



Project Advisory Committee (PAC) - Meeting #1 Meeting Summary

Occurrence: March 20, 2017, 2 to 4pm Parks & Recreation Administration Building, 4400 NE Century Blvd. (Formerly 4400 NW 229th Avenue).

PAC Members in attendance:

Karen Vitkay, Metro Regional Government
Rian Petrick, Hillsboro School District
Tina Bailey, City of Hillsboro Engineering
Brad Choi, City of Hillsboro Planning
Dan Rutzick, City of Hillsboro Planning
Dyami Valentine, Washington County
Transportation

Lt. Mike Rouches, City of Hillsboro Police
Department
Steve Heldt, City of Hillsboro Parks & Recreation
Laura Trunk, City of Hillsboro Parks & Recreation
Lori Prince, City of Hillsboro Parks & Recreation
Elle Allan, Clean Water Services
Scott Dreher, City of Hillsboro Engineering

Project Team Members in attendance:

Mary Loftin, City Manager's Office
Jeroen Kok, Parks & Recreation Department

Dan Miller, National Parks Service
Ryan Stee, Parks & Recreation Department

On March 20, 2017 the City of Hillsboro Parks & Recreation Project Team met with the Project Advisory Committee (PAC) for the Crescent Park Greenway Trail Plan. The PAC was selected to provide perspective and expertise from a broad range of stakeholders, community advisory boards and professional staff. Members were either appointed by their respective agency or through a formal request at board meetings.

PAC Meeting # 1 Summary

The PAC Members received their packet via email seven working days before the meeting. The packet (see Exhibit A for meeting #1 packet materials) included a welcome letter, agenda, trail examples and specifications document, existing conditions maps and conceptual alignment maps. The intent of the meeting was to:

- Inform the PAC of the Community's vision of the signature trail.
- Review the existing conditions maps and determine if information is consistent and gather additional information.
- Review conceptual alignments and determine any potential conflicts or opportunities to enhance the trail user experience.
- Review trail cross sections and determine if the method of construction was consistent with other stakeholders.
- Discuss next steps

The conceptual trail maps were printed on 36' x 48' sheets and hung around the room in order of the trail alignment. The PAC reviewed each area in detail and staff recorded the input and integrate

comments into the draft plan. The following are comments received by the PAC during the meeting organized by area (see Exhibit B for the mark up maps and comment list from the meeting).

General:

- Add other trails to the overview map such as BPA and Rock Creek to give context. Add trail to the envisioned CPG from the 2015 Master Plan. Both planned and existing.
- Add school layer to CPG and show additional connections for possible co-location of facilities such as trailheads. Identify trail connections for routes to school.
- Add existing parks and schools to maps, add potential future park locations from 2010 System Plan and recommended locations from this process.
- Add UGB, South Hillsboro and Urban/Rural Reserves to large overview map.
- At design stage be sure to add CPTED (Crime Prevention through Environmental Design) principles into design guidelines.
- Identify public safety access points and formulate wayfinding/identification system to connect users and first responders during emergencies and patrol. Integrate wayfinding strategy and research into final plan (narrative). Show examples of wayfinding in next level of the plan and presentations.
- Add or adjust the trail options to include seasonal routes for segments that will be periodically inundated during flooding season.
- Beyond the CPG trail alignment, the plan should identify localized loop opportunities. The plan should strive to create loop opportunities throughout the alignment.
- Research Washington County Bikeways, overlay established networks. This could be an opportunity for out of greenway connections for the CPG.
- Discuss and find solution for representing alignments that are within the agricultural lands.
- Confirm trail use is still permitted on EFU (Exclusive Farm Use) zoned land. (note: HB 3367, 2015 legislation did not pass, trails on agricultural lands are still an approved use)
- For each segment consider what would be the appropriate easement width (20' may not be enough or may be too much depending). This detail will be important for the cost estimation portion of the plan. Consider permanent easement width and temporary construction easements (in cost estimation matrix).
- Consider the distance between trailheads. Strategize and work with public safety to figure out how to get emergency personnel into this area due to length of segments.
- Change legend verbiage to "Potential Pedestrian Bridge."

Area 1 Map – Gordon Faber Recreation Complex

- Add future 229th Ave./Century Blvd. connection over US26. Adjust trail alignments to match.
- Show future Red Electric Regional trail connection line and interface with CPG.
- In narrative, detail how shared facilities could work with private property owners (Fred Meyer).
- Adjust trail alignment over ODOT property, move onto City of Hillsboro property.
- Remove or adjust trailhead that is in the 229th Ave./Century Blvd. alignment by US26.
- Segments 1A and 2A may be paved, articulate in narrative.
- Work with other PAC members to determine the CPG crossing over Brookwood Parkway that is safe and does not negatively affect the trail user experience. Add potential overpass to Brookwood Parkway.

Area 2 Map – North Hillsboro Industrial Renewal District

- Adjust maps to new proposed configurations of stormwater facilities, road alignments and protected resources.
- Extend BPA trail alignment along Huffman to Brookwood Parkway.

Area 3 Map – Jackson East

- Work with Transportation to find safer crossings across Jackson School Road and Sewell Road that do not compromise user experience.
- Segment 5C could be a better experience for the user. (Analyze and determine preferred route for this segment).
- Should the CPG keep the re-orientation of industrial building concept in the plan? Work with Dan Rutzick on this and confirm with the group at next PAC.
- Sewell Road alignment may be incorrect. Check with staff for correct alignment and determine trail component.
- Add Runway Protection Zone to maps.
- Connect Huffman Road from NE 30th to Sewell Road.

Area 4 Map – Waible Creek

- This section may need to be adjusted to accommodate emergency vehicles as well as larger maintenance vehicles due to distance.
- Large tree grove on south side that is not in the 100yr flood plain is a resource and natural area that is valuable to the community. Try to integrate into the greenway and protect.
- Understand and find a way to balance future development with protection of resource areas and trail experience. Consider future development and implications (work with Dan Rutzick).
- Add North Plains regional trail alignment to the map.

Area 5 Map – McKay Creek

- Make connection from CPG to Connell on street facilities at Cory Street. (See map from PAC Meeting).
- Reclassify and bump “other trail” along Connell alignment as planned on street connection. Adjust to match Wa. Co. and Hillsboro TSP’s.
- Look into possible partnerships and properties Swallowtail Education Center and Boy Scouts of America Camp Ireland.
- Keep alignment through agricultural areas and work with PAC Members to identify key stakeholders such as Clean Water Services.
- Add other regional trail alignments to map such as North Plains connection and Council Creek Regional Trail.
- Work with Wa. Co. to identify roadway connections for alternate alignments and loops.
- Remove other trail alignment in active rail corridor.

Area 6 Map – Dairy Creek

- Preferred option according to the group is east side (segments 11A and 12A possibly 13A depending on Jackson Bottom Preferred Alignment. This option would be easier to implement and provide opportunities for year round use. “B” segments are within the flood plain and are inundated regularly.
- Routing the trail through the cemetery is likely the easiest.
- Fix the “other trail” on east side of greenway that is aligned along the railroad. Move this alignment along Connell Street for a low stress connection (see maps from PAC meeting).

- Change the Main Street trail style on the map to be consistent with other City plans (also on area 7 map).
- Segment 11A (east side of greenway) should be the preferred alignment.
- Make loop connections within this area and that help with loops in Area 5 to the north.
- Research Tualatin Valley Highway on street connection. Make proper adjustments on the map from Washington County TSP.

Area 7 Map – Jackson Bottom

- Possible long term trail connection through CWS Property (20+ years) once facilities are built.
- Concerns with trail alignment through Jackson Bottom and the preserve designation. Consider changing the alignment to be more compatible with the site and site programming. Further discuss how the CPG can benefit Jackson Bottom Wetlands Preserve. In narrative, discuss how the CPG can complement Jackson Bottom.
- Consider removing segment 16A (See Area 8 – Rood Bridge comments regarding segment 16A).

Area 8 Map – Rood Bridge

- Pedestrian crossing north of conceptual crossing at Rood Bridge Park is established.
- River Road trail connection was liked and would be important to add to the TSP (both Hillsboro and Washington County (Work with Brad Choi & Dyami Valentine).
- Switch trail segment 17A with segment 16, this will bring option 17A out of the flood plain. With additional segment 16, a nice small loop could be made.
- Discuss the trailhead location at CWS land near Minter Bridge Road in more detail with CWS for the long term. This trailhead may not be feasible, research nearby alternatives.
- Show “other trail” at Morgan Road and Smith Drive through Hillsboro High School as seasonal route. This route needs to be discussed in further detail with Rian Petrick of HSD. This alignment has a good opportunity for its connectivity to the neighborhood and feed into future River Road trail.
- Consider removing segment 16A, long term viability with the landfill is uncertain. For 16A option look to on street network. This could prioritize 17A as the preferred option.

Area 9 Map – South Hillsboro

- Show River Road trail connection (as discussed in Area 8).

Crescent Park Greenway (CPG) Trail
PAC Pre-Meeting #1 Documents

Dear PAC Member,

Thank you for your participation in the Crescent Park Greenway Trail Planning process. Our first meeting occurs on Monday, March 20, 2017, 2-4 pm at the Hillsboro Parks & Recreation Administration office, 4400 NW 229th Avenue, Hillsboro 97124. The project team put together a Project Advisory Committee (PAC) consisting of professionals from the City of Hillsboro and partner agencies, as well as members from local community advisory boards. The CPG project is veering from traditional consultant based planning and utilizing internal staff and National Park Service Technical Staff to complete project. The intent of the PAC is to provide an extension of staff and utilize member expertise as an additional layer of review and insight.

The attached packet for meeting #1 includes:

1. Welcome letter (1 page)
2. Meeting Agenda (1 page)
3. Trail Examples and Specifications Document (3 pages)
4. Existing Conditions Maps (9 maps)
5. Conceptual Trail Alignments (9 maps)

We request each PAC member review the draft map and provide comments for the meeting. I attached supporting documents, such as the Existing Conditions Maps and Trail Examples and Specifications document to illustrate the thought process behind the proposed alignments. Please review the Trail Alignment Maps and make comments on any possible obstacles, areas of concern or opportunities you see. We appreciate any additional comments from your area of expertise. We will discuss each alignment and collect comments at our PAC meeting on March 20.

If you have any questions please contact me at ryan.stee@hillsboro-oregon.gov or 503-681-6225.

Thank you for your help!

A handwritten signature in black ink, appearing to read 'R. Stee'.

Ryan Stee
Project Manager

Crescent Park Greenway Trail Concept Plan
Project Advisory Committee (PAC)
Meeting #1
Agenda

- 2:00 Welcome (Why we are here) – Dan Miller (NPS) & Ryan Stee (COH)
- 2:05 Introductions – PAC Members
- 2:25 Trail Overview (Trail Images, specs & standards, overall experience, 2015 master plan vision) – Ryan Stee (COH) & Dan Miller (NPS)
- 2:35 Review Alignments & Questions – Ryan Stee (COH)
- 3:50 Timeline / next steps – Ryan Stee (COH) & Dan Miller (NPS)

Trail Examples and Specifications

The CPG trail system was envisioned to connect the community to the natural aspects of Hillsboro via the conceptual Greenway, as portrayed in the existing conditions and trail alignment maps. We are proposing an 8' wide trail with 1' to 2' shoulders, soft surface trails such as gravel, soil and wood chips will be utilized to connect the user to the natural trail experience. The following images are general representations of what the CPG could look like. We are also utilizing local trail guidelines from the Portland Parks and Recreation Department as a basis for trail specifications.





Examples of potential Trail Specifications that will be integrated into the final plan. Excerpts from the Portland Trail Design Guidelines.

Trail Type B – Hiking (moderate challenge)

DEFINITION

Moderate challenge hiking trails may include steps and obstacles such as rocks and roots. They are located where some segments with slopes as steep as 8% are needed to avoid multiple switchbacks, tree removal or slope destabilization. Although less difficult than the high challenge hiking trails, they also require higher physical exertion and increase the diversity of trail experience.

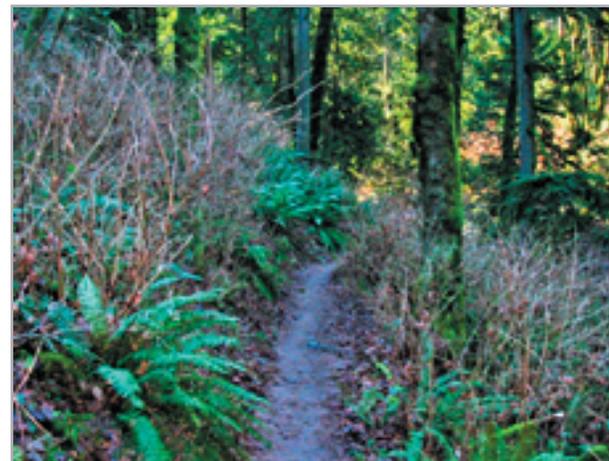
USERS

The moderate challenge hiking trail requires good balance and moderate fitness. Single-file walking and (sometimes) running are desired uses. Moderate challenge trails are accessible to users who can navigate steeper slopes although there may be barriers such as steps, rocks or roots. Signs (Detail 12) or steps may be used at entry points to signal less accessible trail ahead.

MATERIALS

Native soil and rock are most common although steps, railings, and boardwalks are used as needed. [See Technical Provisions table page 8 for landings and passing area.]

Width	18" - 30"
Surface	Soil / stairs
Longitudinal Slope	0 - 8%
Cross-Slope	2% min. - 4% max.
Radius	NA - switchbacks
Sight Distance	Limited, consider safety needs
Easement Width	Tread + 10' min.
Side Slope	Varies
Vertical Clearance	8'
Horizontal Clearance	2' from side of tread



Wildwood Trail - steep topography requires steep longitudinal slope



Connor Trail - steep segment of climbing turn near OHSU

Trail Type C – Hiking (accessible)

DEFINITION

PP&R’s accessible hiking trails have surface, slopes, and width that meet or exceed the dimensions of the *Forest Service Trail Accessibility Guidelines (FSTG)*. Trails with a longitudinal slope of less than 1 vertical to 20 horizontal and cross-slope that is less than or equal to 2% can be traversed by wheelchairs. Trail surfaces are firm and stable. Barriers such as steps, rocks or roots do not exist although the natural surface may have some irregularities, not to exceed 2” high. The goal is to provide access to natural settings without adding pavement. Path width is minimized unless high use is expected. Landings or wider portions of the trail are provided for resting and passing other trail users. [See Technical Provisions table on page 8.]

USERS

The accessible hiking trail requires fair balance and fitness. Single-file walking and (sometimes) running are desired use at minimum width. Wheelchairs (motorized or human-powered) and mobility scooters may be used, but surface is not as reliably firm and slip-resistant as a paved walking trail.

MATERIALS

Native soil and rock are most common although crushed rock or wood fiber are used as needed. Hand or guard railings and boardwalks may be added if necessary. Excellent drainage and gravel may be necessary at wet sites to provide slip-resistant surface through winter. Fibar is the brand name of an engineered, interlocking wood fiber that is accessible to wheeled modes. Equivalent products produced locally may be substituted. Wood chips biodegrade and are difficult to maintain so provide width for hauling additional material. [See Trail Detail 13 for signs regarding accessibility.]



Hoyt Arboretum - Wildwood Trail



40-Mile Loop Trail at base of Forest Park's Ridge Trail, next to Bridge Access Road for St Johns Bridge



Oaks Bottom - interpretive loop

Width	4' (with passing areas) - 10'
Surface	Soil, gravel, Fibar (or engineered wood fiber equivalent), wood chips
Longitudinal Slope	0 - 5% (8% for max. 50')
Cross-Slope	2%
Radius	Aesthetic consideration
Sight Distance	N/A except road crossings
Easement Width	Tread + 10' min.
Side Slope	Varies
Vertical Clearance	8'
Horizontal Clearance	2' from side of tread

Trail Type D – Walking

DEFINITION

Walking trails are typically fully accessible with a maximum longitudinal slope of 5%. Some short segments of up to 8% longitudinal slope are used with slip-resistant paving. They offer a shorter, less vigorous “walk in a park” than the hiking trails. Sidewalks are in the public right-of-way and managed by PBOT. [See *Portland Pedestrian Design Guide*] In some locations, PBOT has allowed walking trails that meander farther into the park and away from the curb, instead of sidewalks, in order to improve the walking environment. These walking trails still need curb ramps and connections to sidewalks or road crossings in order to connect to the adjoining sidewalk system.



Lents Park - wood chip exercise loop path

USERS

Walking trails serve all pedestrians, including those with fitness and balance limitations. These routes are the main circulation system in, around, and/or through developed parks. People of all ages walk and run to enjoy the environment, socialize, exercise, and access other parts of the community. Walking trails also serve wheelchairs and electric mobility devices used by persons who need assistance to be mobile. Bicycles are not allowed due to trail surface, width, adjacent uses, sight distance or desired environment. The walking trail is also used in combination with a bike trail to form a dual trail system to separate slower speed ‘feet’ from higher speed ‘wheels’ (bicycles, scooters, skateboards, rollerbladers) in corridors of high density, such as the South Waterfront neighborhood.

