



*City of North Plains*

# **PARKS & RECREATION FACILITIES MASTER PLAN: APPENDIX A: COMMUNITY TRAILS PLAN**

*Produced in Collaboration with:  
The North Plains Walking Trail Advisory Committee &  
The North Plains Parks & Recreation Advisory Committee*

**2012**



- 
- Improved air quality through carbon sequestration
  - Improved soil conditions and reduced soil erosion
  - Native vegetation re-establishment, thus eventually requiring less upkeep
  - Increasing public environmental stewardship awareness with interpretive signage and providing opportunities to connect with nature

## BACKGROUND

Several local plans, created with public input, identify the need for community trails in North Plains, specifically along McKay Creek and its tributaries. In addition, a local nonprofit, the Citizens for Parks Improvements, conducted the *Parks and Recreation Survey*, a citizen opinion survey, in 2008. This survey consistently identifies trails as an unmet and desired addition to the city's parks and recreation system. Local plans that identify the need for trails include:

- *The North Plains Comprehensive Plan*
- *The North Plains Parks and Recreation Capital Facilities Master Plan*
- *The North Plains Urban Renewal Plan*
- *The North Plains Transportation System Plan*
- Metro's *Regional Trails & Greenways* document which identifies the McKay Creek Greenway and the Portland-to-the-Coast Trail, both in the North Plains vicinity, as desired regional trails

This plan was developed with the input of the City of North Plains Walking Trail Advisory Committee and the North Plains Parks Advisory Committee. The Walking Trail Advisory Committee was formed in 2010 with the intent of determining the best placement of street, sidewalk, and greenway trails within the North Plains Urban Growth Boundary. The city also works with the North Plains Parks Advisory Committee and the Walking Trails Committee when making other park improvements, such as selecting park furniture (benches, fountains, trash cans, etc.) designing new parks, and locating new parks.

## GREENWAY TRAIL GUIDELINES

The City of North Plains is committed to trail construction and maintenance that minimizes environmental impacts and improves environmental conditions. As best management practices evolve, the city will alter trail and natural area management practices as necessary. Some basic guidelines for sound trail construction include:

- When possible, use recycled and/or local materials; such as locally recycled bark chips; wood from local, sustainably managed sources; and using recycled/recyclable HDPE plastic benches and signs
- Installing recycling containers in addition to trash cans
- Align the trail above the ordinary high water mark and in a manner that has the least impact on the natural surroundings, minimizes grading/limits erosion, protects water quality, and maintains wildlife habitat

- 
- Avoiding trail construction and maintenance between April 1-July 15 to avoid disturbing nesting birds and other breeding wildlife
  - Surrounding the trail with denser vegetation to encourage users to stay on trail and minimize site disturbance, especially in wetter areas
  - All best management grade and outslope designs should be followed, including the incorporation of rolling dips and grade reversals to reduce erosion and sedimentation
  - Large brush/dead and standing wood should be retained on the site to provide wildlife habitat, restore nutrients, and minimize site disturbance
  - Using trail material/trail break methods that minimize erosion and are ADA compliant
  - Keeping all motorized maintenance equipment on trail to reduce site disturbance
  - Continuously monitor and modify trail management practices to ensure the highest level of land stewardship and user benefit
  - Partner with all stakeholders and receive input on design and alignment in all stages of the project. These stakeholders may include, but are not limited to, transportation agencies, stormwater management agencies, local governments, community organizations, and adjacent property owners
  - For more trail construction and management guidelines, refer to the Resources section at the end of this document

## **FUTURE STREET & SIDEWALK TRAIL GUIDELINES**

The North Plains Walking Trail Advisory Committee and city staff determined several on and off-street paths for a future trail network in North Plains. Several factors were considered as the committee determined ideal routes, including:

- Existing & future sidewalk placements, including future sidewalks in the North and East Urban Growth Boundary (UGB) expansion areas
- Existing crosswalks
- Existing and future park locations
- Creek and water body locations
- Vehicular traffic levels and pedestrian safety
- Locations of businesses and other points of interest
- Scenic views

Many of the routes consist of on-street paths. A majority of the streets in North Plains contain open ditches and no sidewalks. Full-scale stormwater piping, curbs, and sidewalks are not financially feasible in the near future, and ditch drainage systems have the potential for improving water-quality and retaining flood waters. Open ditches can also be retro-fitted into bioswales or raingardens for filtration and water purification (Figures 2&3).



Figures 2&3: Sample Bioswales/Raingardens<sup>12</sup>

Due to the above reasons, many of the proposed city trail improvements will be on-street. The plans for street and sidewalk trails include:

- Placing “pedestrian lanes” on shoulders with directional arrows and pedestrian symbols. These lanes will effectively narrow vehicle travel lanes and calm traffic, thus providing a safer pedestrian environment (Figures 4-7)
- Some streets do not have open ditches and may more easily accommodate inexpensive off-street chip or gravel pathways. Refer to the Street and Sidewalk trail section for specific locations of potential off-street pathways



Figure 4: Conceptual illustration of desired pedestrian paths in North Plains (not to scale).

<sup>1</sup> <http://ecosrq.com/bioswale%20after.jpg>

<sup>2</sup> <http://brooklyncountrylane.files.wordpress.com/2009/04/bioswale.jpg>



Figures 5,6,&7 (Bottom): Sample pictures of on-street pedestrian lanes<sup>345</sup>

Other possible plans for North Plains street and sidewalk trails include:

- Placement of trail marker posts, directional signage, and/or other amenities such as benches, trash cans, and dog waste receptacles in the network
- In addition, if funding allows, the following amenities may be an option in the future:
  - Adding planting strips to form a buffer between the pedestrian and traffic (Figures 8 &9).
  - Placing bollards, rumble strips, curbs, or reflectors along pedestrian path boundaries to delineate a separation from pedestrian and vehicular traffic. Many options are available for bike lanes that could be adjusted for pedestrian use (Figures 10-14)



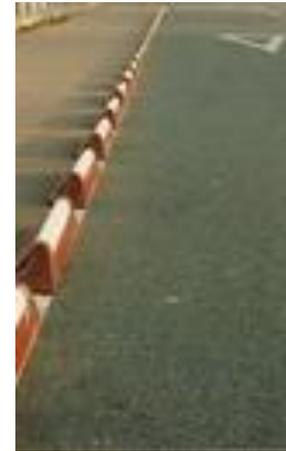
Figures 8&9: Sample planting strips that could be incorporated into the street to serve as a buffer between the vehicle and pedestrian traffic<sup>67</sup>

<sup>3</sup> <http://us.123rf.com/168nwm/fintastique/fintastique0702/fintastique070200209/757947-pedestrian-lane-sign-painted-on-tarmac.jpg>

<sup>4</sup> <http://brooklynimbecile.files.wordpress.com/2011/06/bike-lane-vs-pedestrian-lane.jpg>

<sup>5</sup> <http://swni.org/bridlemile/hspi>

<sup>6</sup> [http://www.caactivecommunities.org/wp-content/gallery/engineering/normal\\_cr-lb-oakland-2004-planting-strip-median-near-park\\_4.jpg](http://www.caactivecommunities.org/wp-content/gallery/engineering/normal_cr-lb-oakland-2004-planting-strip-median-near-park_4.jpg)



