

## 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION

### PROJECT NOMINATION NARRATIVE

---

#### *WEST FORK OF THE TONQUIN TRAIL-CEDAR CREEK GREENWAY TRAIL*

### **Active Transportation & Complete Streets projects**

#### **1. *Process***

The Regional Flex Fund Allocation (RFFA) was on the agenda for discussion and/or action at five Washington County Coordinating Committee Technical Advisory Committee (WCCC TAC) meetings and six WCCC policy group (i.e., elected officials) meetings between January 1 and July 11, 2011. RFFA process participants were informed throughout the process, including review and discussion of the Regional Flexible Fund Task Force Report (Jan. 2011) and the Regional Flexible Fund Allocation Project Nomination Process report (April 4, 2011).

In an effort to narrow the initial list of 14 Active Transportation & Complete Streets and the Green Economy & Freight projects, all projects were evaluated according to RFFA criteria by Washington County staff and WCCC TAC members. In narrowing the field to no more than the maximum six Project Summaries, projects were assigned a High, Medium, Low, Yes or No evaluation according to each of the criteria. No overall ranking, however, was deemed necessary or produced at this step in the process. At the June 6, 2011 WCCC meeting the following four projects were approved for Project Summaries in the Active Transportation & Complete Streets category: Crescent Connection, Hillsboro Regional Center, Rock Creek Trail Master Plan and the Cedar Creek/Tonquin Trail. The following three Green Economy & Freight projects were also approved for Project Summaries (permission to exceed the total six project limit granted in advance by Metro staff): Pacific/Hwy. 47 intersection, Hwy 99W/Elwert/Sunset/Kruger intersection and 10th Avenue. Presentations on these projects were made by submitters at the June 30th WCCC TAC and the July 11th WCCC meetings. Time for questions and answers was allowed at both meetings.

For the July 11th WCCC meeting, the meeting packet cover memo described the discussion that occurred at the June 30th WCCC TAC meeting as well as a table showing overall High, Medium or Low evaluations of all seven Project Summary proposals according to RFFA criteria. In concert with the project presentations, a motion was made to select a final Green Economy and Freight project nomination. (While the project selection process had allowed time for project selection at the August 8th WCCC meeting, it did not specify that selection could not occur earlier.) The motion passed with a 10 in favor/1 against/1 abstention vote to endorse allocating all \$1.3 million in Green Economy & Freight funds for the top-ranked Pacific/Hwy. 47 intersection project. In the Active Transportation & Complete Streets category, a motion passed 6 in favor/4 against/1 abstention to endorse \$500,000 for a Hillsboro development project involving either the Baseline/Oak or the Rock Creek Trail Master Plan, should the Baseline/Oak project fail to be a suitable choice. This vote also assigned the remaining \$5.1 million to the Cedar Creek/Tonquin Trail construction project in Sherwood due to its strong evaluation under many of the RFFA criteria as well as a desire to fund a project in an area that has not received much Metro MTIP funding in past years.

## **2. Describe coordination with regional or other transportation agencies**

Initial regional transportation coordination has developed over the years with the Regional Transportation System Planning and Sherwood Transportation System Planning, which included trail planning for the Cedar Creek Corridor. Refinement and further coordination began with the initiation of the Tonquin Trail Feasibility Study in 2005 and continued with the Cedar Creek Feasibility Study in 2009. Members of the Steering Committee (Tonquin Trail) and Stakeholder Advisory Group (Cedar Creek) included members from ODOT as well as Washington County. Each of the studies garnered general information about the feasibility of different routes that would impact various transportation corridors including ODOT for the crossing at Hwy 99W and Washington County for the crossing at SW Edy.

With this proposal, the City envisions an at-grade crossing at Hwy 99W and SW Meinecke and anticipates coordination with ODOT. As this project moves forward through the approval process, the City will coordinate with ODOT concerning the improved multi-modal signalization improvements at the intersection which will improve pedestrian and bicycle safety. Staff has had initial discussions with ODOT regarding the *West Fork of the Tonquin Trail-Cedar Creek Greenway Trail* (Trail) and has scheduled meetings to get some initial feedback and best practice suggestions from ODOT. We plan to consider different innovative intersection crossing techniques that will provide a safe alternative until funds are available to construct the under or overpass of Hwy 99W for the Trail at a later date. Coordination with ODOT for additional sidewalk improvements and safety considerations adjacent to the highway will be necessary as the design is finalized. The sidewalk design along Hwy 99W and the trail along the Cedar Creek corridor will be coordinated with the Sherwood Town Center Transportation and Growth Management (TGM) grant project. This project is currently in the scoping phase but is expected to be fully underway prior to the design and construction of this trail project providing ample opportunity to coordinate as needed.

