



# ELECTED OFFICIAL STEERING COMMITTEE

## MEETING AGENDA (MEETING #2)

**DATE:** October 17, 2022  
**TIME:** 5:00 p.m. – 6:30 p.m.  
**MEETING LINK:** <https://us02web.zoom.us/j/83900666431>  
Join via phone (audio only): 346-248-7799; Webinar ID: 839 0066 6431

### Meeting Purpose

- Project background/context
- Discuss/approve Steering Committee Charter
- Discuss/approve vision/goals
- Discuss existing conditions – opportunities/constraints
- Preview of alternatives development
- Public Comment
- Share next steps

TIME	SUBJECT	QUESTIONS/OBJECTIVES
5:00	Welcome and Introductions	
5:10	Agenda review	Any questions on agenda?
5:15	Project background/context	
5:20	Elected Official Steering Committee Charter	Agree with committee’s role and jurisdictional responsibilities?
5:30	Approve vision and goals	Agree with revisions to the vision and goals for the project?
5:40	Existing conditions – opportunities/constraints	Discussion about existing conditions
6:10	Trail alternatives development	Any questions or comments about alternatives development?
6:20	Public comment	Up to 3 minutes allowed for public comment
6:25	Next steps	Overview of EOSC schedule
6:30	Adjourn	

Department of Land Use & Transportation • Planning and Development Services

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### Elected Official Steering Committee Representatives

<b>Agency/Jurisdiction</b>	<b>Position</b>	<b>Designated Member</b>
Forest Grove	Mayor or Council Member	Councilor Tim Rippe
Cornelius	Mayor or Council Member	Mayor Jef Dalin
Hillsboro	Mayor or Council Member	Councilor Kyle Allen
Washington County	County Commissioner	Commissioner Jerry Willey
<b>Ex Officio Members:</b>		
TriMet	General Manager or designee	Executive Director of Public Affairs JC Vannatta
Metro	Metro Councilor	Councilor Juan Carlos Gonzalez
ODOT	Region Manager	Rian Windsheimer (or Chris Ford)
State elected official	State Representative – District 29	Representative Susan McClain

# **Council Creek Regional Trail Elected Officials Steering Committee (EOSC)**

## **Charter**

October 17, 2022

### **PURPOSE**

Washington County is the delivery agency for the project. The committee will advise the Washington County Board of Commissioners (Board) on the 2022-2024 Regional Flexible Fund Allocation grant funded Council Creek Regional Trail preliminary design and engineering project.

### **ROLE**

The committee will advise on the following project elements:

- Select a preferred alternative to help advance the trail design
- Agree on corridor delivery and implementation plan including,
  - Right-of-way ownership
  - Construction
  - Financing
  - Maintenance and operations of the trail

The committee will also provide ongoing coordination in support of advancing development of the Council Creek Regional Trail.

### **MEMBERSHIP**

Voting Members include Washington County and the Cities of Cornelius, Forest Grove, and Hillsboro. Ex-officio Members include Oregon Department of Transportation (ODOT) Region 1, Metro, TriMet and State Elected Official(s). Members may appoint alternates by notification.

### **Member Responsibilities**

Committee members must:

- Commit to attending up to five 2-hour meetings and participating in the work of the committee
- Act as a liaison to organizations they represent

### **Committee Operations**

- The exact number of meetings will be determined by need but is expected to be no more than five between September 2022 and December 2023.
- Meeting sessions will be no more than two hours.
- Discussion to obtain consensus will be the prevailing procedure used at meetings. If consensus cannot be reached, a vote will be taken and the majority of voting members present shall

prevail. Minority reports will be available to communicate alternate views. Parliamentary procedure will be used when a decision is to be recorded and transmitted as a recommendation.

- A quorum will consist of a simple majority of appointed members or alternates. The act of the majority of the members (or designated alternates) present at meetings at which a quorum is present shall be the act of the Committee. If a quorum is not present, decisions may be moved forward through electronic communications of the members if a majority of members respond.
- Meeting summaries will be recorded for each meeting. They will be distributed to each member and appropriate officials.
- All committee meetings are public meetings and will be conducted in accordance with Oregon’s open meetings rules. An opportunity for public testimony will be made available at each committee meeting.

