

Written Comments Submitted During June 8, 2017 Community Meeting

Chris Aebi
McMinnville

I farm several fields that border the proposed bike path. I'm most afraid of people trespassing on my property including eating my crop (hazelnuts). I'm also afraid that there will be restrictions on when I can spray my fields due to bicyclists complaining of smells. This is a bad deal and shouldn't be passed because it hurts farmers and cost tax payer money. Put a bike path on Highway 47 instead.

Randal Aebi
McMinnville

We don't need a tax paid for bike trail through farm land without toilets or away of keeping people from trespassing onto private property. It would be an additional problem for farming our land!

Dan Armstrong
Yamhill

The opportunity for the county to acquire this right of way should not be missed. What will our transportation needs be fifty years from now? The government should not pick winners and losers. Your job is to enable both the AG and tourist industries to succeed.

Nadine Basile
Carlton

Not all farmers are against this trail. I am a farmer in Carlton and am very much for the construction of the trail.

Jon Basile
Carlton

Any trail connecting our communities is a great thing. Especially one that promotes people getting outside and exercising.

David Bernstein
McMinnville

I am a supporter of safe bike trails, for this reason I support the Yamhelas Trail. In looking at the Yamhelas grant proposals I was shocked by the number of fatalities of cyclists on route 47. I think safe biking in this community is a moral issue and I cannot in good conscience accept the deaths of people, many who cannot drive (be it age or no license) when this trail would have saved their lives. I grew up in Illinois with easy access to a rails to trails path that was safe, clean, and heavily supported by the community. I believe this trail can be equally successful and I urge the commissioners to support it.

Jean Brethower
Yamhill

What are the county's plans, if any, to protect the landowners of adjacent properties from vandalism by trail users, from frivolous lawsuits by trail users who trespass on non-trail property, and from damage to farm property? Will right to farm laws be enforced? Will trail users be required to carry liability insurance for damage they do? Will adjacent farmers and land owners be held liable for injuries incurred by trespassers?

Carla Chambers

Amity

- 1) Our county does not have adequate recreational opportunities – this is a wonderful start to rectify this for local residents.
- 2) Carlton kids need a safe way to bike to school.
- 3) It would be very beneficial to tourism.

Megan Corws

Gaston

As a resident of Gaston but also Yamhill County!! I feel strongly that this trail will be a boom to our local economy and for our local community. I look forward to having a safe trail to allow my children to ride or run on. Thank you.

Liz Crockett

Carlton

I used the Rickreal-Monmouth bike trail throughout four summers. While attending WOU. It was a huge relief from riding a bicycle on Hwy 99. It was safe, clean and a fit to all who desire to “not” drive, stay fit, and enjoy our gorgeous Oregon countryside.

Peter Crockett

Carlton

I used to walk home on an old railroad track when I was 10. Nothing but needles, broken whiskey bottles and hobos. Dangerous. I'd rather have a bike trail. Thank you commissioners.

Doug Davis

What is the basis of facts for an increase in taxes?

Janna Ellings

Newberg

Always the wineries! Let's think about the real farmers. What will this bring to farmers that must continually deal with very restrictive land use. Thank you.

Ben Friesen

Carlton

I live adjacent to the proposed trail on a 30 acre vineyard property. I personally would greatly benefit from the ability to ride my bike to work in Gaston which is not an option now due to safety. I secondly think this is a fantastic opportunity to bring the people of our community together and provide an avenue for healthy behavior and human interaction.

Jana Gray

Carlton

I think the trail is a great idea. I love the Banks-Vernonia trail and it would be great to have a nice bike/equestrian trail close to home.

Neysa Hays
Carlton

I grew up in Carlton and have hoped for a very long time that there would be a safe way for people to walk and bike between our communities. The trail will make our roads safer and bring tourist dollars to our communities. Please support the building of the Yamhelas Trail!

Leanna Jeffords
McMinnville

I am opposed to the trail proposed for Yamhill County. It is unfair to property owners and will impact all residents in a negative way.

Ben Johnston
McMinnville

I grew up in Tucson, AZ. We had a "river" walk that stretched for about 10 miles along a dry river bed. It was an amazing place for community to recreate. Since getting out of the military and moving here I have been scouring maps and parks for decent running trails. Outside of Tice and Airport Park (both about 1 mile) you are on the roads. Our cross country team run on local streets. A lot of these intersections don't have any stop signs. County roads have no bike lanes. We need this trail for our community.

Brian Kotch
McMinnville

I am in favor of the bike trail.

Chris Mattson
Yamhill

Can you clarify whether Ken Wright is going to donate his land in Carlton as part of one of the grants as posted on the county web page? It was stated multiple times tonight by staff that Ken Wright will be offering an easement instead of donating the land (BO 13-175). Is this bait and switch?

Coline McCarthy
Gaston

As a self employed person that farms I understand a budget. What I don't like about "government" is there doesn't seem to be a budget. Seriously you should have an estimate cost of this project? All this landscaping, engineering etc. seems so extravagant. Just pave it and keep it simple. As a tax payer try and get a budget.

Jeff Newport
McMinnville

This trail would be spectacular for the area. Just look at the Vernonia-Banks trail and its success and how it has revitalized the towns in that area. To be able to ride safely from Carlton to Gaston and then beyond via the wide shoulders on the Hwy to Forest Grove there are few truly safe roads to ride on in the valley. Thank you.

