



MEETING AGENDA (MEETING #6)

DATE: June 13, 2023
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

- Welcome new members
- Project background/context/schedule
- Public engagement update
- Right of Way (ROW) update
- Cross-section options update/discussion
- Management Plan considerations update/discussion (**Action:** Consider subcommittee)
- Public Comment
- Share next steps

| TIME | SUBJECT | QUESTIONS/OBJECTIVES |
|------|-------------------------------------|---|
| 5:00 | Welcome and Introductions | Welcome new members/alternates |
| 5:05 | Project background/context/schedule | Review key decisions |
| 5:10 | Public engagement update | Information |
| 5:25 | Right of Way (ROW) update | Information |
| 5:40 | Trail cross-sections | Cross-section options update/discussion |
| 6:00 | Management Plan considerations | Information/discussion Action: Consider directing staff to form CCRT Subcommittee for Operations & Management Plan/agreements |
| 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

155 N First Avenue, Suite 350, MS 12, Hillsboro, OR 97124-3072

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Meeting Materials

- CCRT Preferred Alignment
- Trail cross-sections
- CCRT EOSC Meeting #5 Summary

EOSC Representatives

| | Agency/ Jurisdiction | Position | Designated Member |
|----------------------------|-------------------------|--------------------------------|--|
| Voting Members: | Forest Grove | Mayor or Council Member | Councilor Michael Marshall Alternate – Councilor Tim Rippe |
| | Cornelius | Mayor or Council Member | Mayor Jef Dalin Alternate – John Colgan |
| | Hillsboro | Mayor or Council Member | Councilor Beach Pace Alternate – Councilor Kipperlyn Sinclair |
| | Washington County | County Commissioner | Commissioner Jerry Willey Alternate – Chair Kathryn Harrington |
| | | | |
| Ex Officio Members: | TriMet | General Manager or designee | Executive Director of Public Affairs JC Vannatta Alternate – Tom Markgraf |
| | Metro | Metro Councilor District 4 | Councilor Juan Carlos Gonzalez Alternate – Jon Blasher |
| | ODOT Region 1 | Region Manager | Rian Windsheimer Alternate - Chris Ford |
| | State Representative | District 29 Representative | Representative Susan McClain |