Additionally, in 2008, City staff and its rail consultant (Wiser Rail Engineering) submitted an application to ODOT Rail Division to alter and expand an existing public road that crosses railroad right-of-way owned by Union Pacific Railroad, leased by Portland & Western Railroad. The Final Order approved the creation of a three leg intersection, a new traffic signal, signalized crosswalks, and the construction of a 12' wide multi-use path along SW Oregon Street across the railroad right-of-way. The City constructed the 12' path across railroad right-of-way in the summer of 2011 with the expectation of someday extending the multi-use path further east along Oregon Street to Tonquin Road.

With respect to Washington County, the plans for the Trail include crossings at SW Edy Road and ultimately along SW Roy Rogers. Staff anticipates coordination and approvals similar to the coordination developed with ODOT.

## **3. Provide a list of stakeholders consulted or targeted during your local process and provide a summary of comments received at your public meeting or other public engagement activities.**

This project has been envisioned for over twenty years with multiple outreach efforts included in the process with the following plans: 2005 City Transportation System Plan (TSP), Sherwood Parks Master

Plan (2006), Tonquin Trail Feasibility Study (2005) and the Cedar Creek Trail Feasibility Study (2009) and the Tonquin Trail Master Plan (present).

During the Feasibility Study, many partners and stakeholders were consulted to ensure that the trail addresses the needs of these various organizations. For example, the Sherwood School District expressed interest in partnering with the City to develop trail components that would complement their environmental studies program from the elementary to high school level.

The following is a list of organizations that have demonstrated support for this project during one or more of the outreach efforts on the projects listed above:

- City of Wilsonville-Chris Neamtzu, Planning Manager
- City of Tualatin-Carl Switzer, Parks and Recreation Manager
- BOOTS
- Sherwood Chamber of Commerce
- Washington County- Stephen Shane, Steering Committee member on Tonquin Trail Master Plan
- Sherwood School District-Dan Jamison, former Sherwood School District Superintendent and Heather Cordie, current Sherwood School District Superintendent
- Clean Water Services- Damon Reische, Plan Review Supervisor
- Oregon Department of Transportation- Seth Brumely,
- Tualatin River National Wildlife Refuge-Kim Strassburg, Outdoor Recreation Planner
- Raindrops to Refuge-Lisa Jo Freche
- Trail walks were conducted with the Planning Commission, Parks Board and City Council
- Tualatin River Keepers-Monica Smiley
- YMCA of Sherwood-Renee Brouse, Executive Director
- Marjorie Stewart Senior Center- Sam Cook, Executive Director
- Sherwood Police Department-Chief Jeff Groth,
- US Army Corps of Engineers, James Holm

In addition, the Cedar Creek Feasibility Study Open House was conducted in July 2009 with notices and invitations targeting residents citywide. The summary of the public comments received is located at the end of this document (Appendix A).

Because the travel corridor will extend through existing wetland and wildlife habitat, natural resource consultation will be critical in developing a trail that preserves, protects, rehabilitates and educates the community about this important resource. Last winter, City staff met with Metro Natural Resource scientists and conducted a walking tour of the segments along Cedar Creek as well as meetings to discuss best practices for protecting this habitat. This is a critical relationship that will require further consultation as the precise alignment becomes more apparent, along with Clean Water Services, Oregon Department of Fish and Wildlife, and the US Army Corps of Engineers.

As the Tonquin Trail master planning process continues, work with the various stakeholders and agencies will be on-going. Several more public outreach opportunities are scheduled in order to build interest and momentum for the overall trail project. As we move forward with the design of the Trail, regional and local public outreach and neighborhood involvement will be critical in ensuring a successful project.

Because Metro had established County coordinating committees as nominating authorities, public comment opportunities for the RFFA process primarily occurred through the WCCC. These opportunities for both verbal and written comments were afforded at WCCC meetings and through the WCCC website:

<http://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/PlanningPrograms/TransportationPlanning/washington-county-coordinating-committee.cfm>

Ten minutes of total time was allotted for RFFA verbal comments at all WCCC meetings where RFFA was an agenda item. The following verbal comments received at these meetings are summarized below. Following these verbal comments is a listing of people who submitted written comments (comment letters attached) and a list of stakeholders (government agency staff excluded) who were targeted during the outreach for this process. The comments are compiled in Appendix B.

### ***Location***

#### **4. Identification of the travel corridor/area for the project and how regional and local data relevant to the project criteria support this location as your top priority.**

Sherwood has two major barriers to good transportation connections between neighborhoods and to schools, shopping and jobs. One barrier is the Cedar Creek itself, which runs north south with only four road (bridge) crossings connecting the east and west segments of the community. The other is Hwy 99W, which generally runs east and west and has only four crossings (intersections) connecting the north and south segments of the community. These barriers contribute to a disjointed and limited pedestrian travel network increasing the number of short travel trips by car, thereby contributing to congestion and safety concerns. This 1.5 mile multi-modal travel corridor addresses those barriers. The project identifies four distinct segments, each providing separate connectivity solutions:

- Oregon Street from Tualatin Sherwood into Old Town to Stella Olsen Park (Segment F of the Tonquin Trail)
- Cedar Creek Corridor from Stella Olsen Park to Hwy 99 (Segment 1 of the Cedar Creek Trail Feasibility Study)
- Cedar Creek corridor from Hwy 99 north to Edy Road (Segment 2 of the Cedar Creek Trail Feasibility Study)
- Cedar Creek corridor from SW Edy Road to Roy Rogers Road (Segment 3 of the Cedar Creek Trail Feasibility Study)

This trail project improves pedestrian safety, provides access for all residents, especially underserved populations, accesses employment areas, schools and essential services and ultimately reduces traffic congestion and the need for highway expansion by provide a safe alternative mode of transportation.

