioners:

I am in favor of removing the project known as the Yamhelas Westsider Trail from the YCTSP.

My reasons are as follows:

1. As a resident of northern Yamhill County, living within a few miles of the Highway 47 and Flett Road intersection, we often encounter serious road crashes that close this intersection. This intersection has no shoulders or turn lanes; the speed limit on Highway 47 is 55 mph. The Yamhelas Westsider Trail is immediately adjacent to this intersection, parallel to Highway 47 and crossing Flett Road in a north/south direction. Without considerable changes to the infrastructure of this intersection, there would likely be an increase in crashes. Vehicles transitioning from Highway 47 to Flett Road will need to stop for walkers/bicyclists crossing Flett Road, while remaining on Highway 47 until the trail/rail path is clear of Flett Road. Where would vehicles on Flett Road approaching Highway 47 stop - on the trail itself or further back from the intersection?
2. The Yamhelas Westsider Trail includes commuter and/or freight rail potential. In addition to the concern for safety at the intersection of Highway 47 and Flett Road, commuter and/or freight rail lines will pass through the Wapato Lake National Wildlife Refuge. The WLNWR website details the conservation efforts for "the protection and restoration for specific key federally and state recognized species." The trail/rail location begins traversing the WLNWR on the north side of Flett Road. Is approval for this construction in a wetland likely?

Again I submit my support for removing Yamhelas Westsider Trail from the YSCTP. Thank you for the opportunity to address the board.

Regards,
Ellen Hoffmann
23000 NE Ridge Road
Gaston, OR 97119

From: [Brandon Slyter](#)
To: [BOC Info](#); [Planning](#)
Subject: Public comment TSP
Date: Wednesday, January 21, 2026 3:48:08 PM

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To the Yamhill County Planning Dept. and County Commissioners,
I would like this email to be included in the public comments for the Transportation System Plan vote regarding the Yamhelas Trail.

My name is Brandon Slyter; I am one of the board directors for the Chehalem Park and Recreation District, but I am speaking on my own behalf and not for the board or district.

I am emailing in support of the Westsider Yamhelas Trail. Protecting public spaces, connecting communities, and encouraging recreation are three consistent topics I will always advocate for. Clearly this is a complicated matter and not as simple as, "build the trail," or, "don't build the trail." It is because of that complexity that I think it responsible for the county to educate the public and give them a chance to decide what they want; what we want. We want more trails. All of the data and surveys will support this. It appears that even the County supports this. I'm proud that George Fox University (my alma mater) has partnered with the county to address this very issue. And I can't help but wonder if they would want to help with the Yamhelas trail; however, it's been so highly politicized, they likely don't even want to mention it.

There are a few points I would like to bring up that I believe are important. We are elected officials. We are decision makers. And it is highly imperative we include the public in these decisions. Not simply the bare minimum legal requirements. Not just public comments when your mind might already be made up. Put the decision in the public's hands. If we make highly contentious decisions - justify it. So far, I've been quite confused about the justification.

Next, I've heard recently that the problem has always been about the potential inclusion of light rail. While a separate topic from recreation, I think if more Americans traveled abroad, they'd be highly impressed with rail infrastructure, and quite frankly, embarrassed of ours. That being said, if the county deems a train the main issue, why not amend the TSP? Remove the rail, build the trail? It seems like a win-win.

Finally, far too often we are victims of sensational exaggeration. Let's let our words speak truth. It's highly troubling to hear comments such as, "commissioners want to sell public land to their friends." And it would go a long way for each commissioner to pledge to protect a public asset for the good of the county. That their personal affairs and

connections have no involvement. I do not believe I've heard any of the commissioners speak to selling the public land as a favor to a friend or associate, so I prefer to assume good intentions. Please clear this up with the public and put to rest the sensationalism. Likewise, there's sensationalism that this trail would destroy farms or take away private property rights. Countless examples of trails next to farmland should be example enough; it's simply not true. Please set the record straight, because words have power and truth has meaning.

I've had the pleasure of interacting with two of the commissioners, Starrett and King, who have shown kindness in our interactions and are well involved in our community. Whatever political convictions we all may differ on, we can still work together and build meaningful connections.

While the legal procedures for the trail's existence in the county TSP and the concerns over a train are something I cannot speak to, I can make this clear: we want this trail to exist in a form where we can walk, ride bikes or horses, and travel safely while enjoying our amazing Oregon nature. A place for our children to see and respect our farm lands in action. A place that connects communities.

Do you want to connect communities? Or do you want to divide them?

Thank you for your consideration,
~Brandon Slyter

To: Yamhill County Commissioners

RE: Docket #G-01-25 Amendment to Yamhill County Transportation System Plan (YCTSP)

January 21, 2026

Dear Commissioners,

I urge you to vote NO and not amend the YCTSP as proposed. A NO vote will keep the Yamhelas Westsider Trail in the Plan and allow for future flexibility in re-evaluating this important regional transportation link. We, the residents of the county, need safe places to hike and bike that are removed from the roads, while also providing a way to travel between our towns without getting into a car.

I am constantly frustrated by our lack of places to hike in the county, especially if you want a longer distance, have a dog, or children along. I often have to drive to Washington County to use the Banks-Vernonia Trail. The town of Banks has benefited from having the increased recreational use, with new restaurants etc. Why can't we have such a trail in Yamhill County? It seems very much in keeping with our future transportation and recreational needs, as well as supporting our smaller communities along the route. Sidewalks and bike lanes do not meet our all our needs and most bike lanes are full of debris and next to speeding vehicles. A separated, long distance trail would be a recreational and economic boon for us, your constituents.

While the funding may no longer be in place, keeping the trail within public ownership is essential. By removing it from the TSP you are apparently making it easier for future selling of the land. **That is unacceptable. We, the public, own this land, not three commissioners, two whom have long been hostile to this trail.** Do not take this opportunity for a future transportation/recreational trail away from us by this short-sighted amendment. Save it for the future.

Keep the Yamhelas Westsider Trail in the Transportation System Plan and do not sell off our public land. Put it to a public vote!

Please Vote NO.

Patricia Farrell & Robin Richard
Newberg, OR

From: [Athlynn Reeves](#)
To: [BOC Info](#)
Subject: Yamhelas Westsider Trail and the Transportation System Plan
Date: Wednesday, January 21, 2026 3:59:45 PM

Spam

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Board of Commissioners:

As a concerned citizen in Oregon for 40 years, U.S. voter for 50 years and tax payer in Yamhill County for 20 years I want to say thank you for maintaining the integrity, safety and beauty of Yamhill county while actively addressing and keeping ahead of the ever changing modernization of the world that impacts our county.

Having lived in Moscow, Paris suburbs (St Cloud) & Vienna , Chicago area suburbs, Salt Lake City, Denver, Boulder and Gresham - I have witnessed first hand urban sprawl managed and unmanaged. The most concerning least managed and disturbing result has been Gresham. I lived in Gresham before the light rail entered and after. All of Gresham used to be safe, a bedroom community to Mt Hood. Now I would never live there. It has pushed many families out. And it is not safe to walk around at night in many areas particularly around the MAX areas. Violent crime, overall crime and car theft all increased incrementally after the light rail was brought in.

You do know we pay lower automotive insurance rates because we live in Yamhill county versus Sherwood/Washington County? We are protected from crime. Parriott Mountain is a natural barrier to our safety and preservation of beauty and from urban sprawl. People migrated here during covid because we are different. Because citizen voters are active and commissioners listen and preserve what we like the most about Yamhill County.

I am sorry but I can't help but think anyone who even monetarily thinks light rail to Yamhill County is a good idea must have failed elementary school Math. The infrastructure cost is astronomical versus profit. When have you ever seen the light rail in Tualatin even moderately full? Light rail in rural areas such as ours in the wild wild west is never profitable. We do not want to give up our independence, we love our trucks and cars.. We are not Paris, Stuggart, London, Tokyo or Vienna. My friends, this is Yamhill County.

In addition, I found in my research that this case was closed in 2021 after a MILLION TAX DOLLARS already spent that could have been used to better the infrastructure we already have. I wish I had a million dollars. It was frivolously spent on a project most voters don't want if the truth was made known. And the trail already failed Oregon's farm-impact laws.

YWT please stop wasting valuable time and money on a case already closed. I wonder if administratively there are too many people in the office and you have nothing to do with your work hours other than bring up dead issues. Find a worthy project or get a different job. Please don't waste my tax dollars and ruin our beautiful, safe community. Please remove YWT from the TSP.

Sincerely and gratefully,

--

Athlynn Chuk-Reeves

Proverbs 31:25 - "strength and dignity are her clothing, and she laughs at the days to come".

From: dodaqueen@aol.com
To: [BOC Info](#)
Subject: Save the trail
Date: Wednesday, January 21, 2026 4:00:43 PM

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Please don't give away public lands. I support a trail, but at least don't do away with a public corridor that could be used for lots of purposes that would drive economic development and provide a safe place to recreate in our county.

Thank you for letting it go to a vote.
Rebecca Wale
Resident of McMinnville

[Sent from the all new AOL app for iOS Sent from the all new AOL app for iOS](#)

From: [Matt Dolphin](#)
To: [Planning](#); [BOC Info](#)
Cc: hello@trailspace.org
Subject: Keep the Yamhelas–Westsider Trail in the Transportation System Plan
Date: Wednesday, January 21, 2026 4:01:03 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Yamhill County Board of Commissioners,

I am writing to formally oppose the proposed removal of the Yamhelas–Westsider Trail corridor from the Yamhill County Transportation System Plan (TSP). My opposition is based not only on the substance of the decision, but more fundamentally on the deeply inadequate and flawed public engagement process surrounding it.

The Transportation System Plan is one of the County’s most consequential long-range planning documents. Decisions to remove an established transportation corridor - particularly one with decades of public interest and investment - demand robust, inclusive, and transparent public engagement. That standard was not met in this case.

Specifically:

1. There was no countywide survey or structured effort to gauge public awareness or support.
2. No focus groups, listening sessions, or public open houses were held to allow meaningful dialogue or problem-solving.
3. The public notice for the Planning Commission hearing included an erroneous address, creating unnecessary confusion and barriers to participation.
4. Members of the public were explicitly discouraged from attending the hearing in person and were instead directed to participate via Zoom, despite the County’s awareness of strong public interest in the issue.
5. The meeting room selected for the hearing was demonstrably inadequate for the anticipated attendance, resulting in members of the public being forced to stand outside in the rain in order to participate.
6. Citizen testimony cards were reordered during the hearing in a manner that prioritized opponents and delayed supporters until late in the evening, raising concerns about fairness and viewpoint neutrality.
7. Opponents of the trail were granted additional time to testify, including an attorney who had previously represented the Planning Commission Chair in a LUBA appeal related to the trail, while members of the general public were subject to stricter time limits.
8. The Planning Commission has been designated by the Board of Commissioners as the County’s Committee for Citizen Involvement. In that role, it did not adequately monitor, evaluate, or put forward recommendations to encourage meaningful public participation in this planning decision, as required by Oregon Statewide Planning Goal 1.
9. During testimony, recused Planning Commissioners made visible gestures, rolled their eyes, and made comments from the dais, behavior inconsistent with impartial public process.
10. At least one Planning Commissioner appeared to fall asleep during public testimony. (See attached photo)

Taken together, these failures do not reflect the spirit or the requirements of Oregon’s land use planning framework—particularly Oregon Statewide Planning Goal 1—nor do they align with Oregon public meeting laws or the basic expectations of respectful civic process. More broadly, they fall short of the democratic norms that should underpin decisions of this magnitude.

Public engagement is not a procedural checkbox. It is the bedrock of public trust, especially when decisions affect shared community assets and long-term transportation policy. When the process itself appears rushed, dismissive, or structurally biased - and when a body formally charged with ensuring citizen involvement fails to fulfill that role - the legitimacy of the outcome is inevitably called into question.

I urge the Board of Commissioners to reject the proposed removal of the Yamhelas–Westsider Trail from the Transportation System Plan and to direct staff to undertake a genuinely inclusive, fair, and transparent public

engagement process before any further action is considered. Anything less risks eroding public confidence not only in this decision, but in the County's planning processes more broadly.

Thank you for your time and for your consideration of these concerns.

Sincerely,

Matt Dolphin



From: [Christine Peterson](#)
To: [BOC Info](#)
Subject: Yam Trail G-01-25
Date: Wednesday, January 21, 2026 4:07:48 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Hello,

I am a resident of Yamhill County and I am in favor of removing the YWT from the TSP. It's a dead project.

Sincerely,
Christine Peterson
Gaston, OR

From: [Val Blaha](#)
To: [BOC Info](#)
Cc: letters@newsregister.com
Subject: public comment for 1/22/26 Agenda Item I1 Docket G-01-25
Date: Wednesday, January 21, 2026 4:19:56 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

re: 1/22/26 Agenda Item I1 Docket G-01-25

Dear Yamhill County Board of Commissioners,

I'm writing to encourage you to NOT amend the Yamhill County Transportation System Plan (YCTSP) to remove the Yamhelas Westsider Trail (YWT) project from the YCTSP. **Please keep the trail in the plan.**

As county commissioners, you do not just represent the interests of a few privileged landowners and/or donors. **You represent all of the county residents.** Is it in the interest of the landowners to not have a trail adjacent to their property? That's their belief. **Is it in the interest of many, many more country residents to have access to safe recreation and transportation corridors? Quite certainly.**

At the public hearing last month, multiple people insinuated that the LUBA process killed the trail, but in fact it was the two commissioners voting to end the LUBA process that stopped the trail, and also resulted in our county tax dollars being used to pay back money for work that had been started. Had the process been allowed to continue, there would have been work done to **mitigate neighboring landowner concerns**. But again, that process was stopped dead in its tracks by *two people*.

I realize that we now live in a country where **pay-to-play** and graft are how the game is rigged against us. So it makes sense that those few greasing the palms would be the ones whose voices are being heard most loudly. The welfare of the rest of us, who would benefit in many ways from having a trail like the YWT, is clearly not as important as **the comfort of a handful of loud NIMBYs**. While it's disheartening to witness this, it's obvious that smallness and greed are being championed from the highest level of government, so it's no wonder that those who support them at the lower levels would exhibit similar types of **short-sighted decision-making**.

Having followed this Board for many years, I'm quite sure that **writing this letter is an exercise in futility**. But given that rights in our country are dwindling day by day, and that we are likely to embark at any moment on WWII due to having a senile sociopath in the White House, I figure I might as well voice my opinion. Although, I'm sure it will do nothing more than give **more fodder to the Gestapo** which will likely be coming for any of us who dare use the rights that are soon to be completely eliminated.

Please do not remove the trail from the YCTSP. Or, do whatever you already decided you were going to do based on your personal beliefs and donor alliances. It probably doesn't matter either way, since we'll be at war with our allies any day now, or simply annexed by Russia, since we've already sold them our American soul.

Oh, and **congratulations** for doing what (some of you) set out to accomplish... **destroying our faith in government** - at any level - actually caring about people.

Valerie Blaha

McMinnville, OR

From: [Scott Bernards](#)
To: [BOC Info](#)
Subject: Fwd: Yam trail G-01-25
Date: Wednesday, January 21, 2026 4:21:44 PM

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----- Forwarded message -----

From: **Celine Mccarthy** <forestgrovept@aol.com>
Date: Wed, Jan 21, 2026, 4:11 PM
Subject: RE: Yam trail G-01-25
To: Scott Bernards <scottbernardsfarm@gmail.com>

G-01-25

January 21, 2026

Dear board of commissioners:

I am a long time farmer in Carlton and I am in favor of removing the YWT project from the transportation system plan.

This trail fight has already been thoroughly litigated over years ago with LUBA siding with the farmers in 5 remands, that there are negative impacts to farming practices and costs. This trail is in the wrong zoning and cannot be developed as a public trail. This is old news. It's past time to remove it from the TSP.

Thank you very much and thank you for your service
Scott Bernards

From: [marilyn blen](#)
To: [BOC Info](#)
Subject: Yamhelas Westsider trail
Date: Wednesday, January 21, 2026 4:36:52 PM

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As two of the county commissioners will vote against the trail and will vote to remove the trail from the transportation plan on Jan 22, I oppose their actions. Shame on you. You know that a majority of Yamhill Co taxpayers want this trail. As public servants it is incumbent on you to vote for the good of the people, not just the few that funded your campaigns that are against the trail. Your indifference shows the short term thinking that will erase a great legacy for our children and grandchildren. You are ignoring the need to plan for our future with your myopic views. The trail not only represents the will of the people, but the best option for securing much needed utilities for our poorly served communities. Get a conscience and do the right thing. Your legacy will be discussed for generations. Make the right choice and to allow the people to vote on this issue via the ballot initiatives. Thank you for your attention to this matter. Marilyn Blen

From: [Sahara Hawkins](#)
To: [BOC Info](#)
Subject: Public Comment for 1-22 meeting - keep public lands public - someone can't do math
Date: Wednesday, January 21, 2026 4:37:58 PM

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I think it is deplorable that you would consider giving up the corridor to Gaston. It's a phenomenal asset to have on hand, and getting rid of it for (assumed) private development would be such a short-sighted thing to do. The fact that this project has sat in limbo for so long speaks volumes about how disorganized someone's set of priorities is. What's wrong, has no one figured out how to make money off of it yet?

Have any of you ever stopped to think about how positive public development would only look good to your voters? Think about it. You could be remembered for creating an amazing asset and credited for fixing a 100-year-old problem. You'd make headlines for it. You'd guarantee yourself re-elected. Conservationists would love you. You'd have solved a problem that no other administration could have. Wouldn't that make you look great?

If you allow this program to be taken over by people who are motivated to develop it for the public as a bike path or walking trail, you guarantee more economic growth and tourism dollars. Property values will go up, and the real estate folks will love that. Someone from the Portland Bird Alliance might give you a nice shiny medal if they can get involved. What is there to lose? I dare any of you business people to do the dollar math on "for the public good". Your tourists could practically walk to Hagg Lake, someone out there can make a neat little bonus on conduits for utilities, all of your planning committee friends and their private contractor buddies can walk away happy. Just think of the tax write-offs. Would you rather have all that money in one account, or in the pockets of everyone who got you elected last time? What would they say if you asked them?

Developing this for the public utility can generate more liquid capital for whatever slush fund you're trying to fill than selling it possibly could. Put it to a public vote, let the public submit plans for you if the planning committee is really that stubborn and stuck. You've got absolutely nothing to lose, and everything to be gained from this. Do the right thing and allow this land to be developed for the public good.

From: [john wiser](#)
To: [BOC Info](#)
Subject: G-01-25
Date: Wednesday, January 21, 2026 4:42:59 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I am in support of removing the project known as the Yamhelas Westsider Trail from the YCTSP. Thank You.
Lynne Wiser at 7680 NE Gun Club Rd, Carlton, Or
Sent from my iPhone

From: [Wanda](#)
To: [BOC Info](#)
Cc: [Candice Sanders](#); [CANDICE SANDERS](#)
Subject: Fwd: Do not sell off the Yamhelas Trail
Date: Wednesday, January 21, 2026 4:44:23 PM

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Subject: Do not sell off the Yamhelas Trail

I am opposed to the removal of the Yamhelas-Westsider trail from the county transportation plan.

The trail route and ownership of the taxpayer supported property should remain and be kept for future use as a recreational trail.

The trail system would benefit all county residents and it would be irresponsible to get rid of this valuable and unique public right-of-way.

The county needs to seriously explore other options that would allow the development and use of this multi-use trail while considering the needs of adjacent property owners, as has been done elsewhere in the state.

Among those options could be transferring the oversight and planning for the trail to the county parks board as was suggested by a county planning commission member after the trail hearing in December .

I believe that any plan to sell off the property to neighboring landowners is the worst possible option going forward.

Please listen to the many people who want to see this trail become a reality, I strongly urge you to reject the proposal to remove the property from the transportation plan, and keep this corridor under county ownership to use for the benefit of all residents.

Wanda Cochran

1397 NW Meadows Drive

McMinnville

From: [Roger Martin](#)
To: [BOC Info](#); [Planning](#)
Subject: For the Public Record - Yamhelas Westsider Trail
Date: Wednesday, January 21, 2026 4:47:52 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.
Please enter this into the public record.

I want to state my support for the Yamhelas Westsider Trail. Our public land should not be sold.

I used to live in Cove Orchard, and for a couple of years, my only form of transportation was bicycle. It was dangerous. The logging trucks and casino busses tried to see how close they could come to you, even though the road was clear. It would be a black stain on our government if the former railroad land is sold.

A bicycle trail was put in from about Dallas to Corvallis along highway 99W in the '70s. It was a great addition. Farmers didn't suffer.

When speculators wanted to put in a 36 inch natural gas line diagonally through the middle of my Cove Orchard property, the County government was silent. They should do the same with the trail.

Do not sell the land.

Roger Martin
5695 SW Dawson Lane
McMinnville, Oregon 97128

From: [Allen Sitton](#)
To: johnsonk@yamhillcounty.gov; starretm@yamhillcounty.gov; [Bubba King](#); [BOC Info](#); [Planning](#)
Subject: docketG-01-25 yam trail
Date: Wednesday, January 21, 2026 4:47:57 PM

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Good afternoon commissioners.

My name is Allen N. Sitton, I'm writing in support of removing the yamhelas westsider trail from the county's TSP.

It is time to remove the trail from the TSP as it should have never been put there in the first place.

Some of the reasons are as follows.

The trail being added to the TSP occurred at least in part due to the lie that there was no objection from the farmers or adjacent landowners. This was a lie by omission the adjacent landowners and farmers were never asked. I know I'm one of them.

The purchase of the abandoned ROW was then pursued by the county. During this time was the first we learned of the county's intentions. A public meeting was finally held at the community center where there was much opposition to the purchase. unfazed and set on moving forward without any plan. Not for county level funding to build or maintain the property. Nor any data or studies on economic impact or who would provide public safety or sanitation. And most of all the opinion that the county did not need to comply with Oregon land use law and as such they would build the trail.

The County was taken before LUBA and lost repeatedly proving that it must pass the farm impact test. The trail can not pass this test and because it can not pass this test it is a project that should be removed from the TSP.

Hopefully the lessons learned from this can be applied to future projects where the planning and development are done openly and honestly and in accordance with the applicable rules and laws.

Allen N. Sitton

From: Stan Rogers
To: [BOC Info](#)
Subject: FW: Yamhelas Westsider Trail
Date: Wednesday, January 21, 2026 4:49:41 PM

Spam

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Greetings Commissioners and other Representatives involved in this meeting regarding the removal of the Yamhelas Westsider Trail from the Transportation System Plan/TSP, docket.

When is enough, enough?! The Trail issue has been settled already. As noted before the proposed trail is a very concern and conflict with the local Farming Community. Knowing the history and being a strong advocate for farming and ranching, I once again hope that the decision makers that serve Yamhill County will Remove and End any further discussion regarding the Yamhelas Westsider Trail from the TSP docket.

Thank you for your thoughtful and professional considerations regarding this matter that protects one of Oregon's bountiful farm and ranch areas.

Respectfully Submitted

Stan Rogers

Pallets For Agriculture, Inc.

503-585-0354 office

503-881-8081 mobile

rsistanr@gmail.com <<mailto:rsistanr@gmail.com>>

THINK SAFE AND BE SAFE!!!

From: [Brady Drew](#)
To: [BOC Info](#)
Subject: Support for the Yamhelas Westsider Trail
Date: Wednesday, January 21, 2026 4:56:22 PM

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To Whom it May Concern,

I am a voting resident of Yamhill County, and a student at George Fox University. As a regular runner and bicyclist, as well as an advocate for small businesses in my hometown of Yamhill, I support the Yamhelas Westsider Trail and the good that it can bring to Yamhill County. I strongly oppose selling our public lands without a ballot measure - I say let the people decide!

Sincerely,
Brady Drew.

Brady Drew
Undergraduate Student (Civil Engineering) | George Fox University
Bdrew22@georgefox.edu - 503-858-9009 (Mobile)

From: [Adam D. Garvin](#)
To: [BOC Info](#)
Cc: [Mayor Kim Morris](#); [Patty Herzog](#)
Subject: City of McMinnville Support for Countywide CPACE Program
Date: Thursday, January 15, 2026 8:14:27 AM
Attachments: [City of McMinnville Letter of Support for a Yamhill County CPACE Program \(KM.ADG\).pdf](#)

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Commissioners,

On behalf of the City of McMinnville, attached is a brief letter expressing the City's support for establishing a countywide Commercial Property Assessed Clean Energy (CPACE) program in Yamhill County.

Thank you for your consideration, and for your continued leadership on policies that support economic development and reinvestment across the county.

Regards,

Adam D. Garvin
Interim City Manager, City of McMinnville
O: 503-434-7302 / C: 503.560.8281
Adam.D.Garvin@mcminnvilleoregon.gov

January 14, 2026

Yamhill County Board of Commissioners
434 NE Evans Street
McMinnville, OR 97128
bocinfo@yamhillcounty.gov

Commissioners,

On behalf of the City of McMinnville, we write to express our support for establishing a countywide Commercial Property Assessed Clean Energy (CPACE) program in Yamhill County.

A CPACE program would provide an important financing tool for commercial and industrial property owners by enabling long-term, property based financing for eligible building improvements, including energy efficiency upgrades, renewable energy systems, HVAC improvements, and other qualifying capital investments. This structure helps reduce operating costs, improve building performance, and allows property owners to pursue needed upgrades while preserving capital for ongoing operations.

CPACE has been implemented successfully in other Oregon communities and leverages private capital without placing financial risk on the county. The program supports reinvestment in existing buildings, improves resiliency, and enhances property values while delivering measurable benefits to property owners and tenants.

From an economic development perspective, a countywide CPACE program would encourage modernization of Yamhill County's commercial and industrial building stock, improve business competitiveness, and support long-term economic vitality by lowering energy costs and supporting sustainable growth.

We appreciate the Board's consideration of a countywide CPACE program and your continued leadership on policies that support local businesses and community reinvestment.

In collaboration,



Kim Morris
Mayor
City of McMinnville
Kim.Morris@mcminnvilleoregon.gov



Adam D. Garvin
Interim City Manager
City of McMinnville
Adam.D.Garvin@mcminnvilleoregon.gov

From: [Sue Aime](#)
To: [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#); [BOC Info](#); [Planning](#)
Subject: Written Testimony – January 22, 2026, BCC Meeting
Date: Wednesday, January 21, 2026 5:52:43 PM

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January 21, 2026

Yamhill County Board of Commissioners

535 NE 5th St.
McMinnville, OR 97128

RE: Request for Final Closure of Yamhelas Westsider Trail

Dear Chair and Members of the Board,

This issue has already been decided through years of litigation, analysis, and County action. The Yamhelas Westsider Trail was challenged, stayed, remanded, withdrawn, defunded, dismantled, and abandoned. There is no active proposal and no legal pathway forward without starting over entirely—and the County has chosen not to do that.

The only question remaining is whether the Transportation System Plan will be accurate and honest. Leaving an abandoned project in a binding planning document is not responsible. I urge you to remove the Yamhelas Westsider Trail from the TSP and finally close a chapter that has imposed unnecessary burden on farmers and taxpayers alike.

Sincerely,

Carole Aime
McMinnville, OR

From: [Kerri Patterson](#)
To: [BOC Info](#)
Subject: I support Eloheh Indigenous center
Date: Wednesday, January 21, 2026 9:21:22 PM

* Spam *

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Commissioners,

I am writing to express my support of Eloheh Indigenous Center's appeal for religious accommodation.

I live in California so why does this matter to me? It matters to me because I have been impacted by their teachings and hope that many others will be exposed to them as well. Their beliefs and practices can't be separated from the land/earth so their spiritually will look much different than say a Sunday morning service. To me being open and making room for things that are different from us is one of the things that makes America richer.

Thank you for being open,

Kerri Patterson

From: [Melody McMaster](#)
To: [BOC Info](#)
Subject: Westsider Yamhelas Corridor
Date: Wednesday, January 21, 2026 9:41:35 PM

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Dear Commissioners,

The Westsider Yamhelas Trail corridor represents an existing public asset designated for transportation and recreation purposes. It is a corridor capable of serving pedestrians, equestrians, and bicyclists, while remaining fully compatible with surrounding agricultural uses.

Comparable projects demonstrate the economic and land-use benefits of such corridors. The Banks–Vernonia Trail, a National Recreation Trail, generates an estimated \$1.5 million annually for surrounding communities. In contrast, the Yamhelas Trail corridor currently generates no economic benefit for Yamhill County businesses, despite its potential to do so using land already owned by the public.

Importantly, development of this corridor would not remove farmland from production, nor would it require rezoning or conversion of agricultural land for commercial use. Instead, it would provide economic opportunity while preserving existing agricultural uses—a goal consistent with statewide land-use planning objectives.

During a Yamhill County Planning Department meeting, a landowner stated that no one had ever contacted him regarding the trail corridor, despite the project having been discussed for years and despite long-standing commissioner tenure. This raises concerns about whether the County has adequately engaged affected stakeholders or considered the full range of public testimony before advancing actions that would permanently alter the corridor’s designation.

The proposed removal of the Westsider Yamhelas Corridor from the Transportation System Plan would require a clear demonstration that such an action serves the public interest and is supported by substantial evidence in the record. Removing a publicly owned corridor from the TSP would eliminate future multimodal transportation opportunities without identifying a comparable alternative or mitigation.

Additionally, there is concern that portions of the corridor are currently being used for private agricultural benefit, despite its public ownership. If accurate, this raises questions about equity and whether the County is prioritizing private use over long-term public benefit in its land-use decision-making.

Historically, this corridor was supported by the agricultural community when it functioned as a rail line that provided direct economic benefit. Today, that same corridor has the potential to provide regional economic benefit to neighboring communities, including Yamhill and Carlton, without diminishing agricultural productivity.

The decision to remove the Westsider Yamhelas Corridor from the Transportation System Plan would be irreversible. Such a decision should not be made without comprehensive analysis, meaningful public engagement, and clear findings demonstrating consistency with statewide planning goals, the County’s Comprehensive Plan, and the Transportation Planning

Rule.

Sincerely,

Melody McMaster

Newberg, OR resident

To the Yamhill County Board of Commissioners,

I am writing this letter in support of the removal of the Yamhelas Westsider Trail from the Counties transportation plan. I have several reasons I don't believe this trail is a good idea.

First off as a fourth generation farmer in Yamhill County my family has worked hard to preserve our long heritage of quality production in this State. Farming is a very tough business and it gets tougher every day. From new restrictions, tax increases, price of inputs, the list goes on. And with this proposed trail we could lose hundreds of acres of the most productive ground in the nation. If a trail is created we could have "Buffer" areas of up to 100' on both sides of the corridor which we wouldn't be able to farm because of pedestrian traffic. We are already losing a lot of top quality ground every day to new developments and other commercial endeavors. It may not be an issue now to get food but it will be an issue in the near future and land is the only thing we cant make more of.

Next is the issue of the financial burden this trail will create for all taxpayers. It will require a large budget just to get the trail built and then we have to maintain it. I don't think there is any numbers on what this would require but I guarantee it will be extremely costly. I think we should concentrate on real problems around the county like homelessness and drugs before we create a new avenue for these types of people to camp out on. And then there is the issue of emergency services accessing this trail, I think it's a huge liability for us.

I am not opposed to trails and I believe they have their place, but a trail along this much open producing ground and residential area is not the place.

Thank you for your time,

Casey Aschim



January 22, 2026

Dear Members of the Yamhill County Board of Commissioners,

I write to you as the Resident Bishop of the Oregon-Idaho Conference within the Greater Northwest Episcopal Area of The United Methodist Church to express my strong support for the Eloheh Indigenous Center's appeal for religious accommodation.

Religious freedom must protect all faiths—not only those whose practices resemble mainstream Christianity. Indigenous spirituality requires extended, land-based gatherings. It cannot be practiced in a building for an hour and only on Sunday morning. Ceremonies such as sweat lodges, cedar fire rituals, and seasonal gatherings are not optional activities; they are sacred expressions of faith, identity, and community - similar to communion and baptism in other traditions. Where, when, and how they happen are equally important as what happens and who is involved.

As a Christian bishop, I recognize and celebrate the expansiveness of spirituality and the deep need for diverse faith and cultural realities to coexist so that all people can be whole. True religious liberty requires more than tolerance—it requires understanding and accommodation.

I urge you to grant Eloheh Indigenous Center the religious accommodation they are seeking and to ensure that your policies protect the full breadth of spiritual expression in your county.

Thank you for your service and for your willingness to lead with wisdom, justice, and respect for all communities.

With respect,



Bishop Cedrick D. Bridgeforth

From: [Derek Ogden](#)
To: [BOC Info](#)
Subject: Status v incidence
Date: Thursday, January 22, 2026 5:48:24 PM

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. This complaint or more accurately suggestion is regarding the ordinances functional compliance with state law and the citizens affected, realistic availability to the services in their community. To open with a solution or two, there should be clarification on the term trespass whether it is an incident or a status that is referred to with citation. The state law is that a trespass status is decided by the property owners based on circumstances. Which gives them reference in their direct experience at least clerically, And then the offender can request a hearing to resume going to that store, business, etc. Currently only the police have any knowledge of who is 'trespassed' (prop management/owners aren't informed) and the police have no process to able to expunge or remove that status, because the parties involved aren't able to communicate or submit the forms to apply those considerations. I personally have spoken to every available employee in regard to my citations, all of whom expressed wanting me to return as a customer , and security when they had made the call initially. and none of them had the paperwork or technically authority to process the unavailable paperwork to resume shopping at places we depend on, and yet they can initiate the trespass status.. giving a single sided influence that doesn't bother to (or have availability to communicate with those whom it is obligated, the equity holders and primarily the community. I feel that whatever the citations resolution (innocent clerically removing the status and guilty then giving the community/property holders an obligation to personally suggest a continuance of that trespass status for an amount of time, reasonably. Untaxed property perhaps given further communal oversight.

These tickets for sleeping under a light for safety resulting in being stuck here for court are also constricting some, and more or over time, keeping myself for instance in a town I didn't want to be in for over 3 and a half years (court every couple weeks and needing to sleep in between. Not allowed at shelters etc because of negligence by the funding parties to ensure fair and safe practices at those facilities. Reminds me of the lack of Federal representation in our scholastic, historical and communal venues. I hope to hear back from you regarding this. I am willing to help by offering my own amended version of the ordinance, or presenting these concerns to the community council personally. in question and look forward to this being addressed.

From: [Tod Butterfield](#)
To: [Kit Johnston](#); [Mary Starrett](#); [Bubba King](#); [BOC Info](#); [Planning](#)
Subject: Written Testimony – January 22, 2026, BOC Meeting
Date: Thursday, January 22, 2026 5:54:40 PM

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January 22, 2026

Yamhill County Board of Commissioners
535 NE 5th St.
McMinnville, OR 97128

Dear Commissioners,

Approximately \$1.7 million has already been spent on the Yamhelas-Westsider Trail through grants and planning costs tied to its classification as a transportation project. This prior spending does not justify the continued pursuit of a project that cannot legally proceed. Continuing to do so only increases the risk of further legal costs, attorney-fee awards, and grant complications.

Removing the trail from the Transportation System Plan reduces taxpayer exposure, while forcing it forward increases it. Fiscal responsibility requires ending this project now.

Also, I understand that there are those who want the YWT effort to be a back door to bringing in light rail, which I think would ruin that part of our county.

Sincerely,

Tod Butterfield

McMinnville

Jan 22, 2026

Re: Docket G-01-25 Proposed Amendment to the Transportation System Plan

Members of the Board of Commissioners,

My name is Matt Dolphin. I am a resident and taxpayer of Yamhill County and I submit this testimony regarding Docket G-01-25, the proposed amendment to remove the Yamhelas Westsider Trail from the Yamhill County Transportation System Plan (TSP) and Comprehensive Plan.

This testimony is not offered to re-litigate prior conditional use permit decisions or to dispute the importance of protecting agricultural lands. Rather, it addresses the legal and procedural requirements that apply when the County amends its Transportation System Plan. Those requirements are distinct from land-use permitting standards and must be satisfied independently.

1. The issue before the Board is a transportation planning decision

The action proposed in Docket G-01-25 is a legislative amendment to the County's Transportation System Plan, an element of the acknowledged Comprehensive Plan. As such, it must comply with Oregon's Transportation Planning Rule (TPR) in OAR chapter 660, division 012, as well as the County's own code requirements for legislative amendments.

The relevant question before the Board is not whether a specific trail project has proven difficult to permit at a particular location. The question is whether removing a designated bicycle and pedestrian corridor from the County's adopted transportation network complies with state transportation planning law and leaves the County with an adequate, connected system.

2. The Transportation Planning Rule requires evaluation of unmet needs when a TSP project is removed

When a local government decides not to pursue a project authorized by its Transportation System Plan, OAR 660-012-0050(5) requires the government to evaluate whether the transportation needs the project was intended to serve will be met in some other manner consistent with the TSP. If those needs cannot be met, the plan must be amended to ensure an adequate transportation system.

In addition, OAR 660-012-0020 requires that the TSP include a bicycle and pedestrian plan providing a network of routes throughout the jurisdiction.

These provisions make clear that the TSP is a systems-based planning document. Projects are not independent line items that can be removed without assessing the effect on the overall network.

3. The staff findings do not contain the evaluation required by the TPR

The staff report explains the history of prior land-use appeals and the County's difficulty in satisfying the farm impacts test in ORS 215.296 for a specific segment of the trail. That background may explain why the County no longer wishes to pursue a particular permitting strategy. However, it does not substitute for the evaluation required when amending a Transportation System Plan.

The staff findings do not include:

- An evaluation of the bicycle and pedestrian needs the Yamhelas-Westsider corridor was intended to serve;
- An analysis of how those needs will be met if the corridor is removed from the TSP;
- A system-level assessment of bicycle and pedestrian connectivity after the deletion; or
- Findings demonstrating that the TSP, as amended, continues to provide an adequate and connected bicycle and pedestrian network.

Instead, the findings rely almost entirely on past permitting outcomes under ORS 215.296. That statute governs approval of certain non-farm uses in exclusive farm use zones. It does not govern how a Transportation System Plan may be amended, and it does not displace the requirements of the Transportation Planning Rule.

4. The County code requires findings of consistency, not policy preference

Section 1207.01(D) of the Yamhill County Zoning Ordinance requires that approval of a legislative ordinance amendment include findings showing the amendment is consistent with the Comprehensive Plan goals and policies.

The staff report characterizes many Comprehensive Plan policies as “aspirational” and suggests that decision-makers need only weigh competing goals. However, the code requires findings of consistency, not merely acknowledgement that some goals were considered.

The Comprehensive Plan includes explicit transportation policies encouraging bicycle and pedestrian travel, development of an integrated and safe non-motorized system, and use of existing rights-of-way where consistent with the plan. The findings do not explain how removing a designated corridor from the transportation network is consistent with those policies, nor how those objectives will be met in the absence of the project.

5. Deleting a corridor without replacement analysis places the County at legal risk

The Transportation System Plan is not a symbolic or aspirational document. It is the County’s adopted framework for providing a safe, connected, and multimodal transportation system over time. Removing a major bicycle and pedestrian corridor without evaluating how the identified transportation needs will be met undermines that framework.

Absent the analysis and findings required by OAR 660-012-0050(5) and OAR 660-012-0020, adoption of Docket G-01-25 would amend the Transportation System Plan in a manner that is inconsistent with state law and the County's own code, and it places the County at legal risk.

6. Request

For these reasons, I respectfully request that the Board decline to adopt the proposed amendment as drafted, or continue the matter and direct staff to prepare the evaluation, alternatives analysis, and findings required by the Transportation Planning Rule before taking final action.

Thank you for your time and consideration.

Respectfully submitted,

A handwritten signature in cursive script that reads "Matt Dolphin".

Matt Dolphin
Yamhill County

Comments to the Yamhill County Commission

To: Members of the Commission and Planning Staff

From: Charles Van Genderen, Dayton Oregon

Date: January 21, 2025

Subject: Proposed Minor Amendment to the YCTSP to remove the Yamhelas Westsider trail (YWT).

Since 2016, Yamhill County officials have put forth greater effort in the willful disregard of its own procedures and the needs of its constituents—both as your neighbors *and* under the law—than you have in planning and accomplishing the priorities and goals set forth by this very board thirty years ago.

Yamhill County citizens are tasked today with either swallowing the results of the County's egregious failure in executing a project that dozens of municipalities across the county have successfully accomplished (including our neighbor, Washington County), or objecting to the loss of a valuable solution to real problems. Removal of the YWT would not allow the county to best address the needs for improved safety, ADA requirements, and benefits of multimodal transportation.

To that end, the following are provisions of State Statute, Administrative Rule and Code that Yamhill County has failed to meet in pursuing the legislative amendment to remove the YWT from the Yamhill County Transportation System Plan (YCTSP):

ORS 197 and 215

The anemic staff report for the proposed amendment concludes:

“Three attempts have been made to obtain land use approval to construct the 2.82-mile section of the trail located between the cities of Yamhill and Carlton. In each attempt the land use application was stopped due to the requirements in ORS 215.296 which is a statute that has become known as the “Farm Impacts Test”.

“Due to the fact that Yamhill County has not been able to make findings to satisfy the Farm Impacts Test in three separate attempts, the majority of the Board of Commissioners initiated the removal of the Yamhelas-Westsider Trail from the TSP in order to pursue other projects. “

While it is true that Yamhill County has not been able to make findings to satisfy the Farm Impacts Test, pathetically, this is of your own making. Failure to make the findings is a result of poor planning, lack of study or outreach, refusal to follow the directions of LUBA's multiple remands (LUBA No. 2020-066 and LUBA No. 2020-067), and the overall dereliction of the County's responsibilities under ORS 197 and 215. **The LUBA decision does not prohibit a trail from being built!**

It is also worth noting that the LUBA decision applies only to a 2.82-mile segment of the proposed trail that runs between the cities Yamhill and Carlton, not the entire 15.25-mile corridor

Table 4: Recommended Bicycle and Pedestrian Improvements

	Location	Recommended Improvement	Cost	Funding Source	Time Frame
A	Old Sheridan Rd. - McMinnville to OR 18	<ul style="list-style-type: none"> Widen travel lanes Widen and pave shoulders to six feet 	\$2.0M + culvert replacement	County	Short-term
B	OR 47 - OR 99W to Washington County	<ul style="list-style-type: none"> Yamhela's Westsider Trail 	N/A	County/Private	Short-term
C	OR 18B - Sheridan to Willamina	<ul style="list-style-type: none"> Widen travel lanes Widen and pave shoulders to six feet 	\$3.0M	ODOT	Medium-term
D	OR 99W - Newberg to Dundee	<ul style="list-style-type: none"> Widen and pave shoulders to six feet* 	See Location #17 in Table 3	ODOT	Medium-term or with Location #17 improvement
E	OR 99W - Lafayette to McMinnville	<ul style="list-style-type: none"> Widen and pave shoulders to six feet 	Reconstruction of two bridges**	ODOT	Medium-term
F	Lafayette Hwy. - Lafayette to OR 18	<ul style="list-style-type: none"> Widen travel lanes Widen and pave shoulders to six feet 	\$1.7M + utility pole relocation	County	Short-term

* Alternatively, the shoulders on Dayton Avenue could be widened, consistent with the Dundee TSP and Chehalem Heritage Trail Strategic Plan.
 ** South Yamhill River bridges only.

The remaining recommended improvements fall under the ownership and jurisdiction of the Oregon Department of Transportation. By removing Recommendation B, the County reduces its total potential obligation by 15.25 miles. This would amount to a 79.6% reduction and leaves a mere 3.91 miles of proposed improvements under the purview of the County, which are limited to the roadway. If the amendment passes and no justification is provided for how other parts of the plan meet identified needs in the TSP, Yamhill County proposes that widening the shoulders of 0.005% of the 716 miles of road it owns and maintains county-wide meets Objectives 1 and 2 under Goal 4 of Section 7 of the TSP to "Increase the Quality and Availability of Pedestrian and Bicycle Facilities." **This reduction is significant and needs further consideration under OAR 660-012.**

According to *ODOT Transportation System Plan Guidelines Best Practices and Emerging Topics* issued 5/31/17, which identifies and summarizes best practices to develop TSPs, Bicycle Level of Traffic Stress (BLTS) are defined as "a methodology that classifies four levels of traffic stress that a bicyclist can experience on the roadway, ranging from BLTS 1 (little traffic stress) to BLTS 4 (high traffic stress). A road segment that is rated BLTS 1 generally has low traffic volumes and travel speeds and is suitable for all cyclists, including children. A road segment that is rated BLTS 4 generally has high traffic volumes and travel speeds and is perceived as unsafe by most adults. Per the APM, BLTS 2 is considered a reasonable target for bicycle facilities due to its acceptability to the majority of people."

OR 47 has a BLTS rating of 4—the highest traffic stress (ODOT TransGIS). According to the *Population Forecasts for Yamhill County, its Cities and Unincorporated Area: 2011-2035* study commissioned by Yamhill County and provided by the Planning & Development website, "Yamhill County will undergo an increase of almost 43,000 persons from 99,851 in 2011 and population will reach almost 142,830 by 2035." **Failing to provide an adequate transportation system under this Goal that meets current needs and projected growth is unlawful.**

For these reasons, Yamhill County should not pass the legislative amendment to remove the project known as Yamhelas Westsider Trail from the Yamhill County Transportation System Plan.

Sincerely,

Charles Van Genderen,

Dayton, Oregon

BOC Testimony January 22, 2026

Tom Hammer
23701 Wallace Rd. NW
Wheatland, OR 97304

Yamhill County Commissioners
535 NE 5th St.
McMinnville, OR 97128

I am in favor of removing the Yamhelas-Westsider Trail from the Transportation System Plan. The Trail was entered into the TSP when the volunteer leader of the FYWT deliberately deceived the 2012 Commissioners by saying farmers had no objections to it. Former Commissioner, Kathy George, documented that 2012 deceit in a letter recently. That same misrepresentation was made to the Mid-Willamette Valley Area Commission on Transportation, MWACT by a former County Commissioner in order to secure a grant for initial design of the Trail which included two light rail bridges. Anyone with experience in construction can see those bridge designs are of a bearing weight, elevation and course to accommodate a light rail train at speed. The option for light rail was written into the original description of the YWT but no trail advocate mentions that they're promoting a dream of Metro. After an initial LUBA ruling that remanded the County to follow land use law for a non-conforming use in EFU zoning, two commissioners voted that the County follow that LUBA remand. Three unelected staff met with one, now former Commissioner, in an illegal exparte meeting and coerced him into changing his vote to support their desire that the County ignore the LUBA remand. Two of those officials are currently County staff leaders. That illegal meeting was the subject of a News Register story. If the County had followed the LUBA remand, it would have had to facilitate an Agricultural Impact Study. If the study showed no substantial financial harm to farmers along the abandoned ROW, the County could then apply for a Conditional Use Permit. Emails obtained under the Freedom of Information Act found that current top unelected officials in the County and

one former Commissioner conspired with FYWT to circumvent land use law and to conduct PR stunts designed to inflame an uninformed public. Those emails are featured in a booklet named "The Truth About the Trail". Those unrepentant and compromised unelected officials are still in County staff leadership. Many of the uninformed public are still inflamed. Being informed includes knowing land use law, knowing the business needs of a farm and its reliance on private property rights, knowing costs of trail construction and understanding the economic structure of our County.

respecting

Advocates of the YWT, which includes private citizens, plus both current and former County staff, could have initiated an Ag Impact Study, but they chose not to. That is because it is certain that a recreational trail through EFU zoning would do substantial financial harm to farms along the ROW by eliminating farm practices on a great number of acres.

Exercise is an essential human activity. It nurtures mind, body and soul. Providing recreation for exercise is not an essential function of government, but government can and should do much to facilitate recreation. Recreation that blatantly breaks the law and brazenly violates private property rights is wrong and unnecessary.

Trails constitute just a fraction of the recreational facilities government provides to the public. There are over 200 trails for recreation in our beautiful state, paid for and maintained. Some are close by. A potential for a new trail from Metzger Park to Baker Creek Falls is worth looking into. It would not cause harm to family farm businesses. It would be much more affordable than the YWT would have been. It would not pretend that walking and riding a bike for recreation is transportation any more than paddle boards and kayaks are transportation. Only those with Trail Derangement Syndrome will cling to a notion that has been fraught with deceit and malfeasance throughout its entire life and ignore the many opportunities to do recreation right.

Truly,

Tom Hammer

1102 SW Russ Lane
McMinnville, Oregon, 97128
January 19, 2026

Yamhill County Department of Planning and Development
400 NE Baker Street
McMinnville, Oregon 97128

Attn: Yamhill County Board of Commissioners
RE: G-01-25

Dear Commissioners:

I am opposed to the passage of G-01-25.

The BCC has the authority to initiate this action (ORS 197: Comprehensive Land Use Planning) and public notice was duly given. However, ORS 197 also establishes the Department of Land Conservation and Development and charges it with review of local governments' acknowledged comprehensive plans to ensure land use goals are in compliance with all plans, programs, rules or regulations affecting land use adopted by a state agency. ORS 197.230 lists the conditions for a finding of need for adoption or amendment of county comprehensive land use goals.

The staff report to the Yamhill County Planning Commission gives the need for adoption of G-01-25 as their failure to "make findings to satisfy the Farm Impacts Test in three separate attempts," citing OAR 215.213 (1) or (11), 215.283(2) or (4), and 215.296. Review of the LUBA decisions, which should be part of the evidentiary record, show factual responses and significant good faith efforts of the county to comply with its Comprehensive Plan goals and to work cooperatively to respond to opponents concerns about farm impacts (*Appendix A: Board Order 20-164- Findings in Support of Approval of Docket No G-01-18 on Second Remand and Conditions of Approval*).

Little factual evidence was offered by the opponents although there were concerns about potential oversight of their spraying practices, predictions of illegal uses of the right of way (ROW), and fears of criminal behavior, vagrancy, illegal camping, and "thousands" of out-of-state people littering and trespassing. Worries about possible fires set by vagrants were highlighted in one case, and in the next case objections were raised when the county began constructing a bridge that would allow access to provide fire service. LUBA remands were often on procedural issues like the quality of audio recordings, although audible video recordings were available. Surely responsibility to challenge such allegations lay with the County and the failure to do so is no excuse for withdrawal of the trail from the YCTSP.

Perhaps the most serious omission in the evidentiary record is actual data.

- 1) The number and size of parcels that could be affected is not provided.
- 2) The amount of land currently being planted on the 60' right of way is not documented.
- 3) The type of crops planted on the abutting parcels is not documented.
- 4) The type of sprays used on those specific crops and parcels is not documented.
- 5) The potential harm to humans and animals that can occur by inhaling the sprays that are used is not documented.
- 6) The number of times spraying occurs each year and the duration of the spraying is not documented
- 7) The times of the year the spraying occur is not documented.
- 8) Are farmers spraying on windy days? If so, has any analysis been provided of wind drift distances? There is no documentation.
- 9) What are wind drift distances when spraying is done under approved conditions? This was not documented.

It is not possible to assess harm or damage to farmers, crops, hikers, bikers or hypothetical vagrants when absolutely no data are provided. If spraying only occurs 4 times a year, why should trail use be prohibited for the other 361? Why should the entire length of the trail be deleted from the YCTSP if any documented problems could be addressed by closing the affected section (2.8 miles) on the days spraying is being done? It is very hard to assess harm to farmers and farm practices, hikers, children in strollers, bicyclists and hypothetical vagrants with absolutely no hard data. Neither the trail opponents or the county met an evidentiary standard of providing the necessary data to determine harm to existing farm practices.

Since the Department of Land Conservation and Development (DCLD) is charged with review of proposed amendments to county comprehensive plan, the complete trial record, public statements, testimony, and letters of both the opponents and supporters must be provided to the DCLD to ensure objective evaluation of relevant state and local statutes, factual evidence, goals and policies using available data. failed to be rigorously data-driven in its response to LUBA's remand regarding farm practices.

However, an additional criterion cited in the public hearing notice for G-01-25 includes OAR 660-012 (Land Conservation and Development Department, Chapter 660, Division 12, Transportation Planning). OAR 660 addresses the responsibilities of local governments, i.e., cities and counties, to prepare, adopt, amend and revise comprehensive plans in compliance with goals approved by the DCLD. Throughout Chapter 660, there are multiple references to the importance of incorporating transportation facilities for pedestrians, bicyclists, and disadvantaged persons, e.g., handicapped, into local comprehensive transportation plans. If the Yamhill County Board of County Commissions approves a legislative amendment to the Yamhill County Transportation System Plan (YCTSP), this action must be reviewed by the DLCD to ensure that the county is meeting the acknowledged YCTSP needs, goals and facilities, particularly for bicyclists and pedestrians, as required under OAR 660. Attachment 1 lists relevant portions of Chapter 660 that are considered guiding principles for local transportation plans. Since Chapter 660 is long and complex, I offer these cites as examples of intent and policy while acknowledging all relevant sections of Chapter 660 should be considered.

The YCTSP was adopted under Yamhill County Ordinance 895 on 11/5/2015 and amended in 2018 to include the Yamhelas Westsider Trail. In the YCTSP Executive Summary the following statements are made:

- On page 10, "*Bicycle needs exist where there are higher bicycle and vehicle volumes and the roadway shoulders are either too narrow or not paved. These conditions exist along portions of OR 47 OR 99W, OR 154/Lafayette Hwy, Westside Road, and Old Sheridan Rd. Pedestrian needs exist where the shoulder width standards are not met. Because bicyclists and pedestrians share the roadway with traffic, the needs at these locations will increase as traffic volumes grow in the future.*"(page.8).

-On page 10, in "Goals, Objectives and Evaluation Criteria," desired goals include 2) *Provide for the safety of al (sic) transportation modes, 3), Provide an equitable, balanced and connected multi-modal transportation system, 4) Increase the quality and availability of pedestrian and bicycle facilities, 8) Provide a transportation system that conserves energy and protects and improves the environment, and 9) Coordinate with local and state agencies and transportation plans."*

-On page 12, the county commits to designation of scenic routes.

-On page 12, under "Public Process," the YCTSP states that "*development of the TSP was a collaborative process among the County, ODOT, RIAC, key stakeholders and the community.*"

On page 13, the YCTSP notes "*There was also general interest in ensuring that bicycle and pedestrian improvements would be included in the TSP. A second open house was held on December 11, 2014 to provide an opportunity to the public to comment to comment on proposed improvement options for 21 priority roadway improvement locations and a list of proposed bicycle/pedestrian improvements.*" At the same open house "*There were also several comments about the general importance of adequate shoulders and the need to safely accommodate bicyclists.*" At the conclusion of this section, the summary notes... "*these improvement will benefit the entire population.*"

On page 24 under "Bicycle and Pedestrian Improvements," the YCTSP notes that "*The recommended bicycle and pedestrian improvements are located throughout the County and consist mainly*

of shoulder widening and/or paving to accommodate bicycle and pedestrian use. In some cases, lane widening is also recommended because having adequate lane width for vehicle traffic also improves safety for bicyclists and pedestrians. In addition to the shoulder and lane widening improvements, the Yamhela's (sic) Westsider Trail is also recommended, which will run parallel to OR 4 between OR99W and Gaston."

Appendix B to the YCTPS provides actual data, although it is not current nor is it particularly helpful in determining if Yamhill County has met the rules and requirements of Chapter 660. Yamhill County claims to satisfy the requirement for pedestrian and bicycle facilities by designating its rural roads as bicycle routes, despite lacking adequate shoulders, appropriate width, or designated bike or pedestrian lanes. Further, many of these same roads are identified as usable by freight trucks and heavy farm machinery. Despite a commitment to widen shoulders on these roads, the county has provided no updated information as to where, or if, this has actually occurred. Therefore, it is difficult to ascertain if there are any routes in the county dedicated for protected pedestrian and bicycle lanes that are safe, particularly for children or handicapped individuals. The only amendment to the YCTSP relating to pedestrian and bicycle facilities was Ordinance 880 which supports development of the Yamhelas Westsider Trail (Ordinance 880).

I request that the hearing regarding amendment of the YCTSP be continued until the county can provide 1) an inventory of "safe and convenient" bicycle and pedestrian networks, expressed in terms of miles and showing points of access; 2) document the location and number of injuries and deaths that have occurred on county roads since 2011; and 3) provide an inventory of county roads that have either defined bicycle lanes, pedestrian paths, or adequate shoulders to meet the "safe and convenient" standard set by OAR 660-012 and the goals and objectives of the YCTSP.

In summary, a thorough and careful evaluation of both land use and transportation issues and laws is necessary to objectively determine whether or not the Yamhill Board of County Commissioners is a) compliant with its own transportation plan and b) acting in the best interests of the general public as required under OAR 660. An additional consideration is the economic impact to the general public; \$1.7 million taxpayer dollars were expended to purchase the right of way and additional costs will be incurred if state and federal grant monies need to be refunded from the county budget. Since some of the opponents to the trail have openly expressed their desire to both continue to use the public right of way for their personal use and to potentially own the property in question, it is not surprising that supporters of the trail are seeking a public referendum on the matter.

In my opinion, the Yamhill BCC is on shaky ground, factually, legally and ethically in its hasty decision to remove the Yamhelas Westsider Trail from the YCTSP. Financially, the decision causes a needless economic burden to the citizens while depriving people of all ages and abilities the opportunity enjoy a public right of way in a safe and convenient setting. The matter should be continued until the county can present actual evidence regarding its compliance with the requirements of OAR 660, current data on death and injuries incurred by bicyclists on county roads, and be specific about its plans to "pursue other projects." Framing the decision as primarily a land-use issue is disingenuous, as any thorough reading of the YCTSP, the evidentiary record and state statutes will confirm. I oppose passage of G-01-25.

Sincerely,

Margaret Cross

ATTACHMENT 1

The following statements are excerpted, with reference, from OAR Chapter 660, Division 12, Transportation Planning. They relevant insofar as they address state transportation goals, purposes, and requirements that apply to both cities and counties. Any amendment to the existing YCTSP should be reviewed within the context of all applicable OAR Chapter 660 rules and regulations as well as

Purpose

660-012-0000 (1) (c) - (To) provide a transportation that serves the mobility and access needs of those who cannot drive and other underserved populations.

660-012-000 (1) (d) - (To) provide for affordable, accessible and convenient transit, pedestrian, and bicycle access and circulation, with improved to connectivity to destinations people want to reach such as education facilities, workplaces, services, shopping places of worship, *parks, open spaces*, and community centers. (emphasis added)

660-012-0000 (1) (k) - Identify how transportation facilities are provided on rural lands consistent with statewide planning goals.

660-012-0000 (3) - For all communities, the mix of planned transportation facilities and services should be sufficient to promote economic, sustainable, and environmentally sound mobility and accessibility for all Oregonians.

Elements of Transportation System Plans 660-012-0020

660-012-2020(2)(a)(D)(a) - (The TSP shall include the following elements:) - a bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area. The network and list of facility improvements shall be consistent with the requirements of ORS 366.514.

660-012-2020 (3) - (Each element identified in subsections (2)(b)-(d) of this rule shall contain): An inventory and general assessment of existing and transportation facilities and services by function, type, capacity and condition:

Transportation Project Development 660-012-0050

660-012-0050 (5) If a local government decides not to build a project authorized by the TSP, it must evaluate whether the needs that the project would serve could otherwise be satisfied in a manner consistent with the TSP.

Transportation Improvements on Rural Lands 660-012-0065

This section should be considered in its entirety and care taken to ensure that the county, in requesting an amendment, has met statutory requirements.

Key Destinations 660-012-0360

660-012-0360 (1) Cities and counties shall use the best available data to identify key destinations for purposes of coordinated land use and transportation planning.

660-012-0360 (1) (f) Parks, recreation centers, paths, trails and open spaces;

Pedestrian Systems Projects 660-012-0520

This section should be considered in its entirety, with particular focus on the requirements listed in (1), (2), (3) (a), 3(b), 3 (d), 3(e), 3 (f), 3(g), and (4)

Bicycle System Planning 660-012-0600

This section should be considered in its entirety, with particular focus on (1) (a), (3) (a), and (4)

Bicycle System Inventory 660-012-0605

660-012-0605 (1) Bicycle system inventories must include information on bicycle lanes, bicycle routes, accessways, paths, and other types of bicycle facilities, including pedestrian facilities that may be used by bicycles. Inventories must include information in width, type, and condition.

660-012-0605 (3) Bicycle system inventories must include the crash risk factors of inventories bicycle facilities, including but not limited to speed, volume, separate and roadway width. Bicycle system inventories must also include the location of all reported injuries and deaths of people on bicycles. This must include all reported incidents from the most recent five years of available data prior to the year of adoption of the bicycle system inventory.

Bicycle System Requirements 660-012-0610

This section should be considered in its entirety. The underlying requirements are detailed in 660-012-0610 (1): This rule describes the minimum planned bicycle facilities that must be included in plans. Cities or counties may choose to exceed the requirements in this rule. Cities and counties may choose to apply bicycle functional classifications to bicycle facilities.

660-012-0610 (2): Cities and counties shall plan for a connected network of bicycle facilities that provides a safe, low stress, direct, and comfortable experience for people of all ages and abilities. All ages and abilities include: see (a) through (h) for the comprehensive listing.

Bicycle System Projects 660-012-0620

This section should be considered in its entirety

Jerry B. Hart
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McMinnville, Oregon 97128
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971-241-3408

Delivered by email only to
planning@yamhillcounty.gov

January 19, 2026

RE: Yamhales Westsider Trail
Docket No. G-01-25
Public Hearing, 10:00 a.m. January 22, 2026

This is submitted in opposition to removing the Yamhales Westsider Trail from Yamhill County's Transportation System Plan.

Deleting the Trail from the TSP is a legislative action which must have an evidentiary basis. Such action must meet the criteria of YCZO Section 1207.01 and be consistent with the goals and policies of the Yamhill County's Comprehensive Plan. For reasons stated below, a Board vote deleting the Trail from the TSP will not meet the criteria of Section 1207.1 and is inconsistent with the County's Comprehensive Plan.

THERE IS NOT AN EVIDENTIARY BASIS TO DELETE THE TRAIL FROM THE TSP

YCZO 1207.01D provides that: *Approval of a legislative ordinance amendment shall include findings showing that the amendment is consistent with the comprehensive plan goals and policies.* Such amendments and findings must have an evidentiary basis; they cannot be based on mere political considerations.

