



Regional Trails Program

Major Investment Strategy Project Fact Sheets

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Introduction

The Regional Trail Major Investment Strategy is an effort to position high priority regional trail projects for funding sources beyond the greater Portland region. In Summer 2024 Metro Parks and Nature staff collaborated with local agency partners to identify a region-wide list of shovel-ready trail projects that are ripe for funding. Information highlighting these projects will be used to advocate for state, federal and private funding to secure their completion.

This effort supports the completion of Metro's planned regional trail network. Metro's plan envisions an interconnected system of nearly 800 miles of off-street paths and trails. As of 2024, there are hundreds of miles of gaps in the trail network. These gaps range from conceptual lines on the map to trail project segments that have undergone extensive planning and design efforts. Many of these projects simply lack the funding to start construction.

While Metro's Parks and Nature Bond, passed by voters in 2019, provides millions of dollars in funding for trails, the total funding that would be needed to complete the entire regional trails network is much greater than what this bond measure provides.

In 2022 Metro completed the Regional Trails Prioritization Report, which analyzed nearly every gap in the planned regional trail network. The report ranked the gaps to determine which trail gap completions should be prioritized. The data-driven process compared the trail gaps based on Metro values such as racial equity and climate resiliency with an emphasis on factors such as transportation potential, neighborhood demographics, and access to nature.

The resulting gap prioritization is very informative for planning efforts, including the Major Investment Strategy, but did not

necessarily highlight those projects that are ready for construction. The prioritization report was considered with other factors when choosing projects to highlight in the Major Investment Strategy.

Metro solicited project nominations for the Major Investment Strategy from agencies and organizations across greater Portland who manage existing regional trails and planning and design projects. Metro received nearly 30 project nominations from 21 different agencies and organizations.

The following characteristics were used to narrow the list to those projects most ready for final design and construction if funding were available:

- **Level of planning and design completed:** The amount and/or type of planning and design already completed for the project.
- **Level of right-of-way (ROW) needs:** The approximate percentage of the trail segment for which right-of-way acquisition is complete.
- **Level of community support:** The amount of community engagement completed and local advocacy for the project.
- **Local agency capacity:** The time and capacity that local agencies could dedicate to project management and delivery.
- **Proportion of funding already secured:** The share of total estimated project cost already identified.
- **Regional Trails Gap Prioritization status:** The project's ranking from the 2022 Prioritization report. However, not every project nominated was analyzed through the Prioritization report.

This document combines all project fact sheets, followed by a concise table of the projects along with their lead agency and funding need.



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

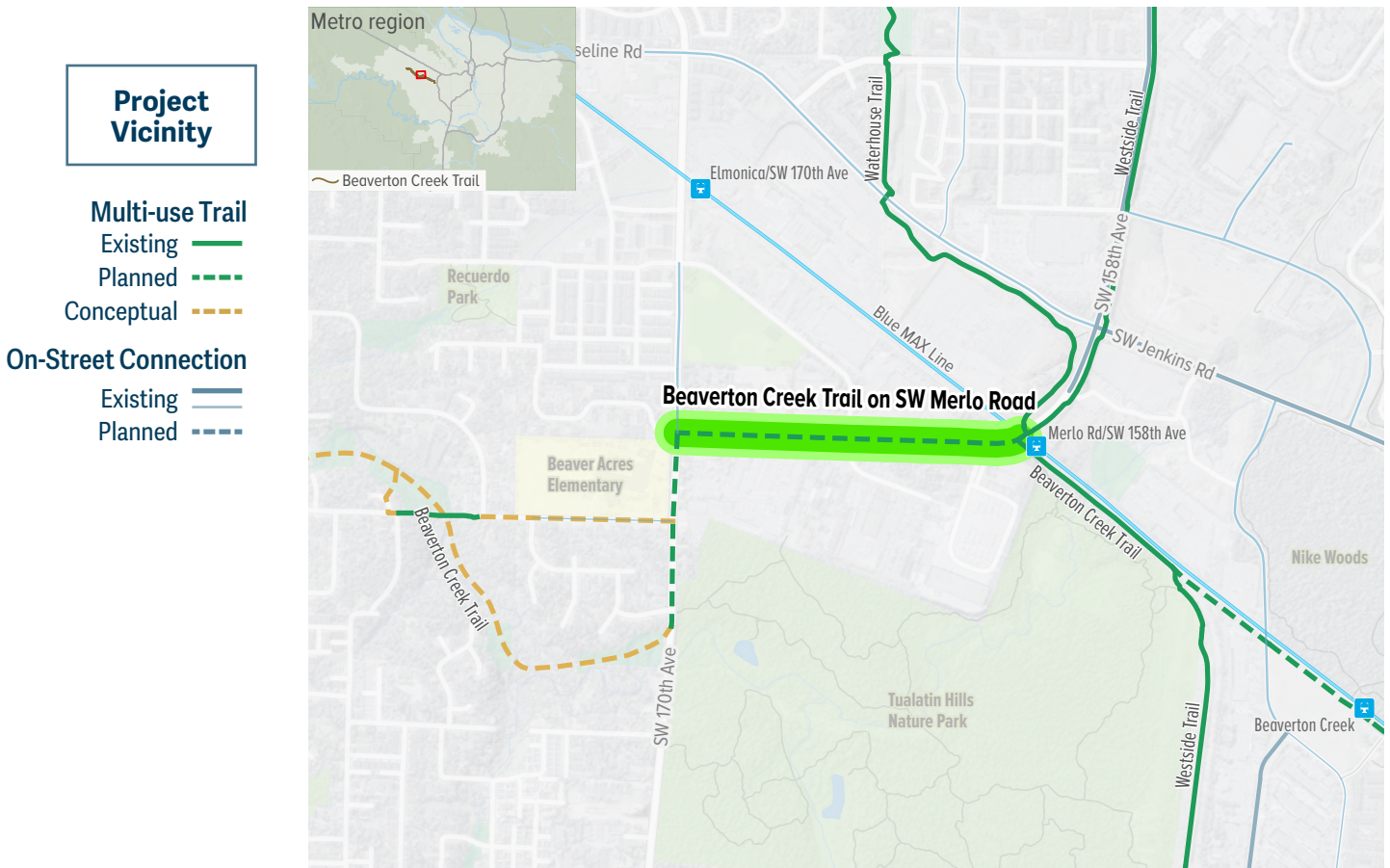
Remaining Remaining Funding Gap

- \$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 Complete¹

- Trail users: 455,000
- Tons of greenhouse gases reduced: 22
- VMT² reduction: 61,000
- Enhanced amenities benefits³: \$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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Bridgeton Promenade



The Bridgeton Promenade will allow seamless non-motorized interstate travel by connecting the future Interstate 5 bridge with the Marine Drive Trail via a 0.5-mile trail along the Columbia River.

This project will fill a gap in the 40-Mile Loop and Marine Drive Trail in Bridgeton, east of Interstate 5. The trail has precious views of Mt. Hood and connects to Hayden Island, Expo Center, and many other employment and recreation destinations. It will enable safer, more comfortable walking and biking connections to the Interstate 5 bridge between Portland and Vancouver, Washington, allowing people to bypass the existing connections on bike lanes and sidewalks along busy roadways.

State & Federal Agency Coordination

Building atop the levee will require coordination with the U.S. Army Corps of Engineers and the newly created Urban Flood Safety & Water Quality District. The west end of the trail must connect with the

planned Interstate 5 bridge, the scale and type of which is yet to be finalized. Planning for bridge connections will be done in close coordination with Oregon Dept. of Transportation.

Project Partners

- **Lead agency: Portland Parks & Recreation**
- Oregon Department of Transportation
- Portland Bureau of Transportation
- Urban Flood Safety & Water Quality District

Total Estimated Project Cost

- Up to \$9 million

Remaining Funding Gap

- \$8 million

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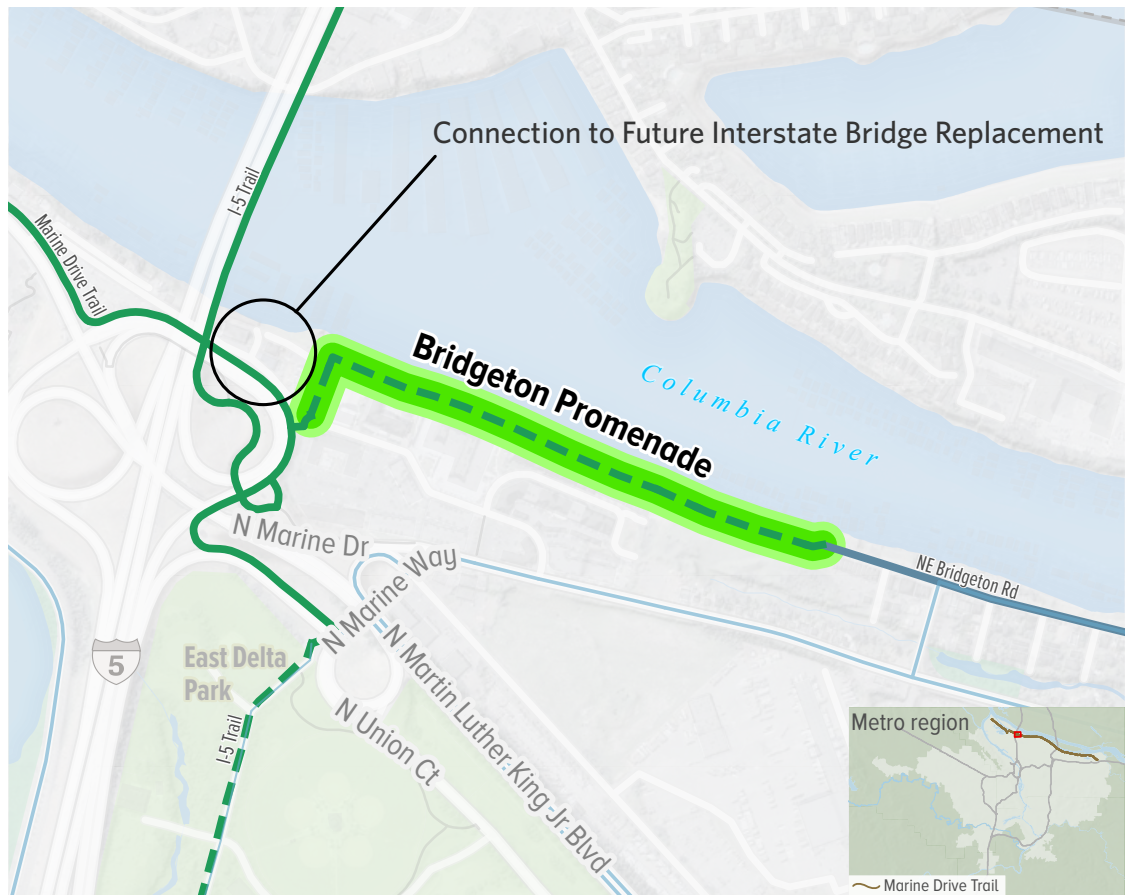
Project Vicinity

Multi-use Trail

- Existing ———
- Planned - - - -
- Conceptual - - - -

On-Street Connection

- Existing ———
- Planned - - - -



Estimated Annual Project Outcomes and Impact When Project is Complete¹

- Trail users: 300,000
- Tons of greenhouse gases reduced: 15
- VMT² reduction: 30,000
- Enhanced amenities benefits³: \$308,000
- Emission benefits: \$4,000
- Health benefits: \$354,000
- Total emissions, amenities, and health benefits: \$666,000

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

This trail is a straightforward design as it sits atop an existing levy and simply needs to be paved and have amenities like signage, seating, bike racks, and pavement markings installed. The Bridgeton

community is in full support of the trail, and so is the non-profit 40-Mile Loop group and other trail advocates.

There is one right-of-way easement remaining to be negotiated; Metro is actively working with the property owner. The most significant design and logistical challenge will be to tie the trail in with the future Interstate 5 bridge.

If funding were in hand, and given the remaining easement, the Bridgeton Trail could proceed with final design and construction.

Project Contact

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Cedar Creek Trail & Hwy 99W Crossing

City of Sherwood

The Cedar Creek Trail & Hwy 99W Crossing will complete a 1-mile segment of the Ice Age Tonquin Trail and design a comfortable grade-separated crossing of Highway 99W, including passage for fish and wildlife along Cedar Creek.