MATERIALS

Walking trails are generally paved with unit pavers, asphalt or concrete. Trail width is based on projected use with a minimum expectation that two adults can walk side-by-side, or one user can pass another. Additional width is provided where the walking trail is also used for maintenance access.

Wood chips are used where desired for exercise loops or required by *33.515 Columbia South Shore Plan District* (based on the *Columbia South Shore Slough Trail Masterplan*). Code requires Fibar (or engineered wood fiber equivalent) for accessible segment between I-205 and NE 122 Avenue and wood chips between NE 122 and 185 Avenues (to discourage bicycles). Wood chips should not be used where flooding is likely.

Width	6' - 12'
Surface	Engineered wood fiber or wood chips, gravel, a.c., concrete, pavers, wood or plastic lumber
Longitudinal Slope	0 - 8%
Cross-Slope	1% - 2%
Radius	Aesthetic consideration
Sight Distance	N/A except road crossings
Easement Width	Tread + 10' min.
Side Slope	Varies
Vertical Clearance	8'
Horizontal Clearance	1' from side of tread

Trail Type N – Fire & Maintenance

DEFINITION

Fire lanes and/or maintenance trails have surface, slope, and width for use by various vehicles. The goal is to provide maintenance and emergency access to parks and natural areas.

USERS

Although various walkers, runners, cyclists, and equestrians also use these trails, they are intended for park maintenance vehicles, fire trucks, and police cars.

MATERIALS

Materials vary depending on site and vehicles to be served. In some locations, crushed rock is added to native soil and compacted. In other locations, turf block (or similar concrete paver with openings) is used in order to minimize paving in turf areas but support vehicle loads. Asphalt and concrete roads for vehicles are not included in these *Trail Design Guidelines*.

Width	10' - 14'
Surface	Gravel, turf block
Longitudinal Slope	0 - 5% (to 12% for fire lanes in hills)
Cross-Slope	2%
Radius	See table on vehicles on page 10
Sight Distance	50' min.
Easement Width	25' preferable, tread + 10' min.
Side Slope	Varies
Vertical Clearance	14' (20' above "deep" trash cans)
Horizontal Clearance	1' from side of tread



Forest Park - Leif Erikson near Ridge Trail



Concrete turf block used to provide maintenance access in Vancouver, B.C.

Trail Detail 01 – Cribbed Steps

CRIBBED STEPS

Cribbed stairs (that use ‘cribbing,’ a framework of wooden bars for support) are very stable and long lasting. They are more challenging to site and construct, fitting most easily into hillsides with consistent slope. This allows uniform riser and tread, improving safety.

There are several styles and a variety of materials for use in stairs. In general, steps are avoided if a longer, sloped route is possible. However, sometimes a more vertical route is needed to minimize the impact of a longer, sloped trail.

Steps and stairs should not be used on outdoor access routes and accessible trails. They can be used at the beginning of a trail to signal that trail is not accessible or is closed to bicycles and wheeled vehicles.



Dickinson Park - cribbed steps



Woods Memorial Park - cribbed steps under construction

Trail Detail 02 – Timber Steps

TIMBER STEPS

Timber steps are easier to build than cribbed steps. They may be more easily fitted into slopes that do not have a consistent slope. Although it is desirable to have consistent tread depths, timbers allow a consistent riser height and varying tread that can adjust to slope of the hillside.

Since the timber steps lack the side-boards of the cribbed steps, fill will tend to fall to the side and may create tripping hazards. This can be minimized by adding native soil or larger rocks at the sides of the backfill.

There are several styles and a variety of materials for stairs. In general, steps are avoided if a longer, sloped route is possible. Maintenance access with wheelbarrows is much easier on slopes than steps. However, sometimes a more vertical route is needed to minimize the impact of a longer, sloped trail or to discourage bicycles.

Steps and stairs should not be used on outdoor access routes and accessible trails. They can be used at the beginning of a trail to signal that trail is not accessible or is closed to bicycles and wheeled vehicles.



Raz-Baack crossing at Stephens Creek Nature Park - timber steps



Mt Tabor Park - timber steps

Trail Detail 03 – Boardwalk

BOARDWALK

Boardwalks are used to span unavoidable wet areas or depressions. They also can be used to provide trail in areas where grading and filling might harm tree roots or create trail surface that wildlife such as amphibians will not cross. Footings vary depending on soil conditions. Plastic lumber is more expensive than wood but very long-lasting for deck boards. Its heavier weight can help avoid floating in sites that flood and the pronounced texture can reduce slippery surfaces. Check test results on new products to find the least slippery product and maintain as recommended.

Wood surfaces in shaded or moist sites may become slick or even grow moss. This can be managed by attaching 1/2" hardware cloth (wire mesh), especially where boardwalks follow creek grade. Fasten with 1 1/2" heavy-duty staples approximately 8 - 12" apart. Upper side of mesh should have wires perpendicular to direction of travel. Ends of hardware cloth should be tucked between deck boards or lapped over sides and stapled every 4 - 6". Paint with sand texture may also help, depending on site conditions. An annual cleaning (after autumn leaves fall) is recommended. A kick rail is particularly important along accessible trails where it helps people using canes or wheelchairs stay on the structure.



*Raz-Baack crossing at Stephens Creek Nature Park
- boardwalk with plastic lumber decking*



Stephens Creek Nature Park - side view of boardwalk structure

Trail Detail 04 – Wood Bridge

WOOD BRIDGE

Bridging a small swale or ravine is often preferable to using a culvert, particularly in fish-bearing streams. This avoids the frequent maintenance needed to prevent culverts clogging with debris and associated damage if a culvert is blocked and water overtops the trail.

Bridges should be level and avoid a step up if the trail is intended to be accessible. Plastic lumber or wood may be used for the deck material. Spans greater than 10' should generally be engineered and may require site specific geotechnical work. The Cannon Trail Bridge design should be consulted for spans of 10' or more.

Wood surfaces in shaded or moist sites may become slick or even grow moss. This can be managed by attaching 1/2" hardware cloth (wire mesh) or painting with sand texture, depending on the site conditions. An annual cleaning (after autumn leaves fall) is recommended. [See Trail Detail 03 for guidance on using hardware cloth.]

Building codes require a guard rail if the fall distance is greater than 30" (Trail Detail 05).



Forest Park Ridge Trail



Forest Park Ridge Trail



*Woods Park SW Urban Trail #7
- step up limits accessibility*



*Raz-Baack crossing at Stephens Creek
Nature Park - bridge pier block and beam*

Trail Detail 05 – Wood Bridge with Railing

WOOD BRIDGE WITH RAILING

The *2007 Oregon Structural Specialty Code* (Section 1013) requires a guard rail if fall distance is greater than 30". Guard rails should be at least 42" higher than the adjacent walking surface. Additional fall protection may be used at bridges that have high use or children.

Code specifies balusters (small posts that support the railing) such that a 4-inch-diameter sphere cannot pass through any opening up to a height of 34" and a sphere 8" in diameter at 34 - 42". In natural areas along low use trails, a second horizontal railing (that makes opening less than 21" wide) is sometimes used instead of balusters (1013.3 Opening limitations exception 3).

PP&R recommends more simple railings in remote, less used trails because railings are sometimes vandalized by rocking against the whole railing or jumping on individual pieces. Consult with the Environmental Protection Agency for current information on wood preservatives deemed safe for skin contact to be used on railings.

Spans greater than 10' should generally be engineered and may require site specific geotechnical work. The Cannon Trail Bridge design should be consulted for spans of 10' or more.

Wood surfaces in shaded or moist sites may become slick or even grow moss. This can be managed by attaching 1/2" hardware cloth (wire mesh) or painting with sand texture, depending on the site conditions. Fasten hardware cloth with 1 1/2" heavy-duty staples approximately 8 - 12" apart. Upper side of mesh should have wires perpendicular to direction of travel. Ends of hardware cloth should be tucked between deck boards or lapped over sides and stapled every 4 - 6". An annual cleaning (after autumn leaves fall) is recommended.



*Horizontal railing on side of bridge with minimal fall hazard
- Ridge Trail in Forest Park*



*Balch Creek bridge on Lower Macleay Trail in Forest Park (part
of an accessible trail) has balusters to prevent falls into creek*

Trail Detail 06 – Erosion Control at Bridge

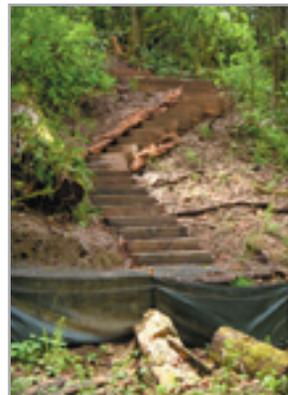
EROSION CONTROL AT FENCE

Trail construction uses typical erosion control methods (silt fence, fiber rolls and wattles, mulch, surface roughening) and City of Portland standard details. In some instances, native groundcovers and duff in a forest setting are an existing ‘vegetated buffer’ as described in the Portland *Erosion and Sediment Control Manual*. The native groundcovers or mowed grass on the side slopes of levees also infiltrate runoff.

This detail supplements the Wood Bridge (Trail Detail 05) details. Additional erosion control methods will be added during the design process for sites with streams, but these techniques protect drainageways with small or infrequent flows.



Woods Memorial Natural Area - silt fence between Woods Creek and trail relocation farther from waterway



Silt fence at base of timber steps protecting Woods Creek



Woods Memorial Natural Area - straw wattles and mulch protect Woods Creek from restoration planting and trail improvements

Trail Detail 07 – Trail with Swale and Culvert

TRAIL WITH SWALE AND CULVERT

Trails built in hillsides often intercept runoff. Although cross-slope and rolling grade dips are often used to carry water over and off the trail, it can also be intercepted by a swale on the upper side of the trail. When the trail is paved and the adjacent cut bank may tend to slough on to trail, a swale and rock edge can support the toe of slope and collect runoff.



*Connor Trail (from Marquam Nature Park to OHSU)
- well-disguised culvert*



*Woods Memorial Park - hiking path (under construction),
intercepting runoff in swale and piping under segment of
causeway in poorly drained area near Woods Creek*



*SE 146 Ave connector path to Springwater Corridor (southwest of
Powell Butte) right after installation - water in swale next to rail
berm and trail flows through corrugated metal pipe,
vegetation will grow and obscure pipe*

Trail Detail 08 – Causeway

CAUSEWAY

Causeways are raised portions of trails that are useful in poorly drained soils or where seeps moisten soil tread. Adding rock and elevating the trail allow water to drain to the side and help avoid trails that are widened when users walk at edge of damp areas. Causeways are not intended for use crossing wetlands.



*Wild Hawthorn Trail in Powell Butte
- split cedar causeway and small drain pipe*



Woods Memorial Park - causeway using 4" x 6" timbers (under construction with temporary metal fence to protect new plantings and prevent trampling of bank of Woods Creek)



Wild Hawthorn Trail in Powell Butte - cedar log causeway in level, poorly drained area near base of bluff

Trail Detail 09 – Trail with Infiltration Trench

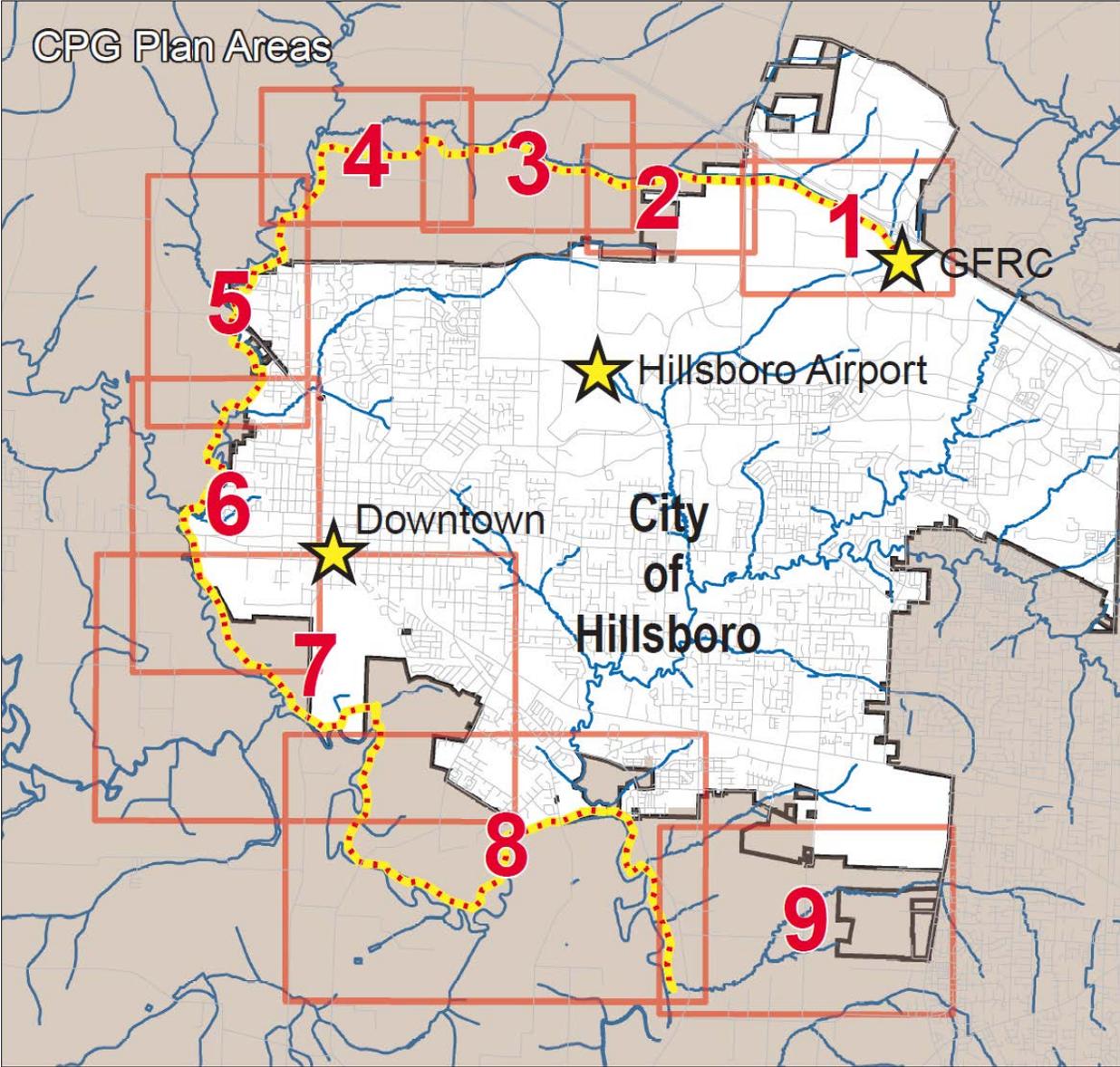
TRAIL WITH INFILTRATION TRENCH

Trail materials are often impervious, whether constructed from compacted gravel, asphalt or concrete. Although porous asphalt and concrete are available, some subgrades of old railroad berms or gravel roads may not be pervious, so runoff will still drain to the side of the trail rather than infiltrate under the trail surface. The pores in porous paving are also vulnerable to clogging by dust and seed (often plentiful in natural areas). Unless equipment is available to vacuum particles from the pores, pervious pavement may not remain porous. Alternate ways to clean and infiltrate stormwater are desirable. Although many trails do get limited use by maintenance vehicles, the stormwater is much cleaner than from roads and parking lots. The narrow width of impervious area and linear nature of most trails mean bioswales and infiltration trenches are particularly easy to site. Trails on levees can also use the adjacent mowed grass slopes as biofiltration strips.

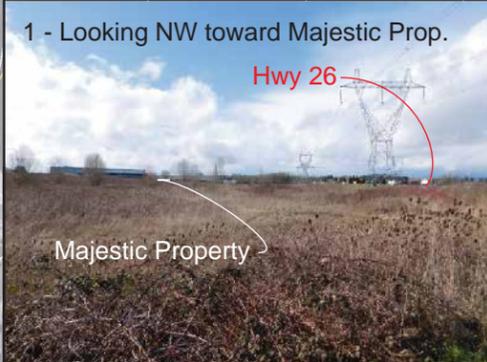
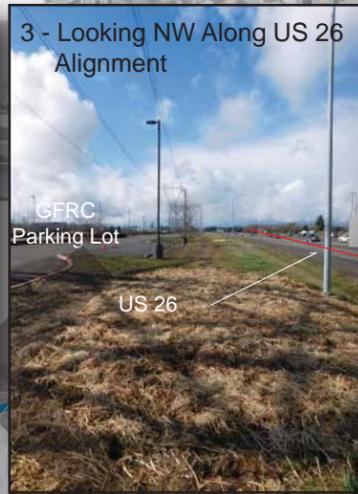


Oaks Bottom Connector at undercrossing to Springwater on the Willamette - infiltration trench on right side

Existing Conditions Maps



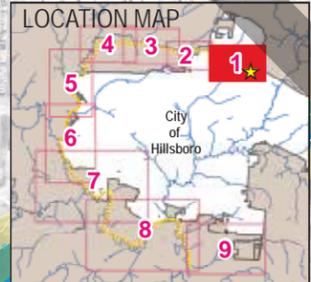
Gordon Faber Recreation Complex Area 1 - Existing Conditions



Match North Hillsboro Industrial Redevelopment Area 2 Site Conditions Map

SITE OBSERVATION
 The Gordon Faber Recreation Complex (GFRP) is the starting point / main trailhead for the CPG. Easements for the trail are already secured with the Majestic Property "D" on the map and through the GFRP property. Working with the Bonneville Power Administration (BPA) will need to occur for trails within the easement (which covers a sizeable portion of the site). Significant Natural Resource Areas (SNRO) occur throughout the conceptual greenway area (color aerial). Additional investigation into possible SNRO expansion will need to occur between the GFRP Parking area and the Majestic Property. Plans to connect the CPG to the future Oregon Electric Railway Trail at Cornelius Pass Road will require routing of the trail through a portion of sensitive areas between GFRP and the road.

