



# Beaverton Creek Trail on SW Merlo Road



Department of  
Land Use & Transportation

*The Beaverton Creek Trail on SW Merlo Road will create a critical 0.5-mile connection in the Beaverton Creek Trail, enabling comfortable walking and bicycling connections to the Westside Trail from unincorporated Washington County.*

This project will add a multi-use trail along SW Merlo Road where there are currently no bike lanes and only narrow sidewalks. It will overcome an access barrier for historically marginalized communities living in the area and will expand the reach of recent nearby bicycle and pedestrian infrastructure investments. The trail will connect directly to Beaver Acres Elementary School, dense multi-family housing, major employers, and the Merlo Park MAX light rail station, in addition to increasing safe, comfortable access to Tualatin Hills Nature Park and other nearby schools. It will expand and improve

equitable and safe access to job sites, schools, parks, trails, commercial centers, and transportation options.

### Project Partners

- **Lead agency: Washington County**
- City of Beaverton

### Total Estimated Project Cost

- \$5 million

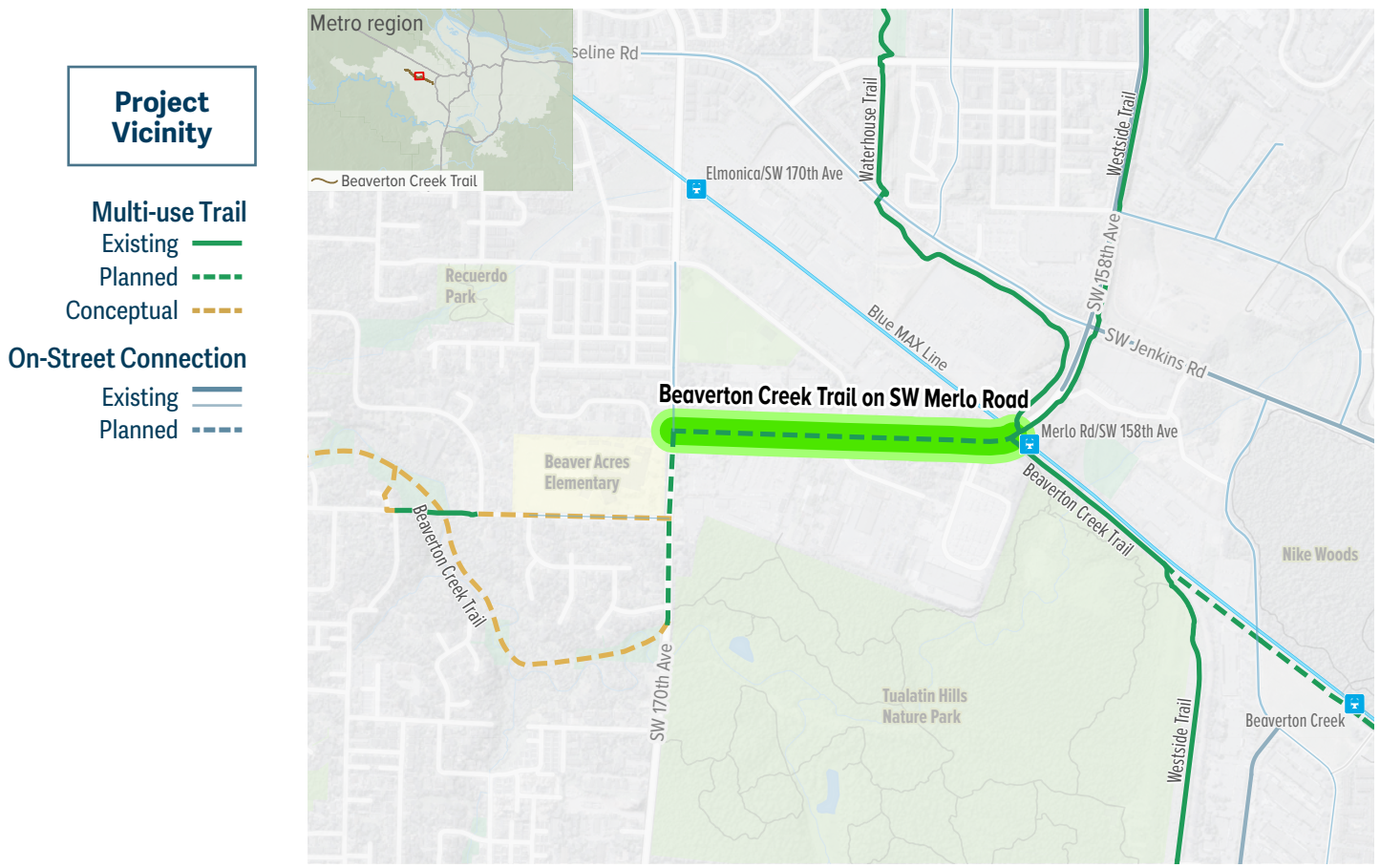
### Remaining Remaining Funding Gap

- \$5 million for design and construction

*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.*





**Estimated Annual Project Outcomes and Impact When Project is Complete<sup>1</sup>**

- Trail users: 455,000
- Tons of greenhouse gases reduced: 22
- VMT<sup>2</sup> reduction: 61,000
- Enhanced amenities benefits<sup>3</sup>: \$400,000
- Emission benefits: \$6,000
- Health benefits: \$431,000
- Total emissions, amenities, and health benefits: \$837,000

*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.*

**Major Opportunities & Constraints**

The trail gap is located in an equity focus area where low- and no-cost transportation options and access to transit are needed for families and workers who cannot afford a private vehicle. Replacing the existing narrow sidewalks with a multi-use trail will improve access for people of diverse abilities, especially those who use wheelchairs, strollers, and other mobility devices.

**Project Contact**

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