There is not an evidentiary basis to support findings sufficient to delete the Trail from the TSP. The testimony and evidence submitted by proponents of the motion generally consist of variations of a single theme: LUBA ruled against the Trail so the Trail is dead; the County will never solve the Farm Impacts Test.

LUBA did not rule that the Trail cannot be built. The Trail was last before LUBA in the case involving the County's land use action to build the 2.28-mile section between Yamhill and Carlton. In that decision, LUBA did not reverse the case. Instead, it remanded the case back to the County to make necessary findings relating to the Farm Impacts Test of ORS 215.296.

In its December 30, 2020 opinion, LUBA stated that:

“However, we are not convinced that the Trail is prohibited by the farm impacts standards as a matter of law.” LUBA No. 2020-066-67, page 62.

The Board of Commissioners’ purported reason for wanting to delete the Trail from the TSP is stated in the Staff Report at page 2:

Due to the fact that Yamhill County has not been able to make findings to satisfy the Farm Impacts Test in three separate attempts, the majority of the Board of Commissioners initiated the removal of the Yamhales-Westsider Trail from the TSP in order to pursue other projects.

That passage in the Staff Report tells us the Board’s rationale to delete the Trail from the TSP. However, Yamhill County has not attempted to do so since that LUBA remand. Plus, the County has not shown what other projects it intends to pursue nor has it shown how other potential projects prevent moving forward with the Trail

But what happened? Why did Yamhill County not make the effort to meet the Farm Impacts Test? The answer is that local politics happened. A new commissioner was elected to the Board in the 2020 election. That resulted in an anti-Trail majority of the Yamhill County Board voting on February 4, 2021, to withdraw the County’s land use application.

The County has not demonstrated that the reasons the Trail was put into the TSP no longer exist. The reasons why the Trail was included in the TSP are cited in Ordinance 880. The provisions of Ordinance 880 which the Board proposes to delete are:

IT APPEARING TO THE BOARD that Yamhill County wished to consider amendments to the Yamhill County Transportation System Plan (YCTSP) as an element of the county comprehensive plan, to acknowledge the potential future use of a 15.25-mile section of the Union Pacific Railroad right-of-way between McMinnville and Gaston as a bicycle and hiking trail, and to provide for the potential future use of the same right-of-way for commuter and/or freight rail.
(Ordinance 880)

|||

4. Yamhill County supports the Hagg Lake to McMinnville, Rail With Trail Project (Yamhales Westsider Trail Project) and considers it important to both the County’s trail/bikeway systems . (Ordinance 880)

5.

The Hagg Lake to McMinnville Rail with Trail project is a multi-faceted solution to multiple issues. It would allow alternative access to destinations, increase tourism, and assist with the movement of goods in the Willamette Valley. Hagg Lake provides various facilities to the public, and cycling communities greatly utilize the roads surrounding the lake. From this destination and traveling south, the only access for cyclists is along a busy state highway (Hwy 47). There is a lack of off-street recreational trails in the area.

The proposed trail would also enhance economic development. Presently, tourism and the mobility of goods from Portland to Yamhill County happen via Highway 47. The long-term goal of this project is to have a rail line along with the trail component. The Rail With Trail project will improve regional accessibility for business owners and allow the connection to other rail lines in the area. Yamhill County is known for its agricultural production and wine industry. This project will also be a critical factor towards the long-term viability for manufacturing and tourism in the valley. (Ordinance 880)

Proponents of deleting the Trail from the TSP have not shown, or for that matter even suggested, that the problems and issues which led to the inclusion of the Trail in the TSP no longer exist. In fact, the evidence in the record shows the contrary—the problems and issues which the Trail addresses still exist. The proponents have not put into the record any alternative plans or proposals to address those problems and issues.

DELETING THE TRAIL FROM THE TSP IS NOT CONSISTENT WITH YAMHILL COUNTY'S COMPREHENSIVE PLAN

Deleting the Trail is not consistent with the County's Comprehensive Plan Goals and Policies relating to three areas addressed in the Goal and Policies: Transportation, Parks and Recreation, and Urban Development.

Transportation Element of Yamhill County's Comprehensive Plan

From Yamhill County's Comprehensive Plan:

11.05.03.01 Transportation.

a) Summary.

(iii) A major concern of the county is to develop a transportation system that will maintain and enhance the quality of life enjoyed by its residents.

(vi) The provision of adequate bicycling and pedestrian paths within the county is a concern of the county residents. Such modes of transportation lend themselves particularly to the rural nature of the county.

b) Goal Statement. To provide and encourage an efficient, safe, convenient, and economic transportation and communication system, including roads, rail, waterways, public transit, and air, to serve the needs of existing and projected urban and rural development within the county, as well as to accommodate the regional movement of people and goods and the transfer of energy, recognizing the economic, social, and energy impacts of the various modes of transportation.

(i). Policies

9. Yamhill County will encourage bicycle and pedestrian traffic as an element of the transportation system by coordinating with the cities within the county to develop an integrated system of safe and convenient bicycle and pedestrian ways to complement other modes of transportation.

Deletion of the Trail from the TSP is not just inconsistent with these policies and goals; deletion is directly contrary to those goals and policies. The Yamhill Westsider Trail will connect the cities of Carlton, Yamhill, and Gaston with a safe and convenient bicycle and pedestrian way. [Gaston is not Yamhill County but is linked by location to Yamhill and Carlton by both Highway 47 and the proposed Trail.]

Those three communities are connected by Highway 47, a major connection highway which carries a high volume of vehicle traffic, including commuters, farm vehicles, commercial vehicles, and tourists. It is the main highway from McMinnville to major urban areas, including Forest Grove and Hillsboro. Highway 47 is busy and dangerous for bicyclists and pedestrians. The Trail will provide a safe route for bikers and walkers.

A bicycle link would be especially important for Carlton and Yamhill. Those rural cities are about 3.5 miles apart on Highway 47. However, by the Trail, they would be only about 2.5 miles apart. The two towns are in the same school district. The district has one elementary school in Carlton. The district's middle school and high school are in Yamhill. The Trail will provide a safe and easy transportation route for students and their families.

There is no evidence that the County has made any effort to coordinate with Yamhill and Carlton about removing the Trail from the TSP—inconsistent with the stated policy of coordination.

The Trail would do what is asked for by the Comprehensive Plan—connect the Yamhill and Carlton with an integrated, safe, and convenient bicycle path which would complement other modes of transportation.

Parks and Recreation— Section 4 of Yamhill County's Comprehensive Plan

1.05.04.02 Parks and Recreation.

a) Summary. The Oregon State Park Department, Yamhill County, Chehalem Parks and Recreation District, the school districts, and the Yamhill County cities provide a variety of different levels of park and recreation opportunities for county residents and the transient population. Most of the park land outside Yamhill County cities is accessible only by automobile. There is a lack of water-based recreational opportunities in Yamhill County.

b) Goal Statement. To provide adequate recreational opportunities in both the rural and urban environments to meet existing and projected needs.

(i) Policies

7. Yamhill County will promote the development of an integrated bicycle and pedestrian trail system to provide recreational opportunities and to link open space, Yamhill County communities, and park areas.

9. Yamhill County will encourage cooperation among government agencies to increase recreation opportunities, programs, and facilities for county residents and will explore the possibilities of providing recreation programs for the small towns and rural areas of the county.

Deleting the Trail from the TSP is in direct conflict with the development of an integrated bicycle and pedestrian trail system. Deletion would deprive Yamhill County residents of recreation opportunities.

The record is chock-full of the recreational benefits of the Trail. Citizens have testified at hearings and submitted written statements which show how the Trail will benefit them personally and the community as a whole. Can anyone seriously argue that deleting the Trail from the TSP is consistent with the Park and Recreation elements of the Comprehensive Plan?

Economic and Urban Development

An important objective of the Comprehensive Plan is to help urban communities develop diverse and thriving local economies. This is shown in the following excerpts from the Comprehensive Plan:

11.05.01.01 Urban Area Development.

b) Goal Statement. To encourage the containment of growth within existing urban centers, provide for the orderly, staged, diversified, and compatible development of all of the cities of Yamhill County, and assure an efficient transition from rural to urban land use.

d) Goal Statement. To create convenient and attractive residential neighborhoods which can be efficiently serviced with roads, utilities, schools, parks, and commerce, and can take advantage of desirable physical features; and to give a satisfactory range of choice to the prospective householder through the imaginative use of a variety of design concepts.

Tourism plays a key role in Yamhill County, especially tourism relating to the County's wine industry. Evidence has been submitted by members of the local tourism industry showing how the Trail would be beneficial to tourism. Indeed, benefits to tourism are specifically mentioned in Ordinance 880. Those potential benefits disappear when the Trail is abandoned.

It does not take a great imagination to predict how the Trail will economically benefit cities of Carlton, Yamhill, and Gaston. When the Trail is built, those three communities will be within a bike ride of each other. The Trail would increase the demand for tourist services in those urban areas—lodging, food, and entertainment service which would help the economies of those communities. The Trail will also help both Yamhill and Carlton to attract new residents and businesses thereby assist in the economic and urban development of those cities.

FARM LAND AND THE FARM ECONOMY

Agriculture plays an important role in Yamhill County's economy, and preservation of farm land is a critical part of Oregon's land use system. The Farm Impacts Test of ORS 215.296 plays a key role in the protection of farm land and the farm economy. Without question, the development of the Trail must be done in a way that complies with the protections given farm land and farming practices. The record is replete with written and oral evidence showing that bike and pedestrian trails can coexist with adjacent farms. There

is no good, compelling reason why the Yamhales Westsider Trail cannot coexist with neighboring farms.

SUMMARY

The Yamhales Westsider Trail should not be removed from Yamhill County's Transportation System Plan. There is not an evidentiary basis for removing the Trail from the TSP. Removing the Trail from the TSP is not consistent with Yamhill County's Comprehensive Plan.

Sincerely,

Jerry Hart

Jerry Hart

**Sheryl Patterson
Attorney at Law (ret.)
Lafayette OR 97127
spattersn@gmail.com**

January 13, 2026

HAND DELIVERED

Board of Commissioners
Yamill County
434 NE Evans Street
McMinnville OR 97128

RE: **January 22, 2026 Public Hearing; TSP Amendment; Yamhelas-Westsider Trail**

Two of the three Board of Commissioners have stated that they intend to vote to remove the 15.25 mile Yamhelas-Westsider Trail (Y-W Trail) from the Yamill County Transportation Systems Plan (TSP) at this upcoming public hearing, regardless of the overwhelming public support to retain and build this trail for the benefit of the citizens of Yamill County. These two Commissioners want to abandon this transportation project and sell the County land at a significant loss to benefit the abutting landowners.

Removing this recreation and transportation amenity from the TSP violates the County's Comprehensive Plan and conflicts with state law. The County is obligated to consult with the affected cities in the county, Washington County and the City of Forest Grove, the regional Metro government agency, the State Department of Parks and Recreation, and the State Department of Transportation (ODOT) over the impacts of removing this planned transportation improvement. The County also has to provide formal notice to ODOT, wait 30 days, and then hold a subsequent noticed public hearing before this prior railroad alignment can be abandoned and the land sold. (see ORS 271.310(3) and ORS 275.330(c)).

Any action to abandon the Y-W Trail and sell the land will surely be overturned by the electorate. With the prospect of two newly elected commissioners, the Y-W Trail project will be revived later this year. The pending TSP amendment proposed by the two Commissioners is not the end of the Y-W Trail saga.

Background

The 14 year history of the planning and acquisition of the Y-W Trail right of way is provided in Appendix 1. In 2017, the County paid \$1.4 million to purchase 12.48 miles of the Union Pacific Railroad right of way for the Y-W Trail, and thereafter initiated studies to develop a master plan for the trail and the engineering designs for the necessary bridges.

Transportation Systems Plan

In 2012, the Board of Commissioners adopted Ordinance No. 880 to amend the TSP, an element of the County's Comprehensive Plan, to include the future use of the 15.25 mile section of the Union Pacific (previously Southern Pacific) Railroad right-of-way between Gaston and McMinnville as a bicycle and hiking trail. (Ordinance copy provided in Appendix 2). The proposed action of the two Commissioners at the upcoming hearing is to repeal this 2012 Ordinance.

The current TSP, dated November 12, 2015, adopted by Ordinance No. 895, includes a number of references to the need, benefits, and funding for the Y-W Trail. A copy of the following TSP references are provided in Appendix 3.

Need for this Pedestrian/Bicycle Trail - Under Existing Conditions, the TSP states that: "There were numerous comments from the stakeholders that conditions for bicycle and pedestrian travel are unsafe throughout the County, particularly in the rural areas." (TSP page 38). Figure 7 shows that there are pedestrian and bicycle needs along the Hwy 47 corridor. (TSP Page 39). Highway 47 links the small towns of Gaston, Yamill and Carlton to the county seat in McMinnville. Goal 3, Objective 4: "Support connectivity between the various communities in the County." (TSP page 57). Goal 4, Increase the Quality and Availability of Pedestrian and Bicycle Facilities, Objective 3 states: "Support the development of the Yamhela's Westsider Trail." (TSP Page 57). Eliminating the Y-W Trail from the TSP contradicts these goals and objectives. The Y-W Trail is also identified in the City of Carlton's 2009 Transportation Systems Plan as a priority pedestrian and bicycle improvement project.

Widening Hwy 47 is Not a Viable Alternative - The TSP determined that expanding the shoulder along Hwy 47 (as an alternative to the Y-W Trail) was not a safe option for pedestrians and bicyclists. The TSP states that: "The only exception to the lane/shoulder widening improvements is for OR 47 between OR 99W and the Washington County line. Here, the planned Yamhela's Westsider Trail was proposed, which will run parallel to OR 47, with connections via OR 47 and intersecting county roads." (TSP page 77).

Linking Towns is Needed - Under Bicycle improvements, the TSP states: "In addition to the shoulder and lane widening improvements, the Yamhela's Westsider Trail is recommended (see Figure 13). The trail will run parallel to OR 47 from OR 99W to Gaston, linking up with the State Highway Bicycle trail to Forest Grove and to Hagg Lake. The cities of Gaston, Yamhill and Carlton are situated along the trail. Access will be available from intersecting county roads and nearby OR 47." (TSP page 89). The County has not identified an alternative location to provide an off-road pedestrian and bicycle link between these rural towns and the community of Cove Orchard. The high school in Yamill serves Carlton and Cove Orchard students and the Y-W Trail is needed to provide a safe route to school.

Grant Funding - The County used \$1,884,280 in state grant funds to acquire the right of way and plan for its development, but had to repay most of the grant funds in 2021 when the County abandoned construction of the Stag Hollow Bridge that was needed for the Y-W Trail development. The County repaid the grant with local funds and the County still owns the right of way.

The TSP includes provisions to identify funding sources for trail construction and maintenance. Under Goal 7, Provide Transportation Facilities and Services that are Fiscally Responsible and Economically Feasible, Objective 2 provides: "Identify and develop diverse and stable funding sources to implement recommended projects in a timely fashion and ensure sustained funding for road maintenance and transportation improvement projects." (TSP Page 58). Goal 7, Objective 3, states that the County is to: "Actively seek state and federal transportation funds to finance programs and improvements." (TSP page 58).

Trail Funding Is Available

The argument of the two Commissioners who oppose the Y-W Trail claim that this transportation facility is too costly to construct and maintain. However, there are established state and federal grant fund programs available for acquiring the remaining three miles to complete the trail, as well as for construction and maintenance.

The Oregon State Department of Parks and Recreation annually issues \$1.6 million in grants for trail development under its Recreation Trails Program (www.oregon.gov/oprd/GRA/Pages-rtsp.aspx). The National Rails to Trails Act managed by FHWA allows for converting old railroad corridors into public recreation trails (www.fhwa.dot.gov/environment/recreational_trails). The federal Rural Surface Transportation Grants program provides \$85 million in funding annually and offers grants of up to 80% for the costs of trail development, including acquisition, construction and maintenance. The County should also consider new revenue sources, like the proposed TOT tax to fund maintenance of the Y-W Trail, which would also benefit visitors to Yamill County.

Violation of the County's Comprehensive Plan

The Commissioners' pending action to remove the Y-W Trail from the TSP would violate the Yamill County Comprehensive Plan, which is codified in Chapter 11.05 of the Yamill County Comprehensive Plan Code. A copy of the following references of the Comprehensive Plan Code provisions set forth in Title 11 Land Use, IV Public Land Facilities, and Services are provided in Appendix 4.

Goal 11.05.04.02 Parks and Recreation, section b) Goal Statement: "To provide adequate recreational opportunities in both rural and urban environments to meet existing and projected needs," includes the following Policies (Comprehensive Code, page 28):

"7. Yamhill County will promote the development of an integrated bicycle and pedestrian trail system to provide recreational opportunities and to link open space, Yamhill County communities and park areas." ...

"9. Yamhill County will encourage cooperation among government agencies to increase recreation opportunities, programs and facilities for county residents, *and will explore the possibilities of providing recreation programs for the small towns and rural areas of the county.*" (emphasis added)

The Y-W Trail would meet these Policies as follows:

- The Y-W Trail would promote bicycle and hiking recreational uses, similar to the use of the Banks-Veronia State Trail.
- The Y-W Trail is located next to the Wapato Lake Wildlife Refuge open space and provides a connection to the Henry Hagg Lake recreation area.
- The Y-W Trail would link the rural small town communities of Gaston, Yamill and Carlton, providing a safe transportation route and recreational opportunities for the children and families that live there.

Goal 11.05.04.01 Public Facilities and Services, Section a) Summary, includes the following statements (Comprehensive Code, Page 25):

“(i) The county sees a need to integrate public facilities and services in an effort to eliminate costs and conserve energy.”

“(ii) Coordination with all jurisdictions and affected agencies is essential in the development and maintenance of adequate public facility systems.”

The Carlton City Council at its December 2, 2025, meeting expressed strong support for retention of the Y-W Trail in the County’s TSP to preserve the corridor for future public use, including the placement of infrastructure within the right of way that could improve water supplies within the County. The Council identified the Y-W Trail benefits for economic growth, tourism, and creating a safe north-south bicycle and pedestrian transportation corridor. The County has failed to coordinate with the cities along Highway 47 that would benefit from the retention of the Y-W Trail right of way for future development as an infrastructure and recreation corridor.

Violation of State Law

Under ORS 197.175, the County is required to have a Comprehensive Plan that is consistent with the goals established by the State Land Conservation and Development Commission (LCDC). State Goal 12 requires the county to create a transportation system plan that takes into account all relevant modes of transportation, including pedestrian and bicycle facilities. State Goal 8 requires local governments to plan for the recreation needs of their residents and visitors. This goal places priority on non-motorized forms of recreation.

There is no alternative proposed to replace the off-street, recreation, and non-motorized Y-W Trail. As a result, the County first needs to consult with the LCDC before amending the TSP, which is part of the County’s Comprehensive Plan.

State and Regional Coordination Required

Under ORS 390.974, the County should first consult with the State Parks and Recreation Department before abandoning the Y-W Trail right of way because it is suitable for expanding Oregon’s recreation trails system. The Y-W Trail is planned to eventually connect to the State’s Banks Vermonia Trail (see graph in Appendix 1). Since the County already owns most of the Y-W Trail alignment and originally used state funds to purchase the land, it should first consult with the State Department of Parks and Recreation and the State Department of Transportation to determine the State’s interests in assuming responsibility for development of the Y-W Trail.

The Y-W Trail is also part of the Regional Trails Systems Plan adopted by Oregon Metro, the regional government agency whose boundaries abut Yamhill County. The County’s action to eliminate the Y-W Trail would impact Metro’s ability to provide a regional transportation connection with Washington County. Abandoning the Y-W Trail project and selling the right of way would impact the transportation plans of the state, regional, and county governments, who have not been consulted prior to this TSP amendment hearing.

Trail is not Prohibited by Farm Impact Standards

The pending decision by the two Commissioners to abandon development of the Y-W Trail is based on the opposition of the few farmers who own property along the trail corridor because they oppose public access anywhere near their land. Most of the corridor along Hwy 47 is only 20 feet from the roadway and that portion of the landowners' property is not actively farmed.

Those landowners previously petitioned the State Land Use Board of Appeals (LUBA) over the trail development claiming that recreational and non-motorized use of the corridor would interfere with their farm operations. On December 30, 2020, LUBA rejected this claim in the petition, finding that the Y-W Trail is not in conflict with farm impact standards. The decision states that:

“The county found that the Trail will not alter the character of the area, reasoning that rural and farm areas are commonly transected by transportation facilities and farming commonly occurs immediately adjacent to public rights-of-way. ... we are not convinced that the Trail is prohibited by the farm impacts standard as a matter of law.” (LUBA No. 2020-066, page 62)

Rather, LUBA remanded the matter back to the County to adopt the necessary evidentiary findings to address farm impacts.

Summary

The reckless proposal by the two Commissioners to remove the Y-W Trail from the TSP after the efforts of many over the past 14 years to get this project built is shocking. I urge the Commission to faithfully consider the objections raised at the upcoming hearing and consider what is in the best interest of the citizens and their constituents who live in Yamill County.

Sincerely,



Sheryl Patterson
Lafayette OR

Cc: Yamill County Planning & Development Department

APPENDIX 1

BACKGROUND INFORMATION AND TIMELINE

SOURCES:

**FRIENDS OF YAMELAS WESTSIDER TRAIL
WWW.YAMTRAIL.COM**

**NEWS REGISTER MCMINNVILLE NEWSPAPER
ARTICLE DATED DECEMBER 5, 2025**

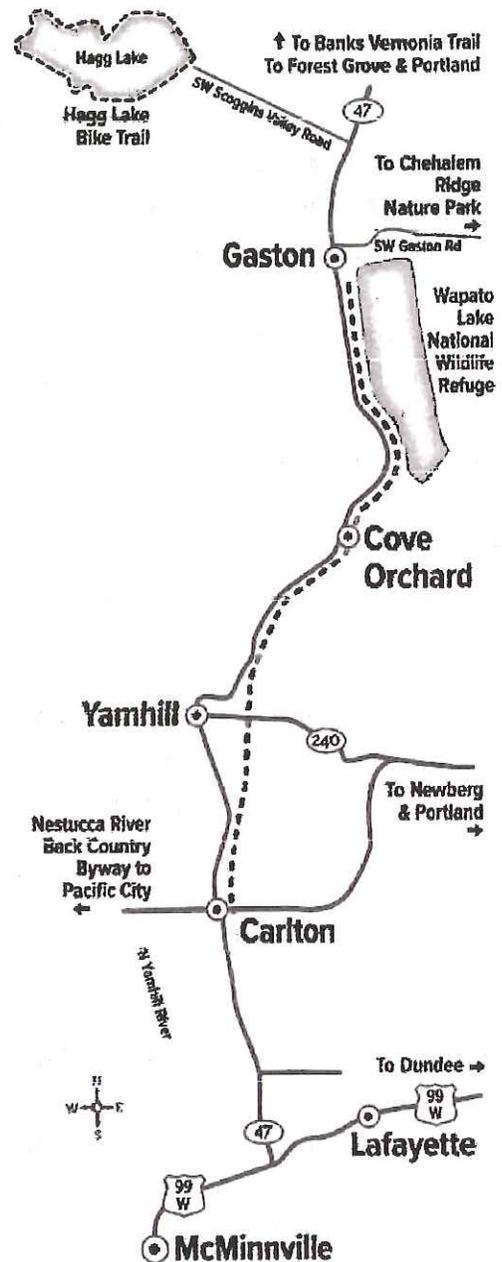
The questions always asked?

What is the current status of the Yamhelas Westsider Trail (YWT)? and Is it defunct?

To get to the answers requires looking back a few years and a story.

Yamhill County, following a 1971 State Transportation Plan that included a Bikeway Transportation Plan, adopted a Comprehensive Transportation Plan in 1974 following a major planning effort to chart the future for the community and follow through with a strong commitment to implementation. It is important to consider the forethought our county officials and county citizens gave to addressing the changes beginning to take place in the county and the visionary decisions and planning shown by county officials when they were considering the future of transportation in Yamhill County. They saw it important to project their thinking out 20 to 50 years to what would be best for not just transportation but for the livability of its residents.

The county and the country were experiencing dramatic economic and social changes. They were in a world recession, interest rates were high, house construction deeply impacted and high unemployment with lumber mills facing layoffs and closures. Trucks were taking over freight needs, planes and cars were replacing people's travel needs. Trucks were now becoming an important means of getting grain and lumber to port in Portland. Small towns were being isolated not only by highways bypassing them, but railroads giving up the spur lines that had been part of their economic lifeline.



In 1984 Southern Pacific Railroad (SP) abandoned their line north from Carlton to Scoggins Creek north of Gaston. It was at this time that the county considered acquiring and converting the line between Carlton and Yamhill to trail, the same section selected for the first phase of the YWT. In 1991 SP abandoned close to 3 miles of rail line south toward McMinnville. It was this year that the Intermodal Surface Compliance Transportation Efficiency Act (ISCTEA) gave funding and support to what had become known as Rails to Trails, a 1960's movement to prevent the permanent loss of thousands of miles of rail corridor. It was at this point the first of what would become the early inclusion of support and planning for what would become the YWT project.

In 1991 the County formed the Yamhill County Bikeway Task Force to develop County Bikeway Master Plan, which was to be a section of the Transportation Systems Plan (TSP) of 1996, they looked back to the 1974 Plan viewing it as visionary, anticipating the linkage of transportation and land use. They recognized that included in the Plan was a thoughtful discussion of issues which are as meaningful and relevant then as they would be in 1996. The 1974 Plan had encouraged creating a Bikeway Pedestrian Plan that recognized that bicycle and pedestrian ways as an element of the transportation systems are most probably found in urban areas or between closely situated urban areas such as Sheridan and Willamina.

While considerable public interest was being expressed in increasing bicycle use it did not appear then that bicycle or pedestrian traffic was heavy. However, the lack of safe and convenient facilities was a likely deterrent to such traffic in the county and that the county must look ahead to the increasing demand for alternative modes of transportation to the automobile." The advisory group charged with the task was laying the groundwork for what was to become the YWT.

Between the time of the previous 1974 Plan and the 1996 Plan the SP south of Carlton to north of Gaston had been abandoned with track and bridges taken out. **The County adopted in the 1996 County TSP policy objective of pursuing the conversion of abandoned rail lines to trails that connect with the County's trail/bikeway system.** Then in 2012 the County updated its TSP to specifically include the YWT. It was a project consistent with the policy objectives provided in the 2003 Yamhill County Parks and Open space Master Plan, as well as the 2009 Yamhill County Agri- Business Economic and Community Development Plan, which indicated the need for transportation infrastructure and amenities, such as trails, to further support agri-tourism economic development efforts. The project is also identified in the 2009 Carlton TSP as a priority pedestrian and bicycle improvement project.

Timeline Of the Yamhelas Westsider Trail (YWT)

- **1971** State Transportation Plan includes a Bikeway Transportation Plan.
- **1974** Yamhill County included a Bikeway Transportation Plan in their Comprehensive Transportation Plan.
- **1984** Southern Pacific Railroad (SP) abandoned their line north from Carlton to Scoggins Creek north of Gaston.
- **1991** The County formed the Yamhill County Bikeway Task Force to develop a County Bikeway Master Plan.
- **1996** The County adopted the County Transportation Systems Plan (TSP) policy objective of pursuing the conversion of abandoned rail lines to trails that connect with the County's trail/bikeway system.
- **2003** Yamhill County Parks and Open Space Master Plan includes policy objective of pursuing the conversion of abandoned rail lines to trails that connect with the County's trail/bikeway system.
- **2009** Yamhill County Agri- Business Economic and Community Development Plan includes the same policy objective of pursuing the conversion of abandoned rail lines to trails that connect with the County's trail/bikeway system.
- **2009** The project is identified in the Carlton TSP as a priority pedestrian and bicycle improvement project.
- **2017** Yamhill County purchases the 12.48-mile section from 3 miles south of Carlton to South of Gaston.
- **2018** On May 18 the County amended the TSP to acknowledge the purchase and to implement plans to develop the Carlton to Yamhill section of that purchase.
- **2018** On December 20 opponents of the trail petitioned the Land Use Board of Appeals (LUBA) for judicial review.
- **2020** On December 30 the LUBA decision was sent to Yamhill County. That LUBA decision stated: "We are not convinced that the Trail is prohibited by farm impact standards as a matter of law." noting specifically that the County could gain LUBA approval if they addressed some remaining issues.

NEWS REGISTER

By Scott Unger December 5, 2025

End of the road? A look at a decade-plus of planning and controversy of the Yamhelas Westsider Trail

Yamhill County has been involved with a potential trail stretching from McMinnville to Gaston for 13 years, but the idea dates to the 1990s.

In 2002, Union Pacific Railroad placed a \$9 million price tag on the 15 miles of abandoned railway originally constructed in the 1800's. It was part of the Oregon and California Railroad, connecting St. Joseph, between Lafayette and McMinnville, to Portland. Union Pacific closed the line in 1990. The asking price was considered too expensive, until Carlton winery owner Ken Wright commissioned an appraisal of the line that was used as leverage to reduce the asking price to \$2.4 million. Wright and other supporters applied for a grant to cover 90% of the purchase; the board of commissioners agreed to fund the remainder and amended the Transportation System Plan (TSP) to include the Hagg Lake to McMinnville Rail With Trail, or Yamhelas Westsider Trail, as a future project.

The amendment passed by Commissioners Leslie Lewis, Kathy George and Mary Stern in 2012 read: "The Rail with Trail project is a multi-faceted solution to multiple issues. It would allow alternative access to destinations, increase tourism and assist with the movement of goods in the Willamette Valley. Hagg Lake provides various facilities to the public and cycling communities greatly utilize the roads surrounding the lake. From this destination and traveling south, the only access for cyclists is along a busy state highway (Highway 47). There is a lack of off-street recreational trails in this area." At that time, the goal was to eventually restore the rail line as well to provide commuter service, despite a 2008 study that concluded costs to upgrade the rail system to modern safety standards would be "prohibitive." The rail component of the plan was later dropped.

The following year, political action committee Friends of Yamhelas Westsider Trail was awarded \$1.4 million in state grant funds to purchase approximately 10 miles of the trail. The county struck out on two subsequent grant requests totaling \$5.5 million in 2014 but agreed to spend \$16,000 to appraise the remaining seven miles.

The project moved along without much contention as the board sought additional funding for master planning and other projects; then Commissioner Mary Starrett joined the dais in the summer of 2014 in open opposition of the trail. Starrett was the lone dissenting vote on an application for \$20,000 in master planning assistance from the National Park Service and would continue the trend of being outvoted on trail issues the rest of the year. She cited costs to the county and infringement on the rights of property owners.

Funding began stacking up in 2015. The parks service funds were allocated, along with a \$362,000 grant from the state Department of Transportation for preliminary engineering and purchase of the land to supplement the \$1.4 million previously awarded.

Opposition of the trail began to take form in March 2016, when a group of five farmers addressed the board. Scott Bernards, Lester Sitton, Jim Van Dyke and Steve Dumdi, who all owned property near of on the rail line, said they were concerned about the impact the trail might have on their ability to farm

adjacent land. They cited concerns that it would affect their ability to spray pesticides, create trespassing issues and lead to litter.

In 2017, Rick Olson joined the Board of Commissioner and issued support for the trail with the caveat that the county be more transparent with the public over the plan. The year also saw a concept plan developed by the parks service and the official purchase of 12 miles of right-of-way for \$1.4 million. Starrett was outvoted on the purchase 2-1.

In 2018, Assistant County Counsel Todd Sadlo prepared a farm impact study that concluded a preliminary 2.8-mile section of the trail connecting Yamhill and Carlton would not create a significant change in farm practices or a crucial cost increase in farm practices. The report was originally rejected by commissioners; however, Olson changed his mind, and the study was approved on a second vote.

That year began a series of appeals by farmers to the Land Use Board of Appeals on county decisions. Opposition increased after LUBA remanded the impact study to the county in 2019. In March of that year, the board approved a contract to design three bridges on the initial portion of the trail. In public testimony, many from Yamhill and Carlton spoke about the benefits the trail would bring to their communities, while the opposition argued the decision was premature because there was no master plan. "You're going to commit yourselves to build a cart when you don't know what kind of cart you need, and you don't have a horse to pull the cart," Van Dyke said. Contrary to that line of thinking, Commissioner Rick Olson argued, "I don't believe it's a waste of money, because I believe that, at some point, this trail's going to be built."

The decision to award the contract was also appealed to LUBA. The county signed a contract for construction of one of the bridges over Stag Hollow Creek in early 2020; however, that work was paused in April by LUBA to allow farmers an opportunity to pursue yet another appeal. Appeals and remands continued throughout the year, but the project moved forward. In August, the board voted 2-1 (with Starrett opposed) to accept a \$122,280 ODOT grant to develop a master plan for the trail.

In early 2021, the momentum stalled with a second LUBA remand of the farm study and the election of Lindsay Berschauer to the board, whose campaign was heavily funded by trail opponents. In February '21, the county halted any work on the trail when Berschauer and Starrett outvoted Commissioner Casey Kulla. Following the decision, Kulla pondered the opposition on a social media post. "It truly amazes me," he said, "that there is so much passion about whether or not to allow people to walk and cycle on an abandoned railroad grade that travels along farmland."

With the trail project officially ended, ODOT and the Parks Departments demanded the county repay the grants it received for the project; a total of \$743,782. The county also agreed to decommission the mostly-built Stag Hollow Bridge and pay \$35,000 to contractor Farline Bridge, which agreed to purchase back \$71,000 in materials for the bridge. In May, the county transferred \$1.1 million from three other county funds to repay the grants. Later in the year, a complaint was made to the Oregon Bar Association over Sadlo's handling of the farm study (which was later dismissed) and an effort to recall Berschauer was launched in part about her opposition to the trail and acceptance of special interest campaign money. "Berschauer's political campaign collected campaign contributions from trail opponents who personally benefited from her actions," a recall press release stated. The recall effort failed, 52.4% to 45.7%.

During his 2022 campaign, Commissioner Kit Johnston spoke in opposition of the defunct trail and open communication over decisions, saying the county shouldn't "waste our hard-earned money on stuff that probably won't end up coming to fruition." With Johnston, Berschauer and Starrett on the dais, there was no progress on trail issues the remainder of the year, but it impacted other potential projects in 2023.

In March, the planning commission denied a request from Chehalem Parks and Recreation District to build a footbridge across Chehalem Creek in Ewing Young Park, citing a LUBA decision over roads in agriculture-forestry zone. Trail opponents joined in opposition, saying the proposed bridge could lead to a trail resurgence.

Chehalem Parks recently restarted an effort for the bridge, with hopes the temperature has cooled. Meanwhile, the trail issue resurfaced in October when a late agenda addition from Johnston called for the project's removal from the TSP list. The board voted 2-1 (with Commissioner Bubba King opposed) to repeal the 2012 ordinance that started the whole saga. Following a recommendation from the planning commission, the matter will go before the Board of Commissioners at an unknown future date.

APPENDIX 2

YAMILL COUNTY ORDINANCE NO. 880

**AMENDING THE YAMILL COUNTY TRANSPORTATION
SYSTEMS PLAN TO ACCOMMODATE THE
YAMHELAS "RAILS TO TRAILS" PROJECT**

BEFORE THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

FOR THE COUNTY OF YAMHILL

SITTING FOR THE TRANSACTION OF COUNTY BUSINESS

In the Matter of Amending the Yamhill County Transportation System)
Plan to Accommodate the Yamhelas "Rails to Trails" Project,) Ordinance 880
Docket G-02-12)

THE BOARD OF COMMISSIONERS OF YAMHILL COUNTY, OREGON ("the Board") sat for the transaction of County business on December 6, 2012, Commissioners Leslie Lewis, Kathy George, and Mary P. Stern being present.

IT APPEARING TO THE BOARD that Yamhill County wished to consider amendments to the Yamhill County Transportation System Plan (YCTSP), an element of the county comprehensive plan, to acknowledge the potential future use of a 15.25-mile section of Union Pacific Railroad right-of-way between McMinnville and Gaston as a bicycle and hiking trail, and to provide for potential future use of the same right-of-way for commuter and/or freight rail, and

IT APPEARING TO THE BOARD that the Planning Commission and the Board heard this matter at a duly noticed joint public hearing on November 29, 2012, and the Planning Commission voted 8-1 to recommend approval, and immediately after receiving this recommendation the Board voted 3-0 to approve the application. NOW, THEREFORE,

IT IS HEREBY ORDAINED BY THE BOARD, that the application is approved and the Yamhill County Transportation System Plan is hereby amended as follows: the underlined sentences on pages 91, 97 and 139 (attached and incorporated into this ordinance by this reference) are hereby added.

DONE this 6th day of December, 2012, at McMinnville, Oregon.

ATTEST

YAMHILL COUNTY BOARD OF COMMISSIONERS

REBEKAH STERN DOLL

County Clerk



By: Anne B. Hill
Deputy Anne B. Hill

Leslie A. Lewis
Chair LESLIE LEWIS

Kathy George
Commissioner KATHY GEORGE

APPROVED AS TO FORM:

Rick Sanai
RICK SANAI, Yamhill County Counsel

Mary P. Stern
Commissioner MARY P. STERN

5.5 AIR/RAIL/WATER/PIPELINE PLAN

AIR TRANSPORTATION PLAN

For the Air Service, the McMinnville Municipal Airport Master Plan provides forecasts of aviation activity, capacity and plans for the future together with a development program. The County zoning ordinance provides for an Airport Overlay (AO) zone. AO zone was established to prevent air space obstructions near public use airports and to ensure compatibility between the Airport use and surrounding land uses.

In addition to the McMinnville Airport, an airport site selection study was conducted for the City of Newberg and finalized in 1990. The study recommended that the City of Newberg not to purchase Sportsman Airpark or pursue development of a new airport facility at the time of the report.

Policies

1. Yamhill County is committed through its zoning ordinance and transportation plan to protect the McMinnville Municipal Airport as a vital county-wide transportation facility and efforts will be made to regulate land use in the environs of the airport to prevent the erection of further airport hazards and obstructions, at the same time preventing any residential encroachment upon critical noise contours without informed consent.
2. The status and proposed location or expansion of all airport facilities shall be specifically designated in a plan map, as amended, and, if under county jurisdiction, will be accorded a planned unit designation in the zoning ordinance, in order to assure a compatible association of airport growth with surrounding urban development.

FREIGHT RAIL TRANSPORTATION PLAN

It is recommended that effort to be made to maintain the existing rail service and expand it in the County. Currently, plans to ship freight north through Newberg to the Southern Pacific's Brooklyn rail yard are being considered. Willamette and Pacific (W&P) plans to ship commodities daily from/to Newberg and McMinnville through Eugene instead of Portland.

In addition, ODOT's 1994 Oregon Freight Rail Plan states that shipments on the Willamina Branch are weight limited to 240,000 per four-axle rail car, and track conditions limit train operating speed. A benefit/cost (B/C) evaluation of this line for eligibility for federal rehabilitation and improvement assistance shows the Willamina Branch to have the third highest B/C ratio of the eight rehabilitation projects considered eligible in Oregon.

Policies

1. Yamhill County does not support further rail abandonment or diminishment of service.
2. Yamhill County supports improvement of rail line conditions to retain railroads as effective freight carriers in Yamhill County.
3. Yamhill County will pursue, whenever possible, conversion of abandoned rail lines through the federal "Rails to Trails" program and seek to integrate these abandoned lines into the County's trail/bikeway system.
4. Yamhill County supports the Hagg Lake to McMinnville Rail With Trail Project (Yambelas Westsider Trail Project) and considers it important to both the County's rail and trail/bikeway systems.

WATER TRANSPORTATION PLAN

The Yamhill County Transportation System Plan recognizes water-borne transportation as an important mode for the movement of goods and recreation, and recommends that future use of the Willamette River be preserved as a transportation system resource, especially for the shipment of large and heavy, bulk commodities.

Policies

1. Yamhill County supports the dredging of the Yamhill River throughout its entire length as it borders Yamhill County not only for the movement of goods but also for recreational activities.

PIPELINE TRANSPORTATION PLAN

Current pipeline transportation in and through Yamhill County includes transmission lines for electricity, cable television, telephone service, water, sewer, and natural gas. The Yamhill County Transportation System Plan encourages continued use of these pipelines to move goods throughout the County.

5.6 YAMHILL COUNTY TRANSPORTATION PROJECT LIST

A list of expected transportation projects over the next twenty years is provided below. The list has been compiled based on:

- 1) Analyzing accident data provided by the State on the County roadway network
- 2) Results of the County and State bridge inspection program
- 3) Expert knowledge of the County Public Works Department
- 4) Applying capacity analysis on the County roadway network
- 5) Efforts to enhance other modes of transportation.

Roadway improvement projects listed below include:

- Bikeways (Figure 26)
- Intersections
- Bridges
- Pavement improvement projects including:
 - Pavement maintenance and rehabilitation projects
 - Pavement of collector gravel roads
 - Pavement of local gravel roads

The list also includes public transportation improvement projects and short term projects listed in the 1994 Transportation Improvement Plan published by the Oregon Department of Transportation.

Other projects that are of major concern to the County are listed finally including the Dundee-Newberg bypass, McDougall Corner, Wheatland Ferry, and east-west minor arterial in north Newberg.

At least once a year, Yamhill County will review identified transportation projects and, if necessary, add, delete, and/or reprioritize them to accommodate new conditions.

A. YAMHILL COUNTY BIKEWAY SYSTEM SUGGESTED IMPROVEMENTS

PRIORITY LIST "A"

WESTSIDE ROAD PHASE I

Vicinity	McMinnville Area
Section	Baker Creek Road to Donnelly Lane
Length	1.4 miles
Alignment	
Horizontal	Generally straight with an assortment of flat and moderately sharp curves
Vertical	Mostly flat with an occasional valley
Traffic Volume	3,400 vehicles per day
Traffic Speeds	35 mph to 55 mph
Surface	Paved - Excellent Condition
Width	22 feet wide (11 feet per each travel lane)
Shoulders	Rock and earth shoulders
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each travel lane
Estimated Cost	\$236,966 (1995 Dollars)

NORTH VALLEY ROAD/BELL ROAD PHASE I

Vicinity	Newberg Area
Section	Aspen Way to Tangen Road
Length	2.05 miles
Alignment	
Horizontal	Mostly straight with an occasional sharp or moderately sharp curve
Vertical	Generally flat with a limited number of severe grade changes
Traffic Volume	1,600 vehicles per day
Traffic Speeds	45 mph to 60 mph
Surface	Paved - Fair Condition on Bell Road and Good Condition on North Valley Road
Width	20 feet wide (10 feet per each travel lane)
Shoulders	No shoulders along some sections, rock and earth shoulders along the remaining sections
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each travel lane.
Estimated Cost	\$418,176 (1995 Dollars)

HAGG LAKE TO McMINNVILLE RAIL AND TRAIL PROJECT

<u>Vicinity</u>	<u>North Central Yamhill County</u>
<u>Section</u>	<u>Union Pacific Railroad From McMinnville to Hagg Lake</u>
<u>Length</u>	<u>15.25 miles in Yamhill County</u>
<u>Alignment</u>	
<u>Horizontal</u>	<u>Predominantly flat.</u>
<u>Surface</u>	<u>Gravel and rail</u>
<u>Recommended Action</u>	<u>Construct a multi-use path along the existing railroad right-of-way</u>
<u>Estimated Cost</u>	<u>TBD (ROW acquisition is \$2.4 million)</u>

4. NORTH NEWBERG EAST-WEST MINOR ARTERIAL

As part of the Newberg Transportation plan, an open public workshop was held to provide a forum for public participation, represented by Newberg's Citizen's Advisory Committee (CAC), in the assessment of the city-wide future transportation/land use system alternatives. It was agreed in the workshop that a major east/west minor arterial street in north Newberg was needed to provide local traffic access and circulation within a balanced transportation system. It was also agreed that the preferred alternative for Newberg's Transportation System Plan was the "Mountainview/Crestview Extension". However, a petition to stop the Crestview Drive Extension was presented by the Oxberg Neighborhood Residents in the Workshop. After reviewing the petition CAC decided to request from the City Staff and their consultant team to conduct additional study of more specific alternatives of an east/west minor arterial in the north Newberg area for improved local traffic circulation and access.

The study examined three alternatives:

- 1) Springbrook-only
- 2) Crestview/Mountainview Extension
- 3) Mountainview Extension.

These alternatives were compared based on:

- Travel time between Highway 99W (at proposed Bypass interchange) and Mountainview Drive at Springbrook Street
- Average travel speed between Highway 99W (at proposed Bypass interchange) and Mountainview Drive at Springbrook Street
- Vehicle miles of travel (VMT)
- Vehicle hours of travel (VHT)
- Vehicle delay
- Anticipated costs of roadway construction, and right-of-way acquisition.

Of the three alternatives, the Crestview/Mountainview Extension alternative was found to provide the greatest relief of traffic congestion on Springbrook Street and other collector streets in the immediate area. In terms of VHT, it had the lowest overall travel time. Total vehicle delay on Springbrook was found to be lowest under the Crestview/Mountainview alternative. This alternative was found to cost about \$3.07 million.

Discussions with the City of Newberg have indicated that Benjamin Road was also considered by the City as an alternate east/west connector. However, it was found that there will be too much misdirection of traffic to provide the relief needed from traffic going to the middle of the City and turning north.

It is recommended that the Oregon Department of Transportation, in cooperation with the City of Newberg and Yamhill County, and possibly as part of OR 99W corridor study, determine the optimum location of the east-west minor arterial connection with Highway 99W in consideration to the location of by-pass interchange. As part of this study, the City of Newberg and Yamhill County shall work together on setting the criteria for selecting the optimum alternative.

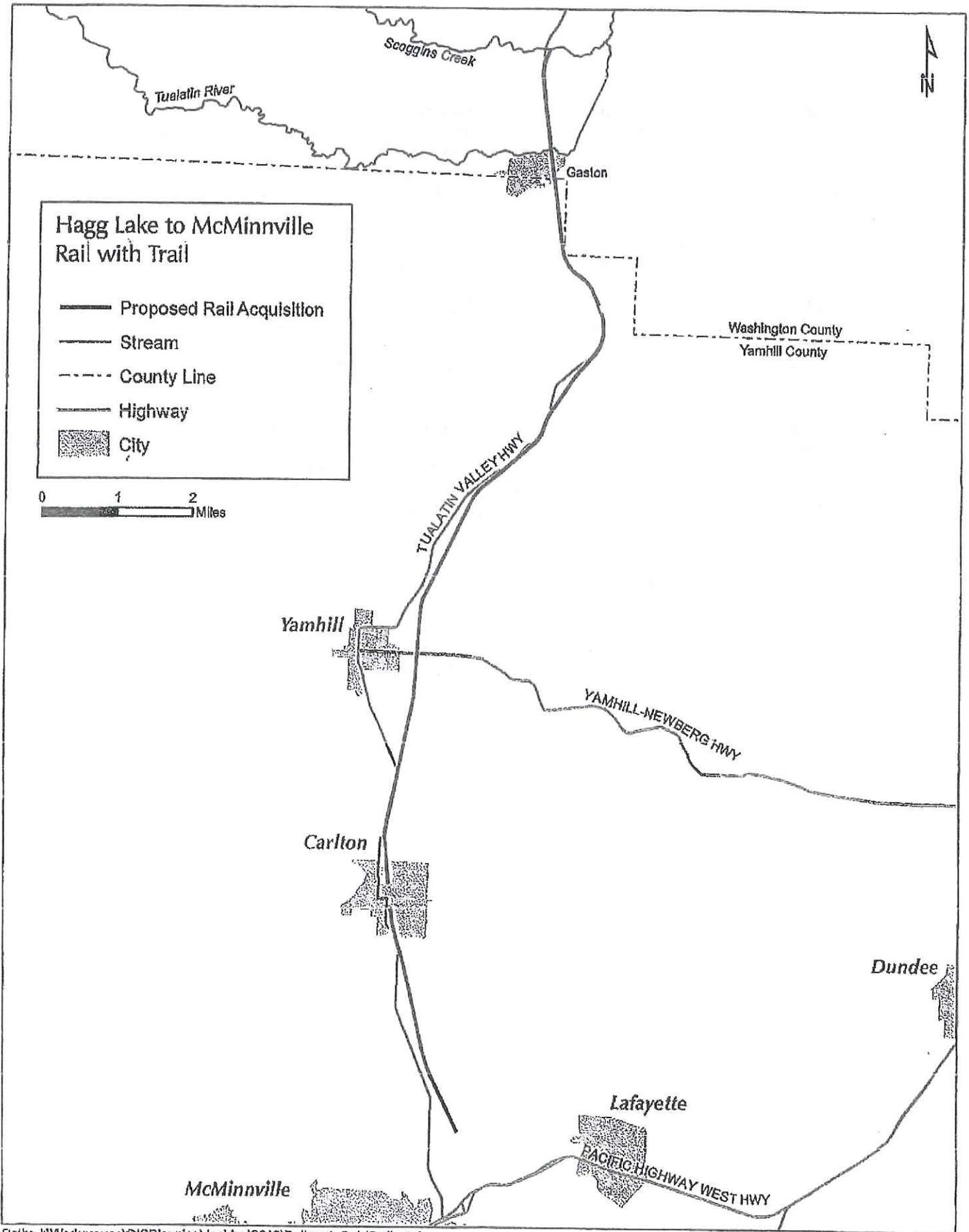
In addition, urban growth management agreements between the County and the cities in Yamhill County shall be strengthened to define the timelines, procedures, and responsibilities of involved parties in regard to management, planning, and annexation of roadways by the cities. Several roadways currently under County jurisdiction are located within the Urban Reserve Area (URA) for the city of Newberg as shown in Figure 31.

5. HAGG LAKE TO McMinnville RAIL WITH TRAIL PROJECT (YAMHELAS WESTSIDER TRAIL PROJECT)

In 2002, Union Pacific Railroad proposed to sell 17-miles of abandoned railway for \$9 million. In 2012 the asking price was reduced to \$2.4 million. The abandoned railway runs from McMinnville to Hagg Lake. The corridor connects the cities of McMinnville, Carlton, Yamhill and Gaston. The Majority of the railway is in Yamhill County, with 1.75 miles entering into Washington County. (See Figure 31.1)

The Hagg Lake to McMinnville Rail with Trail project is a multi-faceted solution to multiple issues. It would allow alternative access to destinations, increase tourism, and assist with the movement of goods in the Willamette Valley. Hagg Lake provides various facilities to the public and cycling communities greatly utilize the roads surrounding the lake. From this destination and traveling south, the only access for cyclists is along a busy state highway (Hwy 47). There is a lack of off-street recreational trails in this area.

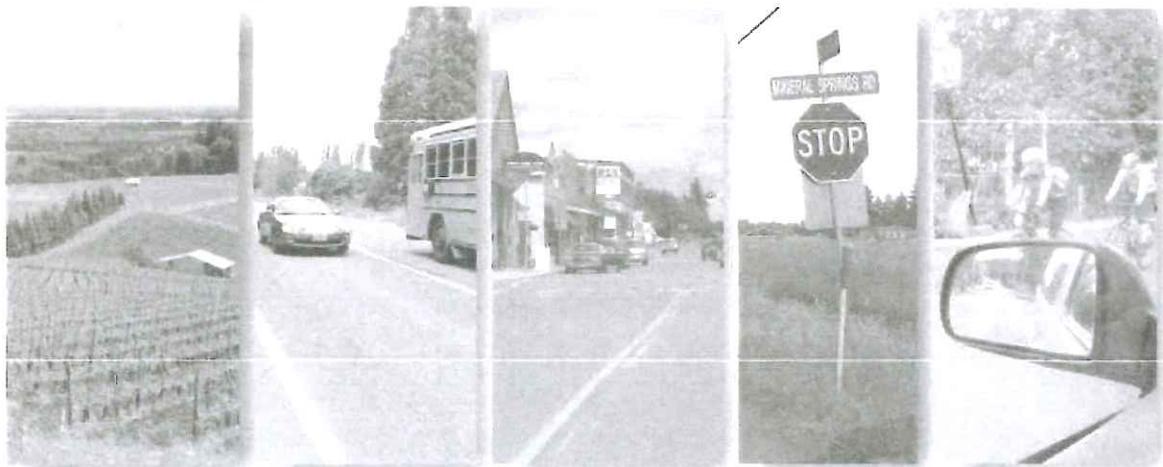
The proposed trail would also enhance economic development. Presently tourism and the mobility of goods from Portland to Yamhill County happen via Highway 47. The long term goal of this project is to have a rail line along with the trail component. The Rail with Trail project will improve regional accessibility for business owners and allow the connection to other rail lines in the future. Yamhill County is known for its agricultural production and wine industry. This project will also be a critical factor towards the long term viability for manufacturing and tourism in the valley.



APPENDIX 3

YAMILL COUNTY TRANSPORTATION SYSTEMS PLAN

Yamhill County Transportation System Plan



Prepared for



Prepared by



Adopted by Ordinance 895
November 5, 2015

For pedestrians, shoulders are typically the most appropriate facility type in rural areas, because pedestrian volumes are too low to warrant sidewalks or paths. The *ODOT Bicycle and Pedestrian Guide*¹⁵ states that the shoulder widths recommended in the *HDM*¹⁶ are generally adequate to accommodate pedestrians. The County considers shoulders meeting their Maintenance Project shoulder width standards to be adequate for pedestrians. There were numerous comments from the stakeholders that conditions for bicycle and pedestrian travel are unsafe throughout the County, particularly in the rural areas. Figure 7 shows the existing bicycle and pedestrian needs within the study area.

Existing Corridor Health

A measure of the combined need of each roadway segment was developed by applying a Corridor Health Tool. The corridor health concept is based on the idea of measuring the “health” of each corridor segment within several different categories of performance, and then combining the measurements to obtain a picture of overall corridor health.

The Tool was applied for the same areas of need described in the previous sections. A combined health score was generated for each segment, which was used to assign a good, fair, or poor rating according to the following categories:

- Good – 75 – 100
- Fair – 50 – 74
- Poor - < 50

As shown in Figure 8, most corridor segments fall in the good or fair categories, with a handful of exceptions. The overall percentages of total state highway and county road mileage by category are shown in Table 1.

¹⁵ Ibid.

¹⁶ Ibid.

- Objective 2: Distribute the benefits and impacts of transportation decisions fairly and address the transportation needs and safety of all users, including the young, elderly, people with disabilities, and people of all races, ethnicities, and income levels.
- Objective 3: Provide connections to all modes that meet applicable County and Americans with Disabilities Act (ADA) standards.
- Objective 4: Support connectivity between the various communities in the County.

Goal 4: Increase the Quality and Availability of Pedestrian and Bicycle Facilities

- Objective 1: Improve bicycle and pedestrian facilities.

Evaluation Criterion:

- Type/level of bicycle/pedestrian facility improvement²⁵
- Objective 2: Consider bicycle/pedestrian improvements that complement the basic provision of facilities to encourage higher levels of usage (e.g., wayfinding signage).
- Objective 3: Support the development of the Yamhela's Westsider Trail.

Goal 5: Work with Transit Service Providers to Provide Transit Service and Amenities that Encourage and Increase Ridership

- Objective 1: Identify areas that support additional transit services, and coordinate with transit providers and transit plans to improve the coverage, reliability and frequency of services.
- Objective 2: Promote transit accessibility for transportation-disadvantaged groups.
- Objective 3: Enhance intercity transit connectivity.

²⁵ Type of improvement refers to the suitability of an improvement for addressing a specific type of need. Level of improvement represents the extent or degree of an improvement relative to the standard.

- Objective 4: Implement bus stops, park-and-ride lots, and transit centers identified in the *Yamhill County Coordinated Human Services Public Transportation Plan: The Next Steps*.²⁶
- Objective 5: Identify needs for services to regional employment and activity centers.
- Objective 6: Consider transit user needs that complement the basic provision of service to encourage higher levels of usage (e.g., shelters and benches).

Goal 6: Manage the Transportation System to Support a Prosperous and Competitive Economy

- Objective 1: Enhance access to major employment and industrial locations.
- Objective 2: Enhance the efficiency, access, capacity and reliability of the freight system.

Goal 7: Provide Transportation Facilities and Services that are Fiscally Responsible and Economically Feasible

- Objective 1: Plan for an economically viable and cost-effective transportation system that makes the best use of limited transportation funds.

Evaluation Criteria:

- Minimization of construction cost
- Objective 2: Identify and develop diverse and stable funding sources to implement recommended projects in a timely fashion and ensure sustained funding for road maintenance and transportation improvement projects.
- Objective 3: Actively seek state and federal transportation funds to finance programs and improvements.

²⁶ Mid-Willamette Valley Council of Governments, *Coordinated Human Services Public Transportation Plan*, 2007.

The improvement options were screened using the evaluation criteria described in Section 7 and the findings were reviewed with the County, ODOT, and the RIAC. There was general agreement about the improvement concepts and the results of the evaluation. Minor revisions were made to the options based on County and ODOT input. The evaluation scores are shown in the summary sheets at the end of the Improvement Alternatives memo in Appendix H.

Proposed Bicycle and Pedestrian Improvements

The proposed bicycle and pedestrian improvements presented at the second open house address the locations where improvements are needed to safely accommodate higher bicycle or pedestrian volumes. The improvements generally consist of widening travel lanes and/or shoulders to provide greater separation between bicyclists/pedestrians and vehicular traffic. These improvements were proposed at the following locations (see Figure 13):

- a. Old Sheridan Rd. between McMinnville city limits and OR 18
- b. OR 47 between OR 99W and Washington County line
- c. OR 18B between Sheridan and Willamina
- d. OR 99W between Newberg and Dundee
- e. OR 99W between Lafayette and McMinnville
- f. Lafayette Hwy. between Lafayette and OR 18
- g. Westside Rd. between McMinnville and Meadowlake Rd.
- h. Westside Rd. between Meadowlake Rd. and Moore's Valley Rd.

The only exception to the lane/shoulder widening improvements is for OR 47 between OR 99W and the Washington County line. Here, the planned Yamhela's Westsider Trail was proposed, which will run parallel to OR 47, with connections via OR 47 and intersecting county roads.

Bicycle/Pedestrian Improvements

Nearly all of the proposed bicycle/pedestrian improvements presented at the second open house are recommended for implementation. The improvements are located throughout the County, as shown in Table 4 and Figure 13. They consist mainly of shoulder widening and/or paving to a minimum of six feet, or to the County's or ODOT's standard if it is higher. In some cases, lane widening is also recommended because having adequate lane width for vehicular traffic also improves safety for bicyclists and pedestrians.

In addition to the shoulder and lane widening improvements, the Yamhela's Westsider Trail is recommended (see Figure 13). The trail will run parallel to OR 47 from OR 99W to Gaston, linking up with the State Highway Bicycle trail to Forest Grove and to Hagg Lake. The cities of Gaston, Yamhill and Carlton are situated along the trail. Access will be available from intersecting county roads and nearby OR 47.

All of the recommended improvements are based on existing needs, so they can be implemented as soon as funding becomes available.

Transit Improvements

The recommended improvements for transit service in Yamhill County were determined based on the needs identified in the *Yamhill County Coordinated Human Services Public Transportation Plan: The Next Steps*³⁶ and by YCTA staff, stakeholders, and the public. The recommended improvements are:

- Additional service during the evenings and on weekends
- More frequent bus stops
- Expanded service to large employers (e.g. Spirit Mountain Casino and the Riverside Drive industrial area)
- Improved service to outlying areas

³⁶ Mid-Willamette Valley Council of Governments, *Coordinated Human Services Public Transportation Plan*, 2007.

APPENDIX 4

YAMILL COUNTY COMPREHENSIVE PLAN CODE

YAMHILL COUNTY CODE

TITLE 11: LAND USE

Chapter 11.05: Yamhill County Comprehensive Plan Code

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- (i) *Policies.*
 - 1. Yamhill County will review all right-of-way acquisitions for utility lines and facilities and, where appropriate, require:
 - a. That the route or corridor chosen locate on or parallel to existing public or private right-of-ways and avoid the creation of unusable parcels;
 - b. That the route or corridor chosen have a minimum visual impact along highways and in residential areas, blend well with the natural landscape, and create minimum conflict with present and planned uses of the land;
 - c. That clearing for, and construction of, transmission lines, pipelines and other utility facilities be performed in a manner which will maximize preservation of natural beauty and conservation of natural resources, and which will minimize scarring of the landscape or siltation of streams;
 - d. That following construction of utility facilities, construction areas will be cleaned up and efforts will be made to restore the landscape and the land capability to its original condition prior to constructions; and
 - e. That a maintenance program for utility facilities include maintenance of the environmental preservation and restoration achieved during all phases of construction.

[ADOPTED VIA ORDINANCE NO. 206 eff 06/27/79]

SECTION 4 – PUBLIC LAND, FACILITIES, AND SERVICES

11.05.04.01 Public Facilities and Services.

a) Summary.

- (i) The county sees a need to integrate public facilities and services in an effort to eliminate costs and conserve energy.
- (ii) Coordination with all jurisdictions and affected agencies is essential in the development and maintenance of adequate public facility systems.
- (iii) The expansion of public facilities is a major factor in directing urbanization. The consolidation of water and sanitary sewer facilities can reduce the construction, operation and maintenance costs of such facilities.
- (iv) The joint acquisition and use of school and park sites can represent a substantial economic benefit to the cities and the county.
- (v) There are a number of sites of historic and archaeological significance worthy of preservation within the county.
- (vi) It is necessary to identify, reserve and protect future domestic water supply sources in order to meet the increasing urban and rural needs.
- (vii) It is a concern of the county to regulate public and quasi-public institutional uses within rural areas of the county.
- (viii) Recycling of solid waste materials conserves natural resources and energy.

b) Goal Statement. To develop a timely, orderly and efficient arrangement of public services and facilities to serve as a framework for urban and rural development, including public lands and buildings, parks and recreation areas and facilities, schools, police and fire protection, domestic water supply, sanitary and storm sewerage and other drainage facilities, and power, gas and telephone services. (166)

(i) *Policies.*

- 1. Yamhill County will coordinate with the cities within its jurisdiction to provide an orderly phasing of water, sanitary sewerage, storm drainage and other public services and facilities within the urban growth boundaries.
- 2. Public facilities and services for rural areas will be provided and maintained at levels appropriate for rural use only.

water distribution lines will not create development levels incompatible with the basis county goal of preserving agricultural and forestry lands.