- LEGEND**
- - - City Boundary
 - ~ Stream
 - Wetland
 - Flood Plain Boundary
 - Proposed Greenway Boundary
 - 2' Topographic Contour Lines
 - SNRO Level 1
 - SNRO Level 2
 - SNRO Level 3
 - SNRO Impact Area
- A. Tributary to Gulch Creek
 - B. Dawson Creek
 - C. Homesteads/ Residences
 - D. Industrial Development (Majestic Property)
 - E. Ponds
 - F. Tree Grove



North Hillsboro Redevelopment Area 2 - Existing Conditions

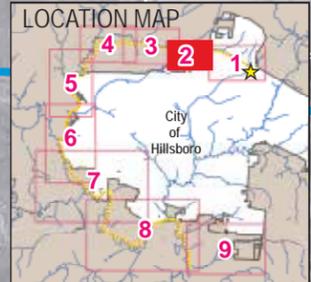


Match with Jackson East Area 3 - Existing Conditions Map

Match Gordon Faber Recreation Complex Area 1 - Existing Conditions Map

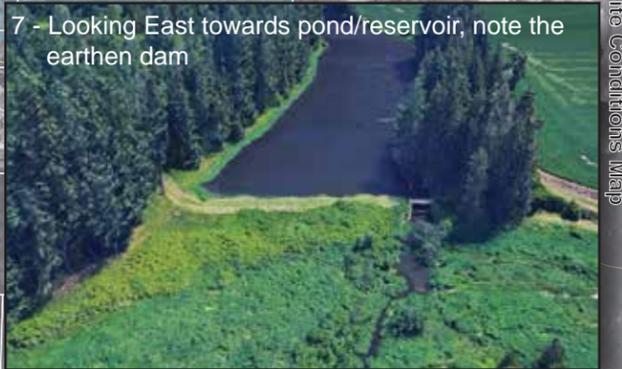
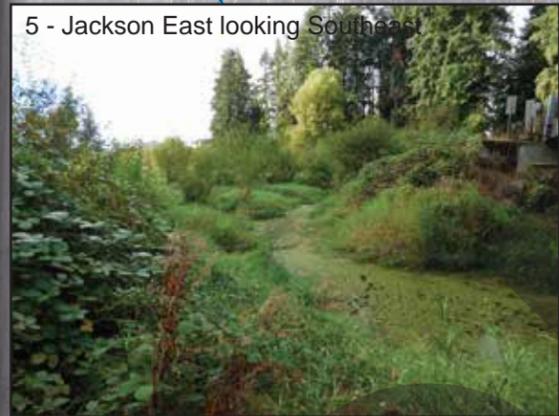
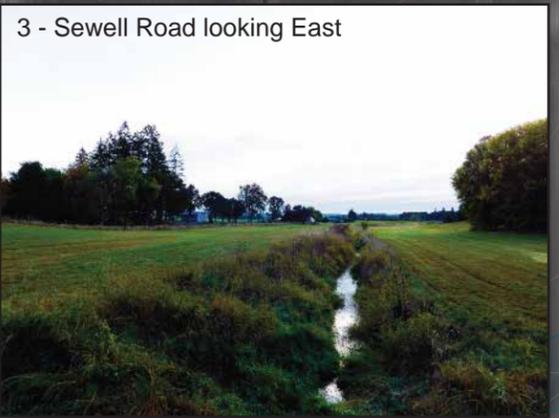
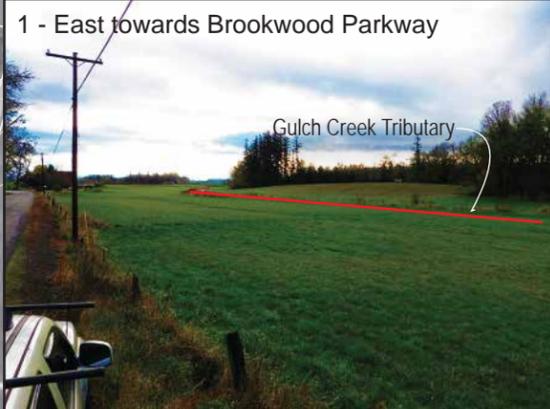
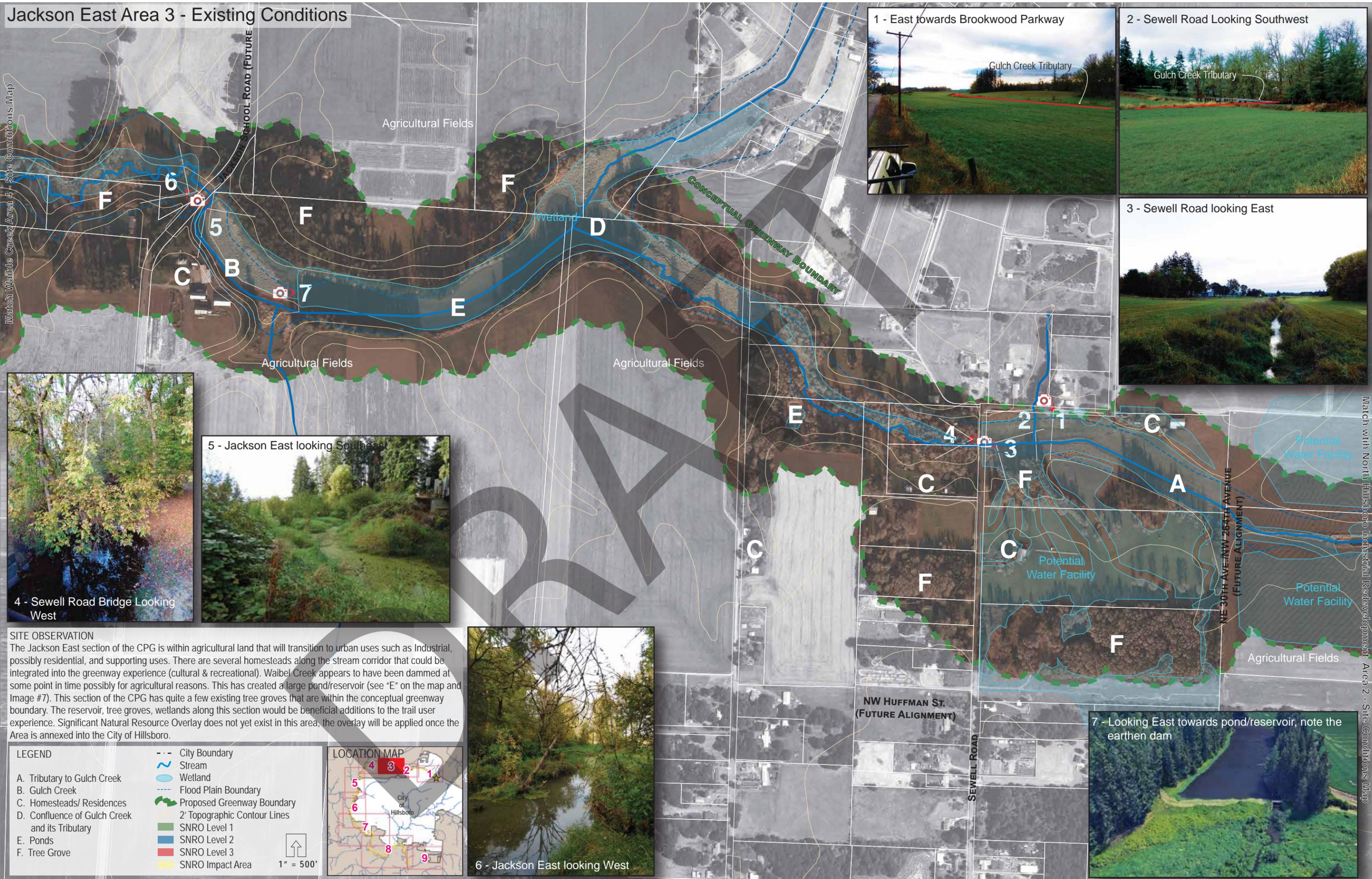
SITE OBSERVATION
 This area's alignment starts at Brookwood Parkway and runs west to the future alignment of NE 30th Ave. / NW 264th Avenue, approximately one mile in length. The area within the greenway is currently agricultural land with several resource areas (tree groves) and two streams. The tributary to Gulch Creek and Gulch Creek itself resembles an irrigation/ drainage ditch and has been modified by the adjacent agricultural land uses. The NE 41st Avenue/NW 253rd Avenue alignment is currently in the final stages of construction which bifurcates the greenway. Several small existing tree groves are within the alignment and typically correspond to several existing farmsteads and residences. The larger Gulch Creek has also been modified due to nearby agricultural land uses. Flow in Gulch Creek is relatively slow due to flat terrain. The water table in the Tualatin Valley is fairly high and flooding is an annual occurrence. With expansion of the Urban Growth Booundary and plans to extend the City Limits transitioning this area with the North Hillsboro Industrial Renewal plan, new stormwater facilities will be constructed adjacent to the stream corridors. The infrastructure improvements will affect the alignment and placement of trail and recreational amenities. See map for details.

- LEGEND**
- - - City Boundary
 - ~ Stream
 - Wetland
 - - - Flood Plain Boundary
 - Proposed Greenway Boundary
 - 2' Topographic Contour Lines
 - SNRO Level 1
 - SNRO Level 2
 - SNRO Level 3
 - SNRO Impact Area
- A. Tributary to Gulch Creek
 B. Gulch Creek
 C. Homesteads/ Residences
 D. Confluence of Gulch Creek and its Tributary
 E. Ponds
 F. Tree Grove
- 1" = 400'



Jackson East Area 3 - Existing Conditions

Match Wable Creek Area 4 - Site Conditions Map



SITE OBSERVATION
 The Jackson East section of the CPG is within agricultural land that will transition to urban uses such as Industrial, possibly residential, and supporting uses. There are several homesteads along the stream corridor that could be integrated into the greenway experience (cultural & recreational). Waibel Creek appears to have been dammed at some point in time possibly for agricultural reasons. This has created a large pond/reservoir (see "E" on the map and Image #7). This section of the CPG has quite a few existing tree groves that are within the conceptual greenway boundary. The reservoir, tree groves, wetlands along this section would be beneficial additions to the trail user experience. Significant Natural Resource Overlay does not yet exist in this area, the overlay will be applied once the Area is annexed into the City of Hillsboro.

LEGEND	
A. Tributary to Gulch Creek	- - - City Boundary
B. Gulch Creek	~ Stream
C. Homesteads/ Residences	Wetland
D. Confluence of Gulch Creek and its Tributary	- - - Flood Plain Boundary
E. Ponds	2' Topographic Contour Lines
F. Tree Grove	SNRO Level 1
	SNRO Level 2
	SNRO Level 3
	SNRO Impact Area
	Proposed Greenway Boundary



1" = 500'

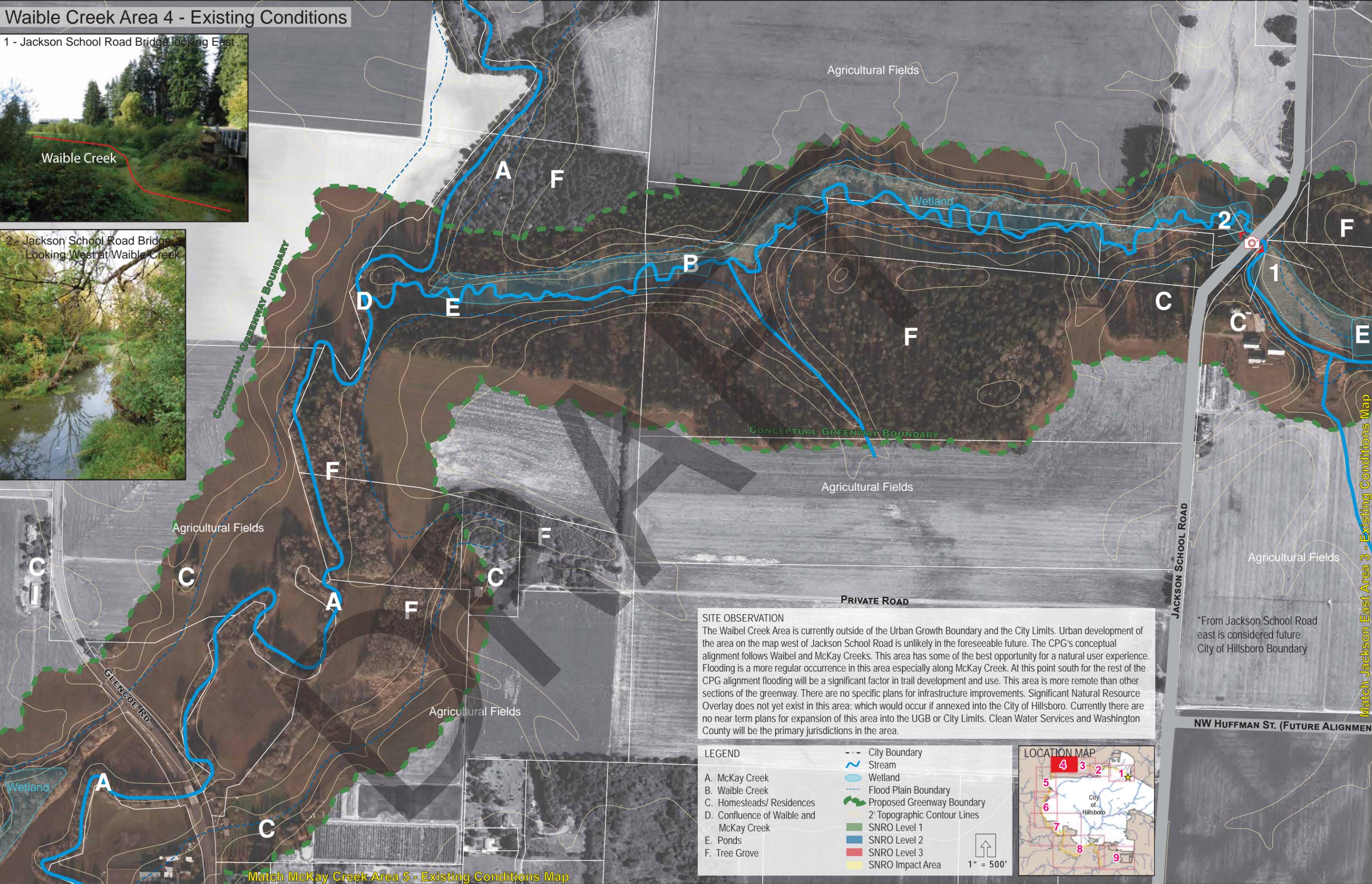
Match with North Hillsboro Industrial Redevelopment Area 2 - Site Conditions Map

Waible Creek Area 4 - Existing Conditions

1 - Jackson School Road Bridge looking East



2 - Jackson School Road Bridge Looking West at Waible Creek

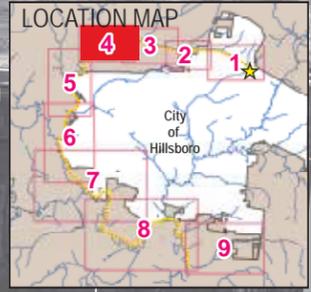


SITE OBSERVATION
 The Waibel Creek Area is currently outside of the Urban Growth Boundary and the City Limits. Urban development of the area on the map west of Jackson School Road is unlikely in the foreseeable future. The CPG's conceptual alignment follows Waibel and McKay Creeks. This area has some of the best opportunity for a natural user experience. Flooding is a more regular occurrence in this area especially along McKay Creek. At this point south for the rest of the CPG alignment flooding will be a significant factor in trail development and use. This area is more remote than other sections of the greenway. There are no specific plans for infrastructure improvements. Significant Natural Resource Overlay does not yet exist in this area; which would occur if annexed into the City of Hillsboro. Currently there are no near term plans for expansion of this area into the UGB or City Limits. Clean Water Services and Washington County will be the primary jurisdictions in the area.