## TERM

Charter shall be effective until the end of preliminary design and engineering project (expected December 2023). Members may renew or modify the charter as needed as the project progresses by a majority of the members by mutual consent.

## EOSC Representatives

	Agency/Jurisdiction	Position	Designated Member
<b>Voting Members:</b>	Forest Grove	Mayor or Council Member	Councilor Tim Rippe
	Cornelius	Mayor or Council Member	Mayor Jef Dalin
	Hillsboro	Mayor or Council Member	Councilor Kyle Allen
	Washington County	County Commissioner	Commissioner Jerry Willey
<b>Ex Officio Members:</b>			
	TriMet	General Manager or designee	Executive Director of Public Affairs JC Vannatta
	Metro	Metro Councilor District 4	Councilor Juan Carlos Gonzalez
	ODOT Region 1	Region Manager	Rian Windsheimer Alternate - Chris Ford
	State Representative	District 29 Representative	Representative Susan McClain

To: Julie Sosnovske, Council Creek Regional Trail Project Manager, Washington County  
From: Alta Planning + Design  
Date: October 14, 2022  
Re: Council Creek Regional Trail: Vision and Goals

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## Introduction

The purpose of this memorandum is to present a guiding framework for design of Washington County's Council Creek Regional Trail. The following sections address:

- Draft project vision statement
- Draft project goals
- Key design decisions needed

## Vision and Goals

### Vision Statement

The Council Creek Regional Trail (CCRT) project will create the active mobility backbone connecting Forest Grove, Cornelius, and Hillsboro, as well as rural Washington County with a six-mile long, environmentally friendly, off-street multiuse pathway. The CCRT will be designed in a way that feels safe for people of all ages and abilities to walk, bike, and roll for recreation and transportation, serves and welcomes a diverse population, considers potential transit use within the broader corridor, and is integrated with other planned projects.

### Project Goals

Proposed project goals are listed below with supporting information shown in italics below each goal.

**Ensure Equitable Trail Access:** Partner with culturally-specific community-based organizations to create a trail that celebrates the cultural and economic diversity of the surrounding community, improves access to opportunity and recreation for low-income communities and communities of color, and ensures that underrepresented community members feel welcome on the trail.

*This goal emphasizes the need for a safe and efficient transportation system with a range of mode choices for all users regardless of age, physical ability, income, or geography. The project corridor is home to many people who are members of one or more groups that are historically disadvantaged with respect to transportation, including low-income persons, children, older persons, persons living with disabilities, racial and ethnic minorities, and those with limited English proficiency.*

**Create a Safe and Enjoyable User Experience:** Create a trail corridor that is safe for people of all ages and abilities to walk, bike, and roll for recreation and transportation purposes. The trail should feel fun, easy to use, comfortable, and welcoming to people of all backgrounds and should include design elements that enhance the livability and reflect the multicultural character of the community.

*Safety is a common goal across all planning and policy guidance throughout Washington County. Safety and security for people walking, bicycling, and rolling will be an essential cornerstone of the Council Creek Trail. A safe environment should be built and maintained for everyone living, working, and recreating in and near the trail corridor. In addition to the perception of safety and security, the trail should promote a comfortable physical and psychological experience for people to travel within a low-stress and aesthetically appealing environment.*

**Increase Mobility and Access:** Create a trail that provides a viable alternative to driving and increases non-motorized access from local neighborhoods to employment and commercial centers, community services, transit, natural and cultural resources, and other amenities.

*The CCRT will establish a regional active transportation corridor and connections with existing and planned local facilities to enable safe active travel between urban and rural communities. These connections will provide access to nature and the regional off-street trail system. Connecting people with regional and town centers, jobs, services, recreation, and education will support both public health and local economic development.*

**Protect and Enhance Environmental and Cultural Resources:** Create a trail that protects sensitive lands and habitats while celebrating the cultural and biological diversity of the surrounding community. This includes acknowledging and honoring the histories of Native peoples in and around Washington County, which rests on land that was first inhabited by the Atfalati Kalapuyans, also known as the Tualatin Band of Kalapuyans, who flourished here for thousands of years. Today their descendants are tribal members of Grand Ronde and Siletz tribes, carrying on the traditions and cultures of their ancestors and celebrating existing adjacent resources, such as community gardens and historic landmarks.