Hwy 99W poses a significant travel barrier for all forms of multi-modal travel within and through Sherwood. Signalized intersections are extremely limited along the corridor and having pedestrians cross or walk along the highway without proper safeguards including sidewalks can be a dangerous undertaking. The limited number of intersections along Hwy 99W in Sherwood is often at failure level during p.m. peak hours. Many residents chose not to cross the highway by foot or bike because of the safety concerns. Creating an improved crossing is paramount to this project. Ultimately, as funding becomes available a separate crossing either an under or over pass will be implemented to create a seamless multi-modal corridor separated from vehicles and freight traffic through the City.

From the 2014-2015 Regional Flexible Funding Allocation-Equity Analysis –Services, most of Sherwood and especially the area north of Hwy 99W are “ Below Average,” or “Significantly Below Average” in concentrations of essential food, health services, essential retail, financial and legal establishments, and civic organizations. By creating an active transportation corridor approximately 1.5 miles through the City, many who had previously been physically cut off from these services on the northern portion of the City can enjoy easier access to these necessities. Additionally, the only transit service route is within Old Town and along SW Sherwood Blvd. Residents on the northern portion of the City do not have access to this essential service without crossing Hwy 99W. The Cedar Creek Trail segment proposes to run parallel SW Sherwood Blvd. and provide residents with necessary connection points to this transit route and also the park and ride locations in Old Town and to the Six Corners commercial area (current Town Center).

Over time, as the community grew to the northwest of the highway, devising a way to connect the community together became a primary goal of the Parks Board, City Council and other community service organizations including the Sherwood School District. Trail development within the City began incrementally with the improved boardwalk network within Stella Olsen Park and also the trail network throughout the Woodhaven neighborhood to the south. The Cedar Creek corridor illustrates a way to connect the entire community with a trail running through the center of the Sherwood. Nearly all of the right-of-way has been acquired over the years as development occurred in the City. This corridor is an open greenway ready to be put to use as “active transportation corridor.”

The Cedar Creek Greenway corridor creates a natural solution to connect schools, parks, commercial centers, our designated 2040 Town Center and public services and amenities through Old Town. Old Town is considered by many residents as the heart of the community. Street design standards were implemented in the early 2000s to include wide sidewalks, textured intersections and “woonerf” or curbless streets to slow vehicle traffic and encourage non-motorized trips. Currently, the Cannery Public Square is under construction and soon to be another popular designation point within the City. As one would head north on SW Washington Street, one can pass by coffee shops, small offices and business to Stella Olsen Park.

Stella Olsen Park has received numerous amenities and upgrades over the years as it is a gathering place and major focal point of the City. In the summer, it is a heavily utilized venue for “Music on the Green”, “Movies in the Park” and outdoor theater events. There are existing boardwalks and trails through the park to the existing neighborhoods to the west, a stage cover, restroom facilities and new parking areas. The award winning, Washington Street Culvert Replacement Project restored this portion of Cedar Creek by replacing the culvert with a single span bridge. It accommodates an undercrossing and connection point for this project with Stella Olsen Park, and provides restoration and remediation of the creek bed. The improvements on the east side of the Washington Street will connect to the already constructed 82 regular and 6 ADA -spaced parking area and will serve as the trailhead with kiosks and information for this segment of the Trail north to Hwy 99W and onward to the Refuge.

The Cedar Creek Feasibility Study identified 3 segments of the Cedar Creek Trail. These three segments between Stella Olsen and Hwy 99W (Segment 1), Hwy 99W to SW Edy Road (Segment 2) and SW Edy Road to SW Roy Rogers (Segment 3) follow the Cedar Creek corridor through privately dedicated or city owned property. These segments are critical for creating a safe passage from, to and between existing residential neighborhoods to school and into Old Town and the community services along SW Sherwood Blvd. Segment 1 in particular, links up with existing trails from the Woodhaven neighborhood to the southwest, and feeder trail connections adjacent to SW Sherwood Blvd, which means connecting neighborhoods with schools and the Senior Center and transit stops. The feeder trail connections will be located near the Senior Center, SW Gleneagle, and Restwood. Once along Hwy 99W, any sidewalk gaps will be filled to SW Meinecke and northeast to SW 12<sup>th</sup> and between SW Sherwood Blvd. and the Six Corners commercial area, the current Town Center. By filling in these gaps, seamless loops around the city will be created encouraging people to make their trips safely on foot or by bicycle.