LEGEND

A. McKay Creek	- - - City Boundary
B. Waible Creek	~ Stream
C. Homesteads/ Residences	Wetland
D. Confluence of Waible and McKay Creek	- - - Flood Plain Boundary
E. Ponds	Proposed Greenway Boundary
F. Tree Grove	2' Topographic Contour Lines
	SNRO Level 1
	SNRO Level 2
	SNRO Level 3
	SNRO Impact Area

1" = 500'



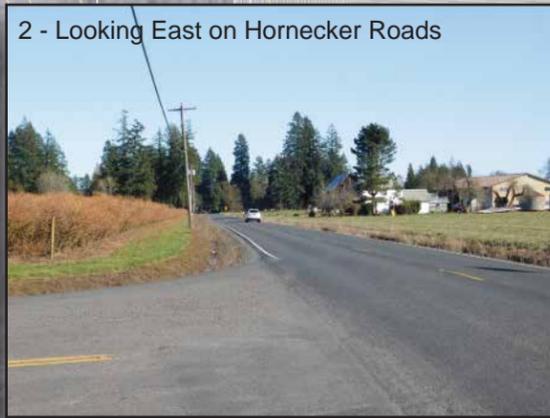
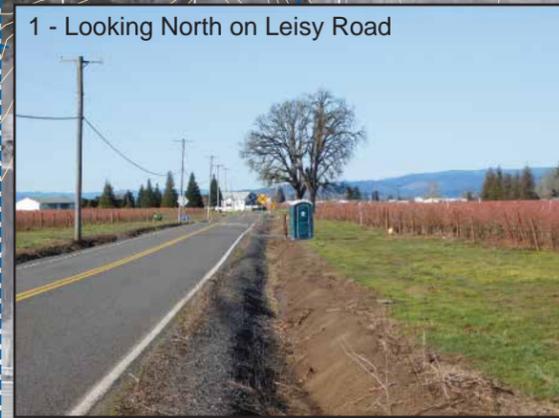
*From Jackson School Road east is considered future City of Hillsboro Boundary

Match McKay Creek Area 5 - Existing Conditions Map

Match Jackson East Area 3 - Existing Conditions Map

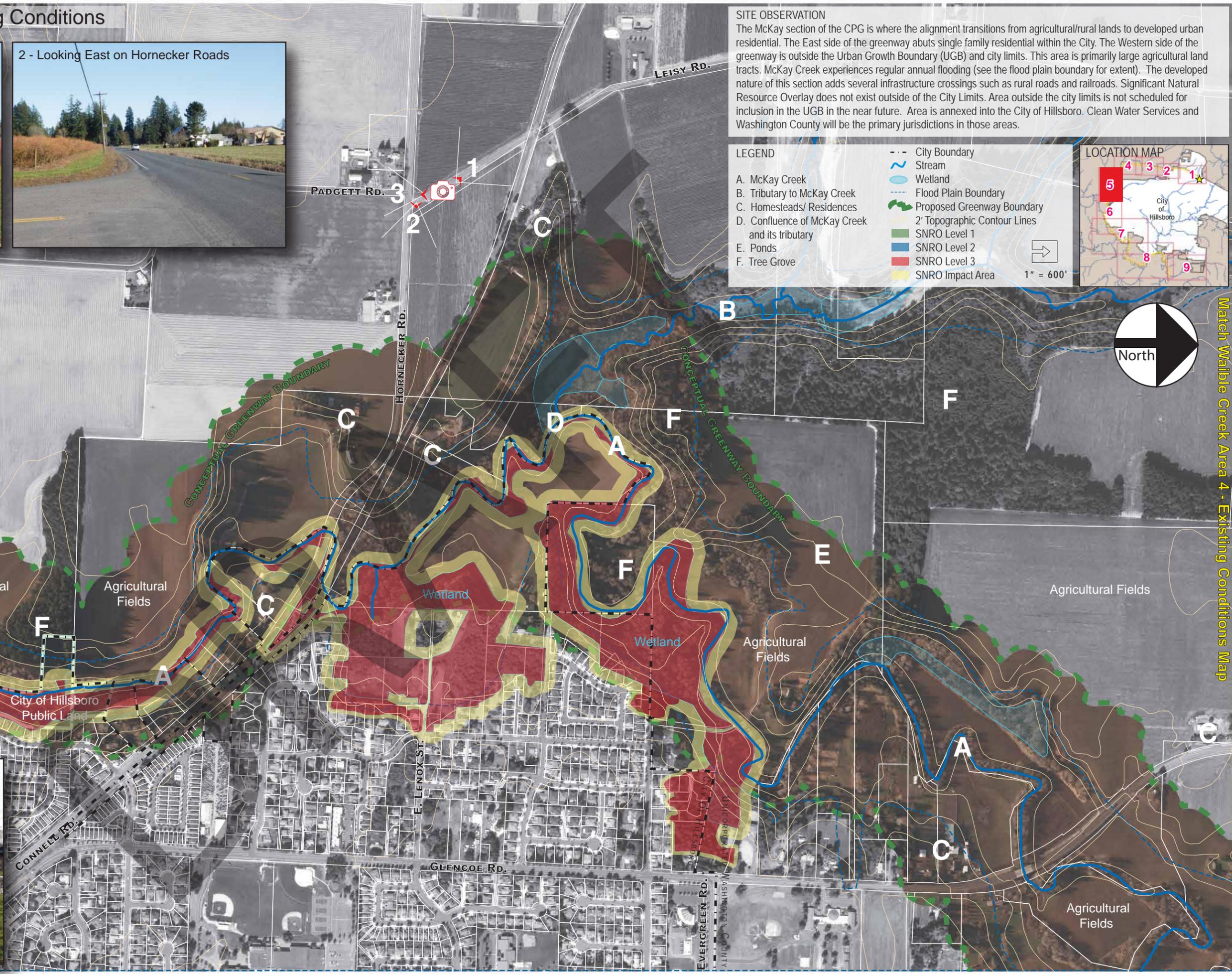
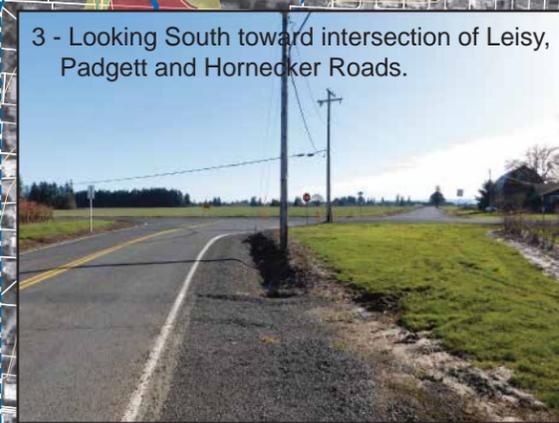
NW HUFFMAN ST. (FUTURE ALIGNMENT)

McKay Creek Area 5 - Existing Conditions



Match Dairy Creek Area 6 - Existing Conditions Map

Match Waible Creek Area 4 - Existing Conditions Map

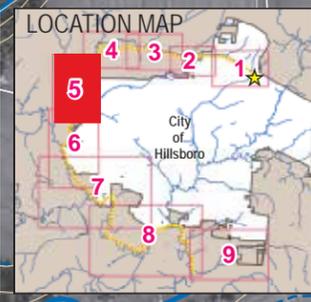


SITE OBSERVATION
 The McKay section of the CPG is where the alignment transitions from agricultural/rural lands to developed urban residential. The East side of the greenway abuts single family residential within the City. The Western side of the greenway is outside the Urban Growth Boundary (UGB) and city limits. This area is primarily large agricultural land tracts. McKay Creek experiences regular annual flooding (see the flood plain boundary for extent). The developed nature of this section adds several infrastructure crossings such as rural roads and railroads. Significant Natural Resource Overlay does not exist outside of the City Limits. Area outside the city limits is not scheduled for inclusion in the UGB in the near future. Area is annexed into the City of Hillsboro. Clean Water Services and Washington County will be the primary jurisdictions in those areas.

LEGEND

- A. McKay Creek
- B. Tributary to McKay Creek
- C. Homesteads/ Residences
- D. Confluence of McKay Creek and its tributary
- E. Ponds
- F. Tree Grove
- - - City Boundary
- ~ Stream
- Wetland
- - - Flood Plain Boundary
- Proposed Greenway Boundary
- 2' Topographic Contour Lines
- SNRO Level 1
- SNRO Level 2
- SNRO Level 3
- SNRO Impact Area

1" = 600'



Agricultural Fields

Agricultural Fields

Wetland

Wetland

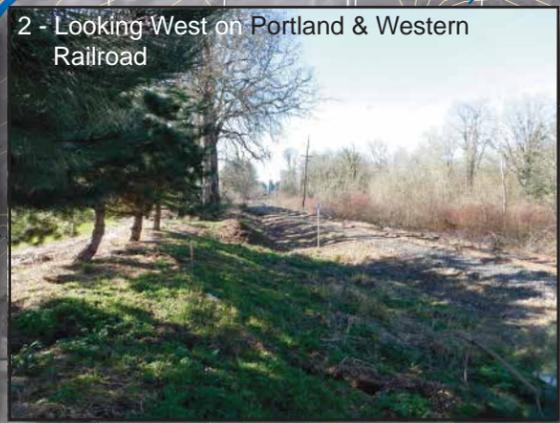
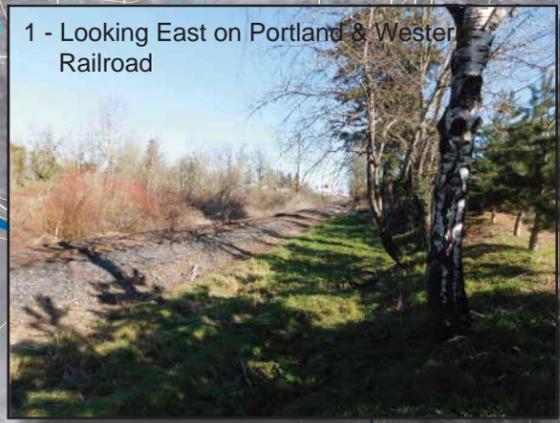
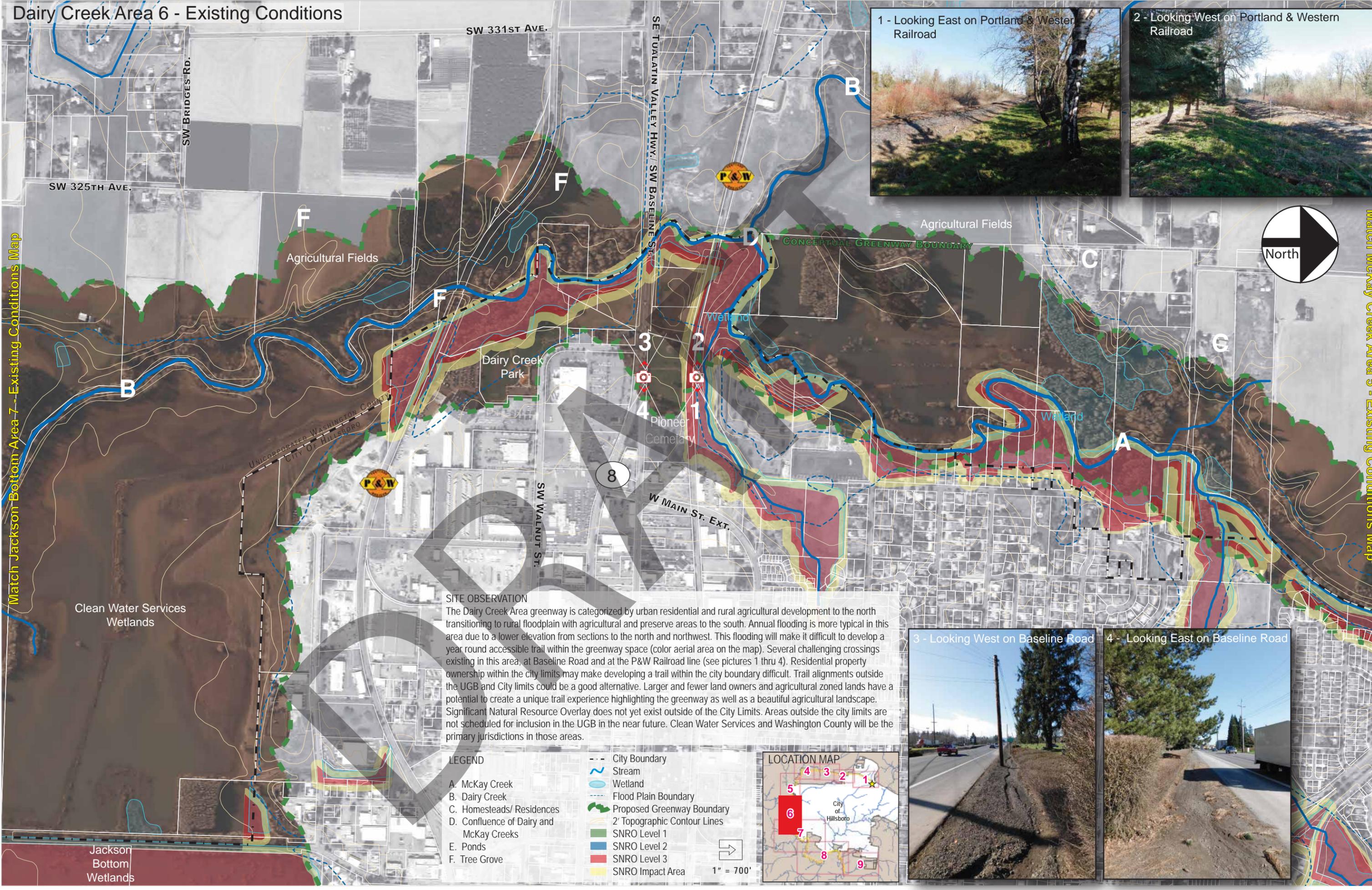
Agricultural Fields

Agricultural Fields

City of Hillsboro Public Land

Agricultural Fields

Dairy Creek Area 6 - Existing Conditions



Match Jackson Bottom Area 7 - Existing Conditions Map

Match McKay Creek Area 5 - Existing Conditions Map

SITE OBSERVATION
 The Dairy Creek Area greenway is categorized by urban residential and rural agricultural development to the north transitioning to rural floodplain with agricultural and preserve areas to the south. Annual flooding is more typical in this area due to a lower elevation from sections to the north and northwest. This flooding will make it difficult to develop a year round accessible trail within the greenway space (color aerial area on the map). Several challenging crossings existing in this area, at Baseline Road and at the P&W Railroad line (see pictures 1 thru 4). Residential property ownership within the city limits may make developing a trail within the city boundary difficult. Trail alignments outside the UGB and City limits could be a good alternative. Larger and fewer land owners and agricultural zoned lands have a potential to create a unique trail experience highlighting the greenway as well as a beautiful agricultural landscape. Significant Natural Resource Overlay does not yet exist outside of the City Limits. Areas outside the city limits are not scheduled for inclusion in the UGB in the near future. Clean Water Services and Washington County will be the primary jurisdictions in those areas.

- LEGEND**
- - - City Boundary
 - ~ Stream
 - Wetland
 - Flood Plain Boundary
 - Proposed Greenway Boundary
 - 2' Topographic Contour Lines
 - SNRO Level 1
 - SNRO Level 2
 - SNRO Level 3
 - SNRO Impact Area
- A. McKay Creek
 B. Dairy Creek
 C. Homesteads/ Residences
 D. Confluence of Dairy and McKay Creeks
 E. Ponds
 F. Tree Grove