COUNCIL CREEK REGIONAL TRAIL PROPOSED TRAIL WIDTH

PREFERRED ALIGNMENT: CENTER



PROPOSED TRAIL WIDTH

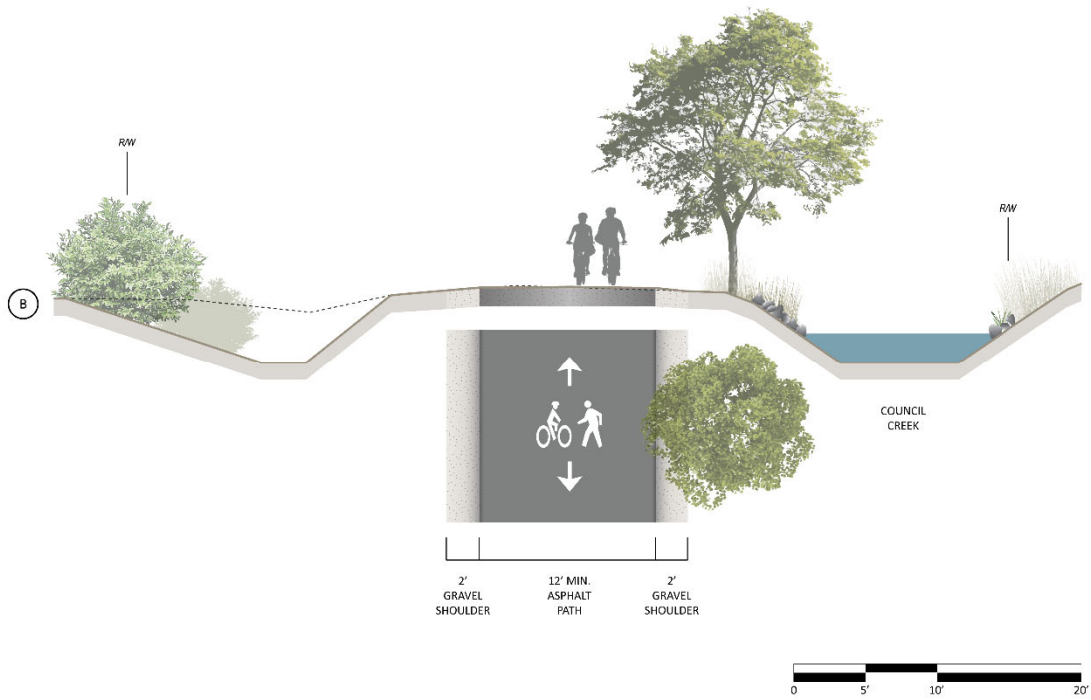
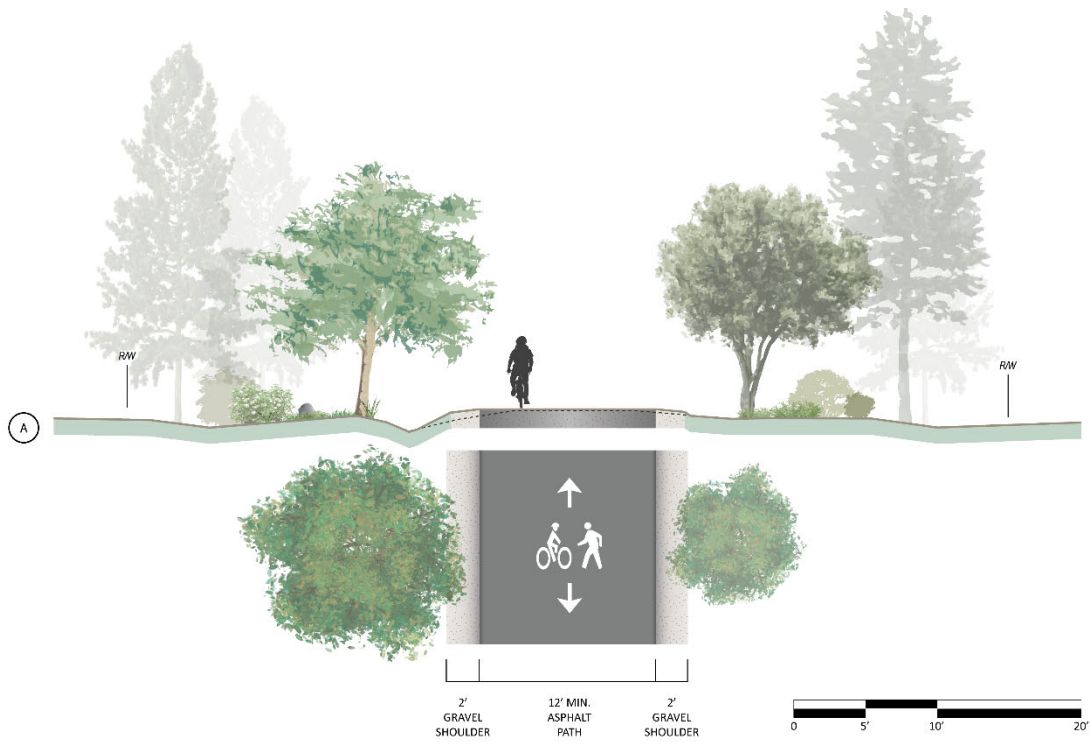
- 10' —
- 12' —
- 16' —

