Table 3 Segment 3: Tigard city limits to SW Barrows Road

Jurisdiction: City of Tigard **Total length:** 1.26 miles **Total cost:** $2,525,000	Trail alignment responds to steep slopes and cross slopes. Short shared roadway section for road bikes and soft-surface pedestrian trail through adjacent natural area mitigate for steep slope impacts. See Map 5 for a secondary route around Bull Mountain that avoids steep slopes. Total length excludes shared roadway section.
3A Tigard city limits to SW Mistletoe Drive	
Design: asphalt, 10' to 12' wide, 5% to 8% grade **Use:** pedestrians, road bikes **Length:** 0.12 mile **Cost:** $215,000 **Priority:** medium term	Multiuser trail within power corridor; grades primarily less than 5%, some intermittent sections up to 8%; three switchbacks; one local street crossing; prairie habitat restoration.
3B Sunrise Park	
Existing asphalt multiuser trail on private property connecting to Tigard's Sunrise Park; will require acquisition; 0.18 mile length; may require some upgrades to meet design standards; woodland restoration opportunities; near-term priority; not costed or included in total segment length.	
3C Hillshire Woods – SW Mistletoe Drive to SW Creekshire Drive and SW Ascension Drive	
Design: soil with gravel, will vary from 4' to 7' wide, up to 8% grades **Use:** pedestrians, mountain bikes **Length:** 0.55 mile **Cost:** $370,000 **Priority:** near term	Within Tigard's Hillshire Woods; soft-surface primarily 5% or less, some intermittent sections up to 8%; three trail spurs on north end connect to power corridor, SW Creekshire, and SW Ascension; steps may be required to SW Ascension; woodland habitat conservation.
3D SW Nahcotta to SW Ascension via SW Mistletoe	
Design: shared roadway **Use:** road bikes **Length:** 0.47 mile **Cost:** $17,000 **Priority:** medium term	Existing street paralleling west side of power corridor; shared roadway solution for road bicycles; add wayfinding signage; add sharrow pavement markings. Also includes designation of a shared roadway route connecting the trail and SW Nahcotta to the Ascension Trail.
3E SW Catalina to SW Barrows	
Design: asphalt, 10' to 12' wide, up to 8% grades **Use**: pedestrians, bicycles **Length**: 0.59 mile **Cost**: $1,923,000 **Priority**: medium term	Multiuser trail within power corridor; grades primarily less than 5%, some intermittent sections up to 8%; eight switchbacks; three minor stream crossings with low, short bridges (final design may reduce number of crossings); three local street crossings; trailhead at Horizon Blvd; prairie habitat restoration.

Soft-surface trail

Soft-surface trail sections are recommended along the Westside Trail where steep slopes and habitat preservation considerations make multiuser trails difficult to site. The narrower width and unpaved surfaces provide more options in routing and building trails to avoid adverse habitat impacts. This trail type is always associated with a nearby shared roadway solution to accommodate road bikes and to improve accessibility choices.

The Westside Trail proposes soft-surface trail sections in conjunction with shared roadway options for road bicycles in Segments 2, 3, and 5. These trails are expected to accommodate both pedestrian and mountain bike users and some equestrian use, with road bicycles directed to nearby streets. Westside Trail soft-surface pathways vary between four and eight feet wide, with surface treatments of soil reinforced with compacted gravel to improve trail durability and allow year-round use. The wider (7- to 8-foot) section may be used at intersections with roads and other trails to facilitate maintenance access and reduce congestion.