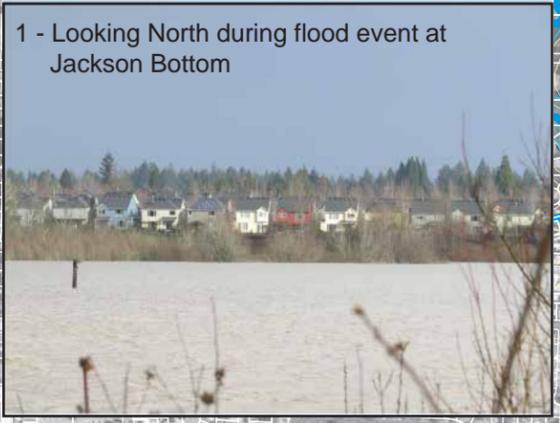
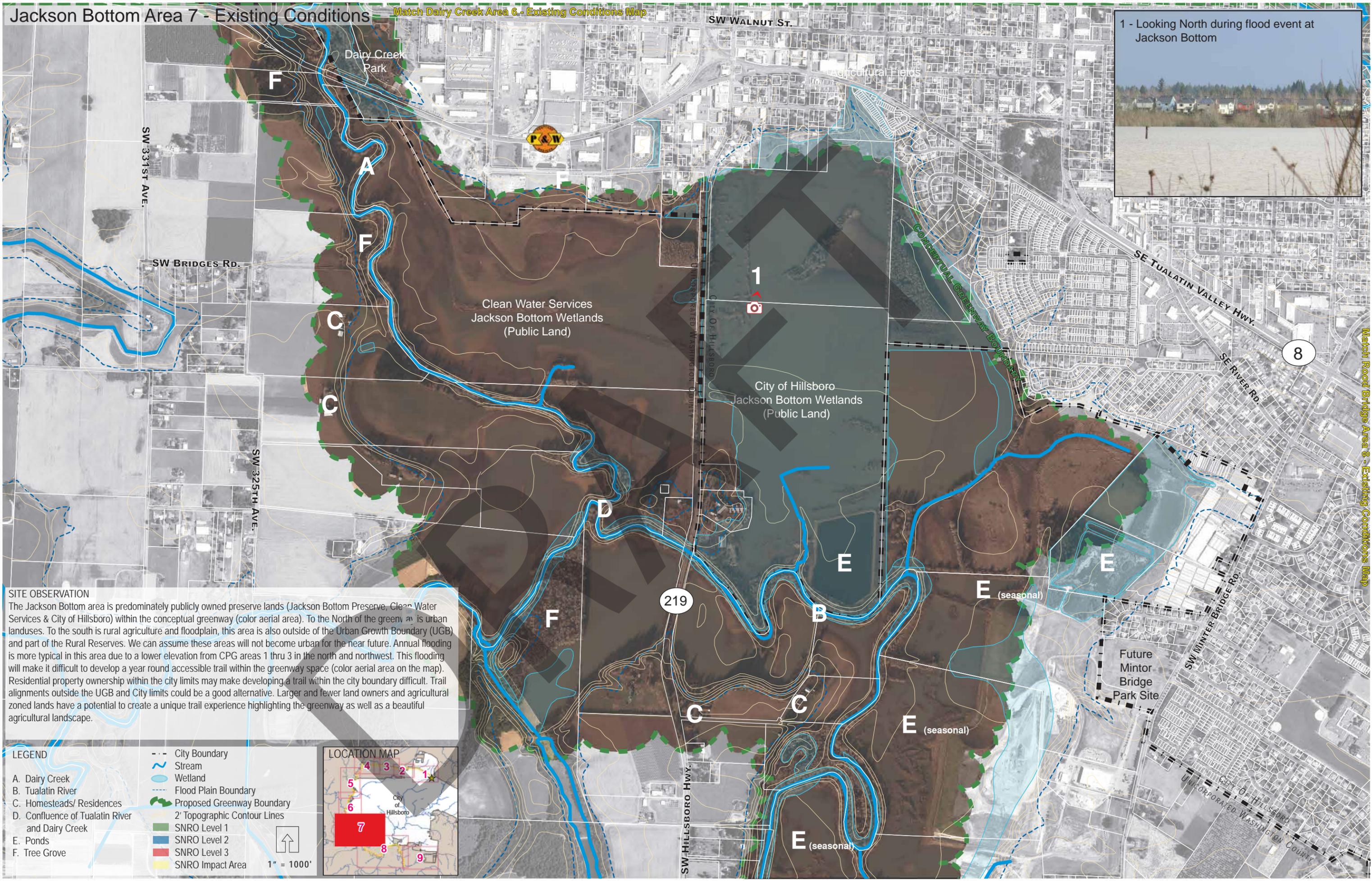
Clean Water Services Wetlands

Jackson Bottom Wetlands

1" = 700'

Jackson Bottom Area 7 - Existing Conditions

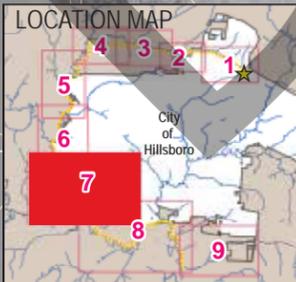
Match Dairy Creek Area 6 - Existing Conditions Map



1 - Looking North during flood event at Jackson Bottom

SITE OBSERVATION
 The Jackson Bottom area is predominately publicly owned preserve lands (Jackson Bottom Preserve, Clean Water Services & City of Hillsboro) within the conceptual greenway (color aerial area). To the North of the greenway is urban landuses. To the south is rural agriculture and floodplain, this area is also outside of the Urban Growth Boundary (UGB) and part of the Rural Reserves. We can assume these areas will not become urban for the near future. Annual flooding is more typical in this area due to a lower elevation from CPG areas 1 thru 3 in the north and northwest. This flooding will make it difficult to develop a year round accessible trail within the greenway space (color aerial area on the map). Residential property ownership within the city limits may make developing a trail within the city boundary difficult. Trail alignments outside the UGB and City limits could be a good alternative. Larger and fewer land owners and agricultural zoned lands have a potential to create a unique trail experience highlighting the greenway as well as a beautiful agricultural landscape.

- LEGEND**
- - - City Boundary
 - ~ Stream
 - Wetland
 - Flood Plain Boundary
 - Proposed Greenway Boundary
 - 2' Topographic Contour Lines
 - SNRO Level 1
 - SNRO Level 2
 - SNRO Level 3
 - SNRO Impact Area
- A. Dairy Creek
 B. Tualatin River
 C. Homesteads/ Residences
 D. Confluence of Tualatin River and Dairy Creek
 E. Ponds
 F. Tree Grove
- 1" = 1000'



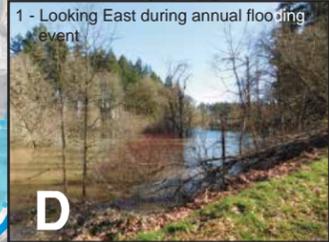
Match Road Bridge Area 8 - Existing Conditions Map

Rood Bridge Area 8 - Existing Conditions



Jackson Bottom Wetland Preserve

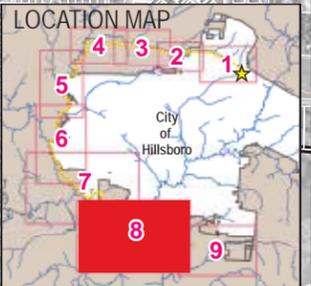
Future Minter Bridge Park Site



LEGEND

- City Boundary
- ~ Stream
- ~ Wetland
- Flood Plain Boundary
- Proposed Greenway Boundary
- 2' Topographic Contour Lines
- SNRO Level 1
- SNRO Level 2
- SNRO Level 3
- SNRO Impact Area

1" = 1000'



Match Jackson Bottom Area 7 - Existing Conditions Map

Match South Hillsboro Area 9 - Existing Conditions Map

219

SW HILLSBORO HWY.

SW WINTER BRIDGE RD.
CONCEPTUAL GREENWAY BOUNDARY

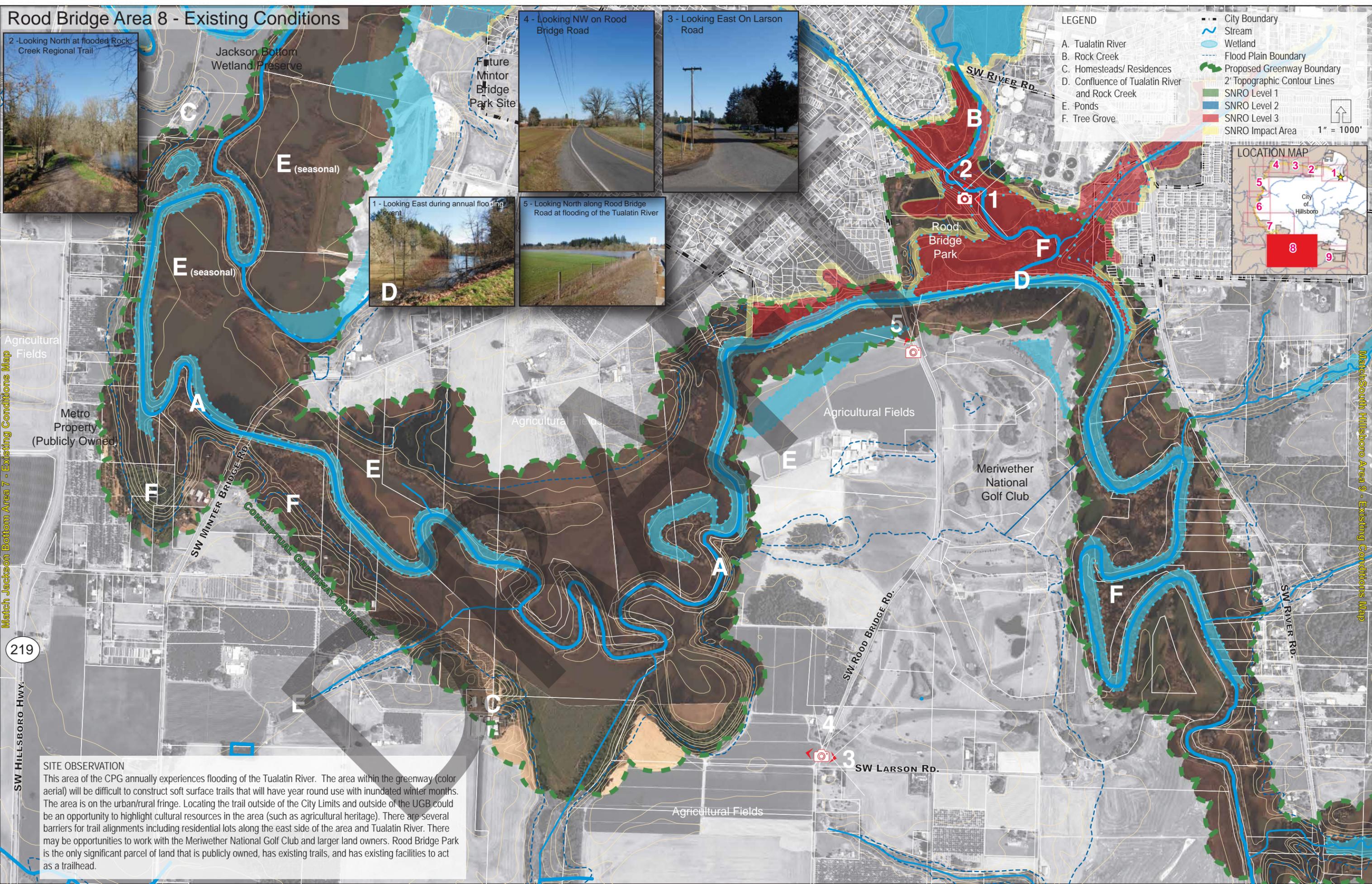
SW ROOD BRIDGE RD.

SW LARSON RD.

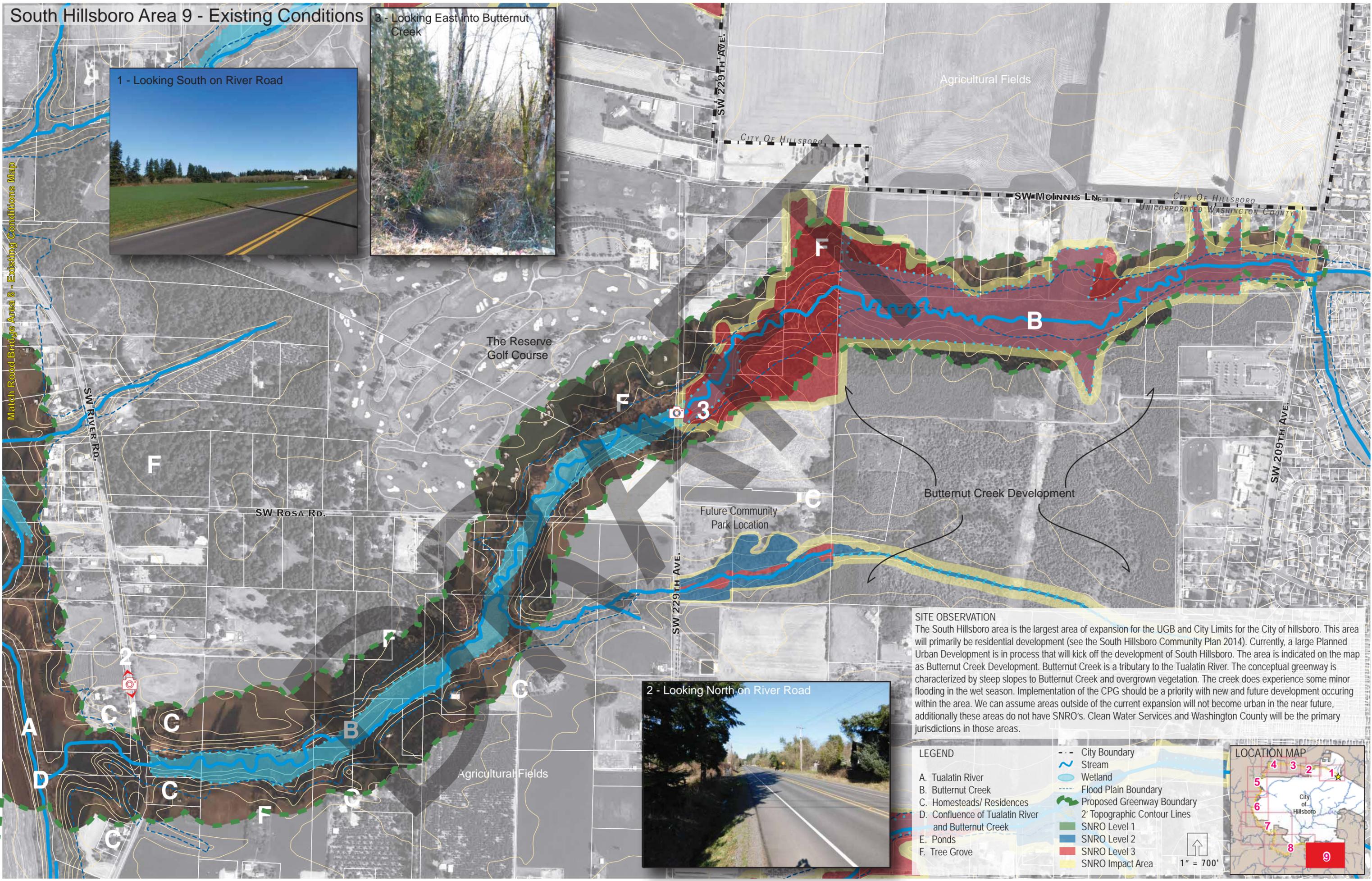
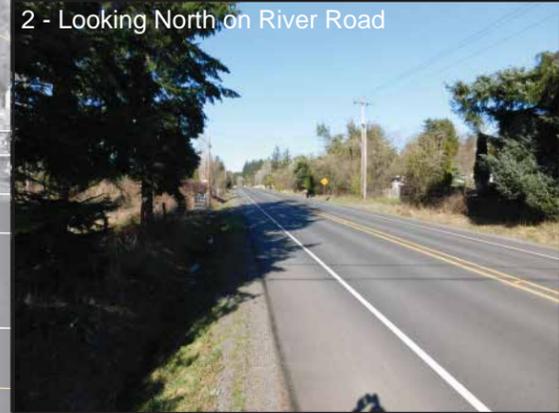
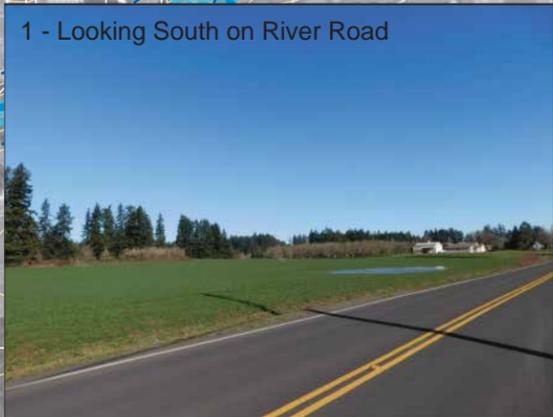
SW RIVER RD.

SITE OBSERVATION

This area of the CPG annually experiences flooding of the Tualatin River. The area within the greenway (color aerial) will be difficult to construct soft surface trails that will have year round use with inundated winter months. The area is on the urban/rural fringe. Locating the trail outside of the City Limits and outside of the UGB could be an opportunity to highlight cultural resources in the area (such as agricultural heritage). There are several barriers for trail alignments including residential lots along the east side of the area and Tualatin River. There may be opportunities to work with the Meriwether National Golf Club and larger land owners. Rood Bridge Park is the only significant parcel of land that is publicly owned, has existing trails, and has existing facilities to act as a trailhead.



South Hillsboro Area 9 - Existing Conditions



SITE OBSERVATION
 The South Hillsboro area is the largest area of expansion for the UGB and City Limits for the City of Hillsboro. This area will primarily be residential development (see the South Hillsboro Community Plan 2014). Currently, a large Planned Urban Development is in process that will kick off the development of South Hillsboro. The area is indicated on the map as Butternut Creek Development. Butternut Creek is a tributary to the Tualatin River. The conceptual greenway is characterized by steep slopes to Butternut Creek and overgrown vegetation. The creek does experience some minor flooding in the wet season. Implementation of the CPG should be a priority with new and future development occurring within the area. We can assume areas outside of the current expansion will not become urban in the near future, additionally these areas do not have SNRO's. Clean Water Services and Washington County will be the primary jurisdictions in those areas.

