



# 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

*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 ———

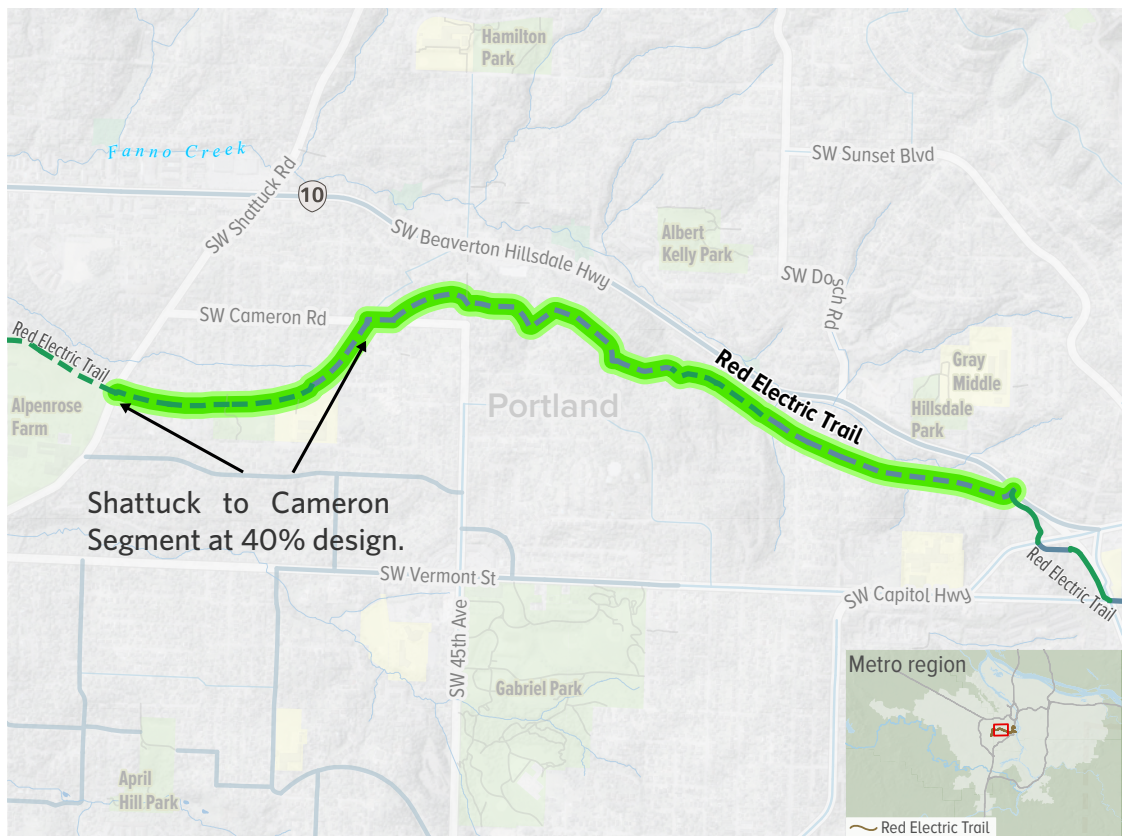
Planned - - - -

Conceptual - - - -

### On-Street Connection

Existing ———

Planned - - - -



Shattuck to Cameron Segment at 40% design.

## Estimated Annual Project Outcomes and Impact When Project is Complete<sup>1</sup>

- Trail users: 1,069,000
- Tons of greenhouse gases reduced: 31
- VMT<sup>2</sup> reduction: 125,000
- Enhanced amenities benefits<sup>3</sup>: \$570,000
- Emission benefits: \$9,000
- Health benefits: \$647,000
- Total emissions, amenities, and health benefits: \$1,226,000

<sup>1</sup> - 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.

<sup>2</sup> - Vehicle Miles Traveled

<sup>3</sup> - 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