



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

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 - - - -



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

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 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

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.

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