Figures 10-14: Bollards, curbs, and street reflectors may be used to delineate on-street pedestrian lanes. Many lane separator products are available for bicycles that could be altered for pedestrian lanes<sup>89101112</sup>

<sup>7</sup> [http://4.bp.blogspot.com/\\_r4Klv8u2tgU/S14ZQCqv5PI/AAAAAAAAEq8/e0WWPntDJdE/s400/Yucca+parking+strip.jpg](http://4.bp.blogspot.com/_r4Klv8u2tgU/S14ZQCqv5PI/AAAAAAAAEq8/e0WWPntDJdE/s400/Yucca+parking+strip.jpg)

<sup>8</sup> [http://www.plasticrecyclers.com.au/images/lightbox/bollards-135mm\\_large.jpg](http://www.plasticrecyclers.com.au/images/lightbox/bollards-135mm_large.jpg)

<sup>9</sup> [http://www.trafficlogix.com/Images/classic%20tl%20separators/sunnyvale%20ca\\_resize.JPG](http://www.trafficlogix.com/Images/classic%20tl%20separators/sunnyvale%20ca_resize.JPG)

<sup>10</sup> [http://www.trafficlogix.com/Images/bike%20sensitive%20separators/09-2785%2009-3082%2009-3099%2009-3115%203.2%20BSAK%20E\\_resize.jpg](http://www.trafficlogix.com/Images/bike%20sensitive%20separators/09-2785%2009-3082%2009-3099%2009-3115%203.2%20BSAK%20E_resize.jpg)

<sup>11</sup> [http://www.crossroadslp.com/files/Traffic\\_Buttons.jpg](http://www.crossroadslp.com/files/Traffic_Buttons.jpg)

<sup>12</sup> <http://secure.mycart.net/catalogs/catalog.asp?prodid=5106035&showprevnext=1>

## STREET & SIDEWALK TRAIL ROUTES

Below are the desired street and sidewalk walking/jogging routes for the City of North Plains. Each section specifies the length, notable features, ownership, issues such as hazardous sidewalk conditions or traffic, desired improvements to the trail, and implementation actions.

### GREEN TRAIL: 4 MILE CITY-WIDE LOOP

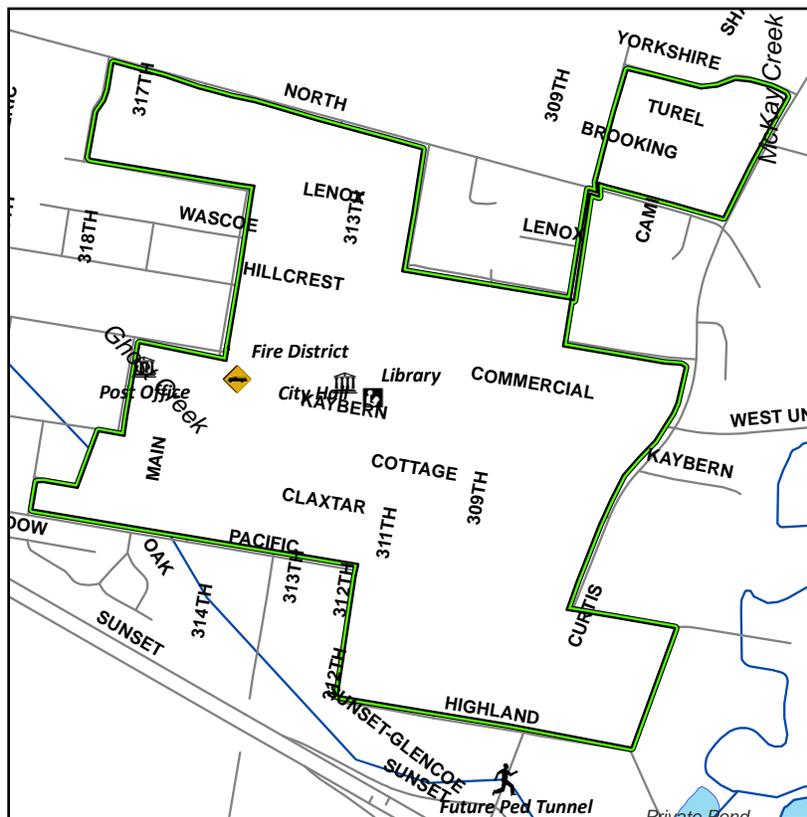


Figure 15: 4 Mile City-wide loop

**LENGTH:** Approximately 4 miles

**OWNERSHIP:** City & Washington County owned streets, Cottage Point greenway area is privately owned by the subdivision developer

**NOTABLE FEATURES:**

- Loop is a good length for runners
- Loop passes most city parks and future parks
- Loop can connect with future greenway trails along McKay and Ghost Creeks
- Loop can connect to future sidewalks and trails in the north and east expansion areas
- Portions along North Ave. have scenic views of farmland, the Tualatin Hills, & Mt. Hood
- Loop has the potential to draw in tourists stopping at businesses off Highway 26

**NOTABLE FEATURES (CONTINUED):**

- New sidewalks established on Main from Commercial to North (Figure 16)
- New sidewalks established in Westridge (North @ 309<sup>th</sup>), Vanrodison Heritage Estates (North @ Main), & Cottage Point East (Cottage @ 320<sup>th</sup>) subdivisions
- Crosswalks available on Main@ Commercial, Lenox@ Commercial, 309th @ North, Cottage @ Glencoe, and Pacific @ Glencoe
- New thermoplastic brick crosswalks at Cottage @ Glencoe, and Pacific @ Glencoe (Figure 17)



**Figure 16: New sidewalks along Main street**



**Figure 17: New thermoplastic brick crosswalk, Cottage @ Glencoe**

- Loop passes the Cottage Point natural area along Ghost Creek, which has the potential for wildlife, bird-watching, and environmental education opportunities
- Bicyclists use Commercial and Glencoe, and often stop at local businesses for refreshments; bicycle tourism remains an under-utilized economic development opportunity in North Plains (Figure 18)