This project will fill a critical gap in the 22-mile Ice Age Tonquin Trail that, when completed, will provide a regional active transportation link between the Willamette and Tualatin rivers. This trail will extend Sherwood’s existing shared use path system closer to the northern city limits and the Tualatin National Wildlife Refuge and will also connect to the recently completed Segment 1 of the Cedar Creek Trail extending south of Hwy 99W to Stella Olsen Park at SW Washington Street near Old Town. The project will also include preliminary design work for a grade-separated trail crossing under Hwy 99W that will also allow passage for fish and wildlife, to be built in a later phase.

Project Partners

- **Lead agency: City of Sherwood**
- Oregon Department of Transportation
- Clean Water Services

Total Estimated Project Cost

- \$10.83 million
- *Estimate includes \$10 million for the trail construction north of Hwy 99W and approximately \$830,000 for preliminary designs of the highway crossing.*

Remaining Funding Gap

- \$10.83 million

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Project Vicinity

Multi-use Trail

Existing

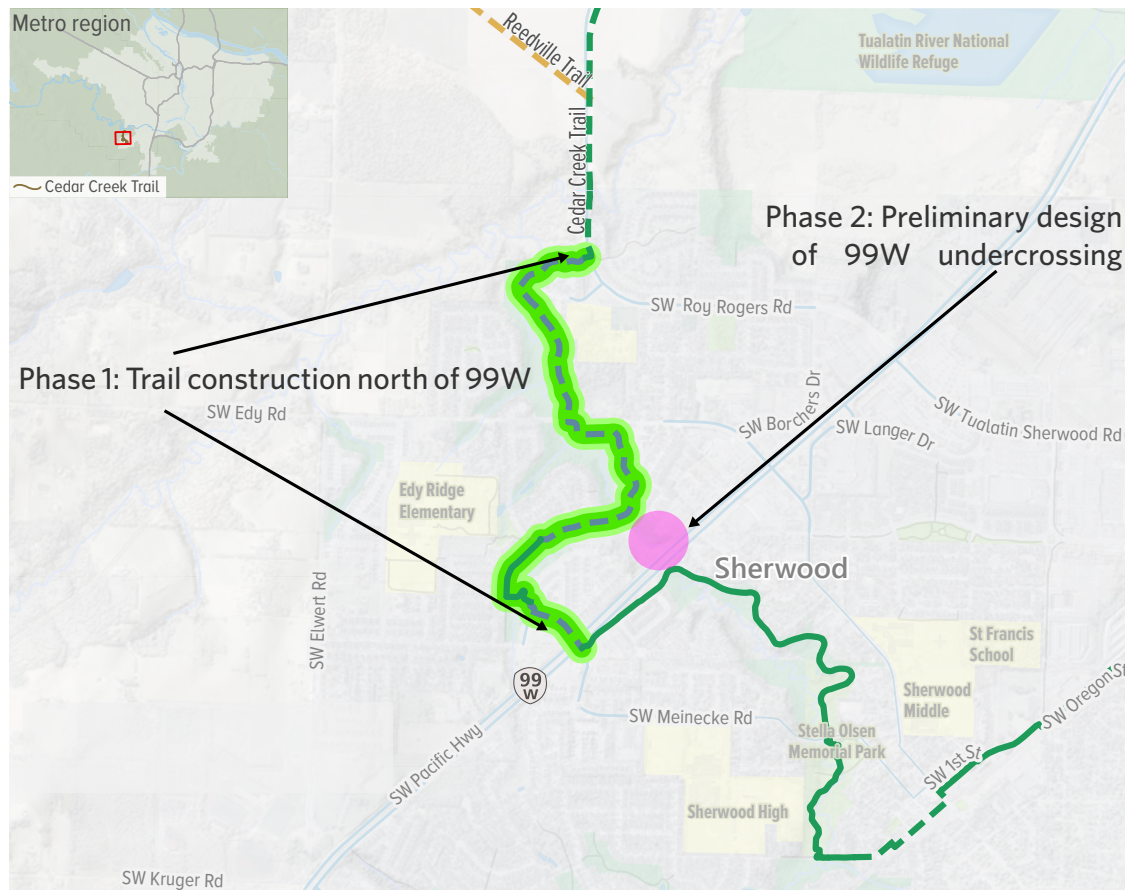
Planned

Conceptual

On-Street Connection

Existing

Planned



State & Federal Agency Coordination

Highway 99W is a state highway, and the project would include extensive work in wetlands and streams. It would require close coordination and permitting from Clean Water Services and the Oregon departments of Transportation, State Lands, and Fish and Wildlife as well as the State Historic Preservation Office.

Estimated Annual Project Outcomes and Impact When Project is Complete¹

- Trail users: 336,000
- Tons of greenhouse gases reduced: 13
- VMT² reduction: 52,000
- Enhanced amenities benefits³: \$229,000
- Emission benefits: \$4,000
- Health benefits: \$248,000
- Total emissions, amenities, and health benefits: \$481,000

extent and proximity of environmentally sensitive areas and multi-jurisdictional impacts this project should first complete the Preliminary Design phase prior to proceeding with final design efforts involving the National Environmental Policy Act (NEPA) review process.

The new grade-separated crossing will improve safety on the highway by significantly reducing the number of people crossing at the traffic signal at Hwy 99W & SW Meinecke Parkway and will create a direct trail connection approximately ½-mile shorter than the current at-grade route. Removing the barrier of the uncomfortable at-grade highway crossing will be the catalyst for attracting more people from across the region, making the trail a true regional asset.

Project Contact

Jason Waters

City Engineer

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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.





Columbia Levee Connector

The Street Trust

The Columbia Levee Connector will connect people to transit, jobs, parks, schools, and the majestic Columbia River.



The Columbia Levee Connector is a .75-mile multimodal pathway designed for walking, rolling, and biking. It will link some of Portland’s most diverse and historically underserved neighborhoods with two regional trails: the Columbia Slough Trail and the Marine Drive Trail. This project aims to improve safety across three of Portland’s most hazardous roads (Marine Drive, Airport Way, and Sandy Boulevard), where transit service, jobs, and housing are concentrated.

The pathway will run atop a levee, extending from a residential neighborhood through an industrial area to the Columbia River. This will provide a vital connection for residents of Argay Terrace and Parkrose neighborhoods to access jobs in the Columbia Corridor, local parks and schools, the river, and nearby natural and recreational areas.

Project Partners

- **Lead agency: The Street Trust**
- City of Roses Disposal & Recycling
- Columbia Corridor Association
- Portland Bureau of Transportation
- Oregon Department of Transportation
- Portland Parks & Recreation
- Urban Flood Safety & Water Quality District
- Argay Terrace Neighborhood Association
- Historic Parkrose

Total Estimated Project Cost

- Approximately \$8 million

Remaining Funding Gap

- \$8 million

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Project Vicinity

Multi-use Trail

Existing

Planned

Conceptual

On-Street Connection

Existing

Planned



State & Federal Agency Coordination

Building a trail atop the levee will require review and permitting from the U.S. Army Corps of Engineers. Construction of a bridge or crossing over the railroad will require coordination of a Rail Order with Oregon Dept. of Transportation.

Estimated Annual Project Outcomes and Impact When Project is Complete¹

- Trail users: 330,000
- Tons of greenhouse gases reduced: 29
- VMT² reduction: 31,000
- Enhanced amenities benefits³: \$311,000
- Emission benefits: \$8,000
- Health benefits: \$402,000
- Total emissions, amenities, and health benefits: \$721,000

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

There are four major crossings that the Columbia Levee Connector must negotiate to achieve safe, comfortable connections all the way to the Marine Drive Trail and the Columbia River. Sandy Boulevard, Airport Way, and Marine Drive are identified as high-crash corridors in Portland's Vision Zero plan, while the railroad is a busy freight line carrying numerous large, fast trains per day. Safe, modern crossings of these barriers must be built to ensure the trail is welcoming to people of all ages and abilities.

If full funding were available, the next phase of work would include planning, architectural and engineering services to advance trail planning and design, followed by site improvements and ultimately construction.

Project Contact

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Executive Director

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Crescent Park Greenway

City of Hillsboro

This project will design and build nearly 3 miles of the Crescent Park Greenway (CPG), a planned 16-mile corridor of trails and natural areas encircling much of the city of Hillsboro.



The project extends from the Gordon Faber Recreation Complex (GFRC) west to NE Sewell Avenue, including a bridge over Brookwood Parkway that will establish a safe trail route completely separated from roadway traffic along the entire project extent. The greenway will follow and protect portions of Waible Creek, a significant natural feature in the now largely industrial North Hillsboro area.

This project is a priority for the community and for City of Hillsboro Council for a variety of reasons. The greenway in its entirety will act as the city's premier natural feature, providing access to nature and ample recreational opportunities while also restoring and enhancing access to waterways throughout Hillsboro.

State & Federal Agency Coordination

The project would involve construction of trailheads, trails, boardwalks, and a street overpass, which would likely require review and permitting from a variety of agencies including Clean Water Services,

Department of State Lands, State Historic Preservation Office, Oregon Department of Environmental Quality, and National Marine Fisheries Service.

Project Partners

- **Lead agency:** City of Hillsboro
- Washington County
- Clean Water Services

Total Estimated Project Cost

- \$23.4 million

Remaining Funding Gap

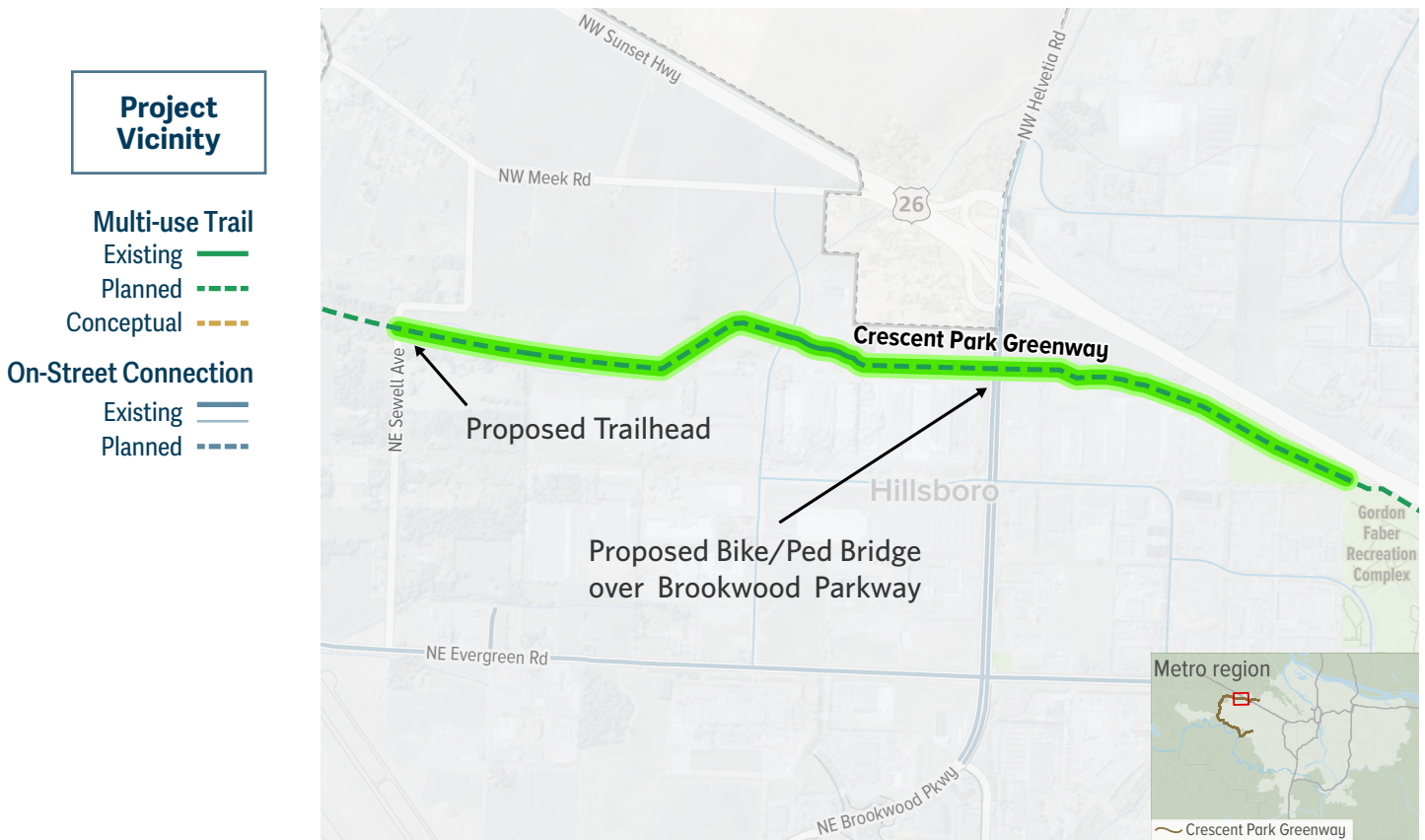
- \$20 million
- *Preliminary cost estimates were prepared with the 2025-27 Metro Regional Flexible Funds Allocation application. The project prepared preliminary design and cost estimation for the Brookwood Parkway bridge, about 4,500 feet of trail, and a major trailhead, and also funded right-of-way acquisition.*

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Image credit: City of Hillsboro



Estimated Annual Project Outcomes and Impact When Project is Complete¹

- Trail users: 269,000
- Tons of greenhouse gases reduced: 14
- VMT² reduction: 70,000
- Enhanced amenities benefits³: \$128,000
- Emission benefits: \$4,000
- Health benefits: \$137,000
- Total emissions, amenities, and health benefits: \$269,000

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

When remaining funding is secured, work would continue with right-of-way acquisition near Brookwood Parkway, trail segment designs, final construction drawings, and finally construction.

