Aloha-Reedville Transportation Action  
Regional and Community Trails

Issue
Five existing or planned regional or community trails¹ pass through the Aloha-Reedville study area:

- Beaverton Creek Trail
- Reedville Trail (a.k.a. Pearl-Keeler Powerline Trail)
- Turf-to-Surf Trail (a.k.a. TV Highway Trail)
- Westside Trail
- Willow Creek Trail

These trails are adopted or recognized, variously, in the Regional Transportation Plan, Washington County Transportation System Plan, Tualatin Hills Park & Recreation District (THPRD) Trails Plan, Hillsboro Parks and Trails Master Plan and TV Highway Corridor Plan.

Support for trail development is strong both regionally and among Aloha-Reedville residents. A community poll revealed that people prefer off-street paved bike trails over other types of bikeway solutions in the TV Highway corridor.²

The eastern and southern portion of the Aloha-Reedville study area falls within the THPRD boundary and features a completed segment of the Westside Trail in addition to numerous parks with localized trail networks. The Reedville area does not have a parks and recreation provider, though several park or resource properties here are owned by the City of Hillsboro (but outside city limits.)

Build-out of the planned regional trail network in Aloha-Reedville will take decades and will require partnerships with Metro, THPRD, City of Hillsboro and many other entities. It may also prompt a discussion at the county leadership level as to whether Washington County should take on a greater role in trail development.

In addition to jurisdictional issues, each of the five regional trail corridors in Aloha-Reedville presents significant practical challenges, from wetlands along creek corridors to safety and security issues along high voltage transmission lines.

Nevertheless, these corridors offer major potential for increasing recreational and transportation options and improving connectivity in Aloha Reedville.

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¹ Different jurisdictions have different interpretations of the terms “regional trail” and “community trail.” For the purposes of the Aloha-Reedville plan, all five trails in the study area are considered regional trails because they pass through multiple jurisdictions and are typically miles long.

² Aloha-Reedville Study Community Options Survey, Complete Survey Results, March 2013.
Recommendation

1. Work with the City of Hillsboro, the Bonneville Power Administration (BPA) and Hillsboro School District to study the feasibility of the Reedville Trail (previously referred to as the Pearl-Keeler Powerline Trail) between the Rock Creek Trail at Wilkins Street and the South Hillsboro plan area, with higher implementation priority on the segment between Baseline Road and TV Highway.

2. Work with the City of Hillsboro, the South Hillsboro development team, Intel Corporation, ODOT, Portland and Western Railroad and Union Pacific Railroad to study the feasibility of the Turf-to-Surf Trail, with higher implementation priority on the segment between Century Boulevard and Shaw Street (east of 198th Avenue) including the existing Old Hillsboro Highway right-of-way (209th – 229th Avenues.)

3. Work with THPRD to gradually extend the Beaverton Creek Trail westward through Aloha-Reedville, including off-street and on-street segments. The highest priority is a pedestrian/bike bridge and accessway along the Augusta Lane right-of-way between Pheasant Lane and 178th Avenue (described in the separate Accessways issue paper). Determine location to cross 185th Avenue in coordination with the Regional Flexible Fund pedestrian arterial crossing project (described in Crossing Improvements issue paper).

4. Work with THPRD, the City of Hillsboro and property owners to study potential alignments for the Willow Creek Trail and Beaverton Creek Trail in the area between Baseline Road, Vista Street, 185th Avenue and 197th Avenue.

5. In the long term, work with THPRD, City of Beaverton, ODOT, Portland and Western Railroad and Union Pacific Railroad to construct the planned Westside Trail undercrossing of TV Highway. Also determine a better long-term solution for where the Westside Trail crosses Farmington Road just east of 160th Avenue.

6. Determine level of interest at the county leadership level in Washington County taking on a greater role in trail development assuming trails will increasingly function as part of the area transportation system in addition to being recreational facilities.