The Feasibility Study developed three alternatives for crossing at Hwy 99W: overpass, underpass or an at-grade crossing at the Hwy 99W and SW Meinecke with significant pedestrian improvements. The at-grade crossing is the least expensive alternative and one that requires less design refinement and coordination. This at grade crossing will require travelers to share sidewalk and road on SW Alexander Lane, cross SW Meinecke and travel parallel to southbound Hwy 99W to connect to the other side of the Trail. The City considers this an interim solution; ultimately, the City would like to see either an underpass or overpass developed as funding becomes available.

From Old Town Sherwood, and the woonerf street network, bikers and walkers can head east along the dedicated pathway around the Civic Building and library to SW Oregon St. The fourth segment of this application, adjacent to SW Oregon St. or “Segment F” has developed through the master planning process for the Tonquin Trail to improve the connection between Old Town and the newly concept planned “Tonquin Employment Area,” just outside of the city limits, ultimately connecting to the Tonquin Regional Trail along Tonquin Road to Wilsonville and the Graham Oaks Nature Park. Currently, there are segments without sidewalks or with very narrow sidewalks on one side of the street. This portion of the trail will be an off-road multi-modal pathway along the northern side of SW Oregon Street. Segment F will ultimately connect with the alignment of the Tonquin Trail on Tonquin Road to the south.

## ***Project definition***

### *Base project information*

1. **Corresponding RTP project number(s) for the nominated project (if applicable).** 1701
2. **Project sponsor agency-**City of Sherwood
3. **Contact information for:** Michelle Miller, AICP, Project Manager, Bob Galati, PE, Project Engineer
4. **Description of project extent, design elements and how measurement of project effectiveness after construction is to be completed.**

This application will assist in funding the design and construction of several sections of the West Fork of the Tonquin Trail- those segments that are within the boundaries of Sherwood and several sidewalk improvements that will provide important connection points to significant designations within Sherwood. Through two separate studies: the Cedar Creek Feasibility Study and the Tonquin Trail Master Planning efforts, four segments are the subject of this application and narrative. The trail extent for this grant application begins at the intersection of SW Tonquin Road and SW Oregon Street and continues west through Old Town, north into Stella Olsen Park, and north along the Cedar Creek corridor, across Hwy 99W and northward. The final segment ends at SW Roy Rogers Road with the ultimate goal of providing a connection to the Tualatin River National Wildlife Refuge. The following segment details describe the project extent and design elements.

**Segment F:** Primarily an off-road regionally compatible trail segment along the northern side of SW Oregon Street that will extend from SW Tonquin Road westward following SW Oregon Street into Old Town Sherwood. The Trail will cross the recently improved at grade railroad crossing at SW Oregon and Adams. This rail crossing improvement was done during the Adams Avenue construction project, which includes a 12 foot multi-modal pathway that connects SW Oregon Street to SW Tualatin Sherwood Road and the central commercial area of the city. Proceeding west on SW Oregon Street into Old Town, the trail will pass the library and Civic Building, and nearby Cannery Square. From there, the trail will use the existing compact street grid in Old Town and the existing alleyway network. Directional cues and signage will be provided to Stella Olsen Park and the Washington Street parking area and the beginning of Segment 1.

**Segment 1:** After arriving at Stella Olsen Park, trail users can follow the Washington Street underpass constructed as part of the Washington Street culvert project in anticipation of this trail being constructed. The trail will then head north within the Cedar Creek corridor, adjacent to the trail head parking area. Most of this segment will be located on the east side of the creek bed and follow just outside of the vegetated corridor to Hwy 99W. Several feeder trails will connect neighborhoods separated by the creek bed and provide a short alternative route to either the Senior Center, the two schools on Sherwood Blvd. or Sherwood High School on the west side of the Park.

Once at Hwy 99W, pedestrians and bicyclists will follow a newly constructed sidewalk separated from the roadway to SW Meinecke. Once at SW Meinecke, riders and pedestrians will cross the intersection at Hwy 99W. The specific design of the at grade crossing will be coordinated with ODOT to ensure that it meets with their specifications and is a safe interim solution until funds are available to design the

grade separated connection of the Segment 1 and 2 segments directly either by way of an under or overpass.

**Segment 2:** This segment begins on the northern side of Hwy 99W and continues along the Cedar Creek corridor to SW Edy Road. In general, the Cedar Creek floodplain is wide and flat at this location with minimal gradient which allows for a meandering deeply incised channel. At least one feeder trail will provide east/west connections through the neighborhoods to the spine of the Trail in this segment.

The SW Edy Road crossing will be at SW Trailblazer Place and the crosswalk would best be located on the west side of the intersection, with clear markings and at the very least- warning symbols. A flashing light or pedestrian crossing signal may be added as traffic volumes are evaluated.