**Figure 18:  
Bicycle patrons  
of a local café**



**ISSUES:**

- Fast-moving traffic along North between Main & 313<sup>th</sup> (Figure 19) contains a widened shoulder for pedestrians. This shoulder has no vehicle/pedestrian separation and is an ideal location for bollards, curbs, and/or street reflectors as depicted in Figures 10-14
- Glencoe is generally unpleasant for pedestrians because of traffic volume, speed, and several driveways that cut into sidewalks
- Crossing Glencoe at Pacific and Highland is unpleasant (Figure 20)
- Vehicles often do not stop for pedestrians at crosswalks, particularly the Main @ Commercial and 309<sup>th</sup> @ North
- Paths crisscross at 309<sup>th</sup>/North, which may be confusing for the user
- Much of the vegetation along the Cottage Point natural area is non-native and invasive
- *Sidewalk issues:*
  - Sidewalk gap on Commercial from 318<sup>th</sup> to Post Office (~100 feet) (Figure 21)
  - Sidewalk gap on lot near North/Timeric (Figure 22)
  - Sidewalks on North from Timeric to Main, North between Main and 313<sup>th</sup>, 313<sup>th</sup> from North to Lenox, Highland between 312<sup>th</sup> and 313<sup>th</sup>, and Pacific from Main to 320<sup>th</sup>, are made of lower-quality asphalt and are starting to deteriorate
  - Unpleasant to cross Chevron’s driveway while walking on sidewalks on Highland @ Glencoe
  - Future sidewalks on Pacific are pending completion of the Cottage Point East subdivision
  - No sidewalks surrounding the PGE station on the corner of North and Shadybrook (Figure 23)
  - Hazardous on-street segment with no sidewalks on Glencoe between Hillcrest & Commercial
  - Intermittent or no sidewalks on Pacific from Glencoe to 307<sup>th</sup> and 307<sup>th</sup> from Pacific to Highland, sidewalks that do exist are isolated to frontages of newer townhomes
  - Intermittent and/or sub-standard sidewalks on Highland from Glencoe to 313<sup>th</sup>
  - No sidewalks on corner of Highland @ 313<sup>th</sup>; limited sight distance for pedestrians



**Figure 19: Ideal road shoulder used by pedestrians where bollards, curbs, and/or street reflectors could be installed.**



**Figure 20: Onerous crossing for pedestrians, Glencoe @ Highland**

## 4 MILE CITY-WIDE LOOP (CONTINUED)



Figures 21 & 22: Gaps in otherwise continuous stretches of sidewalks, Commercial @ 318th (Left), Timeric @ Main (Right)



Figure 23: No sidewalks surround the PGE station on the corner of North and Shadybrook

### DESIRED IMPROVEMENTS:

- Crosswalks, street furniture, water fountains, mile-markers, trail signs
- Traffic calming
- On and off-street pedestrian paths
- Habitat restoration along the Cottage Point natural area with native vegetation
- Wildlife amenities such as bird houses, bat houses, bird feeders, and educational signage along the Cottage Point natural area

### IMPLEMENTATION ACTIONS ✓

- Place double-sided arrows/pedestrian stencils/lane separators along the entire trail and before/after all intersection crossings and before/after all driveway cuts (Figure 4, page 5)
- Install and improve crosswalks, (especially at Main @ Commercial, Glencoe @ Pacific and Glencoe @ Highland), street furniture, mile-markers, and trail signs. Mile markers should be color-coded to designate different loops/trails



Figure 24: City-owned right-of-way (a vacated street) where amenities for a pocket park could be installed

### **IMPLEMENTATION ACTIONS (CONTINUED)**

- Install amenities for a potential pocket park on Cottage @ 318<sup>th</sup> (trash cans, water fountain, benches, tables, dog waste receptacles, exercise stations) (Figure 24)
- Explore funding options to replace asphalt sidewalks in the next 10-15 years
- Work with North Plains Police Department to better enforce vehicular pedestrian yields
- Explore options to improve existing crosswalks to make pedestrians more visible to vehicles
- Explore options to install smaller-scale crosswalks across driveways on Glencoe and driveways along Highland
- Lot near North @ Timeric is missing a sidewalk. A makeshift gravel path could be installed to fill gap in sidewalk. In the long term, work with the landowner to install a sidewalk. (Figure 22)
- Install off-street path to fill in gap on Commercial from 318<sup>th</sup> to the Post Office (Figure 21)
- Work with PGE to install off-street paths surrounding their utility station on North @ Shadybrook (Figure 23)
- Install off-street path surrounding Jessie Mays Community Center
- Install other off-street gravel or bark paths where feasible: 313<sup>th</sup>-Lenox to Wascoe, Wascoe-313<sup>th</sup> to 309<sup>th</sup>, Glencoe-Hillcrest to Commercial, 313<sup>th</sup>-Highland to Pacific, all along Pacific, and 318<sup>th</sup> from Cottage to Commercial
- Work with property owner of Cottage point greenway to install wildlife amenities and conduct volunteer planting work parties to re-establish native vegetation
- Work with Washington County to install crosswalks across Glencoe @ Pacific and Glencoe @ Highland
- Work with Washington County to explore traffic calming along North Ave. and Glencoe Rd.
- Work with Washington County to install bollards, curbs, and/or street reflectors on the widened shoulder on North between Main & 313<sup>th</sup> (Figure 19)



**Figure 25: Limited site distance, corner of 313<sup>th</sup> & Highland**

## RED TRAIL: 1.5 MILE DOWNTOWN LOOP

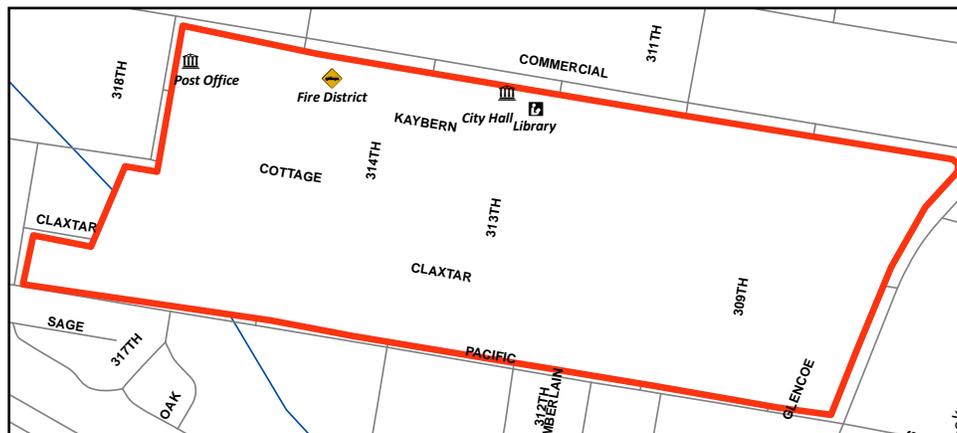


Figure 26: 1.5 Mile Downtown Loop

**LENGTH:** Approximately 1.5 Miles

### NOTABLE FEATURES:

- Trail passes Downtown businesses, businesses along Glencoe, City Hall, Library, Senior Center, Post Office, and the Fire Station
- Loop is a good length for short-distance runners and walkers
- Trail passes bus stops along Commercial
- Bicyclists frequently use Commercial and Glencoe, and often stop at local businesses for refreshments; bicycle tourism remains an under-utilized economic development opportunity in North Plains (Figures 18,27)
- Loop passes the Cottage Point natural area along Ghost Creek, which has the potential for wildlife, bird-watching, and environmental education opportunities
- Trail passes Louie Wence Park
- New thermoplastic brick pavement crosswalks at Cottage @ Glencoe and Pacific @ Glencoe (Figure 17)
- Crosswalks available on Main @ Commercial, Cottage @ Glencoe, and Pacific @ Glencoe



Figure 27: Bicyclist passing through downtown North Plains

**OWNERSHIP:** City & Washington County streets, Cottage Point greenway area is privately owned by the subdivision developer