LEGEND

- School
- Grocery Store
- Community Center
- MAX Station
- Park or Natural Area

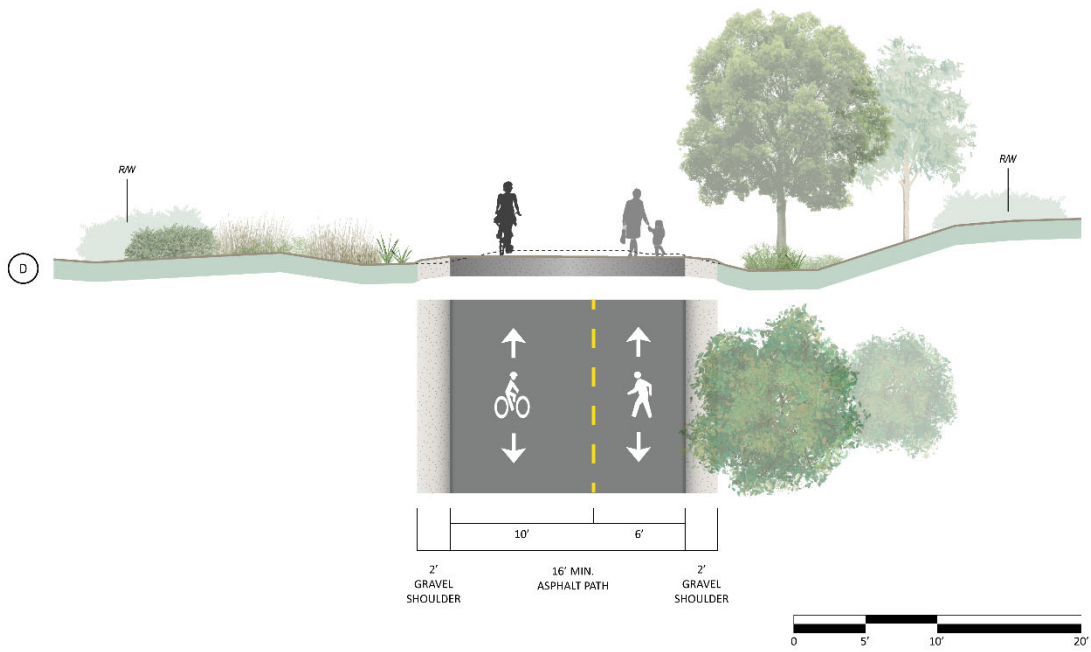
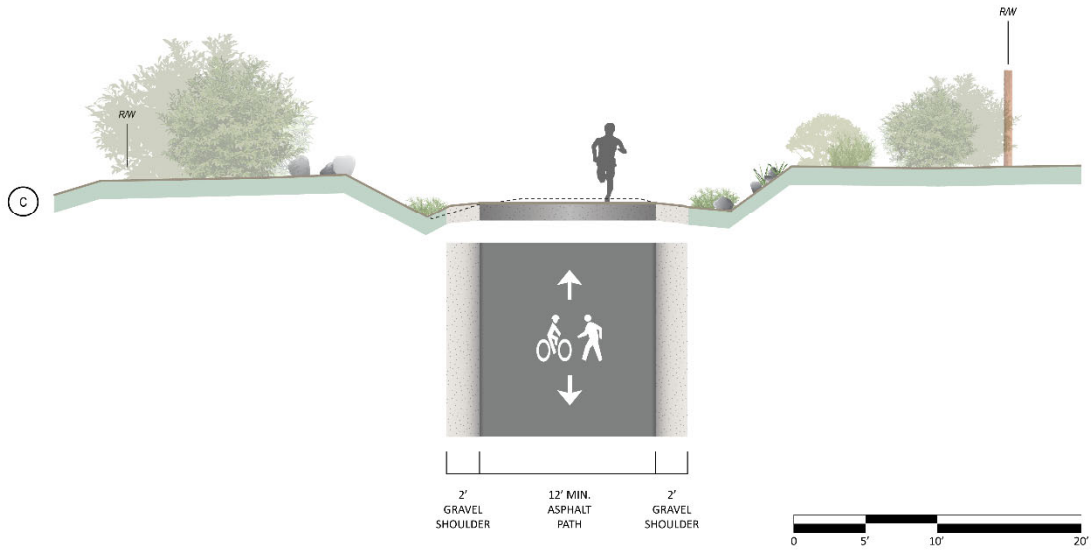


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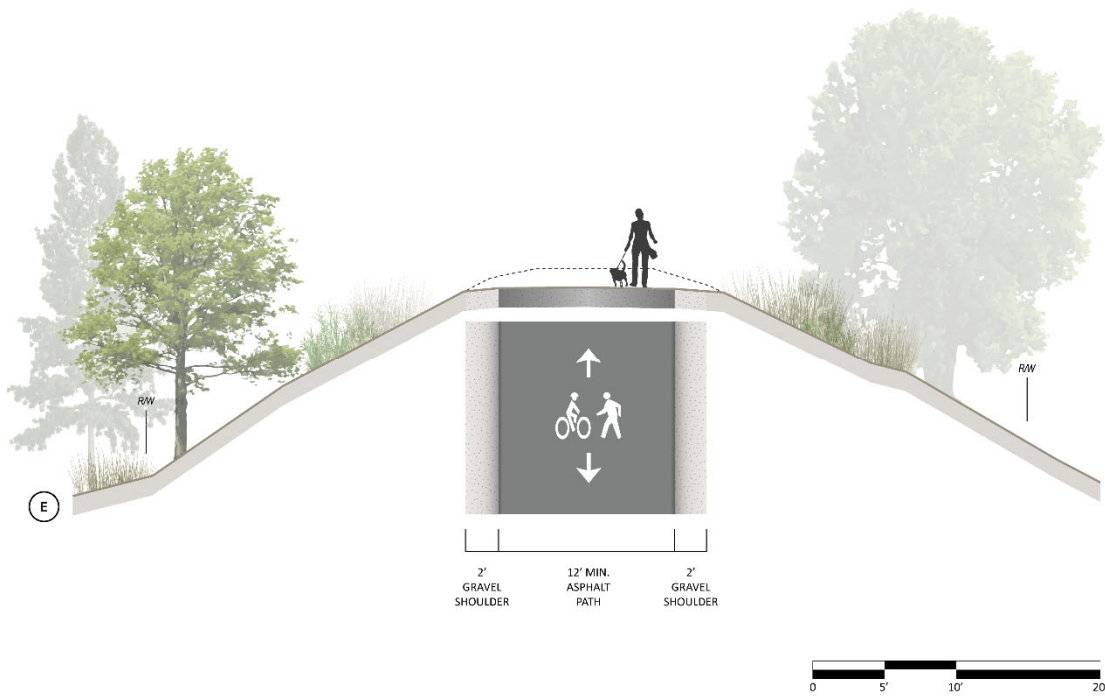
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**COUNCIL CREEK REGIONAL TRAIL
ELECTED OFFICIALS STEERING COMMITTEE MEETING #5
MEETING SUMMARY
March 20, 5:00 PM-6:10 PM
Zoom Virtual Meeting**