**Segment 3:** Continuing past SW Edy Road, this segment follows the creek bed and connects ultimately to SW Roy Rogers Road. Within this segment, the corridor and creek bed are degraded, providing many opportunities for enhancement. The final alignment for these segments within the corridor will develop as we delineate the wetland and buffer locations through survey work. This survey work, coupled with a public involvement component, will help define an exact location between the two alternatives developed during the Feasibility Study.

Trail amenities such as signage, benches, and educational boards will also be part of the trail design for these segments. The environmental, historical and geological components will play a huge role in the type of amenities selected to highlight on the route.

Project effectiveness will be measured with trail counts on the various segments of the Trail and also at relevant roadway intersections. Crash incidents will be recorded to determine if the incidents reported has decreased within the area. Another measure of success will be increased ridership at the transit stops. Business leaders in Old Town as well as the Six Corners area can be surveyed to determine whether they see an influx in business or bike parking facilities being used.

**5. Please provide a purpose and need statement for the project you're nominating.**

The purpose of the application is to provide a major multi-modal travel corridor within Sherwood connecting sections of the City currently separated and without adequate pedestrian connections. This connection will include an at-grade crossing of Hwy 99W and sidewalk improvements along Hwy 99W and feeder trails to neighborhoods so that citizens may reduce vehicle trips to destination points within the City and ultimately connect the City regionally with the Tonquin Trail, part of the Metro regional trail network to the south and the Westside Trail and Tualatin River National Wildlife Refuge. By designing and constructing a multi-modal trail through the center of the City, it will satisfy a need to connect all sections of the City together and provide safe alternative modes of transportation to Old Town, our employment and commercial centers and create a healthy, enjoyable recreational and active transportation corridor thereby reducing vehicle trips and greenhouse gases.

**6. Access to high priority destinations**

This off-street multimodal trail will connect people to essential places, services and jobs by providing central looping connections between Sherwood's existing town center, Hwy 99W, Old Town area, SW Adams Avenue (re-named "Langer Farms Parkway") and the Tonquin Employment Area. The portion of the trail located in the Cedar Creek Trail corridor is within a ¼ mile of subsidized elderly housing development with approximately 30 units, many other high density units, the Sherwood Senior Center, four schools, a proposed HUD senior housing facility, an assisted living facility, the Sherwood library, businesses, stores and personal services and restaurants. Since this Trail will cross-cut directly through the City, it will connect with existing trails within our residential neighborhoods and serve as connecting points with major recreational areas such as Stella Olsen Park, and other neighborhood parks all the while accessing nature within this corridor.

Regionally, this Trail will be a connection point to areas beyond Sherwood city limits to the north, east and south. Within the regional trail network, this corridor is ultimately planned to connect with the Tualatin River Greenway Trail, the Westside Trail, through Tualatin and the Fanno Creek Trail and specifically the Tonquin Trail, crossing the Willamette River and points south toward Salem. Regional open spaces such as the Graham Oaks Nature Park and the Tualatin River National Wildlife Refuge will draw residents from around the metropolitan region to this portion of the regional trail network.

#### **7. Identify the safety issues in the project area**

Primarily off-road, the Trail generally will provide a safe passage separated from vehicles with the exception of the two major roadway crossings -99W and SW Edy, minimizing interaction with traffic. The City will coordinate with both Washington County and ODOT in order to create the safest route for pedestrians and cyclists. The crash data suggest that these improved intersections will likely decrease the incidents of crashes between non-motorized travelers. In fact, of the eighteen pedestrian-vehicle crashes occurring in Sherwood over the past five years, eight have been in close proximity to Hwy 99W. Of the sixteen bicycle-vehicle crashes, four have been at or near Hwy 99W.

There are currently no sidewalks along much of SW Oregon St. (a collector) so an off-street multi-modal pathway will provide a new safe passage for bicyclist and pedestrians. Many children will be able utilize this pathway to connect neighborhoods to the local schools on Sherwood Blvd. and be a safe alternative route to school. Improvements along Oregon St. into Old Town and beyond will encourage walking and bicycling into Old Town. The trail will provide a seamless, fast alternate route which will reduce vehicle trips at already congested intersections along Hwy 99W and Tualatin-Sherwood Road. Improvements to the sidewalk system along Hwy 99W between Meinecke and Edy/Sherwood Boulevard to access this trail system will increase safety across and along the highway corridor through Sherwood.

#### **8. How does the project serve traditionally underserved**

This Trail will provide an essential safe, healthy alternative route for residents throughout the entire community and especially along SW Sherwood Blvd., home to a considerable proportion of our elder population and those in need of affordable housing. Many who reside along SW Sherwood Blvd. have limited income and mobility issues and rely on transit services as shown in the RFFA data collected. The Senior Center is located adjacent to the Trail providing essential community services to over 600 elderly citizens. A HUD Senior Housing Project on land owned by the Sherwood Urban Renewal Agency has

applied for federal funding. The Trail will help facilitate easier access to the transit stops and the park and ride along this heavily utilized corridor for those that do not directly reside along Sherwood Blvd.