During the CPG concept planning process, the City engaged in significant conversations with the Indigenous Tribes of the area. The Tribes shared that the proposed trail locations would likely impact existing cultural resources. The City committed to continuing close coordination with the Tribes to ensure cultural resources are protected.

There are still right-of-way ownership gaps that remain for this project, including right-of-way for the bridge, a keystone element of the project. Other key work in progress includes bridge design (35% designs expected in 2027) and 100% trail design for the segment near GFRC.

Project Contact

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French Prairie Bridge

City of Wilsonville

The French Prairie Bridge over the Willamette River would fill a critical gap in local and regional multi-modal transportation infrastructure, connecting Wilsonville and greater Portland with the northern portion of the Willamette Valley, known as the French Prairie.



The French Prairie Bridge will be a new bicycle and pedestrian bridge constructed just west of the Interstate 5 Boone Bridge near the historic Boones Ferry location. The Oregon Department of Transportation is currently studying both the proposed bridge and an on-highway bike lane as a potential alternative-transportation facility for the I-5 Boone Bridge and Seismic Improvement Project.

The French Prairie Bridge will extend the southern end of the planned 22-mile south metro-area Ice Age Tonquin Trail and provide a comfortable, welcoming Willamette River crossing to connect people biking and walking to the greater Willamette Valley, including the nearby Aurora National Historic District and Champoeg State Heritage Area and the northern terminus of the Willamette Valley Scenic Bikeway that ends in Eugene. The bridge will accommodate emergency vehicles and will add a key seismically resilient link in the emergency response

Project Partners

- **Lead agency: City of Wilsonville**
- Oregon Department of Transportation
- Clackamas County

Total Estimated Project Cost

- \$49.3 million

Remaining Funding Gap

- \$49.3 million

network, supporting post-earthquake response and recovery to communities on either side of the river. It will connect communities south of the Willamette River in the Aurora, Donald, Hubbard and Woodburn areas with SMART and TriMet local and regional transit systems.

State & Federal Agency Coordination

Future coordination with Oregon Parks and Recreation Department and Clackamas and Marion counties would help to connect the south end of the bridge and trail with

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Image credit: City of Wilsonville

Project Vicinity

Multi-use Trail

- Existing ———
- Planned - - - -
- Conceptual - - - -

On-Street Connection

- Existing ———
- Planned - - - -



Champoeg State Heritage Area, 8 miles to the southwest. Designs and permitting must be coordinated with National Marine Fisheries Service, U.S. Army Corps of Engineers, Oregon Dept. of Transportation (ODOT), Oregon Dept. of Fish and Wildlife, Oregon Dept. of State Lands, Oregon Office of Emergency Management, and Clackamas County Parks (owner of the marina at the south bridge landing). The environmental assessment must be completed in close cooperation with ODOT.

Major Opportunities & Constraints

Preliminary design and engineering were funded through Metro’s Regional Flexible Funds Allocation. With provision of remaining funding, the project could move to final design, construction drawings, and construction. ODOT’s study of the I-5 Boone Bridge and Seismic Improvement Project could result in formal recommendation to the Oregon Transportation Commission and Metro Council for inclusion of the French Prairie Bridge as the project’s alternative-transportation facility.

Estimated Annual Project Outcomes and Impact When Project is Complete¹

- Trail users: 177,000
- Tons of greenhouse gases reduced: 24
- VMT² reduction: 110,000
- Enhanced amenities benefits³: \$206,000
- Emission benefits: \$7,000
- Health benefits: \$202,000
- Total emissions, amenities, and health benefits: \$415,000

Project Contact

Zach Weigel
 City Engineer
 weigel@ci.wilsonville.or.us

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.





Gladstone Historic Trolley Trail Bridge

City of Gladstone

This project rebuilds the historic Trolley Trail Bridge to span the Clackamas River, connecting Gladstone to the north with Oregon City to the south.



The Trolley Trail is part of greater Portland’s trail system for people walking, bicycling and rolling. The historic Trolley Trail Bridge across the Clackamas River was destroyed in a 2014 flood; its reconstruction will provide the “missing link” in the Trolley Trail. The new bridge connection will enhance the role of McLoughlin Blvd to serve as a major regional transportation, transit, and freight corridor by creating a safe and convenient connection for active transportation modes, reducing modal conflicts especially as McLoughlin Blvd crosses the Clackamas River.

State & Federal Agency Coordination

Construction of a bridge over the Clackamas River, a critical waterway for threatened fish species including salmon, steelhead and lamprey, will require coordination and permits from numerous agencies: Oregon Dept. of Transportation,

Oregon Dept. of Fish & Wildlife, Dept. of State Lands, National Marine Fisheries Service, Federal Emergency Management Agency, U.S. Army Corps of Engineers, and U.S. Coast Guard.

Project Partners

- **Lead agency:** City of Gladstone
- City of Oregon City
- Clackamas County

Total Estimated Project Cost

- \$10.4 million

Remaining Funding Gap

- \$8 million

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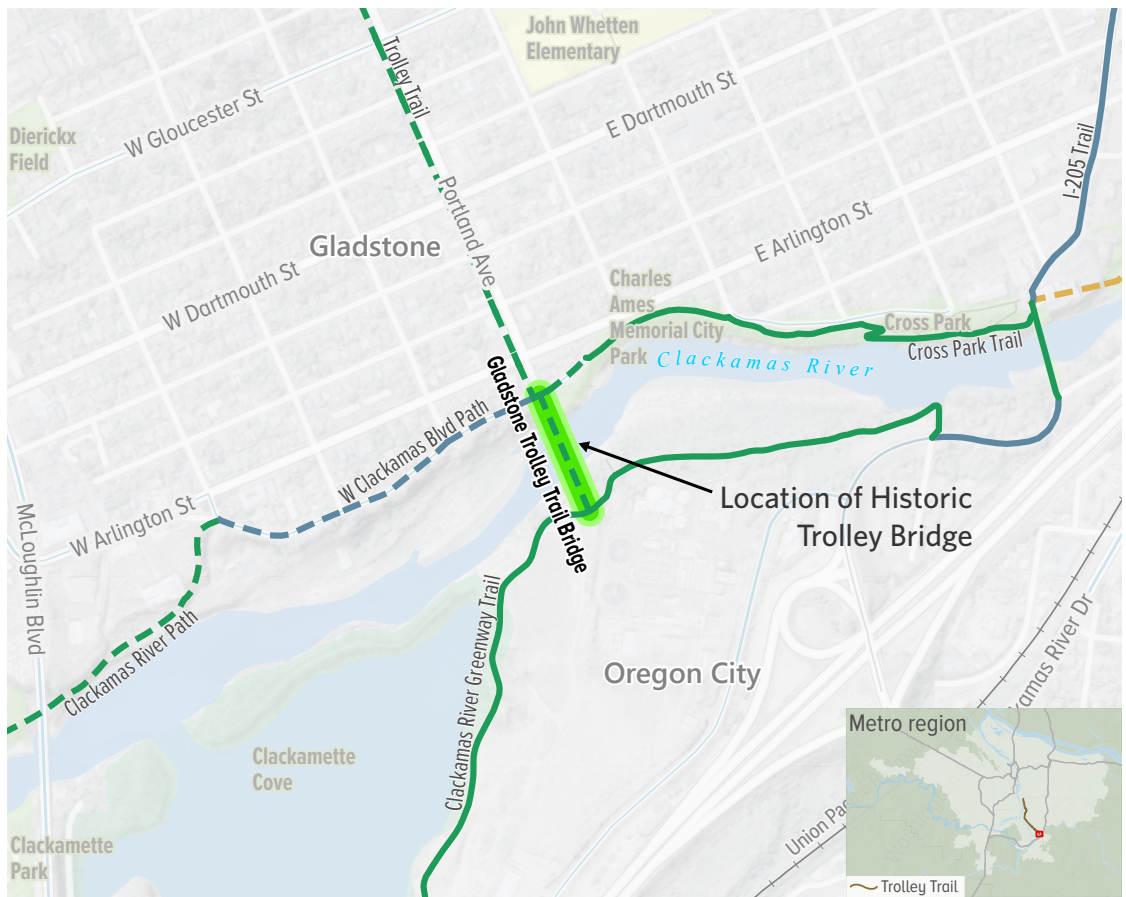
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Project Vicinity

Multi-use Trail
 Existing ———
 Planned - - - -
 Conceptual - - - -

On-Street Connection
 Existing ———
 Planned - - - -



Estimated Annual Project Outcomes and Impact When Project is Complete ¹

- Trail users: 489,000
- Tons of greenhouse gases reduced: 12
- VMT² reduction: 82,000
- Enhanced amenities benefits³: \$111,000
- Emission benefits: \$3,000
- Health benefits: \$126,000
- Total emissions, amenities, and health benefits: \$240,000

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

A feasibility study has already been completed, considering biological resources, wetland impacts, and fish passage. Engineering and design have already been funded through Regional Flexible Funds Allocation (RFFA), with completion of final engineering and design anticipated in 2025.

After completion of construction drawings, the project could move directly to construction if remaining funding were secured.

Project Contact

Marci Jory

Economic Development and
Tourism Coordinator

jory@ci.gladstone.or.us



Highway 26 Bike/Ped Bridge at Cornelius Pass



Department of
Land Use & Transportation

The Highway 26 Bike/Ped Bridge at Cornelius Pass will provide a comfortable connection over U.S. 26 and complete a key gap between the Oregon Electric Railway Trail and the Rock Creek Trail.

This bridge will provide people walking and biking with a safe and comfortable alternative to traveling through the busy interchange ramps at Highway 26 and Cornelius Pass Road. The bridge and associated trail connections will link the existing segments of Rock Creek Trail to the north and protected bikeways to the south, and will connect to the future Crescent Park Greenway, allowing people walking and bicycling to reach destinations throughout Hillsboro and Washington County. Nearby destinations include schools, businesses, housing, parks, employment centers, natural areas, and a sports stadium.