15. Groundwater supplies will be protected from critical draw-downs or disrupted flows occasioned by surrounding land use development or activities, such as mining and logging where municipal watersheds exist; surface water supplies will be protected from unusual increases in turbidity and sedimentation caused by farming, logging, mining excavation or grading; and both ground water and surface water supplies will be protected from contamination by subsurface sewage disposal systems, sewage lagoons, sanitary landfill sites and other sources of pollution. (184) R
16. Yamhill County will assist in the organization of special purpose districts such as sanitary districts, sanitary authorities, and county service districts which would be able to utilize federal and state funds to build collection and treatment facilities and provide the necessary services to their respective communities or clientele. (184)
17. The development of sanitary sewerage systems will be supported where such systems conform to all applicable federal and state standards pertinent to the collection, treatment, and final disposal of effluent; support will be given for the continued separation of sanitary and stormwater collection systems and the development of correction programs to reduce ground and surface water infiltration; support will be given for the separation and disposal of industrial wastes which differ significantly from normal domestic sewage in strength or composition, or which contains significant qualities of grease, chemicals or suspended metals; and the planning management criteria enunciated for domestic water systems should be applied with equal consideration to sanitary sewerage systems. (184)
18. The development of small biological and physical-chemical plants in areas of existing or planned urban densities in rural environments will be supported, provided they are operated by a public agency or licensed private corporation or homes association and meet established federal and state operational and water-quality standards. (185)
19. Yamhill County will encourage, where feasible, the land disposal of treated waste effluents and will consider in land use actions around the cities of the county, the future need for such applications of treated wastes. (185) R
20. Yamhill County will support any consolidation of water and sewer facilities to secure the potential economies of scale and organization, providing their potential environmental impacts are consistent with existing land-use plans, related urban growth goals and policies, established water quality standards, and where separate local facilities are shown to be more expensive.

[ADOPTED VIA ORDINANCE NO. 206 eff 06/27/79]

11.05.04.02 Parks and Recreation.

- a) **Summary.** The Oregon State Park Department, Yamhill County, Chehalem Parks and Recreation District, the school districts and the Yamhill County cities provide a variety and different levels of park and recreation opportunities for county residents and the transient population. Most of the park land outside Yamhill County cities are accessible only by automobile. There is a lack of water-based recreational opportunities in Yamhill County.
- b) **Goal Statement.** To provide adequate recreational opportunities in both the rural and urban environments to meet existing and projected needs.
 - (i) **Policies.**
 1. Yamhill County will cooperate with all governments and recreation agencies within the region to identify recreation, open space, and scenic resources; determine resident and nonresident needs and formulate and implement measures for providing recreation services.
 2. Yamhill County will seek the cooperation of the cities, school districts and Chehalem Park and Recreation district in the joint acquisition, development, operation and maintenance of combined school and neighborhood park and playground sites in harmony with projected neighborhood needs and surrounding uses. (175)

3. Yamhill County will seek to offer greater opportunities for water-based recreation on the Willamette and South Yamhill Rivers and their tributaries. (175) R
4. Yamhill County will encourage the location of urban parks in scenic areas which are easily accessible to much of the urban population and which can be developed to provide recreation opportunities for a variety of age and interest groups. (176)
5. Yamhill County will encourage the development of rural parks with appropriate spacing to serve the needs of county residents on sites which have unique aesthetic value, appropriate access by road or path, and are otherwise suitable for picnicking and water-related activities. (176)
6. Yamhill County will encourage an appropriate amount of park and recreation development designed to meet the needs of the transient and regional population. (177) R
7. Yamhill County will promote the development of an integrated bicycle and pedestrian trail system to provide recreational opportunities and to link open space, Yamhill County communities and park areas. (178) R
8. Yamhill County will explore the possibilities of placing a greater share of the burden of park acquisition on new residents of the county who generate an increased demand for parks and open space. (178)
9. Yamhill County will encourage cooperation among government agencies to increase recreation opportunities, programs and facilities for county residents, and will explore the possibilities of providing recreation programs for the small towns and rural areas of the county. (179)
10. For the purpose of implementing recreation programs and development, Yamhill County will investigate funding alternatives such as tax levies, bonding grants in aid, user fees and subdivision ordinance stipulation.

[ADOPTED VIA ORDINANCE NO. 206 eff 06/27/79]

11.05.04.03 Willamette Greenway.

a) Summary.

- (i) The Willamette River is a valuable resource, offering unique scenic and recreational opportunities.
- (ii) A sound management program will ensure that the Willamette River remains valuable for all to enjoy.

b) Goal Statement. To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River.

(i) *Policies.*

1. Yamhill County will cooperate with appropriate governmental agencies and special districts to protect all Willamette Greenway lands and resources.
2. Yamhill County will identify a Willamette Greenway Boundary on the county comprehensive plan and zoning maps, and will develop and adopt a greenway ordinance, providing for the review of intensifications, changes of use, or developments within the Willamette Greenway Boundary to ensure compatibility with the goal.
3. Yamhill County will continue to cooperate with the Oregon Department of Transportation in examining the feasibility of future acquisition plans within the Willamette Greenway Boundary.

[ADOPTED VIA ORDINANCE NO. 206 eff 06/27/79]

SECTION 5 – ENVIRONMENTAL QUALITY

11.05.05.01 Air, Water and Land Resources Quality.

- ##### a) Summary. Yamhill County has retained an overall high-quality natural environment, yet the impact of human activities on the environment has upset the natural ecological balances and the high aesthetic quality of the county in the past, and poses the threat of future deterioration. The increasing demands put upon the air resources of the county affect the capability of those resources to provide for a clean, enjoyable and safe



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January 21, 2026

Via Electronic Email & Personal Delivery

Yamhill County Board of Commissioners
Attn: Kit Johnston, Chair
535 NE Fifth Street
McMinnville, OR 97128

RE: Docket G-01-25: Remove the Yamhelas Rails to Trails project from the Yamhill County Comprehensive Plan

Dear Chair Johnston and Members of the Board,

This firm represents Yamhill County farmers in connection with the above referenced matter, to include Ben Van Dyke, Van Dyke Farms, Celine and Greg McCarthy, Ground Zero Farms, Tom Hammer, Hammer Farms LLC, Chris Mattson, North Valley Seeds, Sitton Brothers Inc., Scott Bernard Farms, and Creekside Valley Farms. This letter expands upon our December 4, 2025 letter to the Yamhill County Planning Commission that details our clients' position regarding the proposed Yamhelas Westsider Trail and why it must be removed from Yamhill County's Comprehensive Plan and TSP. Please include this letter in the record of the above docket along with the December 4, 2025 letter that is enclosed for your convenience. We are also advised by the County that the LUBA records containing all the various LUBA and local proceedings on the YWT are also in the record of this matter. We have relied upon that representation and have not separately included those materials in the record to avoid unnecessary duplication and complexity.

This letter strongly supports Docket G-01-25 to repeal Ordinance 880 and 895 and remove the Yamhelas Westsider Trail ("YWT") project from the Yamhill County Transportation System Plan ("TSP") and Comprehensive Plan. Although the proposed YWT may have been interesting in concept, its implementation has proven to be an illusory project incapable of being constructed due to its inability to satisfy the farm impacts test despite multiple unsuccessful tries due to its documented severe adverse impacts on adjacent farms, as decided in five separate LUBA decisions. Due to the proposed trail's proven inability to pass the farm impacts test under ORS 215.296, maintaining the YWT in Yamhill County's TSP serves no legitimate purpose except to continue the contentious relations between local farmers and trail supporters, and confuse local citizens into believing that the trail is a viable development option. It is not and it is time to put it to rest.

Background

As stated in our December 4, 2025 letter in the record, our clients are farmers who spent years and thousands of dollars at the business end of an ill-considered County recreational trail plan pushed by former County authorities using a seemingly unlimited public fisc. Those former County authorities ignored public processes, County land use rules, state land use rules, and very serious adverse impacts of their plan on adjoining commercial farms in the headlong pursuit of the so-called Yamhelas Westsider Trail through some of the best farmland in the County, at any cost.

Yamhill County now seeks to remove the Yamhill Westsider Trail (“YWT”) project from the Yamhill County Transportation System Plan (“TPR”) and Comprehensive Plan. The removal/amendment is rooted in multiple LUBA decisions that repeatedly denied conditional use requests for the subject trail, opining, most significantly, that the YWT project would create significant adverse impacts on adjacent agricultural farmland for multiple privately owned farms. The proposed YWT project has repeatedly failed the substantive farm impacts test at ORS 215.296. There is nothing to suggest that it could ever meet that important state law test. Moreover, significant segments of the YWT are situated on land that prohibits it. It is simply not an allowed use of the land the abandoned rail bed sits on. Removing the YWT from the County planning documents simply recognizes this reality.

Below summarizes some of the reasons that the County’s legislative choice to remove the YWT is fully justified and wholly within the County’s authority to make.

- 1. Development of the YWT has been proven infeasible and trail development cannot get to “yes” under the farm impacts test.**

Neither the Transportation Planning Rule nor any other statewide planning requirement obligates Yamhill County to designate this specific abandoned rail bed as a trail in its TSP. Ordinances 880 and 895 added the YWT as *one* optional bicycle/pedestrian improvement among many others in the TSP.

As the situation stands today, the YWT has been proven multiple times to be incapable of meeting the farm impacts test under ORS 215.296 due to its significant adverse impacts on adjacent farms and has been documented to be on land that is zoned to prohibit it. The fact that LUBA has repeatedly denied Yamhill County’s requests to develop the YWT for these reasons makes its removal from the TSP a reasonable policy choice because, in reality, it is not an improvement that the County can lawfully establish. It is an illusory project in the County TSP and plan.

The County is not required to keep an infeasible project in its TSP, particularly one that has been denied by LUBA five times. Keeping it in the TSP only serves to confuse local citizens

into believing it is still a viable project and continue ongoing divisiveness between local farmers and YWT supporters, that has been ongoing for over eight years. A comprehensive plan, which includes the TSP, is a living planning document. The same statutes and rules that allowed the County to add this project as an aspiration also allows the County to remove it when later experience shows the project is not realistically buildable because of its significant adverse impacts on farming and being locate don land that prohibits it. In addition, no LUBA opinion has ever ordered the County to build the trail or to keep it in any plan. To the contrary LUBA has repeatedly told the County that there is a very high hurdle protecting farming to ever establishing the YWT, a hurdle that the County never met despite trying multiple times with County legal counsel.

For the above reasons, the County has rationally decided that it no longer wishes to pursue this infeasible plan, and to amend the YWT proposal out of its TSP to stop the divisiveness it has spawned.

2. Removing the YWT project from the County's TSP is subject OAR Chapter 660, Division 12.

Amendments to comprehensive plans acknowledged by LCDC must comply with statewide planning goals, and the County must demonstrate that the amendment to remove the YWT will cause the County's TSP to remain valid and consistent with the remainder of its Comprehensive Plan. (ORS 197.175(2)(a); *see also*, *1000 Friends of Oregon v. Jackson County*, 79 Or.App. 93, 97, 718 P.2d 573 (1986); *Nicita v. City of Oregon*, 317 Or.App. 709, 716, 507 P.3d 804 (2022)). Potential goal compliance issues raised by a plan amendment, should any exist, must be addressed and resolved at the time the plan amendment is adopted and showing compliance may not be deferred to a later date. *Coopman v. City of Eugene*, 327 Or.App. 6, 18, 534 P.3d 1105 (2023). The findings must also show whether the needs that the proposed YWT provided can be otherwise be satisfied in a manner that is consistent with the TSP's goals for bicycle and pedestrian facilities. (OAR 660-012-0050(5); *Setniker v. ODOT*, 66 Or LUBA 54, p. 24-25 (2012)).

Here, the County is removing a TSP feature which the County has determined cannot be legally approved and, therefore, is not worth the continuing Sisyphean effort. Under those circumstances, does removal of the YWT affect the Yamhill County Comprehensive Plan and TSP's continuing conformity with state planning goals (including the TPR) and internal consistency? An obvious answer is that removing a next to impossible project from the TSP affects nothing. But to be safe, precautionary findings of compliance with Oregon's Transportation Planning Rule ("TPR"), and, in particular, OAR 660-012-0050 and 0060, is wise. Under those provisions, the County will show that the remaining transportation system, without the YWT, can still meet the County's goals and plans as well as the statewide planning goals. (OAR 660-012-0050(5); *Setniker v. ODOT*, 66 Or LUBA 54, p. 24-25 (2012)).

(a) The Amendment does not significantly affect the County's TSP or Comprehensive Plan.

As a precaution, the County can demonstrate that removal of the proposed YWT from the TSP (as adopted under Ordinances 880 and 895) does not significantly affect the existing TSP or County's Comprehensive Plan or degrade performance of the TSP or Comprehensive Plan below minimum acceptable standards identified in it. (OAR 660-012-0060(1)&(2); *see also*, *Department of Transp. v. City of Klamath Falls*, 177 Or.App. 1, 5, 34 P.3d 667 (2001)). The applicable standards here are whether removal of the proposed YWT significantly affects Yamhill County's Comprehensive Plan Code under YCC 11.05.03.01 – Transportation, YCC 11.05.04.02 – Parks and Recreation, Yamhill County TSP at Goal 4 [*Pedestrian and Bicycle Facilities*], and whether it violates Oregon's Goal 12 under OAR Chapter 660, Division 12. It does not. It should be stressed that removal of the YWT transportation feature, where there is significant evidence that it cannot be approved, is simply removing a feature that has been repeatedly demonstrated cannot come to fruition. The amendment does not create an even exchange equation of facility-out facility-gained in this scenario. There is simply a facility that can only exist on paper, not in practice, that needs to be removed from the TSP.

The YWT is only one of eight proposed bicycle and pedestrian improvements in the County's TSP, and its removal does not significantly affect the existing TSP or County's Comprehensive Plan, particularly when OR 47 can be improved for bicycle and pedestrian use through shoulder paving in areas lacking the same along with the other seven roads and highways listed in the TSP, which are also high-speed corridors.¹ Additionally, nearby development on Westside Rd. between McMinnville and Moore's Valley Rd. near the City of Yamhill is also slated in the TSP for bicycle/pedestrian development, which is nearby and parallels the approximate bottom half of OR 47 and the YWT (within Yamhill County) from McMinnville to the Yamhill City area. For these reasons, the TSP's overall goal at Goal 4 of "[i]ncrease[ing] the quality and availability of pedestrian bicycle facilities" is met (TSP pp 10 & 57), and amending the YWT proposal out of the TSP does not significantly affect the County's existing TSP or Comprehensive Plan or degrade performance in either document below minimum acceptable standards.

Here, Goal 4 of the County's TSP is to "Increase the Quality and Availability of Pedestrian and Bicycle Facilities" by (1) improving bicycle and pedestrian facilities, (2) consider bicycle/pedestrian improvements that complement and encourage higher levels of usage of these

¹ See Yamhill County TSP at p. 77 and Figure 13 at p. 72 for the eight roadways recommended for proposed bicycle and pedestrian improvements.

facilities, such as wayfinding signage, and (3) support the development of the YWT. (TSP p 57). Clearly, Objective 3 at Goal 4 regarding YWT development will need to be removed, but for the reasons stated herein, removing the YWT does not significantly affect the TSP's overall plan of increasing the quality and availability of pedestrian and bicycle facilities.

Yamhill County addresses bicycle/pedestrian trail systems as part of its Comprehensive Plan under YCC Chapter 11.05. YCC 11.05.03.01(b)(i)(9) [*Transportation policy goals*] states that "Yamhill County will encourage bicycle and pedestrian traffic as an element of the transportation system by coordinating with the cities within the county to develop an integrated system of safe and convenient bicycle and pedestrian ways to complement other modes of transportation." YCC 11.05.04.02(b)(i)(7) [*Parks and Recreation policy goals*] states "Yamhill County will promote the development of an integrated bicycle and pedestrian trail system to provide recreational opportunities and to link open space, Yamhill County communities and park areas." These bicycle and pedestrian trail policy goals are further elaborated throughout the County's TPR.² Findings must be written to explain that the removal of the YWT is not inconsistent with these policies.

The Yamhill County TSP predominantly recommends bicycle and pedestrian improvements to "consist mainly of shoulder widening and/or paving to accommodate bicycle and pedestrian use." (TSP p 14). In some cases, lane widening is also recommended. (*Id.*) In addition to the shoulder and lane improvements, the Yamhela's Westsider Trail development is currently recommend to run parallel to OR 47 between OR 99W and Gaston as a replacement for bicycle and pedestrian improvements to OR 47. (*Id.*) However, it is important to note that the TSP does not state or imply anywhere that shoulder and/or lane development of OR 47 is somehow impractical or infeasible in comparison to the other seven roadways listed for the same development. It merely states that of the eight roadways requiring bicycle/pedestrian improvements, shoulder or lane development will not be necessary for OR 47 because of the proposed YWT. However, if the YWT is removed from the TSP, pedestrian and bicycle facilities can be developed along OR 47 through shoulder and/or lane improvements, the same as the other seven high-speed corridors. (*See Yamhill County TSP at p. 77 and Figure 13 at p. 72 for the eight roadways recommended for proposed bicycle and pedestrian improvements.*)

(b) The amendment complies with OAR 660-012-0050(5) concerning removing the YWT from the TSP.

OAR 660-012-0050(5) states "[i]f a local government decides not to build a project authorized by the TSP, it must evaluate whether the needs that the project would serve could

² Yamhill County TPR, Adopted by Ordinance 895, Nov. 5, 2015.

otherwise be satisfied in a manner consistent with the TSP. If identified needs cannot be met consistent with the TSP, the local government shall initiate a plan amendment to change the TSP or the comprehensive plan to assure that there is an adequate transportation system to meet transportation needs.” As noted above, this provision does not apply here because the YWT is an illusory, infeasible project that cannot legally exist and so its removal requires no replacement – replacing nothing requires nothing.

Regardless, it is noted that the only LUBA decision or case law that directly addresses OAR 660-012-0050(5) in any depth is *Setniker v. ODOT*, 66 Or LUBA 54 (2012) [*aff’d without opinion at Setniker v. Oregon Dept. of Transp.* 253 Or.App. 607, 293 P.3d 1091 (2012)].

In *Setniker*, Petitioner challenged proposed ODOT amendments to the Oregon Highway Plan or “OHP” (the state’s TSP), in response to Senate Bill 2011 SB 795. Petitioner argued that the proposed OHP amendments violated statewide planning goals, including Goal 12 (Transportation) and the Transportation Planning Rule (TPR). LUBA ruled in part, and the Court of Appeals affirmed, that when a government decides to not build a transportation project that is in an acknowledged plan, it must satisfy OAR 660-012-0050(5) and determine if the needs that were being served by the project can otherwise be satisfied under the relevant transportation plan. (*Setniker* at p. 24, ll 1-26). As noted, a key distinction here is that there are no needs being served by the YWT project at all, because it has been demonstrated to be legally infeasible – five (5) separate LUBA remands should be plenty to prove this.

Here, the Yamhill County TSP has listed portions of eight separate roadways for bicycle and pedestrian improvements, with OR 47 being one of them. The YWT is never listed in the TSP as a road requiring bicycle and pedestrian improvements and is only mentioned as a replacement to those improvements that would otherwise occur along OR 47. (TSP at p 77). The proposed YWT runs parallel to OR 47 from McMinnville to Gaston. However, a proposed bicycle/pedestrian improvement for Westside Rd. from McMinnville to Moore’s Valley Rd. near Yamhill is also in the TSP, which runs parallel to OR 47 less than two miles to the west. (*Id.* at pp. 72 and 77).³ So the bottom half of the YWT already has a proposed bicycle/pedestrian improvement running parallel to it that can take the place of the YWT. Below is a snapshot of a portion of Figure 13 on page 72 of the County’s TSP showing how development of OR 47 and Westside Rd. can reasonably replace the YWT as follows: (1) Westside Rd. bike/pedestrian improvement is the green line from G to H; (2) OR 47 is the black line from McMinnville to Gaston; (3) the YWT is the green line from east of McMinnville to Gaston, closely paralleling OR 47.

³ Mileage measurements taken from Google Earth Pro on January 15, 2026.



Additionally, based on the language already in the TSP, OR 47 can be improved for bicycle and pedestrian access through paving existing shoulders or widening them, just like all the other roads and highways mentioned in the TSP. (*Id.* at p 77).

The above should simply be reflected in the findings to satisfy OAR 660-012-0050(5) and demonstrate that removal of the YWT can be replaced through shoulder paving and/or widening improvements within the existing right of way along OR 47 consistent with improvements that are already contemplated in the TSP – and through development of the parallel Westside Rd. for the southern portion of the YWT that is also contemplated by the TSP. Such findings will also serve to resolve potential issues under OAR 660-012-0060(1) to demonstrate that amending the TSP by removing the YWT would not “significantly affect an existing or planned transportation facility.”

The findings can also explain that per OAR 660-012-0050(3), that the development of the YWT does not comply “with all applicable acknowledged comprehensive plan policies and land use regulations.” *Regency Centers, L.P. v. Washington County*, 265 Or.App. 49, 57-58, 265 Or.App. 49 (2014) quoting *Regency Centers, L.P. v. Washington County*, 69 Or LUBA 135, p. 20 ll. 22-31 (2014)). That further demonstrate that the removal of the YWT is appropriate. The TPR does not require the development of transportation facilities that violate Goal 3 and related laws protecting agriculture.

(c) Development of OR 47 shoulders to accommodate bicycles and pedestrians is straightforward under the existing County plan and TSP

Unlike the proposed YWT, which requires a farm impact test under ORS 215.296(1) for conditional use approval, developing the shoulders of OR 47, which is managed by ODOT, is straightforward. That is because ORS 215.283(1)(i) allows as a use permitted outright on land zoned EFU “[r]econstruction of public roads and highways, *** along the public right of way, but not including the addition of travel lanes, where no removal or displacement of buildings would occur, or no new land parcels result.” “[A]long the public right of way” at least means within the right-of-way. *Friends of Parrett Mountain v. NW Natural Gas Co.*, 336 Or 93 (2003) which decided that utilities could be placed beyond the paved portion of the road so long as they were in the right of way (“We conclude that, for purposes of ORS 215.283(1)(L)⁴, the phrase ‘public roads and highways’ means the entire right-of-way within which those thoroughfares are constructed, not just the hard surface upon which traffic travels.”).

3. Proposed Amendments to Goal 4 for the County TSP.

The following language is proposed for amending any reference to the YWT from the TSP’s Goals for pedestrian and bicycle facility improvements. Removed language is stricken out and added language is in bold.

A. Bicycle and Pedestrian Improvements (TSP p 14)

The recommended bicycle and pedestrian improvements are located throughout the County and consist mainly of shoulder widening and/or paving to accommodate bicycle and pedestrian use. In some cases, lane widening is also recommended because having adequate lane width for vehicular traffic also improves safety for bicyclists and pedestrians. ~~In addition to the shoulder and lane widening improvements, the Yamhela’s Westsider Trail is also recommended, which will run parallel to OR 47 between OR 99W and Gaston.~~

B. Goal 4: Increase the Quality and Availability of Pedestrian and Bicycle Facilities (TSP p 57)

Objective 1: Improve bicycle and pedestrian facilities. Evaluation Criterion: Type/level of bicycle/pedestrian facility improvement.

Objective 2: Consider bicycle/pedestrian improvements that complement the basic provision of facilities to encourage higher levels of usage (e.g., wayfinding signage).

Objective 3: ~~Support the development of the Yamhela’s Westsider Trail.~~

⁴ Later renumbered to (i).

Objective 3: Encourage and support ODOT to improve bicycle and pedestrian facilities along state roads.

C. Proposed Bicycle and Pedestrian Improvements: (TSP p 77)

The proposed bicycle and pedestrian improvements presented at the second open house address the locations where improvements are needed to safely accommodate higher bicycle or pedestrian volumes. The improvements generally consist of widening travel lanes and/or shoulders, **or paving existing shoulders**, to provide greater separation between bicyclists/pedestrians and vehicular traffic. These improvements were proposed at the following locations (see Figure 13):

- a. Old Sheridan Rd. between McMinnville city limits and OR 18
- b. OR 47 between OR 99W and Washington County line
- c. OR 18B between Sheridan and Willamina
- d. OR 99W between Newberg and Dundee
- e. OR 99W between Lafayette and McMinnville
- f. Lafayette Hwy. between Lafayette and OR 18
- g. Westside Rd. between McMinnville and Meadowlake Rd.
- h. Westside Rd. between Meadowlake Rd. and Moore's Valley Rd.

~~The only exception to the lane/shoulder widening improvements is for OR 47 between OR 99W and the Washington County line. Here, the planned Yamhela's Westsider Trail was proposed, which will run parallel to OR 47, with connections via OR 47 and intersecting county roads.~~

D. Bicycle/Pedestrian Improvements (TSP p 89)

Nearly all of the proposed bicycle/pedestrian improvements presented at the second open house are recommended for implementation. The improvements are located throughout the County, as shown in Table 4 and Figure 13. They consist mainly of shoulder widening and/or paving to a minimum of six feet, or to the County's or ODOT's standard if it is higher. In some cases, lane widening is also recommended because having adequate lane width for vehicular traffic also improves safety for bicyclists and pedestrians.

~~In addition to the shoulder and lane widening improvements, the Yamhela's Westsider Trail is recommended (see Figure 13). The trail will run parallel to OR 47 from OR 99W to Gaston, linking up with the State Highway Bicycle trail to Forest Grove and to Hagg Lake. The cities of Gaston, Yamhill and Carlton are situated along the trail. Access will be available from intersecting county roads and nearby OR 47.~~

All of the recommended improvements are based on existing needs, so they can be implemented as soon as funding becomes available.

E. **Table 4: Recommended Bicycle and Pedestrian Improvements** (TSP p 90)

Note: Only Section "B" is shown here. All other sections from A-F in Table 4 remain as is.

Location	Recommended Improvement	Cost	Funding Source	Time Frame
B. OR 47 – OR 99W to Washington County	• Widen and pave shoulders	TBD	County	Medium-term

4. Conclusion

Opponents of removal of the YWT from the County plan assume that a potential recreation trail that existed only as an aspiration on paper, must be preserved forever, no matter how clearly it violates Oregon farmland and other land use laws, or what it costs the people who live and farm along the corridor. Oregon law does not work that way. The YWT clearly would violate ORS 215.296, and inconsistent with the EFU zoning applied to the abandoned rail bed it would occupy and is equally clearly prohibited in the AF-10, LI, and HI zones that also applies to parts of the abandoned rail bed. The unresolvable pesticide label and AEZ issues are hard legal prohibitions that would destroy the working farms the YWT would travel through. That is a fact. Destroying significant Yamhill County working farms is not a mere inconvenience, as trail supporters claim. Removing the legally improper YWT protects important Yamhill County farmland, maintains the County's TSP compliance with its Comprehensive Plan and statewide goals and is simply the right thing to do.

For all of the reasons above, we respectfully urge the Board of Commissioners to approve Docket G-01-25 and remove the YWT project from the County's TSP and Comprehensive Plan.

All the best,



Wendie L. Kellington

WLK:wlk
CC: Clients

For several years I have attended meetings regarding the Salmonberry trail which for the first few miles is also know as the Banks

Vernonia Trail, from Banks until Manning where they will split. The Banks Vernonia trail continues to Vernonia going through farm ground and small acreage homes. I have personally talked to several of the people along the Banks Vernonia trail and heard their issues and continued concerns, such as people staring in the back windows of their house and thefts from properties along the trail, using the trail for access. We personally live along what is becoming the Salmonberry Trail. Every time the "trail" is promoted there is an uptick in people who want to walk the trail, even the portions that are not open yet. Several times this has led to issues with trespassers onto our property because they don't understand that when you get into rural and timber areas that everything is not public property. Almost weekly in the summer I see people parked illegally at one of our neighbors' gates and trespassing to gain access to the railway.

One of the key speaking points that pro trail people speak about is the businesses that will benefit from trail users. I go through Banks most weekends and have made a point to watch for bike racks at the grocery store, hardware store, and restaurants. Rarely do I see evidence of the trail users at businesses in banks, not to say it doesn't happen, but the economic benefit in my opinion seems very over inflated. The majority of the people along the Banks Vernonia that I know do not like the trail. The overwhelming majority of the people I talk to and know along the Salmonberry Trail are against it and many have already had issues and most of it is not officially open yet. One final note, it is interesting that the one field the state owns that is split by the Banks Vernonia trail is the only place along the BV trail that has the people fenced in. It is almost like the state knew it would be an issue.

John Hamel

RECEIVED

JAN 20 2026

YAMHILL COUNTY BOC

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 1:14 PM
To: Planning
Subject: FW: opinion on public land

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Breeayn Ardianto <breeayn@gmail.com>
Sent: Wednesday, January 21, 2026 10:16 AM
To: Planning <planning@yamhillcounty.gov>; BOC Info <bocinfo@yamhillcounty.gov>
Subject: opinion on public land

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Just a note to say that my family and I support trails and green spaces that are open to the whole community and that all can benefit from and enjoy. McMinnville is a wonderful community and much of this has to do with the beauty around us and our ability to enjoy nature through parks, trails, and so on. Please consider this input when making decisions about public land.

Thank you, Breeayn Ardianto

Ken Friday

From: Breeayn Ardianto <breeayn@gmail.com>
Sent: Wednesday, January 21, 2026 10:16 AM
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Subject: opinion on public land

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Thank you, Breeayn Ardianto

Testimony on the Yamhlas Westside trail by Bob Luoto

January 22, 2026

The public always needs to know the whole story to make informed decisions.

My name is Bob Luoto and I live at 13900 NW Fir Crest Rd. McMinnville Oregon. I was born and raised in Yamhill County and have lived and worked here for over 50 years. Our family has started two businesses and supplied jobs for thousands of people in Yamhill County and the surrounding areas in Oregon. I am speaking this morning because of the confusion that has happened involving the Yamhlas West side trail. For years the public was under the impression that it was a walking and biking path to be used by the public. The truth was hidden in the 880 ordinance that said it was really being reserved for a light rail system. Yamhill county taxpayers do not need to deal with the increased taxes and control that comes with a metro system coming out of Portland. The county planning commission has voted to remove the westside trail from the transportation package unanimously and the trail has failed Oregon's farm impact laws several times. It has already cost the county taxpayers millions of dollars. It will continue to do so as long as this language is in the transportation system package of Yamhill County. I believe the county needs to sell the land back to the farmers or other private investors and put the money in a rainy-day fund for county emergencies. All that the county has done is spent millions of dollars and the only thing we have to show for it is another bridge to nowhere and then spent the money to remove the bridge. End the wasted time and money and please vote to take the Yamhlas Westside trail out of the transportation package for Yamhill County. I urge the Yamhill County commissioners to permanently remove it from the transportation system package and end this controversial issue. If the county needs biking and walking paths, work with the cities to help establish them without using county tax dollars.

Ken Friday

From: Celine Mccarthy <forestgrovept@aol.com>
Sent: Wednesday, January 21, 2026 12:37 PM
To: Planning; BOC Info
Subject: Yam trail Docket G-01-25

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

January, 21, 2026
Docket G-01-25

To commissioners Mary Starrett
Kit Johnston
Bubba King

Oh how I wish I could give a nice skipping through the tulips testimony but alas I cannot....for I know our land use laws, the truth & the history of this trail.
I have lived it.

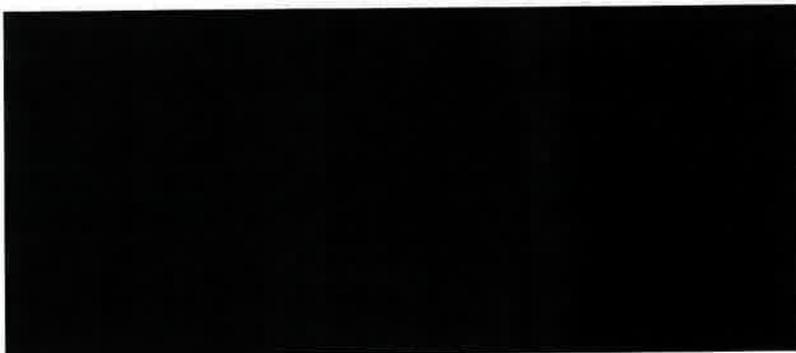
The PC (planning commission) knows the law too that's why they voted 5-0 to pull the trail from the TSP. And the past county commissioners/staff knew it too and that's why they took a run at it & tried to develop the trail without a permit or any notification to land owners. Due process was often denied (due to COVID) yet the county took advantage and proceeded ahead. These trails do not exist in EFU zoning because of ORS 215.296 because it cannot pass the farm impacts test.

The county failed to go by it's own laws and perform a farm impact analysis in order to get a conditional use permit in EFU zoning. They did not get a permit to construct a light rail bridge. Land owners & farmers were forced to sue.

LUBA sided multiple times with farmers so much so that almost \$50,000 was paid for their attorney fees against Yamhill county which was the biggest payout in LUBA state history.

The other zones this trail goes through are AF-10 and heavy industrial, in which trails are outright NOT permitted. These are our land use laws.

Wallowa county just defeating a trail for the very same reasons. [Commissioners Signal Denial of Rail Corridor Trail Plan, Formal Findings Set for Jan. 21 - Elkhorn Media Group](#)



Commissioners Signal Denial of Rail Corridor Trail Plan, Formal Findings...

Tracy Christopher

WALLOWA COUNTY — Wallowa County Commissioners signaled what they described as an “essentially final” decision

There are massive farm impacts without resolution. This trail dissects peoples land that have horses, sheep & goats, there's several filbert orchards, field crops, a cattle operation and even a dairy! Just how many gates & fences would it take for this gauntlet let alone crossing 2 highways, several roads, not to mention the enormous price tag, no clue how to maintain, fire, police & rescue are tapped, it can't even be insured and you're inviting Portland's problems to come. We don't have the monies to fix our roads and yet folks want to spend zillions of recreation? For the life of me, I cannot understand why recreation should overcede someones livelihood? Esp agriculture the folks that feed you.

We are a conservation state. Our zoning laws were created to preserve and protect. Compare EFU with Wetlands.

It's ok to protect critters in their habitat but not a farmer in his? Besides, farmers are slowly becoming an endangered species...and so is their land. That's why they call it EXCLUSIVE farm use.

The reasons why the dump got shut down are some of the very reasons this trail will NEVER go through.

And if you don't understand it, ask a farmer. They're nice people, they'll be happy to explain. And they were a lot nicer before they had to spend their own money to sue their own county government to follow it's own land use laws.

So the project was stopped, funds returned and the illegal light rail bridge dismantled. It's been a long fight with over 2,000 pages of testimony in the LUBA files. This trail is done. The only thing left it to remove it from the TSP.

And it saddens me that it's still being promoted to a mis-informed public giving them false hope. I think that is just cruel.

To the pro-trail folks....You didn't ever "have it" to lose it. Please quit beating on this dead trail horse that's totally pulverized.

Give you passion and energy to the parks & rec dept.

They are working hard to develop new outdoor spaces and trails that are affordable and legal in the right zoning.

I support the BOC to make the correct decision and I thank them for their service to obey the law, uphold the truth and make responsible decisions that don't waste tax payer dollars on illegal project. I support our beloved Oregon land use laws that keep our state beautiful.

Thank you very much,

Celine McCarthy
PO Box 417
Gaston, Oregon

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 1:13 PM
To: Planning
Subject: FW: Yamhelas Trail - please allow public vote on public lanf

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: D. Roelandt <drlcsw@gmail.com>
Sent: Wednesday, January 21, 2026 9:56 AM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Yamhelas Trail - please allow public vote on public lanf

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Thank you for considering our input on this important issue. As a 40+ years resident of Yamhill, I've watched traffic on Hwy 47 increase - including vehicles, cyclists, and pedestrians. It's a dangerous road especially for the latter group of folks. Yet travel between our towns is important, even mandatory, for many. I strongly support the proposed use of this public corridor of land to plan for & create a Trail for the necessary as well as recreational use in our communities.

I have had regular opportunities to drive to Banks & Vernonia. Use of their Trail, and folks' enthusiasm for it, has been impressive. We deserve that same opportunity; and I believe a vote on preserving this corridor of public land toward that goal will show public support.

I look forward to the chance to volunteer for working on that project & especially to someday having use of a Trail here in Yamhill Co.

Thank You.

Diane Roelandt
290 N Olive St
Yamhill, OR 97148

This Isn't About Trails — It's About Government Integrity

Good evening, Planning Commissioners.

My name is Marcia Baker, and I want to begin by clarifying something important: I am not anti-trail. I support trails when they are planned responsibly, transparently, and in a way that respects land use law and community values. But the Yamhelas Westsider Trail was not one of those projects.

This project is not being removed because people don't like trails. It is being removed because the County failed to follow its own laws, ignored the requirements of Oregon's land-use system, and mismanaged public funds — repeatedly.

For taxpayers like me, this is fundamentally an issue of **government integrity**.

The County began constructing a bridge without having completed the conditional use process required for EFU land. It claimed there would be no negative farm impacts even though affected farmers said otherwise. It attempted to justify a massive, heavy-duty concrete bridge by saying it was needed for fire trucks, even though LUBA determined that argument lacked probable cause and was inconsistent with the County's own documents.

The County lost five LUBA cases in a row — something almost unheard of. LUBA had to issue stays to halt illegal construction. The County had to dismantle what it had built. It had to repay grant funds. It was ordered to pay attorney fees because of its unreasonable arguments.

No one should be proud of that record. But what matters is that the County finally did the right thing in 2021: it ended the project.

The remaining task — the only reason we are here — is to make the TSP reflect that decision.

Leaving the YWT in the TSP would signal to taxpayers that the County has not learned from past mistakes. That it is willing to leave incorrect information in official documents. That it may try to revive the project someday, despite all the legal failures and public frustration.

Removing the trail is not about relitigating past conflicts. It is about demonstrating that the County can correct mistakes, take responsibility, and move forward with integrity.

If the County wants to regain public trust, this is the kind of action that matters. Clear. Honest. Transparent. Responsible.

I ask you to remove the Yamhelas Westsider Trail from the Transportation System Plan.

Thank you.

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 1:19 PM
To: Planning
Subject: FW: Yamhelas Trail

Cale George
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From: Jane and Steve Harloff <sjharloff@gmail.com>
Sent: Wednesday, January 21, 2026 11:51 AM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Yamhelas Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Steve Harloff
16175 Puddy Gulch Road
Yamhill, Oregon 97148

Commissioners:

I am encouraging you to keep the Yamhelas Trail as a part of the Yamhill County Transportation Plan when you meet on Thursday, January 22nd.

As I have suggested to you before, development of the Yamhelas is supported by a majority of people in Yamhill County.

The desire for this recreation facility for citizens of all ages here is very strong; most are incredulous that you are refusing to support the health and physical welfare of the county with your decision on property the County already owns.

A note: I can't be at the Board of Commissioners meeting on January 22nd, but I did attend the Planning Commission's meeting in December. I do hope the protocol will be more appropriate at your meeting: the Planning meeting started while citizens waited outside in the rain to come in the Courthouse. Most of us sat on steps, stood, or watched on small zoom screens. A few members of the Commission recused themselves (they were petitioners!) but they ran the meeting anyway. This was participatory government at its worst!

Your short - sighted refusal to protect public lands along the Yamhelas Trail will be your legacy in Yamhill County, unless you redouble your past efforts to create this needed recreational trail. The danger of Hwy 47 for riders and walkers is very real.

Steve Harloff
Puddy Gulch Road
Yamhill, Oregon

503-730-6781

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 1:20 PM
To: Planning
Subject: FW: Yam Trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: vanfarm <vanfarm@juno.com>
Sent: Wednesday, January 21, 2026 11:54 AM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Yam Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

January 21, 2026
Docket G-01-25

To Commissioners Starrett, King and Johnston

Please remove the Yamhelas trail project from the TSP.
This trail idea was born under false pretenses and deception.
Property owners were never notified of project dissecting their lands.
Public assembly and due many times denied due to COVID and excuses.
County council, past commisioners, county staff and "friends" co-conspired unlawfully on trail proceedings.
Land use laws NOT followed.
No farm impact study performed.
No idea of cost to taxpayers, how to maintain, fire, emergency protection, no planning.
Monies were granted and construction began WITHOUT permits.
Does this sound like government over-reach to you?

Farmers / property owners were forced to sue their own county government to follow it's own laws.
LUBA sided multiple times with farmers because there are significant impacts to farming practices that cannot be resolved. { ORS 215.296.}
The illegal light rail bridge was dismantled and almost 50K of attorney fees were awarded to the farmers against the county.
It is time for this doomed, poorly orchestrated project to end.

What a disaster and embarrassment to Yamhill County.

I commend commissioners Starrett and Johnston to do the right thing.

PLEASE REMOVE THE yam trail from the TSP.

Thank you for standing up proudly to the law and the rights of property owners and tax payers like me.

Sincerely,

John VanDyke

1255 E. Main St.

Yamhill, Oregon 97148

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 1:22 PM
To: Planning
Subject: FW: Docket:G-01-25

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Chris Reed <creed4448@gmail.com>
Sent: Wednesday, January 21, 2026 12:06 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Docket:G-01-25

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Hello and good morning. I am writing you today to express my belief that the ywt needs to be put out of the tsp. My name is Chris Reed and have been a taxpayer and resident of yamhill county for around 15 years. I grew up in hillsboro and saw the mass transit explode and all the problems it brings. From litter, homeless problems, crime and drugs! My wife and i agreed to raise our 2 kids here in yamhill away from all that disgust. Keep yamhill county a nice safe place to be for future generations. Please remove the ywt from the tsp. Thanks

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 1:25 PM
To: Planning
Subject: FW: Comments on the hearing on January 22 related to sale of trail easement

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: susan thomas <susanandsadie@hotmail.com>
Sent: Wednesday, January 21, 2026 12:23 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Cc: susan thomas <susanandsadie@hotmail.com>
Subject: Comments on the hearing on January 22 related to sale of trail easement

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Attached is my testimony opposing the commissioners' sale of the land purchased for the Yamelas Westsider Trail.

I attended the planning commission meeting held on December 4, 2025. I anticipated a fair hearing on both sides of the issue of the corridor owned by the county related to the Yamelas Westsider Trail.

Having served on a zoning board in the most populous county of a neighboring state, I had expectations of what the commission members and their activities would be like. When I was on this board, I understood my role to be that of learning about the applicable laws, regulations, and policies; studying applications for land use; listening to the views of county residents and stakeholders; and making a careful decision based on the facts. I understood that the offers of developers and landowners (incentives for me to vote a certain way) were not part of my decision-making process. I was adamant about refusing such offers and keeping my integrity intact.

I came to the planning commission meeting with that same expectation, that commission members would be acting in a way that demonstrated integrity and commitment to public service. What I found instead was a blatant demonstration of cronyism. It was quite surreal, as though Trumpian cronyism had descended upon Yamhill County. Numerous commission members recused themselves as they were landowners along the corridor. Were they appointed to the commission with the intent of their taking a particular stance on the trail? One of the commission members kept his eyes closed during most of the meeting. Was he asleep? Did he hear any of the hours of testimony provided about the trail and the disposal of the corridor? Did he see the sincerity of the wide variety of folks speaking and listening to the many views presented? A former county

commissioner made a dramatic plea that all present should be respectful of those speaking and then spent the rest of the session chatting with her cohorts opposed to the trail when supporters of the trail were speaking.

After it was all done, well past 11:00 pm and after the planning commission's rushed vote made without discussion among themselves, I realized that it was a done deal when I walked in. The planning commission members appeared to have done what they were "hired" to do...make sure that the trail was dead.

I hope that the board of county commissioners will truly demonstrate on January 22 a commitment to public input on the trail, but I'm not holding my breath. I'm convinced that, after the input is received, two will vote for the sale and one will not. The widespread public support for keeping the property for public use will most likely be irrelevant to all but one of the commissioners.

It may come as a surprise to board that the acceptance of widespread cronyism is not unanimous in this country, this state, and this county. It may come as a surprise to some that the overt actions of a moneyed few are not guaranteed to be successful in the future. It may come as a surprise to some that many people still see government as a means to accomplish the will of the people, not as a tool to put more money in the pockets of the rich.

Even though I'm not optimistic about the outcome of tomorrow's commissioner meeting, I am optimistic about county citizens finally saying "enough is enough." I look forward to having a slate of county commissioners who are not beholding to a few landholders and who listen to the many voices ringing out for the public good.

I am opposed to the sale of the easement for the trail and would appreciate consideration of my view. Thank you.

Susan Lowman-Thomas
11655 John's Landing Road
Carlton OR 97111
susanandsadie@hotmail.com

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 1:27 PM
To: Planning
Subject: FW: Hearing Testimony: I oppose Docket G-01-25 - Proposal to remove the Yamhelas Westsider Trail from the YCTSP

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: markhamcp@frontier.com <markhamcp@frontier.com>
Sent: Wednesday, January 21, 2026 1:01 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Cc: Kit Johnston <JohnstonK@yamhillcounty.gov>; Mary Starrett <starrettm@yamhillcounty.gov>; Bubba King <KingB@yamhillcounty.gov>
Subject: Hearing Testimony: I oppose Docket G-01-25 - Proposal to remove the Yamhelas Westsider Trail from the YCTSP

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21 Jan 2026

To: Yamhill County Board of Commissioners
RE: OPPOSING Docket G-01-25 – Proposal to remove the Yamhelas Westsider Trail from the YCTSP
FROM: Craig Markham, Dundee, OR

A network of walkable, non-motorized trails connecting our communities is an essential component of a well-functioning transportation system. **I oppose removal of The Yamhelas Westsider Trail project from the Yamhill County Transportation System Plan (YCTSP).**

We will need this, or a similar corridor in the future. By reserving this existing publicly-owned right-of-way today, we can avoid the enormous costs and disruptions of acquiring a new one to replace it in the future. Removing this right-of-way from the transportation plan clearly telegraphs your intention to squander this opportunity by selling it off, just as this commission has already thrown millions of dollars in grants overboard in order to thwart using the right-of-way for a trail.

Yamhill County, with its rapidly increasing traffic, perilously narrow, roadways, narrow or nonexistent shoulders, blind curves and yawning ditches has become notorious as a death trap for pedestrians and cyclists.

A grade-separated trail network will provide healthful, accessible connections between our communities, without requiring car-dependency for every trip. Instead of spending even more screen time slouched on the couch, our kids – and the rest of us too – can be enjoying the freedoms, responsibilities and savings of safely walking and riding our trails for work and play.

Why wouldn't you prefer to leave that as your legacy for our future generations?

The Yamhelas Westsider Trail has widespread support in the county. **I urge you to keep our right-of-way in the Yamhill County Transportation System Plan.**

Please include this testimony in the hearing record.

Craig Markham
Dundee, OR

Ken Friday

From: Mary Weil <mary@treeconnect.com>
Sent: Wednesday, January 21, 2026 1:29 PM
To: Planning
Subject: trail and rail

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Please preserve the right of the public to determine the public use of its lands.

Mary Weil
Dundee

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 1:46 PM
To: Planning
Subject: FW: rail and trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

-----Original Message-----

From: Mary Weil <mary@treeconnect.com>
Sent: Wednesday, January 21, 2026 1:30 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: rail and trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

please allow the public to determine the use of their public land.
mary weil
dundee

January 21, 2026

Final Closure

Yamhill County Commissioners

535 NE 5th St.

McMinnville, OR 97128

Dear Commissioners,

This issue has already been decided through years of Litigation, analysis, and County action. The Yamhelas Westsider Trail as challenged, stayed, remanded, withdrawn, defunded, dismantled and abandoned. There is no active proposal and no legal pathway forward without starting entirely over—and the County has chosen not to do that.

The only question remaining is whether the Transportation System Plan will be accurate and honest. Leaving an abandoned project in a binding planning document is not responsible. We urge you to remove the Yamhelas Westsider Trail from the TSP and finally close a chapter that has imposed unnecessary burden on farmers and taxpayers alike.

It has come to our attention that there are still troublesome loose ends regarding the issue that should be eliminated.

Respectfully submitted,

John and Nanette Cramer

Ken Friday

From: Joni Zimmerman <jonizim@gmail.com>
Sent: Wednesday, January 21, 2026 1:59 PM
To: BOC Info; Planning
Subject: Support for Yamhelas Westsider Trail - let the people vote!

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I am horrified that you seem to be blatantly ignoring overwhelming public support for the the Yamhelas Westsider trail project by proceeding with your plan to remove this transportation corridor from the TSP, destroying any future possibility of using this corridor for recreation, transportation, water, electricity, high speed internet or similar uses that benefit the public.

Government exists for the benefit of the people. We consent to being governed because there are functions that can more efficiently be performed collectively. This consent is given with the innate expectation that decisions made by our elected representatives will ALWAYS be in the best interests of we the people. There is NO POSSIBLE way that your decision to withdraw this corridor from the TSP can be construed as being in the best interests of the people.

The case has clearly been made that keeping this corridor benefits the people now and in the future, and removing the corridor from the plan and selling it off will cause multiple problems in the near and distant future. Over and over people have enumerated the health, recreational, safety and economic benefits to our county of having a trail and future rail. It's one thing to just not build the trail immediately. But it's a whole other arrogant, thoughtless, self serving thing to make it impossible for future generations to ever build a trail or light rail even as they are living with the consequences of people alive on earth now not doing anything about climate change.

It is absurd that you are trying to make it sound like proceeding with the approved plan for a future rails and trails project somehow limits farming practices and thereby hurts farmers. This corridor has existed alongside farmland for longer than a century. The practice of poisoning the earth, air and water with pesticides and herbicides is far more recent, and the harm to the public from these practices certainly outweighs the benefit to the few farmers. Perhaps the farmers along this corridor would actually benefit more if they had to switch to organic and regenerative farming practices on the small amount of their land that might be affected by a trail.

I strongly support keeping the potential for a rails and trails project along this corridor in the TSP. In fact, I would like to see our county use the TSP as a real blueprint and work towards implementing projects, especially this trail, bike lanes along our roads, and vastly improved public transportation, including connecting us to the rest of the world with light rail instead of forcing us to continue enduring the expense, hazards and environmental degradation of maintaining and driving cars. It is shortsighted, stupid, and bordering on criminal that we don't already have safe routes for people to ride bikes from place to place in this county. The recent paving of North Valley Road leaving 2" of paved shoulder for bikes and pedestrians is a prime example.

Please do not do something rash and irreversible without allowing the people to vote on this consequential decision.

Sincerely,
Joni Zimmerman
Newberg

Ken Friday

From: Haley Cox <haleyccox@gmail.com>
Sent: Wednesday, January 21, 2026 2:03 PM
To: BOC Info; Planning
Cc: letters@newsregister.com; trailspac@gmail.com
Subject: Don't Fumble the Trail Project!

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

To all who are Concerned,

What a complete mess Yamhill County has managed to make of the Yamhelas Westsider Trail issue. Having been intimately involved in the landfill expansion drama of the previous decade, I would have thought that County officials were well-versed in the "Farm Impacts Test" and the need for rigorous findings of fact in land use applications.

That said, just because the project application was lacking in substantial details, and officials have bungled the process at other points along the way, does not mean this unique and valuable opportunity for present and future generations should be tossed onto the proverbial dump that Yamhill County seems stubbornly set on manifesting for itself. The trail is truly a visionary project, one with many expansive public benefits, including for economic development, transportation safety, recreation, and wildlife, addressing many state and local goals for these issues.

Its very curious that Yamhill County recently adopted a new Park System Master Plan that makes no mention of this trail corridor, despite being roughly 60 acres of undeveloped land already owned by the County and planned to serve recreational uses dating back to 1996. The plan also states that Yamhill County provides just a tiny fraction per capita of recreation acreage and spending compared to its peers. By neglecting to include this important facility in the Parks Master Plan, the County officials have undermined the project at the expense of the public and many partners who have supported it in good faith.

Officials have mislead the public at many turns, and the gossip grapevine associated with the Yamhelas Westsider Trail is simply astounding- is there light rail being proposed in the trail corridor that will bring "bad types" to the area? Are the County officials planning to sell the property to political contributors? All this conjecture just reeks of a lack of public trust, which will be ever more entrenched if Commissioners take this bold and hasty action to kill the community's dream.

The staff report for this hearing states: "Due to the fact that Yamhill County has not been able to make findings to satisfy the Farm Impacts Test..." now County officials just want to erase the project from all the County planning documents; Cities, citizens, and other entities who have contributed toward it's development be damned. There is no mention of how the County plans to address the need for safe biking and walking facilities between these rural towns, and for recreation opportunities within the County that this project was meant to provide.

OAR 660-012-0050 states that:

If a local government decides not to build a project authorized by the TSP, it must evaluate whether the needs that the project would serve could otherwise be satisfied in a manner consistent with the TSP.

Where is this evaluation??

Frankly, the County could still do much to implement this project as proposed in the TSP and envisioned by the public over many decades. Given that this has always been a transportation corridor, it makes no sense for it to be zoned EFU- why not rezone it to the Parks, Recreation, and Open Space District, where hiking and biking trails are permitted outright? Why not finish the incomplete YWT Master Plan so that the project goals and parameters are clear, and issues can be worked out in a public forum in advance of the land use permitting process? This situation appears to be mostly one of political sabotage.

Commissioners, please put down your guns and think of the children. They are all getting fat and depressed because we are not putting their safety and well-being first. Don't fumble this trail, this beacon of hope and opportunity for a future that is more fun for everyone.

Respectfully,
Haley Cox

Ken Friday

From: Alice Patridge <alicejuiceplus@gmail.com>
Sent: Wednesday, January 21, 2026 2:08 PM
To: Planning; BOC Info
Subject: 'the Republic for which it stands'

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I have a grateful heart today because I am in a country that is a Republic. I am grateful for those of you here on this board that take your oath of office seriously and bravely. Thank you for standing up for the rule of law when there are those seeking to skirt around laws in place and the guidelines that are set up to protect land use. We need this protection because there are those who are coveting something they want to the point of interfering with landowner's rights to conduct farming and maintaining privacy.

This is where you stand as our vanguards against losing our established rights against the onslaught of people crying that WE are hurting THEM because it's what they WANT. Again, thank you for being on this board and representing the voice of those who have the most to lose, not just those fighting to get what they want no matter the cost. Please remove the Yamhelas Westsider Trail and rail project from the TSP and stop the waste of tax payer's money.

Respectfully submitted,
Alice Patridge
687 N Coolidge St
Carlton, Oregon 97111
(105ft of adjacent trail)

--

Alice Patridge

Ken Friday

From: Alice Patridge <alicejuiceplus@gmail.com>
Sent: Wednesday, January 21, 2026 2:11 PM
To: Planning; BOC Info
Subject: Not a democracy, a Republic

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Thank you for being part of our Republic. As a Republic, we depend on our elected officials to make sure laws and rules are applied and followed. We have borne witness to some of our leadership falling for the cries of some entitled people, many of which do not reside in Yamhill county and many more that do not reside directly against the ROW. We have looked to you to defend our rights under LUBA guidelines and you have faced the battle bravely even to the point of personal attacks and threats. Thank you for stepping up in this battle and please keep pressing forward. The county has lost enough money fighting this and it is time to put an end to this and remove the Yamhelas Westsider Trail from the TSP docket permanently.

Respectfully submitted,

--

*Alice Patridge
687 N Coolidge St
Carlton, Oregon 97111
(I own 105Ft of land adjacent to the ROW)*

--

Alice Patridge

To the Board of Commissioners of Yamhill County

Kit Johnston, Mary Starrett, David King:

Concerning consideration to remove the Yamhelas Westsider Trail Corridor from the Transportation System Plan

I have 2 cousins that live in WA County. One is retired Law enforcement. One is retired WA county Fire Protection. Both told me don't let this trail happen. Stop it. They related incidents on the Banks-Vernonia trail that they'd been on call for. The retired LEO will not let his wife walk it unless he goes along, armed. They won't give a statement, because they're retired from unions.

This YWT project was started by some financially well off people. They talked to business people in Carlton. They got some national group that supports trails to help. They didn't come to us, the people working & living in the area, to get our thoughts. Our farm neighbors heard about a meeting, a Charrette. No one knew what that was or could be. Good way to alienate the locals. Only a couple farmers attended the meeting. That's how we learned about this.

A bunch of us went to other meetings, talked to people trying to figure out why here & why now. What about Land Use Law? We found out that Commissioners were being told that farmers supported it. We showed up to protest with tractors. The few people with certain influence got it passed. We got together, decided we needed at least someone on BOC that understood or at least would hear our point of view. It wasn't just 4 or 5 families. It wasn't just farmers. That's how we came to support Lindsay Berschauer. If you know a farmer, you know that they do not make snap decisions. In the meantime, the county went ahead with seeking finances and plans and began work.

We got a lawyer and took the county to LUBA. FOUR TIMES LUBA ruled against how the County was doing things. It was Remanded FOUR TIMES to correct them. Parts of the work were stopped, a bridge had to be dismantled, and some of the money returned. "Cart-before-thehorse" is not good government nor wise financial sense. And yet here we are with another contentious meeting.

The TSP is outdated. Plots the trail through areas no one asked for it. Still has light rail present. None of this was ever voted on by the people. It is not required to do so.

Please, I urge the BOC to vote removal of this from the TSP. GIVE THE CITIZENS of the North County, Yamhill-Carlton-Gaston areas, peace of mind.

Maybe some county citizens can form a new group from across the entire County to consider recreational spots. Oh wait, we have them already ... the County Parks committee.

Thank you for taking the to read and consider my testimony on removing the Corridor from the Transportation System Plan.

Kathleen (Kathy) Sitton

11595 NW Cummins Road
Carlton, OR 97111

January 21, 2026

Cove Orchard Water Association
PO Box 111
Yamhill, Or 97148

Dear Yamhill County Board of Commissioners,

The Board of Directors for the Cove Orchard Water Association (COWA) fully supports keeping the existing rail corridor under Yamhill County control for future use as a utility corridor. COWA serves 85 households, providing clean drinking water in an area where many private wells are brackish or otherwise unsuitable for potable use.

Our district is currently facing aging infrastructure and a maxed-out water supply line. At present, we rely on a 4-inch line that runs from Gaston to our pumping station north of Cove Orchard. Several properties within our service district cannot be served because this supply line has reached its capacity. Looking ahead, the need for increased water conveyance capacity is both immediate and long-term.

Further south, the communities of Yamhill and Carlton are also facing water supply challenges. Carlton has already been in discussions with Hillsboro regarding a potential supply line to address these issues. We anticipate that, in the near future, there will be a strong need to collaborate with these communities and other small districts to install a larger regional supply line capable of serving multiple areas. A shared corridor would allow communities to distribute costs for installation, maintenance, and future upgrades, making such projects more feasible and fiscally responsible.

The existing rail corridor represents the most practical and efficient route for future water conveyance and other utilities. Without access to this corridor, the only remaining option would be to locate new utility infrastructure along Highway 47. This alternative would be significantly more expensive and would likely result in prolonged construction delays on a major county transportation artery. Such delays would impact commuters, freight movement, emergency services, and local businesses, while also increasing project complexity and safety risks for construction crews.

Our current water line already runs within the utility easement along Highway 47, and this location makes repairs and upgrades complicated, costly, and hazardous for both our crews and our contractors. Preserving the rail corridor for utility use would provide a safer, more efficient, and more forward-looking solution to the region's growing infrastructure needs.

For these reasons, COWA strongly supports maintaining county control of the rail corridor to preserve its future use as a multi-purpose utility corridor that can serve water, wastewater, and other essential infrastructure needs for Yamhill County communities.

Sincerely,

Board of Directors
Cove Orchard Water Association

Ken Friday

From: Jennifer Nice <jenmattechecknice@gmail.com>
Sent: Wednesday, January 21, 2026 2:22 PM
To: Planning; BOC Info
Subject: Please protect our public lands

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear esteemed leaders,

I'm unable to attend the January 22nd meeting, so I'm writing in support of the Yamhelas Westsider trail. I respectfully implore you to listen to your constituents and acknowledge that public lands belong to the public and any decision should be made by voters.

The Yamhelas trail, which has already been paid for by taxpayers, would benefit so many: the health and well being of users who can exercise outside and breathe in the fresh air of our beautiful Yamhill Valley; the local business owners who would enjoy economic activity from tourists before or after they use the trail; young and old; families and friends; cyclists, walkers, strollers, joggers. There is truly no negative that would stem from this trail. As evidence, just 34 miles down Highway 47, the Banks-Vernonia trail has been thriving for 15+ years without problems for nearby landowners.

I'm a 4th generation McMinnville native. My grandmother, Mary Donnelly Mattecheck, grew up on her family farm on Donnelly Lane, just off Westside Road. My grandfather, Robert Mattecheck, opened the Mack Theater in 1941. My dad, Michael Mattecheck, worked as a local insurance agent in McMinnville for 40 years. I, along with countless others, care deeply about the best interests of Yamhill County and McMinnville residents. I believe the trail would enhance the lives and livability of Yamhill County.

Please keep the Yamhelas Westsider Trail in the county transportation plan for now and allow voters to decide whether it should be sold or not. Thank you.

Sincerely,
Jennifer Mattecheck Nice

Yamhill County Board of Commissioners
535 NE 5th St
McMinnville, OR 97128

Neyssa Hays
20375 Highway 47
Yamhill, OR 97148

Re: Docket G-01-25

Jan. 21, 2026

Dear Chair and Members of the Board of Commissioners,

I am writing to urge you to **oppose the removal of the Yamhelas Westsider corridor from the Yamhill County Transportation System Plan (YCTSP).**

This corridor is a rare, continuous north–south right-of-way that has existed as a public transportation corridor since the 19th century. Removing it from the YCTSP would permanently foreclose future public uses and eliminate one of the County’s most valuable long-term infrastructure assets. Once fragmented or sold off, this corridor cannot be reassembled.