It is anticipated that the Trail will be a regional draw and partnering with Metro Regional Travel Options and other advocacy groups will contribute to a plethora of opportunities to grow interest in the Trail. Because the precise design components have not been determined as yet, there will be plenty of opportunity to gain feedback on the type of Trail that not only will be of benefit to Sherwood residents but also trail users throughout the entire region.

On the other end of the age spectrum, children make up nearly 35 % of the population in Sherwood, the experience of biking and walking to school and also as a for fun way to travel will be a lasting imprint for establishing healthy, safe travel behavior patterns as adults. Working with the Sherwood School District, part of the planning efforts involve creating a living laboratory for children to see a watershed in action and reflect the benefits of bike riding and walking to school or simply visit a friend.

**9. Describe any outreach that has been conducted with EJ/underserved communities to date.**

The outreach conducted for the Feasibility Study did not specifically target EJ/underserved populations; however it was citywide and we received input from many agencies such as the Sherwood School District, Senior Center and other agency and nonprofit contacts. The City's underserved communities are primarily youth and elderly. The location of the trail facilities addresses their needs for connecting services and schools across the barriers created by disjointed pedestrian and bicycle network. Because of the location of the trail, the entire community will benefit from its construction and not one group over another. As far as local outreach, during the Feasibility Study, many of these targeted groups were consulted and now provide the attached letters of support. For this project, staff hopes to continue to work with environmental justice and underserved communities through the design refinement and other phases of this project.

Since the work on the Tonquin Trail Master planning process is ongoing, there are many opportunities to coordinate the public involvement component with the region wide planning and outreach efforts. City staff is prepared to consult with a variety of groups and underserved communities in order to achieve the best result for all of those interested in multimodal transportation through Sherwood and beyond.

**10. Describe any conflicts with freight/active transportation you've identified in your project area. How does the project design address or provide mitigation to these conflicts?**

Hwy 99W, a freight corridor, intersects the Cedar Creek Trail. This will be addressed through the same mitigation measures of the pedestrian crossing as described earlier. Ultimately this Trail will provide safe multimodal access ways for bicyclists and pedestrians. On SW Oregon Street, also a freight route, a new pathway will be created adjacent to the street which will provide the separation necessary to mitigate these conflicts.

**11. Does the project design include "last mile" connections?**

The Cedar Creek portion of the Tonquin Trail will set the stage for the connection between Roy Rogers and the Wildlife Refuge, along the Cedar Creek corridor south, across Hwy 99W to Stella Olsen Park,

joining with existing neighborhood trail network just south of Stella Olsen Park. Since the trail will extend throughout the entire City, it will provide connections to all of the neighborhoods, unlike any existing roadway in the city. Ultimately, the Tonquin Trail will connect with Graham Oaks Nature Park in Wilsonville and the Refuge to the north as part of the regional trail network, linking the Westside Trail and the Fanno Creek Trail. The Cedar Creek Trail will connect all of the Sherwood community, and be the “first, last mile” of the West Fork Tonquin Trail system connecting the Willamette River to the south and to the Tualatin River and all points northward.

**12. Describe how the project will lead to an increase in non-auto trips through improvements in the user experience.**

Any aerial photo reveals the ribbon of green running directly through the center of Sherwood. Access to this Trail will provide a refuge from urban living, but still within the center of town. The Trail can serve as a showcase of a watershed in real time as people can follow the same route as Cedar Creek to the Refuge. The corridor reflects the variety of habitat of a natural watershed and the way one can experience the watershed in action. Segment 1 in particular is in relatively good condition with coniferous and deciduous forests and upland habitat. Segments 2 and 3 are a wider version of the watershed exhibiting signs of degradation that require a great deal of restoration. This provides the community with the ability to make a positive difference within the watershed so that people will want to take part in, visit and observe this transformation. It will be a marked change from making a car trip when one could easily take a shorter trip via bike through the center of this urban refuge and observe the transformation over time. Several sections of this Trail will be adjacent to roadways including the portion along SW Oregon Street. This will be a much improved connection point to Old Town because of the current lack of sidewalks along this portion of the roadway. Additionally along Oregon Street, one can recognize the “onion flats” an important historical marker in the Sherwood community.

Known as “The Home of the Refuge,” City leaders also wished to create a way for citizens to reach the Tualatin River National Wildlife Refuge by foot or bike. Just on the other side of Hwy 99W from our boundary, there was no easy way to access this urban refuge. Sherwood citizens were instrumental in spearheading acquisition efforts for the Refuge and creating a multi-modal connection with the Cedar Creek Greenway will be a powerful lesson of seeing a watershed in action as the trail follows the creek bed to the Refuge and will greatly improve the experience getting to this regional destination point.

