Westside Trail Segment 1

City of King City

The Westside Trail Segment 1 will be part of a new linear park in King City located between the Tualatin River and Beef Bend Road. The approximately 0.8-mile trail segment follows the Bonneville and PGE powerline corridor.

The Westside Trail Segment 1 will serve as the foundational southern piece of the Westside Trail as identified in the regional trail system plan, which envisions an active transportation network that is separated from other modes of transportation. Segment 1 will improve access to the Tualatin River and, ultimately, be complete with a bike and pedestrian bridge over the Tualatin River. When complete, the bridge will connect the Westside Trail to the northern end of the Ice Age Tonquin Trail and the two trails will span roughly 25 miles.

Westside Trail Segment 1 will directly serve residents of King City, Tualatin, Tigard, and unincorporated Washington County by providing much needed park space, active recreation, and improved river access while creating a safe, non-motorized travel route near Deer Creek Elementary School. The trail will be paved and ADA compliant, enhancing the community of King City, which has a median age of over 60.

Project Partners

- ***Lead agency: City of King City***
- City of Tualatin
- City of Tigard
- Washington County

Total Estimated Project Cost

- $8 12 million

Remaining Funding Gap

- Up to $10 million
- *Costs for coordination, concept design, and engineering are estimated at roughly $780,000. Additionally, the costs of construction for the park and trail portion (not including the bridge over the Tualatin River) will cost approximately $3.3 million. Based upon comparable costs from similar projects, the eventual bridge will cost up to an additional $4 to $12 million.*

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

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

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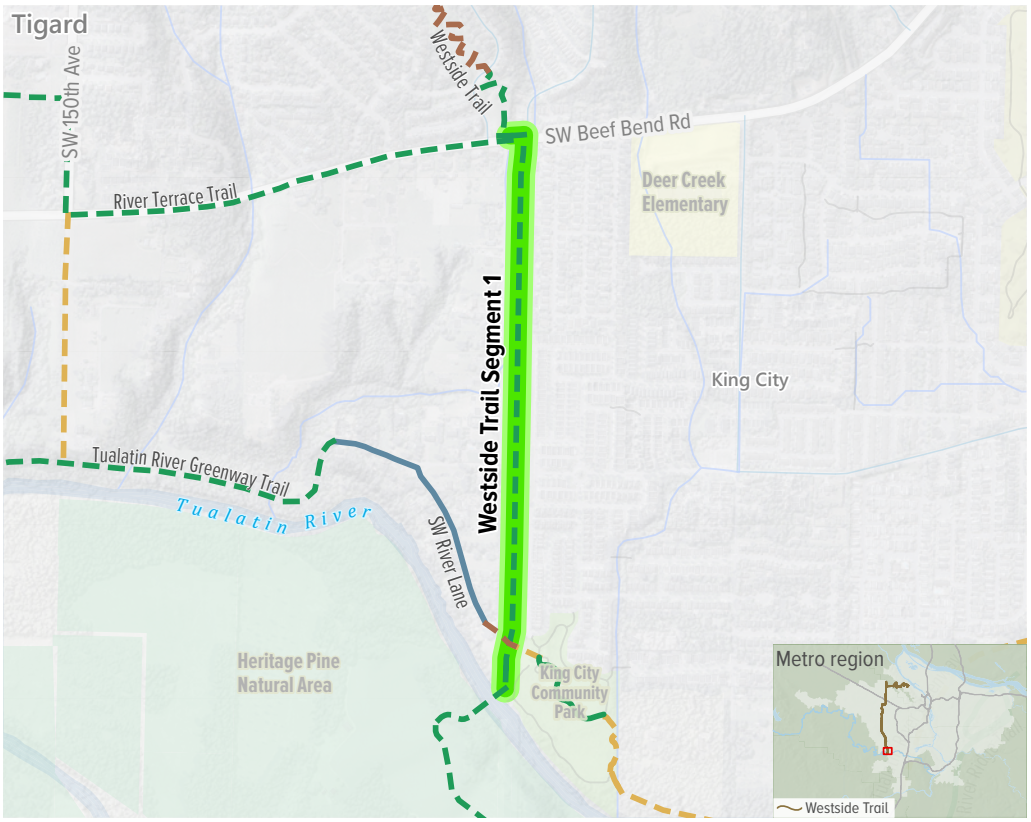
Project Vicinity

Multi-use Trail
Existing
Planned
Conceptual

On-Street Connection
Existing
Planned



State & Federal Agency Coordination

Permitting and construction must be coordinated with Bonneville Power Administration. Construction near and within the Tualatin River, regardless of whether the bridge over the river is included with this phase of the project, would require extensive permitting and consultation with a wide range of federal, state, regional, and local agencies.

Estimated Annual Project Outcomes and Impact When Project is Complete[1]

- Trail users: 225,000
- Tons of greenhouse gases reduced: 9
- VMT[2] reduction: 56,000
- Enhanced amenities benefits[3]: $105,000
- Emission benefits: $2,000
- Health benefits: $109,000
- Total emissions, amenities, and health benefits: $216,000

Major Opportunities & Constraints

There are no significant barriers to trail development within the powerline corridor along this planned trail segment. Slopes are gradual and impacts to an existing wetland would likely be easily mitigated. Depending on final location of the trail within the powerline corridor, easements and permits may be required from Portland General Electric (PGE).

Creating a new public park offers great opportunities to understand the community's vision for park design and needs. The project also allows the City to make improvements to adjacent city streets. Community outreach efforts have been made by the City and are ongoing, with the overall feedback from members of the public being extremely positive and enthusiastic for the trail and the park.

Assuming grant funding can be acquired, the City could begin construction in late 2025.

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

2 - Vehicle Miles Traveled

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

Project Contact

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Metro