While much of the public discussion has focused on recreational use, I ask you to consider the **broader and more consequential public interest:** the corridor’s potential role as a **utilities and infrastructure corridor.** Preserving this alignment keeps open future options for water, sewer, power, broadband, and other essential public utilities—particularly for growing communities such as Carlton, Yamhill, and surrounding rural service areas. Securing linear infrastructure corridors becomes exponentially more difficult and expensive over time; eliminating this one now would be short-sighted and irreversible.

Keeping the corridor in the YCTSP does **not** require immediate development or construction. It simply preserves a public option so that future generations—facing different needs, technologies, regulations, and land-use conditions—can make informed decisions. Long-range transportation and comprehensive planning exist precisely to protect such opportunities from being lost to short-term pressures.

I also want to acknowledge that I support the Yamhelas Westsider Trail as a potential future recreational and alternative transportation facility, should conditions allow. Preserving the corridor today keeps that possibility alive for future residents, including students, families, seniors, and people with disabilities, while requiring no commitment to immediate implementation.

For transparency, I disclose that I serve as Chair of the Yamhill County Parks Advisory Board; however, I am **not speaking on behalf of that board**, and these comments reflect my personal views only. I also note that the Board of Directors of Outdoor Education Adventures (OEA), a Yamhill County nonprofit, has voted unanimously to support the Yamhelas Westsider Trail and to oppose removal of the corridor from the YCTSP, recognizing its long-term value for education, access, and community connectivity.

The question before you is not whether a specific project should be built today. The question is whether Yamhill County should permanently abandon a public corridor that has served transportation purposes for over 150 years. Removing it from the YCTSP would do exactly that.

I respectfully urge you to **retain the Yamhelas Westsider corridor in the Yamhill County Transportation System Plan** and preserve this irreplaceable public asset for future generations.

Thank you for your consideration and for your service to Yamhill County.

Sincerely,

Neyssa Hays
Yamhill, OR

Ken Friday

From: Greg Mccarthy <groundzerofarm@aol.com>
Sent: Wednesday, January 21, 2026 3:17 PM
To: BOC Info; Planning
Subject: Yam trail G-01-25

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Yamhill county board of commissioners:

It's been said that this trail will bring a lot of economic developement but what about the loss the revenue for the farmers if this goes through EFU & all the set backs & changes to farming practices? Farmers employ thousands of people and these workers and their families are part of our local community.

They are the backbone of local economics. They pay taxes, they live here, their kids go to school here, they buy groceries, gas, go to restaurants, fix their cars etc. All contributions to our local economy. If farmers are forced to scale back because of all the restrictions placed by having a public trail dissect their lands, then job opportunities will be lost. Less employees. These are real concerns. EFU and our land use laws protect farmers ability to farm without negative impacts.

Consider the Banks-Vernonia trail. If you talk with anyone from Banks, they will tell you that the trail brings congestion & parking issues. Cyclists come, they unload their bikes, grab their picnic lunches, ride, come back, load their bikes and go home. They do not frequent the Banks business, by gas, nothing. I do not agree that the economic situation would improve. It's better to have folks employed by farmers.

But really all of this doesn't really matter at this point in time. What matters is that this proposed trail is in the wrong zoning, period. There are no trails in Oregon that cut through EFU. It is a very strict zone to develope trails as the people on them pose a negative impact to farming practices. ORS 215.296 This has been proven multiple times in LUBA. There's over 2000 pages of testimonies! The county dump was shut down due to negative farm impacts.

This Yam trail cannot be developed. It's in the wrong zoning.

Please remove the YWT from the transportation system plan. Support local farming. It's the right thing to do.

Respectively yours,
Greg McCarthy
Yamhill OR

Ken Friday

From: Todd Sadlo <toddsadlo@gmail.com>
Sent: Wednesday, January 21, 2026 3:28 PM
To: Planning
Subject: Fwd: Submittal to record in Docket G-01-25

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

From: **Todd Sadlo** <toddsadlo@gmail.com>
Date: Wed, Jan 21, 2026 at 3:19 PM
Subject: Submittal to record in Docket G-01-25

Ken Friday, Planning Director
Board of County Commissioners

Thank you for this opportunity to comment on the proposed ordinance (G-01-25) to remove the Yamhelas Westsider Trail from the county Comprehensive Plan. There is only one reason for the Board to take such action, and that is to sell parts of the corridor to trail opponents who own adjacent properties. I know that is true as a (now retired) attorney of 40 years who was also assistant Yamhill county counsel for a total of 13 years.

The corridor was established in 1872 by purchase from pioneers who clearly knew a good thing when they saw it and also, were paid cash. Since 1872 the trail corridor has been owned by a railroad or government, and it has never in those 143 years been the 'backyard' of any of its neighbors.

Transportation projects advance economic prosperity, of the kind that the county is currently denying (most recently) to the cities of Yamhill and Carlton. I helped to arrange the purchase of the trail corridor from Union Pacific and to successfully defend the title in Circuit Court. It is an invaluable public resource for the thousand reasons that have been presented into the record of this matter.

"Surplus" property can be sold at the discretion, near total, of the Board of Commissioners. The only statutory limitations are that it must be "not needed for public use" or "whenever the public interest may be furthered," which are vague statements infused with discretion. The Board majority is now proposing to remove statements from the Comprehensive Plan that establish a need for public use of the 15.25-mile long, sixty foot wide property-as a trail. The Plan now clearly states that the county-owned trail is definitely needed for future public use and that it is squarely in the public interest. Which it is.

In this case, Commissioner Mary Starrett is prohibited by law from running again, and will leave office at the end of 2026. Commissioner Kit Johnston is running for re-election and is facing a strong candidate in the primary to be held on Tuesday, May 19, 2026. If he loses in the primary (by one vote more than 50%) or general election, he will also leave office at the end of 2026. Time is running out to completely defeat the trail in favor of a handful of opponents who own property adjacent to the county's property.

Commissioner Johnston's proposal will delete from the plan the goal of establishing a hiking, running, biking and possible equestrian trail, in a publicly-owned corridor, one day linking McMinnville with Hagg Lake, a major recreational attraction in Washington County. Removing that goal is the first step for the Board declaring the opposite-that the property is "not needed for public use." The ultimate goal, and the only reason for the proposed ordinance, is to sell it piecemeal as "surplus" property, to prevent any part of it from being used for a trail (except within the city of Carlton). Time is running out for Commissioner's Johnston and Starrett to permanently defeat and make impossible the Yamhelas Westsider Trail.

The proposed ordinance is the first step in the shameful destruction of a public resource, in a way that benefits friends of Commissioner Johnston and long-time supporters of Commissioner Starrett, and no one else.

The light rail red herring

Lindsay Berschauer and others have claimed that the trail is subterfuge and the actual goal of the Comprehensive Plan provisions she wants deleted is to promote and construct future light rail connecting Yamhill County cities with the Metro Portland area, which she views as an obvious (unsupported by facts) evil. In 1914, during times apparently more progressive than the present, Southern Pacific Railroad established the "Red Electric" line running bright red electric trains from Union Station in Portland to Carlton, St Joseph and on to McMinnville, Sheridan, Willamina and Corvallis through connecting lines.

But Ms Berschauer's claim is a red herring, not a red electric train. If her claim were true, the Plan amendment needed is not one to destroy a public trail resource, but to remove the goal of future light rail from the Comprehensive Plan.

I retired because I did not need the abuse and nonsense of the Board Ms Berschauer was elected to join and the new majority of that Board. In my opinion, the more politics in government, the less rational is governance. That certainly held true while Ms Berschauer was in office, and it is now a tradition carried on by the current Board majority. If Lindsay Berschauer really believes her red herring argument she should ask the Board to table the proposed measure and amend the plan to remove light rail as a county goal.

There is no factual basis supporting a decision to remove pro-trail policies from the Comprehensive Plan's Transportation System Plan

The only reason for removing transportation system goals from the plan in this case is the conclusion of a majority of the current Board that a trail can never be approved in the corridor due to claimed "substantial" farm impacts. That claim is also nonsense.

Numerous conditions were proposed by the previous Board majority to protect neighboring farms from "significant" changes to accepted farm practices or costs. The Land Use Board of Appeals, on page 62 of its second and final conditional use permit decision, stated that the county had failed to demonstrate full compliance with the farm impact standard, due to a shortage of substantial evidence refuting a handful of the many claims of the opponents' many lawyers.

The opponents had argued that approval of the trail was "legally impossible" under the farm impact

standard, especially as to herbicide use. LUBA squarely disagreed with petitioners on that point, stating: "[W]e are not convinced that the Trail is prohibited by the farm impacts standard as a matter of law." The case was remanded for the county to fix its mistakes, it was not reversed. Neither the county nor trail opponents have provided, in this matter, any substantial evidence ('factual basis') for concluding that LUBA was wrong.

LUBA was not wrong. One case in point is paraquat (sold as Parazone and Gramoxone), a desiccant herbicide that is highly toxic, used all over the United States, and is banned in 70 countries mostly due to studies showing that it causes Parkinson's Disease. EPA has long considered banning it in the US, and heavily regulates its use. Trail opponents claimed at LUBA that the paraquat labels prevent them from spraying "in" residential and recreational areas, and that "in" means "around." The lawyer for the opponents made this claim, and it was backed up by a public relations person at the Oregon Department of Agriculture. EPA wrote the rules on paraquat labels and is the only entity with authority to interpret it, other than the courts. I failed to produce an "expert" to counter what is obvious nonsense, thus failing to meet the farm impact standard in that respect.

The remand process, which would have allowed me to debunk the claim, was abruptly terminated by Commissioners Berschauer and Starrett at great cost to the county. If I had been allowed, as the county's attorney, to address LUBA on remand, I am certain I would have succeeded in addressing all of LUBA's concerns.

There are no legal setbacks for application of paraquat to agricultural land next to residential or recreational areas. As with all pesticides and herbicides, farmers were never allowed to spray or overspray onto neighboring roads or properties, no matter what use is being made of those neighboring properties. Neighboring farmers are currently prohibited from spraying or over-spraying the trail corridor, and like roads, having people present does not change a farmer's legal obligation. Most farmers know and respect the applicable laws. Trail opponents point to no guidance from EPA, who wrote the paraquat rules, that compels a different conclusion. A new applicant for trail approval will have little problem addressing this and every other error identified by LUBA in its final trail decision.

A couple preposterous statements in the record that I wish to address

Minutes in the record, approved by the Board, state that Commissioner Johnston asked for the proposed ordinance because removing "specificity" regarding the Yamhelas Trail will allow more options for other projects. Now, this is subterfuge. What other use do you make of an undeveloped transportation corridor other than as a public trail? Is Commissioner Johnston proposing a road or resumption of freight traffic? I doubt it. The corridor can currently be used for purposes that do not interfere with its use as a trail, including all subsurface and above-surface utilities, without any changes to the Transportation System Plan of the Comprehensive Plan.

Commissioner Johnston's claim of the reason for his actions is sheer nonsense. As stated, he really intends to sell chunks of the trail to his buddies along the trail, reserving subsurface and above surface utility rights, foreclosing forever any transportation use of the corridor. There is no other reason for his request to remove trail policies. If you agree that false or deliberately misleading statements by our elected representatives is a disqualifier for public office, (as used to be the case throughout this country), please vote Commissioner Johnston out of office in the primary on Tuesday, May 19. His opponent, John Linder, is superior to him in every way and will govern with integrity. Mr. Linder, like a clear majority of county citizens, also objects to Commissioner Johnston's proposed squandering of a

public resource, the Yamhelas Westsider Trail corridor.

Past Boards, mostly with Republican majorities, have all been big, enthusiastic trail supporters until the advent of Mary Starrett, then Lindsay Berschauer, and now Kit Johnston.

Which brings me to the second preposterous statement in the record, which is the entire Tom Hammer submittal. If you want to see the kind of opposition I faced as the attorney for the county seeking approval of the Yamhill to Carlton trail connection, please read the pile of slanderous, vitriolic crap he has deposited, squatting, into the record. The Oregon Bar Association not only exonerated me, it described why my actions, although unsuccessful before the LUBA referees, were good lawyering and entirely ethical. Mr. Hammer is part of the wave of personal attacks, vitriol, lies and innuendo that has characterized the organized trail opposition throughout this process.

Request to supplement the record

I request that the 851 page trail petition, and the 3,681 page trail petition, both submitted to the Planning Department and posted on its website, be added to the record of this matter. They are both directly relevant to this proceeding and have very obviously been "placed before" the Board, possibly in paper form, but definitely by posting on the county's website. Thank you for your consideration of this request.

As for Commissioners Starrett and Johnston: I have no hope you will do the right thing and table your proposal. I am hopeful that the continuing onslaught of public opinion in favor of the trail will convince you that what you are proposing to do flies in the face of, and is an insult to, the electorate of Yamhill County and all of its residents who have yet to reach voting age.

Sincerely,

Todd Sadlo

Ken Friday

From: darren sutherland <drsuth@hotmail.com>
Sent: Wednesday, January 21, 2026 3:34 PM
To: Planning
Subject: G01-25

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I am for the removing of the yamhelas trail project out of the TSP Darren Sutherland

Ken Friday

From: Brandon Slyter <bslyter@board.cprdnewberg.org>
Sent: Wednesday, January 21, 2026 3:48 PM
To: BOC Info; Planning
Subject: Public comment TSP

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

To the Yamhill County Planning Dept. and County Commissioners,
I would like this email to be included in the public comments for the Transportation System Plan vote regarding the Yamhelas Trail.

My name is Brandon Slyter; I am one of the board directors for the Chehalem Park and Recreation District, but I am speaking on my own behalf and not for the board or district.

I am emailing in support of the Westsider Yamhelas Trail. Protecting public spaces, connecting communities, and encouraging recreation are three consistent topics I will always advocate for. Clearly this is a complicated matter and not as simple as, "build the trail," or, "don't build the trail." It is because of that complexity that I think it responsible for the county to educate the public and give them a chance to decide what they want; what we want. We want more trails. All of the data and surveys will support this. It appears that even the County supports this. I'm proud that George Fox University (my alma mater) has partnered with the county to address this very issue. And I can't help but wonder if they would want to help with the Yamhelas trail; however, it's been so highly politicized, they likely don't even want to mention it.

There are a few points I would like to bring up that I believe are important. We are elected officials. We are decision makers. And it is highly imperative we include the public in these decisions. Not simply the bare minimum legal requirements. Not just public comments when your mind might already be made up. Put the decision in the public's hands. If we make highly contentious decisions - justify it. So far, I've been quite confused about the justification.

Next, I've heard recently that the problem has always been about the potential inclusion of light rail. While a separate topic from recreation, I think if more Americans traveled abroad, they'd be highly impressed with rail infrastructure, and quite frankly, embarrassed of ours. That being said, if the county deems a train the main issue, why not amend the TSP? Remove the rail, build the trail? It seems like a win-win.

Finally, far too often we are victims of sensational exaggeration. Let's let our words speak truth. It's highly troubling to hear comments such as, "commissioners want to sell public land to their friends." And it would go a long way for each commissioner to pledge to protect a public asset for the good of the county. That their personal affairs and connections have no involvement. I do not believe I've heard any of the commissioners speak to selling the public land as a favor to a friend or associate, so I prefer to assume good intentions. Please clear this up with the public and put to rest the sensationism. Likewise, there's sensationalism that this trail would destroy farms or take away private property rights. Countless examples of trails next to farmland should be example enough; it's simply not true. Please set the record straight, because words have power and truth has meaning.

I've had the pleasure of interacting with two of the commissioners, Starrett and King, who have shown kindness in our interactions and are well involved in our community. Whatever political convictions we all may differ on, we can still work together and build meaningful connections.

While the legal procedures for the trail's existence in the county TSP and the concerns over a train are something I cannot speak to, I can make this clear: we want this trail to exist in a form where we can walk, ride bikes or horses, and travel safely while enjoying our amazing Oregon nature. A place for our children to see and respect our farm lands in action. A place that connects communities.

Do you want to connect communities? Or do you want to divide them?

Thank you for your consideration,
~Brandon Slyter

To: Yamhill County Commissioners

RE: Docket #G-01-25 Amendment to Yamhill County Transportation System Plan (YCTSP)

January 21, 2026

Dear Commissioners,

I urge you to vote NO and not amend the YCTSP as proposed. A NO vote will keep the Yamhelas Westsider Trail in the Plan and allow for future flexibility in re-evaluating this important regional transportation link. We, the residents of the county, need safe places to hike and bike that are removed from the roads, while also providing a way to travel between our towns without getting into a car.

I am constantly frustrated by our lack of places to hike in the county, especially if you want a longer distance, have a dog, or children along. I often have to drive to Washington County to use the Banks-Vernonia Trail. The town of Banks has benefited from having the increased recreational use, with new restaurants etc. Why can't we have such a trail in Yamhill County? It seems very much in keeping with our future transportation and recreational needs, as well as supporting our smaller communities along the route. Sidewalks and bike lanes do not meet our all our needs and most bike lanes are full of debris and next to speeding vehicles. A separated, long distance trail would be a recreational and economic boon for us, your constituents.

While the funding may no longer be in place, keeping the trail within public ownership is essential. By removing it from the TSP you are apparently making it easier for future selling of the land. **That is unacceptable. We, the public, own this land, not three commissioners, two whom have long been hostile to this trail.** Do not take this opportunity for a future transportation/recreational trail away from us by this short-sighted amendment. Save it for the future.

Keep the Yamhelas Westsider Trail in the Transportation System Plan and do not sell off our public land. Put it to a public vote!

Please Vote NO.

Patricia Farrell & Robin Richard
Newberg, OR

Ken Friday

From: Matt Dolphin <matt@mattdolphin.com>
Sent: Wednesday, January 21, 2026 4:00 PM
To: Planning; BOC Info
Cc: hello@trailspac.org
Subject: Keep the Yamhelas–Westsider Trail in the Transportation System Plan

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Yamhill County Board of Commissioners,

I am writing to formally oppose the proposed removal of the Yamhelas–Westsider Trail corridor from the Yamhill County Transportation System Plan (TSP). My opposition is based not only on the substance of the decision, but more fundamentally on the deeply inadequate and flawed public engagement process surrounding it.

The Transportation System Plan is one of the County's most consequential long-range planning documents. Decisions to remove an established transportation corridor - particularly one with decades of public interest and investment - demand robust, inclusive, and transparent public engagement. That standard was not met in this case.

Specifically:

1. There was no countywide survey or structured effort to gauge public awareness or support.
2. No focus groups, listening sessions, or public open houses were held to allow meaningful dialogue or problem-solving.
3. The public notice for the Planning Commission hearing included an erroneous address, creating unnecessary confusion and barriers to participation.
4. Members of the public were explicitly discouraged from attending the hearing in person and were instead directed to participate via Zoom, despite the County's awareness of strong public interest in the issue.
5. The meeting room selected for the hearing was demonstrably inadequate for the anticipated attendance, resulting in members of the public being forced to stand outside in the rain in order to participate.
6. Citizen testimony cards were reordered during the hearing in a manner that prioritized opponents and delayed supporters until late in the evening, raising concerns about fairness and viewpoint neutrality.
7. Opponents of the trail were granted additional time to testify, including an attorney who had previously represented the Planning Commission Chair in a LUBA appeal related to the trail, while members of the general public were subject to stricter time limits.
8. The Planning Commission has been designated by the Board of Commissioners as the County's Committee for Citizen Involvement. In that role, it did not adequately monitor, evaluate, or put forward recommendations to encourage meaningful public participation in this planning decision, as required by Oregon Statewide Planning Goal 1.
9. During testimony, recused Planning Commissioners made visible gestures, rolled their eyes, and made comments from the dais, behavior inconsistent with impartial public process.

10. At least one Planning Commissioner appeared to fall asleep during public testimony. (See attached photo)

Taken together, these failures do not reflect the spirit or the requirements of Oregon's land use planning framework—particularly Oregon Statewide Planning Goal 1—nor do they align with Oregon public meeting laws or the basic expectations of respectful civic process. More broadly, they fall short of the democratic norms that should underpin decisions of this magnitude.

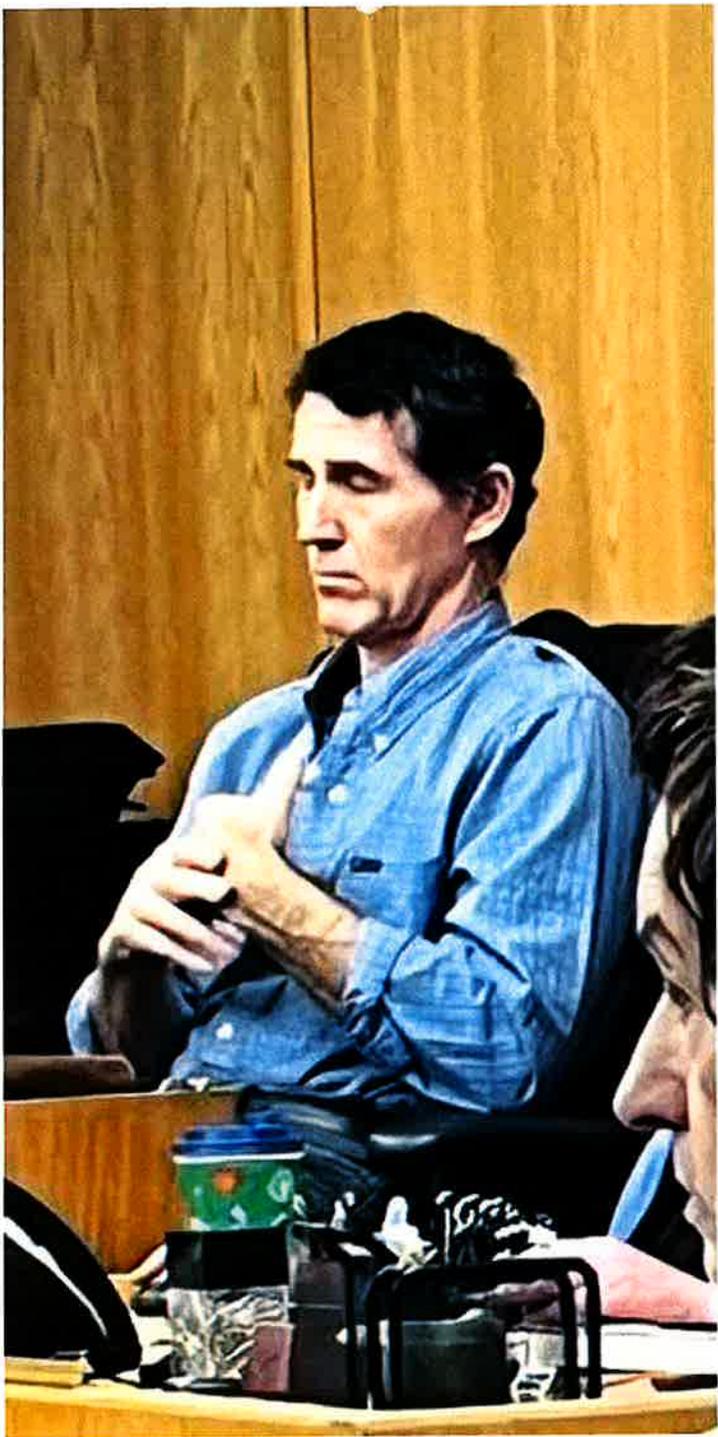
Public engagement is not a procedural checkbox. It is the bedrock of public trust, especially when decisions affect shared community assets and long-term transportation policy. When the process itself appears rushed, dismissive, or structurally biased - and when a body formally charged with ensuring citizen involvement fails to fulfill that role - the legitimacy of the outcome is inevitably called into question.

I urge the Board of Commissioners to reject the proposed removal of the Yamhelas–Westsider Trail from the Transportation System Plan and to direct staff to undertake a genuinely inclusive, fair, and transparent public engagement process before any further action is considered. Anything less risks eroding public confidence not only in this decision, but in the County's planning processes more broadly.

Thank you for your time and for your consideration of these concerns.

Sincerely,

Matt Dolphin



Public Comment from Susan Delventhal

21300 NE Bald Peak Road

Hillsboro, OR 97123

Yamhill County Resident

Submitted to the Yamhill County Board of Commission for the January 22, 2026 Meeting

Commissioners Mary Starrett, David "Bubba" King, and Kit Johnson,

I would like this submitted into the BOC Public Meeting Record.

I am against the removal of the Yamhales Westsider Trail Corridor from the Yamhill County Transportation Packet.

I have been a supporter of this trail for years and find it frustrating and disappointing how a small group of farmers and some board of commissioners have done everything in their power, including using tax payers money and lies to destroy the construction of a 17 mile long bike & walking trail.

The decision to remove the corridor from the transportation package is reckless, irresponsible, and short-sighted. This continuous corridor, which is owned by the county, is a valuable piece of land connecting multiple county cities together. In the future it may be needed as a utility corridor - delivering much needed water and/or Internet access to our growing communities, or as a safety corridor.

Let's be honest, the removal of the corridor from the Transportation Package is a way to end the dream of so many families in this county of having a biking & walking trail that would increase health and fitness, family recreation, and boost our tourism industry, pumping money into our local economy. Removal from the transportation package would then allow the county to sell it in pieces. At that point buying the land back from multiple owners would be cost prohibitive.

Fear can be a powerful tool to convince people that a biking & walking trail is a bad thing for our community. Yet, commissioners in non-partisan seats and a handful of property owners have painted the trail as a boogeyman, to be feared and destroyed. Honestly the list of imagined fears is endless - fear of houseless camps, fear of trespassing, fear of littering, fear of agricultural activities, fear of drug use, and recently fear of defecation. I have biked the Verona-Banks Trail with my family, and have not found these problems along that trail, nor have I seen them along the 240 mile Katy Trail in Missouri. The Verona-Banks farmers and land owners along the trail have worked out issues they were worried about. That trail is an example of success, a win-win endeavor that has created a public asset for local residents and tourists.

I ask that you act wisely, about our growing communities, the value of the corridor, and keep it as an intact corridor for future use and needs. Thank you!

Ken Friday

From: john wiser <johnwiser7680@gmail.com>
Sent: Wednesday, January 21, 2026 4:09 PM
To: Planning
Subject: G-01-25 yamhelas westsider trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I am in support of removing the project known as the Yamhelas Westsider trail from the YCTSP.
Sent from my iPhone

Ken Friday

From: Christine Peterson <curlygirl.chris@gmail.com>
Sent: Wednesday, January 21, 2026 4:09 PM
To: Planning
Subject: Yam Trail G-01-25

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Sent from my iPhone

Begin forwarded message:

From: Christine Peterson <curlygirl.chris@gmail.com>
Date: January 21, 2026 at 4:07:38 PM PST
To: BOCInfo@yamhillcounty.gov
Subject: Yam Trail G-01-25

Hello,

I am a resident of Yamhill County and I am in favor of removing the YWT from the TSP. It's a dead project.

Sincerely,
Christine Peterson
Gaston, OR

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:11 PM
To: Planning
Subject: FW: public comment re G-01-25 Yamhelas trail being removed from TSP

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Kurt Kreitzer <kurtkreitzer@yahoo.com>
Sent: Wednesday, January 21, 2026 3:08 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: public comment re G-01-25 Yamhelas trail being removed from TSP

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.
bocinfo@yamhillcounty.gov

Dear Yamhill County Commissioners,

Keep the trail corridor in the TSP.

Your Staff Report attempts to justify removal because: "Due to the fact that Yamhill County has not been able to make findings to satisfy the Farm Impacts Test in three separate attempts"

These are strongly flawed justifications to remove the trail corridor from the TSP:

1. The current state is not indicative of the final state. The corridor is in the middle of the process to satisfy the Farm Impacts Test; the county simply stopped mid-process, without completing arguments to address LUBA's remand. That's not failure to meet the Farm Impacts Test, that's failure to pursue solutions.
2. As one example, the county failed to pursue refining a very simple solution to the Farm Impacts Test: trail closure during spraying. LUBA indicated this could resolve the Farm Impacts Test, otherwise it wouldn't have issued a remand, it would have stopped dead this legal approach. In the proposed solution of a 72hr advance notice trail closure, LUBA's objection and remand was simply that the specifics of 72 hours had not been sufficiently substantiated; maybe more than 72hrs is simply needed, or maybe the farmers need explicit ability to directly close the trail, etc

3. There is no county law or ordinance saying 'give-up' after three attempts. Just because the government process isn't trivial, or because the law and process was interpreted differently by the county, LUBA, and opposition, is not a valid argument to stop pursuing a long running county plan, especially one with such strong and decades old citizens support.

4. This is not 'three strikes and you're out'!

The 'Yamhill County Park System Plan' p58, survey, Yamhill county citizens report, two of the top three citizen desires is more 'paved & unpaved recreation pathways'.

The commissioners seem to be suddenly pushing this decision based on hasty incomplete analysis and by not engaging in the LUBA remand process.

There is no valid benefit to the county, to suddenly act so quickly. This haste appears timed to avoid a citizen vote on the issue (citizen's initiatives are in-progress), and appear timed to avoid a potential change of commissioners in next year's election. That's not representing Yamhill county citizens.

The county needs to wait, and let the people vote on removing the corridor from the TSP, let alone selling the valuable, irreplaceable county property.

Regards,

-Kurt & Natalia Kreitzer
Yamhill OR

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:13 PM
To: Planning
Subject: FW: Yamhales western trail.

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

-----Original Message-----

From: David VanDeWalle <david.vandewalle1969@icloud.com>
Sent: Wednesday, January 21, 2026 3:23 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Yamhales western trail.

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

As someone who lives one house away from the old railroad right of way I would like to say please stop messing around and sell the property off. Almost everyone I has spoken to about this trail doesn't live by it and doesn't understand we are the ones that will have to deal with the issues. People parking at the end of our street and in front of our houses or random homeless people or vagrants and vandalism that will occur.

Not to mention the lack of maintenance that has occurred over the last 30 years I have lived there. The property is a fire hazard and needs to be cleaned up and taken care of. If you sell it to adjoining property owners they will pay taxes on it and be responsible for the maintenance. Case in point the local winery owns a portion and they take care of it.

Please don't continue this just sell it and be done with it. If railroad was ever going to use it they would have never taken the tracks out and sold off the various pieces.

Thank you for your time.

Sincerely
David VanDeWalle
230 W McKinley st
Carlton Or 97111

Sent from my iPhone

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:14 PM
To: Planning
Subject: FW: G 01-25

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

-----Original Message-----

From: darren sutherland <drsuth@hotmail.com>
Sent: Wednesday, January 21, 2026 3:35 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: G 01-25

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I am in favor of removing the yamhelas trail out of the TSP Darren Sutherland

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:15 PM
To: Planning
Subject: FW: Docket G-01-25

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Ellen Hoffmann <ellen.hoffmann@gmail.com>
Sent: Wednesday, January 21, 2026 3:39 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Docket G-01-25

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

To the Yamhill County Commissioners:

I am in favor of removing the project known as the Yamhelas Westsider Trail from the YCTSP.

My reasons are as follows:

1. As a resident of northern Yamhill County, living within a few miles of the Highway 47 and Flett Road intersection, we often encounter serious road crashes that close this intersection. This intersection has no shoulders or turn lanes; the speed limit on Highway 47 is 55 mph. The Yamhelas Westsider Trail is immediately adjacent to this intersection, parallel to Highway 47 and crossing Flett Road in a north/south direction. Without considerable changes to the infrastructure of this intersection, there would likely be an increase in crashes. Vehicles transitioning from Highway 47 to Flett Road will need to stop for walkers/bicyclists crossing Flett Road, while remaining on Highway 47 until the trail/rail path is clear of Flett Road. **Where would vehicles on Flett Road approaching Highway 47 stop - on the trail itself or further back from the intersection?**

2. The Yamhelas Westsider Trail includes commuter and/or freight rail potential. In addition to the concern for safety at the intersection of Highway 47 and Flett Road, commuter and/or freight rail lines will pass through the Wappto Lake National Wildlife

Refuge. The WLNWR website details the conservation efforts for "the protection and restoration for specific key federally and state recognized species." The trail/rail location begins traversing the WLNWR on the north side of Flett Road. Is approval for this construction in a wetland likely?

Again I submit my support for removing Yamhelas Westsider Trail from the YSCTP. Thank you for the opportunity to address the board.

Regards,
Ellen Hoffmann
23000 NE Ridge Road
Gaston, OR 97119

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:17 PM
To: Planning
Subject: FW: Yamhelas Westsider Trail and the Transportation System Plan

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Athlynn Reeves <aggcukr@gmail.com>
Sent: Wednesday, January 21, 2026 3:59 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Yamhelas Westsider Trail and the Transportation System Plan

Spam

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Dear Board of Commissioners:

As a concerned citizen in Oregon for 40 years, U.S. voter for 50 years and tax payer in Yamhill County for 20 years I want to say thank you for maintaining the integrity, safety and beauty of Yamhill county while actively addressing and keeping ahead of the ever changing modernization of the world that impacts our county.

Having lived in Moscow, Paris suburbs (St Cloud) & Vienna , Chicago area suburbs, Salt Lake City, Denver, Boulder and Gresham - I have witnessed first hand urban sprawl managed and unmanaged. The most concerning least managed and disturbing result has been Gresham. I lived in Gresham before the light rail entered and after. All of Gresham used to be safe, a bedroom community to Mt Hood. Now I would never live there. It has pushed many families out. And it is not safe to walk around at night in many areas particularly around the MAX areas. Violent crime, overall crime and car theft all increased incrementally after the light rail was brought in.

You do know we pay lower automotive insurance rates because we live in Yamhill county versus Sherwood/Washington County? We are protected from crime. Parriott Mountain is a natural barrier to our safety and preservation of beauty and from urban sprawl. People migrated here during covid because we are different. Because citizen voters are active and commissioners listen and preserve what we like the most about Yamhill County.

I am sorry but I can't help but think anyone who even monetarily thinks light rail to Yamhill County is a good idea must have failed elementary school Math. The infrastructure cost is astronomical versus profit. When have you ever seen the light rail in Tualatin even moderately full? Light rail in rural areas such as ours in the wild wild west is never profitable. We do not want to give up our independence, we love our trucks and cars.. We are not Paris, Stuggart, London, Tokyo or Vienna. My friends, this is Yamhill County.

In addition, I found in my research that this case was closed in 2021 after a MILLION TAX DOLLARS already spent that could have been used to better the infrastructure we already have. I wish I had a million dollars. It was frivolously spent on a project most voters don't want if the truth was made known. And the trail already failed Oregon's farm-impact laws.

YWT please stop wasting valuable time and money on a case already closed. I wonder if administratively there are too many people in the office and you have nothing to do with your work hours other than bring up dead issues. Find a worthy project or get a different job. Please don't waste my tax dollars and ruin our beautiful, safe community. Please remove YWT from the TSP.

Sincerely and gratefully,

--

Athlynn Chuk-Reeves

Proverbs 31:25 - "strength and dignity are her clothing, and she laughs at the days to come".

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:18 PM
To: Planning
Subject: FW: Save the trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: dodaqueen@aol.com <dodaqueen@aol.com>
Sent: Wednesday, January 21, 2026 4:00 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Save the trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Please don't give away public lands. I support a trail, but at least don't do away with a public corridor that could be used for lots of purposes that would drive economic development and provide a safe place to recreate in our county.

Thank you for letting it go to a vote.
Rebecca Wale
Resident of McMinnville

[Sent from the all new AOL app for iOS](#) [Sent from the all new AOL app for iOS](#)

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:23 PM
To: Planning
Subject: FW: public comment for 1/22/26 Agenda Item I1 Docket G-01-25

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Val Blaha <music@valblaha.com>
Sent: Wednesday, January 21, 2026 4:20 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Cc: letters@newsregister.com
Subject: public comment for 1/22/26 Agenda Item I1 Docket G-01-25

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re: 1/22/26 Agenda Item I1 Docket G-01-25

Dear
Yamhill County Board of Commissioners,

I'm
writing to encourage you to NOT amend the Yamhill County Transportation System Plan (YCTSP) to remove the Yamhelas Westsider Trail (YWT) project from the YCTSP.

**Please keep
the trail in the plan.**

As
county commissioners, you do not just represent the interests of a few privileged landowners and/or donors.

**You represent
all of the county residents.**

Is it in the interest of the landowners to not have a trail adjacent to their property? That's their belief.

**Is it in the
interest of many, many more country residents to have access to safe recreation and transportation
corridors? Quite certainly.**

At
the public hearing last month, multiple people insinuated that the LUBA process killed the trail, but in fact it was the two commissioners voting to end the LUBA process that stopped the trail, and also resulted in our county tax dollars being used to pay

back money for work that had been started. Had the process been allowed to continue, there would have been work done to

mitigate neighboring landowner concerns.

But again, that process was stopped dead in its tracks by *two people*.

I

realize that we now live in a country where **pay-to-play** and **grift** are how the game is rigged against us. So it makes sense that those few greasing the palms would be the ones whose voices are being heard most loudly. The welfare of the rest of us, who would benefit in many ways from having a trail like the YWT, is clearly not as important as **the comfort of a handful of loud NIMBYs.**

While it's disheartening to witness this, it's obvious that smallness and greed are being championed from the highest level of government, so it's no wonder that those who support them at the lower levels would exhibit similar types of **short-sighted decision-making.**

Having followed this Board for many years, I'm quite sure that **writing this letter is an exercise in futility.**

But given that rights in our country are dwindling day by day, and that we are likely to embark at any moment on WWII due to having a senile sociopath in the White House, I figure I might as well voice my opinion.

Although, I'm sure it will do nothing more than give **more**

fodder to the Gestapo

which will likely be coming for any of us who dare use the rights that are soon to be completely eliminated.

Please

do not remove the trail from the YCTSP.

Or, do whatever you already decided you were going to do based on your personal beliefs and donor alliances. It probably doesn't matter either way, since we'll be at war with our allies any day now, or simply annexed by Russia, since we've already sold them our American soul.

Oh, and **congratulations**

for doing what (some of you) set out to accomplish... **destroying our faith in government**

- at any level - actually caring about people.

Valerie

Blaha

McMinnville,

OR

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:28 PM
To: Planning
Subject: FW: Yam trail G-01-25

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Scott Bernards <scottbernardsfarm@gmail.com>
Sent: Wednesday, January 21, 2026 4:21 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Fwd: Yam trail G-01-25

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----- Forwarded message -----

From: Celine Mccarthy <forestgrovept@aol.com>
Date: Wed, Jan 21, 2026, 4:11 PM
Subject: RE: Yam trail G-01-25
To: Scott Bernards <scottbernardsfarm@gmail.com>

G-01-25

January 21, 2026

Dear board of commissioners:

I am a long time farmer in Carlton and I am in favor of removing the YWT project from the transportation system plan.

This trail fight has already been throughly litigated over years ago with LUBA siding with the farmers in 5 remands, that there are negative impacts to farming practices and costs. This trail is in the wrong zoning and cannot be developed as a public trail. This is old news. It's past time to remove it from the TSP.

Thank you very much and thank you for your service
Scott Bernards

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:29 PM
To: Planning
Subject: FW: G-01-25 Yamhelas Westsider Trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

-----Original Message-----

From: john wiser <johnwiser7680@gmail.com>
Sent: Wednesday, January 21, 2026 4:26 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: G-01-25 Yamhelas Westsider Trail

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I am in support of removing the project known as the Yamhelas Westsider Trail from the YCTSP. Thank you. 7680 ne gun club rd., Carlton, Or.
Sent from my iPhone

Ken Friday

From: john wiser <johnwiser7680@gmail.com>
Sent: Wednesday, January 21, 2026 4:35 PM
To: Planning
Subject: G-01-25

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I am in support of removing the project known as the Yamhelas westsider trail from the YCTSP. Thank you. Lynne Wiser at 7680 ne gun club rd, Carlton, Or.

Sent from my iPhone

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:45 PM
To: Planning
Subject: FW: Yamhelas Westsider trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

-----Original Message-----

From: marilyn blen <mblen@earthlink.net>
Sent: Wednesday, January 21, 2026 4:37 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Yamhelas Westsider trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

As two of the county commissioners will vote against the trail and will vote to remove the trail from the transportation plan on Jan 22, I oppose their actions. Shame on you. You know that a majority of Yamhill Co taxpayers want this trail. As public servants it is incumbent on you to vote for the good of the people, not just the few that funded your campaigns that are against the trail. Your indifference shows the short term thinking that will erase a great legacy for our children and grandchildren. You are ignoring the need to plan for our future with your myopic views. The trail not only represents the will of the people, but the best option for securing much needed utilities for our poorly served communities. Get a conscience and do the right thing. Your legacy will be discussed for generations. Make the right choice and to allow the people to vote on this issue via the ballot initiatives. Thank you for your attention to this matter.
Marilyn Blen

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:46 PM
To: Planning
Subject: FW: Public Comment for 1-22 meeting - keep public lands public - someone can't do math

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Sahara Hawkins <sahararhawkins@gmail.com>
Sent: Wednesday, January 21, 2026 4:37 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Public Comment for 1-22 meeting - keep public lands public - someone can't do math

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I think it is deplorable that you would consider giving up the corridor to Gaston. It's a phenomenal asset to have on hand, and getting rid of it for (assumed) private development would be such a short-sighted thing to do. The fact that this project has sat in limbo for so long speaks volumes about how disorganized someone's set of priorities is. What's wrong, has no one figured out how to make money off of it yet?

Have any of you ever stopped to think about how positive public development would only look good to your voters? Think about it. You could be remembered for creating an amazing asset and credited for fixing a 100-year-old problem. You'd make headlines for it. You'd guarantee yourself re-elected. Conservationists would love you. You'd have solved a problem that no other administration could have. Wouldn't that make you look great?

If you allow this program to be taken over by people who are motivated to develop it for the public as a bike path or walking trail, you guarantee more economic growth and tourism dollars. Property values will go up, and the real estate folks will love that. Someone from the Portland Bird Alliance might give you a nice shiny medal if they can get involved. What is there to lose? I dare any of you business people to do the dollar math on "for the public good". Your tourists could practically walk to Hagg Lake, someone out there can make a neat little bonus on conduits for utilities, all of your planning committee friends and their private contractor buddies can walk away happy. Just think of the tax write-offs. Would you rather have all that money in one account, or in the pockets of everyone who got you elected last time? What would they say if you asked them?

Developing this for the public utility can generate more liquid capital for whatever slush fund you're trying to fill than selling it possibly could. Put it to a public vote, let the public submit plans for you if the planning committee is really that stubborn and stuck. You've got absolutely nothing to lose, and everything to be gained from this. Do the right thing and allow this land to be developed for the public good.

Ken Friday

From: Roger Martin <rmartin@onlinenw.com>
Sent: Wednesday, January 21, 2026 4:48 PM
To: BOC Info; Planning
Subject: For the Public Record - Yamhelas Westsider Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.
Please enter this into the public record.

I want to state my support for the Yamhelas Westsider Trail. Our public land should not be sold.

I used to live in Cove Orchard, and for a couple of years, my only form of transportation was bicycle. It was dangerous. The logging trucks and casino busses tried to see how close they could come to you, even though the road was clear. It would be a black stain on our government if the former railroad land is sold.

A bicycle trail was put in from about Dallas to Corvallis along highway 99W in the '70s. It was a great addition. Farmers didn't suffer.

When speculators wanted to put in a 36 inch natural gas line diagonally through the middle of my Cove Orchard property, the County government was silent. They should do the same with the trail.

Do not sell the land.

Roger Martin
5695 SW Dawson Lane
McMinnville, Oregon 97128

Ken Friday

From: Allen Sitton <allensitton@gmail.com>
Sent: Wednesday, January 21, 2026 4:46 PM
To: johnsonk@yamhillcounty.gov; starretm@yamhillcounty.gov; Bubba King; BOC Info; Planning
Subject: docketG-01-25 yam trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Good afternoon commissioners.

My name is Allen N. Sitton, I'm writing in support of removing the yamhelas westsider trail from the county's TSP.

It is time to remove the trail from the TSP as it should have never been put there in the first place.

Some of the reasons are as follows.

The trail being added to the TSP occurred at least in part due to the lie that there was no objection from the farmers or adjacent landowners. This was a lie by omission the adjacent landowners and farmers were never asked. I know I'm one of them.

The purchase of the abandoned ROW was then pursued by the county. During this time was the first we learned of the county's intentions. A public meeting was finally held at the community center where there was much opposition to the purchase. unfazed and set on moving forward without any plan. Not for county level funding to build or maintain the property. Nor any data or studies on economic impact or who would provide public safety or sanitation. And most of all the opinion that the county did not need to comply with Oregon land use law and as such they would build the trail.

The County was taken before LUBA and lost repeatedly proving that it must pass the farm impact test. The trail can not pass this test and because it can not pass this test it is a project that should be removed from the TSP.

Hopefully the lessons learned from this can be applied to future projects where the planning and development are done openly and honestly and in accordance with the applicable rules and laws.

Allen N. Sitton

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:48 PM
To: Planning
Subject: FW: G-01-25

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

-----Original Message-----

From: john wiser <johnwiser7680@gmail.com>
Sent: Wednesday, January 21, 2026 4:43 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: G-01-25

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I am in support of removing the project known as the Yamhelas Westsider Trail from the YCTSP. Thank You. Lynne Wiser
at 7680 NE Gun Club Rd, Carlton, Or
Sent from my iPhone

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:49 PM
To: Planning
Subject: FW: Do not sell off the Yamhelas Trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Wanda <canwan26@aol.com>
Sent: Wednesday, January 21, 2026 4:44 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Cc: Candice Sanders <can.lynne2011@gmail.com>; CANDICE SANDERS <canwan26@aol.com>
Subject: Fwd: Do not sell off the Yamhelas Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Subject: Do not sell off the Yamhelas Trail

I am opposed to the removal of the Yamhelas-Westsider trail from the county transportation plan.

The trail route and ownership of the taxpayer supported property should remain and be kept for future use as a recreational trail.

The trail system would benefit all county residents and it would be irresponsible to get rid of this valuable and unique public right-of-way.

The county needs to seriously explore other options that would allow the development and use of this multi-use trail while considering the needs of adjacent property owners, as has been done elsewhere in the state.

Among those options could be transferring the oversight and planning for the trail to the county parks board as was suggested by a county planning commission member after the trail hearing in December .

I believe that any plan to sell off the property to neighboring landowners is the worst possible option going forward.

Please listen to the many people who want to see this trail become a reality, I strongly urge you to reject the proposal to remove the property from the transportation plan, and keep this corridor under county ownership to use for the benefit of all residents.

Wanda Cochran
1397 NW Meadows Drive
McMinnville

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:53 PM
To: Planning
Subject: FW: Yamhelas Westsider Trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

-----Original Message-----

From: Stan Rogers <rsistanr@gmail.com>
Sent: Wednesday, January 21, 2026 4:50 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: FW: Yamhelas Westsider Trail

Spam

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

Greetings Commissioners and other Representatives involved in this meeting regarding the removal of the Yamhelas Westsider Trail from the Transportation System Plan/TSP, docket.

When is enough, enough?! The Trail issue has been settled already. As noted before the proposed trail is a very concern and conflict with the local Farming Community. Knowing the history and being a strong advocate for farming and ranching, I once again hope that the decision makers that serve Yamhill County will Remove and End any further discussion regarding the Yamhelas Westsider Trail from the TSP docket.

Thank you for your thoughtful and professional considerations regarding this matter that protects one of Oregon's bountiful farm and ranch areas.

Respectfully Submitted

Stan Rogers

Pallets For Agriculture, Inc.

503-585-0354 office

503-881-8081 mobile

rsistanr@gmail.com <mailto:rsistanr@gmail.com>

THINK SAFE AND BE SAFE!!!

Ken Friday

From: Brady Drew <bdrew22@georgefox.edu>
Sent: Wednesday, January 21, 2026 4:55 PM
To: Planning
Subject: Support for the Yamhelas Westsider Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

To Whom it May Concern,

I am a voting resident of Yamhill County, and a student at George Fox University. As a regular runner and bicyclist, as well as an advocate for small businesses in my hometown of Yamhill, I support the Yamhelas Westsider Trail and the good that it can bring to Yamhill County. I strongly oppose selling our public lands without a ballot measure - I say let the people decide!

Sincerely,
Brady Drew.

Brady Drew
Undergraduate Student (Civil Engineering) | George Fox University
Bdrew22@georgefox.edu - 503-858-9009 (Mobile)

Ken Friday

From: BOC Info
Sent: Wednesday, January 21, 2026 4:57 PM
To: Planning
Subject: FW: Support for the Yamhelas Westsider Trail

Cale George
Executive Office Specialist
Yamhill County Board of Commissioner's Office
434 NE Evans Street
McMinnville, OR 97128
georgec@yamhillcounty.gov
Ph: 503-434-7501
Fax: 503-434-7553

From: Brady Drew <bdrew22@georgefox.edu>
Sent: Wednesday, January 21, 2026 4:56 PM
To: BOC Info <bocinfo@yamhillcounty.gov>
Subject: Support for the Yamhelas Westsider Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.
To Whom it May Concern,

I am a voting resident of Yamhill County, and a student at George Fox University. As a regular runner and bicyclist, as well as an advocate for small businesses in my hometown of Yamhill, I support the Yamhelas Westsider Trail and the good that it can bring to Yamhill County. I strongly oppose selling our public lands without a ballot measure - I say let the people decide!

Sincerely,
Brady Drew.

Brady Drew
Undergraduate Student (Civil Engineering) | George Fox University
Bdrew22@georgefox.edu - 503-858-9009 (Mobile)

Ken Friday

From: Sue Aime <sandsaime@comcast.net>
Sent: Wednesday, January 21, 2026 5:53 PM
To: Kit Johnston; Mary Starrett; Bubba King; BOC Info; Planning
Subject: Written Testimony – January 22, 2026, BCC Meeting

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

January 21, 2026

Yamhill County Board of Commissioners

535 NE 5th St.
McMinnville, OR 97128

RE: Request for Final Closure of Yamhelas Westsider Trail

Dear Chair and Members of the Board,

This issue has already been decided through years of litigation, analysis, and County action. The Yamhelas Westsider Trail was challenged, stayed, remanded, withdrawn, defunded, dismantled, and abandoned. There is no active proposal and no legal pathway forward without starting over entirely—and the County has chosen not to do that.

The only question remaining is whether the Transportation System Plan will be accurate and honest. Leaving an abandoned project in a binding planning document is not responsible. I urge you to remove the Yamhelas Westsider Trail from the TSP and finally close a chapter that has imposed unnecessary burden on farmers and taxpayers alike.

Sincerely,

Carole Aime
McMinnville, OR

1102 SW Russ Lane
McMinnville, Oregon, 97128
January 19, 2026

Yamhill County Department of Planning and Development
400 NE Baker Street
McMinnville, Oregon 97128

Attn: Yamhill County Board of Commissioners
RE: G-01-25

Dear Commissioners:

I am opposed to the passage of G-01-25.

The BCC has the authority to initiate this action (ORS 197: Comprehensive Land Use Planning) and public notice was duly given. However, ORS 197 also establishes the Department of Land Conservation and Development and charges it with review of local governments' acknowledged comprehensive plans to ensure land use goals are in compliance with all plans, programs, rules or regulations affecting land use adopted by a state agency. ORS 197.230 lists the conditions for a finding of need for adoption or amendment of county comprehensive land use goals.

The staff report to the Yamhill County Planning Commission gives the need for adoption of G-01-25 as their failure to "make findings to satisfy the Farm Impacts Test in three separate attempts," citing OAR 215.213 (1) or (11), 215.283(2) or (4), and 215.296. Review of the LUBA decisions, which should be part of the evidentiary record, show factual responses and significant good faith efforts of the county to comply with its Comprehensive Plan goals and to work cooperatively to respond to opponents concerns about farm impacts (*Appendix A: Board Order 20-164- Findings in Support of Approval of Docket No G-01-18 on Second Remand and Conditions of Approval*).

Little factual evidence was offered by the opponents although there were concerns about potential oversight of their spraying practices, predictions of illegal uses of the right of way (ROW), and fears of criminal behavior, vagrancy, illegal camping, and "thousands" of out-of-state people littering and trespassing. Worries about possible fires set by vagrants were highlighted in one case, and in the next case objections were raised when the county began constructing a bridge that would allow access to provide fire service. LUBA remands were often on procedural issues like the quality of audio recordings, although audible video recordings were available. Surely responsibility to challenge such allegations lay with the County and the failure to do so is no excuse for withdrawal of the trail from the YCTSP.

Perhaps the most serious omission in the evidentiary record is actual data.

- 1) The number and size of parcels that could be affected is not provided.
- 2) The amount of land currently being planted on the 60' right of way is not documented.
- 3) The type of crops planted on the abutting parcels is not documented.
- 4) The type of sprays used on those specific crops and parcels is not documented.
- 5) The potential harm to humans and animals that can occur by inhaling the sprays that are used is not documented.
- 6) The number of times spraying occurs each year and the duration of the spraying is not documented.
- 7) The times of the year the spraying occur is not documented.
- 8) Are farmers spraying on windy days? If so, has any analysis been provided of wind drift distances? There is no documentation.
- 9) What are wind drift distances when spraying is done under approved conditions? This was not documented.

It is not possible to assess harm or damage to farmers, crops, hikers, bikers or hypothetical vagrants when absolutely no data are provided. If spraying only occurs 4 times a year, why should trail use be prohibited for the other 361? Why should the entire length of the trail be deleted from the YCTSP if any documented problems could be addressed by closing the affected section (2.8 miles) on the days spraying is being done? It is very hard to assess harm to farmers and farm practices, hikers, children in strollers, bicyclists and hypothetical vagrants with absolutely no hard data. Neither the trail opponents or the county met an evidentiary standard of providing the necessary data to determine harm to existing farm practices.

Since the Department of Land Conservation and Development (DCLD) is charged with review of proposed amendments to county comprehensive plan, the complete trial record, public statements, testimony, and letters of both the opponents and supporters must be provided to the DCLD to ensure objective evaluation of relevant state and local statutes, factual evidence, goals and policies using available data. failed to be rigorously data-driven in its response to LUBA's remand regarding farm practices.

However, an additional criterion cited in the public hearing notice for G-01-25 includes OAR 660-012 (Land Conservation and Development Department, Chapter 660, Division 12, Transportation Planning). OAR 660 addresses the responsibilities of local governments, i.e., cities and counties, to prepare, adopt, amend and revise comprehensive plans in compliance with goals approved by the DCLD. Throughout Chapter 660, there are multiple references to the importance of incorporating transportation facilities for pedestrians, bicyclists, and disadvantaged persons, e.g., handicapped, into local comprehensive transportation plans. If the Yamhill County Board of County Commissions approves a legislative amendment to the Yamhill County Transportation System Plan (YCTSP), this action must be reviewed by the DCLD to ensure that the county is meeting the acknowledged YCTSP needs, goals and facilities, particularly for bicyclists and pedestrians, as required under OAR 660. Attachment 1 lists relevant portions of Chapter 660 that are considered guiding principles for local transportation plans. Since Chapter 660 is long and complex, I offer these cites as examples of intent and policy while acknowledging all relevant sections of Chapter 660 should be considered.

The YCTSP was adopted under Yamhill County Ordinance 895 on 11/5/2015 and amended in 2018 to include the Yamhelas Westsider Trail. In the YCTSP Executive Summary the following statements are made:

- On page 10, *"Bicycle needs exist where there are higher bicycle and vehicle volumes and the roadway shoulders are either too narrow or not paved. These conditions exist along portions of OR 47 OR 99W, OR 154/Lafayette Hwy, Westside Road, and Old Sheridan Rd. Pedestrian needs exist where the shoulder width standards are not met. Because bicyclists and pedestrians share the roadway with traffic, the needs at these locations will increase as traffic volumes grow in the future."*(page.8).

-On page 10, in "Goals, Objectives and Evaluation Criteria," desired goals include 2) *Provide for the safety of al (sic) transportation modes*, 3), *Provide an equitable, balanced and connected multi-modal transportation system*, 4) *Increase the quality and availability of pedestrian and bicycle facilities*, 8) *Provide a transportation system that conserves energy and protects and improves the environment*, and 9) *Coordinate with local and state agencies and transportation plans."*

-On page 12, the county commits to designation of scenic routes.

-On page 12, under "Public Process," the YCTSP states that *"development of the TSP was a collaborative process among the County, ODOT, RIAC, key stakeholders and the community."*

On page 13, the YCTSP notes *"There was also general interest in ensuring that bicycle and pedestrian improvements would be included in the TSP. A second open house was held on December 11, 2014 to provide an opportunity to the public to comment to comment on proposed improvement options for 21 priority roadway improvement locations and a list of proposed bicycle/pedestrian improvements."* At the same open house *"There were also several comments about the general importance of adequate shoulders and the need to safely accommodate bicyclists."* At the conclusion of this section, the summary notes... *"these improvement will benefit the entire population."*

On page 24 under "Bicycle and Pedestrian Improvements," the YCTSP notes that *"The recommended bicycle and pedestrian improvements are located throughout the County and consist mainly*

of shoulder widening and/or paving to accommodate bicycle and pedestrian use. In some cases, lane widening is also recommended because having adequate lane width for vehicle traffic also improves safety for bicyclists and pedestrians. In addition to the shoulder and lane widening improvements, the Yamhela's (sic) Westsider Trail is also recommended, which will run parallel to OR 4 between OR99W and Gaston."

Appendix B to the YCTPS provides actual data, although it is not current nor is it particularly helpful in determining if Yamhill County has met the rules and requirements of Chapter 660. Yamhill County claims to satisfy the requirement for pedestrian and bicycle facilities by designating its rural roads as bicycle routes, despite lacking adequate shoulders, appropriate width, or designated bike or pedestrian lanes. Further, many of these same roads are identified as usable by freight trucks and heavy farm machinery. Despite a commitment to widen shoulders on these roads, the county has provided no updated information as to where, or if, this has actually occurred. Therefore, it is difficult to ascertain if there are any routes in the county dedicated for protected pedestrian and bicycle lanes that are safe, particularly for children or handicapped individuals. The only amendment to the YCTSP relating to pedestrian and bicycle facilities was Ordinance 880 which supports development of the Yamhelas Westsider Trail (Ordinance 880).

I request that the hearing regarding amendment of the YCTSP be continued until the county can provide 1) an inventory of "safe and convenient" bicycle and pedestrian networks, expressed in terms of miles and showing points of access; 2) document the location and number of injuries and deaths that have occurred on county roads since 2011; and 3) provide an inventory of county roads that have either defined bicycle lanes, pedestrian paths, or adequate shoulders to meet the "safe and convenient" standard set by OAR 660-012 and the goals and objectives of the YCTSP.

In summary, a thorough and careful evaluation of both land use and transportation issues and laws is necessary to objectively determine whether or not the Yamhill Board of County Commissioners is a) compliant with its own transportation plan and b) acting in the best interests of the general public as required under OAR 660. An additional consideration is the economic impact to the general public; \$1.7 million taxpayer dollars were expended to purchase the right of way and additional costs will be incurred if state and federal grant monies need to be refunded from the county budget. Since some of the opponents to the trail have openly expressed their desire to both continue to use the public right of way for their personal use and to potentially own the property in question, it is not surprising that supporters of the trail are seeking a public referendum on the matter.

In my opinion, the Yamhill BCC is on shaky ground, factually, legally and ethically in its hasty decision to remove the Yamhelas Westsider Trail from the YCTSP. Financially, the decision causes a needless economic burden to the citizens while depriving people of all ages and abilities the opportunity enjoy a public right of way in a safe and convenient setting. The matter should be continued until the county can present actual evidence regarding its compliance with the requirements of OAR 660, current data on death and injuries incurred by bicyclists on county roads, and be specific about its plans to "pursue other projects." Framing the decision as primarily a land-use issue is disingenuous, as any thorough reading of the YCTSP, the evidentiary record and state statutes will confirm. I oppose passage of G-01-25.

Sincerely,

Margaret Cross

ATTACHMENT 1

The following statements are excerpted, with reference, from OAR Chapter 660, Division 12, Transportation Planning. They are relevant insofar as they address state transportation goals, purposes, and requirements that apply to both cities and counties. Any amendment to the existing YCTSP should be reviewed within the context of all applicable OAR Chapter 660 rules and regulations as well as

Purpose

660-012-0000 (1) (c) - (To) provide a transportation that serves the mobility and access needs of those who cannot drive and other underserved populations.

660-012-0000 (1) (d) - (To) provide for affordable, accessible and convenient transit, pedestrian, and bicycle access and circulation, with improved to connectivity to destinations people want to reach such as education facilities, workplaces, services, shopping places of worship, *parks, open spaces*, and community centers. (emphasis added)

660-012-0000 (1) (k) - Identify how transportation facilities are provided on rural lands consistent with statewide planning goals.

660-012-0000 (3) - For all communities, the mix of planned transportation facilities and services should be sufficient to promote economic, sustainable, and environmentally sound mobility and accessibility for all Oregonians.

Elements of Transportation System Plans 660-012-0020

660-012-2020(2)(a)(D)(a) - (The TSP shall include the following elements:) - a bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area. The network and list of facility improvements shall be consistent with the requirements of ORS 366.514.

660-012-2020 (3) - (Each element identified in subsections (2)(b)-(d) of this rule shall contain): An inventory and general assessment of existing and transportation facilities and services by function, type, capacity and condition:

Transportation Project Development 660-012-0050

660-012-0050 (5) If a local government decides not to build a project authorized by the TSP, it must evaluate whether the needs that the project would serve could otherwise be satisfied in a manner consistent with the TSP.

Transportation Improvements on Rural Lands 660-012-0065

This section should be considered in its entirety and care taken to ensure that the county, in requesting an amendment, has met statutory requirements.

Key Destinations 660-012-0360

660-012-0360 (1) Cities and counties shall use the best available data to identify key destinations for purposes of coordinated land use and transportation planning.

660-012-0360 (1) (f) Parks, recreation centers, paths, trails and open spaces;

Pedestrian Systems Projects 660-012-0520

This section should be considered in its entirety, with particular focus on the requirements listed in (1), (2), (3) (a), 3(b), 3 (d), 3(e), 3 (f), 3(g), and (4)

Bicycle System Planning 660-012-0600

This section should be considered in its entirety, with particular focus on (1) (a), (3) (a), and (4)

Bicycle System Inventory 660-012-0605

660-012-0605 (1) Bicycle system inventories must include information on bicycle lanes, bicycle routes, accessways, paths, and other types of bicycle facilities, including pedestrian facilities that may be used by bicycles. Inventories must include information in width, type, and condition.