Project Partners

- **Lead agency: Washington County**
- Oregon Dept. of Transportation
- City of Hillsboro

Total Estimated Project Cost

- \$26 million

Remaining Funding Gap

- \$26 million
- *Approximately \$2 million is needed to complete design and permitting, and up to \$24 million for construction.*

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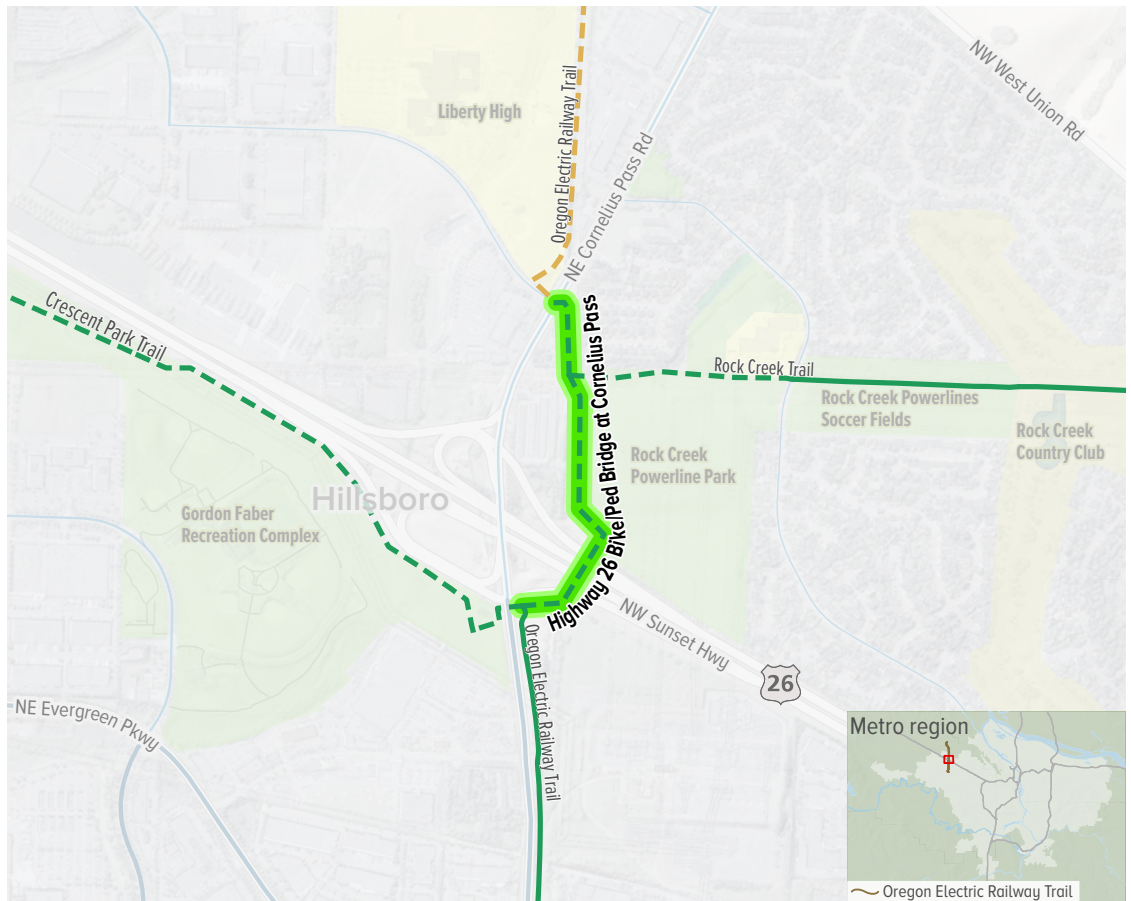
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Project Vicinity

Multi-use Trail
 Existing ———
 Planned - - - -
 Conceptual - - - -

On-Street Connection
 Existing ———
 Planned - - - -



State & Federal Agency Coordination

The bridge will require review and permitting from Oregon Dept. of Transportation, the agency that owns and operates Highway 26.

Estimated Annual Project Outcomes and Impact When Project is Complete¹

- Trail users: 193,000
- Tons of greenhouse gases reduced: 14
- VMT² reduction: 70,000
- Enhanced amenities benefits³: \$96,000
- Emission benefits: \$4,000
- Health benefits: \$79,000
- Total emissions, amenities, and health benefits: \$179,000

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

Metro’s Regional Flexible Funds Allocation has funded initial designs and planning for final permit requirements, both expected to be completed in 2025-26. Additional funding would allow the project to move straight to final designs, construction drawings, and construction.

Project Contact

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 washingtoncountyor.gov



North Portland Greenway: North Slough Bridge



PORTLAND PARKS & RECREATION™
Healthy Parks, Healthy Portland

This project will fill the last remaining 1.3-mile gap in the Willamette Greenway Trail between Cathedral Park and Kelley Point Park at the confluence of the Willamette and Columbia rivers.

This project completes the last leg of the upper Willamette Greenway Regional Trail, a trail of Statewide significance, included as Goal 15 in Oregon’s Land Use Planning Goals. It includes a new bridge over the north Columbia Slough adjacent to Smith & Bybee Wetlands. The census tracts served in this area are among the most diverse and economically disadvantaged in the Portland region. The trail connects neighborhoods with employment centers, and offers access to a wealth of unique urban habitats and diverse nature experiences.

State & Federal Agency Coordination

This project would not require much coordination with State and Federal agencies. However, it is important to note that this particular section of trail is a key

Project Partners

- **Lead agency: Portland Parks & Recreation**
- Portland Bureau of Transportation
- Port of Portland
- Metro

Total Estimated Project Cost

- Up to \$14 million
- *The total estimated project cost is likely to be roughly split between constructing the bridge over the slough and rehabilitating and improving the existing trail corridor north to Kelley Point Park.*

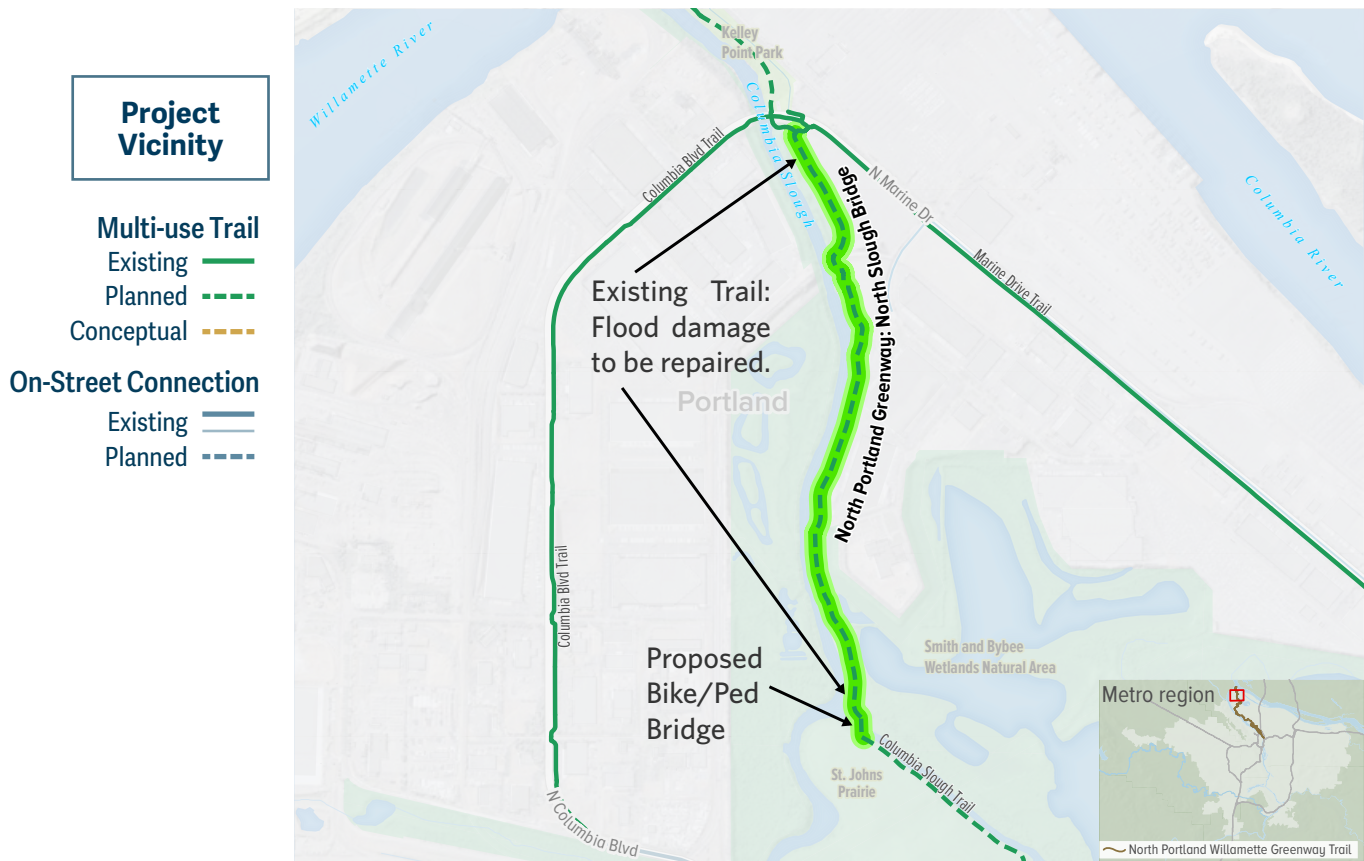
Remaining Funding Gap

- \$14 million

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component of the State of Oregon’s Comprehensive Plan Goal 15 for the Willamette Greenway, connecting communities all along this river to the confluence with the Columbia River. In previous years, this section of the Greenway Trail has been part of numerous federal funding cycles, including TIGER grants, and the Regional Flexible Fund Allocation (RFFA) process (funded by the Federal government, and administered by Metro).

Estimated Annual Project Outcomes and Impact When Project is Complete¹

- Trail users: 13,000
- VMT² reduction: 1,000
- Enhanced amenities benefits³: \$12,000
- Health benefits: \$14,000
- Total amenities and health benefits: \$26,000

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 south end of the project connects to the planned St. Johns Prairie Trail, which will offer visitors a unique habitat and aesthetic experience atop a decommissioned landfill, however significant challenges remain with providing public access to this sensitive site.

The project has already completed early design drawings, and 100% of the right-of-way is secured. If remaining funding were provided, the project could move to complete construction drawings and proceed with construction.

Project Contact

Brett Horner
 Parks & Trails Planning Manager
 brett.horner@portlandoregon.gov



Oregon City Loop Trail

City of Oregon City

This project will complete 1.5 miles of the planned 9.5-mile Oregon City Loop Trail, along with a 1.2-mile spur trail connecting to a major commercial destination.



The Oregon City Loop Trail will create a continuous, comfortable loop around Oregon City providing travelers with off-street paths and on-street connections along local roadways. The McLoughlin-Canemah section will connect to downtown Oregon City, Willamette Falls, the riverfront promenade, and the historic Canemah Neighborhood and Canemah Bluff Nature Park. The Meyers Road section will connect Clackamas Community College and Oregon City High School, while the Meyers to Beaver Creek Connector will add multimodal connectivity to an elementary school and to the city’s primary commercial node. The Oregon City Loop Trail adds convenient multimodal connections to numerous TriMet bus lines.

State & Federal Agency Coordination

The project alignment passes through some wetland and riparian areas and may require review and permitting from Oregon Dept. of State Lands. Other project areas are along or across state-owned roadways and will be coordinated with Oregon Dept. of Transportation.

Project Partners

- **Lead agency: City of Oregon City**
- Oregon Department of Transportation
- Clackamas County
- Metro

Total Estimated Project Cost

- Up to \$14.6 million

Remaining Funding Gap

- \$11.5 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.