### ISSUES:

- Commercial between 313<sup>th</sup> and 309<sup>th</sup> (Figure 28) contains a widened shoulder for pedestrians. This shoulder has no vehicle/pedestrian separation and is an ideal location for bollards, curbs, and/or street reflectors as depicted in Figures 10-14. There may be issues sharing the lane among pedestrians and bicyclists.
- Vehicles often do not stop for pedestrians at crosswalks

**ISSUES (CONTINUED):**

- Glencoe is generally unpleasant for pedestrians because of traffic volume, speed, and several driveways that cut into sidewalks
- Sidewalks on Pacific from Main to 320<sup>th</sup> are made of lower-quality asphalt and are starting to deteriorate
- Future sidewalks on Pacific that are part of the Cottage Point East Subdivision are pending completion of subdivision construction
- Sidewalk gap on Commercial from 318<sup>th</sup> to Post Office (~100 feet)
- Intermittent or no sidewalks on Pacific
- Much of the vegetation along the Cottage Point greenway is non-native and invasive

**Figure 28: This shoulder on Commercial between 313<sup>th</sup> and 309<sup>th</sup> has no vehicle/pedestrian separation and is an ideal location for bollards, curbs, and/or street reflectors**



**DESIRED IMPROVEMENTS:**

- Crosswalks, street furniture, water fountains, mile-markers, trail signs
- Traffic calming
- On and off-street pedestrian paths
- Habitat restoration along the Cottage Point natural area with native vegetation
- Wildlife amenities such as bird houses, bat houses, bird feeders, and educational signage

**IMPLEMENTATION ACTIONS ✓**

- Place double-sided arrows/pedestrian stencils/lane separators along the entire trail and before/after all intersection crossings and before/after all driveway cuts (Figure 4, page 5)
- Consider adding signage along Commercial to indicate that the shoulder lanes are used by pedestrians and bicyclists
- Install crosswalks, street furniture, mile-markers, trail signs. Mile markers should be color-coded to designate different loops/trails
- Install amenities for pocket park on Cottage @ 318<sup>th</sup> (trash cans, drinking fountain, benches, tables, dog waste receptacles, exercise stations)
- Explore funding options to replace asphalt sidewalks in the next 10-15 years
- Install off-street path to fill in gap on Commercial from 318<sup>th</sup> to the Post Office
- Install other off-street gravel or bark paths where feasible along Pacific
- Work with Washington County to explore traffic calming along Glencoe

**IMPLEMENTATION ACTIONS (CONTINUED):**

- Work with Washington County to install bollards, curbs, and/or street reflectors on the widened shoulder on Commercial between 313<sup>th</sup> and 309<sup>th</sup> (Figures 10-14, 28)
- Work with North Plains Police Department to better enforce vehicles yielding to pedestrians
- Explore options to improve existing crosswalks to make more visible to vehicles, especially along Commercial
- Explore options to install smaller-scale crosswalks across driveways on Glencoe
- Work with property owner of Cottage point greenway to install wildlife amenities and conduct volunteer planting work parties to re-establish native vegetation

**ORANGE TRAIL: 0.9 MILE LOOP**

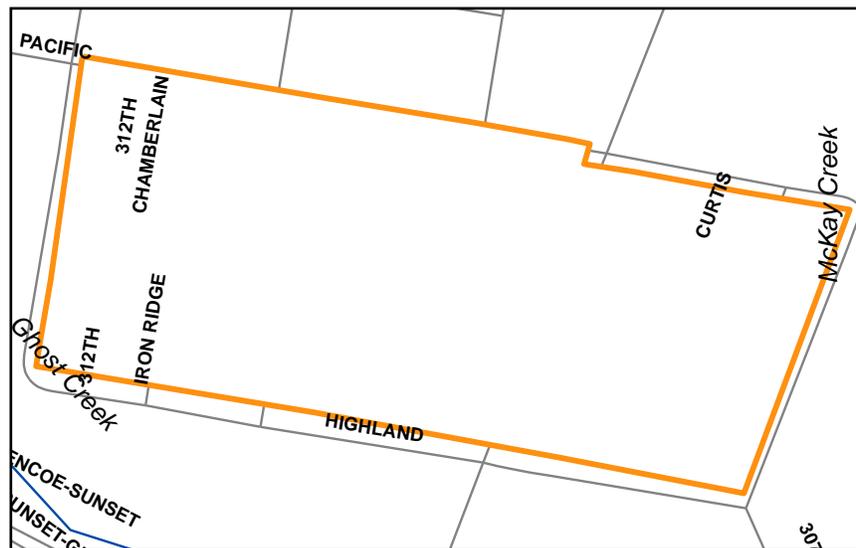


Figure 29: 0.9 Mile Loop

**LENGTH:** Approximately 0.9 mile

**NOTABLE FEATURES:**

- Loop is a good length for short-distance runners and walkers
- Loop can connect with future parks and greenway trails along McKay and Ghost Creeks
- Loop has the potential to draw in tourists stopping at businesses off Highway 26

**OWNERSHIP:** City & County streets

**ISSUES:**

- Crossing Glencoe at Pacific and Highland is hazardous for pedestrians (Figure 17, page 8)
- Glencoe is generally unpleasant for pedestrians because of traffic volume, speed, and several driveways that cut into sidewalks
- Unpleasant to cross Chevron’s driveway while walking on sidewalks on Highland @ Glencoe

**ISSUES (CONTINUED):**

- *Sidewalk issues:*
  - Intermittent or no sidewalks on Pacific from 307<sup>th</sup> to Highland , new sidewalks are isolated to frontages of newer townhomes
  - Intermittent and/or sub-standard asphalt sidewalks on Highland from Glencoe to 313<sup>th</sup>
  - No sidewalks on corner of Highland @ 313<sup>th</sup>; limited sight distance for pedestrians (Figure 21, page 9)

**DESIRED IMPROVEMENTS:**

- Crosswalks, street furniture, water fountains, mile-markers, trail signs
- Traffic calming
- On and off-street pedestrian paths

**IMPLEMENTATION ACTIONS ✓**

- Place double-sided arrows/pedestrian stencils/lane separators along the entire trail and before/after all intersection crossings and before/after all driveway cuts (Figure 4, page 5)
- Install crosswalks, street furniture, mile-markers, trail signs. Mile markers should be color-coded to designate different loops/trails.
- Install makeshift off-street paths where possible: 313<sup>th</sup>-Highland to Pacific, Highland-307<sup>th</sup> to Glencoe, and Pacific-313<sup>th</sup> to Glencoe
- Work with Washington County to Install crosswalks on Glencoe @ Pacific and Glencoe @ Highland
- Work with Washington County to explore traffic calming options along Glencoe