*The planning, design, implementation, and maintenance of the CCRT will improve the unique local environmental and cultural resources. It will protect and enhance the wetlands, and historic and cultural amenities along the corridor, while providing a safe and viable travel option that reduces reliance on single-occupancy vehicle trips.*

## Key Decisions

During the design phase of the project, decisions will need to be made on several key aspects. Some decisions will involve defining the design of the trail, while others will inform which project elements are constructed first.

**Higher priority decisions:** affect alignment, scope of improvements, and cost.

1. Verify trail user groups
2. Future transit assumptions
  - a. Determine the degree to which future transit will be accommodated within the corridor.
    - Alignment with the TV Highway HOPE grant project and Metro HCT update.
  - b. Determine how accommodating future transit will affect the trail project's ability to cost-effectively meet its goals (such as comfort, access, and safety).
    - Identify how much space future transit would take in the corridor.
3. Structures assumptions
  - b. Decide whether the CCRT project will reuse/rebuild existing structures, or replace them.
  - c. If it is decided that the trail alignment will accommodate future transit, consider if any new or replacement structures should be designed to serve only the trail, or also future transit.
    - Identify the cost implications for this, and how would it affect completion of the trail project.
4. Trail ownership and maintenance assumptions and agreements.

**Medium priority decisions:** affect design approach and cost.

1. Trail width
  - a. Identify appropriate width to allow for comfortable separation of fast-moving cyclists and slower-moving pedestrians. Note, the trail width may not be consistent throughout the length of the corridor due to varying demand and constraints.
2. Street crossings
  - a. Trail users will need to cross streets of varying levels of traffic and complexity. The project will need to make decisions about the level of investment to make in street crossings. Note that some preliminary analysis has been conducted in preparation for 2025-27 RFFA grant application that would fund street crossing improvements.
3. Trailheads and access points
  - a. Identify locations for trailheads and major access points to the trail.

**Lower priority decisions:** affect funding and implementation.

1. Investment prioritization
  - a. Determine how to prioritize investments along the trail, including in the connections, trailheads, need for lighting, and enhanced crossing improvements.
2. Amenities
  - a. Identify the types and quantities of amenities (e.g., illumination, art, landscaping) that would achieve the project's aesthetic goals.
3. Trail connections
  - a. Decide where and how the trail connects to adjacent neighborhoods and developments

To: Julie Sosnovske, Council Creek Regional Trail Project Manager, Washington County  
From: Alta Planning + Design  
Date: ~~September 8~~October 14, 2022  
Re: Council Creek Regional Trail: Vision and Goals

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## Introduction

The purpose of this memorandum is to present a guiding framework for design of Washington County's Council Creek Regional Trail. The following sections address:

- Draft project vision statement
- Draft project goals
- Key design decisions needed

## Vision and Goals

### Vision Statement

The ~~vision of the~~ Council Creek Regional Trail (CCRT) project ~~is to~~will create ~~an~~the active mobility ~~corridor that feels safe, serves and welcomes a broad population, and is integrated with other planned projects. The CCRT will be backbone connecting Forest Grove, Cornelius, and Hillsboro, as well as rural Washington County with a six-mile long, ecologically sustainable~~environmentally friendly, off-street multiuse pathway ~~that connects the downtown cores of Forest Grove, Cornelius, and Hillsboro. It.~~ The CCRT will be designed in a way that feels safe for people of all ages and abilities to walk, bike, and roll for recreation and transportation, serves and welcomes a diverse population, considers potential transit use within the broader corridor, and is integrated with other planned projects.

### Project Goals

Proposed project goals are listed below with supporting information shown in italics below each goal.

**Ensure Equitable Trail Access:** Partner with culturally-specific community-based organizations to create a trail that celebrates the cultural and economic diversity of the surrounding community, ~~and~~ improves access to opportunity and recreation for low-income communities and communities of color; ~~ensuring, and ensures~~ that underrepresented community members feel welcome on the trail.

*This goal emphasizes the need for a safe and efficient transportation system with a range of mode choices for all users regardless of age, physical ability, income, or geography. The project corridor is home to many people who are members of one or more groups that are historically disadvantaged with respect to transportation, including low-income persons, children, older persons, ~~alternately-abled~~ persons living with disabilities, racial and ethnic minorities, and those with limited English proficiency.*



**Create a Safe and Enjoyable User Experience:** Create a trail corridor that is safe for people of all ages and abilities to walk, bike, and roll for recreation and transportation purposes. The trail should feel fun, easy to use, comfortable, and welcoming to people of all backgrounds and should include design elements that enhance the livability and reflect the multicultural character of the community.