Voting Members Present

Commissioner Jerry Willey, Washington County,
(Committee Chair)
Mayor Jef Dalin, City of Cornelius
Councilor Beach Pace, City of Hillsboro
Greg Robertson, City of Forest Grove substitute

Ex Officio Representatives

JC Vannatta, TriMet
Councilor Juan Carlos González, Metro
Chris Ford, ODOT Alternate
Glen Bolen, ODOT Alternate substitute

Not represented:
State Representative

Attendees

Victor (interpreter)
Rosie (interpreter)
Adrian Esteban, Alta Planning + Design
Julie Sosnovske, Washington County
Stephen Roberts, Washington County
Erin Wardell, Washington County
Dyami Valentine, Washington County
Emily Brown, Washington County

Lake McTighe, Metro
Katie Mangle, Alta Planning + Design
Matt Meier, Washington County
Peter Brandom, City of Cornelius
Joe Recker, TriMet
Andy Morris, Washington County
Marla Vik, Washington County
Megan McKibben, Washington County

Welcome and Introductions

A quorum was present with elected officials from Cornelius, Hillsboro, and Washington County in attendance. Forest Grove Councilor Michael Marshall was not able to participate, but Greg Robertson (Forest Grove's Director of Public Works) joined the meeting in place of Councilor Marshall.

Project and schedule update

Council Creek Regional Trail (CCRT) is part of a network of trails that will eventually lead from the Oregon Coast to the Portland Metropolitan Region. It will connect the cities of Banks, Forest Grove, Cornelius and Hillsboro. Other trails it will tie in to include the Salmonberry Trail (currently in planning); Banks-Vernonia Rail Trail; Tualatin Valley Trail; Westside Trail; and Fanno Creek Trail as well as a variety of other trails within the region. The CCRT will serve both recreational and transportation purposes.

We are currently in the Planning, Preliminary Engineering, and Design phase under a \$1.5 Regional Flexible Fund Allocation (RFFA) grant. We will be moving quickly into the Final Design/Engineering phase. Our project timeline has been pushed forward due to RAISE grant requirements. We have a \$17.5 million RAISE grant for this project, which is causing this urgency. We will need to have construction bid documents in 2024, per USDOT. We're working hard to get to through preliminary design to final design. We also have a \$6.5 million RFFA grant for intersection crossing infrastructure so that we'll have safe intersections. Our aim is for project opening in January 2029, or sooner if possible, due to the advanced timeframe.

**Department of Land Use & Transportation
Long Range Planning**

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Project/schedule discussion:

- Are the dates shown on project timeline and funding slide (p. 5) our new pushed forward dates?
 - Staff response: no, this graphic is showing original dates with the point of emphasizing our time crunch with this project. We're being asked to have a bid package by the end of September 2024 which will be challenging. We are working with the consultant to do some rescoping, and to determine what the critical path elements are so that we can get to final design and prepare a bid package by that point.
- Will we lose the funding if we don't stay on this schedule?
 - Staff response: yes, that is what they are telling us. They want to help and may work with us as much as they are able, but this is why we are doing as much as we can to prepare for final design and get to that critical point.