Additionally, Metro and City staff will continue to collaborate on best practices for trail design that will avoid harm to the natural resources in the vicinity of the trail and improve wildlife barriers that exist where the Trail and the Creek may intersect. Sherwood has a strong commitment to the idea that by enhancing and restoring the natural resources within the corridor will result in an enhanced experience for all trail users. Overall, this will become the preferred route through the City rather than by car as it will be relatively flat, seamless and serve as a straight connection to amenities. This will be considered an urban refuge within the City. As it is primarily an off road greenway, one can feel as if they had escaped into the wild of the City, apart from vehicle traffic.

**13. Does the project serve a high density or projected high growth area?**

The off-road trail would be within ¼ mile of much of our highest residentially zoned areas, our Old Town area, the Town Center and the future employment area- Tonquin Employment Area. For our community, these are both high density and high growth areas. Sherwood has seen tremendous growth over the past decade (and event greater growth during the 1990s) and over several years was one of the fastest growing areas in the State. Since 2000, the City's population has grown from 11,791 in 2000 to a population of 18,205 in 2010 (54% increase.) All of the residents of Sherwood, young and old will benefit from the completion of this trail. It will be near to or connect with existing trails within the City and improve pedestrian connections by filling in the sidewalk gaps that development has left behind in especially in older sections of our community.

**14. Please describe the outreach/education/engagement element of the project nomination.**

Staff anticipates working directly with regional bicycle and pedestrian advocacy groups in order to provide the necessary level of outreach education and engagement for this particular project. We hope to use best practices for a region-wide engagement process to develop interest and learn of specific needs the various advocacy groups will have for the Trail. In general, the City anticipates using our city website and City newsletter to convey information and provide status updates to interested citizens. Staff has prepared an extensive "virtual tour" of the Trail in order to educate the community and Council about the various amenities of the Trail. The City plans to continue public outreach efforts that are also ongoing with the Tonquin Trail Master planning process.

**15. Are there opportunities to leverage other funds or investments with this project?**

The City has focused resources on improving amenities at Stella Olsen Park by providing a boardwalk trail, restroom facilities, a stage cover and incorporating an underpass into the SW Washington Street culvert project. This area will serve as a pivotal destination point for the region as it is part of the Tonquin Trail network. Because this Trail will serve as a spine through the Sherwood community, it will connect many projects and plans including Old Town "woonerf" streets, Cannery Square Development, Town Center Plan, HUD Senior Housing Project and the Adams Avenue construction. Additionally, the City is prepared to provide the 10% match of funds for design and construction including staff time to realize this Trail project. It is our expectation that this project will increase business in the community, provide additional opportunities for partnerships with the School District and Raindrops2Refuge and will ultimately help leverage funds and support for the grade separated crossing of Hwy 99W.

**16. Describe how the project may help reduce the need for road and highway expansion.**

The Trail will provide an important transportation option for pedestrians and bicycles alike. An important component of the project is the improvement of the local trail connections and filling in the sidewalk gaps on some of the busiest streets and highways in the City. By improving safety, and providing active transportation alternatives, many of the short trips to local amenities and services can be accomplished without a motorized vehicle. In addition, the trail will provide increased access to transit and future employment that will be located in the Tonquin Employment Area. We are limited in the roadway expansion that could conceivably be done within the city and the hope is that this will alleviate congestion and become the preferred way to get around in Sherwood. In the end, the hope is that the community will see this as a positive resource that the community can use for both recreational and purposeful commutes.

## APPENDIX A:

### **Cedar Creek Feasibility Study (2009) Summary of Public Comments:**

- Design considerations should be a joint/wildlife focus minimizing the effects on wildlife habitat and create a non-intrusive human access.
- Hwy 99W crossing needs to be safe, improvements for pedestrians accessing trail along Hwy 99W as there are no sidewalks between Meinecke and Edy; walking along Hwy 99W is very dangerous, also on Edy.
- Bridge or tunnel under/over Hwy 99W would be a great first start. Build a wide walk adjacent to Trailblazer Place rather than in wetlands on Nels Drive. Avoid peoples' backyards and limit effect on wildlife
- Trail is a good thing; I believe most concerns from our neighborhood primarily have to do with security and privacy. Placing a trail so close to backyards raises a real issue. I really think there is a good compromise for both sides that will make the project a successful one yet maintain the privacy and security homeowners expect.
- Fabulous opportunity to create remarkable trails through natural areas-biking, walking destination
- Ties our side of city with downtown with bridge or tunnel. Just wide sidewalks and safer ways to cross Edy and 99. It would be great if we could walk/ride bikes from bird sanctuary to downtown Sherwood.
- Focus on trails above the wetlands, with only a small amount of boardwalk through the wetland
- If there is to be a trail, the routing, access, privacy for both the wildlife and the homeowners overlooking the trail. Flooding potential from time to time-Solutions: Trail to be on the outside eddies of the wetlands. Fencing for the residents along the wetlands. Maintenance budget.
- I overhear homeowners on northwest of Hwy 99W along wetland-concerns about privacy, wildlife. I live in Woodhaven and consider our trails a great asset-have worked on improvement of vegetation, see plenty of wildlife-trails do not disturb!
- It seems prohibitive to finance a bridge or tunnel. A beefed up crossing of Hwy 99W at Meinecke Road with visual and audible signals might work.