660-012-0605 (3) Bicycle system inventories must include the crash risk factors of inventories bicycle facilities, including but not limited to speed, volume, separate and roadway width. Bicycle system inventories must also include the location of all reported injuries and deaths of people on bicycles. This must include all reported incidents from the most recent five years of available data prior to the year of adoption of the bicycle system inventory.

Bicycle System Requirements 660-012-0610

This section should be considered in its entirety. The underlying requirements are detailed in 660-012-0610 (1): This rule describes the minimum planned bicycle facilities that must be included in plans. Cities or counties may choose to exceed the requirements in this rule. Cities and counties may choose to apply bicycle functional classifications to bicycle facilities.

660-012-0610 (2): Cities and counties shall plan for a connected network of bicycle facilities that provides a safe, low stress, direct, and comfortable experience for people of all ages and abilities. All ages and abilities include: see (a) through (h) for the comprehensive listing.

Bicycle System Projects 660-012-0620

This section should be considered in its entirety

Sheryl Patterson
Attorney at Law (ret.)
Lafayette OR 97127
spattersn@gmail.com

January 13, 2026

HAND DELIVERED

Board of Commissioners
Yamill County
434 NE Evans Street
McMinnville OR 97128

RE: January 22, 2026 Public Hearing; TSP Amendment; Yamhelas-Westsider Trail

Two of the three Board of Commissioners have stated that they intend to vote to remove the 15.25 mile Yamhelas-Westsider Trail (Y-W Trail) from the Yamill County Transportation Systems Plan (TSP) at this upcoming public hearing, regardless of the overwhelming public support to retain and build this trail for the benefit of the citizens of Yamill County. These two Commissioners want to abandon this transportation project and sell the County land at a significant loss to benefit the abutting landowners.

Removing this recreation and transportation amenity from the TSP violates the County's Comprehensive Plan and conflicts with state law. The County is obligated to consult with the affected cities in the county, Washington County and the City of Forest Grove, the regional Metro government agency, the State Department of Parks and Recreation, and the State Department of Transportation (ODOT) over the impacts of removing this planned transportation improvement. The County also has to provide formal notice to ODOT, wait 30 days, and then hold a subsequent noticed public hearing before this prior railroad alignment can be abandoned and the land sold. (see ORS 271.310(3) and ORS 275.330(c)).

Any action to abandon the Y-W Trail and sell the land will surely be overturned by the electorate. With the prospect of two newly elected commissioners, the Y-W Trail project will be revived later this year. The pending TSP amendment proposed by the two Commissioners is not the end of the Y-W Trail saga.

Background

The 14 year history of the planning and acquisition of the Y-W Trail right of way is provided in Appendix 1. In 2017, the County paid \$1.4 million to purchase 12.48 miles of the Union Pacific Railroad right of way for the Y-W Trail, and thereafter initiated studies to develop a master plan for the trail and the engineering designs for the necessary bridges.

Transportation Systems Plan

In 2012, the Board of Commissioners adopted Ordinance No. 880 to amend the TSP, an element of the County's Comprehensive Plan, to include the future use of the 15.25 mile section of the Union Pacific (previously Southern Pacific) Railroad right-of-way between Gaston and McMinnville as a bicycle and hiking trail. (Ordinance copy provided in Appendix 2). The proposed action of the two Commissioners at the upcoming hearing is to repeal this 2012 Ordinance.

The current TSP, dated November 12, 2015, adopted by Ordinance No. 895, includes a number of references to the need, benefits, and funding for the Y-W Trail. A copy of the following TSP references are provided in Appendix 3.

Need for this Pedestrian/Bicycle Trail - Under Existing Conditions, the TSP states that: "There were numerous comments from the stakeholders that conditions for bicycle and pedestrian travel are unsafe throughout the County, particularly in the rural areas." (TSP page 38). Figure 7 shows that there are pedestrian and bicycle needs along the Hwy 47 corridor. (TSP Page 39). Highway 47 links the small towns of Gaston, Yamill and Carlton to the county seat in McMinnville. Goal 3, Objective 4: "Support connectivity between the various communities in the County." (TSP page 57). Goal 4, Increase the Quality and Availability of Pedestrian and Bicycle Facilities, Objective 3 states: "Support the development of the Yamhela's Westsider Trail." (TSP Page 57). Eliminating the Y-W Trail from the TSP contradicts these goals and objectives. The Y-W Trail is also identified in the City of Carlton's 2009 Transportation Systems Plan as a priority pedestrian and bicycle improvement project.

Widening Hwy 47 is Not a Viable Alternative - The TSP determined that expanding the shoulder along Hwy 47 (as an alternative to the Y-W Trail) was not a safe option for pedestrians and bicyclists. The TSP states that: "The only exception to the lane/shoulder widening improvements is for OR 47 between OR 99W and the Washington County line. Here, the planned Yamhela's Westsider Trail was proposed, which will run parallel to OR 47, with connections via OR 47 and intersecting county roads." (TSP page 77).

Linking Towns is Needed - Under Bicycle Improvements, the TSP states: "in addition to the shoulder and lane widening improvements, the Yamhela's Westsider Trail is recommended (see Figure 13). The trail will run parallel to OR 47 from OR 99W to Gaston, linking up with the State Highway Bicycle trail to Forest Grove and to Hagg Lake. The cities of Gaston, Yamhill and Carlton are situated along the trail. Access will be available from intersecting county roads and nearby OR 47." (TSP page 89). The County has not identified an alternative location to provide an off-road pedestrian and bicycle link between these rural towns and the community of Cove Orchard. The high school in Yamill serves Carlton and Cove Orchard students and the Y-W Trail is needed to provide a safe route to school.

Grant Funding - The County used \$1,884,280 in state grant funds to acquire the right of way and plan for its development, but had to repay most of the grant funds in 2021 when the County abandoned construction of the Stag Hollow Bridge that was needed for the Y-W Trail development. The County repaid the grant with local funds and the County still owns the right of way.

The TSP includes provisions to identify funding sources for trail construction and maintenance. Under Goal 7, Provide Transportation Facilities and Services that are Fiscally Responsible and Economically Feasible, Objective 2 provides: "Identify and develop diverse and stable funding sources to implement recommended projects in a timely fashion and ensure sustained funding for road maintenance and transportation improvement projects." (TSP Page 58). Goal 7, Objective 3, states that the County is to: "Actively seek state and federal transportation funds to finance programs and improvements." (TSP page 58).

Trail Funding Is Available

The argument of the two Commissioners who oppose the Y-W Trail claim that this transportation facility is too costly to construct and maintain. However, there are established state and federal grant fund programs available for acquiring the remaining three miles to complete the trail, as well as for construction and maintenance.

The Oregon State Department of Parks and Recreation annually issues \$1.6 million in grants for trail development under its Recreation Trails Program (www.oregon.gov/oprd/GRA/Pages-rtp.aspx). The National Rails to Trails Act managed by FHWA allows for converting old railroad corridors into public recreation trails (www.fhwa.dot.gov/environment/recreational_trails). The federal Rural Surface Transportation Grants program provides \$85 million in funding annually and offers grants of up to 80% for the costs of trail development, including acquisition, construction and maintenance. The County should also consider new revenue sources, like the proposed TOT tax to fund maintenance of the Y-W Trail, which would also benefit visitors to Yamill County.

Violation of the County's Comprehensive Plan

The Commissioners' pending action to remove the Y-W Trail from the TSP would violate the Yamill County Comprehensive Plan, which is codified in Chapter 11.05 of the Yamill County Comprehensive Plan Code. A copy of the following references of the Comprehensive Plan Code provisions set forth in Title 11 Land Use, IV Public Land Facilities, and Services are provided in Appendix 4.

Goal 11.05.04.02 Parks and Recreation, section b) Goal Statement: "To provide adequate recreational opportunities in both rural and urban environments to meet existing and projected needs," includes the following Policies (Comprehensive Code, page 28):

"7. Yamhill County will promote the development of an integrated bicycle and pedestrian trail system to provide recreational opportunities and to link open space, Yamhill County communities and park areas." ...

"9. Yamhill County will encourage cooperation among government agencies to increase recreation opportunities, programs and facilities for county residents, *and will explore the possibilities of providing recreation programs for the small towns and rural areas of the county.*" (emphasis added)

The Y-W Trail would meet these Policies as follows:

- The Y-W Trail would promote bicycle and hiking recreational uses, similar to the use of the Banks-Veronia State Trail.
- The Y-W Trail is located next to the Wapato Lake Wildlife Refuge open space and provides a connection to the Henry Hagg Lake recreation area.
- The Y-W Trail would link the rural small town communities of Gaston, Yamill and Carlton, providing a safe transportation route and recreational opportunities for the children and families that live there.

Goal 11.05.04.01 Public Facilities and Services, Section a) Summary, includes the following statements (Comprehensive Code, Page 25):

“(i) The county sees a need to integrate public facilities and services in an effort to eliminate costs and conserve energy.”

“(ii) Coordination with all jurisdictions and affected agencies is essential in the development and maintenance of adequate public facility systems.”

The Carlton City Council at its December 2, 2025, meeting expressed strong support for retention of the Y-W Trail in the County’s TSP to preserve the corridor for future public use, including the placement of infrastructure within the right of way that could improve water supplies within the County. The Council identified the Y-W Trail benefits for economic growth, tourism, and creating a safe north-south bicycle and pedestrian transportation corridor. The County has failed to coordinate with the cities along Highway 47 that would benefit from the retention of the Y-W Trail right of way for future development as an infrastructure and recreation corridor.

Violation of State Law

Under ORS 197.175, the County is required to have a Comprehensive Plan that is consistent with the goals established by the State Land Conservation and Development Commission (LCDC). State Goal 12 requires the county to create a transportation system plan that takes into account all relevant modes of transportation, including pedestrian and bicycle facilities. State Goal 8 requires local governments to plan for the recreation needs of their residents and visitors. This goal places priority on non-motorized forms of recreation.

There is no alternative proposed to replace the off-street, recreation, and non-motorized Y-W Trail. As a result, the County first needs to consult with the LCDC before amending the TSP, which is part of the County’s Comprehensive Plan.

State and Regional Coordination Required

Under ORS 390.974, the County should first consult with the State Parks and Recreation Department before abandoning the Y-W Trail right of way because it is suitable for expanding Oregon’s recreation trails system. The Y-W Trail is planned to eventually connect to the State’s Banks Vermonia Trail (see graph in Appendix 1). Since the County already owns most of the Y-W Trail alignment and originally used state funds to purchase the land, it should first consult with the State Department of Parks and Recreation and the State Department of Transportation to determine the State’s interests in assuming responsibility for development of the Y-W Trail.

The Y-W Trail is also part of the Regional Trails Systems Plan adopted by Oregon Metro, the regional government agency whose boundaries abut Yamhill County. The County’s action to eliminate the Y-W Trail would impact Metro’s ability to provide a regional transportation connection with Washington County. Abandoning the Y-W Trail project and selling the right of way would impact the transportation plans of the state, regional, and county governments, who have not been consulted prior to this TSP amendment hearing.

Trail is not Prohibited by Farm Impact Standards

The pending decision by the two Commissioners to abandon development of the Y-W Trail is based on the opposition of the few farmers who own property along the trail corridor because they oppose public access anywhere near their land. Most of the corridor along Hwy 47 is only 20 feet from the roadway and that portion of the landowners' property is not actively farmed.

Those landowners previously petitioned the State Land Use Board of Appeals (LUBA) over the trail development claiming that recreational and non-motorized use of the corridor would interfere with their farm operations. On December 30, 2020, LUBA rejected this claim in the petition, finding that the Y-W Trail is not in conflict with farm impact standards. The decision states that:

“The county found that the Trail will not alter the character of the area, reasoning that rural and farm areas are commonly transected by transportation facilities and farming commonly occurs immediately adjacent to public rights-of-way. ... we are not convinced that the Trail is prohibited by the farm impacts standard as a matter of law.” (LUBA No. 2020-066, page 62)

Rather, LUBA remanded the matter back to the County to adopt the necessary evidentiary findings to address farm impacts.

Summary

The reckless proposal by the two Commissioners to remove the Y-W Trail from the TSP after the efforts of many over the past 14 years to get this project built is shocking. I urge the Commission to faithfully consider the objections raised at the upcoming hearing and consider what is in the best interest of the citizens and their constituents who live in Yamill County.

Sincerely,



Sheryl Patterson
Lafayette OR

Cc: Yamill County Planning & Development Department

APPENDIX 1

BACKGROUND INFORMATION AND TIMELINE

SOURCES:

**FRIENDS OF YAMELAS WESTSIDER TRAIL
WWW.YAMTRAIL.COM**

**NEWS REGISTER MCMINNVILLE NEWSPAPER
ARTICLE DATED DECEMBER 5, 2025**

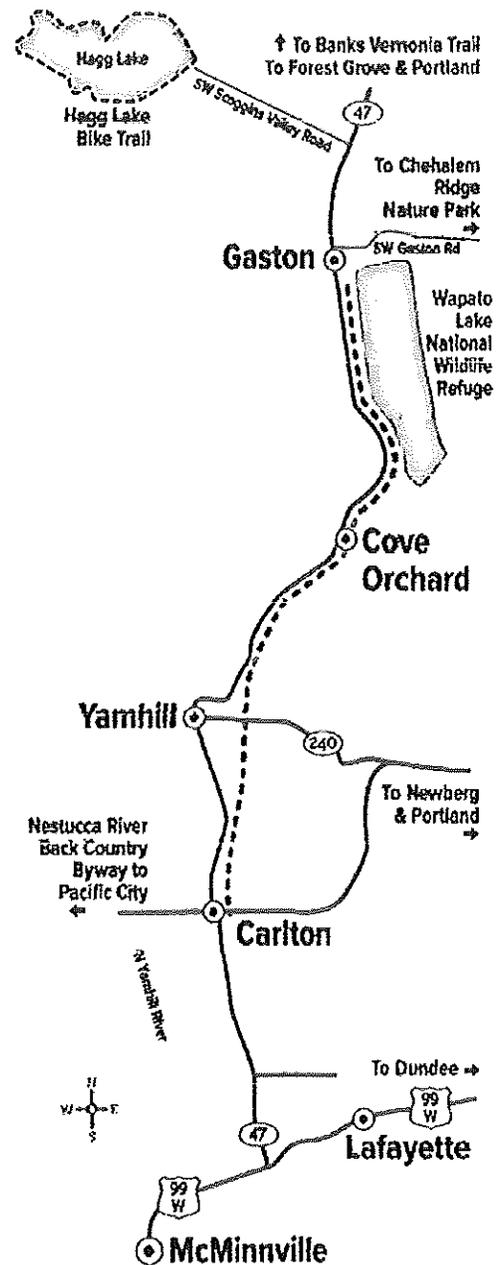
The questions always asked?

What is the current status of the Yamhelas Westsider Trail (YWT)? and Is it defunct?

To get to the answers requires looking back a few years and a story.

Yamhill County, following a 1971 State Transportation Plan that included a Bikeway Transportation Plan, adopted a Comprehensive Transportation Plan in 1974 following a major planning effort to chart the future for the community and follow through with a strong commitment to implementation. It is important to consider the forethought our county officials and county citizens gave to addressing the changes beginning to take place in the county and the visionary decisions and planning shown by county officials when they were considering the future of transportation in Yamhill County. They saw it important to project their thinking out 20 to 50 years to what would be best for not just transportation but for the livability of its residents.

The county and the country were experiencing dramatic economic and social changes. They were in a world recession, interest rates were high, house construction deeply impacted and high unemployment with lumber mills facing layoffs and closures. Trucks were taking over freight needs, planes and cars were replacing people's travel needs. Trucks were now becoming an important means of getting grain and lumber to port in Portland. Small towns were being isolated not only by highways bypassing them, but railroads giving up the spur lines that had been part of their economic lifeline.



In 1984 Southern Pacific Railroad (SP) abandoned their line north from Carlton to Scoggins Creek north of Gaston. It was at this time that the county considered acquiring and converting the line between Carlton and Yamhill to trail, the same section selected for the first phase of the YWT. In 1991 SP abandoned close to 3 miles of rail line south toward McMinnville. It was this year that the Intermodal Surface Compliance Transportation Efficiency Act (ISCTEA) gave funding and support to what had become known as Rails to Trails, a 1960's movement to prevent the permanent loss of thousands of miles of rail corridor. It was at this point the first of what would become the early inclusion of support and planning for what would become the YWT project.

In 1991 the County formed the Yamhill County Bikeway Task Force to develop County Bikeway Master Plan, which was to be a section of the Transportation Systems Plan (TSP) of 1996, they looked back to the 1974 Plan viewing it as visionary, anticipating the linkage of transportation and land use. They recognized that included in the Plan was a thoughtful discussion of issues which are as meaningful and relevant then as they would be in 1996. The 1974 Plan had encouraged creating a Bikeway Pedestrian Plan that recognized that bicycle and pedestrian ways as an element of the transportation systems are most probably found in urban areas or between closely situated urban areas such as Sheridan and Willamina.

While considerable public interest was being expressed in increasing bicycle use it did not appear then that bicycle or pedestrian traffic was heavy. However, the lack of safe and convenient facilities was a likely deterrent to such traffic in the county and that the county must look ahead to the increasing demand for alternative modes of transportation to the automobile." The advisory group charged with the task was laying the groundwork for what was to become the YWT.

Between the time of the previous 1974 Plan and the 1996 Plan the SP south of Carlton to north of Gaston had been abandoned with track and bridges taken out. **The County adopted in the 1996 County TSP policy objective of pursuing the conversion of abandoned rail lines to trails that connect with the County's trail/bikeway system.** Then in 2012 the County updated its TSP to specifically include the YWT. It was a project consistent with the policy objectives provided in the 2003 Yamhill County Parks and Open space Master Plan, as well as the 2009 Yamhill County Agri- Business Economic and Community Development Plan, which indicated the need for transportation infrastructure and amenities, such as trails, to further support agri-tourism economic development efforts. The project is also identified in the 2009 Carlton TSP as a priority pedestrian and bicycle improvement project.

Timeline Of the Yamhelas Westsider Trail (YWT)

- **1971** State Transportation Plan includes a Bikeway Transportation Plan.
- **1974** Yamhill County included a Bikeway Transportation Plan in their Comprehensive Transportation Plan.
- **1984** Southern Pacific Railroad (SP) abandoned their line north from Carlton to Scoggins Creek north of Gaston.
- **1991** The County formed the Yamhill County Bikeway Task Force to develop a County Bikeway Master Plan.
- **1996** The County adopted the County Transportation Systems Plan (TSP) policy objective of pursuing the conversion of abandoned rail lines to trails that connect with the County's trail/bikeway system.
- **2003** Yamhill County Parks and Open Space Master Plan includes policy objective of pursuing the conversion of abandoned rail lines to trails that connect with the County's trail/bikeway system.
- **2009** Yamhill County Agri- Business Economic and Community Development Plan includes the same policy objective of pursuing the conversion of abandoned rail lines to trails that connect with the County's trail/bikeway system.
- **2009** The project is identified in the Carlton TSP as a priority pedestrian and bicycle improvement project.
- **2017 Yamhill County purchases the 12.48-mile section from 3 miles south of Carlton to South of Gaston.**
- **2018** On May 18 the County amended the TSP to acknowledge the purchase and to implement plans to develop the Carlton to Yamhill section of that purchase.
- **2018** On December 20 opponents of the trail petitioned the Land Use Board of Appeals (LUBA) for judicial review.
- **2020** On December 30 the LUBA decision was sent to Yamhill County. That LUBA decision stated: "We are not convinced that the Trail is prohibited by farm impact standards as a matter of law." noting specifically that the County could gain LUBA approval if they addressed some remaining issues.

NEWS REGISTER

By Scott Unger December 5, 2025

End of the road? A look at a decade-plus of planning and controversy of the Yamhelas Westsider Trail

Yamhill County has been involved with a potential trail stretching from McMinnville to Gaston for 13 years, but the idea dates to the 1990s.

In 2002, Union Pacific Railroad placed a \$9 million price tag on the 15 miles of abandoned railway originally constructed in the 1800's. It was part of the Oregon and California Railroad, connecting St. Joseph, between Lafayette and McMinnville, to Portland. Union Pacific closed the line in 1990. The asking price was considered too expensive, until Carlton winery owner Ken Wright commissioned an appraisal of the line that was used as leverage to reduce the asking price to \$2.4 million. Wright and other supporters applied for a grant to cover 90% of the purchase; the board of commissioners agreed to fund the remainder and amended the Transportation System Plan (TSP) to include the Hagg Lake to McMinnville Rail With Trail, or Yamhelas Westsider Trail, as a future project.

The amendment passed by Commissioners Leslie Lewis, Kathy George and Mary Stern in 2012 read: "The Rail with Trail project is a multi-faceted solution to multiple issues. It would allow alternative access to destinations, increase tourism and assist with the movement of goods in the Willamette Valley. Hagg Lake provides various facilities to the public and cycling communities greatly utilize the roads surrounding the lake. From this destination and traveling south, the only access for cyclists is along a busy state highway (Highway 47). There is a lack of off-street recreational trails in this area." At that time, the goal was to eventually restore the rail line as well to provide commuter service, despite a 2008 study that concluded costs to upgrade the rail system to modern safety standards would be "prohibitive." The rail component of the plan was later dropped.

The following year, political action committee Friends of Yamhelas Westsider Trail was awarded \$1.4 million in state grant funds to purchase approximately 10 miles of the trail. The county struck out on two subsequent grant requests totaling \$5.5 million in 2014 but agreed to spend \$16,000 to appraise the remaining seven miles.

The project moved along without much contention as the board sought additional funding for master planning and other projects; then Commissioner Mary Starrett joined the dais in the summer of 2014 in open opposition of the trail. Starrett was the lone dissenting vote on an application for \$20,000 in master planning assistance from the National Park Service and would continue the trend of being outvoted on trail issues the rest of the year. She cited costs to the county and infringement on the rights of property owners.

Funding began stacking up in 2015. The parks service funds were allocated, along with a \$362,000 grant from the state Department of Transportation for preliminary engineering and purchase of the land to supplement the \$1.4 million previously awarded.

Opposition of the trail began to take form in March 2016, when a group of five farmers addressed the board. Scott Bernards, Lester Sitton, Jim Van Dyke and Steve Dumdi, who all owned property near of on the rail line, said they were concerned about the impact the trail might have on their ability to farm

adjacent land. They cited concerns that it would affect their ability to spray pesticides, create trespassing issues and lead to litter.

In 2017, Rick Olson joined the Board of Commissioner and issued support for the trail with the caveat that the county be more transparent with the public over the plan. The year also saw a concept plan developed by the parks service and the official purchase of 12 miles of right-of-way for \$1.4 million. Starrett was outvoted on the purchase 2-1.

In 2018, Assistant County Counsel Todd Sadlo prepared a farm impact study that concluded a preliminary 2.8-mile section of the trail connecting Yamhill and Carlton would not create a significant change in farm practices or a crucial cost increase in farm practices. The report was originally rejected by commissioners; however, Olson changed his mind, and the study was approved on a second vote.

That year began a series of appeals by farmers to the Land Use Board of Appeals on county decisions. Opposition increased after LUBA remanded the impact study to the county in 2019. In March of that year, the board approved a contract to design three bridges on the initial portion of the trail. In public testimony, many from Yamhill and Carlton spoke about the benefits the trail would bring to their communities, while the opposition argued the decision was premature because there was no master plan. "You're going to commit yourselves to build a cart when you don't know what kind of cart you need, and you don't have a horse to pull the cart," Van Dyke said. Contrary to that line of thinking, Commissioner Rick Olson argued, "I don't believe it's a waste of money, because I believe that, at some point, this trail's going to be built."

The decision to award the contract was also appealed to LUBA. The county signed a contract for construction of one of the bridges over Stag Hollow Creek in early 2020; however, that work was paused in April by LUBA to allow farmers an opportunity to pursue yet another appeal. Appeals and remands continued throughout the year, but the project moved forward. In August, the board voted 2-1 (with Starrett opposed) to accept a \$122,280 ODOT grant to develop a master plan for the trail.

In early 2021, the momentum stalled with a second LUBA remand of the farm study and the election of Lindsay Berschauer to the board, whose campaign was heavily funded by trail opponents. In February '21, the county halted any work on the trail when Berschauer and Starrett outvoted Commissioner Casey Kulla. Following the decision, Kulla pondered the opposition on a social media post. "It truly amazes me," he said, "that there is so much passion about whether or not to allow people to walk and cycle on an abandoned railroad grade that travels along farmland."

With the trail project officially ended, ODOT and the Parks Departments demanded the county repay the grants it received for the project; a total of \$743,782. The county also agreed to decommission the mostly-built Stag Hollow Bridge and pay \$35,000 to contractor Farline Bridge, which agreed to purchase back \$71,000 in materials for the bridge. In May, the county transferred \$1.1 million from three other county funds to repay the grants. Later in the year, a complaint was made to the Oregon Bar Association over Sadlo's handling of the farm study (which was later dismissed) and an effort to recall Berschauer was launched in part about her opposition to the trail and acceptance of special interest campaign money. "Berschauer's political campaign collected campaign contributions from trail opponents who personally benefited from her actions," a recall press release stated. The recall effort failed, 52.4% to 45.7%.

During his 2022 campaign, Commissioner Kit Johnston spoke in opposition of the defunct trail and open communication over decisions, saying the county shouldn't "waste our hard-earned money on stuff that probably won't end up coming to fruition." With Johnston, Berschauer and Starrett on the dais, there was no progress on trial issues the remainder of the year, but it impacted other potential projects in 2023.

In March, the planning commission denied a request from Chehalem Parks and Recreation District to build a footbridge across Chehalem Creek in Ewing Young Park, citing a LUBA decision over roads in agriculture-forestry zone. Trail opponents joined in opposition, saying the proposed bridge could lead to a trail resurgence.

Chehalem Parks recently restarted an effort for the bridge, with hopes the temperature has cooled. Meanwhile, the trail issue resurfaced in October when a late agenda addition from Johnston called for the project's removal from the TSP list. The board voted 2-1 (with Commissioner Bubba King opposed) to repeal the 2012 ordinance that started the whole saga. Following a recommendation from the planning commission, the matter will go before the Board of Commissioners at an unknown future date.

APPENDIX 2

YAMILL COUNTY ORDINANCE NO. 880

**AMENDING THE YAMILL COUNTY TRANSPORTATION
SYSTEMS PLAN TO ACCOMMODATE THE
YAMHELAS "RAILS TO TRAILS" PROJECT**

BEFORE THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

FOR THE COUNTY OF YAMHILL

SITTING FOR THE TRANSACTION OF COUNTY BUSINESS

In the Matter of Amending the Yamhill County Transportation System)
Plan to Accommodate the Yamhelas "Rails to Trails" Project,) Ordinance 880
Docket G-02-12)

THE BOARD OF COMMISSIONERS OF YAMHILL COUNTY, OREGON ("the Board") sat for the transaction of County business on December 6, 2012, Commissioners Leslie Lewis, Kathy George, and Mary P. Stern being present.

IT APPEARING TO THE BOARD that Yamhill County wished to consider amendments to the Yamhill County Transportation System Plan (YCTSP), an element of the county comprehensive plan, to acknowledge the potential future use of a 15.25-mile section of Union Pacific Railroad right-of-way between McMinnville and Gaston as a bicycle and hiking trail, and to provide for potential future use of the same right-of-way for commuter and/or freight rail, and

IT APPEARING TO THE BOARD that the Planning Commission and the Board heard this matter at a duly noticed joint public hearing on November 29, 2012, and the Planning Commission voted 8-1 to recommend approval, and immediately after receiving this recommendation the Board voted 3-0 to approve the application. NOW, THEREFORE,

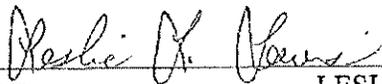
IT IS HEREBY ORDAINED BY THE BOARD, that the application is approved and the Yamhill County Transportation System Plan is hereby amended as follows: the underlined sentences on pages 91, 97 and 139 (attached and incorporated into this ordinance by this reference) are hereby added.

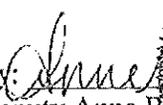
DONE this 6th day of December, 2012, at McMinnville, Oregon.

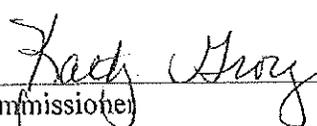
ATTEST

YAMHILL COUNTY BOARD OF COMMISSIONERS

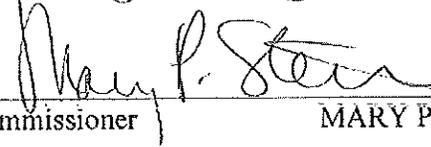
REBEKAH STERN DOLL
County Clerk

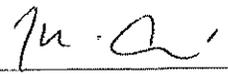

Chair
LESLIE LEWIS

By: 
Deputy Anne Blum


Commissioner
KATHY GEORGE

APPROVED AS TO FORM:


Commissioner
MARY P. STERN


RICK SANAI, Yamhill County Counsel

5.5 AIR/RAIL/WATER/PIPELINE PLAN

AIR TRANSPORTATION PLAN

For the Air Service, the McMinnville Municipal Airport Master Plan provides forecasts of aviation activity, capacity and plans for the future together with a development program. The County zoning ordinance provides for an Airport Overlay (AO) zone. AO zone was established to prevent air space obstructions near public use airports and to ensure compatibility between the Airport use and surrounding land uses.

In addition to the McMinnville Airport, an airport site selection study was conducted for the City of Newberg and finalized in 1990. The study recommended that the City of Newberg not to purchase Sportsman Airpark or pursue development of a new airport facility at the time of the report.

Policies

1. Yamhill County is committed through its zoning ordinance and transportation plan to protect the McMinnville Municipal Airport as a vital county-wide transportation facility and efforts will be made to regulate land use in the environs of the airport to prevent the erection of further airport hazards and obstructions, at the same time preventing any residential encroachment upon critical noise contours without informed consent.
2. The status and proposed location or expansion of all airport facilities shall be specifically designated in a plan map, as amended, and, if under county jurisdiction, will be accorded a planned -unit designation in the zoning ordinance, in order to assure a compatible association of airport growth with surrounding urban development.

FREIGHT RAIL TRANSPORTATION PLAN

It is recommended that effort to be made to maintain the existing rail service and expand it in the County. Currently, plans to ship freight north through Newberg to the Southern Pacific's Brooklyn rail yard are being considered. Willamette and Pacific (W&P) plans to ship commodities daily from/to Newberg and McMinnville through Eugene instead of Portland.

In addition, ODOT's 1994 Oregon Freight Rail Plan states that shipments on the Willamina Branch are weight limited to 240,000 per four-axle rail car, and track conditions limit train operating speed. A benefit/cost (B/C) evaluation of this line for eligibility for federal rehabilitation and improvement assistance shows the Willamina Branch to have the third highest B/C ratio of the eight rehabilitation projects considered eligible in Oregon.

Polioies

1. Yamhill County does not support further rail abandonment or diminishment of service.
2. Yamhill County supports improvement of rail line conditions to retain railroads as effective freight carriers in Yamhill County.
3. Yamhill County will pursue, whenever possible, conversion of abandoned rail lines through the federal "Rails to Trails" program and seek to integrate these abandoned lines into the County's trail/bikeway system.
4. Yamhill County supports the Hagg Lake to McMinnville Rail With Trail Project (Yamhelas Westsider Trail Project) and considers it important to both the County's rail and trail/bikeway systems.

WATER TRANSPORTATION PLAN

The Yamhill County Transportation System Plan recognizes water-borne transportation as an important mode for the movement of goods and recreation, and recommends that future use of the Willamette River be preserved as a transportation system resource, especially for the shipment of large and heavy, bulk commodities.

Polioies

1. Yamhill County supports the dredging of the Yamhill River throughout its entire length as it borders Yamhill County not only for the movement of goods but also for recreational activities.

PIPELINE TRANSPORTATION PLAN

Current pipeline transportation in and through Yamhill County includes transmission lines for electricity, cable television, telephone service, water, sewer, and natural gas. The Yamhill County Transportation System Plan encourages continued use of these pipelines to move goods throughout the County.

5.6 YAMHILL COUNTY TRANSPORTATION PROJECT LIST

A list of expected transportation projects over the next twenty years is provided below. The list has been compiled based on:

- 1) Analyzing accident data provided by the State on the County roadway network
- 2) Results of the County and State bridge inspection program
- 3) Expert knowledge of the County Public Works Department
- 4) Applying capacity analysis on the County roadway network
- 5) Efforts to enhance other modes of transportation.

Roadway improvement projects listed below include:

- Bikeways (Figure 26)
- Intersections
- Bridges
- Pavement improvement projects including:
 - Pavement maintenance and rehabilitation projects
 - Pavement of collector gravel roads
 - Pavement of local gravel roads

The list also includes public transportation improvement projects and short term projects listed in the 1994 Transportation Improvement Plan published by the Oregon Department of Transportation.

Other projects that are of major concern to the County are listed finally including the Dundee-Newberg bypass, McDougall Corner, Wheatland Ferry, and east-west minor arterial in north Newberg.

At least once a year, Yamhill County will review identified transportation projects and, if necessary, add, delete, and/or reprioritize them to accommodate new conditions.

A. YAMHILL COUNTY BIKEWAY SYSTEM SUGGESTED IMPROVEMENTS

PRIORITY LIST "A"

WESTSIDE ROAD PHASE I

Vicinity	McMinnville Area
Section	Baker Creek Road to Donnelly Lane
Length	1.4 miles
Alignment	
Horizontal	Generally straight with an assortment of flat and moderately sharp curves
Vertical	Mostly flat with an occasional valley
Traffic Volume	3,400 vehicles per day
Traffic Speeds	35 mph to 55 mph
Surface	Paved - Excellent Condition
Width	22 feet wide (11 feet per each travel lane)
Shoulders	Rock and earth shoulders
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each travel lane
Estimated Cost	\$236,966 (1995 Dollars)

NORTH VALLEY ROAD/BELL ROAD PHASE I

Vicinity	Newberg Area
Section	Aspen Way to Tangen Road
Length	2.05 miles
Alignment	
Horizontal	Mostly straight with an occasional sharp or moderately sharp curve
Vertical	Generally flat with a limited number of severe grade changes
Traffic Volume	1,600 vehicles per day
Traffic Speeds	45 mph to 60 mph
Surface	Paved - Fair Condition on Bell Road and Good Condition on North Valley Road
Width	20 feet wide (10 feet per each travel lane)
Shoulders	No shoulders along some sections, rock and earth shoulders along the remaining sections
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each travel lane.
Estimated Cost	\$418,176 (1995 Dollars)

HAGG LAKE TO McMINNVILLE RAIL AND TRAIL PROJECT

<u>Vicinity</u>	<u>North Central Yamhill County</u>
<u>Section</u>	<u>Union Pacific Railroad From McMinville to Hagg Lake</u>
<u>Length</u>	<u>15.25 miles in Yamhill County</u>
<u>Alignment</u>	
<u>Horizontal</u>	<u>Predominantly flat.</u>
<u>Surface</u>	<u>Gravel and rail</u>
<u>Recommended Action</u>	<u>Construct a multi-use path along the existing railroad right-of-way</u>
<u>Estimated Cost</u>	<u>TBD (ROW acquisition is \$2.4 million)</u>

4. NORTH NEWBERG EAST-WEST MINOR ARTERIAL

As part of the Newberg Transportation plan, an open public workshop was held to provide a forum for public participation, represented by Newberg's Citizen's Advisory Committee (CAC), in the assessment of the city-wide future transportation/land use system alternatives. It was agreed in the workshop that a major east/west minor arterial street in north Newberg was needed to provide local traffic access and circulation within a balanced transportation system. It was also agreed that the preferred alternative for Newberg's Transportation System Plan was the "Mountainview/Crestview Extension". However, a petition to stop the Crestview Drive Extension was presented by the Oxberg Neighborhood Residents in the Workshop. After reviewing the petition CAC decided to request from the City Staff and their consultant team to conduct additional study of more specific alternatives of an east/west minor arterial in the north Newberg area for improved local traffic circulation and access.

The study examined three alternatives:

- 1) Springbrook-only
- 2) Crestview/Mountainview Extension
- 3) Mountainview Extension.

These alternatives were compared based on:

- Travel time between Highway 99W (at proposed Bypass interchange) and Mountainview Drive at Springbrook Street
- Average travel speed between Highway 99W (at proposed Bypass interchange) and Mountainview Drive at Springbrook Street
- Vehicle miles of travel (VMT)
- Vehicle hours of travel (VHT)
- Vehicle delay
- Anticipated costs of roadway construction, and right-of-way acquisition.

Of the three alternatives, the Crestview/Mountainview Extension alternative was found to provide the greatest relief of traffic congestion on Springbrook Street and other collector streets in the immediate area. In terms of VHT, it had the lowest overall travel time. Total vehicle delay on Springbrook was found to be lowest under the Crestview/Mountainview alternative. This alternative was found to cost about \$3.07 million.

Discussions with the City of Newberg have indicated that Benjamin Road was also considered by the City as an alternate east/west connector. However, it was found that there will be too much misdirection of traffic to provide the relief needed from traffic going to the middle of the City and turning north.

It is recommended that the Oregon Department of Transportation, in cooperation with the City of Newberg and Yamhill County, and possibly as part of OR 99W corridor study, determine the optimum location of the east-west minor arterial connection with Highway 99W in consideration to the location of by-pass interchange. As part of this study, the City of Newberg and Yamhill County shall work together on setting the criteria for selecting the optimum alternative.

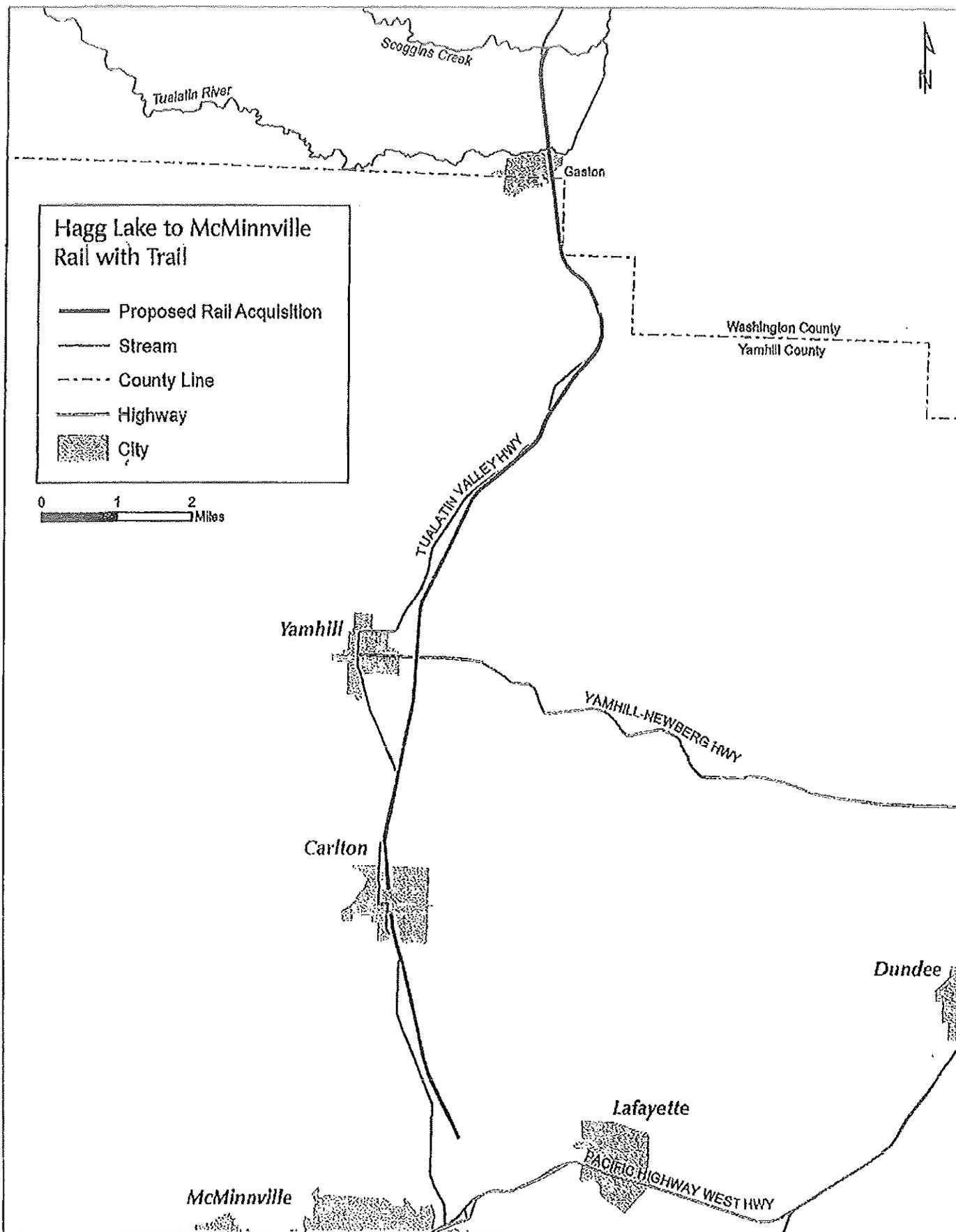
In addition, urban growth management agreements between the County and the cities in Yamhill County shall be strengthened to define the timelines, procedures, and responsibilities of involved parties in regard to management, planning, and annexation of roadways by the cities. Several roadways currently under County jurisdiction are located within the Urban Reserve Area (URA) for the city of Newberg as shown in Figure 31.

5. HAGG LAKE TO McMINNVILLE RAIL WITH TRAIL PROJECT (YAMHELAS WESTSIDER TRAIL PROJECT)

In 2002, Union Pacific Railroad proposed to sell 17-miles of abandoned railway for \$9 million. In 2012 the asking price was reduced to \$2.4 million. The abandoned railway runs from McMinnville to Hagg Lake. The corridor connects the cities of McMinnville, Carlton, Yamhill and Gaston. The Majority of the railway is in Yamhill County, with 1.75 miles entering into Washington County. (See Figure 31.1)

The Hagg Lake to McMinnville Rail with Trail project is a multi-faceted solution to multiple issues. It would allow alternative access to destinations, increase tourism, and assist with the movement of goods in the Willamette Valley. Hagg Lake provides various facilities to the public and cycling communities greatly utilize the roads surrounding the lake. From this destination and traveling south, the only access for cyclists is along a busy state highway (Hwy 47). There is a lack of off-street recreational trails in this area.

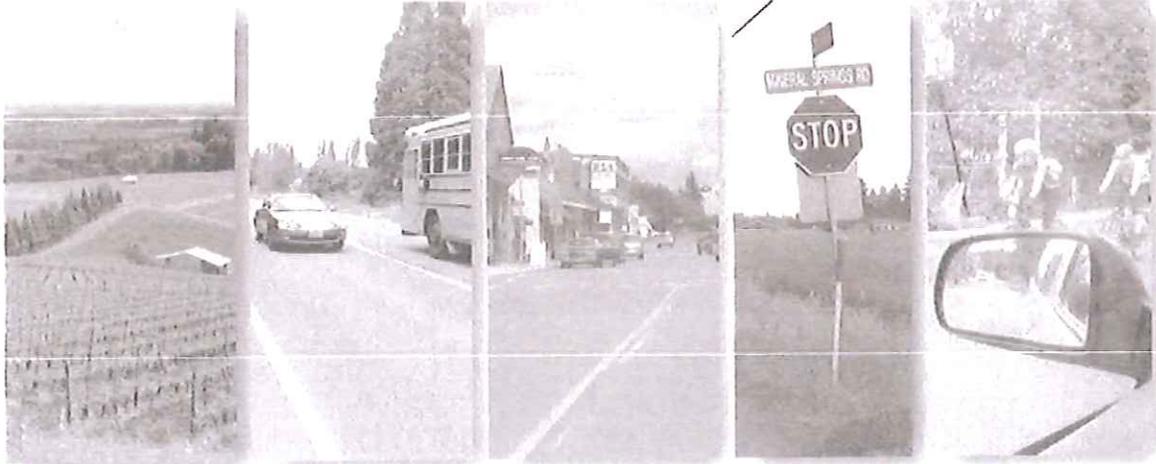
The proposed trail would also enhance economic development. Presently tourism and the mobility of goods from Portland to Yamhill County happen via Highway 47. The long term goal of this project is to have a rail line along with the trail component. The Rail with Trail project will improve regional accessibility for business owners and allow the connection to other rail lines in the future. Yamhill County is known for its agricultural production and wine industry. This project will also be a critical factor towards the long term viability for manufacturing and tourism in the valley.



APPENDIX 3

YAMILL COUNTY TRANSPORTATION SYSTEMS PLAN

— Yamhill County — Transportation System Plan



Prepared for



Prepared by



Adopted by Ordinance 895
November 5, 2015

For pedestrians, shoulders are typically the most appropriate facility type in rural areas, because pedestrian volumes are too low to warrant sidewalks or paths. The *ODOT Bicycle and Pedestrian Guide*¹⁵ states that the shoulder widths recommended in the *HDM*¹⁶ are generally adequate to accommodate pedestrians. The County considers shoulders meeting their Maintenance Project shoulder width standards to be adequate for pedestrians. There were numerous comments from the stakeholders that conditions for bicycle and pedestrian travel are unsafe throughout the County, particularly in the rural areas. Figure 7 shows the existing bicycle and pedestrian needs within the study area.

Existing Corridor Health

A measure of the combined need of each roadway segment was developed by applying a Corridor Health Tool. The corridor health concept is based on the idea of measuring the “health” of each corridor segment within several different categories of performance, and then combining the measurements to obtain a picture of overall corridor health.

The Tool was applied for the same areas of need described in the previous sections. A combined health score was generated for each segment, which was used to assign a good, fair, or poor rating according to the following categories:

- Good – 75 – 100
- Fair – 50 – 74
- Poor - < 50

As shown in Figure 8, most corridor segments fall in the good or fair categories, with a handful of exceptions. The overall percentages of total state highway and county road mileage by category are shown in Table 1.

¹⁵ Ibid.

¹⁶ Ibid.

- Objective 2: Distribute the benefits and impacts of transportation decisions fairly and address the transportation needs and safety of all users, including the young, elderly, people with disabilities, and people of all races, ethnicities, and income levels.
- Objective 3: Provide connections to all modes that meet applicable County and Americans with Disabilities Act (ADA) standards.
- Objective 4: Support connectivity between the various communities in the County.

Goal 4: Increase the Quality and Availability of Pedestrian and Bicycle Facilities

- Objective 1: Improve bicycle and pedestrian facilities.

Evaluation Criterion:

- Type/level of bicycle/pedestrian facility improvement²⁵
- Objective 2: Consider bicycle/pedestrian improvements that complement the basic provision of facilities to encourage higher levels of usage (e.g., wayfinding signage).
- Objective 3: Support the development of the Yamhela's Westsider Trail.

Goal 5: Work with Transit Service Providers to Provide Transit Service and Amenities that Encourage and Increase Ridership

- Objective 1: Identify areas that support additional transit services, and coordinate with transit providers and transit plans to improve the coverage, reliability and frequency of services.
- Objective 2: Promote transit accessibility for transportation-disadvantaged groups.
- Objective 3: Enhance intercity transit connectivity.

²⁵ Type of improvement refers to the suitability of an improvement for addressing a specific type of need. Level of improvement represents the extent or degree of an improvement relative to the standard.

- Objective 4: Implement bus stops, park-and-ride lots, and transit centers identified in the *Yamhill County Coordinated Human Services Public Transportation Plan: The Next Steps*.²⁶
- Objective 5: Identify needs for services to regional employment and activity centers.
- Objective 6: Consider transit user needs that complement the basic provision of service to encourage higher levels of usage (e.g., shelters and benches).

Goal 6: Manage the Transportation System to Support a Prosperous and Competitive Economy

- Objective 1: Enhance access to major employment and industrial locations.
- Objective 2: Enhance the efficiency, access, capacity and reliability of the freight system.

Goal 7: Provide Transportation Facilities and Services that are Fiscally Responsible and Economically Feasible

- Objective 1: Plan for an economically viable and cost-effective transportation system that makes the best use of limited transportation funds.

Evaluation Criteria:

- Minimization of construction cost
- Objective 2: Identify and develop diverse and stable funding sources to implement recommended projects in a timely fashion and ensure sustained funding for road maintenance and transportation improvement projects.
- Objective 3: Actively seek state and federal transportation funds to finance programs and improvements.

²⁶ Mid-Willamette Valley Council of Governments, Coordinated Human Services Public Transportation Plan, 2007.

The improvement options were screened using the evaluation criteria described in Section 7 and the findings were reviewed with the County, ODOT, and the RIAC. There was general agreement about the improvement concepts and the results of the evaluation. Minor revisions were made to the options based on County and ODOT input. The evaluation scores are shown in the summary sheets at the end of the Improvement Alternatives memo in Appendix H.

Proposed Bicycle and Pedestrian Improvements

The proposed bicycle and pedestrian improvements presented at the second open house address the locations where improvements are needed to safely accommodate higher bicycle or pedestrian volumes. The improvements generally consist of widening travel lanes and/or shoulders to provide greater separation between bicyclists/pedestrians and vehicular traffic. These improvements were proposed at the following locations (see Figure 13):

- a. Old Sheridan Rd. between McMinnville city limits and OR 18
- b. OR 47 between OR 99W and Washington County line
- c. OR 18B between Sheridan and Willamina
- d. OR 99W between Newberg and Dundee
- e. OR 99W between Lafayette and McMinnville
- f. Lafayette Hwy. between Lafayette and OR 18
- g. Westside Rd. between McMinnville and Meadowlake Rd.
- h. Westside Rd. between Meadowlake Rd. and Moore's Valley Rd.

The only exception to the lane/shoulder widening improvements is for OR 47 between OR 99W and the Washington County line. Here, the planned Yamhela's Westsider Trail was proposed, which will run parallel to OR 47, with connections via OR 47 and intersecting county roads.

Bicycle/Pedestrian Improvements

Nearly all of the proposed bicycle/pedestrian improvements presented at the second open house are recommended for implementation. The improvements are located throughout the County, as shown in Table 4 and Figure 13. They consist mainly of shoulder widening and/or paving to a minimum of six feet, or to the County's or ODOT's standard if it is higher. In some cases, lane widening is also recommended because having adequate lane width for vehicular traffic also improves safety for bicyclists and pedestrians.

In addition to the shoulder and lane widening improvements, the Yamhela's Westsider Trail is recommended (see Figure 13). The trail will run parallel to OR 47 from OR 99W to Gaston, linking up with the State Highway Bicycle trail to Forest Grove and to Hagg Lake. The cities of Gaston, Yamhill and Carlton are situated along the trail. Access will be available from intersecting county roads and nearby OR 47.

All of the recommended improvements are based on existing needs, so they can be implemented as soon as funding becomes available.

Transit Improvements

The recommended improvements for transit service in Yamhill County were determined based on the needs identified in the *Yamhill County Coordinated Human Services Public Transportation Plan: The Next Steps*³⁶ and by YCTA staff, stakeholders, and the public. The recommended improvements are:

- Additional service during the evenings and on weekends
- More frequent bus stops
- Expanded service to large employers (e.g. Spirit Mountain Casino and the Riverside Drive industrial area)
- Improved service to outlying areas

³⁶ Mid-Willamette Valley Council of Governments, *Coordinated Human Services Public Transportation Plan*, 2007.

APPENDIX 4

YAMILL COUNTY COMPREHENSIVE PLAN CODE

YAMHILL COUNTY CODE

TITLE 11: LAND USE

Chapter 11.05: Yamhill County Comprehensive Plan Code

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(i) *Policies.*

1. Yamhill County will review all right-of-way acquisitions for utility lines and facilities and, where appropriate, require:
 - a. That the route or corridor chosen locate on or parallel to existing public or private right-of-ways and avoid the creation of unusable parcels;
 - b. That the route or corridor chosen have a minimum visual impact along highways and in residential areas, blend well with the natural landscape, and create minimum conflict with present and planned uses of the land;
 - c. That clearing for, and construction of, transmission lines, pipelines and other utility facilities be performed in a manner which will maximize preservation of natural beauty and conservation of natural resources, and which will minimize scarring of the landscape or siltation of streams;
 - d. That following construction of utility facilities, construction areas will be cleaned up and efforts will be made to restore the landscape and the land capability to its original condition prior to constructions; and
 - e. That a maintenance program for utility facilities include maintenance of the environmental preservation and restoration achieved during all phases of construction.

[ADOPTED VIA ORDINANCE NO. 206 eff 06/27/79]

SECTION 4 – PUBLIC LAND, FACILITIES, AND SERVICES

11.05.04.01 Public Facilities and Services.

a) Summary.

- (i) The county sees a need to integrate public facilities and services in an effort to eliminate costs and conserve energy.
- (ii) Coordination with all jurisdictions and affected agencies is essential in the development and maintenance of adequate public facility systems.
- (iii) The expansion of public facilities is a major factor in directing urbanization. The consolidation of water and sanitary sewer facilities can reduce the construction, operation and maintenance costs of such facilities.
- (iv) The joint acquisition and use of school and park sites can represent a substantial economic benefit to the cities and the county.
- (v) There are a number of sites of historic and archaeological significance worthy of preservation within the county.
- (vi) It is necessary to identify, reserve and protect future domestic water supply sources in order to meet the increasing urban and rural needs.
- (vii) It is a concern of the county to regulate public and quasi-public institutional uses within rural areas of the county.
- (viii) Recycling of solid waste materials conserves natural resources and energy.

b) Goal Statement. To develop a timely, orderly and efficient arrangement of public services and facilities to serve as a framework for urban and rural development, including public lands and buildings, parks and recreation areas and facilities, schools, police and fire protection, domestic water supply, sanitary and storm sewerage and other drainage facilities, and power, gas and telephone services. (166)

(i) *Policies.*

1. Yamhill County will coordinate with the cities within its jurisdiction to provide an orderly phasing of water, sanitary sewerage, storm drainage and other public services and facilities within the urban growth boundaries.
2. Public facilities and services for rural areas will be provided and maintained at levels appropriate for rural use only.

water distribution lines will not create development levels incompatible with the basis county goal of preserving agricultural and forestry lands.

15. Groundwater supplies will be protected from critical draw-downs or disrupted flows occasioned by surrounding land use development or activities, such as mining and logging where municipal watersheds exist; surface water supplies will be protected from unusual increases in turbidity and sedimentation caused by farming, logging, mining excavation or grading; and both ground water and surface water supplies will be protected from contamination by subsurface sewage disposal systems, sewage lagoons, sanitary landfill sites and other sources of pollution. (184) R
16. Yamhill County will assist in the organization of special purpose districts such as sanitary districts, sanitary authorities, and county service districts which would be able to utilize federal and state funds to build collection and treatment facilities and provide the necessary services to their respective communities or clientele. (184)
17. The development of sanitary sewerage systems will be supported where such systems conform to all applicable federal and state standards pertinent to the collection, treatment, and final disposal of effluent; support will be given for the continued separation of sanitary and stormwater collection systems and the development of correction programs to reduce ground and surface water infiltration; support will be given for the separation and disposal of industrial wastes which differ significantly from normal domestic sewage in strength or composition, or which contains significant qualities of grease, chemicals or suspended metals; and the planning management criteria enunciated for domestic water systems should be applied with equal consideration to sanitary sewerage systems. (184)
18. The development of small biological and physical-chemical plants in areas of existing or planned urban densities in rural environments will be supported, provided they are operated by a public agency or licensed private corporation or homes association and meet established federal and state operational and water-quality standards. (185)
19. Yamhill County will encourage, where feasible, the land disposal of treated waste effluents and will consider in land use actions around the cities of the county, the future need for such applications of treated wastes. (185) R
20. Yamhill County will support any consolidation of water and sewer facilities to secure the potential economies of scale and organization, providing their potential environmental impacts are consistent with existing land-use plans, related urban growth goals and policies, established water quality standards, and where separate local facilities are shown to be more expensive.

[ADOPTED VIA ORDINANCE NO. 206 eff 06/27/79]

11.05.04.02 Parks and Recreation.

- a) **Summary.** The Oregon State Park Department, Yamhill County, Chehalem Parks and Recreation District, the school districts and the Yamhill County cities provide a variety and different levels of park and recreation opportunities for county residents and the transient population. Most of the park land outside Yamhill County cities are accessible only by automobile. There is a lack of water-based recreational opportunities in Yamhill County.
- b) **Goal Statement.** To provide adequate recreational opportunities in both the rural and urban environments to meet existing and projected needs.
 - (i) **Policies.**
 1. Yamhill County will cooperate with all governments and recreation agencies within the region to identify recreation, open space, and scenic resources; determine resident and nonresident needs and formulate and implement measures for providing recreation services.
 2. Yamhill County will seek the cooperation of the cities, school districts and Chehalem Park and Recreation district in the joint acquisition, development, operation and maintenance of combined school and neighborhood park and playground sites in harmony with projected neighborhood needs and surrounding uses. (175)

3. Yamhill County will seek to offer greater opportunities for water-based recreation on the Willamette and South Yamhill Rivers and their tributaries. (175) R
4. Yamhill County will encourage the location of urban parks in scenic areas which are easily accessible to much of the urban population and which can be developed to provide recreation opportunities for a variety of age and interest groups. (176)
5. Yamhill County will encourage the development of rural parks with appropriate spacing to serve the needs of county residents on sites which have unique aesthetic value, appropriate access by road or path, and are otherwise suitable for picnicking and water-related activities. (176)
6. Yamhill County will encourage an appropriate amount of park and recreation development designed to meet the needs of the transient and regional population. (177) R
7. Yamhill County will promote the development of an integrated bicycle and pedestrian trail system to provide recreational opportunities and to link open space, Yamhill County communities and park areas. (178) R
8. Yamhill County will explore the possibilities of placing a greater share of the burden of park acquisition on new residents of the county who generate an increased demand for parks and open space. (178)
9. Yamhill County will encourage cooperation among government agencies to increase recreation opportunities, programs and facilities for county residents, and will explore the possibilities of providing recreation programs for the small towns and rural areas of the county. (179)
10. For the purpose of implementing recreation programs and development, Yamhill County will investigate funding alternatives such as tax levies, bonding grants in aid, user fees and subdivision ordinance stipulation.

[ADOPTED VIA ORDINANCE NO. 206 eff 06/27/79]

11.05.04.03 Willamette Greenway.

a) Summary.

- (i) The Willamette River is a valuable resource, offering unique scenic and recreational opportunities.
- (ii) A sound management program will ensure that the Willamette River remains valuable for all to enjoy.

b) Goal Statement. To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River.

(i) *Policies.*

1. Yamhill County will cooperate with appropriate governmental agencies and special districts to protect all Willamette Greenway lands and resources.
2. Yamhill County will identify a Willamette Greenway Boundary on the county comprehensive plan and zoning maps, and will develop and adopt a greenway ordinance, providing for the review of intensifications, changes of use, or developments within the Willamette Greenway Boundary to ensure compatibility with the goal.
3. Yamhill County will continue to cooperate with the Oregon Department of Transportation in examining the feasibility of future acquisition plans within the Willamette Greenway Boundary.

[ADOPTED VIA ORDINANCE NO. 206 eff 06/27/79]

SECTION 5 – ENVIRONMENTAL QUALITY

11.05.05.01 Air, Water and Land Resources Quality.

- a) Summary. Yamhill County has retained an overall high-quality natural environment, yet the impact of human activities on the environment has upset the natural ecological balances and the high aesthetic quality of the county in the past, and poses the threat of future deterioration. The increasing demands put upon the air resources of the county affect the capability of those resources to provide for a clean, enjoyable and safe

Jan 22, 2026

Re: Docket G-01-25 Proposed Amendment to the Transportation System Plan

Members of the Board of Commissioners,

My name is Matt Dolphin. I am a resident and taxpayer of Yamhill County and I submit this testimony regarding Docket G-01-25, the proposed amendment to remove the Yamhelas Westsider Trail from the Yamhill County Transportation System Plan (TSP) and Comprehensive Plan.

This testimony is not offered to re-litigate prior conditional use permit decisions or to dispute the importance of protecting agricultural lands. Rather, it addresses the legal and procedural requirements that apply when the County amends its Transportation System Plan. Those requirements are distinct from land-use permitting standards and must be satisfied independently.

1. The issue before the Board is a transportation planning decision

The action proposed in Docket G-01-25 is a legislative amendment to the County's Transportation System Plan, an element of the acknowledged Comprehensive Plan. As such, it must comply with Oregon's Transportation Planning Rule (TPR) in OAR chapter 660, division 012, as well as the County's own code requirements for legislative amendments.

The relevant question before the Board is not whether a specific trail project has proven difficult to permit at a particular location. The question is whether removing a designated bicycle and pedestrian corridor from the County's adopted transportation network complies with state transportation planning law and leaves the County with an adequate, connected system.

2. The Transportation Planning Rule requires evaluation of unmet needs when a TSP project is removed

When a local government decides not to pursue a project authorized by its Transportation System Plan, OAR 660-012-0050(5) requires the government to evaluate whether the transportation needs the project was intended to serve will be met in some other manner consistent with the TSP. If those needs cannot be met, the plan must be amended to ensure an adequate transportation system.

In addition, OAR 660-012-0020 requires that the TSP include a bicycle and pedestrian plan providing a network of routes throughout the jurisdiction.

These provisions make clear that the TSP is a systems-based planning document. Projects are not independent line items that can be removed without assessing the effect on the overall network.

3. The staff findings do not contain the evaluation required by the TPR

The staff report explains the history of prior land-use appeals and the County's difficulty in satisfying the farm impacts test in ORS 215.296 for a specific segment of the trail. That background may explain why the County no longer wishes to pursue a particular permitting strategy. However, it does not substitute for the evaluation required when amending a Transportation System Plan.

The staff findings do not include:

- An evaluation of the bicycle and pedestrian needs the Yamhelas-Westsider corridor was intended to serve;
- An analysis of how those needs will be met if the corridor is removed from the TSP;
- A system-level assessment of bicycle and pedestrian connectivity after the deletion; or
- Findings demonstrating that the TSP, as amended, continues to provide an adequate and connected bicycle and pedestrian network.