Alice Patridge

Carlton

1. If trail is used for kids after school are funds sufficient for year round surveillance/safety maintenance?
2. Drainage is already an issue what is being done to alleviate current drain/flooding going onto private property.
3. Are funds available for alternate route if farm/use impact comes back negative?
4. If not "doable" will the land ever be available for purchase by adjacent owners?

Emille Prased

McMinnville

For school I lived by Detroit, MI. I had no friends and felt very alone. Close to my apartment was a running and bike path converted from old railroads. I trained for a ½ marathon and marathons all season long on those trails. I loved them. I felt like I had a sense of community using them and took care of them. We all did. I saw parts of Michigan I otherwise would've missed. I met friends on that path. This will be good for Yamhill. It help those who are new here and those that need something new.

Betsy Roberts

Carlton

My name is Betsy Roberts. I have lived at 8134 Hwy 47 for 28 years. My husband and I have raised five children at this location. When our children were young I used to walk with them to Carlton on the abandoned railroad tracks, the Hwy was too dangerous. We have had our mailbox ran into multiples times have seen a few accidents in front of our home. I am definitely for the trail to come to our area our back acreage borders the old tracks. Thank you.

Tristan Shell-Spurling

Carlton

For all the talk tonight about not listening to the opposition. I had not seen any of the faces speaking tonight at any of the numerous public meetings. Keep up the transparency.

John VanDyke

I am opposed to the trail. I would like to know exactly what is planned at the bus barn property which adjoins my property. Also I wish to have fencing and visual barriers the full length of my property.

Amy Wilder

Carlton

Just here to show support. I'm looking forward to enjoying the trail and believe it will provide a much needed safe route for recreation in our area.

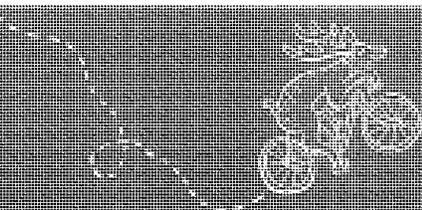
Ginger Williams

Carlton

A problem exists – there is no safe walking or biking path from McMinnville to Forest Grove. The Yamhelas Trail is a perfect solution. If you have property adjacent to the trail I believe the planner are willing to work with you to come up with solutions. Are you willing to work with them? Communication can create an outcome that will work for all of us.

Scott Bricker
Portland

Bikes Mean Business



Oregon Tourism

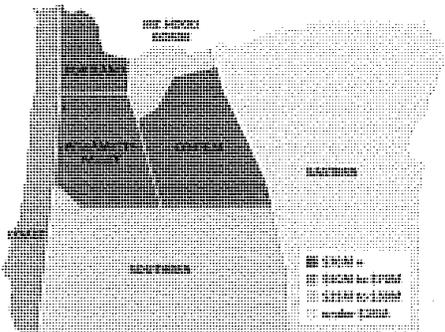
Creating Meaningful Jobs, Driving Economic Growth

- Generates **\$10.3 billion** in direct travel spending
- Generates **101,000 jobs** in Oregon and indirectly another **52,500 jobs**
- Produces **\$421 million** in state and local tax revenue
- Is one of the three **largest export-oriented industries** in rural Oregon counties

Oregon Travel Impacts: 1991-2014, Dean Runyan Associates



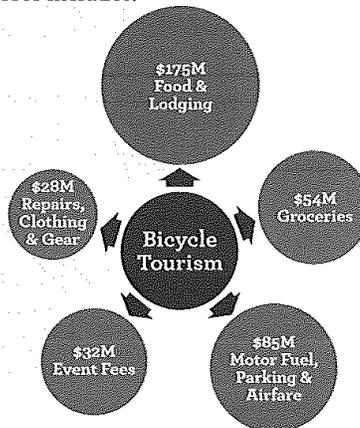
Total Bicycle-Traveler Trip Expenditures in Oregon by Region, 2012



Oregon Bicycle Tourism

Two-Wheeled Economic Significance is on a Roll

- Contributes **\$400 million** into Oregon's economy (\$1.1 million/day). Breakdown of benefits to Oregon businesses includes:



- Generates **4,600 jobs** and accounts for **\$102 million** in earnings
- Generates **\$18 million** in local and state tax revenue from lodging taxes, motor fuel and state income tax
- Travelers participating in bicycle tourism activities spend **\$124 more per trip** in Oregon (20% higher than all other traveler types)

The Economic Significance of Bicycle-Related Travel in Oregon: 2012, Dean Runyan Associates



Ride Oregon Ride

James Crawford
Yamhill

Commissioners:

Parks and trails are obviously a good thing for communities. However; parks and trails can become a threat to individual citizens when the politicians, bureaucrats and self anointed citizen activists who act as their surrogates become contemptuous of private property rights. The threat that parks and trails can pose to land owners becomes obvious only when the politicians, bureaucrats and self anointed activists begin to wage a propaganda campaign to demonize the innocent people whose property is coveted for parks and trails. I would offer the saga of Bonny Slope West as a cautionary tale to illustrate how vain, venial, vindictive and vicious parks officials and the community agitators who support their agenda can become when they attack innocent citizens whose only crime is that their land is coveted for parks and trails.

Bonny Slope West, or Area 93 as it was formerly known, is a rural residential community on the borderland between Multnomah County and Washington County. As Metro was contemplating an expansion of its Urban Growth Boundary back in 2002, a group of land owners banded together to correct what seemed to be an oversight. Although Bonny Slope West was deemed most suitable for urbanization under the criteria set forth under Oregon law, it was excluded from

Metro's initial proposal. Metro eventually designated Bonny Slope West as part of its UGB expansion after an attorney hired by one of the land owners provided staff with evidence to refute the apparent misconception that the area could not be served with urban water and sewer.