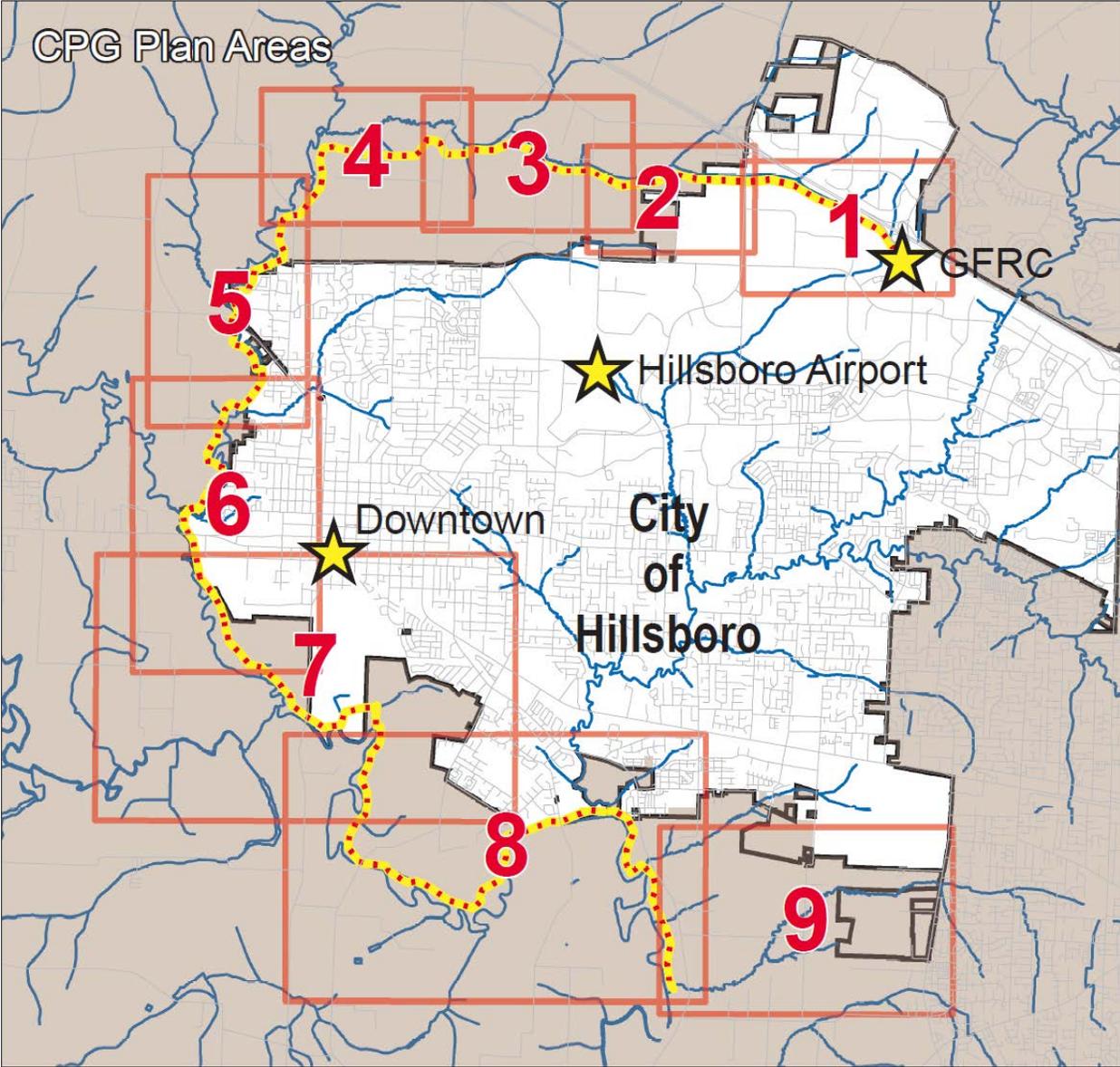
LEGEND

- City Boundary
- ~ Stream
- Wetland
- Flood Plain Boundary
- Proposed Greenway Boundary
- 2' Topographic Contour Lines
- SNRO Level 1
- SNRO Level 2
- SNRO Level 3
- SNRO Impact Area

A. Tualatin River
B. Butternut Creek
C. Homesteads/ Residences
D. Confluence of Tualatin River and Butternut Creek
E. Ponds
F. Tree Grove

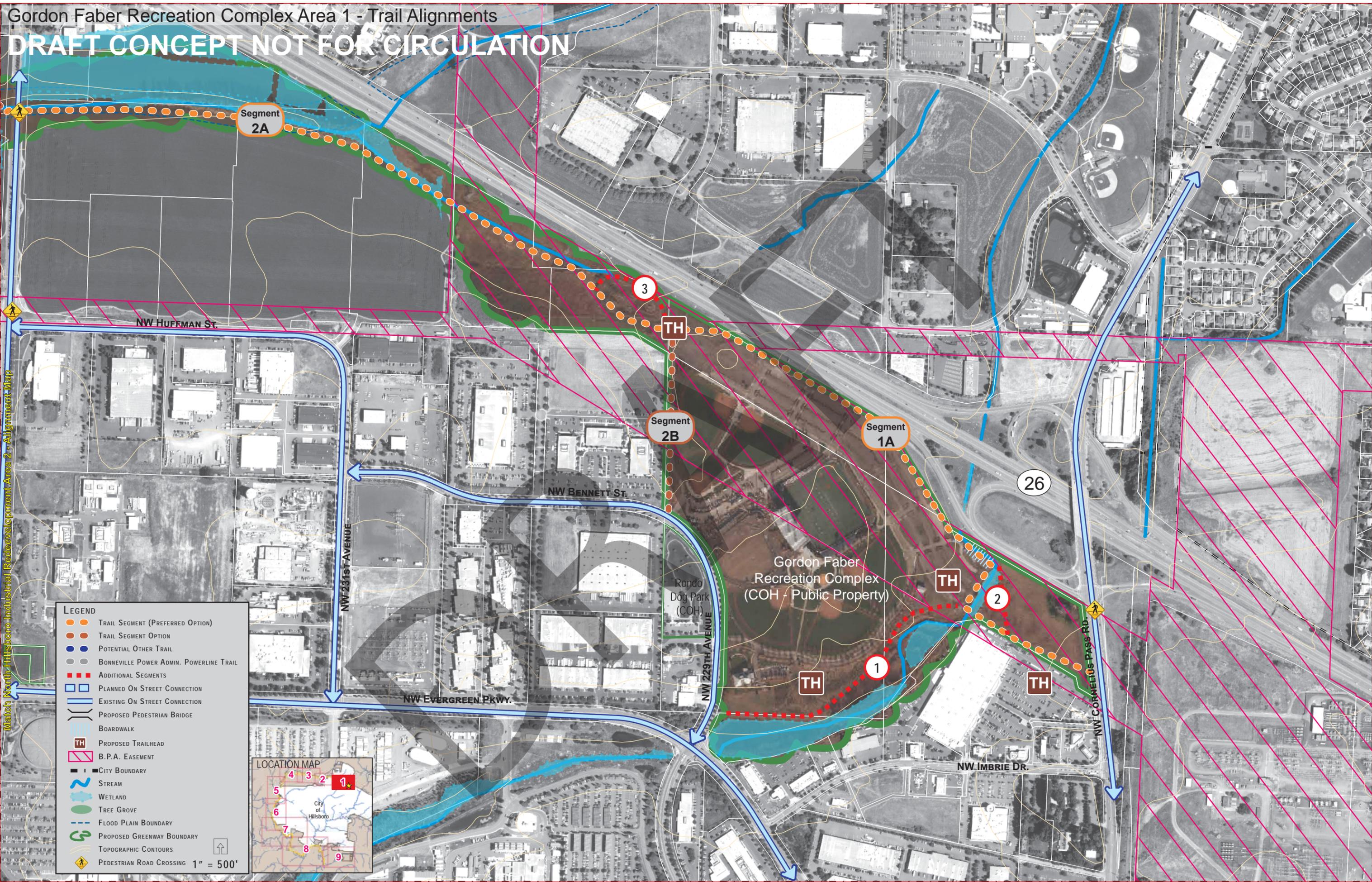
1" = 700'

Conceptual Trail Alignment Maps

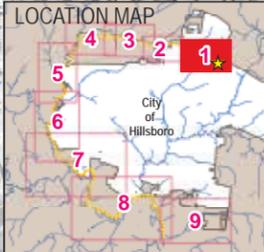


Gordon Faber Recreation Complex Area 1 - Trail Alignments

DRAFT CONCEPT NOT FOR CIRCULATION

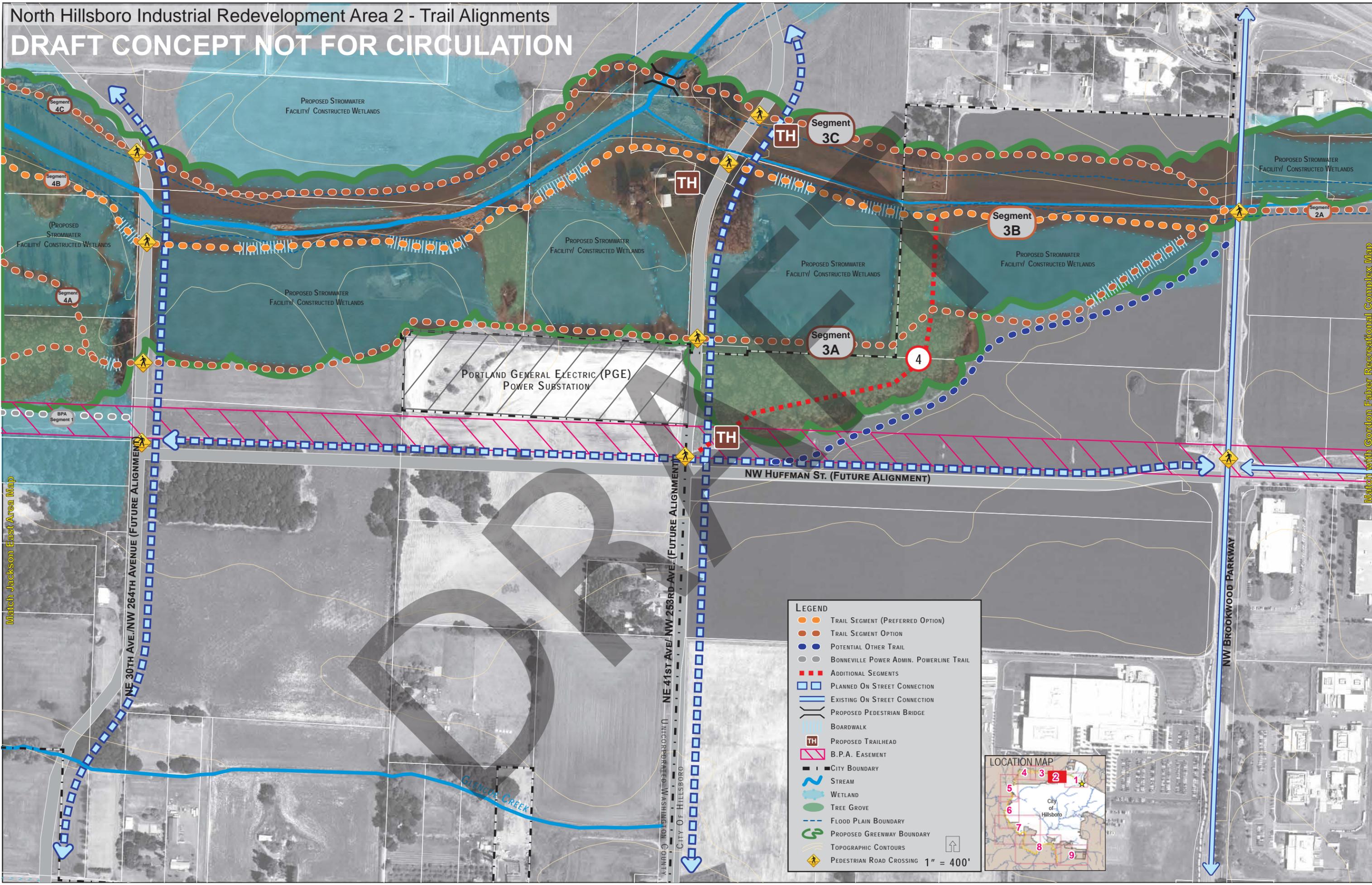


- LEGEND**
- TRAIL SEGMENT (PREFERRED OPTION)
 - TRAIL SEGMENT OPTION
 - POTENTIAL OTHER TRAIL
 - BONNEVILLE POWER ADMIN. POWERLINE TRAIL
 - ADDITIONAL SEGMENTS
 - PLANNED ON STREET CONNECTION
 - EXISTING ON STREET CONNECTION
 - PROPOSED PEDESTRIAN BRIDGE
 - BOARDWALK
 - PROPOSED TRAILHEAD
 - B.P.A. EASEMENT
 - CITY BOUNDARY
 - STREAM
 - WETLAND
 - TREE GROVE
 - FLOOD PLAIN BOUNDARY
 - PROPOSED GREENWAY BOUNDARY
 - TOPOGRAPHIC CONTOURS
 - PEDESTRIAN ROAD CROSSING
- 1" = 500'



North Hillsboro Industrial Redevelopment Area 2 - Trail Alignments

DRAFT CONCEPT NOT FOR CIRCULATION



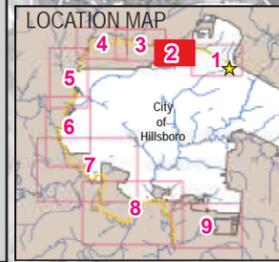
Match Jackson East Area Map

Match with Gordon Faber Recreational Complex Map

LEGEND

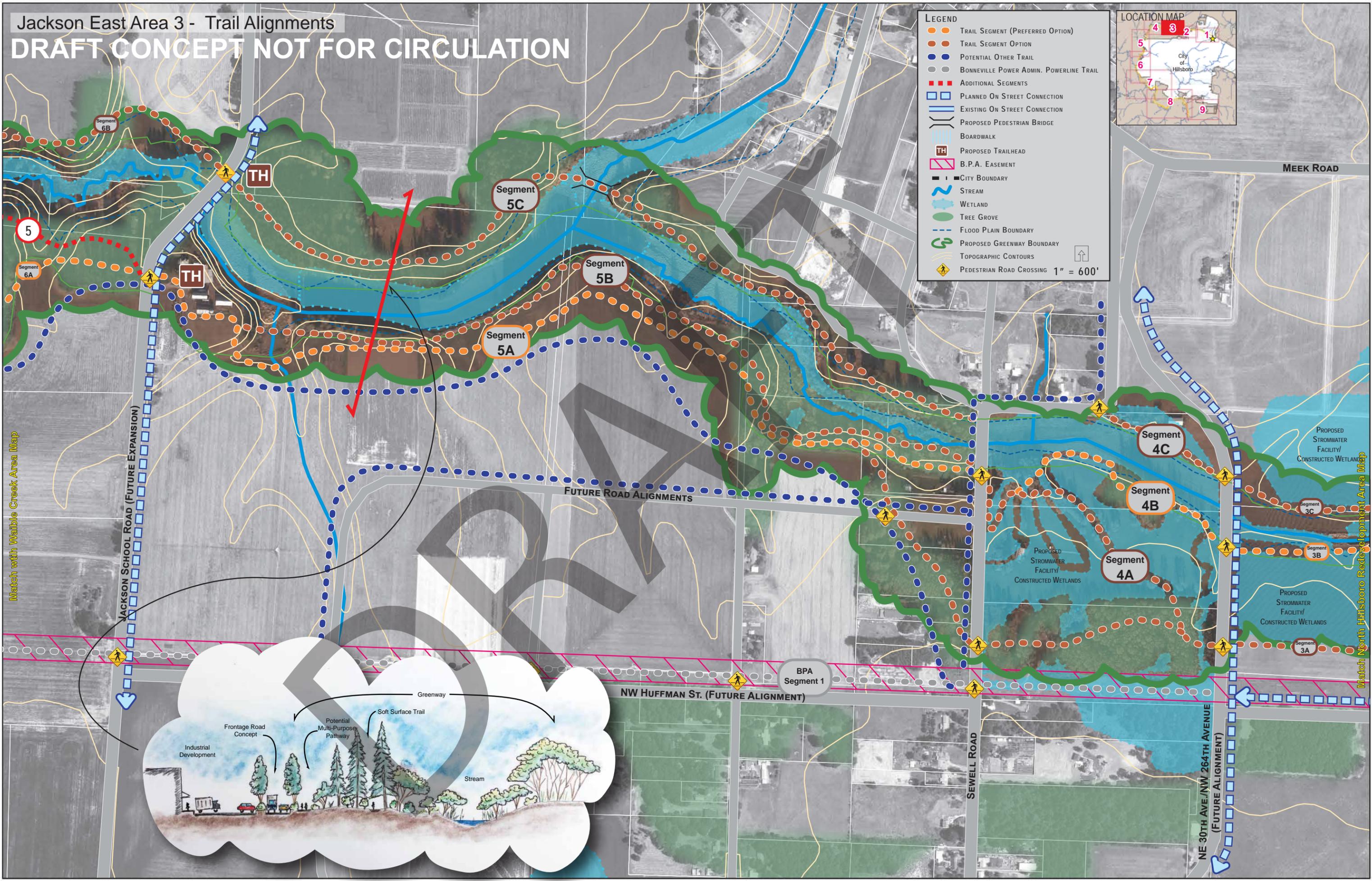
- Trail Segment (Preferred Option)
- Trail Segment Option
- Potential Other Trail
- Bonneville Power Admin. Powerline Trail
- Additional Segments
- Planned On Street Connection
- Existing On Street Connection
- Proposed Pedestrian Bridge
- Boardwalk
- Proposed Trailhead
- B.P.A. Easement
- City Boundary
- Stream
- Wetland
- Tree Grove
- Flood Plain Boundary
- Proposed Greenway Boundary
- Topographic Contours
- Pedestrian Road Crossing

1" = 400'