Instead, the findings rely almost entirely on past permitting outcomes under ORS 215.296. That statute governs approval of certain non-farm uses in exclusive farm use zones. It does not govern how a Transportation System Plan may be amended, and it does not displace the requirements of the Transportation Planning Rule.

4. The County code requires findings of consistency, not policy preference

Section 1207.01(D) of the Yamhill County Zoning Ordinance requires that approval of a legislative ordinance amendment include findings showing the amendment is consistent with the Comprehensive Plan goals and policies.

The staff report characterizes many Comprehensive Plan policies as “aspirational” and suggests that decision-makers need only weigh competing goals. However, the code requires findings of consistency, not merely acknowledgement that some goals were considered.

The Comprehensive Plan includes explicit transportation policies encouraging bicycle and pedestrian travel, development of an integrated and safe non-motorized system, and use of existing rights-of-way where consistent with the plan. The findings do not explain how removing a designated corridor from the transportation network is consistent with those policies, nor how those objectives will be met in the absence of the project.

5. Deleting a corridor without replacement analysis places the County at legal risk

The Transportation System Plan is not a symbolic or aspirational document. It is the County’s adopted framework for providing a safe, connected, and multimodal transportation system over time. Removing a major bicycle and pedestrian corridor without evaluating how the identified transportation needs will be met undermines that framework.

Absent the analysis and findings required by OAR 660-012-0050(5) and OAR 660-012-0020, adoption of Docket G-01-25 would amend the Transportation System Plan in a manner that is inconsistent with state law and the County's own code, and it places the County at legal risk.

6. Request

For these reasons, I respectfully request that the Board decline to adopt the proposed amendment as drafted, or continue the matter and direct staff to prepare the evaluation, alternatives analysis, and findings required by the Transportation Planning Rule before taking final action.

Thank you for your time and consideration.

Respectfully submitted,


Matt Dolphin
Yamhill County



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January 21, 2026

Via Electronic Email & Personal Delivery

Yamhill County Board of Commissioners
Attn: Kit Johnston, Chair
535 NE Fifth Street
McMinnville, OR 97128

RE: Docket G-01-25: Remove the Yamhelas Rails to Trails project from the Yamhill County Comprehensive Plan

Dear Chair Johnston and Members of the Board,

This firm represents Yamhill County farmers in connection with the above referenced matter, to include Ben Van Dyke, Van Dyke Farms, Celine and Greg McCarthy, Ground Zero Farms, Tom Hammer, Hammer Farms LLC, Chris Mattson, North Valley Seeds, Sitton Brothers Inc., Scott Bernard Farms, and Creekside Valley Farms. This letter expands upon our December 4, 2025 letter to the Yamhill County Planning Commission that details our clients' position regarding the proposed Yamhelas Westsider Trail and why it must be removed from Yamhill County's Comprehensive Plan and TSP. Please include this letter in the record of the above docket along with the December 4, 2025 letter that is enclosed for your convenience. We are also advised by the County that the LUBA records containing all the various LUBA and local proceedings on the YWT are also in the record of this matter. We have relied upon that representation and have not separately included those materials in the record to avoid unnecessary duplication and complexity.

This letter strongly supports Docket G-01-25 to repeal Ordinance 880 and 895 and remove the Yamhelas Westsider Trail ("YWT") project from the Yamhill County Transportation System Plan ("TSP") and Comprehensive Plan. Although the proposed YWT may have been interesting in concept, its implementation has proven to be an illusory project incapable of being constructed due to its inability to satisfy the farm impacts test despite multiple unsuccessful tries due to its documented severe adverse impacts on adjacent farms, as decided in five separate LUBA decisions. Due to the proposed trail's proven inability to pass the farm impacts test under ORS 215.296, maintaining the YWT in Yamhill County's TSP serves no legitimate purpose except to continue the contentious relations between local farmers and trail supporters, and confuse local citizens into believing that the trail is a viable development option. It is not and it is time to put it to rest.

Background

As stated in our December 4, 2025 letter in the record, our clients are farmers who spent years and thousands of dollars at the business end of an ill-considered County recreational trail plan pushed by former County authorities using a seemingly unlimited public fisc. Those former County authorities ignored public processes, County land use rules, state land use rules, and very serious adverse impacts of their plan on adjoining commercial farms in the headlong pursuit of the so-called Yamhelas Westsider Trail through some of the best farmland in the County, at any cost.

Yamhill County now seeks to remove the Yamhill Westsider Trail (“YWT”) project from the Yamhill County Transportation System Plan (“TPR”) and Comprehensive Plan. The removal/amendment is rooted in multiple LUBA decisions that repeatedly denied conditional use requests for the subject trail, opining, most significantly, that the YWT project would create significant adverse impacts on adjacent agricultural farmland for multiple privately owned farms. The proposed YWT project has repeatedly failed the substantive farm impacts test at ORS 215.296. There is nothing to suggest that it could ever meet that important state law test. Moreover, significant segments of the YWT are situated on land that prohibits it. It is simply not an allowed use of the land the abandoned rail bed sits on. Removing the YWT from the County planning documents simply recognizes this reality.

Below summarizes some of the reasons that the County’s legislative choice to remove the YWT is fully justified and wholly within the County’s authority to make.

- 1. Development of the YWT has been proven infeasible and trail development cannot get to “yes” under the farm impacts test.**

Neither the Transportation Planning Rule nor any other statewide planning requirement obligates Yamhill County to designate this specific abandoned rail bed as a trail in its TSP. Ordinances 880 and 895 added the YWT as *one* optional bicycle/pedestrian improvement among many others in the TSP.

As the situation stands today, the YWT has been proven multiple times to be incapable of meeting the farm impacts test under ORS 215.296 due to its significant adverse impacts on adjacent farms and has been documented to be on land that is zoned to prohibit it. The fact that LUBA has repeatedly denied Yamhill County’s requests to develop the YWT for these reasons makes its removal from the TSP a reasonable policy choice because, in reality, it is not an improvement that the County can lawfully establish. It is an illusory project in the County TSP and plan.

The County is not required to keep an infeasible project in its TSP, particularly one that has been denied by LUBA five times. Keeping it in the TSP only serves to confuse local citizens

into believing it is still a viable project and continue ongoing divisiveness between local farmers and YWT supporters, that has been ongoing for over eight years. A comprehensive plan, which includes the TSP, is a living planning document. The same statutes and rules that allowed the County to add this project as an aspiration also allows the County to remove it when later experience shows the project is not realistically buildable because of its significant adverse impacts on farming and being locate don land that prohibits it. In addition, no LUBA opinion has ever ordered the County to build the trail or to keep it in any plan. To the contrary LUBA has repeatedly told the County that there is a very high hurdle protecting farming to ever establishing the YWT, a hurdle that the County never met despite trying multiple times with County legal counsel.

For the above reasons, the County has rationally decided that it no longer wishes to pursue this infeasible plan, and to amend the YWT proposal out of its TSP to stop the divisiveness it has spawned.

2. Removing the YWT project from the County's TSP is subject OAR Chapter 660, Division 12.

Amendments to comprehensive plans acknowledged by LCDC must comply with statewide planning goals, and the County must demonstrate that the amendment to remove the YWT will cause the County's TSP to remain valid and consistent with the remainder of its Comprehensive Plan. (ORS 197.175(2)(a); *see also*, *1000 Friends of Oregon v. Jackson County*, 79 Or.App. 93, 97, 718 P.2d 573 (1986); *Nicita v. City of Oregon*, 317 Or.App. 709, 716, 507 P.3d 804 (2022)). Potential goal compliance issues raised by a plan amendment, should any exist, must be addressed and resolved at the time the plan amendment is adopted and showing compliance may not be deferred to a later date. *Coopman v. City of Eugene*, 327 Or.App. 6, 18, 534 P.3d 1105 (2023). The findings must also show whether the needs that the proposed YWT provided can be otherwise be satisfied in a manner that is consistent with the TSP's goals for bicycle and pedestrian facilities. (OAR 660-012-0050(5); *Setniker v. ODOT*, 66 Or LUBA 54, p. 24-25 (2012)).

Here, the County is removing a TSP feature which the County has determined cannot be legally approved and, therefore, is not worth the continuing Sisyphean effort. Under those circumstances, does removal of the YWT affect the Yamhill County Comprehensive Plan and TSP's continuing conformity with state planning goals (including the TPR) and internal consistency? An obvious answer is that removing a next to impossible project from the TSP affects nothing. But to be safe, precautionary findings of compliance with Oregon's Transportation Planning Rule ("TPR"), and, in particular, OAR 660-012-0050 and 0060, is wise. Under those provisions, the County will show that the remaining transportation system, without the YWT, can still meet the County's goals and plans as well as the statewide planning goals. (OAR 660-012-0050(5); *Setniker v. ODOT*, 66 Or LUBA 54, p. 24-25 (2012)).

(a) The Amendment does not significantly affect the County's TSP or Comprehensive Plan.

As a precaution, the County can demonstrate that removal of the proposed YWT from the TSP (as adopted under Ordinances 880 and 895) does not significantly affect the existing TSP or County's Comprehensive Plan or degrade performance of the TSP or Comprehensive Plan below minimum acceptable standards identified in it. (OAR 660-012-0060(1)&(2); *see also*, *Department of Transp. v. City of Klamath Falls*, 177 Or.App. 1, 5, 34 P.3d 667 (2001)). The applicable standards here are whether removal of the proposed YWT significantly affects Yamhill County's Comprehensive Plan Code under YCC 11.05.03.01 – Transportation, YCC 11.05.04.02 – Parks and Recreation, Yamhill County TSP at Goal 4 [*Pedestrian and Bicycle Facilities*], and whether it violates Oregon's Goal 12 under OAR Chapter 660, Division 12. It does not. It should be stressed that removal of the YWT transportation feature, where there is significant evidence that it cannot be approved, is simply removing a feature that has been repeatedly demonstrated cannot come to fruition. The amendment does not create an even exchange equation of facility-out facility-gained in this scenario. There is simply a facility that can only exist on paper, not in practice, that needs to be removed from the TSP.

The YWT is only one of eight proposed bicycle and pedestrian improvements in the County's TSP, and its removal does not significantly affect the existing TSP or County's Comprehensive Plan, particularly when OR 47 can be improved for bicycle and pedestrian use through shoulder paving in areas lacking the same along with the other seven roads and highways listed in the TSP, which are also high-speed corridors.¹ Additionally, nearby development on Westside Rd. between McMinnville and Moore's Valley Rd. near the City of Yamhill is also slated in the TSP for bicycle/pedestrian development, which is nearby and parallels the approximate bottom half of OR 47 and the YWT (within Yamhill County) from McMinnville to the Yamhill City area. For these reasons, the TSP's overall goal at Goal 4 of "[i]ncrease[ing] the quality and availability of pedestrian bicycle facilities" is met (TSP pp 10 & 57), and amending the YWT proposal out of the TSP does not significantly affect the County's existing TSP or Comprehensive Plan or degrade performance in either document below minimum acceptable standards.

Here, Goal 4 of the County's TSP is to "Increase the Quality and Availability of Pedestrian and Bicycle Facilities" by (1) improving bicycle and pedestrian facilities, (2) consider bicycle/pedestrian improvements that complement and encourage higher levels of usage of these

¹ See Yamhill County TSP at p. 77 and Figure 13 at p. 72 for the eight roadways recommended for proposed bicycle and pedestrian improvements.

facilities, such as wayfinding signage, and (3) support the development of the YWT. (TSP p 57). Clearly, Objective 3 at Goal 4 regarding YWT development will need to be removed, but for the reasons stated herein, removing the YWT does not significantly affect the TSP's overall plan of increasing the quality and availability of pedestrian and bicycle facilities.

Yamhill County addresses bicycle/pedestrian trail systems as part of its Comprehensive Plan under YCC Chapter 11.05. YCC 11.05.03.01(b)(i)(9) [*Transportation policy goals*] states that "Yamhill County will encourage bicycle and pedestrian traffic as an element of the transportation system by coordinating with the cities within the county to develop an integrated system of safe and convenient bicycle and pedestrian ways to complement other modes of transportation." YCC 11.05.04.02(b)(i)(7) [*Parks and Recreation policy goals*] states "Yamhill County will promote the development of an integrated bicycle and pedestrian trail system to provide recreational opportunities and to link open space, Yamhill County communities and park areas." These bicycle and pedestrian trail policy goals are further elaborated throughout the County's TPR.² Findings must be written to explain that the removal of the YWT is not inconsistent with these policies.

The Yamhill County TSP predominantly recommends bicycle and pedestrian improvements to "consist mainly of shoulder widening and/or paving to accommodate bicycle and pedestrian use." (TSP p 14). In some cases, lane widening is also recommended. (*Id.*) In addition to the shoulder and lane improvements, the Yamhela's Westsider Trail development is currently recommend to run parallel to OR 47 between OR 99W and Gaston as a replacement for bicycle and pedestrian improvements to OR 47. (*Id.*) However, it is important to note that the TSP does not state or imply anywhere that shoulder and/or lane development of OR 47 is somehow impractical or infeasible in comparison to the other seven roadways listed for the same development. It merely states that of the eight roadways requiring bicycle/pedestrian improvements, shoulder or lane development will not be necessary for OR 47 because of the proposed YWT. However, if the YWT is removed from the TSP, pedestrian and bicycle facilities can be developed along OR 47 through shoulder and/or lane improvements, the same as the other seven high-speed corridors. (*See Yamhill County TSP at p. 77 and Figure 13 at p. 72 for the eight roadways recommended for proposed bicycle and pedestrian improvements.*)

(b) The amendment complies with OAR 660-012-0050(5) concerning removing the YWT from the TSP.

OAR 660-012-0050(5) states "[i]f a local government decides not to build a project authorized by the TSP, it must evaluate whether the needs that the project would serve could

² Yamhill County TPR, Adopted by Ordinance 895, Nov. 5, 2015.

otherwise be satisfied in a manner consistent with the TSP. If identified needs cannot be met consistent with the TSP, the local government shall initiate a plan amendment to change the TSP or the comprehensive plan to assure that there is an adequate transportation system to meet transportation needs.” As noted above, this provision does not apply here because the YWT is an illusory, infeasible project that cannot legally exist and so its removal requires no replacement – replacing nothing requires nothing.

Regardless, it is noted that the only LUBA decision or case law that directly addresses OAR 660-012-0050(5) in any depth is *Setniker v. ODOT*, 66 Or LUBA 54 (2012) [*aff'd without opinion at Setniker v. Oregon Dept. of Transp.* 253 Or.App. 607, 293 P.3d 1091 (2012)].

In *Setniker*, Petitioner challenged proposed ODOT amendments to the Oregon Highway Plan or “OHP” (the state’s TSP), in response to Senate Bill 2011 SB 795. Petitioner argued that the proposed OHP amendments violated statewide planning goals, including Goal 12 (Transportation) and the Transportation Planning Rule (TPR). LUBA ruled in part, and the Court of Appeals affirmed, that when a government decides to not build a transportation project that is in an acknowledged plan, it must satisfy OAR 660-012-0050(5) and determine if the needs that were being served by the project can otherwise be satisfied under the relevant transportation plan. (*Setniker* at p. 24, ll 1-26). As noted, a key distinction here is that there are no needs being served by the YWT project at all, because it has been demonstrated to be legally infeasible – five (5) separate LUBA remands should be plenty to prove this.

Here, the Yamhill County TSP has listed portions of eight separate roadways for bicycle and pedestrian improvements, with OR 47 being one of them. The YWT is never listed in the TSP as a road requiring bicycle and pedestrian improvements and is only mentioned as a replacement to those improvements that would otherwise occur along OR 47. (TSP at p 77). The proposed YWT runs parallel to OR 47 from McMinnville to Gaston. However, a proposed bicycle/pedestrian improvement for Westside Rd. from McMinnville to Moore’s Valley Rd. near Yamhill is also in the TSP, which runs parallel to OR 47 less than two miles to the west. (*Id.* at pp. 72 and 77).³ So the bottom half of the YWT already has a proposed bicycle/pedestrian improvement running parallel to it that can take the place of the YWT. Below is a snapshot of a portion of Figure 13 on page 72 of the County’s TSP showing how development of OR 47 and Westside Rd. can reasonably replace the YWT as follows: (1) Westside Rd. bike/pedestrian improvement is the green line from G to H; (2) OR 47 is the black line from McMinnville to Gaston; (3) the YWT is the green line from east of McMinnville to Gaston, closely paralleling OR 47.

³ Mileage measurements taken from Google Earth Pro on January 15, 2026.



Additionally, based on the language already in the TSP, OR 47 can be improved for bicycle and pedestrian access through paving existing shoulders or widening them, just like all the other roads and highways mentioned in the TSP. (*Id.* at p 77).

The above should simply be reflected in the findings to satisfy OAR 660-012-0050(5) and demonstrate that removal of the YWT can be replaced through shoulder paving and/or widening improvements within the existing right of way along OR 47 consistent with improvements that are already contemplated in the TSP – and through development of the parallel Westside Rd. for the southern portion of the YWT that is also contemplated by the TSP. Such findings will also serve to resolve potential issues under OAR 660-012-0060(1) to demonstrate that amending the TSP by removing the YWT would not “significantly affect an existing or planned transportation facility.”

The findings can also explain that per OAR 660-012-0050(3), that the development of the YWT does not comply “with all applicable acknowledged comprehensive plan policies and land use regulations.” *Regency Centers, L.P. v. Washington County*, 265 Or.App. 49, 57-58, 265 Or.App. 49 (2014) quoting *Regency Centers, L.P. v. Washington County*, 69 Or LUBA 135, p. 20 ll. 22-31 (2014)). That further demonstrate that the removal of the YWT is appropriate. The TPR does not require the development of transportation facilities that violate Goal 3 and related laws protecting agriculture.

(c) Development of OR 47 shoulders to accommodate bicycles and pedestrians is straightforward under the existing County plan and TSP

Unlike the proposed YWT, which requires a farm impact test under ORS 215.296(1) for conditional use approval, developing the shoulders of OR 47, which is managed by ODOT, is straightforward. That is because ORS 215.283(1)(i) allows as a use permitted outright on land zoned EFU “[r]econstruction of public roads and highways, *** along the public right of way, but not including the addition of travel lanes, where no removal or displacement of buildings would occur, or no new land parcels result.” “[A]long the public right of way” at least means within the right-of-way. *Friends of Parrett Mountain v. NW Natural Gas Co.*, 336 Or 93 (2003) which decided that utilities could be placed beyond the paved portion of the road so long as they were in the right of way (“We conclude that, for purposes of ORS 215.283(1)(L)⁴, the phrase ‘public roads and highways’ means the entire right-of-way within which those thoroughfares are constructed, not just the hard surface upon which traffic travels.”).

3. Proposed Amendments to Goal 4 for the County TSP.

The following language is proposed for amending any reference to the YWT from the TSP’s Goals for pedestrian and bicycle facility improvements. Removed language is stricken out and added language is in bold.

A. Bicycle and Pedestrian Improvements (TSP p 14)

The recommended bicycle and pedestrian improvements are located throughout the County and consist mainly of shoulder widening and/or paving to accommodate bicycle and pedestrian use. In some cases, lane widening is also recommended because having adequate lane width for vehicular traffic also improves safety for bicyclists and pedestrians. ~~In addition to the shoulder and lane widening improvements, the Yamhela’s Westsider Trail is also recommended, which will run parallel to OR 47 between OR 99W and Gaston.~~

B. Goal 4: Increase the Quality and Availability of Pedestrian and Bicycle Facilities (TSP p 57)

Objective 1: Improve bicycle and pedestrian facilities. Evaluation Criterion: Type/level of bicycle/pedestrian facility improvement.

Objective 2: Consider bicycle/pedestrian improvements that complement the basic provision of facilities to encourage higher levels of usage (e.g., wayfinding signage).

Objective 3: ~~Support the development of the Yamhela’s Westsider Trail.~~

⁴ Later renumbered to (i).

Objective 3: Encourage and support ODOT to improve bicycle and pedestrian facilities along state roads.

C. Proposed Bicycle and Pedestrian Improvements: (TSP p 77)

The proposed bicycle and pedestrian improvements presented at the second open house address the locations where improvements are needed to safely accommodate higher bicycle or pedestrian volumes. The improvements generally consist of widening travel lanes and/or shoulders, **or paving existing shoulders**, to provide greater separation between bicyclists/pedestrians and vehicular traffic. These improvements were proposed at the following locations (see Figure 13):

- a. Old Sheridan Rd. between McMinnville city limits and OR 18
- b. OR 47 between OR 99W and Washington County line
- c. OR 18B between Sheridan and Willamina
- d. OR 99W between Newberg and Dundee
- e. OR 99W between Lafayette and McMinnville
- f. Lafayette Hwy. between Lafayette and OR 18
- g. Westside Rd. between McMinnville and Meadowlake Rd.
- h. Westside Rd. between Meadowlake Rd. and Moore's Valley Rd.

~~The only exception to the lane/shoulder widening improvements is for OR 47 between OR 99W and the Washington County line. Here, the planned Yamhela's Westsider Trail was proposed, which will run parallel to OR 47, with connections via OR 47 and intersecting county roads.~~

D. Bicycle/Pedestrian Improvements (TSP p 89)

Nearly all of the proposed bicycle/pedestrian improvements presented at the second open house are recommended for implementation. The improvements are located throughout the County, as shown in Table 4 and Figure 13. They consist mainly of shoulder widening and/or paving to a minimum of six feet, or to the County's or ODOT's standard if it is higher. In some cases, lane widening is also recommended because having adequate lane width for vehicular traffic also improves safety for bicyclists and pedestrians.

~~In addition to the shoulder and lane widening improvements, the Yamhela's Westsider Trail is recommended (see Figure 13). The trail will run parallel to OR 47 from OR 99W to Gaston, linking up with the State Highway Bicycle trail to Forest Grove and to Hagg Lake. The cities of Gaston, Yamhill and Carlton are situated along the trail. Access will be available from intersecting county roads and nearby OR 47.~~

All of the recommended improvements are based on existing needs, so they can be implemented as soon as funding becomes available.

E. Table 4: Recommended Bicycle and Pedestrian Improvements (TSP p 90)

Note: Only Section "B" is shown here. All other sections from A-F in Table 4 remain as is.

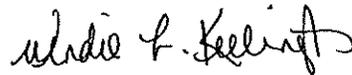
Location	Recommended Improvement	Cost	Funding Source	Time Frame
B. OR 47 – OR 99W to Washington County	• Widen and pave shoulders	TBD	County	Medium-term

4. Conclusion

Opponents of removal of the YWT from the County plan assume that a potential recreation trail that existed only as an aspiration on paper, must be preserved forever, no matter how clearly it violates Oregon farmland and other land use laws, or what it costs the people who live and farm along the corridor. Oregon law does not work that way. The YWT clearly would violate ORS 215.296, and inconsistent with the EFU zoning applied to the abandoned rail bed it would occupy and is equally clearly prohibited in the AF-10, LI, and HI zones that also applies to parts of the abandoned rail bed. The unresolvable pesticide label and AEZ issues are hard legal prohibitions that would destroy the working farms the YWT would travel through. That is a fact. Destroying significant Yamhill County working farms is not a mere inconvenience, as trail supporters claim. Removing the legally improper YWT protects important Yamhill County farmland, maintains the County's TSP compliance with its Comprehensive Plan and statewide goals and is simply the right thing to do.

For all of the reasons above, we respectfully urge the Board of Commissioners to approve Docket G-01-25 and remove the YWT project from the County's TSP and Comprehensive Plan.

All the best,



Wendie L. Kellington

WLK:wlk
CC: Clients

Comments to the Yamhill County Commission

To: Members of the Commission and Planning Staff

From: Charles Van Genderen, Dayton Oregon

Date: January 21, 2025

Subject: Proposed Minor Amendment to the YCTSP to remove the Yamhelas Westsider trail (YWT).

Since 2016, Yamhill County officials have put forth greater effort in the willful disregard of its own procedures and the needs of its constituents—both as your neighbors *and* under the law—than you have in planning and accomplishing the priorities and goals set forth by this very board thirty years ago.

Yamhill County citizens are tasked today with either swallowing the results of the County's egregious failure in executing a project that dozens of municipalities across the county have successfully accomplished (including our neighbor, Washington County), or objecting to the loss of a valuable solution to real problems. Removal of the YWT would not allow the county to best address the needs for improved safety, ADA requirements, and benefits of multimodal transportation.

To that end, the following are provisions of State Statute, Administrative Rule and Code that Yamhill County has failed to meet in pursuing the legislative amendment to remove the YWT from the Yamhill County Transportation System Plan (YCTSP):

ORS 197 and 215

The anemic staff report for the proposed amendment concludes:

“Three attempts have been made to obtain land use approval to construct the 2.82-mile section of the trail located between the cities of Yamhill and Carlton. In each attempt the land use application was stopped due to the requirements in ORS 215.296 which is a statute that has become known as the “Farm Impacts Test”.

“Due to the fact that Yamhill County has not been able to make findings to satisfy the Farm Impacts Test in three separate attempts, the majority of the Board of Commissioners initiated the removal of the Yamhelas-Westsider Trail from the TSP in order to pursue other projects. “

While it is true that Yamhill County has not been able to make findings to satisfy the Farm Impacts Test, pathetically, this is of your own making. Failure to make the findings is a result of poor planning, lack of study or outreach, refusal to follow the directions of LUBA's multiple remands (LUBA No. 2020-066 and LUBA No. 2020-067), and the overall dereliction of the County's responsibilities under ORS 197 and 215. **The LUBA decision does not prohibit a trail from being built!**

It is also worth noting that the LUBA decision applies only to a 2.82-mile segment of the proposed trail that runs between the cities Yamhill and Carlton, not the entire 15.25-mile corridor

set forth in the YCTSP (or even the 12.48-mile segment acknowledged in the LUBA decision). No other attempt to apply ORS 197 or 215 to the remainder of the 15.25-mile corridor is known and, should the amendment pass, it is reasonable to question whether Yamhill County's failure to make findings for the 2.82-mile segment subject to the LUBA dispute should be extrapolated to the entire 15.25-mile corridor under ORS 197, ORS 215, or Sections 402 or 1207 of the Yamhill County Zoning Code. **Therefore, this amendment should not move forward.**

Yamhill County Code

As stated above, Yamhill County does not acknowledge in its findings how provisions of Sections 402 or 1207 applied to the 2.82-mile segment of the trail subject to its Condition Use Permit (CUP) and the LUBA dispute can be extrapolated to the entire 15.25-mile segment under the law. The County's failure to engage in the process of constructing the 2.82-mile component of the trail in good faith under state and local laws should not apply to the corridor or the project in its entirety.

Once again, the LUBA decision does not preclude a trail from being built. Rather, it remands the County's CUP approval and asks for a complete response and justification for the CUP under ORS 197 and 215. Instead of stepping back from the process to plan the project appropriately and engage the community under the provisions of its Comprehensive Plan (Chapter 11.05: Yamhill County Comprehensive Plan Code), Transportation System Plan (OAR 660-012), and Zoning Ordinance (Sections 402 and 1207), the County has chosen to remove the trail from the plan altogether. Yet, the County's findings do not articulate how or why LUBA's remands for the 2.82-mile segment preclude pursuing the trail in the future or exploring alternatives short of abandoning the entire 15.25-mile project. **County staff have failed to comprehensively do their job and this is not adequate reason to amend the YCTSP.**

OAR 660-012

In removing the Yamhelas Westsider Trail from the YCTSP without evaluating whether the needs fulfilled by the project are otherwise adequately met under 660-012-0050(5), **Yamhill County has failed to meet the rule requirement:**

"If a local government decides not to build a project authorized by the TSP, it must evaluate whether the needs that the project would serve could otherwise be satisfied in a manner consistent with the TSP. If identified needs cannot be met consistent with the TSP, the local government shall initiate a plan amendment to change the TSP or the comprehensive plan to assure that there is an adequate transportation system to meet transportation needs."

In terms of bicycle and pedestrian improvements under Yamhill County's exclusive ownership and purview, it proposes three (3) recommendations totaling 19.16 miles of improvements in the current TSP:

- A. Old Sheridan Road - McMinnville to OR 18 = 2.01 miles,
- A. Yamhelas Westsider Trail = 15.25,
- F. Lafayette Highway - Lafayette to OR 18 = 1.90 miles.

Table 4: Recommended Bicycle and Pedestrian Improvements

Location	Recommended Improvement	Cost	Funding Source	Time Frame
A Old Sheridan Rd. - McMinnville to OR 18	<ul style="list-style-type: none"> Widen travel lanes Widen and pave shoulders to six feet 	\$2.0M + culvert replacement	County	Short-term
B OR 47 - OR 99W to Washington County	<ul style="list-style-type: none"> Yamhela's Westsider Trail 	N/A	County/Private	Short-term
C OR 18B - Sheridan to Willamina	<ul style="list-style-type: none"> Widen travel lanes Widen and pave shoulders to six feet 	\$3.0M	ODOT	Medium-term
D OR 99W - Newberg to Dundee	<ul style="list-style-type: none"> Widen and pave shoulders to six feet* 	See Location #17 in Table 3	ODOT	Medium-term or with Location #17 improvement
E OR 99W - Lafayette to McMinnville	<ul style="list-style-type: none"> Widen and pave shoulders to six feet 	Reconstruction of two bridges**	ODOT	Medium-term
F Lafayette Hwy. - Lafayette to OR 18	<ul style="list-style-type: none"> Widen travel lanes Widen and pave shoulders to six feet 	\$1.7M + utility pole relocation	County	Short-term

* Alternatively, the shoulders on Dayton Avenue could be widened, consistent with the Dundee TSP and Chehalem Heritage Trail Strategic Plan.
 ** South Yamhill River bridges only.

The remaining recommended improvements fall under the ownership and jurisdiction of the Oregon Department of Transportation. By removing Recommendation B, the County reduces its total potential obligation by 15.25 miles. This would amount to a 79.6% reduction and leaves a mere 3.91 miles of proposed improvements under the purview of the County, which are limited to the roadway. If the amendment passes and no justification is provided for how other parts of the plan meet identified needs in the TSP, Yamhill County proposes that widening the shoulders of 0.005% of the 716 miles of road it owns and maintains county-wide meets Objectives 1 and 2 under Goal 4 of Section 7 of the TSP to “Increase the Quality and Availability of Pedestrian and Bicycle Facilities.” **This reduction is significant and needs further consideration under OAR 660-012.**

According to *ODOT Transportation System Plan Guidelines Best Practices and Emerging Topics* issued 5/31/17, which identifies and summarizes best practices to develop TSPs, Bicycle Level of Traffic Stress (BLTS) are defined as “a methodology that classifies four levels of traffic stress that a bicyclist can experience on the roadway, ranging from BLTS 1 (little traffic stress) to BLTS 4 (high traffic stress). A road segment that is rated BLTS 1 generally has low traffic volumes and travel speeds and is suitable for all cyclists, including children. A road segment that is rated BLTS 4 generally has high traffic volumes and travel speeds and is perceived as unsafe by most adults. Per the APM, BLTS 2 is considered a reasonable target for bicycle facilities due to its acceptability to the majority of people.”

OR 47 has a BLTS rating of 4—the highest traffic stress (ODOT TransGIS). According to the *Population Forecasts for Yamhill County, its Cities and Unincorporated Area: 2011-2035* study commissioned by Yamhill County and provided by the Planning & Development website, “Yamhill County will undergo an increase of almost 43,000 persons from 99,851 in 2011 and population will reach almost 142,830 by 2035.” **Failing to provide an adequate transportation system under this Goal that meets current needs and projected growth is unlawful.**

Removing the Yamhelas Westsider Trail from the TSP also negates the following objectives under Section 7:

Goal 3: Provide an Equitable, Balanced and Connected Multi-modal Transportation System

Objective 1: Provide adequate facilities for all transportation modes.

Objective 2: Distribute the benefits and impacts of transportation decisions fairly and address the transportation needs and safety of all users, including the young, elderly, people with disabilities, and people of all races, ethnicities, and income levels.

Objective 3: Provide connections to all modes that meet applicable County and Americans with Disabilities Act (ADA) standards.

Objective 4: Support connectivity between the various communities in the County.

Under OAR 660-012-0105 for Transportation System Plan Updates the proposed amendment constitutes a minor change. Under the rule,

- (4) A city or county making a minor update to a transportation system plan shall, at a minimum:
 - (b) Comply with the engagement requirements of **OAR 660-012-0120**; and
 - (c) Identify areas with concentrations of underserved populations as provided in **OAR 660-012-0125** using best available data; and
 - (d) Conduct an engagement-focused equity analysis as provided in **OAR 660-012-0135**.

Yamhill County has failed to meet —or present a justification for exemption from—the **following requirements** for Transportation System Planning Updates under OAR 660-012-0120, including:

(1) Cities and counties shall develop transportation system plans using methods of public engagement and decision making consistent with the statewide planning goals and the local acknowledged comprehensive plan.

(2) Public engagement and decision making shall follow the practices provided in OAR 660-012-0130 to place an increased emphasis on centering the voices of underserved populations identified in OAR 660-012-0125.

(3) Cities or counties engaged in an update of the transportation system plan as provided in OAR 660-012-0105, or an update of the future land use assumptions as provided in OAR 660-012-0340, shall make a special effort to ensure underserved populations, as identified in OAR 660-012-0125, are:

- (a) Informed about the choices that need to be made in the planning process;
- (b) Given a meaningful opportunity to inform the planning process; and
- (c) Given an equitable share of the decision-making power over key decisions, to the extent possible.

For these reasons, Yamhill County should not pass the legislative amendment to remove the project known as Yamhelas Westsider Trail from the Yamhill County Transportation System Plan.

Sincerely,

Charles Van Genderen,

Dayton, Oregon

December 4, 2025

Planning Commission
Yamhill County
400 NE Baker Street
McMinnville, Oregon 97128

RE Docket No.: G-01-25; Yamhelas Westsider Trail

Greetings Commissioners:

Let's be clear, the reason for this meeting is "...to remove the project known as the Yamhelas Westsider Trail from the YCTSP". That's all this is. Its a simple request. This hearing is not to contest, rebut, rehash or otherwise relitigate previous land use procedures regarding the Yamhelas Westsider Trail (YWT). Those activities would occur in any future land use approval process for the trail.

The Yamhelas Westsider Trail as proposed will be on former Union Pacific/Southern Pacific and before that, Oregon and California Railroad property. Before these companies The Oregon Central Railroad (West Side Company) earned this land through Land Grants authorized by the Pacific Railway Act of 1862 and subsequent legislation of July 1866, the Oregon and California Railroad Act. This has been a transportation corridor for 159 years.

There are three salient points to consider in this matter:

1. Is the YWT an element of a well rounded transportation system plan?
2. Is the YWT a valid component of State, County, and City land use goals?
3. Does the YWT have a path through the approval process of land use planning and permit acquisition for its construction activities and its ultimate use by citizens of this County?

The short answer to these questions is yes and here are just some reasons to support that yes:

1. The YWT is an element of a well rounded transportation system plan:
 - a. Merriam Webster defines transportation as "*means of conveyance or travel from one place to another.*"
 - b. Like roads, rivers, and rails, the Yamhelas Westsider Trail provides a means of transporting people, goods, and services in a broad region of Yamhill County.
 - c. The Oregon Department of Transportation (ODOT) mission statement reads: "*We provide a safe and reliable **multimodal** (emphasis added) transportation system that connects people and helps Oregon's communities and economy thrive.*"
2. The YWT meets several of the State, County, and City land use goals:
 - a. Oregon's statewide planning Transportation "*Goal 12 requires cities, counties and the state to create a transportation system plan that takes into account all relevant modes of transportation: mass transit, air, water, rail, highway, **bicycle and pedestrian** (emphasis added).*"
 - b. The Oregon Land Conservation and Development Department's Chapter 660, Division 12. TRANSPORTATION PLANNING document lists several purposes for implementing Goal 12, these include:

“(c) Provide a transportation system that serves the mobility and access needs of those who cannot drive and other underserved populations;

*(d) Provide for affordable, accessible and convenient transit, **pedestrian, and bicycle access and circulation**, with improved connectivity to destinations people want to reach, such as **education facilities, workplaces, services, shopping, places of worship, parks, open spaces, and community centers** (emphasis added).*

(e) Reduce pollution from transportation to meet statewide statutory and executive goals to reduce climate pollution”.

- c. The Yamhill County Comprehensive Plan has several goals and policies that call for facilities like the YWT. These include 11.05.02.05 Open Space, 11.05.02.08 Outstanding Scenic Views and Sites, 11.05.02.09 Historic Areas, Sites, Structures and Objects and Cultural Areas, 11.05.03.01 Transportation, 11.05.04.02 Parks and Recreation. Within these goals are at least twenty supporting policies.
 - d. It needs to be noted that none of these goals and policies have been considered in this docket item.
3. The YWT has a path through the goals and policies of the State and County to gain approval for development
- a. The staff report states this process will be “...based on ORS 197 and 215, OAR 660-012, the criteria in Section 1207.01 of the Yamhill County Zoning Ordinance and the goals and policies of the Yamhill County Comprehensive Plan.”
 - b. ORS 215.213 and 215.283 both refer to ORS 215.296 *Standards for approval of certain uses in exclusive farm use zones*. The word “significant” is a key part of both of the criteria needed to be met. In order to have a use approved, it has to be demonstrated that the use will not significantly “Force a change in accepted farm or forest practices...” or “Significantly increase the cost of accepted farm or forest practices.” LUBA has made many decisions regarding the “Significant Impact Test”, enough to discern a sense of what LUBA defines as significant. LUBA decision 48 Or LUBA 16 (2004) notes that to have a “significant impact” a land use decision must allow a different kind or **intensity of development**, change the land use status quo of the area, or create an actual, qualitatively or quantitatively significant impact on present or future land uses.
 - c. The staff reports that LUBA has remanded back to the County prior decisions primarily due to not adequately responding “...to petitioners' argument that the Trail would force them to supply spray setbacks on their own lands and cease use of certain pesticides and herbicides within the appropriate setback area, which petitioners argued is a significant change in the accepted farm practice of applying pesticides and herbicides.” In fact, proper farming activity, including applying fertilizers, herbicides and pesticides, properly applied, should not materially impact adjacent properties of which the Rail/trail ROW is one. In a call to the Oregon Department of Agriculture December 1 earlier this week, it was confirmed that aerial spraying of pesticides “...can not drift on to neighboring properties.” **Assuming neighboring properties were using aerial spraying of pesticides lawfully, they should not have to change their aerial spraying of pesticides practices.** The Aerial Pesticide Applicator Responsibilities In Oregon document says it is the pesticide applicator (pilot) that is responsible to prevent drift off of a target site. This document states that “Oregon is a “Zero Tolerance” drift state.” These findings regarding the practice of aerial spraying of pesticides in Oregon apparently were not provided in any response to LUBA remands.
 - d. It needs to be noted that the allowed uses of ORS 215.213 (2) or (11) or 215.283 (2) or (4) do not include trail or paths for walking or biking or any other similar terms. Both ORSs do have a

different subsection for “Roads, highways and other transportation facilities and improvements ...” in subsections 10 and 3 respectively. Each provides two methods to gain approval. First is to adopt an exception to the goal related to agricultural lands. Second is to follow the steps of ORS 215.296. Note that Yamhill County is familiar with the exceptions protocol having gone through the process for the Newberg Dundee Bypass.

- e. It is interesting to note that on Docket No. G-01-15, three areas of criteria were used to base findings such that the County could decide the TSP could add the YWT as a necessary component of the TSP. Which of these findings have changed since 2015?
- f. Testimony submitted to the County on this specific docket and provided in the staff report tallies of 60 unique people in support of the WYT (to deny this request) and only 7 unique people against.

In summary, the Yamhelas Westsider Trail meets the definition of a transportation element regardless of any talking points either for or against the trail. Its very clear that the State of Oregon believes that an asset like the YWT is important, so important that its codified in State law and Yamhill County’s mandated Comprehensive Plan and TSP. Though cumbersome and complicated, there is a delineated path to obtaining local and State approval. Though the staff reports include three Conclusions for Approval, it is that the third one, “*The proposed amendments comply with the Yamhill County Comprehensive Plan goals and policies and state statutes.*” obviously does not.

Lastly, it is puzzling to me why this is an issue at all. The topic of discussion is a transportation use on property that has a continuous line of ownership devoted to transportation going back 159 years. **There is no change in use**, the impact of this particular form of transportation is less impactful than trains rumbling down the tracks whether spewing smoke in the 1870's or diesel fumes in the 1970's. Neighboring farms and towns managed to adapt, coexist, and benefit from, the changing use patterns of the railroads, they can do so again with the Yamhelas Westsider Trail.

Jack Kriz

9185 NE Neumann Lane
Newberg, Oregon 97132
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January 21, 2026

Board of Commissioners
Yamhill County
535 NE 5th Street
McMinnville, Oregon 97128

RE Docket No.: G-01-25; Yamhelas Westsider Trail

Greetings Commissioners:

The proposed Yamhelas Westsider Trail (**YWT**) is, and will be, a one of a kind asset for Yamhill County citizens. It should not be removed from the Yamhill County (**YC**) Transportation System Plan (**TSP**). The YWT should be fully developed for use by the public.

I have several questions as a follow up to my written testimony submitted to the Planning Commission in their December 4th hearing:

1. The staff report provides just one goal and four policies in support of YWT removal from the TSP. *(To base findings such that the County could decide to add the YWT to the TSP, Docket No. G-02-12 from 2012 listed three areas of criteria)* The current staff report discussion focuses primarily on conflicts between uses, which is a valid concern. There are certainly more applicable criteria to consider. I found five goals and some twenty supporting policies in YC's Comprehensive Plan to support the YWT. Why didn't the staff report address at least a few these or others? *(See reference item R1 below)*
2. On December 6, 2012, Yamhill County added the YWT to the TSP by Ordinance 880. Why didn't the staff report for this hearing specifically address what has changed with respect to the goals and policies of 2015, and therefore refute them?
3. The staff report references ORS 215.213 and ORS 215.283 and cites four allowable uses subsections that do not include a category that fits the YWT. There are two other subsections that do. Why didn't staff consider them? *(See reference item R2.c below)*
4. YC lists the YWT as a transportation element in the TSP. Two other subsections *(Item 2 immediately above)* lists the "Adoption of an exception to the goal related to agricultural lands..." as a vehicle for land use approval for the YWT. YC is quite familiar with the Exceptions process utilizing it for the Newberg/Dundee Bypass project and as recently as September 11, 2025 for Docket PAZ-01-24/S-03-24. Both of these passed through, or were adjacent to, some EF lands. Why wasn't the Exceptions process explored and utilized to gain approval for the YWT?
5. The LUBA remands clearly note the application of pesticides as one sticking point for gaining land use approval. Pesticides need to be properly handled and applied. Farming interests cite restrictive pesticide label requirements. YC proposed a notification system for trail users. It required farmers to inform YC 72 hours prior to application. LUBA rejected that response due to the flexibility required for proper application due to weather and other factors. Why, in this day and age where we see rocket boosters land on their tails and Alexa locking and unlocking doors, could not a remote control system of signage be developed for the times when pesticides are being applied? Certified applicators and farmers could have access to this system for real time

notification and remote-locking of trail head access gates. Trail head signage with very explicit information about the risk of pesticide exposure aimed at trail users could be deployed. Why doesn't YC think outside of the box regarding this and other conflicts?

6. According to the Rails to Trails Conservancy there are 2,423 rail-trails in the US, a distance of 25,934 miles, with a potential of another 9,029 miles of rail-trail. The Conservancy has a wealth of data on the positive and negative aspects of these trails. It also has reports and studies documenting actual outcomes. See the included Fall issue of Rails to Trails magazine and at least the article "A Nebraska Legacy" submitted with this testimony. Why hasn't YC consulted with leading organizations or other counties or states for examples and guidance on gaining approval for facilities like the YWT? (See reference item R3 below)
7. Lastly, it defies common sense that a transportation element such as the YWT, located on a long, skinny, piece of property, that has been a transportation corridor for over 150 years, needs to undergo an arduous process to be used as a transportation facility. Rhetorically, why is this?

The Board of Commissioners should consider the Public Good that the Yamhelas Westsider Trail will bring. Each of you should focus on that Public Good just as was done for the Bypass. Can you three Commissioners be truly non-partisan, consider all the facts that bear on this docket, keep in the forefront of your mind your obligation to serve all of the citizens of this county, and fairly decide the fate of the Yamhelas Westsider Trail and place in the Transportation System Plan.

It is unfortunate that in our current time, public discourse is at a point where every issue turns into an Us v.s. Them conflict. Reflecting on the Bypass, recall that it was a project envisioned 'long ago', in the early 1950's. Like any massive project it had its detractors. Over time, those issues were addressed, and while not everyone got what they wanted, compromise was found and accepted. Working through proper procedures, the Bypass has become a reality. This same truth can be found for the Yamhill Westsider Trail. Its promise can be fulfilled.

Jack Kriz



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References

R1. **Goals, policies, and approval processes relevant to Docket No.: G-01-25; Yamhelas Westsider Trail:** The Yamhill County Comprehensive Plan contains several goals and policies relevant to the Yamhelas Westsider Trail. These include:

- a. **11.05.02.05 Open Space**, goal summary, statements, and policies include:
 - i. ***“Summary. Yamhill County possesses an extensive open space network that contributes to the overall rural character and livability of the County.”***
 - ii. ***Goal Statement is “To insure the continuance of the open space character that has always existed in Yamhill County.”***
 - (1) Policies (excerpts have been taken, see the Comprehensive Plan for the complete policy listing):
 - “1 Yamhill County will cooperate with all governmental and recreation agencies within the region to identify open space and scenic resources, to determine resident and non-resident recreation needs, and to formulate and implement measures for open space preservation and use. (94)***
 - 2. The inventory will include, but not be limited to the location, quantity and quality of the following resources: fish and wildlife habitats; ecologically and scientifically significant natural areas; outstanding scenic view and sites; water areas, wetlands, watersheds, and groundwater resources; wilderness areas; historic areas, sites, structures and objects; cultural areas; **potential and approved Oregon recreation trails** (emphasis added); potential parks and recreation sites.***
 - 3. Where **conflicting uses are identified** (emphasis added) concerning an open space, natural or scenic resources proposal, economic, social, environmental and energy consequences of the **conflicting uses will be determined and programs developed to achieve the goal** (emphasis added).”***
 - iii. ***Goal Statement is “To **preserve and improve potential recreational** (emphasis added) and other open spaces in both urban and rural environments for all to enjoy.”***
 - (1) Policies include: (excerpts below, see the Comprehensive Plan for the complete list of policies)
 - “1. Yamhill County will seek to establish a permanent County open space net; increased public access to areas of prime recreational significance; the development of additional water-based recreational opportunities; and continuity of scenic views, buffer areas, wildlife and natural habitat and associated natural environments. (95) R***
 - 2. Yamhill County will continue to support State special assessment incentives and other similar legislative actions as well as federal incentive and grant-in-aid programs which are designed to secure and preserve elements of the open space net, provide increased recreational access, and develop low intensity use recreational reservoirs. Funding proposals and incentives to preserve open space including the following: **allocation of money in the County budget** (emphasis***

added) for fee acquisition; acceptance of donations and bequests of land where the scenic or recreational value justifies its removal from the tax rolls, and the on-going expense of its maintenance; easement acquisition; and acquisition of development rights. (emphasis added) (96) R”

- b. **11.05.02.08 Outstanding Scenic Views and Sites**, goal summary and statements include:
- i. “Summary. Outstanding scenic views and sites exist throughout Yamhill County. Scenic views are an important component of the livability, attractiveness, and economic health of the County.”
 - ii. Goal Statement is “To protect outstanding scenic views and sites for future generations.”
 - iii. Policies include: (excerpt below, see the Comprehensive Plan for the complete list of policies)
 - “1. Yamhill County will allow uses that may impact scenic resources in the County, subject to the protection offered by the Statewide Land Use Planning Goals, Yamhill County Comprehensive Plan and zoning provisions, particularly site design review, solid waste enforcement, and any other measures as may be adopted to protect the scenic attractiveness of the County.”
- c. **11.05.02.09 Historic Areas, Sites, Structures and Objects and Cultural Areas**, goal summary, statements, and policies include:
- i. “Summary. As described more fully in Yamhill County’s Revised Local Periodic Review Order for 1988-89, Yamhill County has surveyed and inventoried historic and cultural resources in the County and has established mechanisms for protection of significant historic and cultural resources.”
 - ii. Goal Statement is “To protect sites, structures and objects that have local, regional, statewide, or national historical significance, and areas characterized by evidence of an ethnic, religious or social group with distinctive traits, beliefs, and social forms, for future generations.” (emphasis added)
 - (1) Policies include: (excerpt below, see the Comprehensive Plan for the complete list of policies)
 - (2) Yamhill County will continue to seek funding and otherwise promote activities designed to further the public’s understanding of the cultural and historic diversity of the County.”
- d. **11.05.03.01 Transportation**, goal summary, statements, and policies include:
- i. Summary, among 10 summary items is:
“(vi) The provision of adequate bicycling and pedestrian paths within the County is a concern of the County residents. Such modes of transportation lend themselves particularly to the rural nature if [sic] the County.” (emphasis added)
 - ii. Goal Statement is “To provide and encourage an efficient, safe, convenient and economic transportation and communication system, including riads [sic] , rail, waterways, public transit and air, to serve the needs of existing and projected urban and rural development within the County, as well as to accommodate the regional movement of people and goods and the transfer of energy, recognizing the economic, social and energy impacts of the various modes of transportation.”

- (1) Policies include: (excerpt below, see the Comprehensive Plan for the complete list of policies)
 - “9. Yamhill County will **encourage bicycle and pedestrian traffic** (emphasis added) as an element of the transportation system by coordinating with the cities within the County to develop an integrated system of safe and convenient bicycle and pedestrian ways to complement other modes of transportation.”
 11. All County transportation-related decisions will be made in particular consideration of energy efficiency and conservation.
 13. Transportation needs for the disadvantaged, such as the low income, the handicapped, and the elderly, will be considered in the development of the County transportation system.
 14. Yamhill County will **utilize existing facilities and right-of-ways to the fullest extent possible** (emphasis added) provided that such use is consistent with the County comprehensive plan.”
- e. **11.05.04.02 Parks and Recreation**, goal summary, statements, and policies include:
 - i. **Summary.** “The Oregon State Park Department, Yamhill County, Chehalem Parks and Recreation District, the school districts and the Yamhill County cities provide a variety and different levels of park and recreation opportunities for County residents and the transient population. **Most of the park land outside Yamhill County cities are accessible only by automobile** (emphasis added). There is a lack of water-based recreational opportunities in Yamhill County.
 - ii. Goal Statement is “To provide adequate recreational opportunities in both the rural and urban environments to meet existing and projected needs.”
 - iii. Policies include: (excerpts below, see the Comprehensive Plan for the complete list of policies)
 - “1. Yamhill County will cooperate with all governments and recreation agencies within the region to identify recreation, open space, and scenic resources; determine resident and nonresident needs and formulate and implement measures for providing recreation services.
 2. Yamhill County will seek the **cooperation of the cities, school districts** (emphasis added) and Chehalem Park and Recreation district in the joint acquisition, development, operation and maintenance of combined school and neighborhood park and playground sites in harmony with projected neighborhood needs and surrounding uses. (175)
 4. Yamhill County will encourage the location of urban parks in scenic areas which are easily accessible to much of the urban population and which can be developed to provide recreation opportunities for a variety of age and interest groups. (176)
 5. Yamhill County will **encourage the development of rural parks** (emphasis added) with appropriate spacing to serve the needs of County residents on sites which have **unique aesthetic value** (emphasis added), appropriate **access by road or path** (emphasis added), and are otherwise suitable for picnicking and water-related activities. (176)

6. *Yamhill County will encourage an appropriate amount of park and recreation development designed to meet the needs of the transient and regional population. (177) R*
7. ***Yamhill County will promote the development of an integrated bicycle and pedestrian trail system to provide recreational opportunities and to link open space, Yamhill County communities and park areas*** (emphasis added). (178) R
8. *Yamhill County will explore the possibilities of placing a greater share of the burden of park acquisition on new residents of the County who generate an increased demand for parks and open space. (178)*
9. *Yamhill County will **encourage cooperation among government agencies*** (emphasis added) *to increase recreation opportunities, programs and facilities for County residents, and will explore the possibilities of **providing recreation programs for the small towns and rural areas*** (emphasis added) *of the County. (179)*
10. *For the purpose of implementing recreation programs and development, Yamhill County will **investigate funding alternatives*** (emphasis added) *such as tax levies, bonding grants in aid, user fees and subdivision ordinance stipulation.*

R2. A brief summary of ORS 215.213 (2) and (11) and ORS 215.283 (2) and (4):

- a. **ORS 215.213** Uses permitted in exclusive farm use zones in counties that adopted marginal lands system prior to 1993.
 - i. ORS 215.213 (2) lists allowed uses subject to ORS 215.296. Uses listed here include:
 - (a) A primary dwelling.
 - (d) (B) Operations conducted for mining, crushing or stockpiling of aggregate and other mineral.
 - (e) Community centers ... Public and private parks, playgrounds and campgrounds.
 - (f) Golf courses.
 - (h) Personal-use airports for airplanes.
 - (q) Reconstruction or modification of public roads and highways.
 - (s) A destination resort.
 - (u) A living history museum.
 - (y) Public or private schools.(For comparison, some of these listed uses likely would prove more burdensome to agricultural uses than the proposed Yamhelas Westsider Trail.)
 - ii. ORS 215.213 (11) applies to agri-tourism and other commercial events or activities. (This subsection is apparently referenced with respect to Docket No.: G-01-25; Yamhelas Westsider Trail because it is listed in ORS 215.296.)
- b. **ORS 215.283** Uses permitted in exclusive farm use zones in nonmarginal lands counties
 - i. ORS 215.283 (2) also lists allowed uses subject to ORS 215.296. These are similar in scope and impact as those listed in ORS 215.213 (2).
 - (b) (B) Operations conducted for mining, crushing or stockpiling of aggregate and other mineral.
 - (d) Parks and playgrounds.

- (f) Golf courses.
- (h) Personal-use airports for airplanes.
- (o) Residential homes.
 - ® Reconstruction or modification of public roads and highways.
- (t) A destination resort.
- (x) A living history museum.
- (aa) Public or private schools.
- ii. Both ORS 215.283 (4) and ORS 215.213 (11) apply to agri-tourism.
- c. The allowed uses of ORS 215.213 (2) or (11) or 215.283 (2) or (4) do not include trail or paths for walking or biking or any other similar terms. Both ORSs do have a different subsection for “Roads, highways and other transportation facilities and improvements ...” in subsections 10 and 3 respectively. Each provides two methods to gain approval. First is to adopt an exception to the goal related to agricultural lands. Second is to follow the steps of ORS 215.296. Note that Yamhill County is familiar with the exceptions protocol having gone through the process for the Newberg Dundee Bypass.
- d. Both ORS 215.213 and ORS 215.283 refer to ORS 215.296:
 - i. **ORS 215.296 Standards for approval of certain uses in exclusive farm use zones**
 - (1) ORS 215.296 refers explicitly to ORS 215.213 (2) and (11) and ORS 215.283 (2) an (4). Neither of these sections’s subsections lists “Roads, highways and other transportation facilities ...” as allowable uses.

R3. Rails to Trails Conservancy:

- a. National Rail-Trail and Trail Mileage Counts (scroll down a page or so):
<https://www.railstotrails.org/united-states/>
- b. Trails in Oregon (may need to enter Oregon in search box):
https://www.trailink.com/trailsearch/?mmloc=oregon&utm_source=railstotrails.org&utm_medium=experience-trails_search-tool&utm_campaign=RTCreferrals
- c. Maintenance Practices and Costs of Rail -Trails:
<https://www.railstotrails.org/wp-content/uploads/2024/01/Maintenance-Practices-and-Costs-of-Rail-Trails.pdf>
- d. Routine Trail Maintenance Costs Per Mile:
<https://www.railstotrails.org/resource-library/resources/routine-trail-maintenance-costs-per-mile/>
- e. Case study; A Nebraska Legacy: Examining the Cowboy Trail’s Impact Across Three Decades:
<https://www.railstotrails.org/trailblog/a-nebraska-legacy-examining-the-cowboy-trails-impact-across-three-decades/>
- f. Case study; Circuit Trails Case Study: Pennsylvania and New Jersey:
<https://www.railstotrails.org/resource-library/resources/circuit-trails-case-study/>
- g. Case study; The Impact of the Little Miami Scenic Trail on Single Family Residential Property Values:
<https://www.railstotrails.org/resource-library/resources/the-impact-of-the-little-miami-scenic-trail-on-single-family-residential-property-values/>

- h. Case Study; Lamoille Valley Rail Trail Management Plan:
<https://www.railstotrails.org/resource-library/resources/lamoille-valley-rail-trail-management-plan/>

R4. Other trail resources:

- a. Joseph Branch Trail Consortium: <https://www.josephbranchtrail.org/>
- b. PBS/OPB: <https://www.pbs.org/video/from-rails-to-trails-Qj9S1f/>

R5. Attachments:

- a. Four copies (including this one) of this document.
- b. Four copies of the testimony at the Planning Commission Meeting December 4, 2025.
- c. Four copies of the Fall 2025 issue of the Rails to Trails magazine with a tab marking the article "[A Nebraska Legacy](#)".

Leona and David Todd
15985 NE Yamhill Rd
Yamhill, OR 97148

Re: Position Statement on Proposed Rail Line Trail

I would like to preface our comments by clarifying that we are not opposed to trails in general—only to this proposed trail in its current form and location. We support the sale of the rail line by Yamhill County and believe it is time to bring this matter to a close.

There has already been extensive public discourse and significant funding spent on this issue. Parks and trails can provide broad community benefits when developed in appropriate locations, where there is overall community consensus, and where they do not impose disproportionate negative impacts on property owners of varying means and circumstances across the county. We believe the collective energy and resources of Yamhill County community members should be directed toward developing and improving projects that are well-supported and serve the broader community.

Respectfully,

Leona Todd
David Todd

Ken Friday

From: Inga Gelford <ingaccc@gmail.com>
Sent: Wednesday, January 21, 2026 10:44 PM
To: Planning
Subject: Yamhales Westsider Trail

CAUTION: External Sender. Use caution when opening attachments, clicking links, or responding.

I am writing in support of keeping the trail as a public asset. There clearly is huge support for the trail and selling off parts of it is not in the public interest as the potential benefits are numerous. Any issues with this corridor can be resolved with research of the available options and taking the next best step in the legal process.

Inga Gelford
McMinnville resident since 1994

RAILS TO
Trails
magazine

A Nebraska Legacy

Examining the Geography, Reach and Impact of
the Cowboy Trail Across Three Decades

I SUPPORT RTC

Each issue we highlight a member or special partner in our national trail community. Special thanks to William Casey for supporting America's rail-trails!



WILLIAM CASEY

Leland, North Carolina

WHAT I DO

I'm a retired health care/hospital CEO whose hobbies include bike riding, kayaking and reading. As a volunteer, I've organized medical missions to serve the poor in Honduras for 15 years.

WHY I STARTED USING TRAILS

My role as a CEO of hospitals and health systems was pretty high pressure, so I found riding on little-known trails with my friends to be very satisfying. Back in the '90s, we enjoyed the challenge of underdeveloped trails, like the Youghiogheny River Trail that paralleled the river south of Pittsburgh; in time, it became part of the renowned Great Allegheny Passage (gaptrail.org).

WHY I ENJOY LONG-DISTANCE RIDING

I've found that the motivations for and the satisfactions of trail riding go through a metamorphosis as one ages. As a young buck, I wanted long trails with challenging climbs over punishing gravel and ballast surfaces, and to camp out in a tent each night. Decades later, I prefer smooth, paved surfaces, visiting intriguing small towns along the way, riding recumbent bikes for greater comfort and staying in nice hotels. On rail-trails, this graybeard can keep up with the fellas on the gentle grades provided by yesteryear's railroad engineers. The great thing about this pursuit is that it's adaptable; the wealth of

different trails and types of bikes allows one to continue the sport as one's body mellowes over time.

MY GREAT AMERICAN RAIL-TRAIL EXPERIENCE

I've been on many road trips taking in the unique regions of our country, but they pale in comparison to riding along the mountains on Montana and Idaho's NorPac Trail (rtc.li/norpac-trail) or taking in the vastness of the Nebraska prairie stretching out for miles from the Cowboy Trail (rtc.li/cowboy-trail). What I have learned from my experiences on the Great American Rail-Trail® is how magnificent the vistas are in our country's outback.

HOW TRAILS IMPACT PEOPLE'S LIVES

Many politicians—or even trail enthusiasts—don't realize how many people enjoy their nearby trails, even if they're not hardcore bike riders. One of the most enriching chats I ever had on a trail was exchanging pleasantries with a senior farmer who was using a motorized wheelchair and very much appreciated rolling along in the summer sun and the gentle breezes.

WHY I SUPPORT RTC

Millions of dollars, thousands of man-hours and many lives went into building our nation's railroads—many miles of which now lie dormant, awaiting our action. We have to find a way to capitalize on these unused corridors and convince those standing on the sidelines that the repurposing of these old railroad beds, trestles and tunnels will create amazing public assets that will provide great benefits for years to come.



PHOTOS: Counterclockwise, from top: William Casey on the Great Allegheny Passage (gaptrail.org) and Olympic Discovery Trail | Courtesy William Casey (2); Iman Sylvain | Courtesy Iman Sylvain.

FROM #TEAMRTC FAVORITE TRAIL IN AMERICA

Iman Sylvain
Western Regional Director



Every time I set foot on the Kā'anapali Beachwalk trail in west Maui, Hawai'i, I feel a sense of ease. As an active transportation

advocate, I can't think of a better way to reach one of the most epic places to snorkel the coral reef!

The beachwalk connects to many resorts and shopping centers, making it great for me as a tourist, and facilitates convenient public access to the beach for locals and visitors. The pathway also provides a safe and beautiful way to walk back from the lū'au after indulging in pork, taro and Mai Tais!

Early in the mornings, kittens come out for their morning meals. A nonprofit feeds, spays, neuters and immunizes the cats, who are now very used to beachgoers. On my recent trip in July, I saw a Hawaiian monk seal snoozing on the sand, right off the trail!