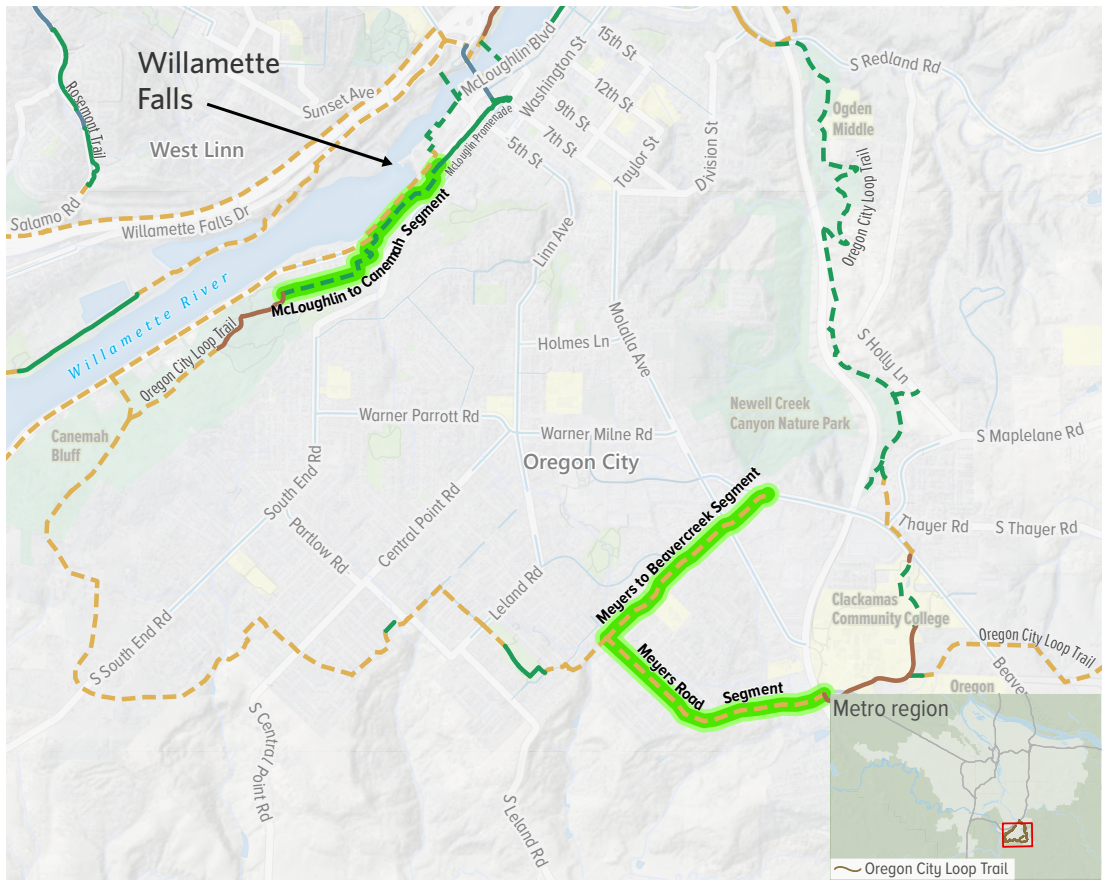
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Project Vicinity

- Multi-use Trail**
 Existing ———
 Planned - - - -
 Conceptual - - - -

- On-Street Connection**
 Existing ———
 Planned - - - -



Estimated Annual Project Outcomes and Impact When Project is Complete¹

- Trail users: 956,000
- Tons of greenhouse gases reduced: 39
- VMT² reduction: 101,000
- Enhanced amenities benefits³: \$901,000
- Emission benefits: \$11,000
- Health benefits: \$1,000,000
- Total emissions, amenities, and health benefits: \$1,912,000

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 Meyers Road section will be built in the existing right-of-way, but the McLoughlin-Canemah and Meyers to Beaver Creek sections still need to acquire right-of-way or easements on approximately half of the project alignment. The Meyers to Beaver Creek section uses some power transmission line right-of-way, and will require design review and alignment coordination with Portland General Electric.

Project Contact

Josh Wheeler
 Assistant City Engineer
 JWheeler@orc.city.org



Red Electric Trail



PORTLAND PARKS & RECREATION™

Healthy Parks, Healthy Portland

The Red Electric Trail, the only regional trail that connects Beaverton to Portland, will bridge a significant 2-mile gap in the regional trail network through Portland’s southwest hills, running along the site of the former Red Electric interurban rail line.

The Red Electric Regional Trail connects Beaverton and Washington County to the Willamette Greenway Trail in Southwest Portland. This approximately 2-mile-long segment provides comfortable off-street walking, rolling, and bicycling access to numerous schools, parks, other trails, and employment centers. It will serve areas with high Transportation Disadvantaged Index scores (as identified by Oregon Dept. of Transportation), and connect to transit via several stops serving numerous busy TriMet bus lines.

State & Federal Agency Coordination

Portions of the trail corridor will touch OR10 (Beaverton-Hillsdale Highway/Capitol Highway), which will require coordination with Oregon Dept. of Transportation.

Project Partners

- **Lead agency: Portland Parks & Recreation (PP&R)**
- Portland Bureau of Transportation
- Oregon Department of Transportation

Total Estimated Project Cost

- Up to \$26 million
- *PP&R estimates that the shovel-ready half-mile-long westernmost segment will cost \$10 million to build. The remaining 1.5 miles would likely cost at least \$15 million, though more refined cost estimates will be required.*

Remaining Funding Gap

- \$25 million

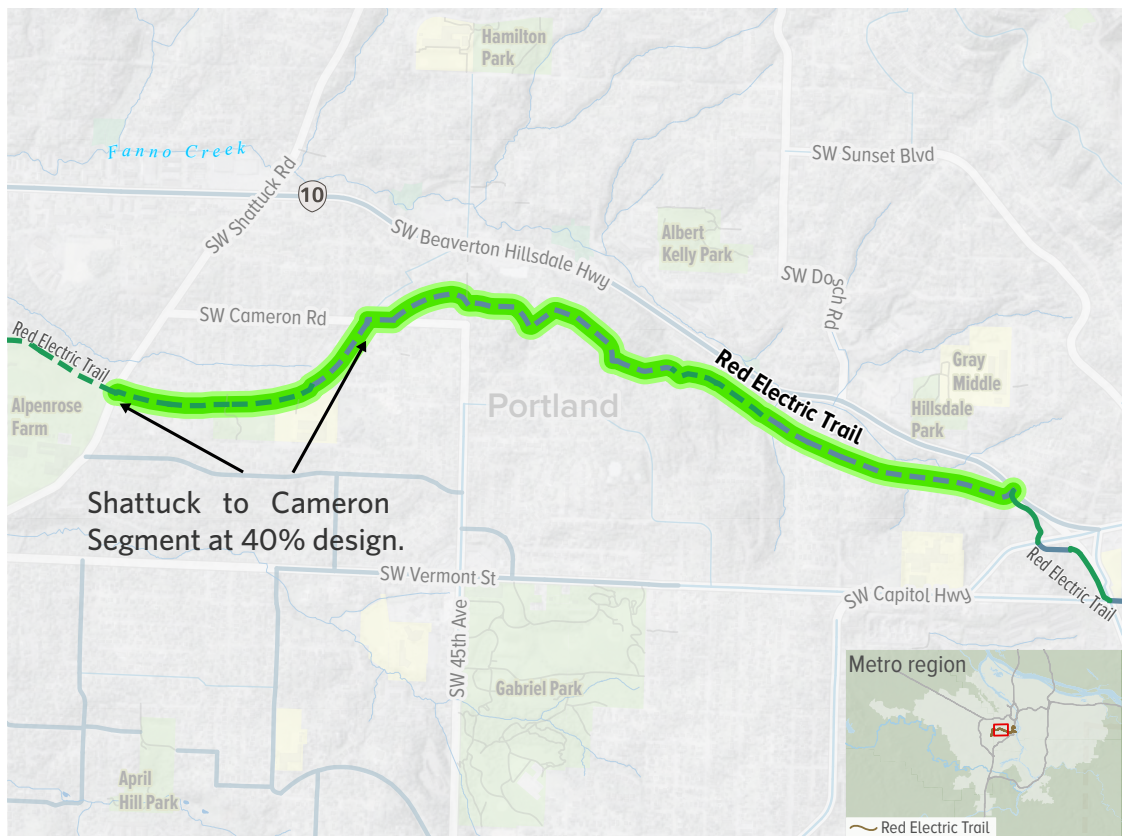
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Project Vicinity

- Multi-use Trail**
- Existing ———
 - Planned - - - -
 - Conceptual - - - -
- On-Street Connection**
- Existing ———
 - Planned - - - -



Estimated Annual Project Outcomes and Impact When Project is Complete¹

- Trail users: 1,069,000
- Tons of greenhouse gases reduced: 31
- VMT² reduction: 125,000
- Enhanced amenities benefits³: \$570,000
- Emission benefits: \$9,000
- Health benefits: \$647,000
- Total emissions, amenities, and health benefits: \$1,226,000

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 Red Electric Trail follows the alignment of a historic trolley line and is currently used by many people as an informal trail. The trail has strong community support including from the very active non-profit SW Trails. Trail surveying and construction will allow for the removal of non-native vegetation along the corridor, resulting in improved wildlife habitat.

Trail design and construction must account for drainage issues where rainwater currently collects along the pathway and must be sensitive to input from numerous adjacent private property owners.

Approximately 5% of the right-of-way is yet to be secured.

Project Contact

Brett Horner
 Parks & Trails Planning Manager
 brett.horner@portlandoregon.gov



Red Rock Creek Trail Bike & Pedestrian Bridge

City of Tigard

The Red Rock Creek Trail Bike & Pedestrian Bridge will fill one of the most difficult gaps in the planned Red Rock Creek Trail, creating a car-free connection over a busy railroad to the Fanno Creek Trail.



This project will add a pedestrian and bicycle bridge over the Portland & Western railroad yard and SW Wall Street from just east of Wall Street to Brown Natural Area. The trail bridge will provide local and regional connectivity in a developing area of the city. The bridge is the first project of the Red Rock Creek Trail Implementation Plan and supports the City's Strategic Plan to become the most walkable city in the Northwest in support of interconnected and healthy lives. It will expand and improve equitable access to job sites, schools, commercial centers, and transportation hubs, including the future SW Corridor light rail, in an urbanizing area of Tigard's Metro-designated Town Center. It will also connect to the planned Tigard-Lake Oswego regional trail.

Project Partners

- **Lead agency: City of Tigard**
- TriMet
- Portland & Western Railroad
- Metro

Total Estimated Project Cost

- \$9.8 million
- *In 2020, the City studied technical aspects of the bridge's engineering and developed a cost estimate for bridge construction. Depending on regulatory, engineering, and construction constraints and cost escalation, the total cost to develop the bridge could range from \$6 million to \$10 million.*

Remaining Funding Gap

- \$9.8 million

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- Project Vicinity**
- Multi-use Trail**
- Existing ———
 - Planned - - - -
 - Conceptual - - - -
- On-Street Connection**
- Existing ———
 - Planned - - - -



State & Federal Agency Coordination

Construction of the bridge will require coordination of a Rail Order with Oregon Dept. of Transportation.

Estimated Annual Project Outcomes and Impact When Project is Complete¹

- Trail users: 415,000
- Tons of greenhouse gases reduced: 15
- VMT² reduction: 53,000
- Enhanced amenities benefits³: \$165,000
- Emission benefits: \$4,000
- Health benefits: \$195,000
- Total emissions, amenities, and health benefits: \$364,000

railroad has been involved in design development through the initial bridge study and the Red Rock Creek Alignment Study.

Construction activities around the west bridge approach could offer the opportunity for enhancement of the existing oak woodland and oak savanna, a high priority habitat in the Willamette Valley.

Public easements have already been negotiated for the bridge approaches.

With the necessary funding, the project can proceed to final construction drawings and construction.

Project Contact

Gary Pagenstecher
 Project Planner
 garyp@tigard-or.gov

Major Opportunities & Constraints

The Portland and Western (Genesee and Wyoming) and TriMet WES rail lines separate Brown Natural Area from the Hunziker Core Area and Wall Street. The bridge will span the railroad tracks. The

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.





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

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Image credit: The Salmonberry Trail Foundation

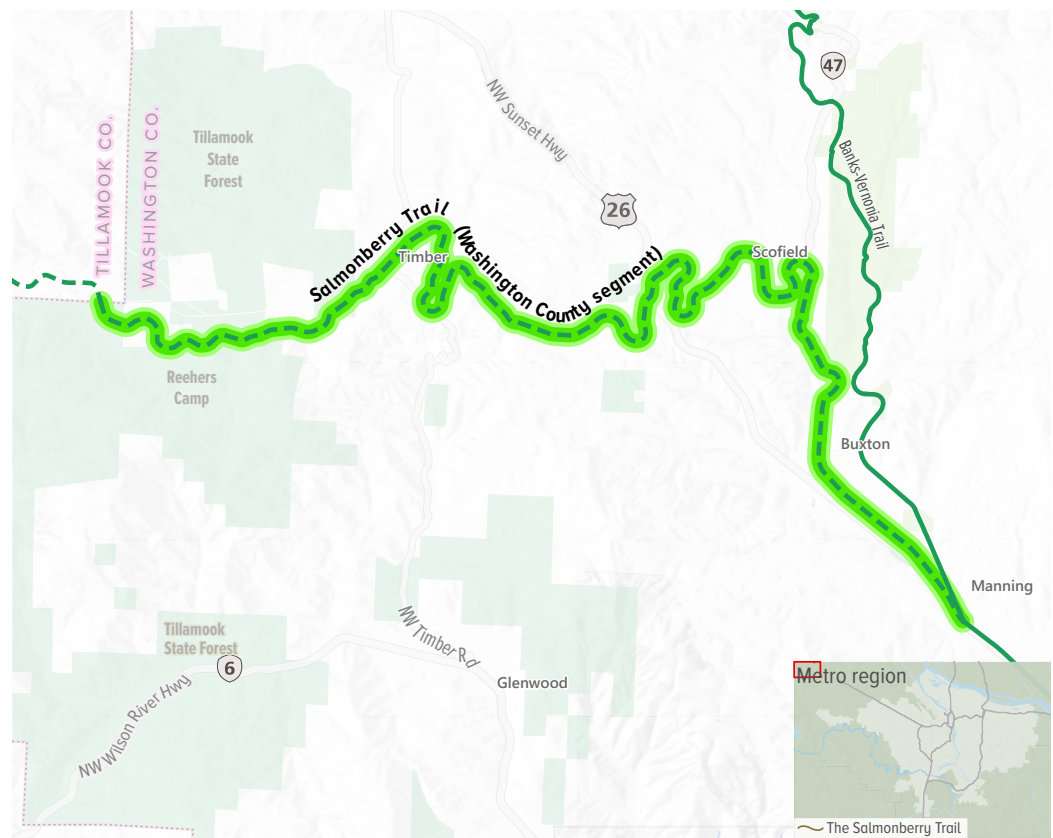
Project Vicinity

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 Complete¹

- Trail users: 90,000
- Tons of greenhouse gases reduced: 4
- VMT² reduction: 8,000
- Enhanced amenities benefits³: \$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.