The landowners of Bonny Slope West had a dream. We were motivated in part by the potential profit of selling our large lots for responsible urban development at much higher prices than was possible selling our land for estates to house Portland's elites at subsidized prices. However; we were also motivated by the prospect that responsible urban development would enable aggregating the spectacular Ward Creek Canyon with its almost pristine, old growth forest into a linear park with trails that would be a blessing to the surrounding community and region. This motivation was particularly relevant to my wife, our children and I because we owned five parcels of land that included over half a mile of the most spectacular portion of the Ward Creek Canyon. Futile attempts to purchase trail right of way in other rural residential areas have validated our fear that any potential buyers of our land would jealously guard their individual portions of the canyon as their private domain.

Given the altruistic motivations of the landowners of Bonny Slope West, we were amazed and dismayed that the prospect of enabling the creation of a linear park and trail system by urbanizing the area provoked intense political opposition. There simply is not enough time to describe the imbecilic intransigence of politicians, bureaucrats and self anointed community activists who waged an unrelenting propaganda war of character assassination against us. We did not fully understand the motivations of the opposition until the Gordian Knot of the "governance issue" was finally resolved a decade later by the passage of an unprecedented, bipartisan bill by the Oregon legislature which amended the boundary between Multnomah County and Washington County to make Bonny Slope West a community of Washington County rather than Multnomah County.

As the long delayed and obstructed concept planning and zoning process finally began in earnest, the continued opposition and obstructionism by Washington County's Citizen Participation Organizations revealed their motivations. These groups that have vanishingly small participation by actual citizens are too easily dominated by small cliques who then elect the loudest mouths with the smallest brains to be their leaders. It soon became obvious that the self anointed leaders of CPO-1 and CPO-7 were surrogates for the Tualatin Hills Parks and Recreation District. The leaders of THPRD were not content to have over a third of the land in Bonny Slope West voluntarily donated to expand the preexisting Northeast Neighborhood "Future Park" at the intersection of Saltzman and Laidlaw roads into a viable, operational park that could actually benefit the community. They wanted all of our land in Bonny Slope West for a park and they were willing to use whatever means necessary to obstruct urbanization of the area in an obvious attempt to extort individual land owners into selling at pennies on the dollar. The parks district was determined to make us an offer that we could not refuse.

When the efforts by THPRD and its surrogates to obstruct the concept planning and zoning process needed to enable urban development of Bonny Slope West failed, they attempted to extort millions of dollars in extraordinary System Development Charges from Bonny Slope West land owners to fund an exorbitantly expensive parks and trails system. THPRD demanded funds to build single lane highways rather than pedestrian trails at an astonishing price of \$440 per lineal foot (Yamhill County recently widened and paved Kinkendahl road for only \$75 per foot). The parks district was also demanding \$2 million for a massive bridge capable of accommodating firetrucks that would soar over the Ward Creek Canyon rather than a pedestrian trail through the forested canyon that would cross the creek on a much more modest bridge that would be appropriately scaled for the sensitive environment.

While other Bonny Slope West land owners and I were aggressively confronting THPRD on its unrealistic and unjustifiable demands to impose extraordinary taxes on us, perhaps the most reprehensible tactics appeared to have been employed. A series of five mysterious arson fires occurred involving unoccupied houses on

land owned by THPRD for future parks. The first three fires occurred at the Northeast Neighborhood Park adjacent to my property. I was immediately accused by THPRD officials and CPO leaders. I suspect that I might have been arrested if Detective James Cooley of the Washington County Sheriffs office had not had the diligence and integrity to check cell tower ping logs that confirmed that I was elsewhere when the arson fires were set.

The identity of the arsonist remained a mystery to the public for over half a year until a security guard who worked for THPRD was finally indicted then arrested. This young man who had aspirations to become a police officer eventually pleaded guilty to committing all five of the arson fires and was sentenced to serve three years in prison.

My attorneys have in their position videos of interviews with various witnesses that occurred shortly after the last two of the five arson fires occurred. These interviews and other evidence confirm that the identity of this serial arsonist was known almost immediately, yet he was allowed to remain free and a potentially lethal threat to the community during the months that THPRD and its surrogates continued to exploit the suspicions against me in an effort to overcome the opposition to imposing extraordinary taxes against Bonny Slope West land owners.

Perhaps the most interesting and amusing, but also alarming and disturbing of these videos, is an interview of Mike Janin. Mr Janin, a former Sergeant with the Beaverton Police Department, is head of THPRD security. While all of the other witnesses were relaxed during their interviews, Mr Janin squirms around like a cat on a hot tin roof. The interview makes it apparent that he should actually have been a suspect because he engaged in certain acts that obstructed the fire department from responding to one of the fires and effectively tampered with evidence at the crime scene.

At one point during this interview, Mr Janin interrupts the most pertinent questions to specifically accuse me of being the arsonist. He recounts how the evil Mr Crawford "owns all of that land up there" and wants to develop it rather than sell it to THPRD for nearly nothing. Mr Janin attempts to substantiate his accusation by describing how many people had contacted him to accuse me. Detective Cooley quickly gets the interview back on track and it ends with Mr Janin having to surrender his cell phone for evidence.

I would like to end my comments with a historical quote by King Henry II:

"Would someone not rid me of this meddlesome priest?"

