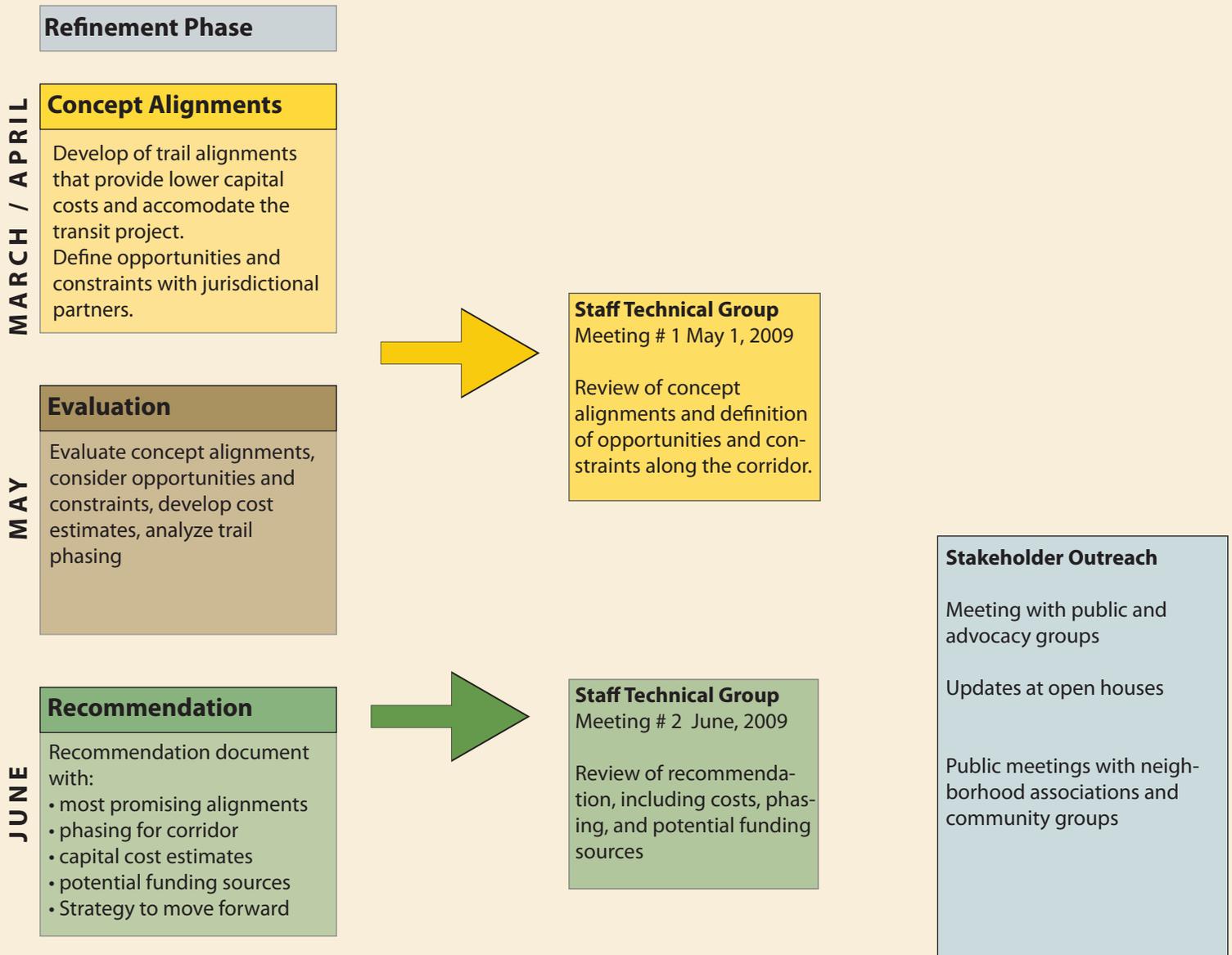


Developing a Trail Strategy

Metro, with assistance from project partners, is developing a process to undertake a Trail Refinement. In order to advance the goal of implementing a bicycle and pedestrian trail that connects Portland and Lake Oswego, the Metro Council directed that the following steps be taken:

- Involve the public and advocacy groups in improving the trail concept
- Define the lead agency for advancement of a trail
- Develop an approach to reduce capital costs
- Analyze possible phasing of trail segments
- Identify potential trail capital funding sources

This process will result in a Trail Strategy in early summer 2009. The strategy will recommend the most promising alignments and phasing for the corridor, capital cost estimates and potential funding sources, and a strategy to move forward, including a lead agency or agencies to advance the trail.



Trail Concepts



SOUTH WATERFRONT TO SELLOWOOD BRIDGE

Utilize existing greenway trail, portions of Willamette Shore Line and other opportunities to:

- Provide connections to South Waterfront system and urban trails
- Improve gaps in Willamette River Greenway
- Provide access to Macadam commercial district and Willamette Park
- Create opportunities to separate commuter and recreational users



SELLOWOOD BRIDGE TO LAKE OSWEGO

- Currently, no existing facility
- Coordinate design with Sellwood Bridge Project
- Provide connections for commuters and recreational users
- Look for opportunities on Willamette Shore Line, Hwy 43, or other connections
- Look for cost-effective trail design, as this section has significant capital costs with tunnel, trestles, roadway constraints, and structures

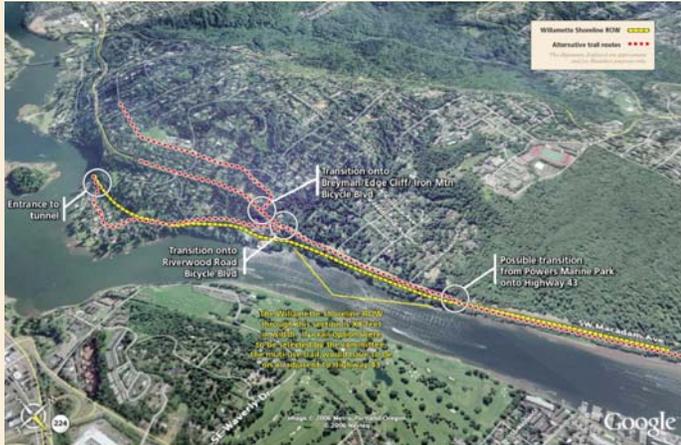
LAKE OSWEGO

- Provide connections to the Lake Oswego trail system
- Coordinate design with feasibility study of trail at railroad bridge
- Improve connections to Tryon Creek - Terwilliger path, North Tryon Park, Foothills Park
- Improve connections to Foothills redevelopment area and downtown Lake Oswego

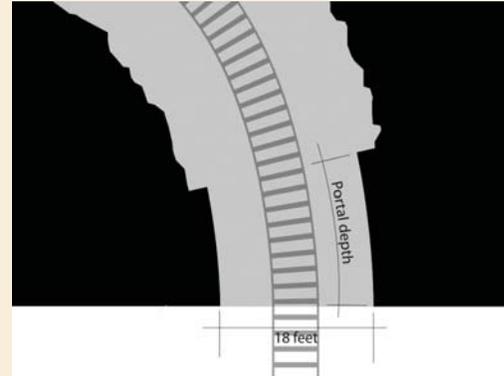
Trail Concepts

Physical Constraints in the Corridor:

Alternative on-street routes require significant elevation gain



Fitting transit and trail through Elk Rock Tunnel



Existing trestles create challenges for co-locating transit and trail



Constraints on the right-of-way along Highway 43

