Portland : Red Electric Trail planning study

Abstract
In October 2003, PP&R [Portland Parks & Recreation] began the Red Electric Trail Study to investigate potential routes for an east-west trail that would extend the Fanno Creek Greenway Trail, creating a continuous, 16-mile bike and pedestrian trail between the Tualatin and Willamette Rivers. Since the study extended beyond Portland’s city limits, staff and citizens from Washington County, Tualatin Hills Park and Recreation District (THPRD), and the City of Beaverton also contributed to the effort. [From the Plan]
Red Electric Trail Planning Study. City of Portland (May 2007) Portland Parks & Recreation began the Red Electric Trail Study to investigate potential routes for an east-west trail that would extend the Fanno Creek Greenway Trail, creating a continuous, 16-mile bike and pedestrian trail between the Tualatin and Willamette Rivers. This trail alignment study expanded upon the concept described in the Southwest Urban Trails Plan (2000) below. Southwest Urban Trails Plan. City of Portland (July 2000) The city developed the Southwest Urban Trails Plan (2000) to increase pedestrian access through Design is progressing on the Red Electric Trail Project. We anticipate having 60% design completed in January or February 2018. I will reach out to the neighborhood and business associations and SW Trails to attend their regularly scheduled meetings in March or April. The Red Electric trail is a proposed trail along the route of the old Red Electric tram line. This trail will go west from Hillsdale somewhat paralleling, but staying south of, the Beaverton-Hillsdale Highway. You can learn more about it by downloading the pdf brochure.

Brochure. A walker’s guide to the Red Electric – Walk along the historic route of the Red Electric. History of the Red Electric railroad line from Portland to Eugene with historic maps and pictures. Red Electric Time Table from 1926. Hales added that PBOT has planning money (via Metro) to look into the project, but I haven’t heard a peep about it since. The other reason PBOT should built a real bikeway on Naito is that the Parks Bureau has made it pretty clear that the path along the river isn’t meant to be used as an efficient transportation facility. Speaking of inspiration, Ben Plowden, London’s Director of Surface Transport Strategy and Planning is coming to Portland two weeks from now. The BTA and Young Professionals in Transportation is hosting a ride with him on Thursday, February 19th. I hope the ride rolls down Naito.