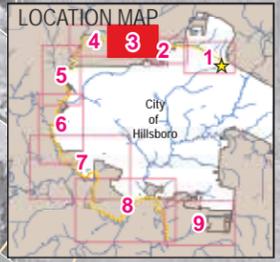
Jackson East Area 3 - Trail Alignments

DRAFT CONCEPT NOT FOR CIRCULATION



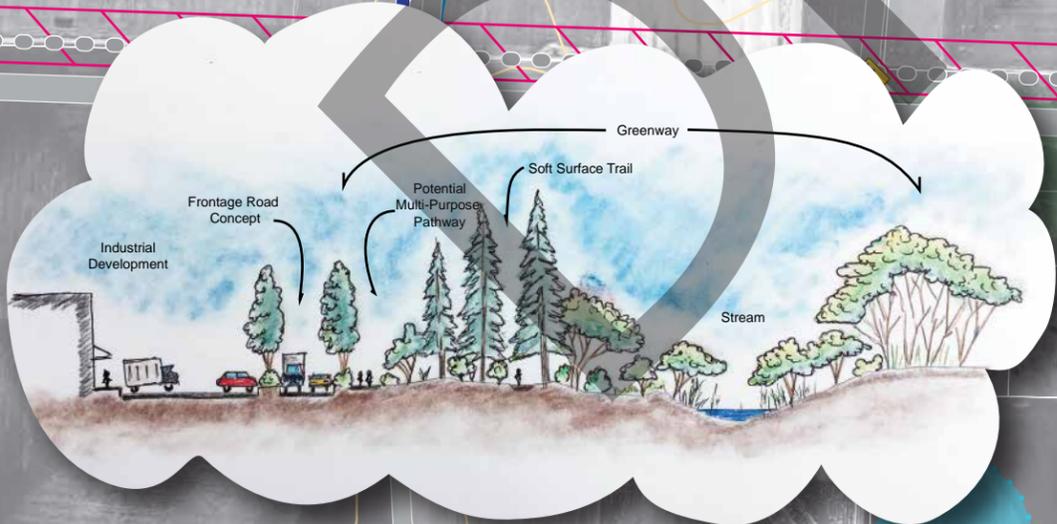
LEGEND

- Trail Segment (Preferred Option)
- Trail Segment Option
- Potential Other Trail
- Bonneville Power Admin. Powerline Trail
- Additional Segments
- Planned On Street Connection
- Existing On Street Connection
- Proposed Pedestrian Bridge
- Boardwalk
- Proposed Trailhead
- B.P.A. Easement
- City Boundary
- Stream
- Wetland
- Tree Grove
- Flood Plain Boundary
- Proposed Greenway Boundary
- Topographic Contours
- Pedestrian Road Crossing 1" = 600'



Match with Waible Creek Area Map

Match North Hillsboro Redevelopment Area Map

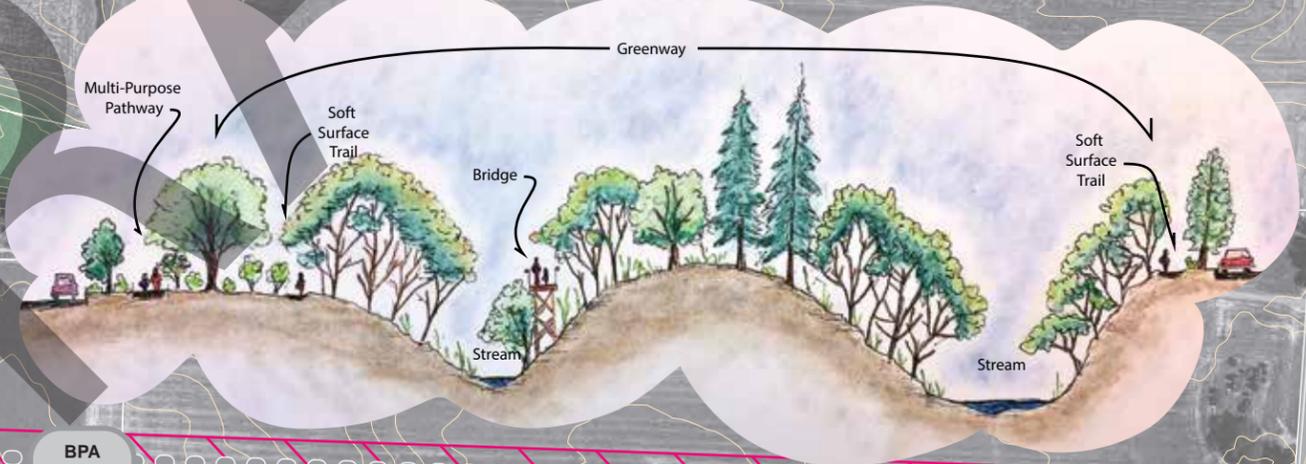
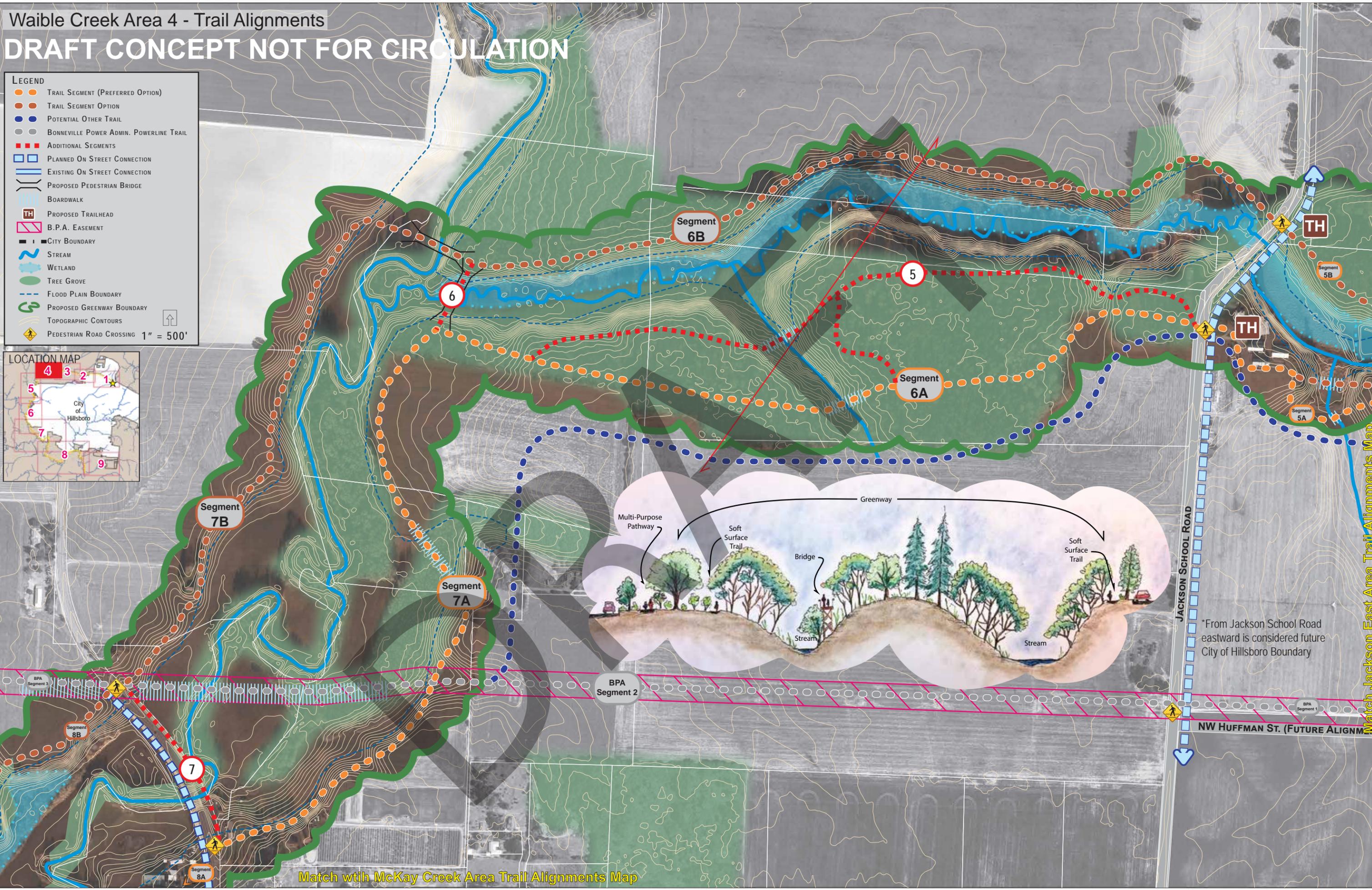
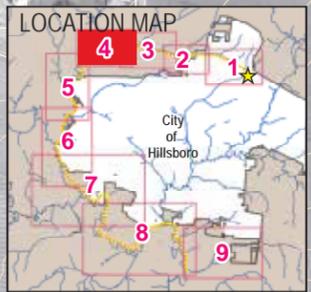


Waible Creek Area 4 - Trail Alignments

DRAFT CONCEPT NOT FOR CIRCULATION

LEGEND

- TRAIL SEGMENT (PREFERRED OPTION)
- TRAIL SEGMENT OPTION
- POTENTIAL OTHER TRAIL
- BONNEVILLE POWER ADMIN. POWERLINE TRAIL
- ADDITIONAL SEGMENTS
- PLANNED ON STREET CONNECTION
- EXISTING ON STREET CONNECTION
- PROPOSED PEDESTRIAN BRIDGE
- BOARDWALK
- TH PROPOSED TRAILHEAD
- B.P.A. EASEMENT
- CITY BOUNDARY
- ~ STREAM
- ~ WETLAND
- ~ TREE GROVE
- FLOOD PLAIN BOUNDARY
- PROPOSED GREENWAY BOUNDARY
- ~ TOPOGRAPHIC CONTOURS
- ▲ PEDESTRIAN ROAD CROSSING 1" = 500'



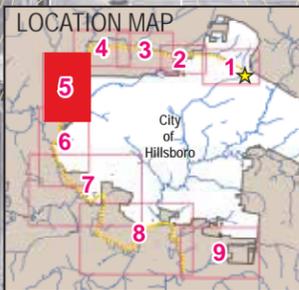
*From Jackson School Road eastward is considered future City of Hillsboro Boundary

Match with McKay Creek Area Trail Alignments Map

Match Jackson East Area Trail Alignments Map

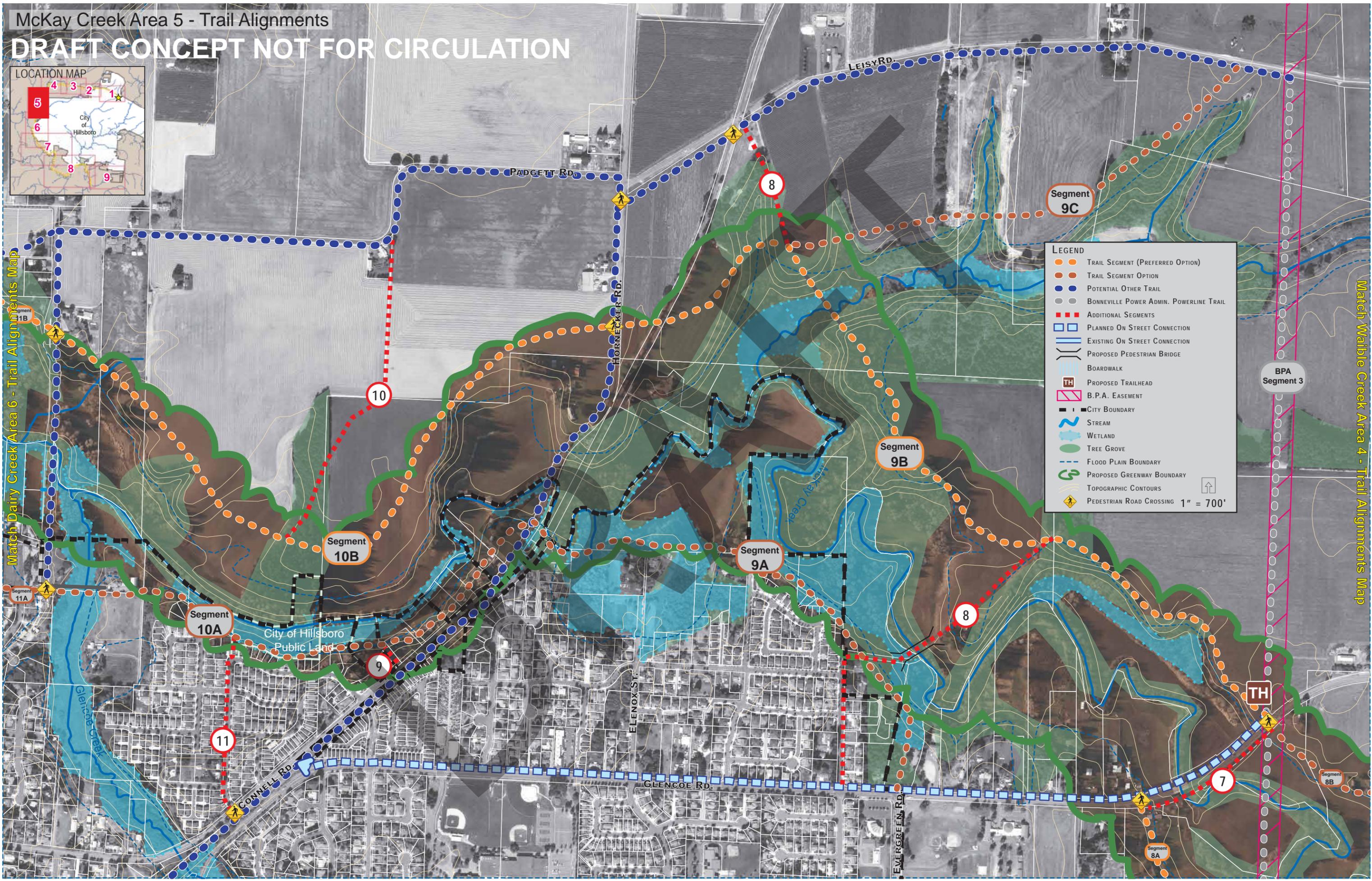
McKay Creek Area 5 - Trail Alignments

DRAFT CONCEPT NOT FOR CIRCULATION



Match Dairy Creek Area 6 - Trail Alignments Map

Match Waible Creek Area 4 - Trail Alignments Map



LEGEND

- TRAIL SEGMENT (PREFERRED OPTION)
- TRAIL SEGMENT OPTION
- POTENTIAL OTHER TRAIL
- BONNEVILLE POWER ADMIN. POWERLINE TRAIL
- ADDITIONAL SEGMENTS
- PLANNED ON STREET CONNECTION
- EXISTING ON STREET CONNECTION
- PROPOSED PEDESTRIAN BRIDGE
- BOARDWALK
- PROPOSED TRAILHEAD
- B.P.A. EASEMENT
- CITY BOUNDARY
- STREAM
- WETLAND
- TREE GROVE
- FLOOD PLAIN BOUNDARY
- PROPOSED GREENWAY BOUNDARY
- TOPOGRAPHIC CONTOURS
- PEDESTRIAN ROAD CROSSING 1" = 700'

BPA Segment 3

Segment 10A

Segment 10B

Segment 9A

Segment 9B

Segment 9C

Segment 11

8

8

7

Segment 8A

Segment 8B

CONNELL RD.

ELENOX ST.

GLENGOE RD.

EVERGREEN RD.

HORNECKER RD.

PADGETT RD.

