



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 ———

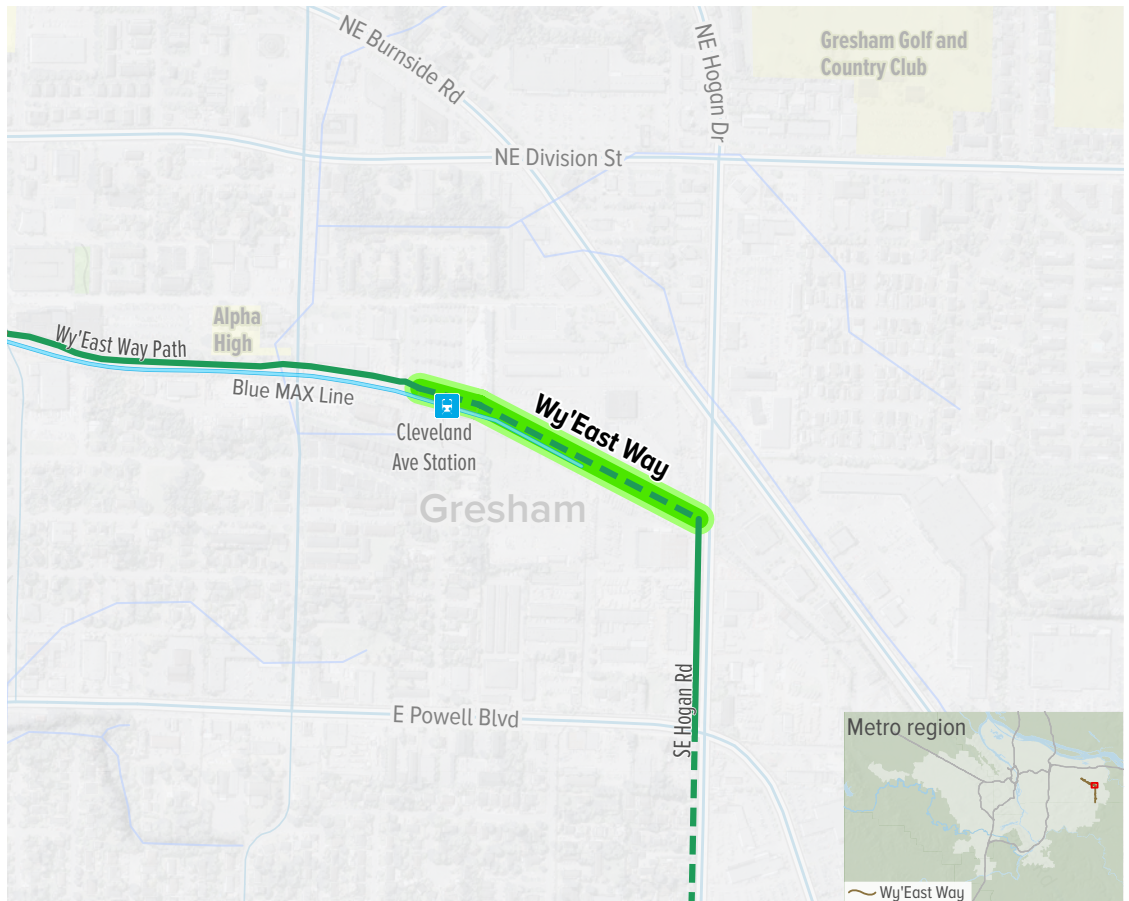
Planned - - - -

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

jay.higgins@greshamoregon.gov