*Safety is a common goal across all planning and policy guidance throughout Washington County. Safety and security for people walking, bicycling, and rolling and riding horses will be an essential cornerstone of the Council Creek Trail. A safe environment should be built and maintained for everyone living, working, and recreating in and near the trail corridor. In addition to the perception of safety and security, comfort relates to the users' trail should promote a comfortable physical and psychological experience of walking, riding, and rolling for people to travel within a low-stress and aesthetically appealing environment.*

**Increase Mobility and Access:** Create a trail that provides a viable alternative to driving and increases nonmotorized non-motorized access from local neighborhoods to employment and commercial centers, community services, transit, natural and cultural resources, and other amenities.

*The CCRT will establish a regional bicycle active transportation corridor and connections with existing and planned local facilities to facilitate enable safe active travel between urban and rural communities. Increase These connections will provide access to nature and the regional off-street trail system. Connecting people with regional and town centers, jobs, services, recreation, and education will support both public health and local economic development.*

**Protect and Enhance Environmental and Cultural Resources:** Create a trail that protects sensitive lands and habitats while celebrating the cultural and biological diversity of the surrounding community. This includes acknowledging and honoring the histories of Native peoples in and around Washington County, which rests on land that was first inhabited by the Atfalati-Kalapuyans, also known as the Tualatin Band of Kalapuyans, who flourished here for thousands of years. Today their descendants are tribal members of Grand Ronde and Siletz tribes, carrying on the traditions and cultures of their ancestors and celebrating existing adjacent resources, such as community gardens and historic landmarks.

*The planning, design, implementation, and maintenance of the CCRT will improve the unique local environmental and cultural resources. It will protect and enhance the topography, wetlands, and historic and cultural amenities along the corridor by utilizing native plantings, modern stormwater treatments, while providing a safe and fish-friendly culverts viable travel option that reduces reliance on single-occupancy vehicle trips.*

## Key Decisions

During the design phase of the project, decisions will need to be made on several key aspects. Some decisions will involve defining the scope of improvements, others will define the design approach, and others will prioritize funding and implementation design of the trail, while others will inform which project elements are constructed first.

**Higher priority decisions:** affect alignment, scope of improvement improvements, and cost.

1. Verify trail user groups
2. Future Transit transit assumptions
  - a. Determine the potential of degree to which future transit will be accommodated within the corridor.
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- b. Determine how accommodating future transit will affect the trail project’s ability to cost-effectively meet its goals (such as comfort, access, and safety).
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- 2. Street crossings
  - a. ~~Consider how trail~~Trail users will need to cross streets of varying levels of traffic and complexity. The project will need to make decisions about the level of investment to make in street crossings. Note that some preliminary analysis has been conducted in preparation for 2025-27 RFFA grant application that would fund street crossing improvements.
- 3. Trailheads and access points
  - a. Identify locations for trailheads and major access points to the trail.

~~a-~~

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  - a. Determine how to prioritize investments along the trail, including in the connections, trailheads, need for lighting, and enhanced crossing improvements.
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  - a. Decide where and how the trail connects to adjacent neighborhoods and developments.



# Council Creek Regional Trail (CCRT)

Elected Officials Steering  
Committee Meeting #2

| Oct. 17, 2022 CCRT EOSC

Land Use & Transportation

[www.washingtoncountyor.gov](http://www.washingtoncountyor.gov)

