

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 6<sup>th</sup> day of December, 2012, at McMinnville, Oregon.

ATTEST

YAMHILL COUNTY BOARD OF COMMISSIONERS

REBEKAH STERN DOLL

County Clerk



By: Anne B...  
Deputy Anne B...

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.