## **Appendix B:**

### **RFF comments received at the Washington County Coordinating Committee Process**

#### Summary of Verbal Comments Received

- Supports forwarding Active Transportation & Complete Streets Project Summaries to Metro for Crescent Connection, Rock Creek Trail Master Plan, Cedar Creek/Tonquin Trail and Hillsboro Regional Center projects. States that Active Transportation projects should be easy and comfortable, and while on-street improvements are important, off-street facilities are more attractive to most users. Also supports 10<sup>th</sup> Ave. project for the Green Economy & Freight category. (Susan Peithman, Bicycle Transportation Alliance, [susanpeithman@bta4bikes.org](mailto:susanpeithman@bta4bikes.org), June 6, 2011)
- Parts of the Crescent Connection don't seem to be particularly important for transportation-related bicycling. Two of seven Active Transportation projects provide localized benefit for recreational riders but don't support longer distance trips for commuting and other purposes. The Tigard Trail {located in the southern part of the Crescent Connection} is a good park project, but wouldn't do anything for transportation. The section of the Crescent Connection in Beaverton is very important, but the facility stops at King and Denney Road. The Fanno Creek Crossing at Hall Blvd. is an important element, but other sections of the Fanno Creek Trail flood regularly and make it impassable for trans-jurisdictional cyclists (Tim McGilvrey, citizen, [timmcgilvrey@bikegallery.com](mailto:timmcgilvrey@bikegallery.com), June 6, 2011).
- Supports funding for the Crescent Connection. Congratulates the leadership and staff of the sponsoring jurisdictions for putting together an excellent proposal. States that the trail would serve lots of interest groups (Nathalie Darcy, citizen, [fannocat@msn.com](mailto:fannocat@msn.com), July 11, 2011).
- States that the section of the Crescent Connection along King, Alger and 11<sup>th</sup> is the most significant transportation element of the proposal. Also states that Fanno Creek will flood over sections of the trail and wondered why Bel Aire Dr. wasn't included in the proposal, as that street would remain open for use all year (Tim McGilvrey, Citizen Participation Organization 4M, [timmcgilvrey@bikegallery.com](mailto:timmcgilvrey@bikegallery.com), July 11, 2011).
- Speaks in favor of the Cedar Creek/Tonquin Trail proposal. States that the improvements would add significant value by providing connectivity and access within the city, and that community development and business interests support the project (Jim Haynes, Sherwood Chamber of Commerce, 503 502-5981, July 11, 2011).
- Would it be possible to supplement regional flexible funds with sufficient local dollars to allow multiple projects to be funded for construction? States that the connection between MAX and bicycles is a powerful one that should be enhanced, and stated that if only one project could be funded he would have to support the Crescent Connection (Dick Schouten, Washington County Board of Commissioners, [Dick\\_Schouten@co.washington.or.us](mailto:Dick_Schouten@co.washington.or.us), July 11, 2011).

#### List of Individuals Submitting Written Comments (letters attached)

- Elise C. Shearer, Tigard CCAC Vice-Chair (9980 SW Johnson St., Tigard, OR 97223, June 3, 2011)
- Susan Peithman, Bicycle Transportation Alliance ([susanpeithman@bta4bikes.org](mailto:susanpeithman@bta4bikes.org), June 6, 2011)
- Wendy Kroger, THPRD Trails Advisory Committee Chair (12030 SW Settler Way, Beaverton OR 97008-7920, June 6, 2011)
- Christopher Warren, Tigard Transportation Advisory Committee (c/o Gus Duenas, City of Tigard 13125 SW Hall Blvd., Tigard OR 97223, July 6, 2011)

List of Targeted Individuals (elected officials and government agency staff excluded)

- Baker Lyon, citizen
- Lynne Mutrie, Oregon Safe Routes to Schools
- Steph Routh, Willamette Pedestrian Coalition
- Susan Peithman, Bicycle Transportation Alliance
- Tim McGilvrey, CPO 4M
- Hal Ballard, citizen
- Heather McCarey, Westside Transportation Alliance
- Ernie Platt, Homebuilders Association
- Jonathan Schlueter, Westside Economic Alliance
- Lois Ditmars, Peterkort Development
- Mary Manseau, CPO 7
- Matt Wellner, Metropolitan Land Group
- Jamie Morgan-Stasny, Metropolitan Land Group
- Margot Barnett, OSU Extension Service
- Matt Gramor, Gramor Development Corp.
- Ray Pitz, Community Newspapers
- Bruce Bartlett, CPO 1
- Deanna Palm, Hillsboro Chamber of Commerce
- Linda Gray, OSU Extension Service