

August 14, 2009 DRAFT

Proposal for Active Transportation Demonstration Projects – The Tonquin Trail

The Tonquin Trail Vision

The Tonquin Trail is identified on Metro's Regional Trails Plan as a regionally significant, multi-modal, non-motorized trail linking the cities of Wilsonville, Tualatin and Sherwood. This innovative trail will link the Willamette River and Graham Oaks Nature Park in Wilsonville with the Tualatin River in Tualatin and the Tualatin River National Wildlife Refuge in Sherwood. The trail will also connect to other regional trails and destinations including the Fanno Creek Greenway Trail the Westside Trail and the future French Prairie Bridge providing access to Champoeg and Willamette Mission State Parks. The Tonquin Trail's hallmark is strong collaboration among a broad range of agencies, citizen groups, and the public.

Once built, the Tonquin Trail will provide tremendous regional opportunities for transportation, recreation and environmental education. Primarily off-street, the trail will be integrated into the transportation systems of the communities it travels through and enhance user mobility options by linking homes with schools and places of employment, recreational amenities as well as 'third places' such as parks and retail services. Additionally, the trail provides seamless connections to the commuter rail Westside Express Service (WES) stations in Wilsonville and Tualatin, industrial centers, park and ride stations, town centers, and regional open space destinations. Connecting transportation modes enhances transportation options for economically disadvantaged individuals and families. The trail will help to increase non-automobile mode share thereby reducing single occupancy vehicle miles traveled and reducing greenhouse gas emissions ultimately improving our overall regional health. Reducing the number of vehicle miles traveled also reduces America's dependence on foreign oil.

Proposal Approach

This proposal recommends development of three trail segments (one in each jurisdiction that the trail travels through) to demonstrate the variety of active transportation components available throughout the overall trail corridor. Work on each project segment will begin in 2010 and be complete by February of 2012. They will be a tremendous resource to the individual communities and region for a variety of reasons, not the least of which is short term job creation and providing direct access to places of work for years to come.

The Tonquin Trail will be designed to be built to the highest standards, using "green" materials and practices where feasible, to minimize life-cycle costs. The trail segments will all have a sustainable source of revenue for operations and maintenance, as the owner will assume these costs.

Project Partners

This project demonstrates an excellent example of cross-jurisdiction coordination and cooperation. This trail will be planned in partnership with Clackamas and Washington Counties, the cities of Wilsonville, Sherwood, Tualatin and Metro.

Project Partners:

City of Wilsonville (Chris Neamtzu 503-570-1574 / neamtzu@ci.wilsonville.or.us)

City of Sherwood (Michelle Miller 503-625-4242 / millerm@sherwood.or.us)

City of Tualatin (Carl Switzer 503-691-3064 / cswitzer@ci.tualatin.or.us)

Clackamas County (Lori Mastrantonio 503-353-4511 / lorim@co.clackamas.or.us)

Washington County (Aisha Willits 503-846-3961 / aisha_willits@co.washington.or.us)

Metro (Jane Hart 503-797-1585 / jane.hart@oregonmetro.gov)

Project Co-Sponsors: Cities of Wilsonville, Sherwood and Tualatin

Project Lead Contacts: Michelle Miller, City of Sherwood (contact information above)

Carl Switzer, City of Tualatin (contact information above)

The Wilsonville Segment [see segment 1 highlighted in pink on the attached map]

The Wilsonville segment connects the east end of the Boeckman Road extension north through Metro-owned property purchased as part of the 1995 Open Spaces, Streams and Parks Bond Measure to Grahams Ferry Road, providing an excellent park-like urban to nature experience. The easy to use 1.2 mile trail project will allow for seamless connections to the WES station on Barber Street (and future High Capacity Transit station) via existing on street bicycle lanes and sidewalks allowing transit users direct and accessible multi-modal connections to the regional trail network. The trail will also serve recreation and transportation functions by connecting existing streets to the city's main employment center along 95th Avenue, where thousands of employees work as noted on the attached map. Once connected to the cities of Sherwood and Tualatin, the trail will assist in relieving already overstressed vehicle networks in the area. The segment will give employees an opportunity to exercise safely and comfortably while experiencing nature close to work. This segment will be designed with nature avoiding impacts to resource areas by traversing the upland edge of the Coffee Creek wetlands. The natural area experience and scenery along this path is unique, attractive and rich in wildlife. Slopes are minimal and accessibility is good for all abilities encouraging use by a variety of groups from families to a dedicated group of all-weather cyclists. The Wilsonville segment of the Tonquin Trail is included in the Regional Transportation Plan (RTP).