Performance Indicator

Miles of trails and public accessways

Lead Agency or Organization

Each trail corridor involves a different blend of stakeholders. In the near term, Washington County is not a lead provider of trails, but may serve a coordinating role in planning trail projects. Partnering agencies or organizations could include:

- Tualatin Hills Park & Recreation District
- Metro
- City of Hillsboro
- City of Beaverton
- ODOT
Regional Trail Development
March 20, 2014
Page 3 of 6

- Bonneville Power Administration
- Portland and Western Railroad
- Union Pacific Railroad
- Intel Corporation
- South Hillsboro development team
- Hillsboro School District
- Beaverton School District
- Oregon Walks
- Bicycle Transportation Alliance
- Bicycle Transportation Coalition of Washington County
- The Intertwine Alliance

Background

Regional trails typically travel through multiple jurisdictions and serve both recreational and transportation functions. Many regional trails are paved and accommodate people bicycling, walking, running and using mobility devices. Community trails typically serve fewer and shorter pedestrian/bicycle trips and may be more recreation-focused. Some community trails, as well as a small number of regional trails, have soft surfaces and are intended for walking and nature viewing.

While Washington County historically has not been a provider of trails, the county is increasingly involved in planning trail networks and constructing trail crossings of county roadways. In these functions the county has developed strong working relationships with THPRD, city parks departments, Metro and other related entities.

Trails have received strong public support both during the Aloha-Reedville process (in which off-street trails were the most favored bicycle solution for the TV Highway Corridor) and in other planning efforts. During the update of the Washington County Transportation System Plan (TSP) in 2013 community advisory committee members raised the issue of the lack of a trails provider in many areas of the county including Aloha-Reedville, Bull Mountain, and the Council Creek corridor. TSP Strategy 8.4.6 (adopted in Ordinance 768) was an outcome of that discussion and states, “Explore trail provision and management solutions for areas of Washington County that lack a recreation district, parks department, or other provider of trails.”

Decisions regarding a greater role for Washington County in trail development must take place at the Board of County Commissioners and County Administrator level.

Trail responsibility decisions aside, each of the five regional trail corridors in Aloha-Reedville presents significant benefits and practical challenges. Major considerations are listed below:

- Beaverton Creek Trail: The Beaverton Creek Trail would connect the Rock Creek Trail and the proposed Amberglen trail system in east Hillsboro with the Fanno Creek Greenway Trail in Beaverton, passing through the northern portion of Aloha-Reedville. Funding is available to construct a portion of the Beaverton Creek Trail between Merlo Road and the Westside Trail east of the Aloha-Reedville study area. Within the study area the THPRD-identified off-street alignment along Beaverton Creek between Willow Creek and Tualatin Hills Nature Park features environmentally sensitive wetlands,
floodplains, and riparian woodlands. Off-street trail development here would likely take the form of a soft-surface nature trail with boardwalk segments. THPRD has been slowly purchasing properties in this area for natural resource protection but does not plan to initiate trail development here anytime soon. However, a more feasible on-street/off-street segment is possible along Augusta Lane between 170th and 178th Avenues. This segment would include the pedestrian/bike bridge and accessway connection described in both the Accessways issue paper and the Addressing Sidewalk Gaps Near Schools issue paper. This project would provide significant neighborhood connectivity benefits particularly for accessing Beaver Acres Elementary School. Further west, a protected crossing of 185th Avenue is needed to extend the trail toward Hillsboro. This effort should be coordinated with the Regional Flexible Fund pedestrian arterial crossing project (described in the Crossing Improvements issue paper).

- **Reedville Trail**: The Reedville Trail (previously referred to as the Pearl-Keeler Powerline Trail or the BN Powerline Trail) would proceed southward from the existing Rock Creek trailhead at Wilkins Street passing through Reedville and the South Hillsboro plan area and connecting to Cooper Mountain Nature Park. The Pearl-Keeler Powerline is a 500-kilovolt electric transmission line operated by the Bonneville Power Administration connecting the Pearl substation in Wilsonville with the Keeler substation along Sunset Highway in Hillsboro. Like many transmission lines the Pearl-Keeler line runs on easements across underlying properties owned by other entities. Some segments of the power line corridor in Aloha-Reedville between Baseline Road and TV Highway are owned by the City of Hillsboro and are referred to as Powerline Park. Portions of these properties host publicly accessible trails and parkland. Constructing the trail between Baseline Road and Johnson Street would provide access benefits for several Hillsboro schools. The longer alignment could serve as a major active transportation corridor between the South Hillsboro plan area and growing North Hillsboro employment area. The most significant practical hurdles in developing the Reedville Trail would be ensuring safety related to the electrical field (electro-magnetic field – EMF – is a field that emanates from all electrical lines and devices), allowing access for BPA maintenance vehicles (which may include building more robust bridges than is typical for a trail), and planning for any future expansions of the transmission infrastructure. Environmental constraints would also need to be addressed, including a bridge over Reedville Creek and navigating around water quality facilities.