While historians are not certain if it was the King's intension to incite murder, there is no doubt that two of his knights were inspired to ride off to brutally kill Saint Thomas Beckett, the Archbishop of Canterbury. I am equally uncertain that THPRD and its CPO surrogates intended to incite a THPRD security guard to commit arson, but there is no doubt their hateful rhetoric against me inspired a frustrated and troubled young man to imagine that he could achieve his dream of becoming a police officer by starting a series of fires that I would inevitably be accused of. Yamhill County should be wary of creating the same type of toxic political environment by endorsing the proposed rails to trails project.

Janna Ellings

June 8th, 2017

Dear Yamhill County Board of Commissioners,

Thank you for providing this forum to ask questions in public about the proposed Yamhelas Westsider Trail. I live in Yamhill County, and I oppose the proposed bike path because:

(I have checked what concerns me most:)

- property rights and trespass concerns
- fiscal responsibility: existing infrastructure and debts come first
- this is light-rail in disguise, albeit decades out.
- farm-impacts and EFU zone ORS 215.296 process not being addressed
- this large of expenditure should be put to a vote first

How can negotiation for cost be ongoing when this unit "approved"

I may be contacted at: Janna. Ellings @ gmail . com

Sincerely,

Janna Ellings
(signature)

Janna Ellings
(print)

(submit this to the county clerk before the meeting ends)

Alison Graves
Buxton



Yamhill County Commissioners
535 NE 5th St.
McMinnville, OR 97128

June 5, 2017

Esteemed Commissioners,

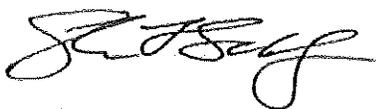
I am writing on behalf of Cycle Oregon to express our support of the Yamhelas Westsider Trail in Yamhill County, and to urge your continued support for this transformational project.

Cycle Oregon is a non-profit organization dedicated to transforming individuals and communities through bicycling. For 30 years we have been providing people from all over the world the experience of riding a bicycle throughout this great state of Oregon. Along the way, we have contributed millions of dollars to communities and organizations - from the Halfway recycling center and the Port Orford food bank to the preservation of the Wallowa moraine and the preliminary funding for the Salmonberry Trail project. One thing we have proven over these years – bike tourism means stronger economies for our communities. Small rural communities such as Carlton, Gaston and Yamhill could certainly benefit from a project like this passing by their towns.

Safety on our events is Cycle Oregon's number one priority. On many of the roads throughout the state this can be an issue - State Highway 47 is one of those roads. Narrow restrictive shoulders alongside local and recreational traffic make this corridor a safety hazard.

The Yamhelas Westsider Trail would create a safe and enjoyable tourism asset for your area by providing a safe corridor for non-motorized travel through the heart of wine country, as well as potentially reducing vehicular traffic. With its proximity to the Tualatin Valley Scenic Bikeway, the Banks Vernonia Trail, and the future potential Salmonberry Trail, it could help bring more visitors to your area by providing a leg of a network of these destination trails and support the economy of your county.

The proven minimal negative impact of these types of trails, combined with positive impact for the communities and people of your county make the Yamhelas Westsider Trail project a winning proposition.



Steve Schulz
Executive Director, Cycle Oregon

Connie Hutchison
Yamhill

June 8, 2017

Yamhill County Board of Commissioners

RE: Opposition to the proposed Yamelas Trail

Approval of this trail development *will change our beautiful Yamhill County forever.*

*While I am aware of the benefit to some business interests,
It will open a Pandora's box of problems to our region.*

It is *cruel to impose* a public trail on local impacted landowners.
Privacy, security, trespass issues, loss of property value, other expenses, and the natural use of their land will all be real problems.

The public will have access to the proposed trail day and night.

The trail will bring in illegal campers and other undesirable activity.

Our small towns will have increased problems with homelessness.

Farming practices will be disrupted.

All county taxpayers will bear increase in taxes.
Increased need for Police/Sheriff services are a given.
Fire risk increases and access will not be easy to effectively contain.
Maintenance both long term and short expenses will effect us all.

Other landowners not directly connected to the trail will have problems from exposure to the some of the public using the trail, as they will see distant opportunities to trespass, etc.

Yamhill County should put their resources into another appropriate area of the county that does not hurt impacted landowners and taxpayers.

Please protect this lovely area and the citizens who call Yamhill County home.

Thank you,

Connie Hutchison

Ron Hutchison
Yamhill

Yamhill County Board of Commissioners
June 8, 2017

Dear Commissioners,

Thank you for allowing this opportunity to express our concerns about the Yamhelas-Westside Trail.

The county budget is already inadequate to meet the needs (roads, police, fire, life, and safety) of the Yamhill County citizenry. The approval of the trail will provide the county, communities, and citizens a host of problems. The following is only a partial list of concerns:

1. Safety and privacy of homeowners along the trail will be at risk (burglary, vandalism, harassment, etc.).
2. Loss of value in the properties along the trail.
3. Trail users will trespass onto adjacent properties.
4. Homeless encampments along the trail and on adjacent properties
5. Farming practices will have to be modified and maybe discontinued to accommodate trail users. We need to encourage farming within our county not impede it.
6. Personal safety, particularly that of women and children will be at risk.
7. Sanitation, trash collection and on-going maintenance will be extremely costly and cannot be done on a volunteer basis.
8. This will put additional strain on our emergency responders.

This is an ill conceived idea that has far reaching consequences, negative impact and costs to all of us, to the benefit of a few.

Thank you for voting "no" on this "bad idea".

Ron Hutchison

Jolene Kuehne
Carlton

To: County Commissioners

Re: Points of Concern why we don't support the Yanokala Trail.