Project Contact

Gavin Mahaley

Communications & Development
Director

gavin@salmonberrytrail.org

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.



Scouters Mountain Trail Connections

City of Happy Valley

Scouters Mountain Trail Connections fills two short gaps in the Scouters Mountain Regional Trail, connecting new housing developments with Scouters Mountain Nature Park and a commercial node and multifamily housing on Sunnyside Road.



Scouters Mountain Regional Trail is a part of the proposed Mount Scott/Scouters Mountain Trail Loop that will create a 34-mile multi-use trail loop around its namesake buttes, connecting town centers, neighborhoods, schools and natural areas in Clackamas County.

This project fills two short gaps in the existing trail comprising approximately 1,000 feet that will create a fully connected 3-mile portion of the 34-mile loop.

Project Partners

- **Lead agency: City of Happy Valley**
- Metro

Total Estimated Project Cost

- \$250,000

Remaining Funding Gap

- \$250,000

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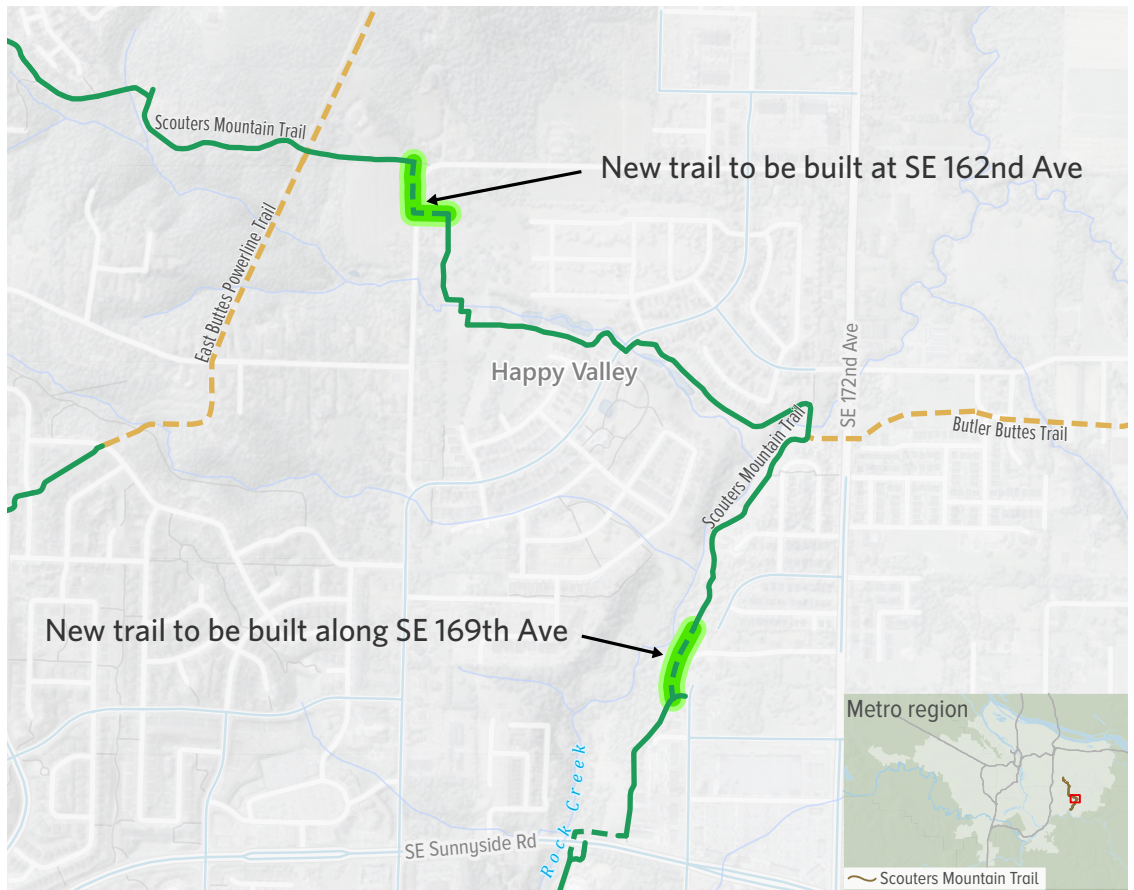
Project Vicinity

Multi-use Trail

- Existing ———
- Planned - - - -
- Conceptual - - - -

On-Street Connection

- Existing ———
- Planned - - - -



Estimated Annual Project Outcomes and Impact When Project is Complete¹

- Trail users: 250,000
- Tons of greenhouse gases reduced: 16
- VMT² reduction: 62,000
- Enhanced amenities benefits³: \$209,000
- Emission benefits: \$4,000
- Health benefits: \$198,000
- Total emissions, amenities, and health benefits: \$411,000

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

This project is a high priority for the Happy Valley community due to its low investment for a high reward (3 miles of connected trails). Given the funding, this project could be designed and constructed in short order.

Project Contact

Michael D. Walter
 Economic & Community Development Director
michaelw@happyvalleyor.gov



South Waterfront Willamette Greenway



PORTLAND PARKS & RECREATION™
Healthy Parks, Healthy Portland

The South Waterfront Greenway will fill a key 0.5-mile gap in the regional trail network by adding a spectacular riverfront trail and public park along the west bank of the Willamette River in downtown Portland.

This project will fill the last remaining gap in the dual (one for people biking, one for people walking) Willamette Greenway Trail in the South Waterfront neighborhood of Portland. There has been no trail installed between the barge construction slipway and the Marquam (Interstate 5) Bridge due to the absence of redevelopment in this 33-acre area which would trigger trail construction.

This is a major trail of Statewide significance (described in Oregon’s Land Use Planning Goal 15) and will connect thousands of people in the region to employment centers and other destinations in downtown Portland, John’s Landing, and Sellwood. It offers a unique opportunity to add public park space and invite people to connect directly with the Willamette in downtown Portland, an area where access to the water via the west bank is very limited.

Project Partners

- **Lead agency: Portland Parks & Recreation (PP&R)**
- TriMet
- Oregon Health & Science University (OHSU)

Total Estimated Project Cost

- \$16-38 million
- *The high cost of completing this short trail gap is due to improvements needed in the upland area including seven acres of habitat enhancement and parkland development, along with public docks and a bridge for the trail over the barge*

slipway. The segment of trail between the Tilikum Crossing Bridge and the Marquam Bridge is estimated at around \$16 million, and has existing funding of \$4.6 million, leaving a gap of \$11.4 million. The entire ½-mile stretch is estimated at \$38 million.

Remaining Funding Gap

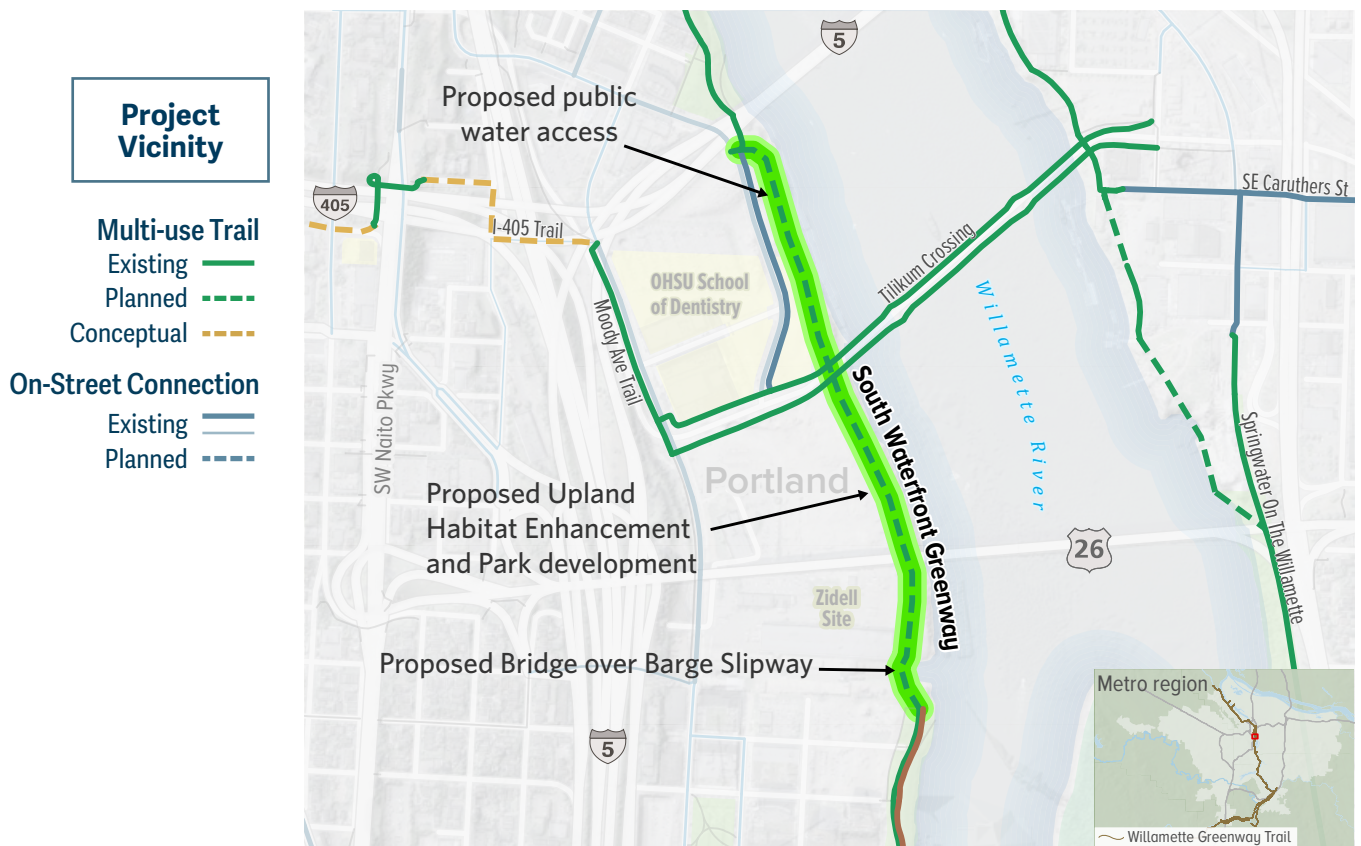
- \$25 million
- *Approximately \$4.6-10 million is already dedicated from project partners including TriMet, OHSU, the North Macadam Urban Renewal District, and City of Portland.*

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.

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Image credit: Sasaki/PP&R



State and Federal Coordination

The trail and park will be built across the former Zidell Yards barge building site, which has undergone extensive environmental cleanup. The site is still considered a brownfield and construction and design will require coordination with Oregon Dept. of Environmental Quality.

Estimated Annual Project Outcomes and Impact When Project is Complete¹

- Trail users: 1,260,000
- Tons of greenhouse gases reduced: 62
- VMT² reduction: 138,000
- Enhanced amenities benefits³: \$804,000
- Emission benefits: \$17,000
- Health benefits: \$914,000
- Total emissions, amenities, and health benefits: \$1,735,000

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 concept design, completed in 2017, established a unified vision for the site based on extensive community and stakeholder input. The South Waterfront Greenway will add significant park space and river access in the heart of Portland. It will expand and improve equitable access to job sites, schools, commercial centers, and transportation hubs in a densely populated, highly developed area, and will provide non-motorized access to economically disadvantaged and BIPOC populations who commute to, work in, and live in the central city.