# → Meeting purpose/outcomes

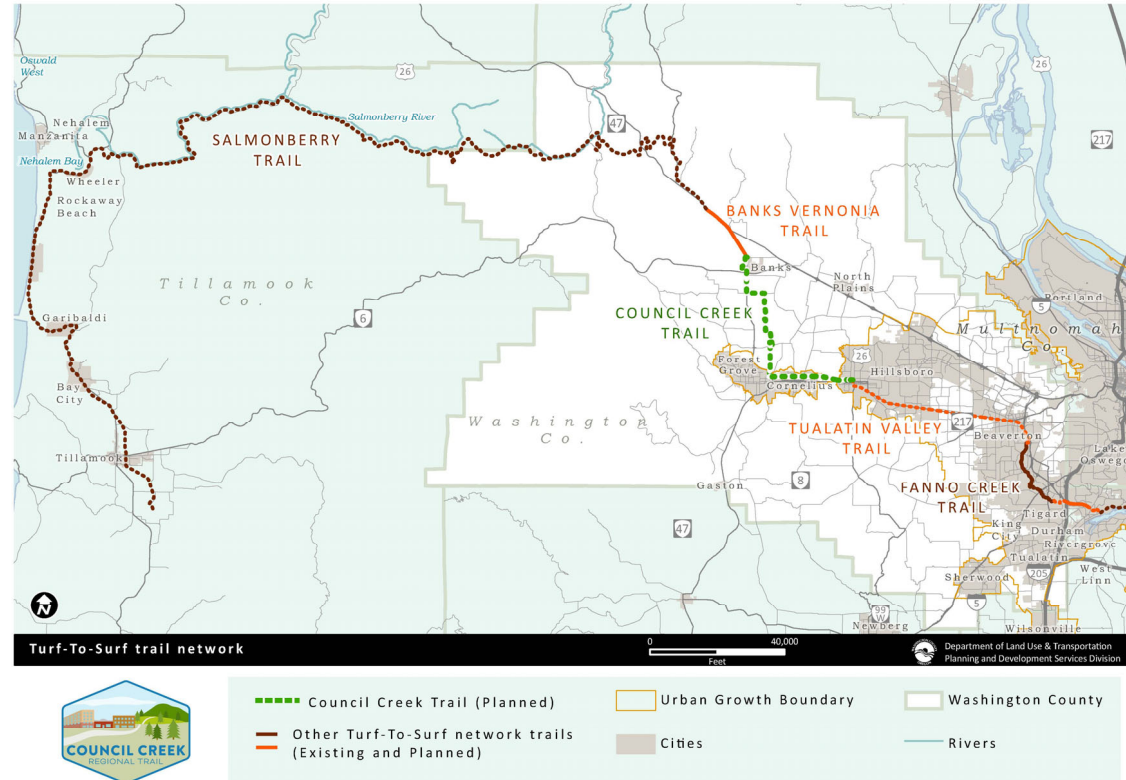
- Background/context
- Review/approve Elected Officials Steering Committee Charter
- Review/approve project vision/goals
- Review existing conditions – opportunities/constraints
- Preview trail alternative development
- Public Comment
- Next steps