- **Turf-to-Surf Trail** (a.k.a. TV Highway Trail): This trail would connect Beaverton and Hillsboro along the TV Highway Corridor and is envisioned as part of a much longer trail connecting the Portland region with the Oregon coast. Other segments would include the Banks-Vernonia Trail and the proposed Salmonberry Trail through the Coast Range. In Aloha-Reedville several options have been explored at a basic level. The TV Highway Corridor Plan illustrates a potential cycle-track design located between the highway and railroad including fencing and bus stop improvements. This option presumably would be within the railroad right-of-way and would require major negotiations with operator Portland and Western Railroad and owner Union Pacific Railroad. Fencing would likely be mandated by both railroads. Another option, focused on the western portion of the study area, is to build the trail in the Old Hillsboro Highway right-of-way along the south
edge of the railroad west of 198th Avenue. This option does not impact the railroad as much, but would require buy-in from Intel Corporation and the South Hillsboro development partners. The trail could potentially continue eastward as a neighborhood bikeway on Shaw Street. The TV Highway Corridor Plan recommends that a trail feasibility study be completed to determine the best location for the Turf-to-Surf Trail.

- **Westside Trail**: The Westside Trail is planned to connect Forest Park in Northwest Portland with the Ice Age Tonquin Trail near Tualatin. The trail is mostly complete within Aloha-Reedville and THPRD recently completed several segments to the south, allowing continuous travel from Blanton Street to Barrows Road. In the long term, better solutions are desired for crossing TV Highway and Farmington Road on the Westside Trail. Crossing TV Highway could potentially occur by passing underneath an existing highway bridge over a railroad spur line. This challenging project would entail working around or atop wetland resources and crossing the Portland and Western Railroad. At Farmington Road, an at-grade crossing has been requested by community members to avoid out-of-direction travel to the traffic signal at 160th Avenue. However, such a crossing would be located just over 300 feet from the traffic signal, raising engineering and operational concerns. A trail overcrossing would address these concerns but would increase costs significantly. In both cases, interim alignments along 160th Avenue are likely to remain for the foreseeable future.

- **Willow Creek Trail**: This trail would branch northeastward from the Beaverton Creek Trail at Chantal Village Park near 191st Court. It would proceed past the Willow Creek Transit Center and meet the Waterhouse Trail near Sunset Highway. Developing the small segment of the trail in Aloha-Reedville would pose challenges including gradual acquisition of several private properties and working around the aquatic resources typical of a stream corridor. The City of Hillsboro owns some of the properties along the creek in this area. A major benefit of the trail would be vastly improved pedestrian connectivity in the neighborhoods southwest of 185th Avenue and Baseline Road.

In February 2014 the City of Hillsboro Parks and Recreation Department (HRPD) issued a request for proposals for a city-wide trails plan. Since many of the trails extend into unincorporated Washington County, HPRD may ask county staff to participate in the trails plan in some capacity, perhaps as part of a technical advisory committee. Additionally, HPRD may ask the county if it is willing to contribute some funding to the trails plan budget in order to further study trail connections in the Senate Bill 122 area, including the Reedville Trail. As of this writing, those conversations have not yet occurred.

**Applicable Performance Measures**

*Project Goal 3*: Coordinate with TVCP
*Project Goal 4*: Land Use basis for optimal mobility
*Project Goal 5*: Capitalize on new development

**Community Values**: Prosperity, Safety, Health, Quality of Life

**Community Vision Statements**: Community Resources, Gathering Places, Alternative to Car, Attractive Community
SMART: Specific, Measurable, Attainable, Realistic, Time Bound

Deliverables: Bicycle and Pedestrian Plan

Compatible with other planning efforts: Regional Transportation Plan, Regional Active Transportation Plan, Washington County Transportation System Plan, Washington County Neighborhood Bikeways Plan, Tualatin Hills Park & Recreation District Trails Plan, Hillsboro Parks and Trails Master Plan, South Hillsboro Focus Area Plan, TV Highway Corridor Plan, The Intertwine.

Implementation Timeline
Build-out of the regional trail network will take many years. Near term actions should focus on feasibility work for the Pearl-Keeler Powerline Trail and Turf-to-Surf Trail, as well as construction of the Augusta Lane Pedestrian/Bike Bridge over Beaverton Creek.