FEATURED LETTER TO THE EDITOR

MAKING THE CASE

I wanted to write to thank you for your excellent article, "From Recovery to Resilience" [in the Spring/Summer 2025 issue of *Rails to Trails*].

I feel that its distribution has helped us, many organizations working together, to make our case to further develop and strengthen greenways, trails and green space as tools to mitigate disastrous flooding in our many floodplain hazard areas. Best wishes for your continued success in spreading this word.

Dave G. Nutter
Asheville, North Carolina

Corrections: Cover Story — We referred to the trail's region as the "Alleghany" Highlands instead of the correct spelling, "Allegheny," and indicated the National Radio Quiet Zone is 13,000 acres instead of 13,000 square miles. Destination — We mistakenly called the the Ohio to Erie Trail's starting point the "Erie" instead of "Ohio" River. Apologies!



COVER STORY

A Nebraska Legacy

08

When complete, Nebraska's Cowboy Trail will span 317 miles, connecting 30 rural communities and all four of the state's distinct ecoregions. Here we examine the geography, reach and impact of this Nebraskan outdoor mecca, which turned 30 in 2025.

By Cory Matteson

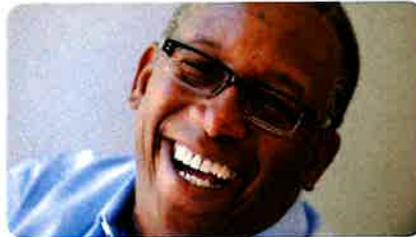


14

REMEMBERING HEART MOUNTAIN

BY ASHLEY STIMPSON

In this History Along the Great American Rail-Trail® article, we explore what life was like for the people forced to relocate to the Heart Mountain WWII Japanese American Confinement Site in 1942 through the memories of a surviving incarcerated, Sam Mihara.



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TRIBUTE: IN MEMORY OF GUY O. WILLIAMS

BY AMY KAPP

RTC remembers Guy O. Williams, who passed away on July 29, 2025. A nationally respected leader in the trails and environmental justice movements, Williams tirelessly endeavored to make communities better places to live and the outdoors accessible for all.



20

PATHWAYS TO PURPOSE

BY LAURA STARK

Sometimes trails can push us beyond what we think we're capable of, helping us to change and grow in ways we might never have expected. Learn how five trail aficionados made their lives extraordinary on pathways across the country.

Departments

ON THE COVER:
Nebraska's Cowboy Recreation and Nature Trail near Valentine
Photo by Clay Cook,
courtesy Visit Nebraska

- Left // **I Support Rails to Trails Conservancy** William Casey (North Carolina)
- Left // **From #TeamRTC/Featured Letter to the Editor**
- 02 // **Point of View**
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- 06 // **Emerging Rail-Trails** New Mexico's Albuquerque Rail Trail
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- 27 // **A View From ...** the 2025 Hall of Fame Inductee: Kansas' Flint Hills Trail State Park
- 30 // **Destination** Pennsylvania's Great Allegheny Passage: Uncommon Accommodations
- Inside Back Cover // **Featured Map** Nebraska's Cowboy Recreation and Nature Trail



Protecting Our Essential Infrastructure

A LETTER FROM THE PRESIDENT

For decades, places of all types—from large cities to small towns and outdoor recreation destinations—have had something in common. They’ve made trails their superpower.

They’re leveraging former railroad corridors so that their communities are safer and easier to navigate by walking and biking. They’re transforming their regions into destinations, the types of places you want to visit and, more importantly, where you want to live. And they’re organizing for a future where trails connect everyone, and everyone benefits from improved economic opportunity, mobility and quality of life.

This transformation of America’s landscape has been possible because public funding—local, state and federal—and federal laws like railbanking have aligned with the bold vision of civic leaders and passionate citizens.

The Transportation Alternatives (TA) program, the country’s largest source of dedicated funding for trails, walking and biking, has provided nearly \$25 billion for projects since 1991, establishing a foundation for the nation’s trail and active transportation system. The TA program has contributed to 42,000+ miles of multiuse trails, thousands of projects that improved streets for walking and biking, and hundreds of developing trail networks reaching every state. In recent years, unprecedented federal investments in this infrastructure have taken bold visions even further, supporting ambitious projects that cross regional boundaries and surmount complex planning challenges—just the kinds of visionary projects that federal programs are meant to support.

Projects like the Flint Hills Trail State Park in Kansas (p. 27), RTC’s most recent Hall of Fame inductee with ties to the important history of the Kaw Nation in the region, have leveraged TA dollars with local and state funding and large federal grants like RAISE (now the BUILD program)—which supports large-scale transportation infrastructure projects. The corridor for Nebraska’s Cowboy Trail (cover story, p. 8)—the longest rail-rail conversion in the country and a critical part of the state’s tourism and conservation strategies, as well as a segment of the cross-country Great American Rail-Trail®—was railbanked by RTC in the 1990s and then donated to the state.

Right now, these vital programs are under threat, while Congress and the administration are pursuing claw backs of previously awarded funding. Congress is considering actions that could seriously weaken TA, and railbanking is under attack in a bill that would render the tool useless (Rail-Trail Report, p. 3). With the reauthorization of the country’s surface transportation bill fast approaching in 2026, RTC is working diligently to protect the federal programs that make it possible for the country to create, connect and maintain its trails.

Our federal policy vision outlines smart strategies for investment and policy reforms to ensure that there is the funding needed to accelerate progress of the nation’s trail system and that every dollar invested is maximized (railstotrails.org/reauthorization). Our passionate national coalition of partner organizations, local governments, members and advocates are here to carry an important message: Trails are essential.

Trails are a common thread bringing communities together, and the demand for trails is ubiquitous—building upon decades of proven impact. Now is the time to put that impact on full display and protect the federal funds and policies necessary to connect everyone, everywhere.

With gratitude,

Ryan Chao, President, Rails to Trails Conservancy

RAILS TO
Trails
magazine

Rails to Trails is the magazine of Rails to Trails Conservancy (RTC), a nonprofit organization dedicated to creating a future where everyone has safe spaces to walk, bike and be active outdoors. RTC was incorporated in 1985 as a nonprofit charitable organization under Section 501(c)(3) of the Internal Revenue Code and is a publicly supported organization as defined in Sections 170(b)(1)(A)(vi) and 509(a)(1). A copy of the current financial statement, or annual report, and state registration filed by RTC may be obtained by contacting RTC at the address listed below. Donations to RTC are tax-deductible. *Rails to Trails* is a benefit of membership in RTC. Regular membership is \$18 a year, \$5 of which supports the magazine. Members also receive discounts on RTC gifts and publications. *Rails to Trails* is published four times a year—three in print, one digital—by RTC. Copyright 2025 Rails to Trails Conservancy. ISSN 1523-4126. Printed in the U.S.A.

RAILS TO
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What We've Been Up To

Legal Victory: The Committee to Save the Derry Rail Trail Tunnel and Rails to Trails Conservancy celebrated a victory in June in response to a lawsuit against the New Hampshire Department of Transportation (NHDOT) and the Federal Highway Administration (FHWA), which challenged construction of Phase 2 of the Exit 4A I-93 expansion in Derry. The lawsuit was brought to protect the Manchester & Lawrence Railroad Historic District and the Derry Rail Trail, a 3.6-mile pathway that helps make up the developing 125-mile Granite State Rail Trail (rtc.li/derry-rail-trail). The court held that FHWA and NHDOT did not properly consider whether a new design minimized harm to the same extent as the original design plan, which advocates say will improve the safety of the future rail-trail connection and create better trail system linkages. The final settlement was pending at the time of printing.

Federal Clawback: In July, the One Big Beautiful Bill was signed into law, rescinding unobligated funding of as much as \$750 million for critical trail and active transportation projects from the Neighborhood Access and Equity Program. More recently, the U.S. Department of Transportation has canceled existing grants intended to make it safer and easier to walk and bike in communities across America,

putting people's safety at risk. "These moves are appalling and send a clear message. We need to band together—the public, local and state officials, and champions in Congress—to protect the range of funding that exists for this vital infrastructure," said Kevin Mills, RTC's vice president of policy. Read more: rtc.li/trails-clawbacks.

Railbanking Under Fire: In August, bill H.R. 4924, the Rails to Trails Landowner Rights Act, was reintroduced in Congress. The bill effectively destroys the viability of railbanking, which is fundamental to protecting former rail corridors as trails—the foundation of the nation's decades-long movement to preserve unused railroad corridors. H.R. 4924 introduces exceedingly burdensome and unworkable changes to railbanking that threaten future and existing rail-trails and risk causing irreparable harm to the nation's rail corridors. RTC is fighting back and will post updates as they arise. Learn more about railbanking at railstotrails.org/railbanking.

Historical Marker Grant Program: RTC and the William G. Pomeroy Foundation have launched a new historical marker program, "Trails Across America," to celebrate and preserve history along America's multiuse trails, and draw attention to local and national people, events and places of historical significance. Through the program, RTC and the Pomeroy Foundation are collaborating

with communities to develop and install premium cast-aluminum historical markers, which are funded by the Pomeroy Foundation. Learn more about the program and how to apply at railstotrails.org/grants/#marker.



Court Sides With Trail Advocates in N.H. in Lawsuit Over Historic Rail Corridor
rtc.li/derry-rail-trail



Reconciliation Bill Claws Back Hundreds of Millions of Dollars for Trails, Walking and Biking
rtc.li/fed-claw-backs



New House Bill Threatens the Viability of Railbanking and Thousands of Miles of Existing Rail-Trails

Learn more about railbanking: railstotrails.org/railbanking



New Marker Partnership Commemorates History Along Trails Around the Country

railstotrails.org/grants/#marker

BEST OF Railbanked Trails ACROSS AMERICA

By Scott Stark

PHOTOS: This page, from left: Laura Stark; Gene Bisbee. Opposite page, from top: Chris Ziegler; Courtesy Denton County Transportation Authority; Katie Guerin.

The steady decline of active railway mileage in the United States was turbocharged in 1980 by the deregulation of the railroad industry, which made it easier for railways to discontinue unprofitable routes. Dismayed to see such vital pieces of connective infrastructure disappearing, Congress passed an amendment to the National Trails System Act just three years later that enshrined into the law the concept of *railbanking*—preserving railway corridors in perpetuity, should they ever be needed again.

Under the law signed by President Reagan in 1983, railways could voluntarily give up a disused rail corridor to be reworked into an active transportation pathway for human-powered travel—with the stipulation that it may be converted back to rail use should the need ever arise. The effects have been transformative. More than 4,800 miles of railbanked corridor have been repurposed into 273 rail-trails (and counting). Here are a few notable examples.



IOWA

Sauk Rail Trail

The Sauk Rail Trail (rtc.li/sauk) in west-central Iowa kicked off what is now 40 years of railbanking just two years after the law was enacted. What started as the country's first railbanked trail today spans 33 paved miles—built, in part, on a corridor once owned by one of the longest railroads in the United States, the Chicago & North Western Railway (C&NW).

Bookended by Black Hawk State Park at its northern terminus and Swan Lake State Park at the south end, the trail features a restored 1905 depot in the town of Breda that houses memorabilia from the C&NW.



WASHINGTON

East Lake Sammamish Trail

Washington's East Lake Sammamish Trail (rtc.li/east-lake-sammamish) was the subject of a court battle that questioned the essential legality of the National Trails System Act regarding railroad easements (*Hornish Joint Living Trust, et al. v. King County*). Filing a legal brief supporting King County, Rails to Trails Conservancy's legal team helped secure a victory that affirmed that the full width of the railbanked corridor conveyed to the trail's managing agency.

The 12-mile paved pathway in Seattle's fast-growing eastern suburbs serves as an important route for commuters and offers an enjoyable recreational amenity with expansive views of its namesake lake. It's also a part of the 900-mile Leafline Trails Network (rtc.li/leafline) developing across the Central Puget Sound region and a segment of the Great American Rail-Trail® (greatamericanrailtrail.org), a 3,700-mile route connecting Washington, D.C., and Washington State.

Learn more about how the railbanking law was developed at rtc.li/railbanking-author.

PENNSYLVANIA

Armstrong Trails



The Allegheny Valley Railroad once supported a booming coal and timber industry across western Pennsylvania, but the trains stopped running in the 1970s. Conrail, the line's owner in 1992, was open to selling the corridor to the Allegheny Valley Land Trust (AVLT) but was unwilling to formally railbank it with the Surface Transportation Board (STB), the governing body for railbanking. In response, the land trust unilaterally filed the railbanking declaration, along with the deed from Conrail, specifying that the corridor was railbanked directly with the AVLT.

Several landowners adjacent to the line filed suit, believing that absent STB authority, long-ago property easements granted to the railway should revert back to them. RTC filed a legal brief in support of the trail project. *Moody v. Allegheny Valley Land Trust* was decided by the Pennsylvania Supreme Court in 1999, where the court momentarily agreed with the AVLT that private railbanking was allowed even without action by the STB.

Trailgoers on the Armstrong Trails (armstrongtrails.org) today can enjoy a 52-mile trip along the eastern bank of the Allegheny River, where they'll encounter numerous glimpses of the route's history: the remains of iron furnaces, a coaling tower that was used to refuel steam engines as late as 1957, a locomotive turntable and a half-mile tunnel.

TEXAS

A-train Rail Trail



When the Union Pacific railbanked a disused line near Dallas-Fort Worth, the corridor was quickly snatched up by the city of Denton and transformed into the A-train Rail Trail (rtc.li/a-train-rail-trail). Not long afterward, the corridor was reactivated for rail use when the Denton County Transportation Authority sought to create a commuter line. The expansive width of the corridor allowed the A-train's tracks to be laid down alongside the bike-and-ped trail, preserving an already-beloved community asset.

MISSOURI

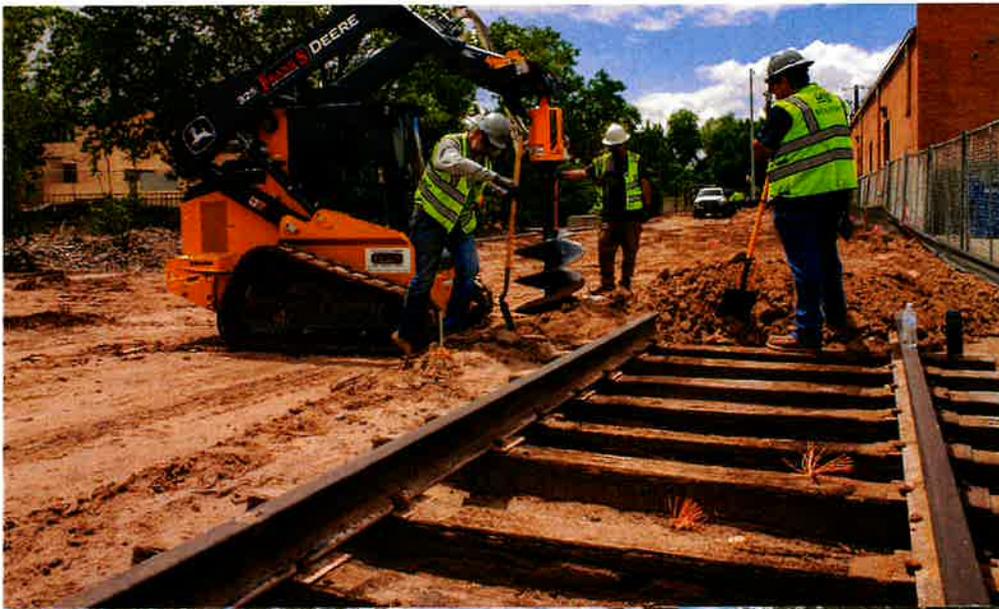
Frisco Highline Trail



From the rear of his presidential railcar, Harry Truman addressed an assembled crowd in Springfield, Missouri, in the summer of 1948. His impromptu remarks, delivered along the Frisco Highline, were the first instance of his famous whistle-stop campaign. But the history-making status of the Highline wasn't enough to save it; passenger operations ceased in 1954, and the line's new owner, Burlington Northern Railroad, filed its intention to railbank 30 miles of the corridor in 1991. A local nonprofit named Ozark Greenways purchased the corridor, offsetting the cost by salvaging and selling the route's rails and ties.

A 10-mile section of the Frisco Highline Trail (rtc.li/frisco-highline) opened in 1999, fittingly on National Trails Day, and when Burlington Northern abandoned another section of the line, it was acquired and added to the route. Other additions over the years have extended this scenic pathway through the Ozarks to 37 miles.

Learn more about these and other trails at TrailLink.com.



For decades, some of the historical and cultural touchstones of Albuquerque, New Mexico, have been isolated by railroad tracks and highways, largely disconnected from one another and not easily accessible by people walking and biking. The 7-mile Albuquerque Rail Trail (rtc.li/abq-rail-trail) aims to change that by looping through the heart of the city, linking key places like Old Town, the bustling Sawmill District and the popular Paseo del Bosque Trail (rtc.li/bosque-trail) that follows the route of the Rio Grande.

“Using the areas alongside the tracks for trails or trolleys has been an idea that’s been bandied about for 30 or 40 years,” said Terry Brunner, chief of staff for Mayor Tim Keller and interim director of Albuquerque’s Metropolitan Redevelopment Agency. “In recent times, this mayor decided to actually try to pursue it.”

The project, known locally as the ABQ Rail Trail, gained steam over the past three or four years. In August 2024, construction officially kicked off in Albuquerque’s Sawmill area with a groundbreaking event complete with local and state dignitaries on hand to pound in golden stakes.

“We hope that more families will now be able to ride their bikes to Explora for learning and play,” said Kristin Leigh, co-executive director at the Explora experiential learning center (explora.us) in the heart of Old Town, who is looking forward to the new connectivity that the trail will bring. “We’re excited to partner on activities that celebrate science, technology, engineering, art and math for families utilizing the trail.”

The trail’s design, created by world-famous architect Antoine Predock, features “auras” or distinct zones that will celebrate the culture and history of the area, as well as “plazitas” that will serve as access points and gathering spots. The project will also incorporate a series of creative signs, QR codes and collages in the pavement.

New Mexico's Albuquerque Rail Trail

Albuquerque’s new rail-trail aims to improve access to the city’s historical and cultural touchstones.

By *Cindy Barks*



PROPOSED TRAIL:
Albuquerque Rail Trail

LOCATION: The rail-trail will loop through the heart of Albuquerque, linking several historic districts, including Sawmill, Old Town, Downtown, Rail Yards and Route 66.

USED RAILROAD CORRIDOR: The route was once part of the Santa Fe Railway system.

LENGTH: The trail is planned to total 7 miles by 2027. The project's first four-block section is scheduled for completion by October 2025.

SURFACE: Asphalt

Predock, who lived and worked in Albuquerque for decades, died in March 2024, and Brunner notes that the ABQ Rail Trail was the last project he designed. "He's known for doing very creative designs, so there's a lot in this trail that is going to make it one of the most interesting trails you'll see in the country," Brunner said. "It's going to be more than just a trail. [It will be] more of a cultural history lesson of Albuquerque. We really want to tell the story of us, of Albuquerque."

Tania Armenta, president and CEO of Visit Albuquerque, said the rail-trail will be "a powerful opportunity to encourage economic development, generate additional business activity and bring more foot traffic to existing attractions, cultural landmarks and local businesses." Ultimately, Armenta added, "the trail will serve as both a physical and cultural connector for the city."

Currently, it can be difficult for cyclists to move safely between Albuquerque's districts, noted Patrick Martin, vice president of BikeABQ, who said the project ties in well with the organization's goal of improving safety and transportation options in the city. The rail-trail will improve access to businesses and attractions by filling in some of the connectivity gaps, such as providing a dedicated way to get from the Bosque Trail to Old Town.

To date, Brunner said the project has received about \$40 million in non-city funds, including federal and state funding. Still, one of the project's challenges is ensuring that the promised federal funding comes through.*

"The biggest role we've had is making sure that the project doesn't die," Martin said. "This is a really big, really transformational project for downtown Albuquerque. It's also very expensive, and so our role has been to show not only city councilors but also state legislators that this is something important, that it is worth the funding that the mayor is trying to rally around to get it built."

Another complexity is the sheer number of involved parties. Jennifer Turner, the city's director of municipal development, noted that the project needs agreement from numerous stakeholders, including the city's transit department, NMDOT (New Mexico Department of Transportation), the NMDOT Rail Bureau, BNSF Railway and Rio Metro Regional Transit District.

"It's going to be more than just a trail—more of a cultural history lesson of Albuquerque. We really want to tell the story of us, of Albuquerque."

— Terry Brunner, Chief of Staff for Mayor Tim Keller and Interim Director of Albuquerque's Metropolitan Redevelopment Agency

But Turner and Brunner say work is progressing well on the first two phases, which include a four-block section of trail in the Sawmill area that is expected to be complete in October 2025 and will serve as the model for the rest of the project. The other piece in the works, the southwest ramp that will be a part of an at-grade crossing over the railroad tracks at Central Crossing, should be complete by spring 2026. Turner said future phases are set to go out for bid soon, with more construction starting in 2026.

While the goal is to have the next phases complete by 2027, Brunner noted, "It's a very large trail, and we'll be constructing it in phases and raising funds for different phases along the way. But we're hopeful we can get most of it online by 2027." 🌱

Learn more: rtc.li/abq-rail-trail

* On Sept. 11, the city of Albuquerque announced that it had received notice from the U.S. Department of Transportation (USDOT) that an \$11.5 million RAISE grant for the Albuquerque Rail Trail had been canceled because the USDOT "wants to focus on cars, rather than people or bicyclists." This is a developing story that Rails to Trails Conservancy will continue to cover on the *TrailBlog* (railstotrails.org/trailblog).

PHOTOS: Opposite page: (Top) Construction of the Albuquerque Rail Trail began in August 2024; local and state dignitaries gathered in Albuquerque's Sawmill district for the groundbreaking of the Albuquerque Rail Trail. | Courtesy Adolphe Pierre-Louis (2). This page: The Albuquerque Rail Trail will connect to Albuquerque's Old Town and other historic districts. | Courtesy New Mexico Tourism Department.

When complete, the Cowboy Recreation and Nature Trail will be a boon for tourism across Nebraska, connecting 30 rural communities and all four of the state's distinct ecoregions. **Learn more about this trail, which turned 30 in 2025, at rtc.li/cowboy-trail or outdoornebraska.gov.**

COUNTIES: Antelope, Brown, Cherry, Holt, Madison, Rock, Sheridan

LENGTH: 317 miles (currently 203)

ENDPOINTS: Rushville to Gordon; Valentine to Norfolk

USES: Walking, Biking (inc. Class 1, 2 and 3 e-bikes), Horseback Riding, Mountain Biking



A Nebraska Legacy

Examining the Natural Assets, Recreational Reach and Impact of Nebraska's Developing Cowboy Trail

By Cory Matteson

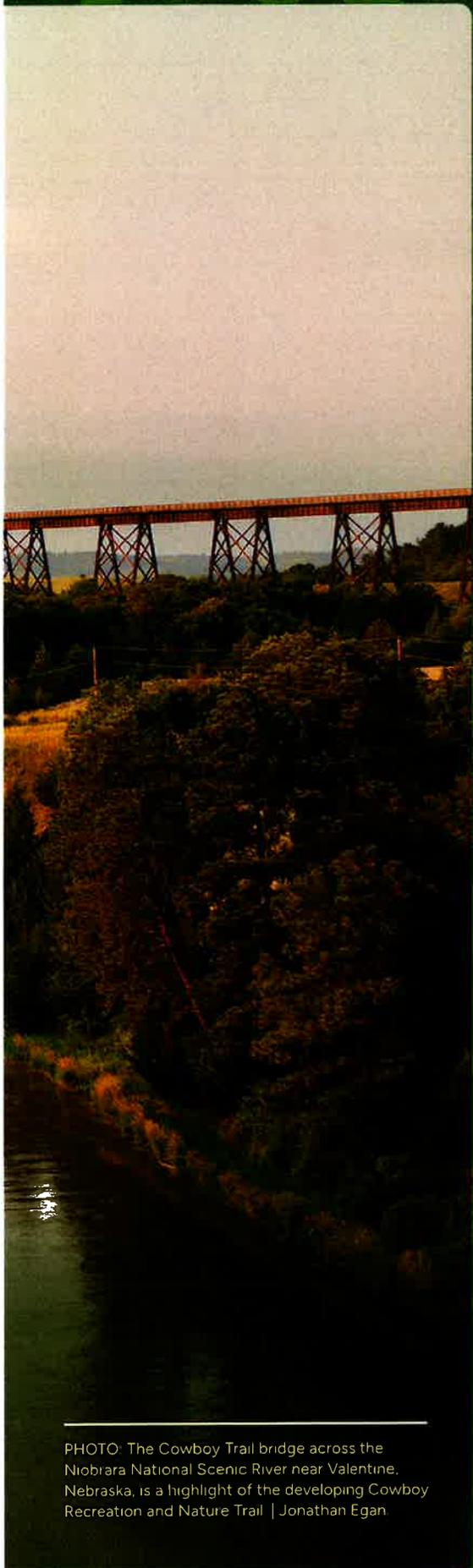


PHOTO: The Cowboy Trail bridge across the Niobrara National Scenic River near Valentine, Nebraska, is a highlight of the developing Cowboy Recreation and Nature Trail | Jonathan Egan

On the way back to their respective homes following a family visit to Valentine, Nebraska, Michael and Pam Swanson and their daughter, Ashley Schafer, parked at a trailhead off U.S. Highway 20 to take in the panoramic view of the Sandhills from the longest of the 221 bridges that dot the Cowboy Recreation and Nature Trail (rtc.li/cowboy-trail).

The Niobrara River glided through the valley below them, shallow enough in late July for weekend float trippers to drag their feet across the bottom and for the bridge's visitors to view the riverbed from their perches 148 feet above it. Stopping by the trail's signature bridge was something of a tradition.

"When the children were growing up, we probably came up here 16 years in a row, and this was always part of our stop," said Michael Swanson, of Malmo, Nebraska. Now Schafer, who lives in Norfolk, has kids of her own, and her family often hops on the Cowboy Trail at its eastern starting point, about 200 miles from Valentine.

"We take our bikes out on the Cowboy Trail, and sometimes we start at Ta-Ha-Zouka Park, and then other times we go out to Broken Bridge," she said. It's a reason for her and her family to get out in nature, a feature the Cowboy Trail offers in abundance.

Across its full, potential 317-mile path, the trail covers over 5,000 acres of wildlife habitat and touches each of the state's four distinct ecoregions: the tallgrass, mixed-grass and shortgrass prairies, as well as the signature Sandhills of north-central Nebraska.

"It really gives you a great opportunity to see, up close, each of these ecoregions and how they differ from each other and the different species that inhabit these different areas of our state," said Alex Duryea, recreational trails manager for the Nebraska

Improving Infrastructure Across the “Bike Shop Desert”

Part of the allure of the Cowboy Trail is finding community and beauty where others aren't looking. But good luck finding a replacement derailleur.

“You’ve heard of a food desert,” said Julie Harris, executive director of Bike Walk Nebraska (bikewalknebraska.org). “We have a bike shop desert.”

Norfolk Bike, near the trail’s eastern terminus, is the only one around.

In 2022, Bike Walk Nebraska established the Cowboy Trail Coalition to seek funding and development opportunities for more miles, to promote economic development and safer passage via trails, and to help water the desert. Harris said they help communities find grants for bike fix-it stations, or provide them directly, when they partner on the kinds of projects that trail towns prioritize. Chadron, Valentine, Neligh and Norfolk are among the communities that have bought in, she said. On her wish list: Developing a partnership between local auto parts stores and a bike part distributor, so if a cyclist broke down in, say, Bassett, she could get the missing piece quickly shipped there.

But first, more fix-it stations. When we spoke, Bike Walk Nebraska was gearing up for a fundraiser with the Nebraska Game and Parks Commission in Valentine to install bike fix-it stations and make trailhead improvements there, part of the Cowboy Trail’s 30th anniversary celebrations. “We recognize the diamond in the rough that [this trail is] for bicycle tourism and for the communities along the trail,” Harris said.

Game and Parks Commission (outdoornebraska.gov), which maintains the trail. “And frankly, I think doing that via the Cowboy Trail by bike or by horse or by walking is the kind of speed you need to be at in order to really see and experience those differences. You just don’t see that kind of stuff when you’re traveling at 65 miles an hour.”

Celebrating 30 Years

This year, as one of numerous efforts tied to the 30th anniversary celebration of the Cowboy Trail, Nebraska Game and Parks published a Cowboy Trail Field Guide designed to help trail users not only know what fauna and flora to look for across its respective regions—burrowing owls and swift foxes in the shortgrass; pronghorn and sand milkweed in the Sandhills—but also to help build closer connections with the trail.

Duryea celebrated the guide’s launch by inviting people to take a full-moon evening hike on June 11 and stargaze above a bend in the Elkhorn River along the Broken Bridge a little west of Norfolk. “We had about 100 people, and it was really nice,” Duryea said.

Once completed, the Cowboy Trail will span 30 rural Nebraska communities, from Ta-Ha-Zouka Park in Norfolk to just outside of Chadron. Along with bringing users closer to northern Nebraska’s natural beauty, it connects the region’s present and past. In Long Pine, you can breathe in forest terpenes from atop the trail’s second-tallest bridge and also bunk for the night in the former railroad barracks just down the

trail. What once was a weighing station in Newport now serves as a 24/7 pool hall and snack bar to passersby, all on the honor system. Farther east, you’ll find the only brick depot still standing in O’Neill, now refurbished and serving as the Holt County Economic Development office. And agribusiness is omnipresent.

From an open window on the third story of the Neligh Mill, you can listen to the nearby Elkhorn waters that powered the production of 98,000 pounds of flour a day during the Progressive Era. In nearby Laurel Hill Cemetery, you can join countless residents and visitors who have paid respects to White Buffalo Girl, an infant who died in the area of pneumonia soon after the U.S. government forced the Ponca Tribe from their nearby land to present-day Oklahoma (read “The Legacy of White Buffalo Girl,” at rtc.li/white-buffalo-girl). Her parents were allowed only a brief ceremony to grieve; her father, Black Elk, asked Neligh’s residents to look after his daughter’s grave as though it belonged to a child of their own. It is sure to be adorned with flowers and other offerings when you visit.

Seeing the connective value of the former Chicago & North Western railroad, Rails to Trails Conservancy purchased it in 1994 for \$6.2 million and handed the deed over to the State of Nebraska. Once completed, it will become the longest path along the cross-country Great American Rail-Trail® (greatamericanrailtrail.org). Currently, the Cowboy Trail runs generally alongside U.S. highways 275 and 20. It’s uninterrupted from Norfolk to Valentine for 202 miles, save for a detour in Oakdale around a bridge approach lost to the catastrophic floods of 2019 (read “From Recovery to Resilience” at rtc.li/

PHOTOS: This page and opposite page: Cowboy Recreation and Nature Trail | Jonathan Egan (2).



recovery-resilience) and a section between Neligh and Clearwater reclaimed by the Elkhorn River.

The spring 2019 floods caused roughly \$7.7 million in damages to eastern portions of the trail, while also illustrating its importance to the rural communities it links. With many roads out, the limestone trail served as a passageway for emergency personnel. Some ranchers, seeking the highest ground available, led their cattle to the Cowboy Trail.

Repairing the flood-damaged rail line segments in the east proved to be a major setback to trail expansion way out west. The only segment west of Valentine that's functional is a 17-mile stretch from Gordon to Rushville that was surfaced only after local advocates not only politicked, but pulled the weeds and remaining rail ties from the ground themselves. But steam is picking back up west of Rushville, and another 25 miles of trail could be surfaced by the end of 2026.

Remote Challenges—and Allure

Duryea once went town by town across the map of what would be a finished version of the Cowboy Trail and counted up the residents. About 26,150 people call Norfolk, the largest city on the trail, home. Add up recent Census data for the rest of the communities running west out to Chadron, and the population base still falls about 35,000 people shy of filling Lincoln's 85,458-seat Memorial Stadium, home to the Nebraska Cornhuskers.

For touring cyclists and hikers, the remoteness of the Cowboy Trail presents obstacles both challenging and alluring. In the Sandhills, you're sure to pass through verdant grasslands and likely to endure slower split times. Windblown sand can saturate trail segments across the central corridor, requiring the Nebraska Game and Parks maintenance team to respond to frequent reports filed by trail users. You've got to look out for tire-shredding goat's head thorns, although several people I spoke with said the Nebraska Game and Parks crew has done yeoman's work when it comes to thinning them out along the trail. The Cowboy Trail team consists of a superintendent, two seasonal workers and, during a ride with me and a photographer, Duryea pausing now and then to hack at the occasional musk thistle.

It's often double-digit mileage from one town to the next; self-sufficiency is part of the deal unless you sign up for one of a growing number of group events happening on the trail, like the Cowboy 200. The 84-hour time-limited foot race from Norfolk to Valentine was set to take place in late September. Traci Jeffrey, executive director of the Norfolk Area Visitors Bureau (visitnorfolk.com), said the organizers reached out to her a few years back asking for help to offset the costs of starting it. It fit with the tourism bureau's MO of supporting events tied to the city's waterways and trails.

"We said absolutely—anything to promote the Cowboy Trail," Jeffrey said. "They get people from all over the United States. I know even just this year, just looking at some of the participants for that, they are from Iowa, West Virginia, Virginia, Illinois. And they're all coming for that particular event, and they'll spend the night. And of course, when they spend the night, it's that domino effect in your community of going out to eat and maybe picking up something that they're going to need for their [race] along the way."

There is assistance, however, for individuals and groups who wish to experience the Cowboy Trail in other ways. Tony Stuthman, a Norfolk-based outfitter, runs a shuttle service for Cowboy Trail visitors. He and Duryea both patrol a Cowboy Trail online forum, where Duryea often chimes in with advice ranging from what gear to bring (extra tubes, 1.8-inch-plus tires) to where to refuel (Ma's Cafe in Wood Lake, the L-Bow Room in Johnstown), and Stuthman coordinates rides from afar.

"That's one of the reasons I did start [this business]—so that people had the opportunity to get out there," he said.

In rural Valentine, you can even grab a bike from ROAM Share, possibly the most rural bike-share program in the world (check out "Valentine Bike Share, as Rural as It Gets" on the TrailBlog: rtc.li/roam-share).

The money visitors spend at rural cafés, grocery stores and gas stations can help keep those establishments in business for the residents who rely on them, Duryea said. That kind of economic impact, he said, is vital along the Cowboy Trail. Duryea estimated that around 80% of the Cowboy Trail's users are local, and he's seeing buy-in



PHOTOS: This page: Cowboy Trail West volunteers decking a bridge along the trail; a western section of the Cowboy Trail between Gordon and Chadron, Nebraska | Trisha Loosvelt (2). Opposite page: Temporary pathway cut with permission alongside a section of the Nebraska Northwestern Railroad in Chadron by the Northwest Nebraska Trails Association, as they develop a local section of the Cowboy Trail | George Ledbetter.

growing. During a late July ride, he stopped where Norfolk's paved city trail meets the Cowboy's limestone alongside the Elkhorn River. At the base of a flagpole, there was a metal box. Inside were a few trinkets picked through by participants in the Cowboy Cache program he started this year to celebrate the trail's 30th anniversary. Duryea ballparked that 100 people would participate in the geocaching game. About 600 people already had by late July, and Duryea was dealing with the good problem of trying to find freebies to replenish his popular program.

While he didn't have 2025 data cleaned up, automatic counters in the towns between Valentine and Norfolk totaled 87,000 trips along the trail over the first half of 2024. But its remoteness and its breadth make for many DIY projects for volunteers, including weeding, changing a flat or building out miles-long western segments.

"I think we've done a lot of good."

Three times a year, Cowboy Trail West volunteer Ross Elwood, 78, gets on a Farmall tractor four years older than he is and putters up and down the 17-mile segment of the Cowboy Trail between Gordon and his home of Rushville, mowing along a path that he and a grassroots group first cleared of towering weeds and heavy debris about a decade ago.

"It was such a mess," said Elwood, who's owned a parts store in Rushville for nearly six decades. "That first year, we picked up 60 truckloads of debris between Rushville and Gordon." Like many who've helped form and sustain the nonprofit (facebook.com/CowboyTrailWestInc), Elwood joined in after hearing the story of Kris Ferguson's 2011 car-bike crash on Nebraska Highway 27, which intersects with the trail in Gordon. When Ferguson heard the first voicemail Elwood left her, she put off returning his call because she thought he'd have an opinion along the lines of the rancher who told her, "I'm sorry you got hit, but we don't need a trail."

Instead, Ferguson found one of many allies who would move heaven and earth with her to build the momentum needed to develop and sustain the trail. Now, Elwood is preparing to retire his mower. Funding is in place for Nebraska Game and Parks to take over maintenance and expand the Cowboy Trail's reach. A seasonal worker will soon manage a 41-mile stretch from Gordon west to just outside Chadron, including 25 miles still in development.

Asked what he'd do once Nebraska Game and Parks took over, Elwood laughed: "I might get on my bike and go for a ride."

That level of support didn't happen overnight. "Let me preface this by saying that Nebraska Game and

Parks has actually been amazing," Ferguson said. "But the first call I made [to them], the comment I got was, 'We are never building trails in Nebraska again.'"

Undeterred, she canvassed the area, gathering petition signatures. Other local residents joined her effort. "They also wanted a safe space," Ferguson said, "and that turned into our nonprofit, which is Cowboy Trail West."

At first, it was hard for Ferguson to talk about the crash that broke her leg and arm, bruised her lung, and left her concussed. But her story resonated. "My story is the most known piece of the puzzle, but I can't take more credit than any of the other board or community members. It's been a labor of love."

Emphasis on labor: The group attended meetings, raised funds, cleared land and maintained the trail themselves. It officially opened in 2019.

"I think we've done a lot of good," Elwood said. "We've decked five bridges and put handrails on

"We'd seen what Cowboy Trail West had done with the Cowboy Trail and said, 'Hey, we've got to get our end going.'"

— George Ledbetter, Treasurer,
Northwest Nebraska Trails Association

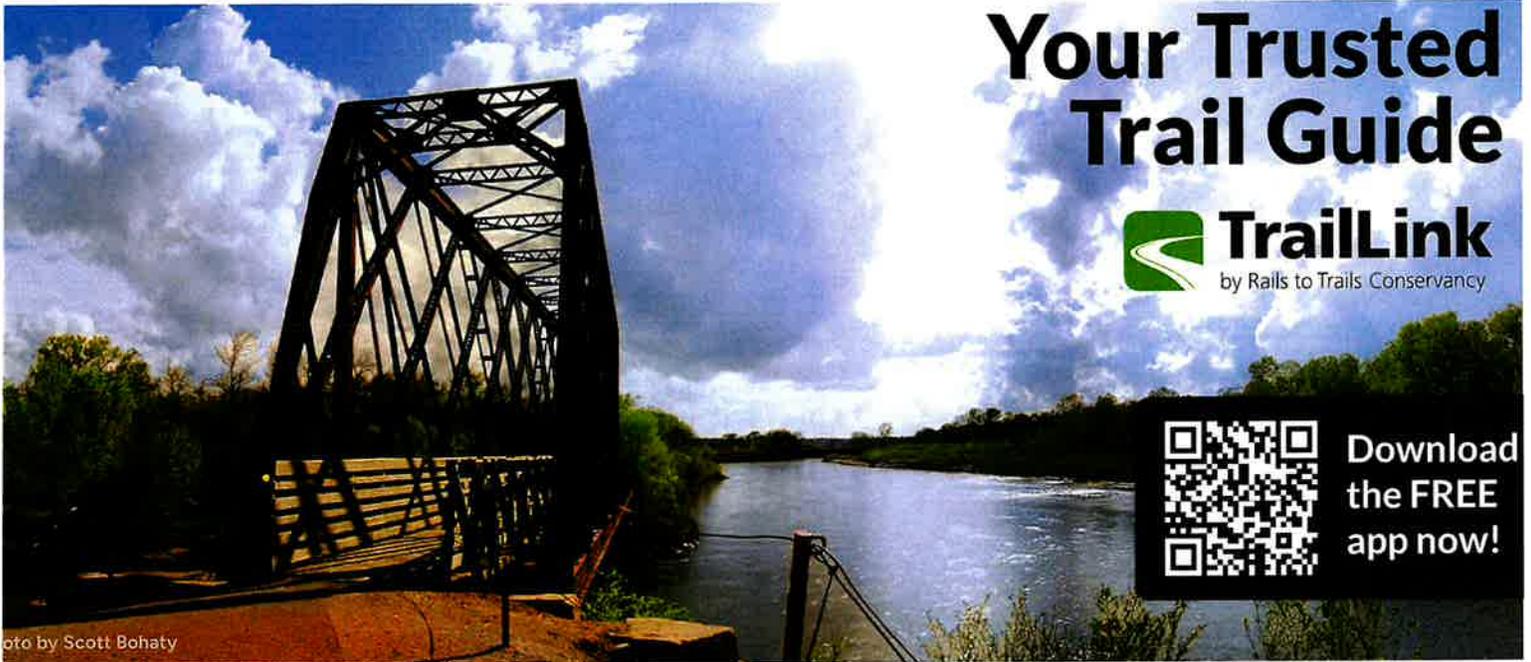


Photo by Scott Bohaty

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them from Rushville to Gordon. And our volunteers are just awesome.”

Nearly everyone who helped form Cowboy Trail West in 2012 remains on the board. Ferguson, now in Arizona, still participates. This spring, she returned for the “Meet Ya in Clinton” ride, co-hosted with Nebraska Game and Parks to celebrate the trail’s 30th anniversary. Riders met in Clinton, population 38, where dinner served by women at the town’s church warmed up cyclists after a cold, windy ride.

The trail, Elwood said, has brought the community together. Whether it’s making sure the Warrior Expedition riders feel at home during the annual veterans ride on the Great American Rail-Trail® (rtc.li/grt-warrior-exp) or building birdhouses to put on mile marker posts, someone steps up.

Building Miles, Momentum and a Mountain Bike Track

In Chadron, a group is working to match the energy—and mile markers—of the Cowboy Trail West nonprofit.

George Ledbetter, treasurer of the Northwest Nebraska Trails Association (NNTA, nwnebraskatrails.com), was inspired by South Dakota’s George

S. Mickelson Trail (rtc.li/mickelson-trail), which he lived by in the Black Hills, to create a rail-trail in Chadron after meeting others who shared the idea. “We’d seen what Cowboy Trail West had done with the Cowboy Trail and said, ‘Hey, we’ve got to get our end going,’” he said.

With Nebraska Game and Parks having recently decked the bridges between Rushville and mile marker 400, the trail’s western terminus, and surfacing tentatively set for 2026, Ledbetter said he’s excited to ride the first new section of the Cowboy Trail in years. “That was what first spurred us on with our organization, was to get that part done,” he said. The NNTA is now focused on a 5-mile gap between the Cowboy Trail and Chadron. Later this year, Ledbetter said, the city plans to seek bids for the first mile of the Cowboy Trail connection. This effort is supported by a \$178,000 federal Recreational Trails Program grant, a matching contribution from Dawes County’s tourism board and a grant from RTC.

Meanwhile, Cowboy Trail West has helped with mowing and spraying, even sharing a steel-cut mile marker template. Ledbetter’s group raised funds by selling signage sponsorships to local businesses supporting the Cowboy Trail.



While that progresses, Ledbetter and a few cyclists cut a temporary path with permission from Nebraska Northwestern Railroad. “We bought a string trimmer, and we went out and mowed a path, and we’re doing a weekly Saturday morning ride,” he said. By the end of summer, they think they’ll have a usable mountain bike connector all the way to the start of the official Cowboy Trail to tide them over.

“It’s kind of like we’re out here in the middle of nowhere,” he reasoned. “So, let’s just do it ourselves.”



Cory Matteson is a contributor to *Rails to Trails* magazine and the TrailBlog. He lives in Springfield, Missouri, where he specializes in communications and journalism.



Remembering Heart Mountain

Approximately 120,000 Japanese Americans were forcibly incarcerated during World War II. At Wyoming's Heart Mountain, visitors contend with a dark chapter of American history.

By Ashley Stimpson

PHOTOS: This page: Incarcerees of Heart Mountain confinement site arrive by train in 1942 | Yone Kudo, Densho/ Courtesy National Archives and Records Administration. Opposite page, from top: Heart Mountain incarcerees Sam Mihara and his family in front of their barack | Courtesy Mihara Family Collection; Children incarcerees at Heart Mountain | Tom Parker, courtesy National Archives and Records Administration.

In April 1942, Sam Mihara was 9 years old and growing up in San Francisco, when a flyer went up on telephone poles and shop windows around his Japantown neighborhood that would change his life forever. "Instructions to all persons of Japanese Ancestry," the flyer read in bold, blocky letters, going on to detail the "evacuation" process that would soon unfold for the tens of thousands of Japanese Americans who had opened businesses, cultivated farms and made their homes in the Bay Area.

They had one week to prepare, the flyer explained, to sell or give away their belongings—their shops, houses, cars, boats, refrigerators, pianos and pets. Each member of each family would be allowed to carry just one suitcase full of approved items like linens, toiletries and clothing.

Back at the family's three-story Victorian home, Mihara's parents agonized about leaving. While his father, the editor of a popular bilingual newspaper, raced to find someone who might care for the home for however long the family would be gone, his mother packed a suitcase for each of her two boys. But since no details had been provided about where they were going, she wrestled with indecision: Would her sons need snow boots or short-sleeved shirts?

On April 7, 1942, the Miharas reported to the Civil Control Station in downtown San Francisco and boarded the buses that would take them to the trains that would take them away from everything the Mihara children had ever known. "The train was surrounded by soldiers carrying weapons," Mihara remembers 83 years later, "standing shoulder to shoulder to make sure none of us escaped the train."

Heart Mountain Interpretive Center is listed on the National Register of Historic Places and is a National Historic Landmark. Learn more at heartmountain.org.

For three days and three nights, the family sat on hard benches as the train crawled through the interior West, stopping to let freight and passenger trains go by. Finally, the cars screeched to a halt in a rugged Wyoming valley filled with low-slung, tar-paper barracks surrounded by barbed wire and guard towers. Inside one of the barracks, the Miharas found the 20-by-20-foot room where they would live for the next three years. It had no bathroom, no running water and no insulation. Sam shivered in his California clothes.



"It was a very, very difficult time," he said.

Sam and his family were among the 15,000 incarcerated who were held against their will at the Heart Mountain Relocation Center (today more accurately known as the Heart Mountain Confinement Site) in Powell, Wyoming, and numbered among the 120,000 Japanese Americans—the majority of them U.S. citizens—who were imprisoned in 10 prison camps spread across the West during World War II.

Today, at the Heart Mountain Interpretive Center (heartmountain.org), visitors can learn about what life was like for incarcerated like the Miharas, what led to this shameful chapter in America's history, and what can be done to prevent it from happening again.

This Story Starts With Hate

The first Japanese immigrants to the United States, known as Issei, or "first generation," arrived in the second half of the 19th century, finding jobs in mines and on farms, in factories and on the railroad. They worked hard to buy homes and land, to open their own stores and start their own farms. They married and had children, "Nisei," or second generation.

But not everyone welcomed these new Americans. Some white people felt that Asian immigrants would take their jobs; some farmers resented the competition they now faced from highly skilled Japanese farmers.

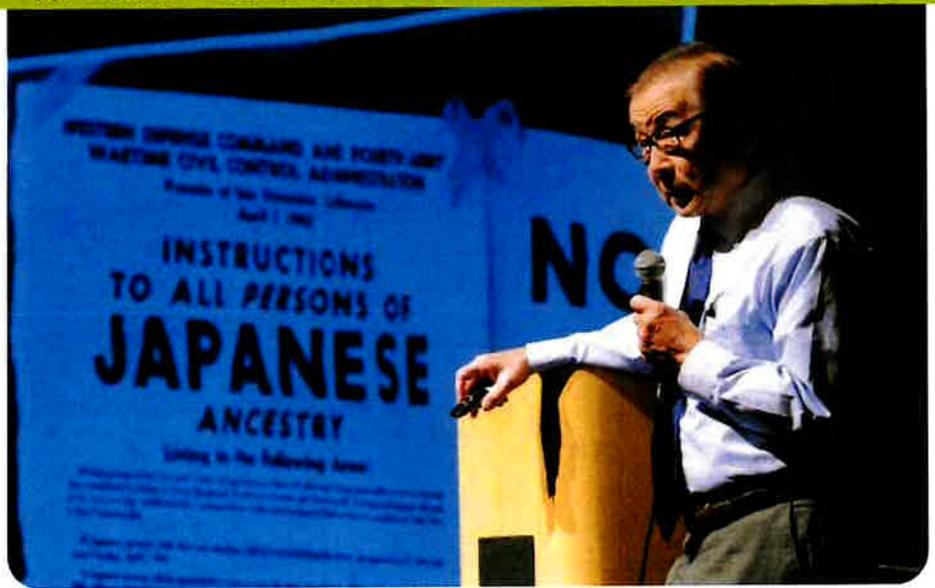
During the early 20th century, Congress passed a series of restrictive laws prohibiting Japanese people from owning land and becoming naturalized citizens. Eventually, the Immigration Act of 1924 essentially banned all Japanese immigration for the next three decades.

"This story starts with hate," said Mihara. "That hate culminated in 1942 after the Pearl Harbor attack."



“A lot of the people incarcerated lost everything; they lost businesses and farms.”

— Ray Locker, Director of Communications and Strategy, Heart Mountain Wyoming Foundation



After the Japanese bombed Pearl Harbor on Oahu, Hawai'i, in December 1941, anti-Japanese sentiment hit a fever pitch, as fear and suspicion swirled that Issei and Nisei posed a threat to national security. In response, President Franklin Delano Roosevelt issued Executive Order 9066 in February 1942, which authorized the military to designate areas from which “any or all persons may be excluded.” The order made no mention of race, but its target was clear. EO 9066 would result in the mass incarceration of people of Japanese ancestry across the country—two-thirds of them American citizens.

There were no charges of treason or disloyalty against any of these citizens, nor was there a way for them to appeal their incarceration. Instead, like the Miharas, they were herded into far-flung and isolated camps like Rohwer in Arkansas, Manzanar in California and Heart Mountain in Wyoming.

Resilience and Resistance

In the fall of 1942, just like children all over the country, the children of Heart Mountain started school. Except their school was in a ramshackle barrack with few books, few supplies and a plank of plywood

painted black for a chalkboard. But the material conditions weren't the only factor that hampered education at the camp.

“The problem was the teaching staff,” said Mihara. “Among the prisoner ranks, there were very few certified teachers.”

The children were grateful to have their Boy and Girl Scout programs, which had been a big part of Nisei life prior to the war. Heart Mountain's remote setting provided for myriad outdoor activities like camping, hiking and swimming, as well as jamborees with troops in nearby Cody and Powell.

Nisei were also permitted to have jobs, working in the mess hall or for the camp's police and fire departments and making up to \$19 a month.

“The government tried to create conditions that were somewhat normal,” Mihara explained.

But for Issei, normalcy was elusive.

“A lot of the people incarcerated lost everything; they lost businesses and farms,” said Ray Locker, director of communications and strategy for the Heart Mountain Wyoming Foundation, which owns and operates the interpretive center. Being stripped of their homes, careers and

freedom “wreaked havoc on their self-esteem and mental health.”

Still, Issei persevered. They launched a newspaper—the *Heart Mountain Sentinel*—which was distributed to 6,000 camp households every Saturday. They also cleared thousands of acres of sagebrush to create the most successful agricultural program of all the prison camps, despite Wyoming's unforgiving climate, growing crops that had never been successfully cultivated in the region.

More than 800 incarcerated from Heart Mountain served in the military, becoming members of the 442nd Regimental Combat Team, the most decorated unit in U.S. military history relative to its size and length of service. Fifteen men from the Wyoming prison camp were killed in combat, and two received the Medal of Honor, the nation's highest military award.

Heart Mountain was also the site of the largest single draft resistance movement in United States history, when more than 80 incarcerated—many of whom had once been deemed “unfit for military service” by the U.S. government based on their Japanese heritage—declined to report for their military induction physicals. Almost all the men were tried for violation of the Selective Service Act and sent to prison.

GREAT AMERICAN RAIL-TRAIL

Connecting the Great American Rail-Trail in Powell, Wyoming

Currently, the Heart Mountain WWII Japanese American Confinement Site is located in a 52-mile gap of the Great American Rail-Trail® between Cody and Greybull, Wyoming. In 2024, Rails to Trails Conservancy collaborated with the Powell Economic Partnership (PEP) to host a petition in support of a connector through the small city of Powell, one that would contribute to the nationwide trail while providing local residents with the nearby outdoor recreation they lack. “When we’ve done outreach and surveys, what the community says they want is more access,” said Rebekah Burns, PEP’s executive director. “They want somewhere they can take their grandchildren, run after work or bike on a safe pathway.”

RTC and PEP’s petition quickly reached its goal of 1,000 signatures, and Burns said the group is now working with the county to begin fundraising and developing plans for the project.

► For more great stories on the history of the Great American Rail-Trail, go to traillink.com/historic-places or rtc.li/history-happened-here.

An Uncertain Return and Long Reconciliation

On Dec. 17, 1944, the U.S. government announced mass exclusion was no longer necessary and would end the following month. Incarcerees would be given \$25 and a train ticket to anywhere in the country. But for some, release was not a cause for celebration. Many no longer had a home or a job to return to; others worried about their safety back on the West Coast.

“Some people didn’t want to go back because they were afraid of what would happen to them,” said Locker. Prejudice against the Japanese had continued to grow during the war. “There was persistent racism. People’s houses were set on fire.”

Fearing racial violence in San Francisco, Mihara and his family first left Heart Mountain for Salt Lake City, where his father struggled to open a new business. Eventually, six years after Pearl Harbor, the Miharas returned home to California and “tried to re-create the life we used to have,” said Mihara, who went on to become a rocket scientist at Boeing.

Today, the prison camp where the family spent three difficult years is open for those who want to learn more about this tragic era in American history. On the grounds of the Heart Mountain WWII Japanese American Confinement Site, recently named a Smithsonian affiliate, visitors can walk through an original root cellar, a barrack and the hospital building where 556 babies were born. An interpretive center features photographs, artifacts, oral histories and interactive exhibits that tell the story of Heart Mountain through the eyes of those Japanese and Japanese Americans who were imprisoned there.

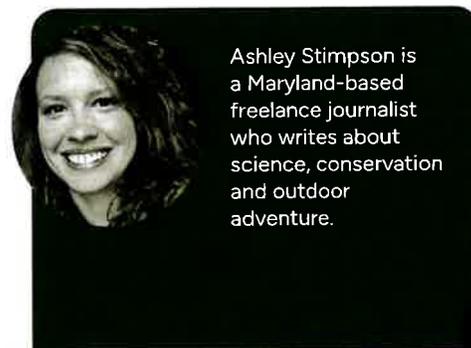


In the years since WWII, the U.S. government has pardoned the draft resisters, given \$20,000 in reparations to each incarcerated, and issued a number of formal apologies about Japanese confinement. The first came in 1976 from President Gerald Ford, who called incarceration a “national mistake” that “shall never again be repeated.”

But Mihara, one of a small surviving group of Heart Mountain incarcerated, said that it’s very possible for history to repeat itself.

Incarceration “almost happened to other groups during WWII. It almost happened to Muslim Americans after 9/11. Even today, there are detention centers for immigrants where the conditions are not good,” he said. “We need to be on our guard to make sure it doesn’t happen again.”

PHOTOS: Opposite page: Sam Mihara, a surviving incarcerated of the Heart Mountain WWII Japanese American Confinement Site (as of 2025). | Courtesy Mihara Family Collection. This page: The Heart Mountain Honor Roll memorial to individuals who left the camp for military service | Gates Frontiers Fund Wyoming Collection within the Carol M. Highsmith Archive, Library of Congress, Prints and Photographs Division.



Ashley Stimpson is a Maryland-based freelance journalist who writes about science, conservation and outdoor adventure.



TRIBUTE

**In Memory
of Trails and
Environmental
Justice
Advocate Guy
O. Williams**

By Amy Kapp

“Whatever his role at any given time, he always approached the work with passion, purpose, generosity and empathy.”

— Kevin Mills, Vice President of Policy, Rails to Trails Conservancy

Rails to Trails Conservancy was deeply saddened to learn of the loss of our dear friend and colleague, Guy O. Williams (rtc.li/guy-williams), who passed away on July 29, 2025. A nationally respected leader in the environmental justice and trails and active transportation movements, Williams—who served as an RTC board member from 2002 to 2021 and board chair from 2013 to 2016—tirelessly endeavored, both in work and in life, to make communities better places to live and the outdoors accessible for all. He will be greatly missed.

“Guy was one of those very special people who touched the lives of many,” affirmed Ryan Chao, president of RTC. “We’re so grateful for his long service on the Rails to Trails Conservancy board, and his legacy lives on in all the communities that are healthier from his life’s work.”

He continued, “Our hearts go out to his family and very large community of friends that mourn his loss.”

Williams grew up in Maryland and received a Bachelor of

Science from Bucknell University. Throughout his career, he applied his knowledge of social equity and environmental justice to a number of leading organizations in the field, including the Environmental Defense Fund, the National Wildlife Federation, Detroiters Working for Environmental Justice, which he co-founded, and his firm, G.O. Williams & Associates.

RTC remembers Williams for his impactful ideas, his strong sense of purpose, and his drive to turn thought leadership into action and positive outcomes.

“Guy brought a very valuable perspective to our board,” said Keith Laughlin, who served as president of RTC from 2001 to 2019, and worked closely with Williams. “As the executive director of Detroiters Working for Environmental Justice, he understood how trails can improve the health of urban communities and the people who live there.”

“He pushed me and the board to make sure everything we did—our financial management, our programming and how we talked about RTC—was done with authenticity and reflected





the deep desire for fairness and justice [we have] in our efforts to increase access to trails and active transportation,” affirmed Kate Kraft, former executive director of America Walks, who joined RTC’s board shortly after Williams.

Kevin Mills, RTC’s vice president of policy, knew Williams since their days of working together at the Environmental Defense Fund in the early 1990s. Mills remembers Williams’ deep understanding of RTC’s trail advocacy work and its strategic intersections with his environmental justice work in Detroit. “He would pick up on RTC’s latest objectives—such as innovative ways to fund trails or assess trail connectivity—and identify opportunities to advance them, sharing his network of contacts and pounding the pavement to secure support,” said Mills.

He continued, “He was also a force to be reckoned with in the boardroom. He would listen carefully to everyone’s opinions and then weigh in with a thoughtful position that

blended respect for his peers with a challenge for RTC to strive to be as impactful as possible, because he believed—and led others to believe—that it was essential for the good of the world that we be our best selves.”

Williams’ colleagues note that while he was chair, he led the RTC board and its business strategies with a strong sense of integrity, and championed impactful communications and marketing initiatives that helped raise RTC’s visibility. His thought leadership is credited as being pivotal to the launch of RTC’s TrailNation™ initiative, which aims to accelerate trail network development nationwide, and today contains a portfolio of nine local and regional trail network projects spanning more than 10,000 miles.

His legacy lives on through the local and national organizations he helped shape and mold, and the friends and colleagues he touched along the way—who remember his indelible mark on the trails and environmental movements, and the endless kindness and support he emanated on a daily basis.

“[He] was good at building consensus, and always had a smile on his face,” said Laughlin.

“Whatever his role at any given time, he always approached the work with passion, purpose, generosity and empathy,” Mills stated.

“Guy left his mark on many people, and RTC is really lucky that he was part of making us who we are today,” said Kraft.

In lieu of flowers, Williams’ family suggests that donations be made to the Charles R. “Pop” and Virginia H. Williams Endowment Fund (rtc.li/williams-fund), an environmental justice organization of your choice, or a local AA chapter in honor of Williams’ quiet but powerful commitment to recovery and second chances.

PHOTOS: Opposite page, from left: Guy O. Williams | Courtesy Guy O. Williams; Williams at the 2018 TrailNation Summit in Milwaukee, Wisconsin | Courtesy Front Room Photography. This page, from left: Williams and colleagues on the Hank Aaron State Trail in Milwaukee | Courtesy Rails to Conservancy; Williams on a bike at an RTC board meeting | Brandi Horton.



How Five Trail Aficionados Made Their Lives Extraordinary on America's Pathways

By Laura Stark

At Rails to Trails magazine, we know that when trails are part of our everyday lives, they can have an impact—whether that's improving our health, providing safe transportation options or simply connecting us with the people in our neighborhood! But sometimes they can also push us beyond what we think we're capable of, helping us to change and grow in ways we might never have expected. Here, we share the inspirational stories of a handful of people doing unique and extraordinary things through trails.

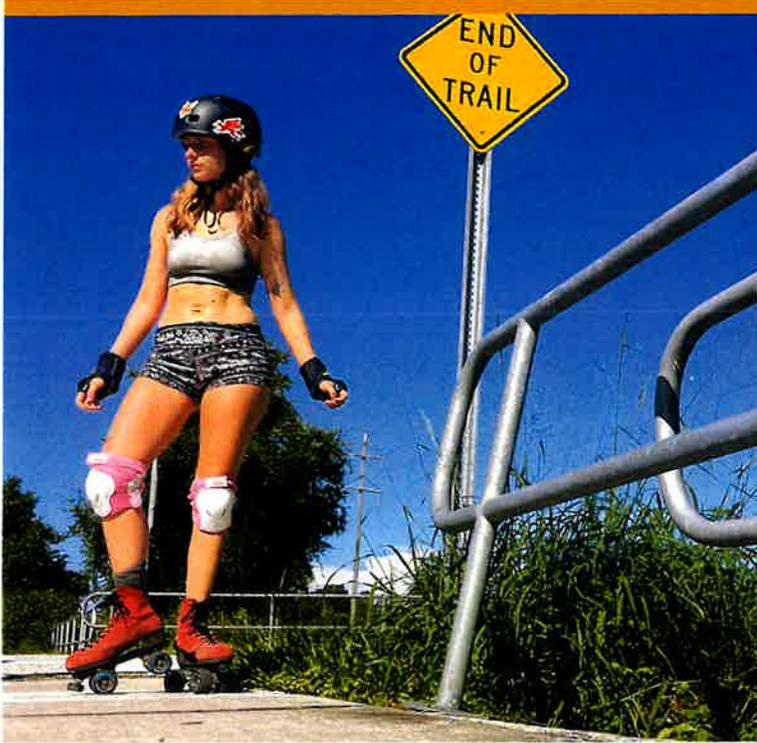
One Step at a Time: Rachel Jones

For those used to the relative flatness of most rail-trails, Colorado's Manitou Incline (rtc.li/manitou-incline) would come as a shock. Following the path of an old cog railroad, straight up the eastern slope of Pikes Peak in a series of more than 2,700 steps, it's equivalent to climbing the Statue of Liberty six times. Although the trail is only a mile long, even the city's website lists its difficulty level as "Extreme (we promise we're not kidding)."