All the right-of-way for trail is secured (required by City Code), and with the provision of funding the project could proceed with construction drawings and construction.

Project Contact

Brett Horner

Parks & Trails Planning Manager

brett.horner@portlandoregon.gov



Troutdale Road Multi-use Path

Multnomah County

The Troutdale Road Multi-Use Path will complete a significant portion of the 40-Mile Loop Trail through an urbanizing area of east Multnomah County.



This project will install 1.6 miles of a multi-use path along the west side of Troutdale Road between Troutdale and Mt. Hood Community College, filling part of the critical “Mt. Hood Gap” in the 40-Mile Loop vision of trails encircling greater Portland. Troutdale Road is a high-injury corridor, with a high rate of traffic crashes. The multi-use path will provide separation between people traveling by different modes, including the elimination of conflicts between TriMet buses and people riding bicycles, and will welcome people of all ages and abilities to walk, roll, and bicycle in a space physically separated from motor vehicle traffic. It will bring comfortable active transportation connections to an equity focus area featuring housing, schools and a community college, and recreation and natural areas.

Project Partners

- **Lead agency: Multnomah County**
- City of Troutdale

Total Estimated Project Cost

- \$23.7 million
- *Construction of the Beaver Creek culvert (see below) is estimated at \$12.1 million, with the remaining trail corridor improvements at roughly \$11.6 million.*

Remaining Funding Gap

- \$13 million

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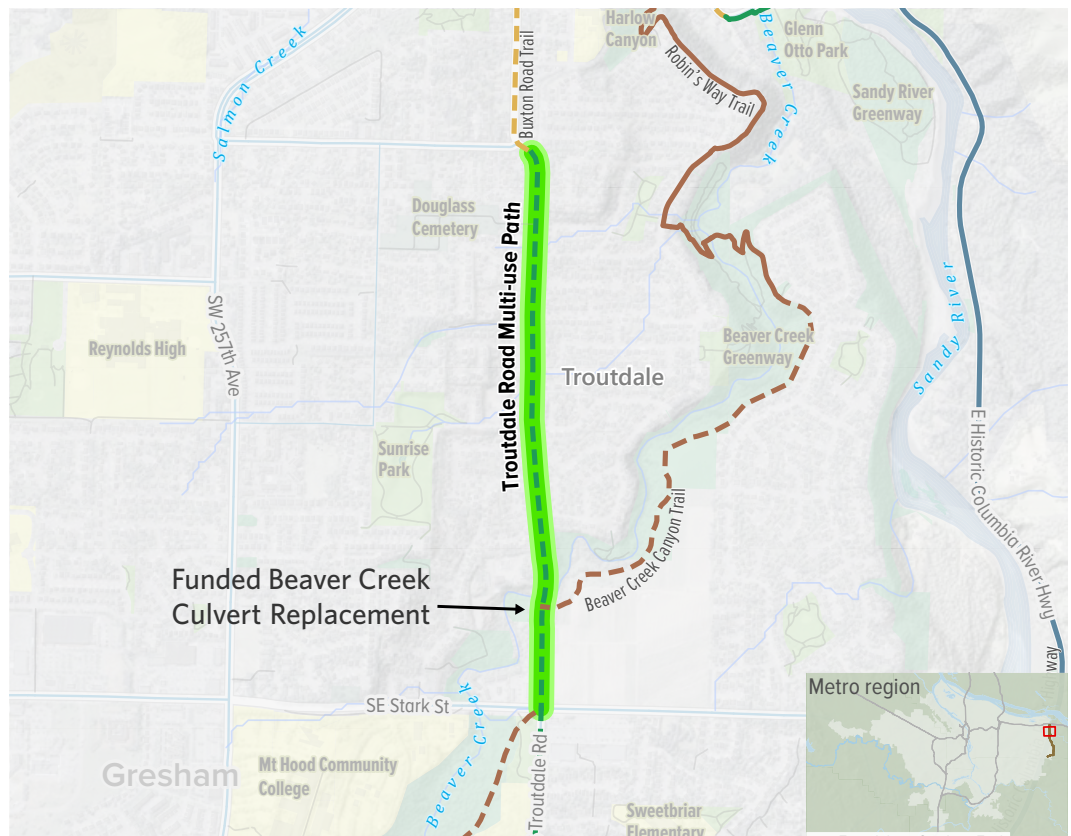
Project Vicinity

Multi-use Trail

- Existing ———
- Planned - - - -
- Conceptual - - - -

On-Street Connection

- Existing ———
- Planned - - - -



State & Federal Agency Coordination

Replacing the culvert will require coordination with grantee and permitting agencies including National Oceanic and Atmospheric Administration, U.S. Department of Transportation, and U.S. Army Corps of Engineers, as well as possibly state agencies including the departments of State Lands and Fish & Wildlife.

Estimated Annual Project Outcomes and Impact When Project is Complete¹

- Trail users: 451,000
- Tons of greenhouse gases reduced: 21
- VMT² reduction: 44,000
- Enhanced amenities benefits³: \$448,000
- Emission benefits: \$6,000
- Health benefits: \$508,000
- Total emissions, amenities, and health benefits: \$962,000

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

Federal funding has already been granted for fish passage improvements to the Beaver Creek culvert, a short but integral portion of the trail corridor. The culvert replacement will expand the roadway at the narrowest pinch point along the corridor, allowing space for the path in an area in which it would not otherwise fit.

Project Contact

Allison Boyd

Transportation Planning Manager

allison.boyd@multco.us



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

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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.

Project Contact

Ivan Anderholm
 Parks Director
 ianderholm@ci.oswego.or.us

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.



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

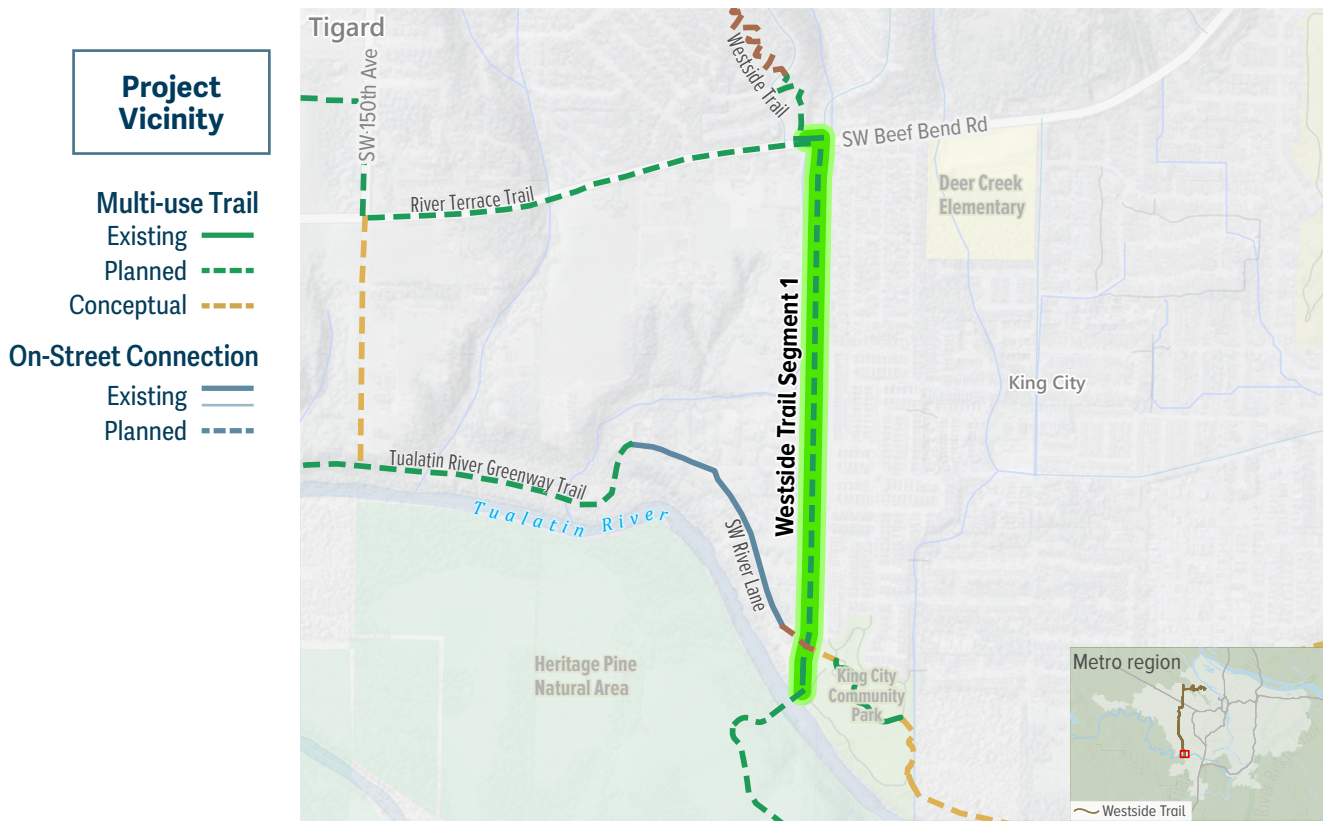
Remaining Funding Gap

- 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.*

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





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 Complete¹

- Trail users: 225,000
- Tons of greenhouse gases reduced: 9
- VMT² reduction: 56,000
- Enhanced amenities benefits³: \$105,000
- Emission benefits: \$2,000
- Health benefits: \$109,000
- Total emissions, amenities, and health benefits: \$216,000

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

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.

Project Contact

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Westside Trail Bicycle & Pedestrian Bridge

Tualatin Hills Park & Recreation District

Construction of the Westside Trail Bicycle and Pedestrian Bridge will complete a key trail segment in the Metro Regional Trail system and connect the 25-mile-long Westside Trail over U.S. 26, linking communities from King City to the City of Portland.



Described within Metro’s 2014 Westside Trail Master Plan as “a crucial link, without which intersecting Westside Trail sections would not be functional,” the bridge closes a critical gap in the region’s active transportation network, improving access to housing, schools, jobs, local businesses, parks, recreation centers, public transit hubs, and downtown cultural and commercial districts. The bridge will create a safe off-street alternative to nearby high-crash and high-injury corridors for over 100,000 pedestrians, runners, and cyclists using the Westside Trail each year. Key destinations served by this project include Sunset High School, businesses including the Nike and Columbia Sportswear world headquarters, and the Cedar Mill 2040 Town Center.

State & Federal Agency Coordination

The Westside Trail and the bridge are in the right-of-way of power transmission lines and will also cross U.S. 26 right-of-way. Construction will require coordination with

Project Partners

- **Lead agency: Tualatin Hills Park & Recreation District**
- Oregon Department of Transportation
- Washington County
- City of Beaverton

Total Estimated Project Cost

- Up to \$35.4 million
- *In 2024, THPRD will begin design and engineering of the bridge, further refining the cost estimate and developing construction drawings. Depending on regulatory, engineering, and construction constraints, the total cost to develop the bridge, inclusive of all project phases, could range from \$28.1 to \$35.4 million.*

Remaining Funding Gap

- \$24.7-32 million

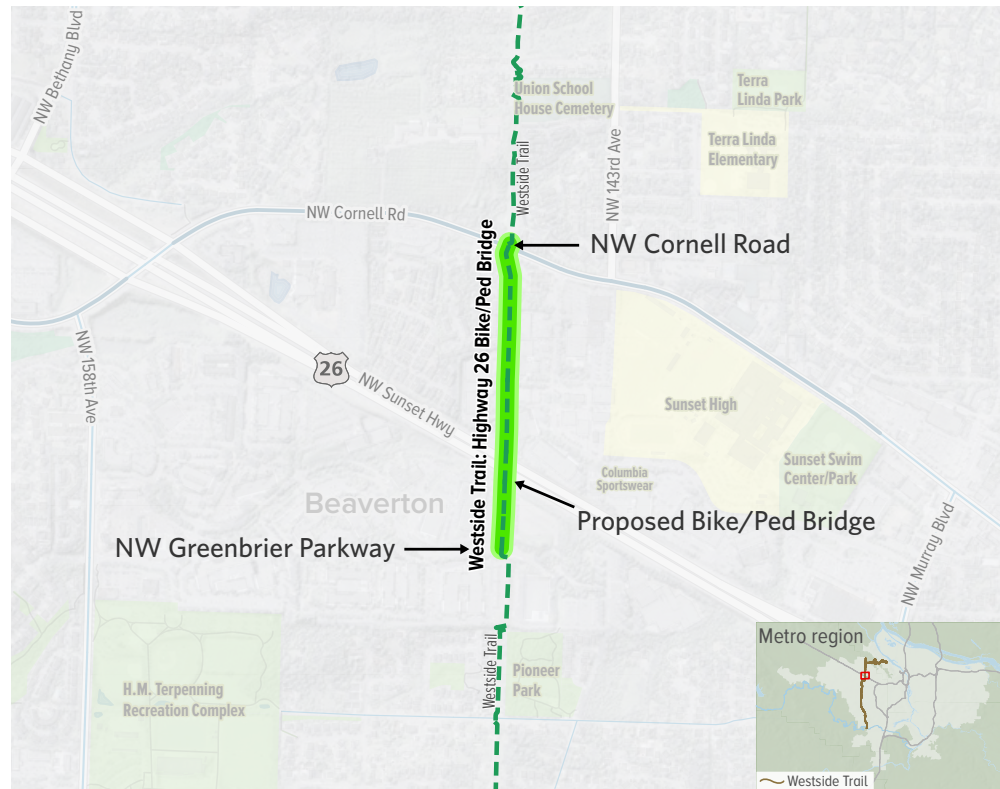
In Summer 2024 Metro staff collaborated with local agency partners to compile a list of “shovel-ready” projects key to building out the regional trail system, with fact sheets that can be used to advocate for and secure state, federal, and private funding for trail design and construction.

