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**City of Sherwood, Oregon**  
**Cedar Creek Technical Trail Advisory Committee (TTAC)**  
**Committee Meeting #1 Minutes**  
**September 23, 2015**

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**TTAC Members Present:**

Rob Fagliano – Sherwood School District  
Paul Hennon – City of Tualatin  
Erin Holmes – Tualatin River Wildlife Refuge  
Shelley Oylear – Washington County  
Dan Pauly – City of Wilsonville  
Damon Reische – Clean Water Services  
Robert Spurlock – Metro Regional Government

**Staff Present:**

Michelle Miller, Sherwood  
Bob Galati, Sherwood  
Patti Ross, Sherwood  
Dave Simmons –CH2M

**TTAC Members Not Present:**

Kim Strassburg – Tualatin River Wildlife Refuge (alternate)

Michelle Miller began the meeting with a short explanation and purpose of the project and the advisory committees. She then led introductions.

**Cedar Creek Trail Presentation**

Project I – Both planning and construction are funded for this two mile segment. There was a decision to apply the bulk of the grant to this project. There are five segments within Project I:

Segment 1 – Intersection of 99W/Meinecke Road

Segment 2 – Along Alexander Lane parallel to OR99W

Segment 3 – Along Cedar Creek from Alexander Lane to Stella Olson Park/Washington Street

Segment 4 – Along Villa Road from existing Stella Olson Park trailhead to Park Street

Segment 5 – Oregon Street from Langer Farms Parkway to Murdock Road

The general alignment was defined in the Ice Age/Tonquin Trail Master Plan, so moving forward the project team will be refining the design consistent with the trail design criteria, to fit the context of the corridor, avoiding or minimizing natural resource impacts.

**Project II** – Planning has begun. This section will plan the alignment within the Cedar Creek corridor with the trail terminating at the edge of the City at Roy Rogers Road. Ultimately, with access onto Roy Rogers the trail can extend to the Tualatin River National Wildlife Refuge at the western parking area.

The trail alignment will be going through newer developed areas within the City compared to Project I. The area where the trail could go is pushed right up against resource areas within the creek corridor. This will be a challenge over the next 2-3 months in the City. We need to create screening criteria, identify constraints, look at areas of refinements and develop alignment concepts within the corridor on each side of the creek so there is a well-defined alignment recommendation

as to which side of the creek corridor the trail will be located. There are opportunities on each side of the creek, but it is tight on either side.

**Comments:**

Erin identified that a more recent aerial map that shows new roads and development would help people understand where the trail was going to be located.

Bob G. stated that adding sidewalk along Hwy 99 is a priority. This could allow for a temporary crossing by Meinecke but the ultimate goal is a direct connection with the segments as an undercrossing or overcrossing on Highway 99W. For now, we are planning an at grade crossing at the Meinecke crossing at Highway 99W.

**Decision Making Structure** -The TTAC will advise the Parks and Recreation Board who will then make recommendations to the Sherwood City Council for their decision on the alignment and endorse Project 1 design. Dave requested that there be consistency in attendance for the TTAC meetings so that everyone involved can stay engaged as we move forward. If a member is unable to attend, they should have the alternate representative attend the meeting prior to the one they will miss so that person is up to date on what has been presented and discussed.

**Project Meeting Schedule** It was stated that there would be several Open Houses to gather input from the public and stakeholders along the way. After the TTAC Meeting # 3, there will be a break until the spring of 2016. Project 2 will be the primary topic in the spring.

**Trail Facility Types, Dimensions and Crossings** - final slides were reviewed (See Attached PowerPoint)

**Discussion of Project 1**

Erin asked if there was going to be a connection from the Refuge to Sherwood. Dave responded that there would be a connection as to would follow the creek corridor, but it is unknown at this time where to cross safely on Roy Rogers to ultimately get to the Refuge. There was also a feasibility study conducted within the creek corridor in 2009.

Shared Use Paths - The 2' shoulders on each side are used as a buffer for drainage, advantageous for emergency, patrol, and maintenance vehicles. It also allows for maneuvering around pedestrians and bicyclists who may have stopped, environmental protection, etc.

- On a few low areas, where there is seepage, there will be need to be boardwalks
- Regarding the 10-12' path width, ADA dictates a 12' standard
- Oregon Street is a good example of Shared Use Paths next to a roadway
- Shared lane markings will occur through Segment 4
- 8' paths may be designed at spot locations that present a physical constraint such as an environmental feature or other obstacle, bicycle traffic is expected to be low, pedestrian use of the facility is not expected to be more than occasional, is used for a short distance such as access or connection to a neighborhood etc.

## **2. Project 1 Segments**

**Segment 1** - There is one crossing of Highway 99W at Meinecke. Part of the project scope is to consider adding an additional signalized crossing at the intersection. Ultimately, the City would like to pursue a direct under or over crossing at 99W to connect the segments through the creek corridor.

### **Safety**

Erin mentioned that the current situation is dangerous as the crossing signal timing is very short and the pedestrian must run fast to get across the road. Dave responded that there will be ongoing work between ODOT and CH2M, also the City depending on the area, to prioritize safety at these crossings.

Michelle said there was a new subdivision near this intersection with 65 added homes at this intersection that will increase the traffic on the trail and for people to connect with the trail here.

Shelley indicated there needs to be clear markings where pedestrian and bike traffic is shared by using barriers and good transition signs especially along Alexander Ln. She also suggested that ODOT be brought in early so all safety areas are covered including comfortable retiming of the lights at the crosswalk control lights on 99W.

Dave stated that there is a contract between CH2M and ODOT. He will push for all appropriate safety measures throughout the project that involve ODOT and other areas.

