Salmonberry Trail (Washington County Segment)

The Salmonberry Trail Foundation

This project will catalyze the development of the Salmonberry Trail by improving the 18-mile trail segment through Washington County, adding trailheads, upgrading rail trestles, rehabilitating tunnels, and installing connections to existing trails.

The Salmonberry Trail is a vision for a spectacular 82-mile multi-use trail connecting the Willamette Valley to the Oregon Coast, offering people walking and bicycling a scenic route through forests, river valleys, and coastal landscapes along a former railroad corridor. This trail links key destinations such as parks, schools, businesses, and natural areas, enhancing recreational opportunities, extensive trail networks including the Banks-Vernonia State Trail, and community connectivity across Washington and Tillamook counties. The trail route was heavily impacted by flood events in 2007 and is now primed for trail development that will reinvigorate the former freight rail corridor and welcome visitors to the beautiful Coast Range.

Project Partners

- ***Lead agency: The Salmonberry Trail Foundation***
- Oregon Parks and Recreation Department
- Oregon Department of Forestry
- Washington County
- Port of Tillamook Bay (owner of the railroad right-of-way)

Total Estimated Project Cost

- $37-45 million
- *Excluding complex tunnel repairs and washed-out bridges, the general estimate for trail construction along the entire Salmonberry Trail is roughly $1 million per mile.*

Remaining Funding Gap

- $35 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.

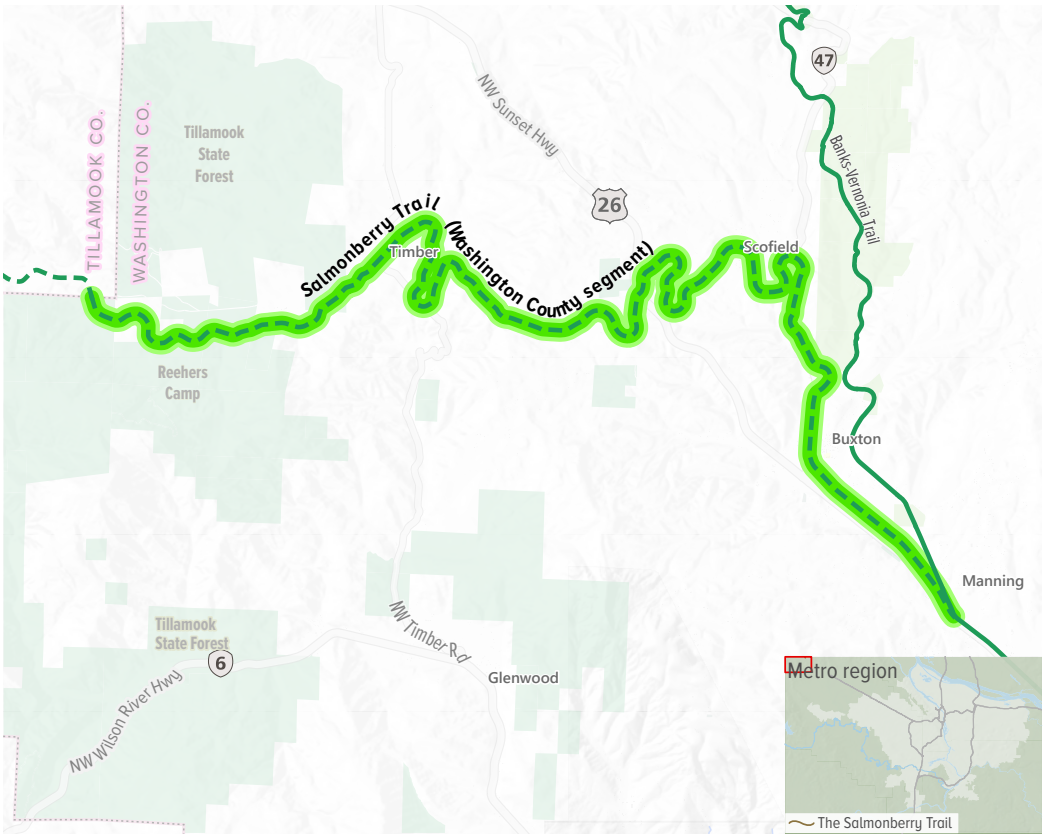
Graphics are for illustration purposes only and may not reflect final designs.

Image credit: The Salmonberry Trail Foundation

Project Vicinity

Multi-use Trail
- Existing
- Planned
- Conceptual

On-Street Connection
- Existing
- Planned



State & Federal Agency Coordination

This project will require coordination and permitting from various agencies depending on the location, including Oregon departments of Fish and Wildlife, Forestry, Transportation, State Lands, and Environmental Quality. Work impacting rivers will require permits from the U.S. Army Corps of Engineers. Other development work that may impact endangered species will require permitting from the U.S. Fish and Wildlife Service and National Marine Fisheries Service.

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

- Trail users: 90,000
- Tons of greenhouse gases reduced: 4
- VMT[2] reduction: 8,000
- Enhanced amenities benefits[3]: $93,000
- Emission benefits: $1,000
- Health benefits: $106,000
- Total emissions, amenities, and health benefits: $200,000

Major Opportunities & Constraints

This project will create strong economic opportunities for all of Northwest Oregon and communities along the rail corridor including Banks and Timber.

The Salmonberry Trail is a very complex corridor with diverse and challenging needs, but much work along the Washington County portion is ongoing. Permitting is in progress and funding is in place to construct a trailhead in Buxton; 8 miles of rail salvage has been completed from Banks to Buxton; bridge inspections are completed from Banks to Cochran Pond; and a bridge decking solution has been engineered for the numerous bridges and trestles.

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.

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