We are now in Phase 3: Select the Preferred Alternative. Tonight, we will also touch briefly on Phase 4: Design and Engineering, in particular the Corridor Plan Delivery and Implementation subtask. We'll talk about that because we've been getting questions and we want to give you an overview of status and what you can look forward to.

An update on agency engagement: the Technical Advisory Committee met on February 8, 2023. They recommended the preferred trail alignment that you saw in your packet. We also have some upcoming community engagement that we will talk about when we get to Next Steps.

Right of Way (ROW) update

On February 25, 2023, Exempt Abandonment was granted to Portland & Western (PNWR) by the Surface Transportation Board (STB). On March 9th, PNWR submitted their "Termination of Easement" form to ODOT. As a result, abandonment is complete but PNWR has time to salvage their equipment. They do intend to do that, but we don't know what equipment they're intending to salvage. Probably switches, electronic equipment - maybe steel track. ODOT indicated they might ask PNWR to complete the salvage work by the end of this calendar year. The only real impact to us at this stage is that we will need to coordinate with them; our project calls for some additional field work. It will be essential that we aren't in their way as they work to remove equipment.

ROW discussion/comments:

- What about crossing guards and equipment purchased with taxpayer money?
 - Staff response: we have been told it is unlikely that those will be taken, since removing equipment from intersections would necessitate restoration of each intersection. We've also been told that they do plan to go out to bid, so they may hire a contractor to remove equipment on their behalf. We don't yet know what they will take, though. Maybe PNWR will just take pieces for replacement parts? The railroad required that development provide the equipment – and they own it – but we don't know at this point what they will end up removing.

County staff is currently in discussions with partners about ROW ownership. TriMet and Washington County are working on a joint letter of interest to Oregon Department of Transportation (ODOT) and Oregon Department of Administrative Services (DAS) expressing interest in this ROW.

Additionally, TriMet and Washington County are collaborating on a Memorandum of Understanding (MOU) expressing intent to work together in the near term until more permanent agreements can be made (e.g. easement, IGA, etc.). The MOU creates a path for coordination on high value infrastructure (assets that will

remain in the ROW for 30+ years). [Washington County and TriMet] will coordinate on funding and work together to develop an IGA that ensures long-term access for the trail.

Action: Consider CCRT TAC preferred alignment recommendation / Select preferred trail alignment

The CCRT TAC has recommended center alignment for most of the corridor, based on factors including cost effectiveness and avoidance of constraints. They determined that further refinement is needed at Dairy Creek. Indications are leaning toward a new bridge, but there is still work needed to determine the recommended course of action for handling constraints at Dairy Creek.

Right-of-way status discussion/comments:

- Center alignment is what we landed on last time, correct?
 - Staff response: yes, the group seemed to be moving toward agreement on the center alignment during our January 23 discussion.
- Comfortable with a center alignment, but discussion gets muddy if we talk about rebuilding the trestle. 100% on board with center alignment.
 - Staff response: by choosing to move forward with the Dairy Creek section listed as a refinement area, it allows for the trail to veer off to one side if we need it to. The trail is going to have a life span, and it's not clear if HCT will come in during that life span. One option with for bridge: we could choose a pre-fab option that could be picked up and moved if we need to do that for transit. We will be gathering additional information to help determine our best path forward here.
 - That's helpful. We plan with the idea that we may need to move the bridge later.

Chris Ford of ODOT needed to leave the meeting and prior to signing off, he let the group know that his colleague Glen Bolen was in the audience tracking this discussion for ODOT.

Councilor Pace made a motion to adopt the center alignment recommendation. Mayor Dalin seconded the motion. A vote followed, which resulted in the group voting 4-0 in favor of moving ahead with the center alignment.

Bridge and trail cross-section criteria

Adrian Esteban (Alta Planning + Design) presented a matrix of considerations to be made when deciding on how to handle the Dairy Creek Crossing. These include safety; maintenance needs; cost; service life; future high-capacity transit (HCT); environmental and cultural considerations (i.e. is the trestle considered historic?). Each of these factors will need to be weighed during the decision-making process.

Bridge criteria discussion/comments:

- Decision matrix is helpful
- What is the next step? Do we need to make a recommendation tonight?
 - Staff response: no decision needed tonight. This presentation is informational and intended to provide background on what we're looking at and trying to better understand. We are going through revised scoping. We'll need to know the exact footprint of the entire trail and the bridge is part of that, so we'll be doing environmental work to understand cost and feasibility of each option.