- ① We strongly support our community of Carlton just like other area farmers. We easily can spend \$40,000 a year between grass seed processing at Carlton seed, repairs at Carlton Trucking, parts at Davison's + fuel at Carlton Corners. Can the bicyclists be a good source of revenue? Or will it be a tax, maintenance burden?
- ② It is near homes that can be affected by problems on the trail.
- ③ Farm operations can be affected due to no fault of our own. Will there be signs - use @ your own risk, what will exempt us or others from litigation?
- ④ The trail being used by school age children to commute to school is troubling. How are they protected? If they go to school + don't want to ride their bike home - where are bikes stored? School year is spent much in our rainy season. Is this justified?
- ⑤ The trail will not get the bicyclists off our roads (narrow highways) a trail is too confining → where the end is in Gaston. Going from Gaston to Forest Grove doesn't appear to be very popular.
- ⑥ Why spend so much money on a trail when it will be destroyed for a commuter rail in the future?

Hawley + Jolene Kuehne

Diane Lawson
Yamhill

Comment

Did anyone come & ask us or come out
to see how it would affect us!

We bought out there to be away from everyone
the RR was abandoned & we were told it would
stay that way. I pay to have that
privacy. by buying out there - people who
buy in town can accept this but this is
not how we live!

[This page has been left intentionally blank]

I also have grandkids coming & don't
want to have to be afraid to let them
go out by themselves as my kids were
able to do!

no one asked us

Diane Lawson

Chris Mattson
Yamhill

June 8th, 2017

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(I have checked what concerns me most:)

- property rights and trespass concerns
- fiscal responsibility: existing infrastructure and debts come first
- this is light-rail in disguise, albeit decades out.
- farm-impacts and EFU zone ORS 215.296 process not being addressed
- this large of expenditure should be put to a vote first

This project is a waste of taxpayer time,
money, and resources.

I may be contacted at: ryegross.cm@gmail.com

Sincerely,

Chris Mattson
(signature)

Chris MATTSON
(print)

(submit this to the county clerk before the meeting ends)

Cheryl Nangeroni
McMinnville

From: Cheryl Nangeroni <cnangeroni@comcast.net>
Subject: **Yamhelas Bike Trail**
Date: June 8, 2017 4:17:09 PM PDT
To: Cheryl Nangeroni <cnangeroni@comcast.net>

My name is Cheryl Nangeroni and I moved to McMinnville 4 years ago from Portland.

I am in support of the Yamhelas, Rails to Trails bike path for safety in riding, and positive effects on rural Oregon from tourism.

I am a former Board Member of Cycle Oregon, and have seen the benefits of cycling tourism for rural Oregon towns.

I am a cyclist, riding since I was a child, and have found it safer to ride in Yamhill County than in Multnomah County, but I am constantly vigilant, watching approaching vehicles in my rear view mirror to make sure they are going to give me room and not hit me.

Drivers are mostly polite and respect cyclists near McMinnville. But what is even more safe, especially for senior riders like me, as well as for school children and families, is to have a bike trail, or path, that is completely separated from traffic.

Using former Railroad property to make a scenic trail for hikers, equestrians and cyclists answers this safety issue. (of riding in traffic)

I have ridden the Banks to Vernonia Trail and have found it safe and enjoyable, with marked crossings where it passes over a road or driveway.

I have never seen any littering or crime of any sort.

On the Banks to Vernonia trail I also enjoy extra services—

- a parking lot at the Trailhead with bathrooms,
- good directional signage,
- plus the choice of many restaurants at the trail's end in Vernonia for lunch,
- not to mention the joy of riding through fields and woods experiencing nature, rather than watching out for drivers coming too fast or too close to me on my bicycle.

Bringing people out to the country, plus engaging our local citizens to be active and walk or cycle in a safe place, is a definite plus.

I support the trail.

Cheryl Nangeroni

'When you put your hand in a flowing stream, you touch the last that has gone before, and the first that is yet to come.'
– Leonardo Da Vinci

cnangeroni@comcast.net

Cheryl Nangeroni

Bryan Schmidt
Carlton

June 8th, 2017

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I own a small dairy along the proposed Yamhelas bike path / light rail. This is so close to me that it would shut me down do to trespass and vandalism. Also a light rail on the other hand would ruin this valley. My cows access to pasture would be cut off.

I may be contacted at: PO BOX 1208 Carlton OR 97111

Sincerely,

Bryan Schmidt
(signature)

Bryan Schmidt
(print)

(submit this to the county clerk before the meeting ends)

Bryan Schmidt
Carlton

YAMHILL COUNTY FARM BUREAU

503-472-9123 • 1215 NORTH ADAMS STREET, SUITE C • MCMINNVILLE, OR 97128

June 8th, 2017

Good Evening Commissioners,

Thank you for providing this forum to ask questions in public about the proposed Yamhelas Westsider Trail. I look forward to the Farm-Impact Study required under ORS 215.296.

I am speaking at the request of Yamhill County Farm Bureau when I express our concerns about severe agricultural conflicts that have not been addressed. Again, we look forward to addressing those concerns in the proper forum: an ORS 215.296 Farm-Impact Study.

On September 6th, 2016 an Oregon Farm Bureau attorney met with Yamhill County planners and its legal counsel to discuss the proposed trail. Present was county attorney Todd Sadlo and planner Ken Friday.