## GREENWAY TRAILS

### GHOST CREEK GREENWAY TRAIL

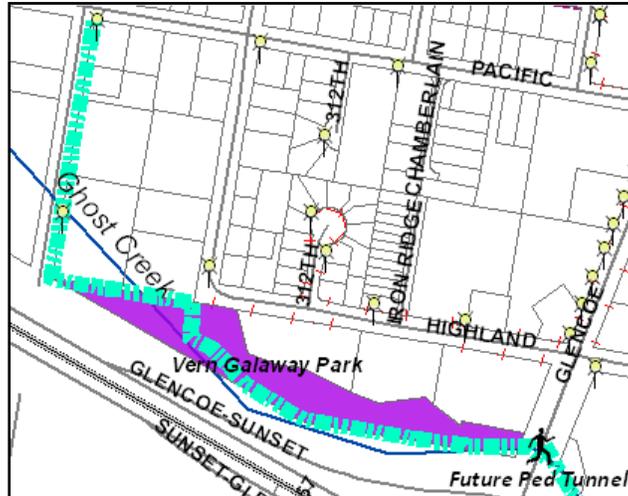


Figure 30: Ghost Creek Greenway Trail; the property in purple will be donated to the City by the current owners

**LENGTH:** Approximately 0.4 Miles

**NOTABLE FEATURES:**

- Follows the Ghost Creek natural area
- Wildlife and bird-watching opportunities
- Environmental education opportunities
- Trail ties into the City's street and sidewalk trails
- The City has recently installed a picnic table, trash can, and dog waste receptacles on Highland @ 313<sup>th</sup>
- Loop has the potential to draw in tourists stopping at businesses off Highway 26



Figure 31: Ghost Creek natural area, facing south

**OWNERSHIP:**

- 3 acre property (Figure 30, above in purple) is currently in the process of being donated to the City of North Plains by the owners. Clean Water Services currently has a sewer trunk line easement on the property.

**ISSUES:**

- Many portions of the trail are flooded during many months of the year
- Much of the vegetation along the creek is non-native and invasive
- There may be security and safety concerns if the trail is developed, particularly concerning the pedestrian tunnel

**DESIRED IMPROVEMENTS:**

- Five foot path, benches, water fountains, waste and recycling receptacles, and information kiosks. The path should be designed in a manner that permits year-round use. This may entail the installation of a boardwalk on some or all portions of the trail, such as the boardwalk along Willow Creek in Beaverton (Figure 32, right).
- Wildlife amenities such as bird houses, bat houses, bird feeders, and educational signage
- Habitat restoration along the creek with native vegetation



Figure 32, Boardwalk along Willow Creek Trail, Beaverton, OR

**IMPLEMENTATION ACTIONS** ✓

- Refer to the Appendix B for a map of the lot-by-lot breakdown of necessary tasks to complete the Ghost Creek and McKay Creek Greenway Trail.
- Work with property owners to get the land donation of the 3 acre property along Ghost Creek finalized

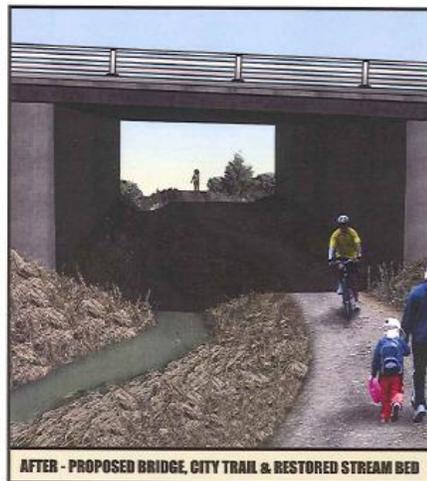
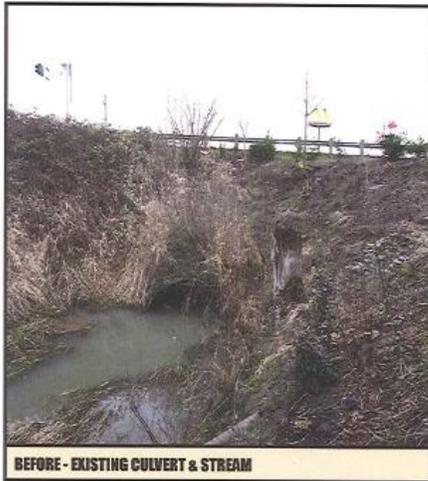


Figure 33: ODOT rendering of the future pedestrian tunnel under Glencoe, following Ghost Creek

- Continue partnering with the Oregon Department of Transportation (ODOT) to design and construct the pedestrian tunnel beneath Glencoe Road. This will be a part of ODOT’s Glencoe Interchange project (Figure 33, above)
- Consult with other area jurisdictions (Oregon Parks & Recreation, Oregon Department of Environmental Quality, Clean Water Services, ODOT) to determine best trail designs, including options to ensure adjacent landowner privacy
- Consult with North Plains Police to ensure trail designs meet safety concerns

### **IMPLEMENTATION ACTIONS (CONTINUED)**

- Continue to partner with residents, Clean Water Services, and ODOT to plan, construct, and maintain trail, including invasive plant removal and native tree and shrub planting work parties
- Explore grant and other funding options to construct the trail and purchase signage kiosks, trash cans, and other trail or boardwalk materials
- Connect the greenway trail to other trails with double-sided arrows/pedestrian stencils/lane separators from 314<sup>th</sup> to Pacific (Figure 4, page 5)

## **McKAY CREEK GREENWAY TRAIL**

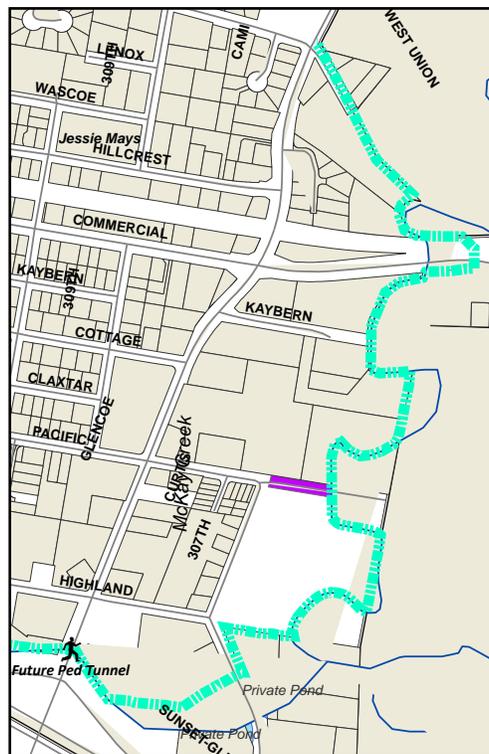


Figure 34: McKay Creek Greenway Trail, areas in purple are future parks

**LENGTH/WIDTH:** Approximately 1.2 Miles

#### **NOTABLE FEATURES:**

- Follows the McKay Creek natural area
- Wildlife and bird-watching opportunities
- Environmental education opportunities
- Trail ties into the City's street and sidewalk trails
- The City has opened a new park with a path, benches, and fencing at Pacific & 307<sup>th</sup>
- Loop has the potential to draw in tourists stopping at businesses off Highway 26

**OWNERSHIP:**

- The desired trail pathway is owned by multiple private owners and public agencies. The trail will require multiple easements, dedications in lieu of park system development charges, grant acquisitions for improvements, and pedestrian crossings across city and county roads

**OWNERSHIP (CONTINUED)**

- City owns park at Pacific & 307<sup>th</sup> and city streets (307<sup>th</sup>, Pacific, Old West Union, and Kaybern. Washington County owns West Union, and trail crosses Pacific Railroad right-of-way.

