



Tryon Cove Trail

City of Lake Oswego

The Tryon Cove Bridge and Highway 43 Crossing is part of a larger culvert replacement project that will restore fish passage to Tryon Creek, a large, intact tributary of the Willamette River. The associated trail project will fix a dangerous gap in the regional trail system by installing a grade-separated connection under OR-43.



The Terwilliger multi-use path in Tryon Creek State Natural Area offers people walking and biking a scenic and direct off-street route between Portland and Lake Oswego. At its southern end, the Terwilliger path abruptly ends where it meets OR-43 (State Street). This project will extend the path across the highway to meet the Willamette River at Tryon Cove Park. The project also includes a new bridge over Tryon Creek which will provide people walking, rolling, and biking a seamless connection to the Willamette River Greenway Trail in Foothills Park and points south, including downtown Lake Oswego.



Meanwhile, the U.S. Army Corps of Engineers and Portland Bureau of Environmental Services are designing and have partially funded a 30-foot-wide open-bottom arched culvert to replace the

existing 8-foot-wide culvert. The new culvert will mimic natural stream flows, inviting native salmon and lamprey species to return to the Tryon Creek watershed for the first time in nearly 100 years.

Project Partners

- **Lead agency: City of Lake Oswego**
- Portland Bureau of Environmental Services
- U.S. Army Corps of Engineers
- Oregon Department of Transportation

Total Estimated Project Cost

- \$53.2 million

Remaining Funding Gap

- \$20 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.





State & Federal Agency Coordination

Together, the culvert and bike/ped components of the project will need to coordinate with Portland & Western Railroad, Oregon Dept. of Transportation, Oregon Parks and Recreation Dept., Dept. of State Lands, and National Oceanic and Atmospheric Administration Fisheries.

Estimated Annual Project Outcomes and Impact When Project is Complete¹

- Trail users: 1,284,000
- Tons of greenhouse gases reduced: 62
- VMT² reduction: 306,000
- Enhanced amenities benefits³: \$1,172,000
- Emission benefits: \$17,000
- Health benefits: \$1,293,000
- Total emissions, amenities, and health benefits: \$2,482,000

Major Opportunities & Constraints

Not only will this project remove a major barrier to fish passage, it will also bring people to a currently inaccessible stretch

of the Willamette shoreline. Completion of the Willamette Greenway has been a regional and statewide goal for over fifty years.

U.S. Army Corps of Engineers has committed 65% of the cost of the culvert replacement, with Portland Bureau of Environmental Services seeking funding for the balance. Combining the Highway 43 crossing and Tryon Creek Bridge into a single project with the culvert replacement will result in significant cost savings in design, permitting, and construction. The site has many challenges, including limited access, steep grades, poor traffic safety conditions, and an active railroad. Coordination with the railroad and the state highway will be particularly challenging.

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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.