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



Image credit: Toole Design/THPRD

- Project Vicinity**
- Multi-use Trail
 - Existing ———
 - Planned - - - -
 - Conceptual - - - -
 - On-Street Connection
 - Existing ———
 - Planned - - - -



the Bonneville Power Administration and Portland General Electric, as well as the Oregon Dept. of Transportation (ODOT) and Washington County. Other permits and coordination will be required from Oregon Dept. of Environmental Quality, Oregon Dept. of State Lands, and the U.S. Army Corps of Engineers.

Estimated Annual Project Outcomes and Impact When Project is Complete¹

- Trail users: 399,000
- Tons of greenhouse gases reduced: 40
- VMT² reduction: 175,000
- Enhanced amenities benefits³: \$299,000
- Emission benefits: \$11,000
- Health benefits: \$294,000
- Total emissions, amenities, and health benefits: \$604,000

Major Opportunities & Constraints

The project will serve areas of higher concentrations of people of color and lower average household incomes that the region overall. It will provide low- and no-cost transportation options within an ODOT-identified transportation-disadvantaged

area, in addition to providing a safe, off-street, dedicated pedestrian and bicycle alternative to existing nearby U.S. 26 crossings identified as high-crash and/or high-injury corridors by Washington County’s 2016 Transportation Safety Action Plan and Metro’s 2017 High Injury Corridors & Intersections Report.

The bridge will serve as a catalyst for the development of unbuilt segments of the Westside Trail north and south of Highway 26, many of which are being planned concurrently with the bridge project.

Current work in progress includes the development of final construction documents, which are expected within fiscal year 2027-28. This project is essentially “shovel-ready” and if remaining funding were secured, the Westside Trail bridge could move to secure permits and proceed with construction.

Project Contact

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 Planning & Development Manager
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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.





Wy'East Way Path

CITY OF GRESHAM

This project will complete the east end of the Wy'East Way 2.5-mile multi-use path, which connects Gresham's urban centers of Rockwood, Civic, and Downtown.

This project will complete one of the two remaining gaps along the planned Wy'East Way path and will connect to a newly constructed path along NE Hogan Drive.

Wy'East Way multi-use path runs along the MAX light rail Blue Line from the Ruby Junction Station in Rockwood to the Cleveland Station in historic downtown Gresham. This paved path connects with both the Springwater and Gresham-Fairview trails to make a 6-mile loop through Gresham. Traveling on Wy'East Way around Gresham makes it easier and more comfortable to reach local parks, trails, public transit stops, schools and businesses.

Project Partners

- **Lead agency: City of Gresham**
- TriMet
- Portland General Electric (PGE)

Total Estimated Project Cost

- \$4.2 million
- *Work completed in preliminary engineering will refine the cost estimate.*

Remaining Funding Gap

- \$4.2 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.



Project Vicinity

Multi-use Trail

Existing 

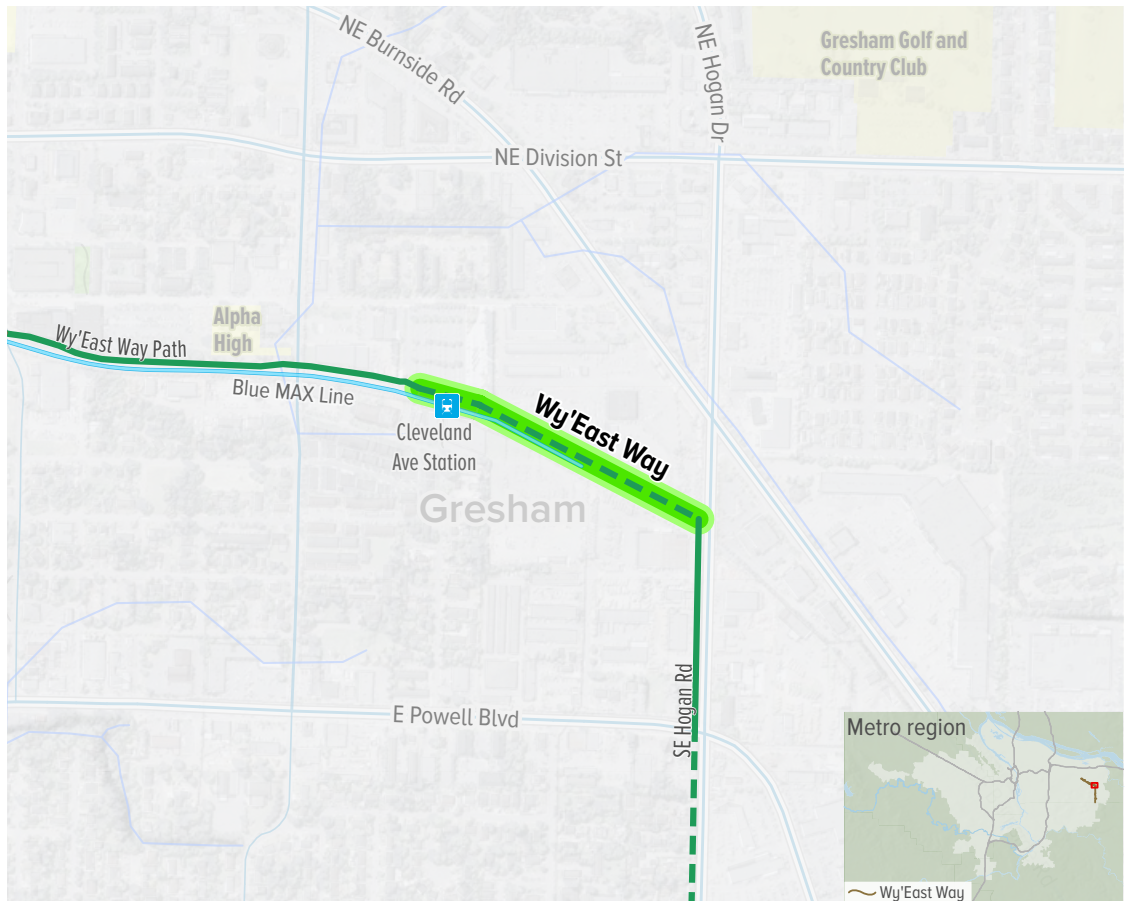
Planned 

Conceptual 

On-Street Connection

Existing

Planned



Estimated Annual Project Outcomes and Impact When Project is Complete¹

- Trail users: 571,000
- Tons of greenhouse gases reduced: 19
- VMT² reduction: 43,000
- Enhanced amenities benefits³: \$421,000
- Emission benefits: \$5,000
- Health benefits: \$471,000
- Total emissions, amenities, and health benefits: \$897,000

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 project is entirely in right-of-way owned by TriMet and passes through a complex area including the end of the MAX line at Cleveland Avenue park-and-ride and a PGE substation on either side of the path. Path designs will require discussion and coordination with PGE to relocate utility poles and determine a new access to their substation or to design a secure public access through the TriMet right-of-way that allows a path to be constructed.

Project Contact

Jay Higgins

Senior Transportation Planner

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Regional Trails Major Investment Strategy Project List

Map ID	Project Name	Lead agency	Funding need
1	Beaverton Creek Trail on SW Merlo Road	Washington County	\$5,000,000
2	Bridgeton Promenade	Portland Parks & Recreation	\$8,000,000
3	Cedar Creek Trail and 99W crossing	City of Sherwood	\$10,825,000
4	Columbia Levee Connector	The Street Trust	\$8,000,000
5	Crescent Park Greenway	City of Hillsboro	\$20,000,000
6	French Prairie Bridge	City of Wilsonville	\$49,300,000
7	Gladstone Trolley Trail Bridge	City of Gladstone	\$8,000,000
8	Highway 26 Bike/Ped Bridge at Cornelius Pass	Washington County	\$26,000,000
9	North Portland Greenway: North Slough Bridge	Portland Parks & Recreation	\$14,000,000
10	Oregon City Loop Trail	City of Oregon City	\$11,500,000
11	Red Electric Trail	Portland Parks & Recreation	\$25,000,000
12	Red Rock Creek Trail Bike/Ped Bridge	City of Tigard	\$9,800,000
13	The Salmonberry Trail	The Salmonberry Trail Found.	\$35,000,000
14	Scouters Mountain Trail Connections	City of Happy Valley	\$250,000
15	South Waterfront Greenway	Portland Parks & Recreation	\$25,000,000
16	Troutdale Road Multi-use Path	Multnomah County	\$13,000,000
17	Tryon Cove Bridge and Highway 43 Crossing	City of Lake Oswego	\$16,000,000
18	Westside Trail Segment 1	City of King City	\$4,200,000
19	Westside Trail: Highway 26 Bike/Ped Bridge	Tualatin Hills Park & Rec. Dist.	\$32,000,000
20	Wy'East Way Path	City of Gresham	\$4,200,000
TOTAL			\$352,075,000



Other Regional Trail Projects

These additional projects were nominated for consideration in the Major Investment Strategy but did not make the final list of featured projects due to lower levels of design or project development completed, lesser regional benefit, or differences in project type.

Map ID	Project Name	Lead agency	Funding need
21	Banks-Vernonia Trail <i>Modernize and upgrade trail to stabilize streambanks, improve historic rail trestles, and re-establish accessible trail conditions.</i>	Oregon Parks and Recreation Department	Up to \$10,000,000
22	Cazadero Trail <i>Fill a less than one-mile gap to connect the existing 25-mile Springwater/Cazadero trail to Barton Park and Eagle Creek segment of Cazadero Trail.</i>	Oregon Parks and Recreation Department	Up to \$10,000,000
23	Forest Grove Loop Trail <i>Design and build northern and western portions of proposed loop trail around Forest Grove.</i>	City of Forest Grove Parks & Recreation	Up to \$11,000,000
24	Gresham-Fairview Trail Phase 5 <i>Complete the northern end of the Gresham-Fairview Trail along NE 185th Drive.</i>	City of Gresham	\$4,800,000
25	Lake Oswego Willamette Greenway <i>Fill a gap in the Willamette Greenway Trail and connect Lake Oswego's three riverfront parks.</i>	Lake Oswego Parks & Recreation	\$230,000
26	Linnton Community Trail <i>Connect Portland's Linnton neighborhood with a spur trail off the Willamette Greenway.</i>	Linnton Community	\$5,000,000
27	Troutdale Sandy Riverfront Trail <i>Connect the Sandy Riverfront Trail to the Historic Columbia River Highway at the Gateway to the Gorge Visitor Center.</i>	City of Troutdale	\$100,000
28	Tualatin Valley Trail <i>Complete a major east-west segment of the Tualatin Valley Trail, including signalized street crossings, lighting, and street improvements.</i>	Washington County	\$30,000,000
29	Westside Trail: T.V. Highway Gap <i>Complete a quarter-mile gap in the Westside Trail and improve intersection and railroad crossings.</i>	Washington County	\$10,000,000
TOTAL			\$61.6M - \$81.1M