**ISSUES:**

- Pedestrian safety issues crossing West Union
- Pedestrian safety issues crossing railroad
- Many portions of the trail are flooded during many months of the year
- Much of the vegetation along the creek is non-native and invasive
- There may be security and safety concerns if the trail is developed, particularly concerning the pedestrian tunnel
- Trail construction may require DEQ permits
- Most of the McKay Creek Greenway Trail runs through private properties with multiple owners. Some owner's have expressed willingness to donate trail portions when they subdivide their properties for residential development. However, this approach is likely to take many years
- Privacy concerns for adjacent landowners to the trail

**DESIRED IMPROVEMENTS:**

- Five foot path, benches, drinking fountains, waste and recycling receptacles, and information kiosks. The path should be designed in a manner that permits year-round use. This may entail the installation of a boardwalk on some or all portions of the trail, such as the boardwalk along Willow Creek in Beaverton (Figure 32)
- Wildlife amenities such as bird houses, bat houses, and bird feeders
- Habitat restoration along the creek with native vegetation

**IMPLEMENTATION ACTIONS ✓**

- Refer to the Appendix B for a map of the lot-by-lot breakdown of necessary tasks to complete the Ghost Creek and McKay Creek Greenway trails
- Continue partnering with the Oregon Department of Transportation (ODOT) to design and construct the pedestrian tunnel beneath Glencoe Road. This will be a part of ODOT's Glencoe Interchange project (Figure 33, above)
- Consult with other area jurisdictions (Oregon Parks & Recreation, Oregon Department of Environmental Quality, Clean Water Services, ODOT) to determine best trail designs, including options to ensure adjacent landowner privacy
- Consult with North Plains Police to ensure trail designs meet their safety concerns
- Continue to partner with residents, Clean Water Services, SOLV, and ODOT to plan, construct, and maintain trail, including invasive plant removal and native tree and shrub planting work parties

---

### **IMPLEMENTATION ACTIONS (CONTINUED)**

- Explore grant and other funding options to construct the trail and purchase signage kiosks, trash cans, and other trail or boardwalk materials
- Work with Washington County to install a pedestrian refuge island and crosswalk where the trail crosses West Union (Figure 35)
- Work with property owners to explore trail easement options



Figure 35: Sample pedestrian refuge island and crosswalk<sup>13</sup>

---

<sup>13</sup> <http://swni.org/CMS-Uploads/BNACRW5977VVS.jpg>

## EXPANSION AREA SIDEWALKS & TRAILS

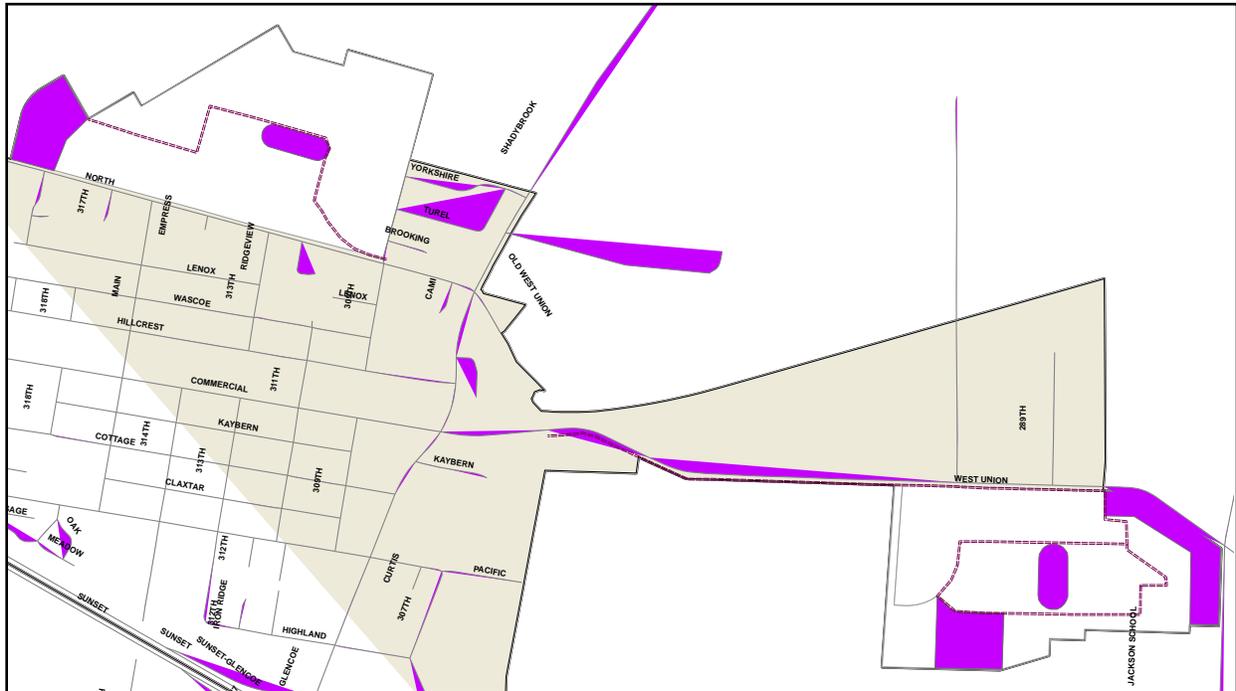


Figure 36: North Plains growth expansion areas are hatched above, purple areas are potential park lands, and dashed lines are potentially future sidewalks

**LENGTH:** Approximately 2.5 Miles, however the exact length and design will be determined during future development

**NOTABLE FEATURES:**

- Area has not been developed
- Many opportunities are available to incorporate trails into future commercial and residential developments

**OWNERSHIP:**

- Privately owned farmland is slated for future residential and commercial development
- West Union, Jackson School, and North Ave are owned and maintained by Washington County
- Future land for streets may be dedicated to the City

**ISSUES:**

- Area is undeveloped, so incorporation of trails in future development will require extensive coordination among landowners, developers, the City, and Washington County
- West Union, North, and Glencoe are unpleasant for pedestrians because of high-speed vehicular traffic

---

**DESIRED IMPROVEMENTS:**

- Sidewalks and trails that bypass future parks and connect to existing street, sidewalk, and greenway trails that readily provide pedestrian access to future businesses, parks, and residences
- Crosswalks, street furniture, water fountains, mile-markers, trail signs
- Traffic calming

**IMPLEMENTATION ACTIONS:**

- City coordination with existing and future landowners, developers, and Washington County to ensure incorporation of sidewalks and trails into future developments

## CONCLUSION

### IMPLEMENTATION TIMELINE

Implementation of the *Community Trails Plan* is expected to take several years. It is important to begin immediate implementation to keep the community's vision alive and the momentum going.