Mr. Sadlo and Mr. Friday indicated that there were no plans for a bicycle path, and that the county was only purchasing property for a future commuter-line to Washington County. This contradicted the six recent Yamhelas Friend's public trail events in which county officials and employees had spoken at length about a proposed trail and announced ODOT grant money specifically allocated for the Yamhelas Westsider bike path.

We would like to point out that Benton County tried a similar endeavor but could not fulfill farm-mitigation requirements and had to give their ODOT grant-money back.

If a bike path is being considered, the law requires the ORS 215.296 process to be complete. Please indicate if and when the ORS 215.296 Farm-Impact Study will occur.

We look forward to working with the county to complete this process as required. Thank you for the opportunity to testify.

Sincerely,

A handwritten signature in cursive script that reads "Jerry Mann" with "ams" written below it.

Jerry Mann
Yamhill County Farm Bureau President

Donna Scott
Carlton

Hi, My name is Donna Scott and I live in Carlton.

I wanted to make a comment on the westside yamhill trail. I lived in Gresham prior to moving here to Carlton, about 10 years ago. Our family moved from Gresham and our property there was close to Johnson Creek, in the Southeast portion of Gresham. The Springwater Trail purchased the railroad that backed up to our home and property. They removed the tracks and began laying asphalt for our section of the Springwater Trail. For 12 years I got to enjoy this trail that made easy access to our library, Saturday market, shopping and restaurants! I rode my bike with a carrier to put my toddler in and then a larger one for two growing children. I walked my dog and walked with friends and taught my girls to ride their bikes. Our community all enjoyed the trail. The National Guard did their runs on the trail and we heard the different chant songs of young men and women as they trained and conditioned their bodies for service. I also remember when the Hood to Coast chose The Springwater Trail as part of their route. I saw cross country skiers out on those rare snow in the valley years, and in the summer they practiced with roller shoes and ski sticks. I enjoyed countless summers watching disabled individuals on specialized bikes as well as seniors together in groups enjoying a safe flat surface that they could participate on.

When we moved to this area I had a sense of great loss from having little to no safe area to enjoy a walk, bike ride. I know the joy this trail in this area will bring and I hope you can help our community do something great for the kids, active adults, seniors and disable athlete minded individuals.

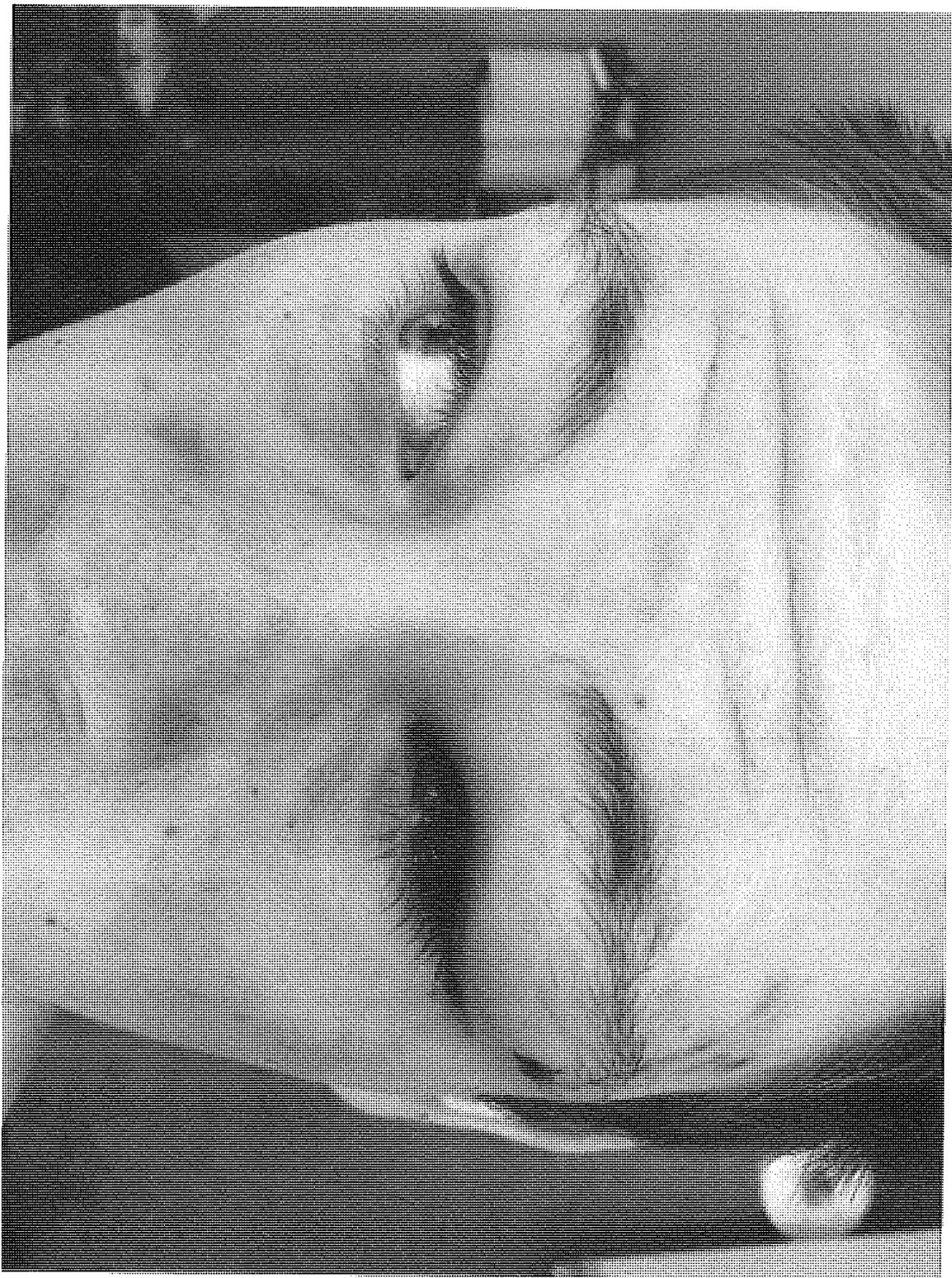
Thank you
Donna Scott

Michael Williams

On behalf of someone who could not be here tonight, I'd like to read a letter from him regarding his experience in our county. This letter is from Michael Williams who is an avid biker and leads training rides to help other cyclists.