# → Council Creek Regional Trail (CCRT)

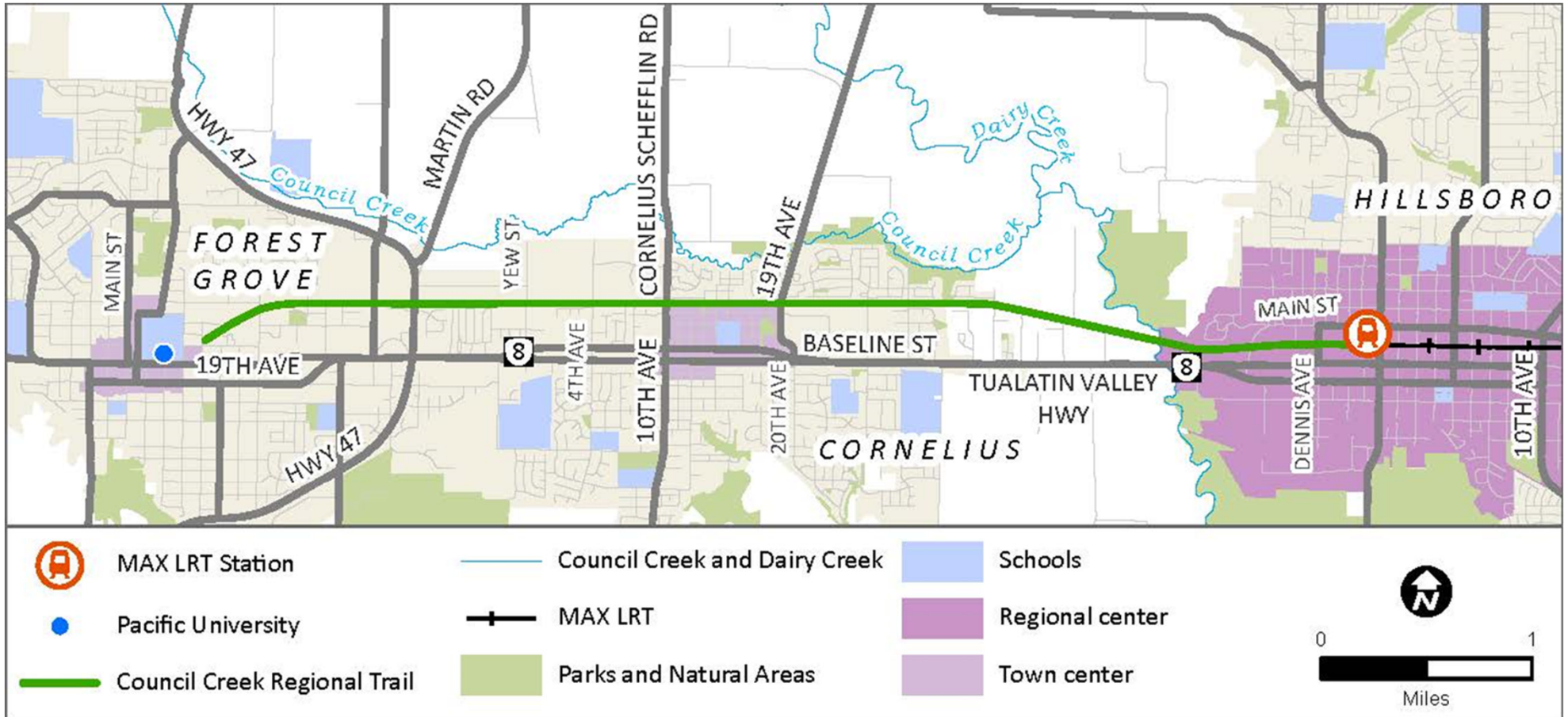
- Part of a network of trails
- Will connect the cities of Banks, Forest Grove, Cornelius and Hillsboro
- Serves both recreational and transportation purposes



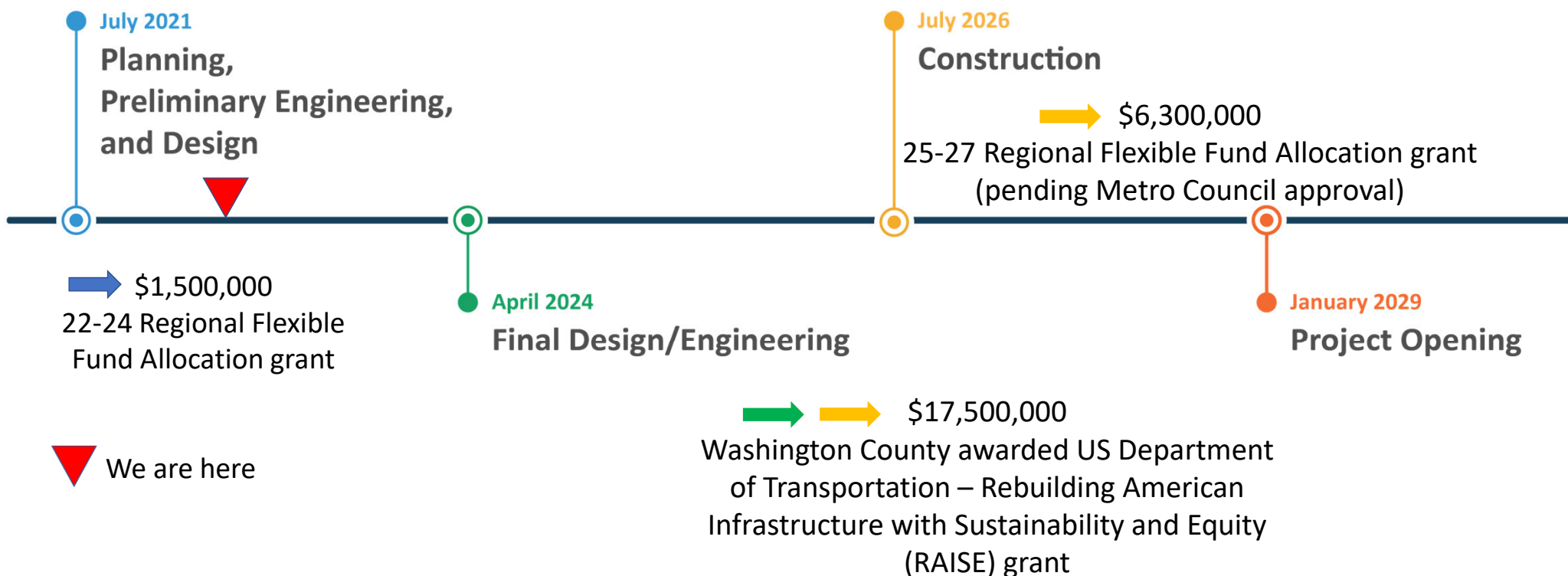
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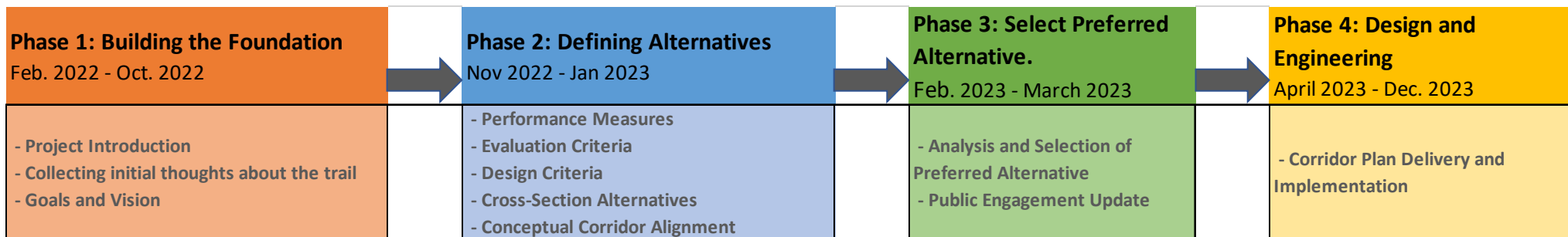
# → Council Creek Regional Corridor



