



# Cedar Creek Trail & Hwy 99W Crossing

## City of Sherwood

*The Cedar Creek Trail & Hwy 99W Crossing will complete a 1-mile segment of the Ice Age Tonquin Trail and design a comfortable grade-separated crossing of Highway 99W, including passage for fish and wildlife along Cedar Creek.*



This project will fill a critical gap in the 22-mile Ice Age Tonquin Trail that, when completed, will provide a regional active transportation link between the Willamette and Tualatin rivers. This trail will extend Sherwood’s existing shared use path system closer to the northern city limits and the Tualatin National Wildlife Refuge and will also connect to the recently completed Segment 1 of the Cedar Creek Trail extending south of Hwy 99W to Stella Olsen Park at SW Washington Street near Old Town. The project will also include preliminary design work for a grade-separated trail crossing under Hwy 99W that will also allow passage for fish and wildlife, to be built in a later phase.

### Project Partners

- **Lead agency: City of Sherwood**
- Oregon Department of Transportation
- Clean Water Services

### Total Estimated Project Cost

- \$10.83 million
- *Estimate includes \$10 million for the trail construction north of Hwy 99W and approximately \$830,000 for preliminary designs of the highway crossing.*

### Remaining Funding Gap

- \$10.83 million

*In Summer 2024 Metro staff collaborated with local agency partners to compile a list of “shovel-ready” projects key to building out the regional trail system, with fact sheets that can be used to advocate for and secure state, federal, and private funding for trail design and construction.*

*Graphics are for illustration purposes only and may not reflect final designs.*



## Project Vicinity

### Multi-use Trail

Existing ———

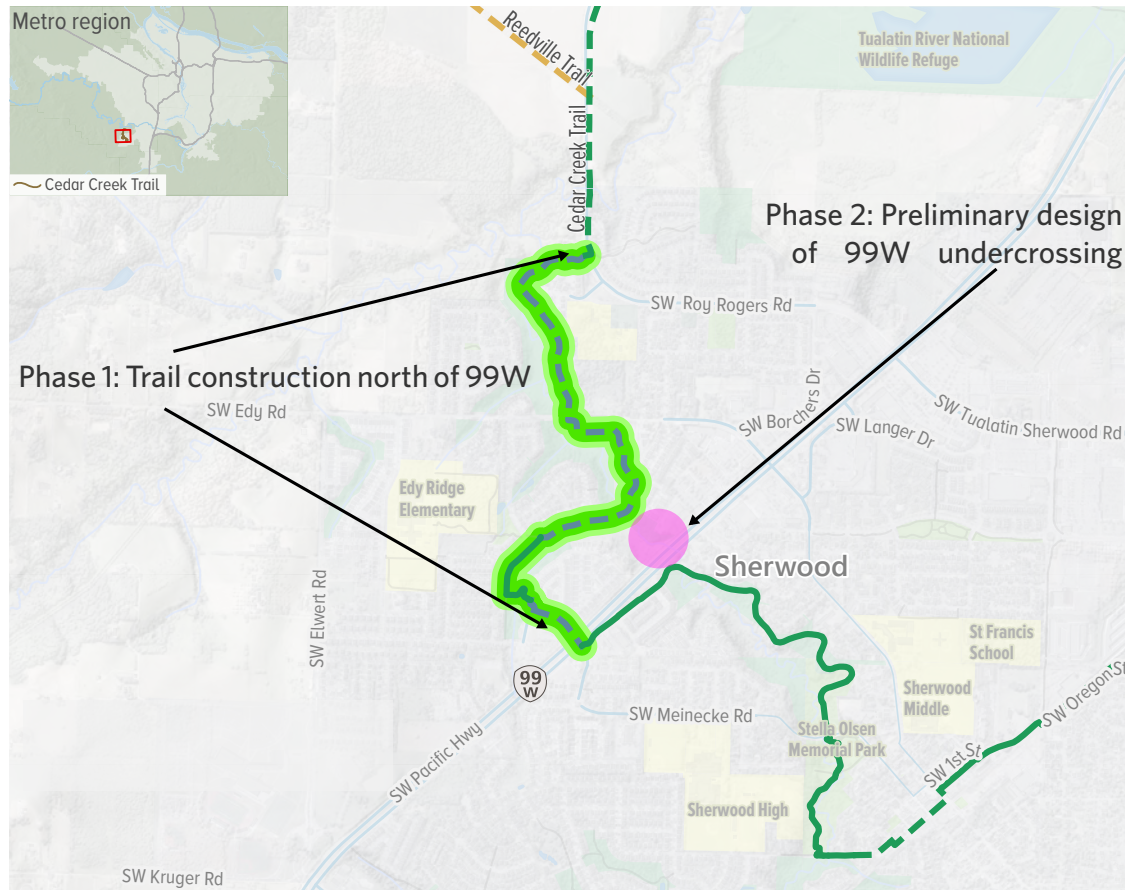
Planned - - - -

Conceptual - - - -

### On-Street Connection

Existing ———

Planned - - - -



## State & Federal Agency Coordination

Highway 99W is a state highway, and the project would include extensive work in wetlands and streams. It would require close coordination and permitting from Clean Water Services and the Oregon departments of Transportation, State Lands, and Fish and Wildlife as well as the State Historic Preservation Office.

## Estimated Annual Project Outcomes and Impact When Project is Complete<sup>1</sup>

- Trail users: 336,000
- Tons of greenhouse gases reduced: 13
- VMT<sup>2</sup> reduction: 52,000
- Enhanced amenities benefits<sup>3</sup>: \$229,000
- Emission benefits: \$4,000
- Health benefits: \$248,000
- Total emissions, amenities, and health benefits: \$481,000

extent and proximity of environmentally sensitive areas and multi-jurisdictional impacts this project should first complete the Preliminary Design phase prior to proceeding with final design efforts involving the National Environmental Policy Act (NEPA) review process.

The new grade-separated crossing will improve safety on the highway by significantly reducing the number of people crossing at the traffic signal at Hwy 99W & SW Meinecke Parkway and will create a direct trail connection approximately ½-mile shorter than the current at-grade route. Removing the barrier of the uncomfortable at-grade highway crossing will be the catalyst for attracting more people from across the region, making the trail a true regional asset.

## Project Contact

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<sup>1</sup> - These benefits were calculated using outputs from the Metro travel demand model and guidance from the forthcoming NCHRP 08-149 Report. Values are in 2022 dollars.

<sup>2</sup> - Vehicle Miles Traveled

<sup>3</sup> - Enhanced amenity benefits include reductions in travel costs and quality improvements experienced by the user.