He writes –

“This is a photo of my nephew from last September. We were coming back from riding early on a Sunday. We were Northbound on 47 heading to Forest Grove when a driver passed way too close, causing my nephew to crash. Unfortunately, there wasn't anyone around and I didn't get a chance to get the plate. I personally will no longer travel on 47 south of Gaston because it is too dangerous. I think this new trail would be amazing.”



Emails Submitted to Yamhill County Commissioners Regarding the Yamhelas Westsider Trail

From: Carol Laurich [mailto:CLaurich06@hotmail.com]

Sent: Thursday, July 27, 2017 3:44 PM

To: Carrie Martin

Subject: Yamhill/Carlton Trail Input

Most all people living in the county have roads and, in towns, sidewalks on the public right of way in front, in back, or on the side of their properties. These shared, public right-of-way properties are used by people for driving vehicles, riding bikes and skate boards, walking, running and pushing baby carriages. People living on their private property have beautifully landscaped yards, vegetable gardens, play areas for children, fenced yards for dogs, or use their property to conduct business. **In most cases these private and public land uses coincide in peace and harmony.**

There are laws and rules affecting operation and speed of vehicles, damage to property, littering, trespass, personal behavior, animals and animal behavior, use of property and more. Sometimes the rules or laws are broken, sometimes in hurtful ways and sometimes through carelessness. Sometimes people go beyond expectations and do really good things for one another.

Sometimes roads have been built to benefit a company, a business development, or a housing development. The roads are built and maintained to benefit us all whether we drive or we are passengers. **Sidewalks and bike/walking trails benefit us all, also: They keep all of us safer on the roads and they encourage beneficial social and health behavior.** Biking and walking boost the **economy** through consumer spending on new and used bikes, their maintenance and safety paraphernalia, walking and bike shoes and clothing, as well as after-ride consumption of food and beverages and out-of-town traveler expenditures.

All of the above encompasses the behavior of communities. We are all part of our communities, in towns and in our rural county areas. Let's be a community that fosters a cooperative community spirit and backs the development of trails for the benefit of our community and visitors to our community.

Respectfully submitted,

Carol Laurich
McMinnville

From: Roseann O'Laughlin [<mailto:rolaug1@gmail.com>]

Sent: Monday, June 5, 2017 5:10 PM

To: Rick Olson <olsonr@co.yamhill.or.us>

Subject: Yamhelis Trail support

Commissioner Olson:

I am writing today to vocalize my support of the Yamhelis Westsider Trail project. As a homeowner in McMinnville, I believe this will bring tremendous value to all of Yamhill County. This unique opportunity can improve safety and connectivity while providing more recreation options. Yamhill County is very beautiful and more opportunities to recreation would be greatly valued.

I understand that the county has many challenges and demands on limited resources. I've reviewed the recently released concept plan and believe this is a fantastic use of our resources. Surely there will be challenges to overcome with making the trail a reality but I believe the short and long term benefits vastly outweigh the costs.

Sincerely,

Roseann O'Laughlin

From: Alice Patridge [<mailto:alicejuiceplus@gmail.com>]

Sent: Sunday, August 27, 2017 11:56 PM

To: Rick Olson <olsonr@co.yamhill.or.us>

Subject: a tax payer and voter that is still not a fan of the trail...

In an effort to remain respectful to both sides in this issue, I will add comments here that do not attack anyone on a personal level or use or imply foul language. Everything is true, I lived it first hand.

I spent 30 years in Central Oregon and watched many changes over that time. One thing is certain, anytime you are dealing with physical changes and 'growth', there are ALWAYS unforeseen negative consequences. Adding several housing developments resulted in nearby farmers' wells going dry. Getting Federal funding for the water treatment plant gave the entire southern end of the county a red flag by DEQ that resulted in new major EXPENSIVE regulated requirements for all septic tanks. The whole town came out in droves and fought for 2 years to get the DEQ to back off. Incorporating the La Pine area resulted in a 'no laws can be enforced' dead zone that left residents with no police coverage.

Now I live in Carlton. Thinking I was moving to a nice small RURAL town miles away from the Portland/Metro area I was thrilled. Then I find out my home has over 100ft of yard along a proposed bike path. What I wanted was peace and quiet, not the public literally in my backyard. The last public meeting was quite uncomfortable. The pro trails people spoke to me as if I was ignorant and should be pitied for my opinion. I brought up the subject of safety and surveillance, as did several others. There is no mention of any means of surveillance or provision for man hours to keep the trail safe.

My son is a police officer in Central Oregon. He had to appeal to the state for extra funds to install surveillance cameras and lights to deal the current problems the bike trail there has attracted. Their bike corridor creates a quick route from one end of the town to the other. The public doesn't feel safe there after sunset since it is dark and has many bushes. Funds were never included for the added security of lighting and now the trail is costing more monies than the town coffers have.