# → Project timeline and funding



# → Scope and key decisions





# → Community and agency engagement update

## Community engagement

- Community Open House (Cornelius Library) – Sept. 29
- Stakeholder Advisory Committee (SAC) Meeting #1 – Oct. 4

## Agency engagement

- Technical Advisory Committee (TAC) Meeting #2 – Oct. 13

# → Elected Officials Steering Committee Charter

## EOSC Committee role:

- Select preferred alternative
- Agree on corridor delivery and implementation plan
- Support advancement of the preferred alternative

## Membership:

- Voting: Cities of Forest Grove, Cornelius, Hillsboro and Washington County
- Ex Officio: Metro, ODOT, TriMet, State Elected Official(s)

## Committee Operations:

- Attend meetings through December, 2023
- Obtain consensus, or simple majority vote of members prevails (75% with 4 members)
- All meetings are public meetings with opportunity for public testimony at each meeting

## → Vision & goal setting

- Initial goals identified in CCRT Master Plan
- Draft vision statement and goals adjusted to reflect specific project needs (preliminary design)
- Goals refined based on input from:
  - Community focus groups
  - EOSC
  - Community open house
  - SAC
  - TAC

## → Vision Statement (proposed)

- The Council Creek Regional Trail project **will create the active mobility backbone connecting Forest Grove, Cornelius, and Hillsboro, as well as rural Washington with** a six-mile long, **environmentally friendly**, off-street multiuse pathway. It will be designed **in a way that feels safe** for people of all ages and abilities to walk, bike, and roll for recreation and transportation, **serves and welcomes a diverse population, considers potential transit use within the broader corridor, and is integrated with other planned projects.**

## → Project Goals (revised)

Goal	Description
<b>Ensure Equitable Trail Access</b>	<b>Partner with culturally-specific community-based organizations</b> to create a trail that celebrates the <b>cultural and economic</b> diversity of the surrounding community and improves access to opportunity and recreation for low-income communities and communities of color, <b>and ensures that underrepresented community members feel welcome on the trail.</b>
<b>Create a Safe and Enjoyable User Experience</b>	Create a trail corridor that is safe for people of all ages and abilities to walk, bike, and roll <b>for recreation and transportation purposes. The trail should feel fun, easy to use, comfortable, and welcoming to people of all backgrounds and should include design elements that enhance the livability and reflect the multicultural character of the community.</b>