The Sherwood Segment [see segment 2 highlighted in blue on the attached map]

Sherwood's segment is identified in the City's transportation system plan to provide an off-street multi-use path that will directly connect some of the region's most prominent natural features located within the community to the community's neighborhoods. Beginning in Old Town Sherwood along the main street shops, the trail weaves through the local bicycle and pedestrian-friendly streets to Stella Olsen Park and begins the journey along Cedar Creek. Primarily a vegetated corridor and wetland area, this segment provides a multitude of educational opportunities for all to experience. This seamless off-street passage will be designed with nature in mind as most of the trail will follow Cedar Creek itself. Traveling nearby the creek bed, the trail will serve as a live interactive demonstration of a wetland, watershed and riparian habitat. The segment will wind through backyards, school yards and unite portions of the existing neighborhood trails providing for an accessible and safe passage within the community for all kinds of recreational and purposeful commutes. This segment ends at the Tualatin River National Wildlife Refuge, one of ten urban national wildlife refuges in the country. The political will is strong in Sherwood with City leaders showing a commitment to the Cedar Creek segment of the Tonquin Trail, and positioning it to be an integral component of this proposal.

The Tualatin Segment [see segment 3 highlighted in orange on the attached map]

Tualatin is a vibrant place with many fine parks, schools, and shopping destinations. This segment provides a strong focus on active transportation by connecting the places people live with the places they want and need to go. The City's Bikeway Plan calls for a separated multi-use path that would run the length of the City paralleling Interstate 5 making connections to numerous neighborhoods, bus, shuttle and rail transit in the town center, the Tualatin River Greenway, Bridgeport Village, finally reaching the Tualatin River and ultimately connecting to the Fanno Creek Trail system. This segment provides the backbone of a walking and bicycle transportation system in our community. This segment would be a separate facility that runs through the heart of the City and allows for easy connections to neighborhoods, schools, shopping, transit, nature and other communities. Landscaping and a wayfinding system would make it an enjoyable and intuitive facility to use. This segment can be built within four years, costs are low, and it will bring together neighborhoods, nature and work, recreational, and commercial destinations.

Tonquin Trail Cost Estimates

Wilsonville Segment¹

- 6,610 linear feet of 12' –wide paved trail
- wetland mitigation
- 12' wide, 700' long boardwalk section
- 14' wide, 60' long bridge

Direct Construction Costs (incl. O&P)² = \$1,040,500

Year of Construction Cost (incl. O&P) = \$1,772,282

Cost for Built Trail Segment³ = \$2,718,730

Sherwood Segment⁴

- 13,574 linear feet of 12' wide asphalt (or boardwalk) trail from Stella Olsen Park to Roy Rogers Road
- Mitigation Banking
- Trail crossing at 99W will be at grade, overpass or underpass
 - At Grade = \$50,000 - \$70,000
 - Underpass (tunnel) = \$1.25 – \$1.75 million
 - Overpass (bridge) = \$1.5 – \$4 million

Cost range for built asphalt or boardwalk trail segment = \$1,277,244 - \$2,393,950

Cost range for 99W crossing = \$50,000 - \$4,000,000

Total Cost Range for segment = \$2,520,000 - \$4,140,000

Tualatin Segment⁵

- 18,000 linear feet of 12'wide paved trail
- Landscaping
- Benches, lighting
- Wayfinding signage

Direct Construction Costs (incl. O&P) = \$1,166,900

Year of Construction Cost (incl. O&P) = \$1,699,000

Cost for Built Trail Segment = \$2,606,350

Total Cost Range of 3 Trail Segments = \$7,845,080 - \$9,465,080

¹ Cost Estimates prepared in 2008 by Alta Planning + Design for Metro Blue Ribbon Committee for Trails.

² O&P (overhead and profit)

³ Includes multipliers for D&E, Mobilization, Burdened and Inflated Construction cost, construction management.

⁴ Sherwood project will either be built as asphalt or boardwalk. Detailed costs will be provided prior to August 14 deadline.