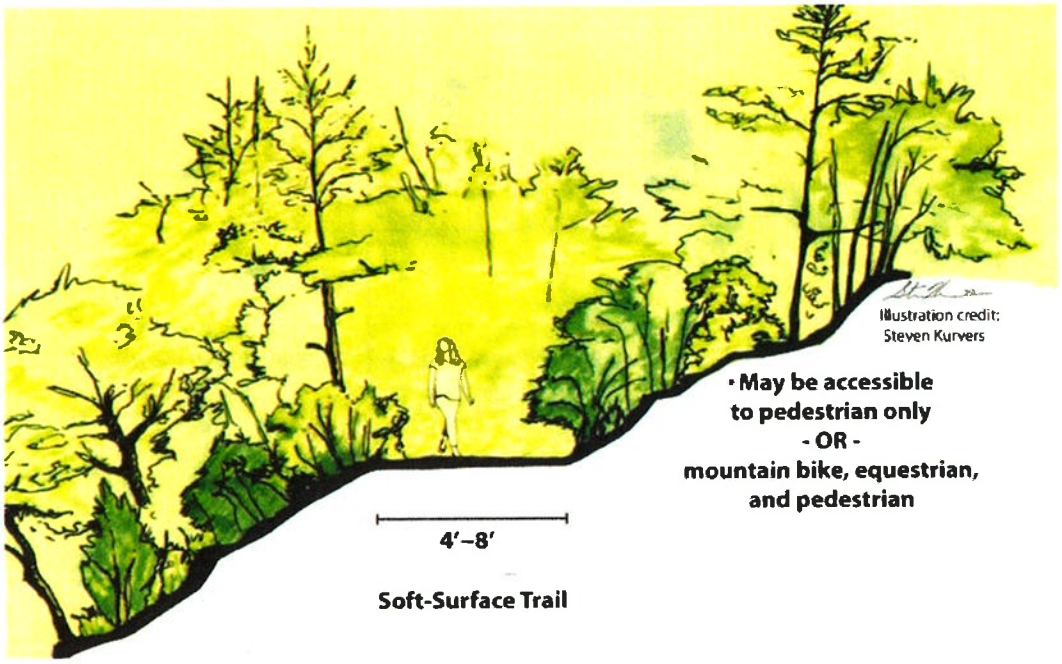

Figure 4 Soft-surface trail

Shared roadway

Shared roadway solutions, through the use of signing and street markings, route bicycle traffic to lower-traffic road surfaces. These lower-volume roads may not have sidewalks. Shared roadways are also used to provide accessible paved surface alternatives for all users in steeply sloped areas and to balance user demands on soft-surface trail sections. The illustration below shows one of many possible variations to shared roadway solutions.

Road bicycle traffic over Bull Mountain (Segments 2 and 3) and from the Lower Saltzman Gate to US 30 (Segment 6) will be accommodated by short shared roadway sections running parallel to trail sections within the power corridor.