### **Segment 3** – Trail along creek, Hwy 99 to Stella Olsen Park

This segment will be the most challenging as it is within the environmentally sensitive areas.

**Segment 5** – This part of the trail, specifically Oregon and Murdock, will be adjacent to the roads. There will be challenges with the property/crossing owned by the Portland-Western Railroad. Utilities will also pose challenges.

Bob said there is a large drainage issue and runoff from all the above housing in the Murdock Road area. He stated that there is also an issue with the Tannery Site and currently there are people interested in enhancing and improving this site and the improvements for the trail could be charged through SDCs.

It is important to factor things in now.

## **Discussion**

### **Safety**

Shelley asked if a portion of the trail would go through Stella Olsen parking lot and will there be signs that will show where the trail stops and begins again on the other side of the parking lot. Bob Galati described that there is a contractual obligation to the church for part of that parking area so he thought it would be challenging to change the layout of the parking lot specifically for the trail to cross.

Shelley stated that cars backing up are very dangerous for bikers and pedestrians. It is also on a downhill slope so bikers would pick up speed as they approached the parking area from the east.

Dave said there are also challenges to redesign and re-grading of the parking lot because part of it is in the wetland mitigation area because of the construction of the parking area.

Bob added that the parking lot is built over a clean water clarifier tank where there were fuel tanks. This also could restrict major modifications to the parking lot.

### ***Trees/Plants/Wildlife and potential impact***

Dan asked the average age of the trees along the areas of where the trail may need to go. Bob responded that it was a good mix of new and older trees. Damon said that the trees that may need to be removed for trail construction typically include a mixture of 1/3 poor quality, 1/3 in marginal condition and 1/3 trees of high value that you hate to see come out. It was stated that there will be an effort to cause the least impact to the trees in great condition. However, we cannot put a regional trail through without some impacts.

Dan asked at what point the trees will be reviewed and designated to keep or removed. Dave explained that it would come through with the design refinement.

### ***Design Exceptions***

Paul and Damon brought up there is federal criteria and standards that need to be kept in mind throughout the design process. There was a question as to whether the trail will be built for Federal Bike Path Standards and whether the trail would include any design exceptions for sharp curves and speed.

### ***Water Quality/Storm Water Management/Drainage***

Shelley asked if the City had a plan for water quality. Bob said that we would work through Clean Water Services requirements and tree planting to address water quality issues. Michelle stated that we will likely have to mitigation areas but hopes are to improve the quality of the creek corridor over time. Programs may be developed to facilitate volunteer efforts and opportunities for Boy Scout projects. Damon said there have been projects done where storm water management ran off from the trails. Alternate forest design would allow this. It would be similar to forest asphalt but have gravel underneath for runoff.

Bob said the Storm Water Master Plan is currently being reviewed. A question was raised regarding projects using SDC funds or credits and whether there will be new areas identified within the corridor to treat storm water.

Damon added that there will be impacts to the area and we need to demonstrate public benefit to improved water quality and incorporate this into the project. Robert agreed that trail projects do benefit water quality.

There needs to be a plan in place for restoration efforts.

### ***Trails/Access/Turnouts/Buffers***

Dave said there may be areas where access in neighborhoods might not be ADA compliant due to grade issues and an unpaved pathway.

The group discussed including benches and landings areas in the trail design at turnout areas for resting places where there are 5% grades.

### ***Bridges/Boardwalks/Crossings***

Rob asked if any bridges would be wood or steel and whether any use could be made with the trees that needed to be cut down for the project. Bob said there were challenges with the timing of the activities that may not allow for the potential of secondary usage of the trees.

Tualatin Hills Park and Recreation District has found where there is an issue using wood for bridges because of slime and moss making it slippery. Damon said that boardwalks are considered porous surface from CWS perspective.

### ***Quality/Maintenance/Cleanup***

Shelley recommended that the new trail should include a plan for the management of invasive species/overgrowth, i.e. blackberry bushes. Erin offered some assistance in this area.

Dave said that Tualatin has volunteer and school programs to keep up and restore the trails and keeping the trails improved. An alternative is to spend \$100K every 4 years to clean up but that is not cost effective or a good recommendation as invasive species can get of control quickly and the cost could rise as time goes on.

Michelle said there are great opportunities to make the Cedar Creek Trail an integral part of Sherwood. We want to make sure residents use the trail and that people come to the area and visit because of the trail.

### ***Gateways/Public Art/Signs/Lighting/Marketing and Promotion***

Paul suggested adding public art to the areas, as well as interactive art and gateways or archways as people enter the trail or over bridges. He said the size of the signs and labeling should be significant. However, it may not be affordable to implement during the initial phases but these ideas should carried forward when the opportunity arises to fund these amenities.

Signs – smaller informative area signs are useful. The project signage must comply with federal standards. Have a kick-off celebration once trail is constructed in and involve neighborhoods. Get and keep both residential and commercial neighborhoods involved.

### ***Grants and Funding from Other***

Michelle is applying for additional trail grants. Robert said that there are opportunities for additional grant funding. Karen Vitkay from Alta Planning has been in contact with Metro to help coordinate the Cedar Creek Trail signage issues.

### **3. Administrative**

Next TTAC meeting 10/21/15 2:00 – 4:00 PM

Shelley thought we should contact 1-2 citizens who live on another trail to talk about their experiences to other LTAC members. Examples: Woodhaven and Rock Creek Trail. Give stats and peer to peer information early as to help inform the LTAC. She wished this had been done earlier in other projects she had worked on.

Dave added that there are some neighborhoods north of 99W that may not want the trail directly beyond their backyard. It was suggested that we invite a few of those people or make sure their input is heard or represented at the LTAC.

### **4. Adjourn**

Meeting ended at a little after 4 PM.