Accordingly, the trails advisory committee classified an implementation order of the street and sidewalk trails. The committee and city staff wish to start with small, but continuous, trail improvements to learn, adapt, and alter trail construction/creation methods as necessary. Specific implementation actions for each trail are listed under their respective descriptions in this document. The order of implementation is recommended as follows:

**#1** Red Loop/Downtown Loop (Within 1-2 years)

**#2** Orange Loop (Within 2-5 years)

**#3** Green Loop (Within 2-5 years)

**ONGOING:** Implement Ghost Creek & McKay Creek Trails (See below)

The Walking Trails Advisory Committee, the Parks Advisory Committee, and city staff recommend that the Ghost Creek and McKay Creek Trails be implemented on an immediate, on-going time frame.

Specific implementation actions for each trail are listed under their respective descriptions in this document, but the following actions should be immediately pursued:

- Work with the property owners of the 3 acre lot along Ghost Creek to finalize the land donation to the city.
- Continue working closely with ODOT to design and construct the pedestrian tunnel under Glencoe in conjunction with ODOT's Glencoe Interchange project.

- 
- Work with the property owners along the proposed McKay Creek Trail to obtain more immediate easements and land donations. It is recommended to start with the property owners that are adjacent to the future pedestrian tunnel and the trail's intermediary access points at Pacific and at 307<sup>th</sup> in order to spearhead the trail's development.
  - Consult with other area jurisdictions (Oregon Parks & Recreation, Oregon Department of Environmental Quality, Clean Water Services, ODOT) to determine best trail designs, including options to ensure adjacent landowner privacy.
  - Explore grant and other funding options to construct the trail and purchase signage kiosks, trash cans, and other trail materials.

## FUNDING

Cost estimates for trails vary widely, but the following are some rough estimates available from the Rails to Trails Conservancy and other resources listed at the end of this document. In addition, the City should explore donations for materials such as lumber, benches, and trash cans from local businesses.

### Street & Sidewalk Trails

The proposed street and sidewalk trails will cost considerably less than the proposed greenway trails. It is recommended that the city begin with smaller, less expensive improvements to the street and sidewalk trails prioritized above. The city can also pursue local business and citizens for donations and/or for volunteers for tasks such as bench and water fountain purchase/installation. Below are estimates for the proposed components of the street and sidewalk trails:

- Mile marker posts: \$50 each
- Pavement markers/reflectors: \$4 each
- Bollards: \$150 each
- Road striping: \$1.50/foot
- Pedestrian stencils: \$150 each
- Dog station: \$350 each
- Trash/recycling cans: \$500 each
- Benches: \$500 each
- Picnic tables: \$700 each
- Water Fountains: \$1500 each
- Brick melt-down crosswalks: \$5,000 per crossing

### Greenway Trails

Price estimates for greenway trails vary widely because of the spectrum of costs associated with environmental permits, engineering, trail materials, and labor. The Rails to Trails Conservancy estimates the following all-encompassing project and maintenance costs associated with the following types of greenway pathway designs:

- Crushed stone pathways: \$80K-\$120K per mile
- Asphalt pathways: \$200K-\$300K per mile

- 
- Concrete pathways: \$300K-\$500K per mile
  - Boardwalk pathways: \$1.5mil-\$2mil per mile
  - Greenway trail maintenance costs: \$1, 000-\$3,000 per mile

System Development Fees (SDCs) can be used for new parks and recreation facilities, and other grant options are listed in Appendix C. SDC funds may also be used for grant matches. Community support and involvement is an essential component of most grant applications, and it is important that citizens stay involved with implementation. With significant community support, sound planning, and persistence projects can and do happen, regardless of limited funding pools.