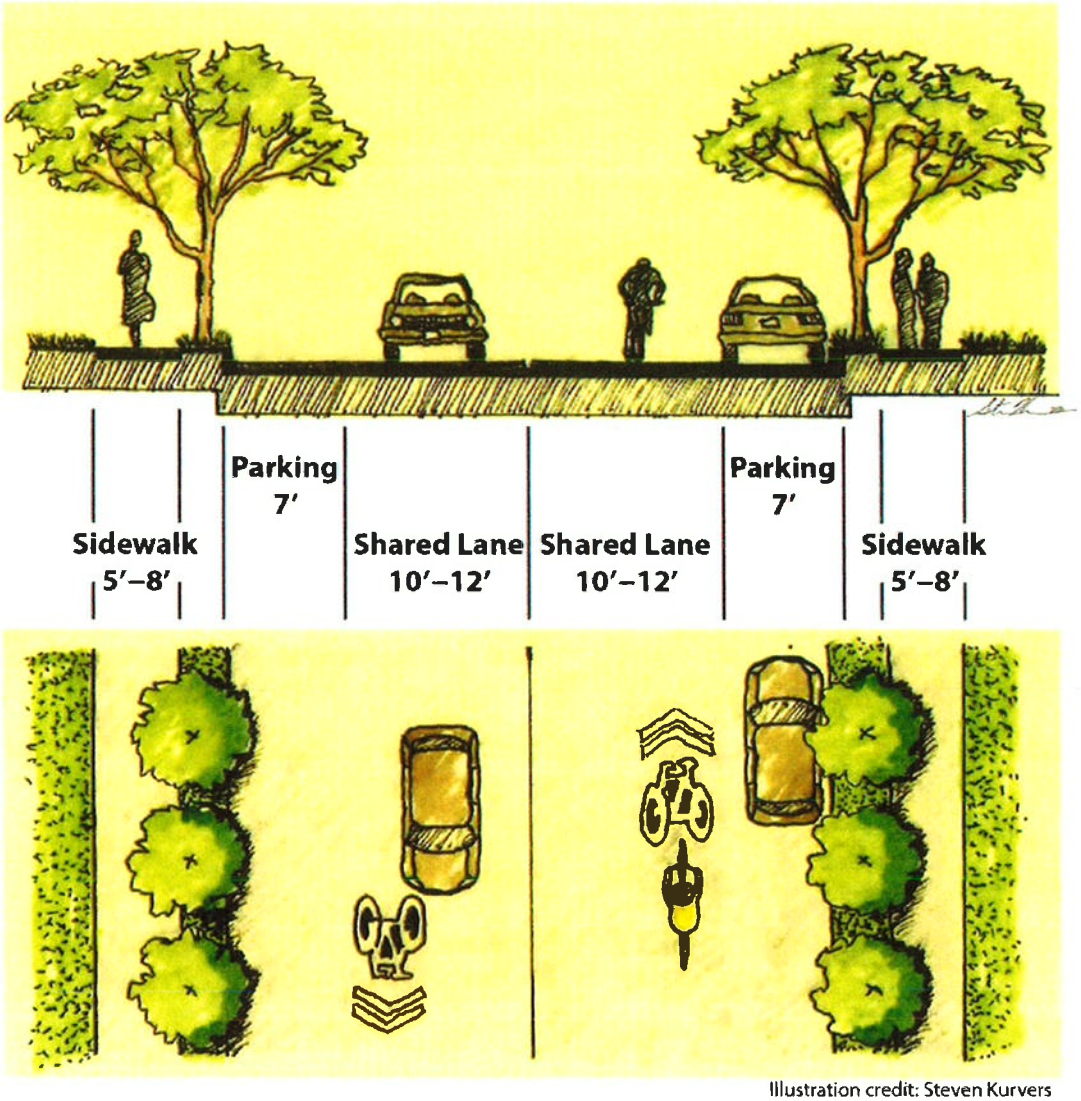

Illustration credit: Steven Kurvers

Figure 6 Shared roadway

Multiuser trail

Multiuser trails are separated from roads. This trail type is designed to accommodate a full range of users – including recreational and commuter bicyclists, walkers, runners, and users with mobility devices – at high volumes of usage, at accessible grades, and in all seasons.

The Westside Trail will primarily utilize 10- to 12-foot-wide multiuser paved trails located within the power corridor and separate from vehicular roadways. Key elements of this primary Westside Trail solution are:

- 10- to 12-foot-wide trail surface with 2-foot-wide compacted crushed stone shoulders.
- 5 percent or less trail grade
- 2 percent maximum cross slope (slope running perpendicular to the trail)
- Permeable asphalt surface treatment, though conventional concrete or asphalt treatments may be used.

Major exceptions to this preferred treatment are:

- Over Bull Mountain (Segments 2 and 3) where, soft-surface and shared roadway options are used to address ADA and power utility access requirements.
- Along 158th Avenue and SW Walker Road (Segments 4.12 and 4.13) where a street-edge trail is the preferred alternative.
- In the West Hills (Segment 5) where a combination of multiuser trail, shared roadway and soft-surface sections are recommended to meet the needs of all users.

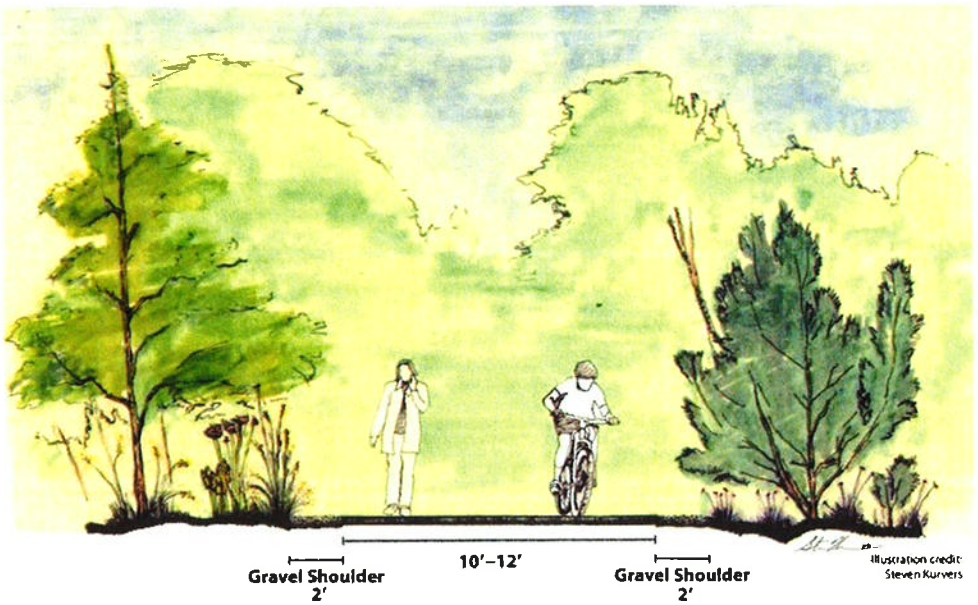

Figure 2 Multiuser trail