Now imagine making that climb 1,000 times within a year. That's exactly what massage therapist Rachel Jones did—becoming the first woman to do so.

"I tried to climb the Incline for the first time about 15 years ago or so with some friends, and we struggled to make it to the top," said Jones. "But a few years later, I heard about a man who did it over 500 times in a year, Greg Cummings, and he started what he called the '500 Club' for the people that did that. That just blew my mind. I thought it was such a cool challenge. It made me feel like I would have to become the best version of myself to be able to do something like that, physically, mentally and emotionally. But it wasn't until 2021 that I finally felt like I was in a place where I was ready to go for it."

PHOTOS: This page, from left: Rachel Jones tackling Colorado's Manitou Incline | Courtesy Rachel Jones; Ed Talone hiking a rail-trail in Ontario, Canada | Courtesy Ed Talone. Opposite page, clockwise from top-left: Brooke Pavak on the Florida Coast to Coast Trail | Courtesy Brooke Pavak; Bobby Whittaker promoting Washington's Ferry County Rail Trail | Courtesy Ferry County Rail Trail Partners; Rachel Jones celebrates her "1,000 party" for completing 1,000 laps on the Manitou Incline in one year—becoming the first woman to do so. | Courtesy Rachel Jones.



To accomplish the goal, Jones did the math and realized that she'd need to run multiple Incline laps per day, so she worked up to doing doubles, then triples, then quads—pushing herself to become stronger and faster. Eventually, she was able to do a lap in less than an hour and maintain that pace for several laps in a row. But then she heard about an “inclinathon”—doing 13 laps back to back, the equivalent of a marathon since each round trip was 2 miles—and a new challenge-within-a-challenge formed in her mind.

“It was difficult, but if you break any challenge down into pieces ... and then just do those pieces one by one, eventually you get there,” said Jones of her strategy.

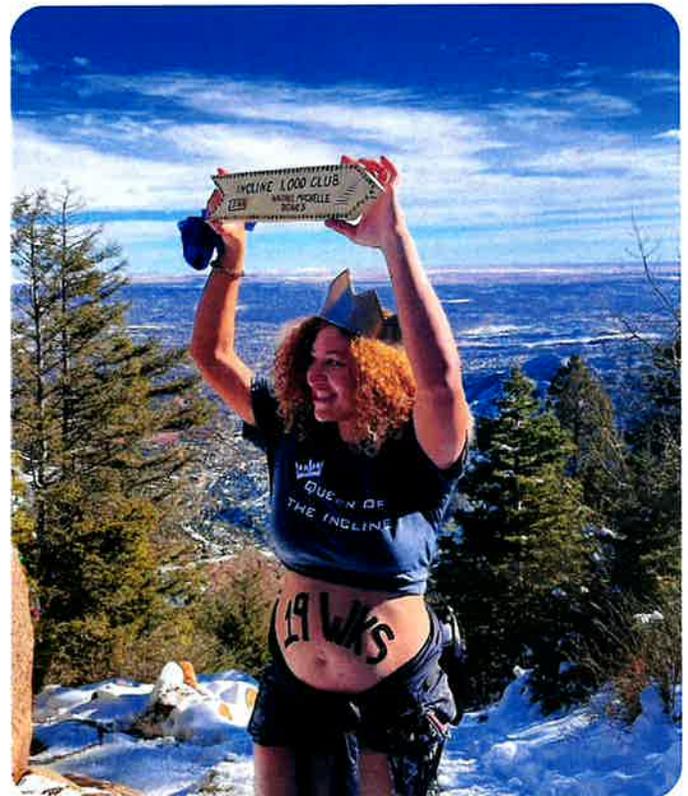
With the extra laps Jones was now doing, she was actually disappointed to discover that she was on track to finish her original 500-laps challenge early, so she decided to up the ante to 1,000 laps, a feat that only three men had also accomplished at the time. In all weather and in all seasons, she kept climbing, even through snow drifts when “only the most extreme locals were out there.” But as she approached the latter half of her new challenge, something unexpected happened.

“By the end of September 2022—when I had finally done all those inclinathons—I found out I was pregnant,” recalled Jones. “My doctor said, ‘Whatever you’ve been doing leading up to pregnancy, you can continue doing; you just have to listen to your body.’ Going into October, I was definitely hit with all the first trimester symptoms, which slowed me down quite a bit, but I was still out there pushing myself. I knew I

was safe, and my doctor knew I was safe, so I continued with my challenge, and at the end of that year, I reached my goal.”

Jones’ 1,000 party was a “huge celebration” that included a handmade plaque from her mentor Greg Cummings, her pregnancy announcement and a gender reveal.

“The people that had been in the 500 Club became my friends,” said Jones. “I took so much good energy



“As humans, we can do extraordinary things. All of us can. We just have to believe in ourselves, commit to it and put in the effort.”

— Rachel Jones, first woman in the “1,000 Club” for Colorado’s Manitou Incline

from them, and having someone that’s already done it look at you and say, ‘You can do this’—that’s huge. As humans we can do extraordinary things. All of us can. We just have to believe in ourselves, commit to it and put in the effort.”

A Walk on the Wild Side: Ed Talone

What’s kept Ed Talone hiking, even after hitting nearly 1,300 trails? An insatiable curiosity to find out what’s waiting just around the bend. Talone grew up in suburban Maryland, and a pivotal childhood experience sparked his passion to explore the world by foot, an endeavor that continues to this day with each hike meticulously logged in an Excel sheet spanning hundreds of rows.

“It was 1966, when I was 8, and my dad took my brother and I up to the C&O Canal Towpath,” Talone explained. “We were at the Monocacy Aqueduct and came to milepost 42, where my father said, ‘It’s 42 miles back to Washington, D.C., and 142 miles to Cumberland, Maryland.’ I did a little math in my head and figured those 184 miles [rtc.li/c-o-canal] would take me my whole life! And I thought that was wonderful, because that meant it would never end. I’ve now probably walked with a pack maybe 80,000 miles. I never thought I would walk that much, but that’s what started it.”

In particular, Talone loves rail-trails, because they typically have the tunnels, trestles and other structures that have always fascinated him (both his father and brother were engi-



“It’s visiting all the interesting little towns ... I would have never visited places like that unless I was doing these trails. That’s what keeps me going back—that never gets old.”

— Ed Talone, hiker of nearly 1,300 trails

neers). But for a man who typically walks alone, they also offer a sense of connection.

“It’s visiting all the interesting little towns that you might never see otherwise,” said Talone. “Without the C&O towpath, I would have never visited Hancock or Cumberland or Little Orleans in Maryland. I would have never visited places like that unless I was doing these trails. That’s what keeps me going back—that never gets old.”

A self-described “list keeper,” Talone has also kept track of all the towns he’s visited on his hikes, noting that it’s almost 9,000 now.

PHOTOS: This page, from left: Colorado’s Manitou Incline follows an old cog railroad route up the eastern slope of Pikes Peak on a series of more than 2,700 steps | Courtesy Rachel Jones. Ed Talone on West Virginia’s Blackwater Canyon Trail, a rail-trail in the Monongahela National Forest | Courtesy Ed Talone. Opposite page: Brooke Pavsek, enjoying her work at a local fox sanctuary | Courtesy Brooke Pavsek

In addition to trails in the United States, including the famed long-distance Appalachian Trail (appalachiantrail.org), Talone has also hiked throughout Europe and Canada and has no plans to stop. “The one thing I’ll always do, as long as I physically can, is walk,” Talone explained, noting that he typically covers 20 to 25 miles in a day. “Only positive things come out of walking—there’s no downside to it. I feel like the luckiest person in the world that I get to see all this.”

The Roll of a Lifetime: Brooke Pavék

It’s hard for Brooke Pavék to remember a time when skating wasn’t part of her life. Her dad enjoyed being active outside in the Florida sunshine with the kids, and Pavék loved being on wheels as soon as she put on her first pair of roller skates. “I thought it was the coolest thing, and I wouldn’t even take them off in the house,” Pavék recalled.

Her passion for wheels carried on through college, where it also served a commuting purpose to get around campus and to downtown, as she didn’t have a car. “I’m always on my skates. I’ll skate to get my groceries!”

But last summer, the 23-year-old Pavék wanted to give herself a fun challenge before she had to buckle down for law school. She was mulling over hitting some of the state’s longer rail-trails, when she happened upon a map showing the Florida Coast-to-Coast Trail (rtc.li/fla-c2c), a nearly complete, 250-mile route across the state, and instantly knew that that’s what she wanted to do—on her traditional quad skates, of course.

“Skating has gotten me to like my body a lot more. I think it makes me focus less on what it looks like in the mirror and more on what my body can do.”

— Brooke Pavék, law student who skated across Florida

Although the experience was at times difficult, said Pavék, she “learned that sometimes stubbornness pays off. Because there were a couple moments where I was just going like, ‘It’s too hot. Why am I even trying to do this?’ But then I was like, ‘OK, I can get this many miles in and I can push myself to do this.’”

That July, Pavék launched her adventure from Titusville on Florida’s Space Coast, zipping through 80 miles on her first day. The coast-to-coast route links more than a dozen trails, and Pavék’s favorite was the one she happened upon when she needed it the most. Her scariest moment of the journey occurred on the first day as she was coming down a steep bridge and took a tumble, resulting in a nasty gash on her thigh.

“I really liked the Seminole Wekiva Trail [rtc.li/seminole-wekiva] because it has nice asphalt and goes through a lot of woods and is very peaceful,” said Pavék. “It was what I needed after that emotional moment, because I was like, ‘Maybe I just quit right now’

because I had just fallen and was all bloody. But going on that trail, it calmed me down and I was like, ‘OK, this is why I do it.’”

Shortly after her fall, the trail’s murals also gave her a much-needed morale boost. “I saw a fox on one of the murals, and I love foxes. It was the coolest little symbol to keep me going.” When Pavék says she loves foxes, she really means it: She competes in roller derby for the Gainesville Roller Rebels, where her name is Swift Fox, and her skates are, of course, adorned with foxes. She even helps out part-time at a fox sanctuary.

The second day of her trip went smoothly, spanning another 80 miles or so. The occasional gaps in the trail were navigated via sidewalks and bike lanes, plus one short car trip. She finished her skate on the third day by rolling onto the St. Petersburg Pier over Tampa Bay at the end of the Pinellas Trail [rtc.li/pinellas-trail—a moment that brought her to tears.





In Memoriam: Isaiah Maxi

Aug. 16, 1994–July 10, 2025

There's a picture of Isaiah Maxi smiling in front of a colorful mural in Sedalia, Missouri, that says, "Let's Cross Paths"—a motto that perfectly encapsulates his worldview. In 2022, he challenged himself to visit every Missouri state park, where he enjoyed sharing his experiences with others on social media. That adventure led him to create a Facebook group called "The Journey to 100 Hiking Friends" to connect with new people across the state.

His 2024 challenge was to walk across Missouri on the 240-mile Katy Trail State Park (rtc.li/katy-trail). RTC interviewed Maxi about that journey on July 1 before his sudden passing on July 10 of a heart condition. While we

spent less than an hour together on the phone, Maxi's warmth, curiosity and kindness showed through. Here, we share the inspirational words about his experience and what he learned from the people with whom he crossed paths.

Growing up an athlete, "everything I did was sports," he told us—even his birthday was spent on the football field—so as an adult, he had a lot of firsts to catch up on, like his first visit to a Missouri state park during his 2022 challenge. For this new endeavor, he landed on the Katy Trail after deciding that he wanted something that would be "obtainable but also could be tough, and I also wanted to meet as many people as I could along the way."

He'd walk about 12 miles a day, though sometimes more and sometimes less depending on the distance to the next town. For the self-professed city guy, "it was cool to visit these smaller towns, like in Rocheport, where I think I met half the town—places where people just showed up and were hospitable."

Throughout the journey, he had the support of what he called his "trail angels," people who would

invite him to family meals at the kitchen table, cover his housing for the night or warn him to take shelter from impending storms. "I grew up with one parent, with my dad, so it was cool to have, like, 76 mothers who were looking out for me."

Using his Facebook page "Walking Across Missouri," he was also able to connect with others who wanted to join him for parts of the hike. "A lot of steps were taken with me. That meant a lot, because it was challenging mentally and emotionally more than physically."

But the best thing about the experience? "I think seeing how that journey created a little community, and that community was so kind to one another. I'd see them interacting with each other in the comments on the page, and it's awesome just to see different people meeting up with one another. I've always been confident that if you put good energy into the world, somehow, in some way, it'll come back—even if it's not to you."

If you would like to support Isaiah Maxi's family during this difficult time, contributions are welcome at rtc.li/isaiah-maxi.

When she reflects on the experience, Pavek noted, "Skating has gotten me to like my body a lot more. I think it makes me focus less on what it looks like in the mirror and more on what my body can do. It's about the strength and the power and the endurance that it has and how I can appreciate that."

A New Song and Dance: Bobby Whittaker

Growing up in Seattle, Bobby Whittaker didn't expect to become a hardcore trail advocate, but "being a part of something" has always been important to him. Whittaker thrived in the city's music scene, which shaped his 25-year career in the industry,

including as a manager and tour manager with iconic bands such as Mudhoney and R.E.M. *Read about how Whittaker went from rock music manager to trail manager in this 2016 article by Rails to Trails: rtc.li/bobby-whittaker-2016.*

He'd often take breaks from the frenetic pace of touring life in nature, especially in northeast Washington's rural Ferry County.

But in 2006, something exciting was happening in this place he'd always come to "slow down." There was talk of converting an old rail corridor in the county into a trail.

As the county had no parks department, Whittaker jumped at the chance to help, gathering a few friends and like-minded community members together to work on the project, eventually forming a volunteer organization, the Ferry County Rail Trail Partners (ferrycountyrailtrail.com), to manage it. As Whittaker once told *Rails to Trails*, "There's nothing more positive or punk rock than giving back to your community."

Sections of the 25-mile trail have been opening at a gradual but steady pace ever since, in large measure through donated labor and equipment. The crushed-stone surface that the group has been putting in was a huge improvement from the railroad ballast that once lined the route, which Whittaker jokingly likens to traveling across "sharp golf balls."

Last summer, Whittaker—who used to "skateboard everywhere" as a kid—was also thrilled to add a new skate park at the trail's southern end. "I call it a gateway drug for teaching kids healthy activities," he chuckled. "They're learning to get outside, to be independent and to connect with other adventurous souls."

But not one to hold still, he had his eyes on another project, too, the Children of the Sun Trail in Spokane (rtc.li/children-sun). "My love of trails expanded to this urban trail, which connects to the Centennial Trail [rtc.li/wa-centennial], a well-known path along the Spokane River," explained Whittaker. "Spokane is becoming a bike town, and that's exciting for me."



Whittaker, who has a self-professed "sweet tooth for historical buildings," bought a 1907 hotel along the trail in the city's historic Hillyard neighborhood with his partner Sandra Bilbrey, and they've been working on the two-story "little fixer-upper" for the past few years. On its lower level, the hotel now includes the Hillyard Bicycle shop, which he hopes will make it easier for folks to explore the trail.

The Children of the Sun name comes from the region's Salish people, and Whittaker is excited to work with the Indigenous community to help amplify their voices. A whimsical mural by Tribal artist Emma Noyes now graces the side of his hotel, and he's participating in a garden project in the trailside Wildhorse Park, where efforts are underway to sow plants that have cultural value to the Tribe.



Laura Stark is the senior editor for *Rails to Trails* magazine.

"We just kept working our butts off, and now we have this beautiful community asset. Sometimes the impossible just takes a little longer."

— Bobby Whittaker, President, Ferry County Rail Trail Partners

But Whittaker's first trail love will be finished this fall. "We're now putting in the last piece," he said of the Ferry County Rail Trail. "It took us years and years, but we just kept working our butts off, and now we have this beautiful community asset. Sometimes the impossible just takes a little longer." 🌲

PHOTOS: Opposite page: Isaiah Maxi in Sedalia, Missouri, on his Katy Trail State Park journey across the state | Courtesy Isaiah Maxi's "Walking Across Missouri" Facebook page. This page: Mural painted by Tribal artist Emma Noyes, adjacent to the Hillyard Bicycle shop in Spokane | Courtesy Bobby Whittaker.



Philadelphia Opens Critical New Bridge Connection on the Schuylkill River Trail

By Lori Litchman

After 10 years of planning, collaborating and fundraising, Philadelphia opened the Christian to Crescent connector bridge this past May, filling a vital gap in the still-growing five-county Schuylkill River Trail (schuylkillriver.org). In development since the 1990s, the trail will eventually follow the river from its confluence with the Delaware River in Philadelphia on a northwest course to Frackville, a distance of more than 120 miles.

The new pedestrian bridge opens up more opportunities for community connections, particularly between Center City and the southwestern Philadelphia neighborhood of Grays Ferry—and it avoids busy Interstate 76 by ducking underneath it. It also brings the city one step closer to having a completely off-road trail connecting two National Historic Landmarks in Philadelphia: Fairmount Water Works and Bartram's Garden.

"Having [the trail] as a method of transportation is a form of equity," said Joe Syrnick, who leads the Schuylkill River Development Corporation and has been working on the Schuylkill River Trail for

decades. "This is the fastest, most direct way to get from Southwest Philadelphia to Center City, where the theaters are, where the restaurants are and, most importantly, where the jobs are. And if you don't have a car, and you don't even have carfare, you can get ahold of a bike."

Philadelphia resident Chris Davis is an actor and dance teacher who uses the Schuylkill River Trail regularly for recreation and commuting. "It's just so cool to be able to commute and not worry about cars hitting you," Davis said. "I've ridden a bike every day for almost 15 years, so I've had so many close calls. To just relax and not worry about that is really awesome."

Additionally, the trail's connections to two vast trail systems—the regional Circuit Trails (circuittrails.org), a TrailNation™ network spanning 800 miles across Greater Philadelphia and New Jersey, and the East Coast Greenway (greenway.org) stretching from Florida to Maine—allow people to reach even more destinations without a car.

"I'm hoping this is just the beginning of cutting through the noise of traffic-clogged streets, and people in traffic [on I-76] will

"This is the fastest, most direct way to get from Southwest Philadelphia to Center City, where the theaters are, where the restaurants are and, most importantly, where the jobs are."

— Joe Syrnick, President and CEO, Schuylkill River Development Corporation

look over and, hopefully, see this is a better future," said Daniel Paschal, the East Coast Greenway Alliance's Mid-Atlantic manager.

On top of its utility, the 650-foot cable-stayed bridge has an eye-catching look with woven cables that form a harplike design, the first of its kind in the state. "Somebody said why don't we gussy up these cables a little bit by intertwining them," Syrnick explained. "It adds a new, special look. And when you light up these cables and towers at night, it really looks sharp."

The new bridge opens just in time, as all eyes will soon be on Philadelphia for the 250th anniversary of the signing of the Declaration of Independence on July 4, 2026.

"It lets visitors and residents alike see the city in ways that you never could before," enthused Paschal. "You see that special mix that Philly has, where you're kind of looking through an ice core sample of the city's history." 🏰

PHOTOS: From top: Philadelphia's new Christian to Crescent connector bridge | Dave Tavani; Celebrating the opening of the new bridge, which is part of the Schuylkill River Trail | Joseph E. B. Elliott, courtesy Schuylkill River Development Corporation.



2025 Hall of Fame Inductee: Kansas' Flint Hills Trail State Park

By *Laura Stark*

PHOTOS: All photos of Flint Hills Trail State Park depicted in this article are courtesy Kansas Department of Wildlife and Parks.

Already Kansas' longest rail-trail, the Flint Hills Trail State Park (rtc.li/flint-hills) earned another feather in its cap this summer by becoming the newest inductee into Rails to Trails Conservancy's Hall of Fame (railstotrails.org/halloffame). Spanning 118 miles across the eastern half of the Sunflower State, the route joins an exemplary group of multiuse trails celebrated for the cultural, economic and quality-of-life benefits they bring to their communities. Check out just some of the ways this Midwestern gem earned this special recognition.

"This honor is a testament to the natural beauty of our state and the commitment of Kansans who have worked to preserve it.

The importance of these parks to our state's economic well-being, as well as to the quality of life of Kansans, cannot be overstated."

— Laura Kelly, Governor of Kansas

rails-to-trails conservancy

Hall of Fame

Within 90 minutes, travelers from three of the state's largest cities—Kansas City, Topeka and Wichita—can be on the Flint Hills Trail. From Osawatomie to Herington, the route connects five counties and more than a dozen rural communities, spaced roughly 10 miles apart, providing opportunities to boost the regional economy through tourism and recreation. In Ottawa, the pathway also directly links to the Prairie Spirit Trail State Park, another Hall of Famer, providing an additional 51 miles of adventure.



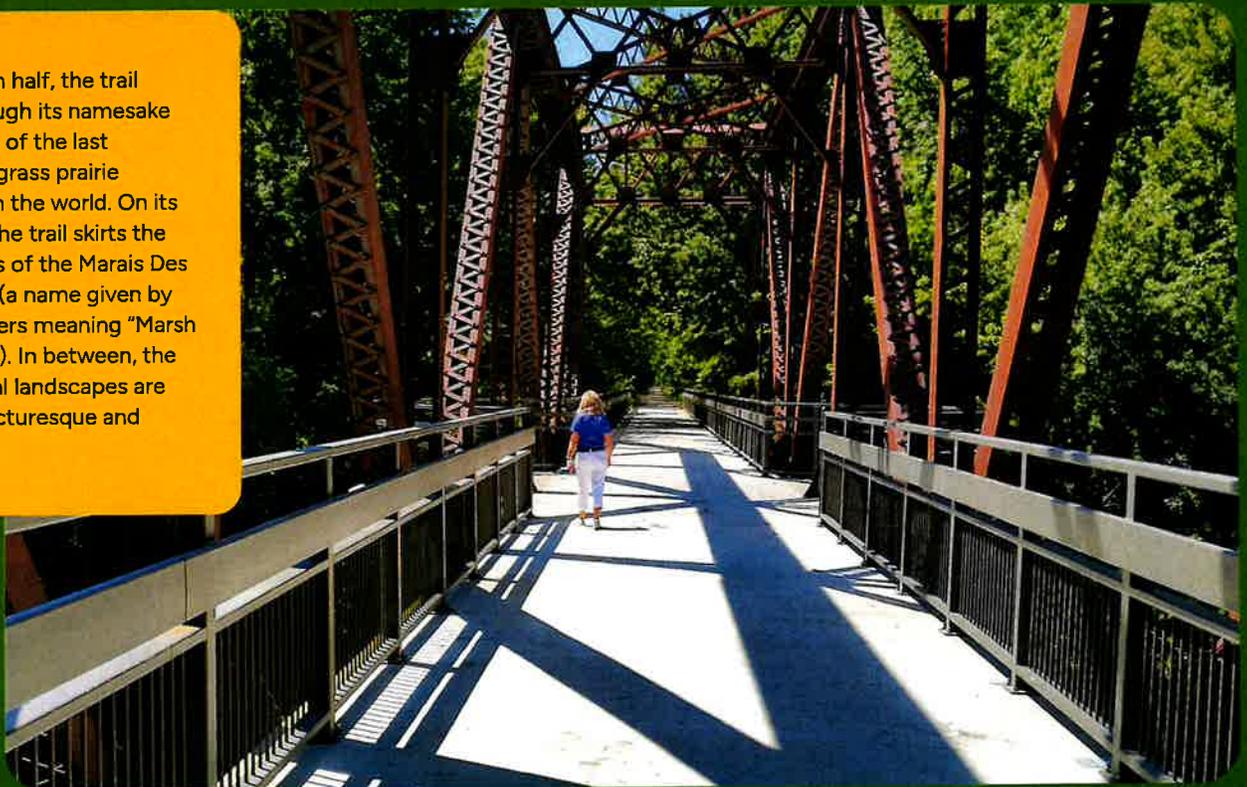
Community Connector

Many sites along the rail-trail offer the chance to learn more about the region, such as Allegawaho Heritage Memorial Park, which honors the history of the Kaw (Kanza) Nation, and the John Brown Memorial Park and Museum State Historic Site, where visitors can learn about the famous abolitionist and the movement to make Kansas a free state. The route also partially traces the Santa Fe National Historic Trail, a key travel corridor between 1821 and 1880.



Historical Significance

On its western half, the trail journeys through its namesake Flint Hills, one of the last remaining tallgrass prairie ecosystems in the world. On its eastern end, the trail skirts the wooded bluffs of the Marais Des Cygnes River (a name given by French explorers meaning "Marsh of the Swans"). In between, the rolling pastoral landscapes are undeniably picturesque and peaceful.



Scenic Assets

After train service was discontinued in the corridor, the route was railbanked in 1995 and an all-volunteer group, the Kanza Rail-Trails Conservancy (KRTC) (kanzatrails.org), was formed to develop it into a trail. Through their efforts, the trail's first section opened in 2003. While the Flint Hills Trail was designated a state park by the Kansas Legislature in 2018, the Kansas Department of Wildlife and Parks continues to partner with KRTC to this day. In 2020, the trail's continued success led to its recognition as a National Recreation Trail.



A Grassroots Gem

Considered the crown jewel of Kansas trails, the eventual 118-mile pathway currently has 93 miles surfaced with crushed limestone and open for walking, biking and horseback riding, as well as electric wheelchair use in many locations. The route is also continually upgraded with surface improvements and new facilities, such as restrooms and drinking water, to make the experience an enjoyable one.



Management and Maintenance Excellence

Uncommon Accommodations

The Cutest, Quaintest and Quirkiest Stays Along the Great Allegheny Passage

By Ashley Stimpson

Easy peddling, riverside picnics and sweeping panoramas are the hallmarks of long days spent on the Great Allegheny Passage (GAP, gaptrail.org), which stretches 150 miles from Pittsburgh, Pennsylvania, to Cumberland, Maryland. But evenings along the trail can be just as memorable. From a beautifully restored convent to a combination diner and motel—and charming inns galore—these unique stays prove that the adventure doesn't have to end at the trailhead.

PENNSYLVANIA

Bright Morning Bed & Breakfast, West Newton

If it were any closer to the trail, Bright Morning Bed & Breakfast at 127 Jefferson Court in West Newton (brightmorningbb.com) would be in the middle of it. Cheer on other thru-riders from your room in one of the inn's four adjacent restored homes, where a homemade breakfast and secure bike barn come standard with every stay. Just across the trail, visitors can find a restaurant and beer garden; the West Newton Bicycle Shop is less than a block away.

The B&B's new owners have recently remodeled a six-bedroom guesthouse right on the Youghiogheny River a short stroll down the

GAP, meaning even more visitors can fall in love with this quaint trail town, 35 miles south of Pittsburgh.

Chateau Connellsville, Connellsville

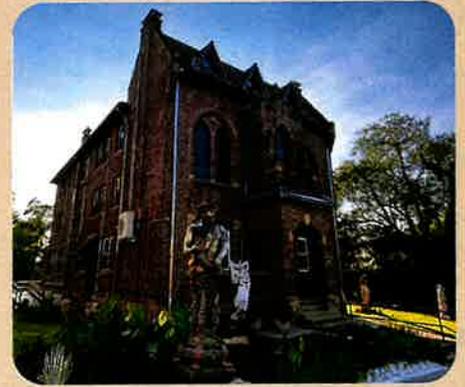
A century ago, the three-story, neo-Gothic brick building at 114 N. Prospect St. in Connellsville (chateauconnellsville.com) was teeming with nuns. Completed in 1924, the Immaculate Conception convent housed an order of Benedictine sisters who staffed the adjacent school and served the Southwest Pennsylvania community for 60 years.

Fast forward to 2025, and the former convent is now stuffed with a different kind of devotee—cyclists. Recently reopened as Chateau Connellsville, the fully remodeled boutique hotel offers 10 themed suites. Choose an art deco, midcentury modern, Victorian or even a groovy '70s suite (complete with multicolored afghan) for your post-trail time-out.

At night, guests fall asleep more easily knowing their bikes are secure in a locked storage room, and in the morning, a free breakfast awaits at the nearby Comfort Inn, adjacent to the GAP.

Smith House Inn, Confluence

The teeny town of Confluence, Pennsylvania, is the meeting place of the Laurel Hill Creek and



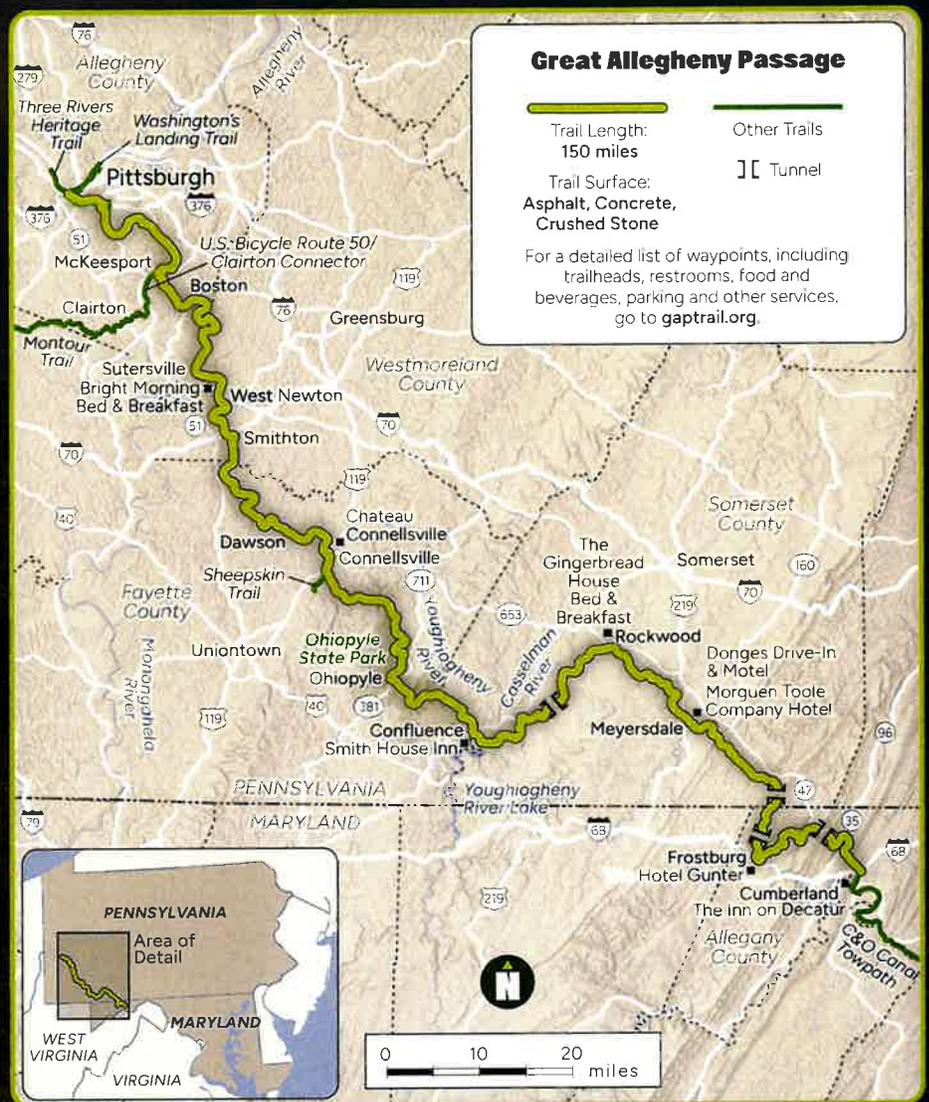
PHOTOS: From top: Great Allegheny Passage (gaptrail.org); Chateau Connellsville in Pennsylvania; The Gingerbread House in Rockwood, Pennsylvania; Morgan Toole Company Hotel in Meyersdale, Pennsylvania | Ashley Stimpson (4)

A Pathway to Economic Recovery

For centuries, the railroads that connected the cities and towns along the Great Allegheny Passage (GAP, gaptrail.org), provided economic prosperity by carrying coal and timber away. Today, following the decline of these regional industries, the trail is delivering economic recovery in the form of recreation and tourism. According to a 2021 report, every mile of the 150-mile trail creates more than \$800,000 in economic value a year, or \$121 million total. That means the GAP now generates more money each year than it originally cost to create.

These dollars are spent in trailside restaurants, hotels, gift stores and bike shops, where 1,393 employees across five Appalachian counties earn a living wage in roles supported by GAP tourism. According to Bryan Perry, the executive director of the Great Allegheny Passage, about 60% of trail-facing businesses were formed between 2010 and 2019, a period of time that spans the GAP's completion in 2013. "There was this energy building as we were nearing completion," Perry said. "Entrepreneurs were saying 'there's a market here' and launching distilleries, coffee shops, bike shops."

One of those entrepreneurs was Angela Bonnell, a Confluence, Pennsylvania, resident who opened Sunshine Luggage Shuttle (sunshineluggageshuttle.com) in 2012, transporting bags from inn to inn while GAP goes enjoy the trail—and a lightened load.



"I needed a job where my kids could come with me," said the mother of four. "Since I appreciated the trail already, creating a business centered around it made perfect sense."

In the last 13 years, Bonnell's business has grown; today she provides a luggage shuttle along the C&O Canal Towpath (rtc.li/c-o-canal) and the Ohio to Erie Trail (rtc.li/ohio-erie). The business, she said, "has helped my family, and I have what we need to thrive in this area, and I've enjoyed more time with my children because of it."

It's not just business owners who have benefited from the trail. State, county and local governments receive about \$9 million in tax revenue from GAP tourism each year, and

home prices along the trail have risen nearly twice as much compared to state averages, even as the population in these areas has fallen. The median home value in Connellsville, Pennsylvania, a trail town with a crop of new trail-related businesses, has risen by approximately 42% in just six years.

For residents along the trail, the GAP provides safe and accessible recreation opportunities in a rural region with challenging topography. It's also brought a more diverse selection of businesses and restaurants to these communities, as well as an increased sense of hometown pride. That might be why, in the 2021 survey, 93% of residents agreed with the statement, "The GAP makes my community more vibrant."

Youghiogheny and Casselman rivers. It is also—at more than halfway along the trail for thru-riders heading south—the ideal spot to indulge in some well-earned luxury.

At the Smith House Inn at 420 Sterner St. (smithhouseinn.com), a beautifully restored 1920 bungalow with a charming wraparound porch perfect for a late-afternoon nap, guests enjoy free snacks, French-press coffee and turndown chocolates. The next day's ride will be fueled by a two-course homemade breakfast (yogurt parfaits with homemade granola, anyone?), and bikes are safe and sound in the locked garage.

The Gingerbread House Bed and Breakfast, Rockwood

People who stay at The Gingerbread House Bed and Breakfast (thegbhouse.com), a meticulously maintained Victorian home at 156 Rockdale Road in the trail town of Rockwood, Pennsylvania, rave about the host's homemade syrups—maple, mulberry and pumpkin—that adorn the breakfast table each morning. In addition to the inn's beloved breakfasts, guests can also look forward to clean and comfortable rooms and a secure place to stash their bikes.

The Rockwood trailhead and visitors center is within sight of The Gingerbread House's inviting front porch, and a local brewery is a block away.

Morguen Toole Company Hotel, Meyersdale

During the early 20th century, the 30,000-square-foot warehouse at 130 Center St. in the heart of downtown Meyersdale, Pennsylvania, housed two separate businesses: Baer & Company Hardware and R. Reich & Son Furniture and Undertaking. The latter is the reason ghosts and spirits now reportedly roam the halls of

the Morguen Toole Company Hotel (morguentoole.com), a quirky hostel-like retreat popular with GAP-goers. There's even a room named after one of the ghosts: Helen's Chamber is among the hotel's most booked rooms.

Ideal for large groups and families, the hotel offers a range of accommodations, from sprawling suites to bunk beds with shared bathrooms.

Donges Drive-In and Motel, Meyersdale

If ghosts aren't your thing, how about hamburgers, french fries and ice cream? Located just around the block from Morguen Toole Company Hotel, Donges Drive-In and Motel at 100 Center St. (dongesdriveinmotel.com) might be the only spot on the GAP where you can get a hot shower and a hot fudge sundae without leaving the premises. Open since 1967, Donges has been in the same family for three generations and offers classic diner fare and a handful of tidy and cozy motel rooms. In the morning, guests can wander down from their digs to fuel up on bacon, eggs and pancakes—topped with some locally sourced syrup right here in Pennsylvania's "Maple City."

MARYLAND

Hotel Gunter, Frostburg

Opened on New Year's Day 1897, for decades the Hotel Gunter at 11 W. Main St. in Frostburg (hotelgunter.com) provided an easy and opulent getaway for politicians and their families from nearby Washington, D.C. Nestled in the mountains of Western Maryland, the hotel had a café, a barber shop and even a petting zoo, complete with tame deer. During Prohibition, it also had a jail in the basement so that federal marshals transporting criminals down Route 40 could enjoy a hot meal and a good night's rest.

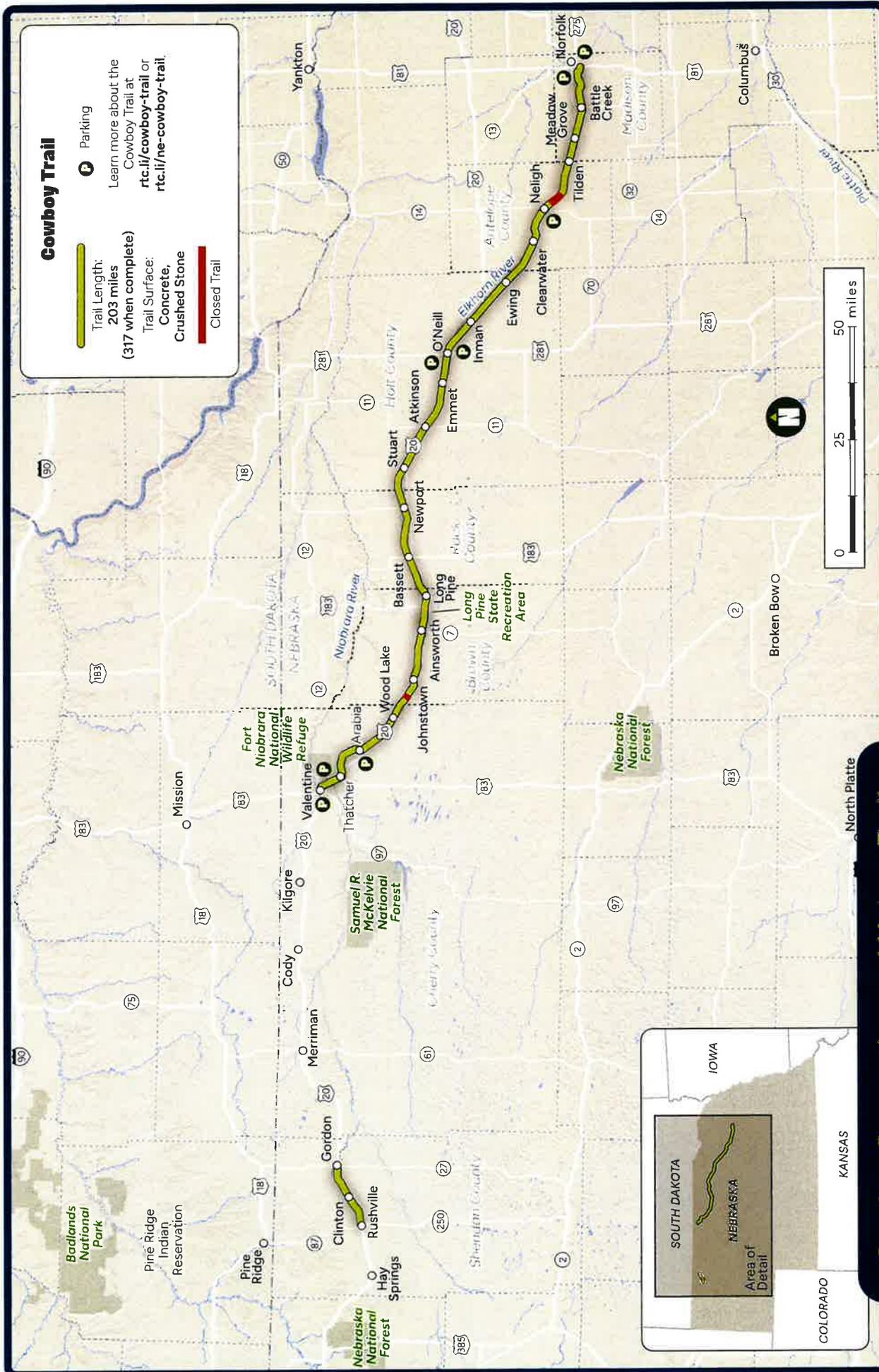


Today, the hotel, which was renovated and reopened in 2019, still offers weary travelers a soft place to rest their heads. The hotel is located about half a mile from the GAP's Frostburg trailhead (take note that it is a *steep* half mile) right in the middle of bustling downtown, where people have no problem filling the hours between rides, exploring the city's many shops and restaurants.

The Inn on Decatur, Cumberland

Whether you're starting your ride or celebrating its completion, the historic Inn on Decatur (theinnondecaturnet.net) at 108 Decatur St. in downtown Cumberland, Maryland, provides a stylish home base. A Federal-style townhouse located just four (flat!) blocks from Mile 0, the inn is owned by a local tour guide who offers complimentary tours of the city and help with discovering Cumberland's best restaurants and most notable landmarks. A hearty breakfast—with challah French toast or apple crisp—will power your first miles along the GAP or keep you full all the way home. ⚡

PHOTOS: From top, Donges Drive-In and Motel in Meyersdale, Pennsylvania; Hotel Gunter in Frostburg, Maryland | Ashley Stimpson (2)



Cowboy Recreation and Nature Trail

When complete, Nebraska's Cowboy Recreation and Nature Trail will be the longest rail-trail in America, connecting 30 rural communities and all four of the state's distinct ecoregions across 317 miles from Rushville to Norfolk. Managed by the Nebraska Game and Parks Commission and supported by multiple nonprofits, including Bike Walk Nebraska, the Nebraska Trails Foundation, Cowboy Trail West and the Northwest Nebraska Trails Association, the trail is also a key segment of the 3,700-mile developing Great American Rail-Trail®. Read about this trail, which turned 30 in 2025, in our cover story on p. 8. For more information, go to rtc.li/cowboy-trail or outdoornebraska.gov.

Rails to Trails Conservancy
2445 M Street, NW, Suite 650
Washington, DC 20037



NEW RIVER TRAIL STATE PARK

VIRGINIA
Nestled in Virginia's Blue Ridge Highlands, the New River Trail State Park offers a 57-mile route under a lush canopy of trees. The corridor through which it runs was donated to the state by Norfolk Southern Corporation in 1981, and by the late 1990s, the full length of the trail was developed and open for the public. Like most rail trails, not only was a beautiful natural setting preserved in its making, but also the telling of the region's history. Along the pathway, you can find remnants of its industrial past—like old iron furnaces, a coal-ship tunnel where required help were made, restored depots, a bright red caboose, and railroad trestles and tunnels.

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

Explore America's rail-trails and trail networks, and learn about the impact they have in communities nationwide.
railstotrails.org/magazine

Celebrate 40 years of RTC and the Trails Movement!

Journey through the RTC archives and order your 2026 Trail Calendar today!

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railstotrails.org/calendar26

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Yamhill County Board of Commissioners
Yamhill County Department of Planning and Development

Keep the trail in the Transportation System Plan

Remove the trail from the Transportation System Plan

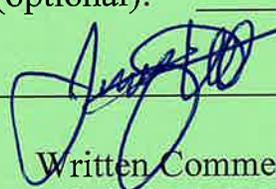
Docket: G-01-25

Date of Hearing: January 22, 2026

Name: Jason Fields
(Please print legibly)

Mailing Address: 32710 NE Wesley Rd Newberg OR

E-Mail Address (optional): _____

Signature: 

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

verbally

Thank You for Your Interest and Participation!

Public Comment / Notice
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Yamhill County Board of Commissioners
Yamhill County Department of Planning and Development

Keep the trail in the Transportation System Plan

Remove the trail from the Transportation System Plan

Docket: G-01-25

Date of Hearing: January 22, 2026

Name: John Wisner
(Please print legibly)

Mailing Address: 7680 N.E. Gun Club Rd, Carlton, OR. 97111

E-Mail Address (optional): _____

Signature: John M. Wisner

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

Verbal Testimony

Thank You for Your Interest and Participation!

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Yamhill County Department of Planning and Development

Keep the trail in the Transportation System Plan

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Docket: G-01-25

Date of Hearing: January 22, 2026

Name: Scott Bernards
(Please print legibly)

Mailing Address: 9275 NW Lakeside Dr. Carlton

E-Mail Address (optional): scottbernardsfarm@gmail

Signature: Scott Bernards

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

verbal only

Thank You for Your Interest and Participation!

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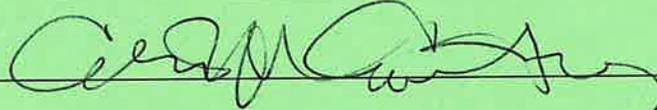
Docket: G-01-25

Date of Hearing: January 22, 2026

Name: Celine McCarthy
(Please print legibly)

Mailing Address: PO BOX 417

E-Mail Address (optional): _____

Signature: 

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

verbal

NOT ANTI TRAIL

PRO - FARM! 

Thank You for Your Interest and Participation!

Public Comment / Notice
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Yamhill County Department of Planning and Development

Keep the trail in the Transportation System Plan

Remove the trail from the Transportation System Plan

Docket: G-01-25

Date of Hearing: January 22, 2026

Name: Alice T. Patridge
(Please print legibly)

Mailing Address: 687 N. Coolidge St.

E-Mail Address (optional): _____

Signature: Alice T. Patridge

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

Verbal Testimony

Thank You for Your Interest and Participation!

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Yamhill County Board of Commissioners
Yamhill County Department of Planning and Development

Keep the trail in the Transportation System Plan

Remove the trail from the Transportation System Plan

Docket: G-01-25

Date of Hearing: January 22, 2026

Name: Wendie Kellington
(Please print legibly)

Mailing Address: _____

E-Mail Address (optional): _____

Signature: Wendie Kellington

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

JEK BAL

Thank You for Your Interest and Participation!

Public Comment / Notice
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Yamhill County Board of Commissioners
Yamhill County Department of Planning and Development

Keep the trail in the Transportation System Plan

Remove the trail from the Transportation System Plan

Docket: G-01-25

Date of Hearing: January 22, 2026

Name: Steve Wick
(Please print legibly)

Mailing Address: 24250 NW Orson Rd Astoria

E-Mail Address (optional): _____

Signature: 

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

Verbal

Thank You for Your Interest and Participation!

Public Comment / Notice
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Yamhill County Department of Planning and Development

- Keep the trail in the Transportation System Plan**
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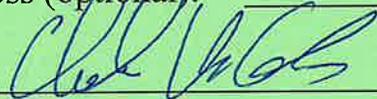
Docket: G-01-25

Date of Hearing: January 22, 2026

Name: Charles Van Genderen
(Please print legibly)

Mailing Address: 232 East Palmers Way Dayton

E-Mail Address (optional): _____

Signature: 

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

verbal w/ handout

Thank You for Your Interest and Participation!

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Yamhill County Board of Commissioners
Yamhill County Department of Planning and Development

- Keep the trail in the Transportation System Plan**
- Remove the trail from the Transportation System Plan**

Docket: G-01-25

Date of Hearing: January 22, 2026

Name: Todd Sadlo
(Please print legibly)

Mailing Address: 1532 SE 36th Ave PDX 97214

E-Mail Address (optional): ToddSadlo@gmail.com

Signature: T. Sadlo

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

Testify - verbal

Thank You for Your Interest and Participation!

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Yamhill County Department of Planning and Development

- Keep the trail in the Transportation System Plan
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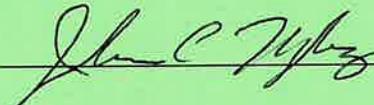
Docket: G-01-25

Date of Hearing: January 22, 2026

Name: JOHN C NYBERG
(Please print legibly)

Mailing Address: 21840 NE SUNNYCREST RD, NEWBERG OR 97132

E-Mail Address (optional): JOHNCNYBERG@GMAIL.COM

Signature: 

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

DAMAGES TO MY FIELDS BY VEHICLES, LITTER, i.e.
'GREY TOYS & CONDOMS', PANS, BOTTLES, & PAPER

Thank You for Your Interest and Participation!

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Yamhill County Department of Planning and Development

- Keep the trail in the Transportation System Plan**
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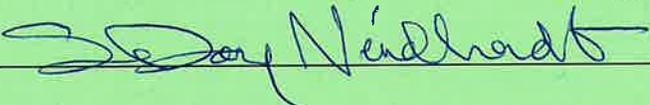
Docket: G-01-25

Date of Hearing: January 22, 2026

Name: Susan Day Neidhardt
(Please print legibly)

Mailing Address: 285 W 1st St Yamhill

E-Mail Address (optional): susanday@gmail.com

Signature: 

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

^{38 years} I was involved with the Rails to Trails project when I moved here and became more involved when the possibility of selling this corridor of land became more of a reality. This is so shortsighted since we have even more possibilities for public uses of this land along with a bike trail connecting to other trails & possibly all the way to the coast connecting to the Salmonberry Trail which was just granted more money to expand. Yamhill & Carlton are looking to the possibility of connecting to water from Hillsboro & this would be the perfect corridor of land to use.

As we evolve as a species on this planet, it's important to not destroy what we already have and build on what's possible for our communities and generations to come.

Thank You for Your Interest and Participation!

Public Comment / Notice
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Yamhill County Board of Commissioners
Yamhill County Department of Planning and Development

Keep the trail in the Transportation System Plan

Remove the trail from the Transportation System Plan

Docket: G-01-25

Date of Hearing: January 22, 2026

Name: Neysa Hays
(Please print legibly)

Mailing Address: 20375 Hwy 47 Yamhill, OR 97148

E-Mail Address (optional): neysa.hays@gmail.com

Signature: *Neysa Hays*

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

Verbal

Thank You for Your Interest and Participation!

Public Comment / Notice
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Yamhill County Department of Planning and Development

Keep the trail in the Transportation System Plan

Remove the trail from the Transportation System Plan

Docket: G-01-25

Date of Hearing: January 22, 2026

Name: Lindsay Berschauer
(Please print legibly)

Mailing Address: 2662 NW Meadows Dr. McMinnville

E-Mail Address (optional): _____

Signature: 

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

oral testimony

Thank You for Your Interest and Participation!

Public Comment / Notice
Registration Card
Yamhill County Board of Commissioners
Yamhill County Department of Planning and Development

- Keep the trail in the Transportation System Plan**
- Remove the trail from the Transportation System Plan**

Docket: G-01-25

Date of Hearing: January 22, 2026

Name: Alanna Pass
(Please print legibly)

Mailing Address: 17675 NE N. Valley Rd Nbg

E-Mail Address (optional): _____

Signature: Alanna Pass

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

given oral testimony

Thank You for Your Interest and Participation!

Public Comment / Notice
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Yamhill County Board of Commissioners
Yamhill County Department of Planning and Development

Keep the trail in the Transportation System Plan

Remove the trail from the Transportation System Plan

Docket: G-01-25

Date of Hearing: January 22, 2026

Name: Kurt Kreitzer
(Please print legibly)

Mailing Address: 7430 NE Krono Rd Yamhill 97148

E-Mail Address (optional): _____

Signature: Kurt Kreitzer

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

verbal

Thank You for Your Interest and Participation!

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Yamhill County Department of Planning and Development

Keep the trail in the Transportation System Plan

Remove the trail from the Transportation System Plan

Docket: G-01-25

Date of Hearing: January 22, 2026

Name: Bryan Bryan Schmidt
(Please print legibly)

Mailing Address: 7580 NE Hendricks Rd Carlton OR

E-Mail Address (optional): _____

Signature: Bryan Schmidt

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

Verbal

Thank You for Your Interest and Participation!

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Yamhill County Department of Planning and Development

Keep the trail in the Transportation System Plan

Remove the trail from the Transportation System Plan

Docket: G-01-25

Date of Hearing: January 22, 2026

Name: Brady Drew
(Please print legibly)

Mailing Address: 20005 NW Goodrich Rd. Yamhill, OR

E-Mail Address (optional): Bdrew22@georgefox.edu

Signature: Brady Drew

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

Verbal

Thank You for Your Interest and Participation!

Public Comment / Notice
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Yamhill County Department of Planning and Development

- Keep the trail in the Transportation System Plan**
written & verbal
- Remove the trail from the Transportation System Plan**

Docket: G-01-25

Date of Hearing: January 22, 2026

Name: Matthew Dolphin
(Please print legibly)

Mailing Address: 16870NE Mountain Home Rd Sherwood OR

E-Mail Address (optional): matt@mattdolphin.com

Signature: Matthew Dolphin

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

Have you considered that almost all of our parks are adjacent to farmland? If Farms & Recreation can't coexist next to each other for the trail - That may continue to be an issue with all of our public land

Thank You for Your Interest and Participation!

Public Comment / Notice
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Yamhill County Department of Planning and Development

Keep the trail in the Transportation System Plan

Remove the trail from the Transportation System Plan

Docket: G-01-25

Date of Hearing: January 22, 2026

Name: Carla Chamber
(Please print legibly)

Mailing Address: 2984 SW 2nd

E-Mail Address (optional): _____

Signature: Carla Chamber

Written Comments: (Continue on back side if needed)

***Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128**

verbally

Thank You for Your Interest and Participation!

Public Comment / Notice
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Keep the trail in the Transportation System Plan



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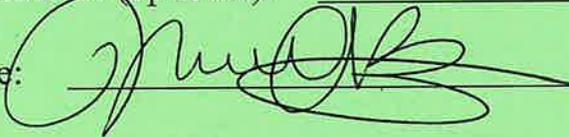
Docket: G-01-25

Date of Hearing: January 22, 2026

Name: Neomi Allen Barton
(Please print legibly)

Mailing Address: 2725 NE Leathers Lane, McMinnville

E-Mail Address (optional): _____

Signature: 

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

I am a home owner in McMinnville, mother of four, and Transition Specialist working with Yamhill County justice-involved youth.

Outdoor recreation is a huge part of my life - whether it be biking with our kids, roller skating, bird/nature watching - or - encouraging our community's youth to engage in healthy, legal, recreating.

Having additional outdoor recreating options in our area, that are free and accessible is an invaluable investment in our community future.

Thank You for Your Interest and Participation!

* written only * 😊

Public Comment / Notice
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Yamhill County Board of Commissioners
Yamhill County Department of Planning and Development

Keep the trail in the Transportation System Plan

Remove the trail from the Transportation System Plan

Docket: G-01-25

Date of Hearing: January 22, 2026

Name: CRAIG MARKHAM
(Please print legibly)

Mailing Address: 22745 NE LAFFERD LN, SANDEE 97115

E-Mail Address (optional): markhamcp@frontier.com

Signature: Craig Markham

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

Oppose removal of trail from YCTSP

Thank You for Your Interest and Participation!

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Yamhill County Board of Commissioners
Yamhill County Department of Planning and Development

Keep the trail in the Transportation System Plan

Remove the trail from the Transportation System Plan

Docket: G-01-25

Date of Hearing: January 22, 2026

Name: MARILYN BLEN
(Please print legibly)

Mailing Address: 14665 NW OAKRIDGE RD YAMHILL 97148

E-Mail Address (optional): _____

Signature: Marilyn Blen

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

I have worked with FRIENDS of YAMHILL'S WESTSIDER TRAIL FOR YEARS DOING EDUCATIONAL OUTREACH & THE FEED BACK I HAVE RECEIVED FROM THE COMMUNITY OVER WHOLMINGLY SUPPORTS THE TRAIL. THE TAXPAYERS OF YAMHILL CO.

REMOVING THE TRAIL FROM THE TRANSPORTATION PLAN WILL DO IRREPAIRABLE HARM TO OUR FAMILYS, CHILDREN & GRANDCHILDREN & REMOVE THE PROTECTIONS THAT KEEP THE BOC FROM SELLING IT OFF PIECEMEAL, GUARANTEEING THAT THE TRAIL CORRIDOR WILL NEVER BE DEVELOPED FOR RECREATION, UTILITIES ACCESS & LAW ENFORCEMENT ACCESS.

WHAT HAPPENS TO OUR THIRSTY COMMUNITIES? LAW ENFORCEMENT ACCESS IF CALAMITY STRIKES & HWY 47 IS IMPASSIBLE DUE TO EARTHQUAKE OR

Thank You for Your Interest and Participation!

WIDESPREAD FIRE, MAJOR TRAFFIC ACCIDENT.

IGNORING TO PLAN FOR OUR FUTURE IS A MYOPIC VIEW.

THE VOTE SHOULD ALLOW FOR THE VOTERS TO VOTE
ON THE BALLOT ^{INITIATIVE} MEASURES

Public Comment / Notice
Registration Card
Yamhill County Board of Commissioners
Yamhill County Department of Planning and Development

Keep the trail in the Transportation System Plan

Remove the trail from the Transportation System Plan

Docket: G-01-25

Date of Hearing: January 22, 2026

Name: Ilsa Perse
(Please print legibly)

Mailing Address: 5765 NE Mineral Springs Rd Carlton

E-Mail Address (optional): ilsaperse4@gmail.com

Signature: _____

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

The TSP cannot be changed on a whim, something the BOC seems to think is their right to do. The County Comprehensive plan is directly tied to the TSP & no one seems anxious to change that, I'm sure.

Farmers along the trail corridor have gotten used to having those extra bits of public lands as a buffer & probably want to keep it that way. This doesn't make a legal reason to declare that the trail, as envisioned, will interfere with how they farm the actual acreage that they own, and farm.

Spray drift is a total red herring. Spraying on approved days when wind is calm shouldn't be declared a reason to claim people using the trail as interfering with farming. There are no legal reasons to say that a bike trail on County-owned property will interfere with accepted farm practices.

NOTE: Does not wish to give verbal.

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Keep the trail in the Transportation System Plan



Remove the trail from the Transportation System Plan

Docket: G-01-25

Date of Hearing: January 22, 2026

Name: Deborah Brooks
(Please print legibly)

Mailing Address: 2451 NW Crimson Ct McMinnville

E-Mail Address (optional): _____

Signature: Deborah Brooks

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

The railroad right of way has never been private land. The county purchased it with the help of donors for recreation and transportation purposes. It needs to remain a public access corridor.

Do not wish to speak

Thank You for Your Interest and Participation!

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- Keep the trail in the Transportation System Plan**
- Remove the trail from the Transportation System Plan**

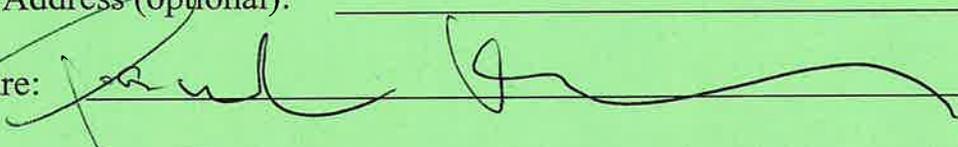
Docket: G-01-25

Date of Hearing: January 22, 2026

Name: PAUL KUETHNE
(Please print legibly)

Mailing Address: _____

E-Mail Address (optional): _____

Signature: 

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

VERBAL

Thank You for Your Interest and Participation!

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Keep the trail in the Transportation System Plan

Remove the trail from the Transportation System Plan

Docket: G-01-25

Date of Hearing: January 22, 2026

Name: Kyle Barton
(Please print legibly)

Mailing Address: 2725 NE Leathers Lane McMinnville OR 97128

E-Mail Address (optional): _____

Signature: 

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

I'd like to express my support for preserving the land for the proposed yamheles westside trail as public land for that purpose. public land should remain public land. selling and/or privatizing the land is compromising the future of the county and all those who would otherwise use the trail once its completed.

Thank you.

Thank You for Your Interest and Participation!

- WRITTEN TESTIMONY ONLY PLEASE -

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Yamhill County Department of Planning and Development



Keep the trail in the Transportation System Plan



Remove the trail from the Transportation System Plan

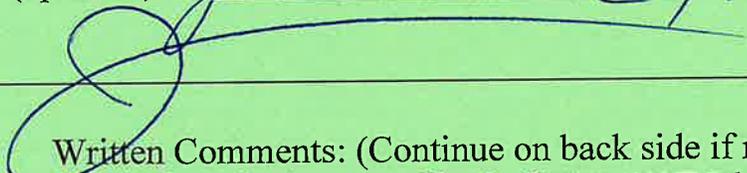
Docket: G-01-25

Date of Hearing: January 22, 2026

Name: JOHN SHEPARDAN
(Please print legibly)

Mailing Address: 313 NW HILLSIDE DR NW MCG 97128

E-Mail Address (optional): jshepandan1544@gmail.com

Signature: 

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

THE TRAIL IS NEEDED!

Thank You for Your Interest and Participation!

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Keep the trail in the Transportation System Plan



Remove the trail from the Transportation System Plan

Docket: G-01-25

Date of Hearing: January 22, 2026

Name: Kate Beavers
(Please print legibly)

Mailing Address: 14670 Baker CR Rd

E-Mail Address (optional): Kateb@kilteron.net

Signature: Kate Beavers

Written Comments: (Continue on back side if needed)

*Written comments may be submitted at the hearing or to the Planning Dept. at 400 NE Baker St. McMinnville, OR 97128

In view of the increase in tourists
the concept of the trail to ~~allow~~ allow more
to enjoy our beautiful area.
The regulations for farmers need to be
easy -
the

Thank You for Your Interest and Participation!