

SOUTH PORTAL PROJECT
Trail design refinements in conjunction with PBOT transportation plan.

JOHNS LANDING
Potential for trail to be on Willamette Shore Line in Johns Landing between Julia and Carolina, depending on transit alternative.

WILLAMETTE PARK
Trail improvements to be done in conjunction with park planning.

SELLWOOD BRIDGE
Greenway improvements in this area are currently being designed with Sellwood Bridge Project.

POWERS MARINE PARK
Trail alignment adjacent to OR 43 and rail corridor. Design coordinated with Portland Parks.

CENTRAL SECTION
Engineering study to be initiated Spring 2011 for Elk Rock and other design refinements.

LAKE OSWEGO
Future trail improvements to be designed in conjunction with Foothills District Redevelopment and Transit Project.

What is currently underway?

1. Metro and partners will be initiating an engineering study for the Central Section in the Spring of 2011, after the Locally Preferred Alternative (LPA) of the Transit Study.
2. Sellwood Bridge Project is currently designing trail improvements in the vicinity of the western interchange.
3. In Lake Oswego, the Foothills Redevelopment Plan currently underway will be considering bicycle and pedestrian improvements in the Foothills District.
4. In South Waterfront/Johns Landing, bicycle and pedestrian improvements will be developed in conjunction with the South Portal Project.
5. In Johns Landing, if the a streetcar design option on Macadam is selected as the Locally Preferred Alternative, there may be opportunities to use the Willamette Shore Line as a multi-use trail between Julia and Carolina Streets.

LEGEND

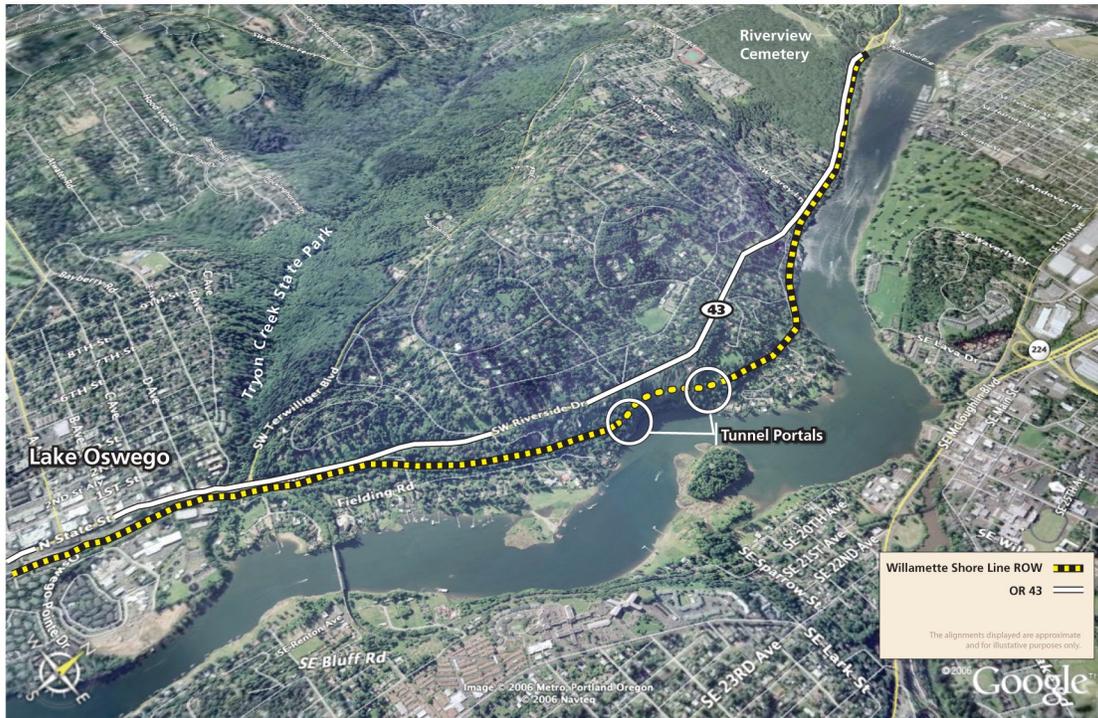
- Lake Oswego to Portland - proposed trail alignment
- Trails - existing
- - - Trails - proposed
- Streetcar - existing
- Aerial Tram
- Light rail - proposed
- Railroad
- Park/Open Space
- School

0 0.5 1 Miles

NORTH

Lake Oswego to Portland Trail: Central Section

Metro and partners will be initiating an engineering study for the Central Section in the Spring of 2011, after the Locally Preferred Alternative (LPA) of the Transit Study. The purpose of the study will be to conduct technical engineering feasibility for the most challenging section of the trail. It will leverage engineering work done to date and respond to the LPA. The outcome will provide a trail design that is comfortable to use and feasible.

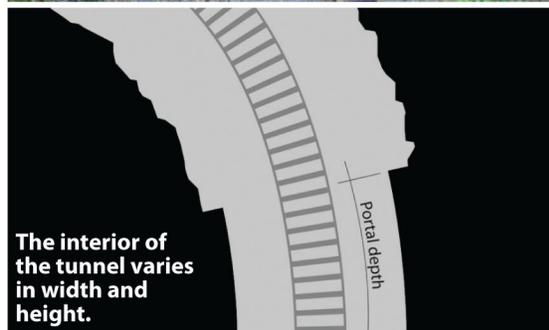


Elk Rock Tunnel is a horseshoe-shaped, single track railroad tunnel that extends through a prominent rock outcrop in a residential area one mile north of Lake Oswego, Oregon. The tunnel, located at Mile Post 769.2 of the Willamette Shore Line, is 1,395-foot long and 18-foot wide at the portal entrance.



- Various trail options have been considered:**
- Single track rail with trail in same tunnel
 - Rail with trail in separate tunnel
 - Trail on bridge/trestle outside of rock
 - Trail on bridge/trestle along Willamette River (60 foot above)
 - Trail in existing tunnel above grade of rail track
 - Operational characteristics of streetcar - allowing bicycles on vehicles

Project design work to date recommends a separate tunnel for the trail adjacent to existing tunnel.



The interior of the tunnel varies in width and height.

Assumptions/considerations

- Ability for trail to access tunnel at south and north portals
- Ability to provide for transit service consistent with operations
- Ability for safe and secure tunnel that would be desirable
- Tunnel design is feasible and cost efficient