



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.*

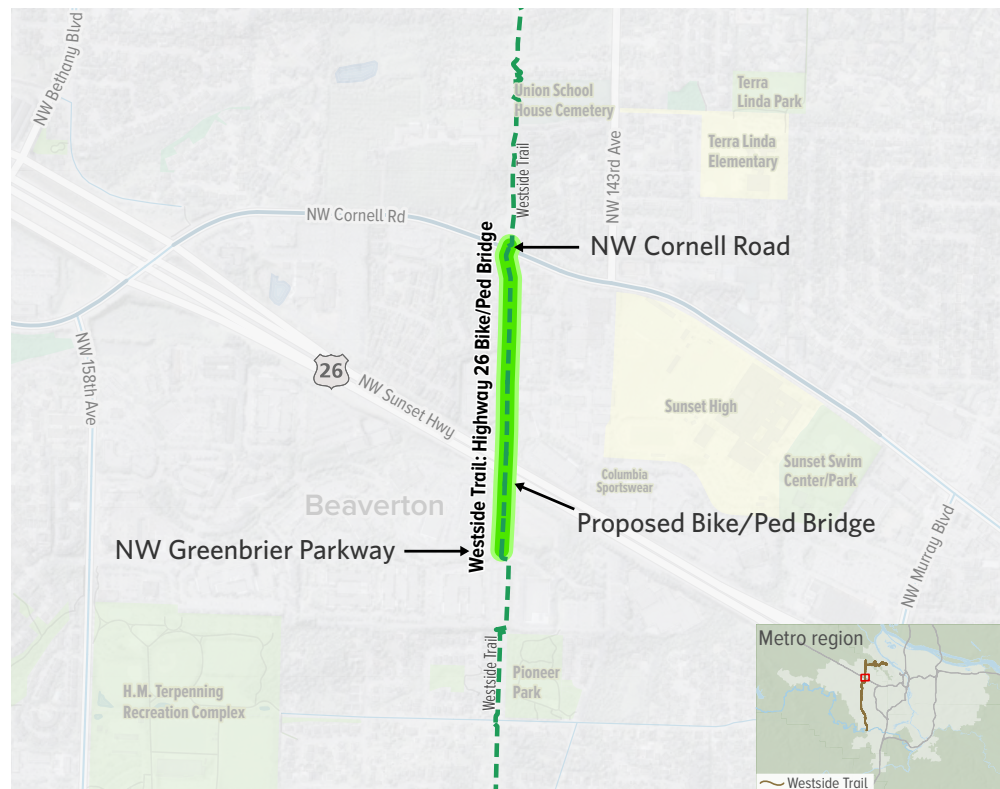
Remaining Funding Gap

- \$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.





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 than 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

Gery Keck

Planning & Development Manager

g.keck@thprd.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.