## → Project Goals (revised, cont.)

Goal	Description
<b>Increase Mobility and Access</b>	Create a trail that provides a viable alternative to driving and increases active mobility access from local neighborhoods to employment and commercial centers, community centers, transit, natural and cultural resources, and other amenities.
<b>Protect and Enhance Environmental and Cultural Resources</b>	Create a trail that protects sensitive lands and habitats while celebrating the <b>cultural and biological diversity of the surrounding community. This includes acknowledging and honoring the histories of Native peoples in and around Washington County</b> , which rests on land that was first inhabited by the Atfalati Kalapuyans, also known as the Tualatin Band of Kalapuyans, who flourished here for thousands of years. Today their descendants are tribal members of Grand Ronde and Siletz tribes, carrying on the traditions and cultures of their ancestors <b>and celebrating existing adjacent resources such as community gardens and historic landmarks.</b>

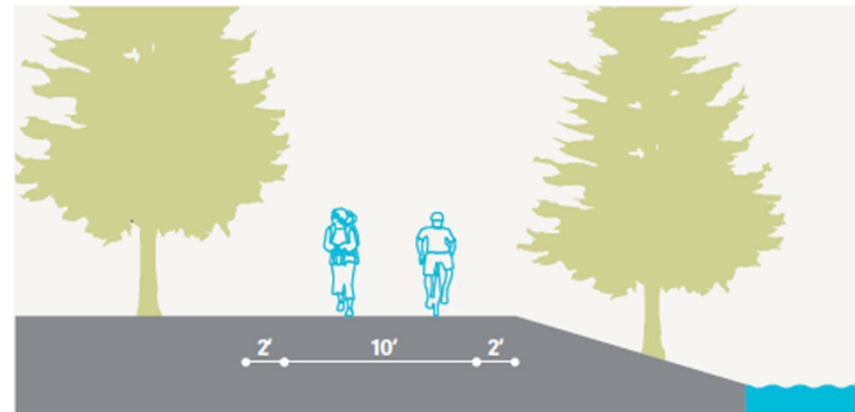
# → What's a Regional Trail?



# → Multiuse paths – typical cross-sections



A 12-foot path with 2-foot shoulders is the typical design for a regional multiuse path.



Protecting habitat may require a narrower path.





# Existing Conditions - Opportunities and Constraints

- Opportunities
  - Access to neighborhoods/businesses/parks/facilities
  - Topography – rail bed vs. adjacent to rail bed
  - Existing bridge trestle
- Constraints
  - Environmental
  - Topography – steep slopes

# → Trail alternatives development

1. 1<sup>st</sup> tier screening based on existing conditions
  - Assumes dedicated trail use
  - Determine desired trail width
  - Determine segment alignment based on environmental/topo and other constraints
2. 2<sup>nd</sup> tier screening for potential future transit
  - Determine ROW assumption for potential future transit use (no mode assumed)
  - Determine conflicts with potential future transit project
3. Identify criteria for alternatives analysis
  - Serves all modes (e.g. walking, biking, ebikes, micromobility), directness, etc.

# → Preferred alternative decision

- What information will help you make an informed decision in selecting a preferred alternative?
  - Cost tradeoffs (high-level)
  - Trail alignment/width tradeoffs
    - Micro mobility and speed differential considerations (may desire wider trail)
    - May prefer meandering or other trail alignment, not pushed to side of ROW
    - Neighborhood impacts (trail abutting private property)
  - Trail amenity tradeoffs
    - Desire for complimentary uses (e.g. parks, community gardens)
    - Aesthetics
    - Access/connections to adjacent neighborhoods/developments (HCT would ultimately limit access)
  - Other?



# Public comment?

## → Next steps (tentative)

- November 21 – EOOSC #3
  - Performance measures/design criteria
  - Public engagement updates
  - Introduce alternatives (high-level)
- January 23, 2023 – EOOSC #4
  - Preferred alternative decision criteria
  - Review draft alternatives
- February 2023 – EOOSC #5
  - Select preferred alternative
- Future meetings
  - Project design elements
  - Corridor delivery and implementation plan (ROW ownership and maintenance)

## → Staff contact information

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