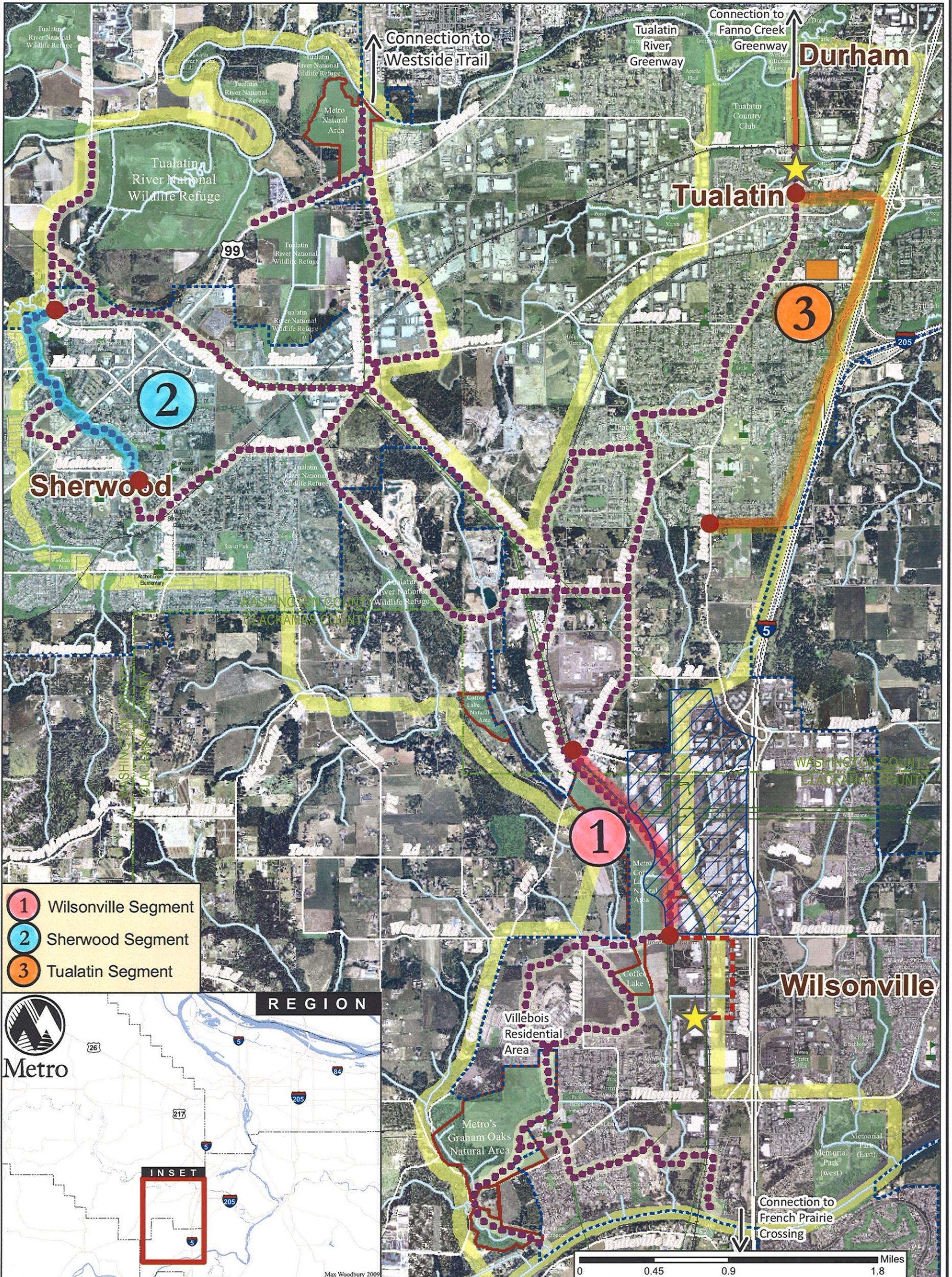
⁵ Cost estimates prepared in 2008 by Alta Planning +Design for Metro Blue Ribbon Committee for Trails. Includes multipliers identified in footnote 3 above.

	2009				2010				2011				2012			
Feasibility Study-completed 2004																
Master Plan Process			■	■	■	■	■	■	■							
Add Segments to the RTP Financially Constrained System					■	■										
Acquire Access to Property: Purchase or Easements																
- Wilsonville					■	■										
- Sherwood					■	■										
- Tualatin					■	■										
Trail Design																
- Wilsonville					■	■										
- Sherwood					■	■										
- Tualatin					■	■										
Land Use and Building Permits																
- Wilsonville							■	■								
- Sherwood							■	■								
- Tualatin							■	■								
Construction																
- Wilsonville									■	■	■	■	■			
- Sherwood									■	■	■	■	■			
- Tualatin									■	■	■	■	■			

Tonquin Trail

Connecting the Willamette and Tualatin rivers

Connecting Wilsonville with Sherwood and Tualatin



- 1 Wilsonville Segment
- 2 Sherwood Segment
- 3 Tualatin Segment



July 2009
 Parks and Greenspaces
 600 Northeast Grand Avenue
 Portland, Oregon 97232-2736
 TEL (503) 797-1742
 www.metro-region.org

Proposed trail alignments are conceptual

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

- Existing On-Street Connection from WES to Tonquin Trail
- Existing Trail
- 2004 Feasibility Study Segments
- Trail Study Area
- Railroads
- Powerline
- Trail Connections
- WES Commuter Rail Station
- Parks & Open Spaces (red indicates Metro-owned properties)
- Industrial Employment Area
- Urban growth boundary
- TriMet Park and Ride