Adrian shared potential cross-section criteria. We have been looking at 12-ft multi use trail (plus 2-ft soft shoulder on either side) along most parts of the trail. In high traffic areas, public was concerned about user

conflict. We may need to increase width and/or separation in those sections. In more remote areas or in constrained segments we may go with a narrower trail.

Cross-section discussion/comments:

- Banks-Vernonia Trail is 10 ft. wide. Why build this one to 12 ft. to connect to a 10-ft. trail?
 - Staff response: the CCRT is more urban than Banks-Vernonia and may have more users. It is intended to be more of a commuter trail.
 - Adrian: the 10-ft. width standard may have been in place when Banks-Vernonia was built, but current comments and trail standards (including Metro's Designing Livable Streets and Trails Guide) indicate that wider may be more comfortable for people now.
- Any thoughts about putting a grassy area on the side for running on a softer surface?
- Wider surface equals more maintenance, and more money. However, it can be considered.

Councilor Juan Carlos Gonzalez joined at this point and was in attendance for the rest of the meeting.

Cross Section discussion/comments, cont.

- Some uses may be incompatible (stroller vs. fast biker?)
 - Adrian – we are looking at defining the space in heavily populated areas and near access points or amenities – these areas could benefit from clearly delineated wheeled user path next to ped path. Narrower sections where there may not be as many families walking (more remote?) could be handled differently.
- Recommendation from a member: the Waterhouse Trail (owned and operated by THPRD) may provide a useful example. Going out to see it might be really helpful for folks.
- Are there cost-saving opportunities if we use chip [instead of paving]? Maybe for the pedestrian section? That would naturally separate uses.
 - Staff comment: under ADA, and as a regional trail, we may be required to pave.
- Previous comment about adding a soft surface for running wasn't intended to advocate for replacement of asphalt. I love that we're going to survey folks who will use it next month!
 - Staff comment: the survey can help us determine where these narrower or wider areas should be... we may get an idea of where people want to go.
- We may need to consider culverts. Maybe we go narrower in those areas now?
 - Adrian – yes, working on public survey now. Public will help us identify.
- Do we have any assumptions around lighting that we're exploring for the corridor?
 - Staff comment: yes, we are thinking about lighting. We'll be asking about this in the survey. We'd be looking at pedestrian-friendly, habitat-friendly lighting... there may be solar opportunities in some areas. If we want this trail to provide commute opportunities, there will have to be lighting (not cheap).
- We've talked about variations. Will all of this need to be decided or priced by date in 24?
 - Staff comment: we are starting additional, more refined environmental work that will help to get to a footprint – we do need to identify a footprint soon. The size and location of the footprint will affect cost. We will be getting more info from the survey. Some of the decisions will be technical; some will take more input.
 - Adrian – yes, trying to get to footprint. Better to go down in size than to have to later go up. Making sure we're covering ourselves as worst case scenario.
- Will we ask questions on the survey regarding safety and what people expect in order to feel safe? What about striping?

- Adrian – yes, correct. We will ask what amenities people want to see, including markings on the trail & visual cues to help with safety and wayfinding.

Introduce outline of ownership, operations and maintenance framework

Julie provided a high-level preview of what's to come for this project, describing issues to consider and document.

- Implementation plan:
 - Structure & legal arrangement for perpetual trail use in the corridor
 - What happens to trail if/when transit project is desired
 - Access management
 - Funding opportunities for specific project elements (amenities, enhancements)
- Maintenance/operations agreement:
 - Maintenance needs/costs
 - Security operation needs/costs
 - Collaboration with social services partners
 - Roles and responsibilities (i.e. foundation, consortium, other)
 - Framework for funding and decision-making

Ownership, operations, and maintenance framework discussion/comments:

- Makes sense. Thank you!

Public comment

Chair Willey opened the floor to public comment. No one from the audience requested time to comment. According to Stephen Roberts, there were no community members present at that time; only agency staff and representatives were visible on the attendee list.

Next steps

Staff will move ahead with community engagement and continue to gather feedback. Engagement events scheduled to start in April 2023 include:

- 4/11/23: Stakeholder Advisory Committee (SAC) meeting
- 4/14 – 5/14/23: Online open house and survey
- 4/25/23: In-person open house at the Cornelius Library from 4:00 – 6:00 p.m.
- Future meeting topics (next meeting likely May or June)
 - Bridge decision
 - Project design elements
 - Corridor delivery and implementation plan
 - Including Row ownership and maintenance

Next steps discussion/comments:

- This is good information.
- Thanks for the presentation.

Adjourn

6:10 p.m.