No, I do not want the trail in my backyard. I would like to see the roads improved to include bike lanes. And while they are doing that, they can install storms drains underneath and help keep the roads from having 'sunken grades'.

By the way, I would love to see someone catch the sign thieves on camera and make them pay to replace the signs and be cited for trespass. Well, that's my testimony, and I am also a proponent of full disclosure and a proposed budget. Personally, I never start an improvement/repair project until I know what the cost will be. That's called common sense. Since I actually own property abutting this right of way, eminent domain is a hammer I wouldn't want held over my head. Mary Starrett has my vote of confidence.

Respectfully submitted,

Alice Patridge

Carlton

From: Jay Pearson [<mailto:Jay.Pearson@mcminnvilleoregon.gov>]

Sent: Wednesday, June 7, 2017 5:36 PM

To: Stan Primozich <primozichs@co.yamhill.or.us>; Mary Starrett <starrettm@co.yamhill.or.us>; Rick Olson <olsonr@co.yamhill.or.us>

Cc: Brett Henry <henryb@co.yamhill.or.us>

Subject: Yamhelas Westsider Trail Support

Importance: High

Commissioners: I am unable to attend tonight's meeting about the future of the Yamhelas Rails-to-Trails project. However, I wanted to go on record as having great support for the project as I know it will serve our McMinnville community in providing one of the most sought after recreational opportunities requested by our local constituents. Based on our community Parks, Recreation and Open Space Master Plan, the most important recreation activity (#1 priority) that the community wants to see expanded is more walking, hiking and biking trails. Certainly, the proposed trail would help meet that local interest and provide expanded and unique opportunities for both individuals and families to recreation together in a much supported endeavor. The Yamhelas Trail will bolster recreation opportunity and support economic development in McMinnville and our neighboring smaller communities. The benefits of the trail will strengthen our economic growth while contributing to our local and regional quality of life. While there will be challenges in bringing this project to fruition, and there may be initial doubts or fears about the impact of such a resource on neighboring farms and residents, I believe such concerns, while deserving serious consideration, will prove to be overstated and the negative impacts will be minimal overall. These concerns are not unlike initial conversation we have regarding local neighborhood or community parks. In the long run however, those concerns prove not to represent the actual outcome. It has been my experience that in such projects, the positive values for such resources far outweigh the potential negatives, and the potential negatives, while deserving discussion, can be managed and minimized with great and thoughtful planning.

Please note my support for the new Yamhelas Trail project, a great opportunity to enhance our community. I urge you to personally support the trail as well.

Thank You.

Jay Pearson, Director
McMinnville Parks and Recreation Department

Enriching Lives, Building Community

503-434-7359

From: susan turrell [<mailto:suzykee@gmail.com>]

Sent: Friday, June 9, 2017 8:07 PM

To: Rick Olson <olsonr@co.yamhill.or.us>

Subject: Website Contact

Dear Commissioner Olson,

I had the pleasure of seeing your leadership in action last night at the community meeting regarding the Yamhelas Trail. As a cyclist who commutes daily by bike on Highway 47 from Carlton to my job at Wascher Elementary in Lafayette, I was curious about the signs along the highway opposing the the Yamhelas Trail. I came to the meeting seeking answers about why there were staunch opponents to this trail. I heard testimony about those concerns and was pleased to hear that testimony addressed respectfully and thoughtfully. As a former farmer, I understood how agriculture sometimes is at odds with increased development of public land. I was heartened to hear you and the experts there addressing those concerns. I truly hope that someday this trail will be built. I am sure that this infrastructure needs the support of the whole community and am so very impressed that you have the insight to value and hear the diverse voices of this community. Again, thank you for your leadership and vision.

I am "The Stranger" the opponents were so afraid to have traveling near their backyards. My experience of being a cyclist on Gun Club Road does not square with the testimony I heard opposing the trail. Many of the residents along that road recognize me and greet me daily with a wave or friendly comment. At least one has given me assistance when I had an unexpected flat tire. Given that experience, it has been very disconcerting to see all the opposition signs. I encourage you to continue to use your leadership to turn the tide to acceptance of this valuable asset for our community.

Although I am 54 years old, I am hoping this trail is built while I am still young enough to enjoy it!

Sincerely,

Susan Turrell

From: Kris Wessel [<mailto:kwesseluk@gmail.com>]

Sent: Wednesday, June 7, 2017 4:22 PM

To: Rick Olson <olsonr@co.yamhill.or.us>

Subject: Yamhelas Westsider Trail

Commissioner Olson,

My name is Kris Wessel and I live in Carlton. I want to share my unwavering support for the Yamhelas Westsider Trail. I have lived in Carlton for 11 years and seen many changes, some good, some, well, eh. I think the trail will be a great benefit to our town, the other small towns along the path and to overall health and beauty of Oregon.

I lived for many years in southern Illinois where a Rails-to-Trails project meandered through orchards and small towns. Many folks from out of town used this trail to bike, walk and visit the small towns along the way. Equally important, locals used the trail as well. Getting out to exercise, or just stroll; also visiting the small towns along the way even though they might never drive there.

There were grumbles and more (a lot around spraying and guns). Mostly by a few folks who used the railroad property, without permission, much like those here. Maybe they will never use the trail, here or there, but the land isn't theirs, and the outdoors not for a few.

The planning for this has been long, the conversations open. I know many of those complaining now have been at the table. I tire of hearing otherwise.

You are the only Commissioner for whom I voted. I hope you will be the person who CAN see the big picture.

Sincerely,

Kris Wessel