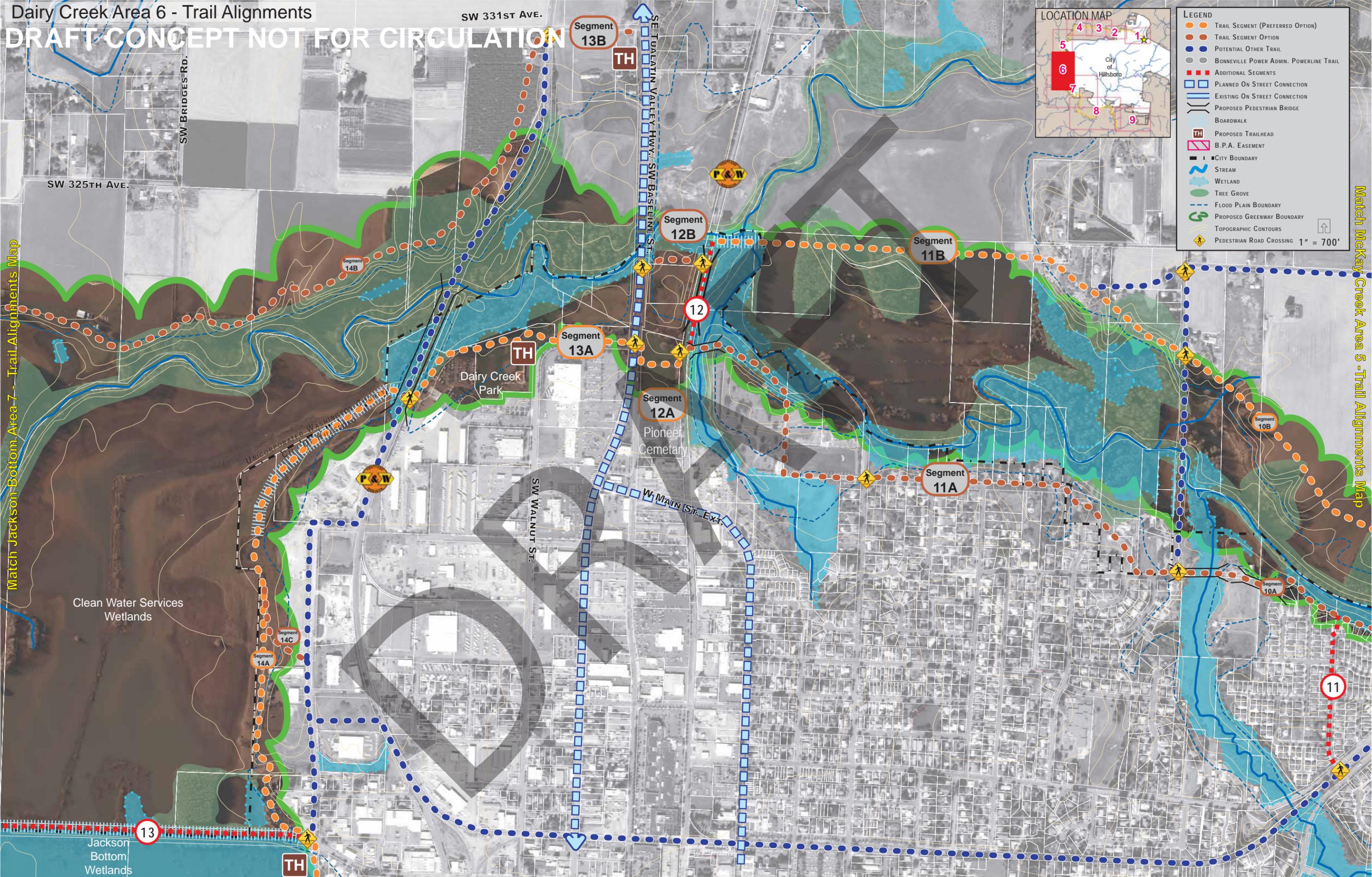
LEISY RD.

City of Hillsboro
Public Land

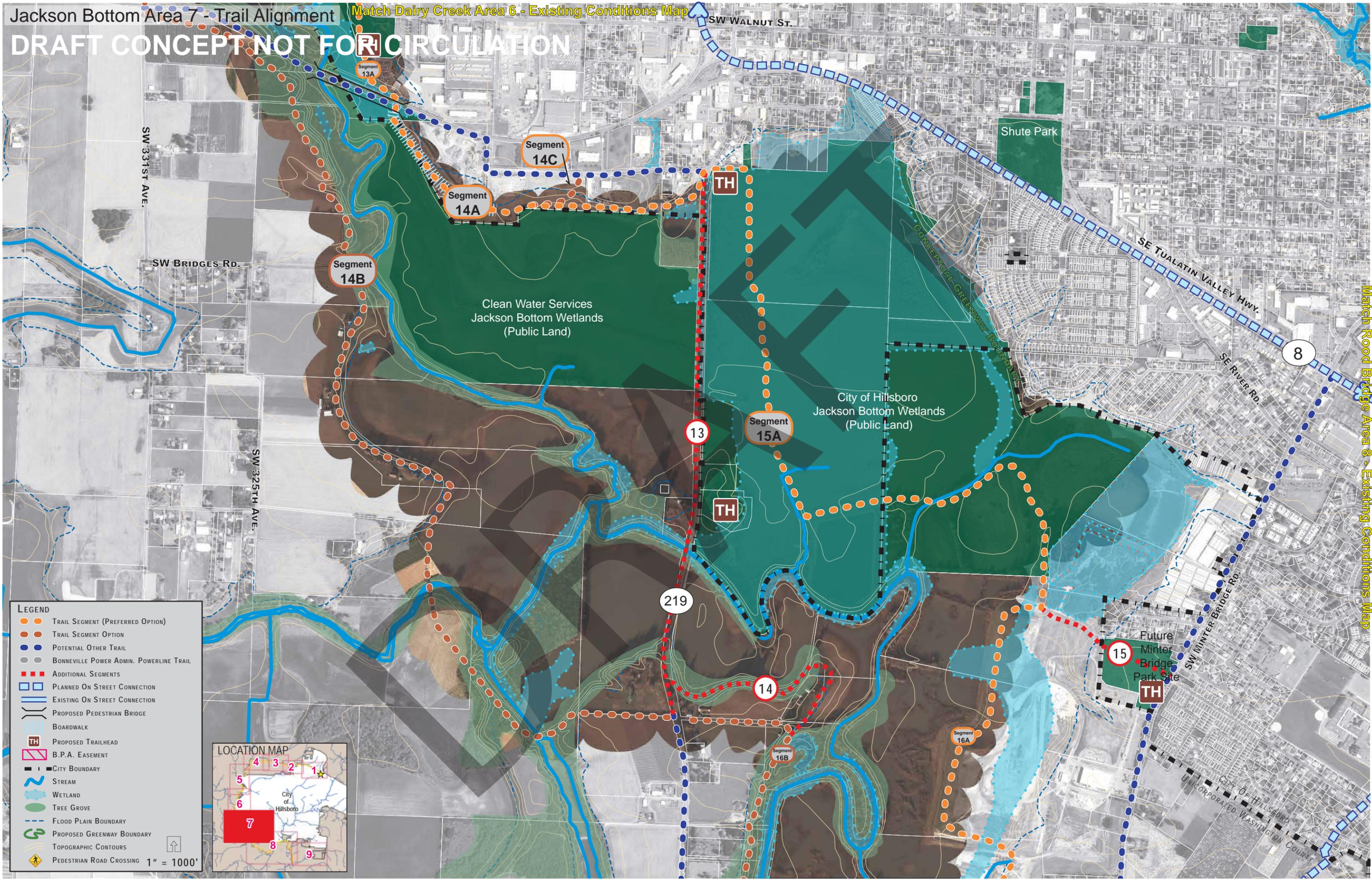
TH

Dairy Creek Area 6 - Trail Alignments

DRAFT CONCEPT NOT FOR CIRCULATION



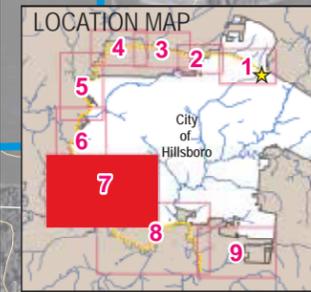
DRAFT CONCEPT NOT FOR CIRCULATION



LEGEND

- TRAIL SEGMENT (PREFERRED OPTION)
- TRAIL SEGMENT OPTION
- POTENTIAL OTHER TRAIL
- BONNEVILLE POWER ADMIN. POWERLINE TRAIL
- ADDITIONAL SEGMENTS
- PLANNED ON STREET CONNECTION
- EXISTING ON STREET CONNECTION
- PROPOSED PEDESTRIAN BRIDGE
- BOARDWALK
- TH PROPOSED TRAILHEAD
- B.P.A. EASEMENT
- CITY BOUNDARY
- ~ STREAM
- ~ WETLAND
- ~ TREE GROVE
- FLOOD PLAIN BOUNDARY
- PROPOSED GREENWAY BOUNDARY
- ~ TOPOGRAPHIC CONTOURS
- ▲ PEDESTRIAN ROAD CROSSING

1" = 1000'



Match Rood Bridge Area 8 - Existing Conditions Map

Rood Bridge Area 8 - Trail Alignments

DRAFT CONCEPT NOT FOR CIRCULATION

Jackson Bottom Wetland Preserve

15 TH
Future Minter Bridge Park Site

TH
Rood Bridge Park

17
Meriwether National Golf Club

Match Jackson Bottom Area 7 - Trail Alignments Map

Match South Hillsboro Area 9 - Trail Alignments Map

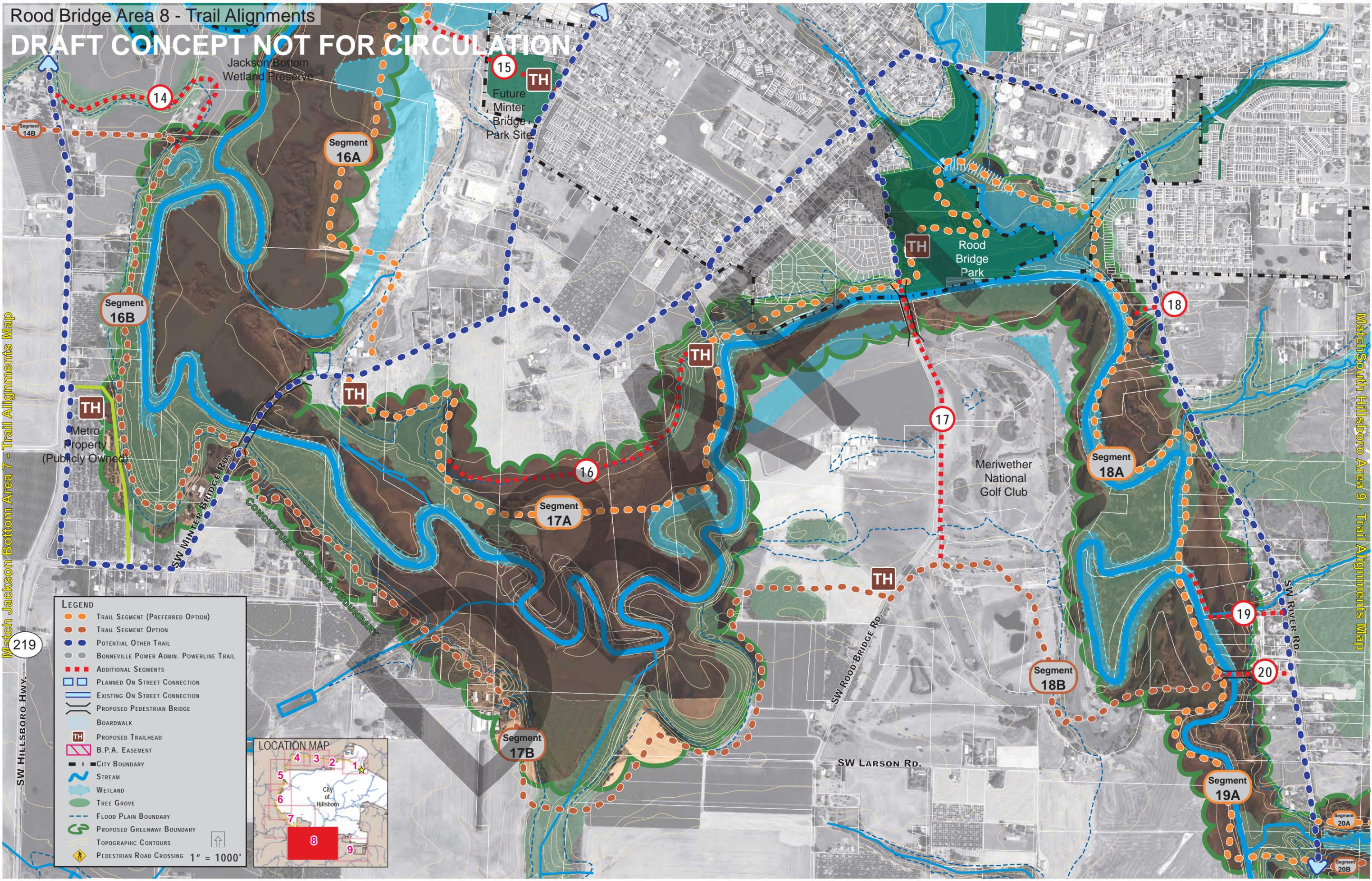
219

LEGEND

- TRAIL SEGMENT (PREFERRED OPTION)
- TRAIL SEGMENT OPTION
- POTENTIAL OTHER TRAIL
- BONNEVILLE POWER ADMIN. POWERLINE TRAIL
- ADDITIONAL SEGMENTS
- PLANNED ON STREET CONNECTION
- EXISTING ON STREET CONNECTION
- PROPOSED PEDESTRIAN BRIDGE
- BOARDWALK
- TH PROPOSED TRAILHEAD
- E B.P.A. EASEMENT
- CITY BOUNDARY
- ~ STREAM
- ~ WETLAND
- ~ TREE GROVE
- FLOOD PLAIN BOUNDARY
- PROPOSED GREENWAY BOUNDARY
- ~ TOPOGRAPHIC CONTOURS
- PEDESTRIAN ROAD CROSSING

1" = 1000'

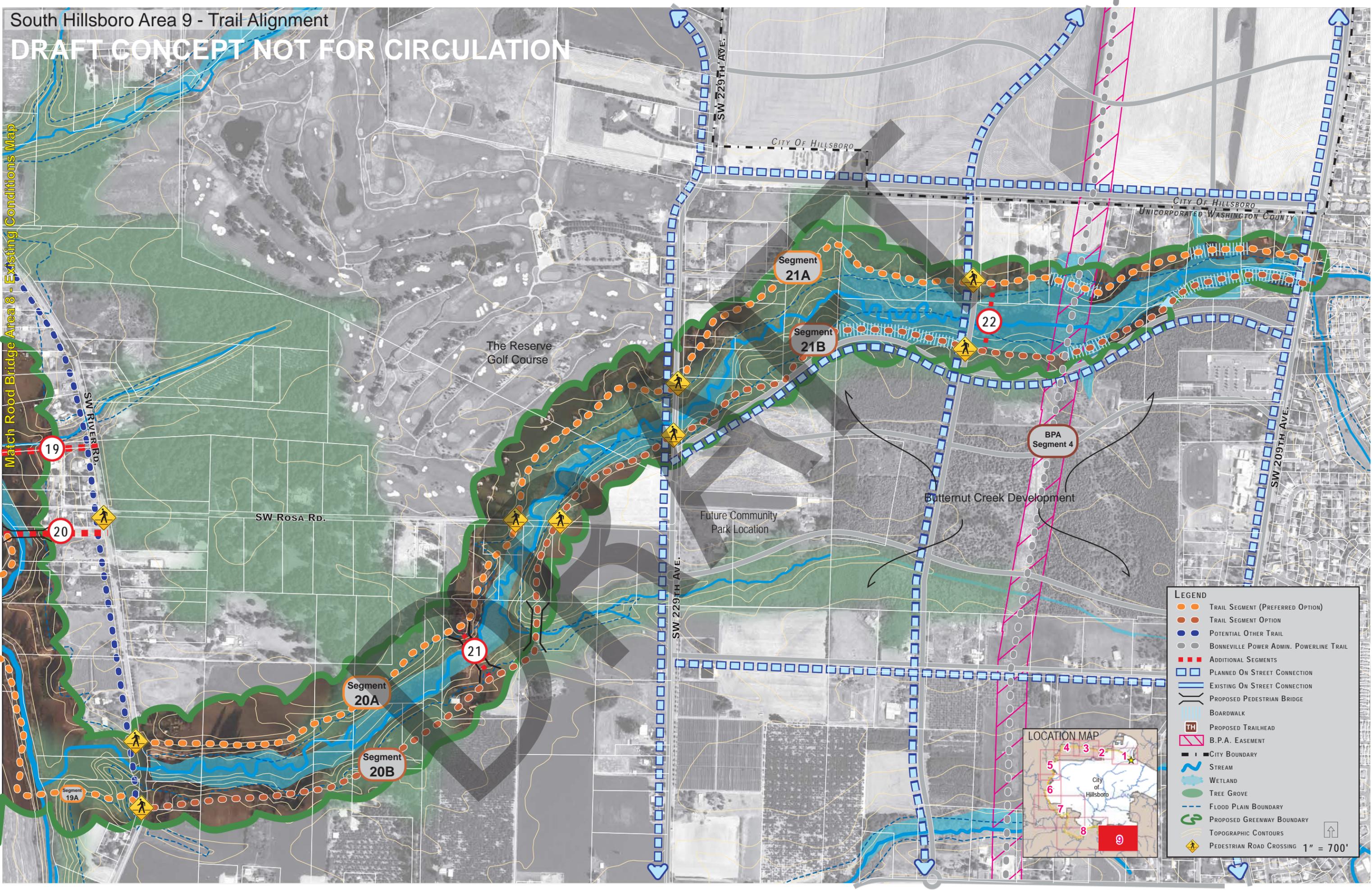
LOCATION MAP



South Hillsboro Area 9 - Trail Alignment

DRAFT CONCEPT NOT FOR CIRCULATION

Match Road Bridge Area 8 - Existing Conditions Map



LEGEND

- TRAIL SEGMENT (PREFERRED OPTION)
- TRAIL SEGMENT OPTION
- POTENTIAL OTHER TRAIL
- BONNEVILLE POWER ADMIN. POWERLINE TRAIL
- ADDITIONAL SEGMENTS
- PLANNED ON STREET CONNECTION
- EXISTING ON STREET CONNECTION
- PROPOSED PEDESTRIAN BRIDGE
- BOARDWALK
- PROPOSED TRAILHEAD
- B.P.A. EASEMENT
- CITY BOUNDARY
- STREAM
- WETLAND
- TREE GROVE
- FLOOD PLAIN BOUNDARY
- PROPOSED GREENWAY BOUNDARY
- TOPOGRAPHIC CONTOURS
- PEDESTRIAN ROAD CROSSING

1" = 700'