---

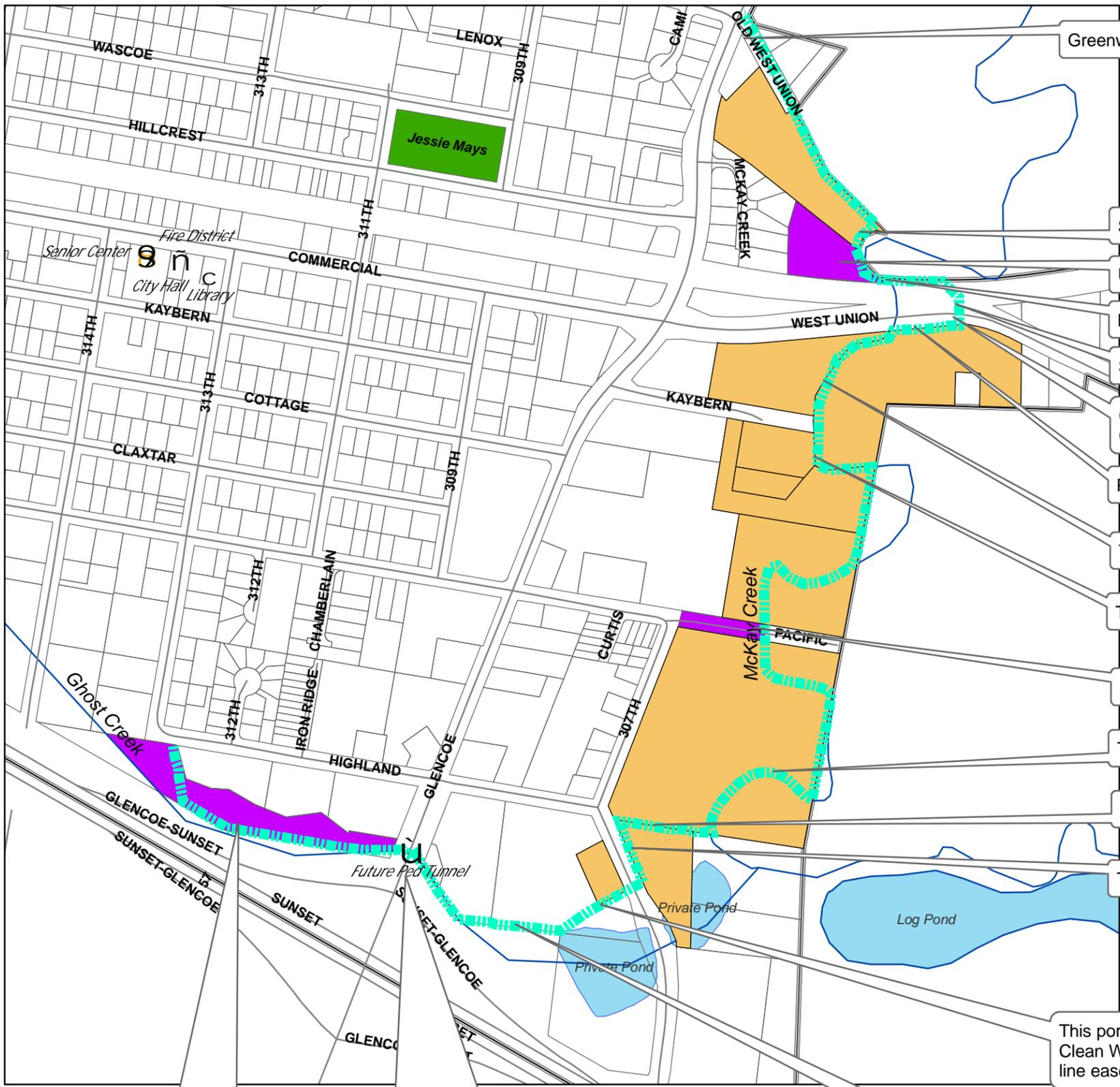
## RESOURCES FOR MORE INFORMATION

- Clean Water Services. *West North Plains Trunk Line Natural Resource Assessment and Mitigation and Enhancement Plan*. February 2002.
- Minnesota, State of. Department of Natural Resources. *Parks and Trails of State and Regional Significance: A 25-year long-range plan for Minnesota*. February 2011.
- New Hampshire Bureau of Trails. *Best Management Practices For Erosion Control During Trail Maintenance and Construction*. 1994/2004.
- Oregon Department of Transportation. *Oregon Bicycle and Pedestrian Plan*. 1995.
- Oregon Metro. *Regional Trails & Greenways: Connecting neighborhoods to nature*.
- Oregon Parks and Recreation Department. *The Oregon Recreational Trails How-To Manual*. May 2004.
- Rails to Trails Conservancy. *Trails for the 21<sup>st</sup> Century*, 2<sup>nd</sup> Edition. Island Press. 2001.
- Rails to Trails Conservancy: [railstotrails.org](http://railstotrails.org)
- Tualatin Hills Park & Recreation District. *Trails plan for the Tualatin Hills Park & Recreation District*. October 2006.
- U.S. Forest Service. *Wetland Trail Design and Construction, 2007 Edition*.

**APPENDIX A: OVERALL STREET,  
SIDEWALK, & GREENWAY TRAILS**



**APPENDIX B: LOT-BY-LOT  
MCKAY CREEK TRAIL MAP**



Greenway trailhead is off Old West Union Rd

Segment requires an easement from property owner

Undeveloped city-owned park land; currently there is no public access to park.

Bridge over McKay Creek needed at this location

Segment goes under railroad trestle. Easement needed from Pacific & Western Railroad.

Crosses West Union. Crossing amenities (signs, mid block refuge, etc) are needed to make crossing safe. Coordinate with Washington County.

Portion will follow future sidewalk alignment

This segment will be dedicated in lieu of park SDCs

These segments will be dedicated in lieu of park SDCs

Segment crosses City street and City Park

This segment will be dedicated in lieu of park SDCs

Trail follows northern part of property for landowner privacy

Trail will briefly be on City street in order to access next property

This portion of the trail will follow Clean Water Service's sewer trunk line easement

ODOT Property; City will complete unfinished portions of trail on lot after ODOT completes the tunnel.

Ghost Creek Trail Segment; property will be donated to City; city will complete trail after ODOT completes Glencoe Interchange

ODOT Pedestrian tunnel to be installed in conjunction with Glencoe interchange project. ODOT will extend trail east and west of Glencoe; City will construct remaining unfinished areas.

### Ghost/McKay Creek Trails: Property-by-Property

-  Future Greenway Trail
-  Affected Properties
-  Urban Growth Boundary
-  Future Parks

**F** June 2011

## **APPENDIX C: FUNDING SOURCES**

## **POTENTIAL TRAIL FUNDING SOURCES IN OREGON (SOURCE: OREGON PARKS & RECREATION)**

- American Canoe Association, Club Fostered Stewardship Program
- American Hiking Society, National Trails Endowment Program
- Americorps
- Avista Foundation, Avista Foundation Grants
- Barnes & Nobles, Affiliates Program
- Bikes Belong Coalition, Bikes Belong Grants Program
- Boeing Charitable Foundation, Civic and Environmental Contributions
- Center for Disease Control (CDC), Preventive Health & Health Services Block Grant Program
- Collins Foundation
- Conservation Alliance
- Coors Brewing Company , Coors Pure Water Grants
- Eastman Kodak Company, Kodak American Greenways Program
- Federal Department of Health & Human Services, Healthy People Grants
- Federal Highway Administration, Recreational Trails Program National Program
- Ford Family Foundation, Rural Civic and Community Enhancement Program
- Honda Motor Company, American Honda Foundation
- Hugh & Jane Ferguson Foundation, Foundation Grant Fund
- Kongsgaard Goldman Foundation, Environmental Protection and Conservation Program
- Kresge Foundation, Bricks & Mortar Program
- M.J. Murdock Charitable Trust, Programs to Strengthen the Contemporary American Family
- Metro Parks & Greenspaces Grants Program
- Meyer Memorial Trust, General Purpose Grants
- Mountaineers Foundation
- National Endowment for the Arts, Challenge America Fast Track Grants
- National Fish & Wildlife Foundation
- National Park Service, Challenge Cost-Share Program (CCSP)
- National Park Service, River Trails & Conservation Assistance Program
- National Park Service, Disposal of Federal Surplus Real Property for Parks, Recreation, and Historic Monuments
- National Tree Trust, Multiple Programs
- New England Foundation for the Arts, Art and Community Landscapes Program
- Nike, Community Investment Program
- Oregon Community Foundation, Oregon Historic Trails Fund
- Community Foundation, Community Grants Fund
- Oregon Department of Transportation, Transportation Enhancement Program
- Oregon Department of Transportation / Oregon Department of Land Conservation & Development, Transportation and Growth Management Program
- Oregon Economic and Community Development Department, Needs and Issues Inventory
- Oregon Parks & Recreation Department, ATV Fund
- Oregon Parks & Recreation Department, Recreation Trails Program

- Oregon Parks & Recreation Department, Land & Water Conservation Fund
- Oregon Parks & Recreation Department, Local Government Grant Programs
- Oregon Watershed Enhancement Board , Small Grant Program
- Patagonia, Environmental Grants Program
- Polaris Industries, Trail Safety and Grants
- Power Bar, Direct Impact on Rivers and Trails (DIRT) Program
- Recreation Equipment Inc. (REI), Recreation and Conservation Grants
- Robert Wood Johnson Foundation
- Rockefeller Family Fund
- SOLV, Project Oregon
- Surdna Foundation
- Tom's of Maine/National Park Foundation, River Conservation Grants
- Tread Lightly!, Restoration For Recreation
- Trust for Public Land
- U.S. Department of Agriculture , Conservation Reserve Program
- U.S. Department of Commerce Economic Development Administration, Various Grant Programs
- U.S. Department of Health & Human Services, Steps to a Healthier U.S. Initiative (STEPS)
- U.S. Department of Transportation, Transportation & Community & System Preservation Pilot Program
- U.S. Fish & Wildlife Service, Partnership for Wildlife
- U.S. Fish & Wildlife Service, Jobs in the Woods Program
- U.S. Forest Service, Cooperative Programs - Rural Community Assistance: Economic Recovery Program
- U.S. Forest Service, Cooperative Programs - Rural Development Program
- U.S. Forest Service, Urban & Community Forestry Program
- Wal-Mart Foundation
- Wild Birds Unlimited, Pathway to Nature Conservation Fund