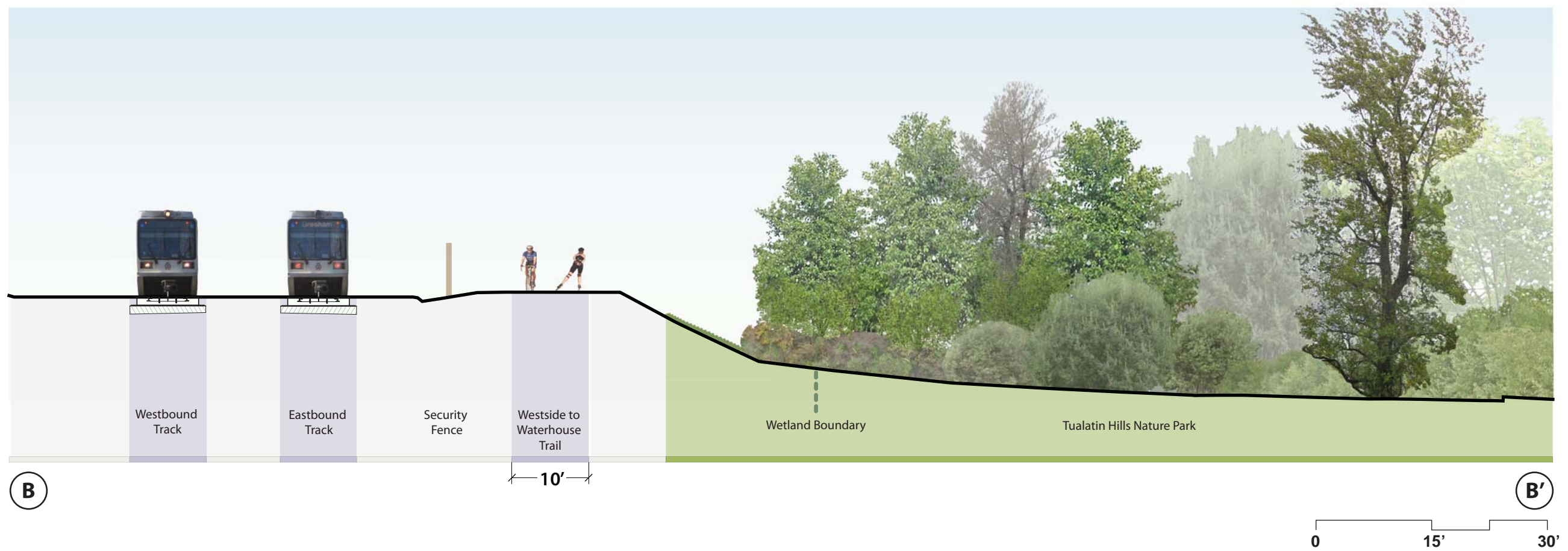
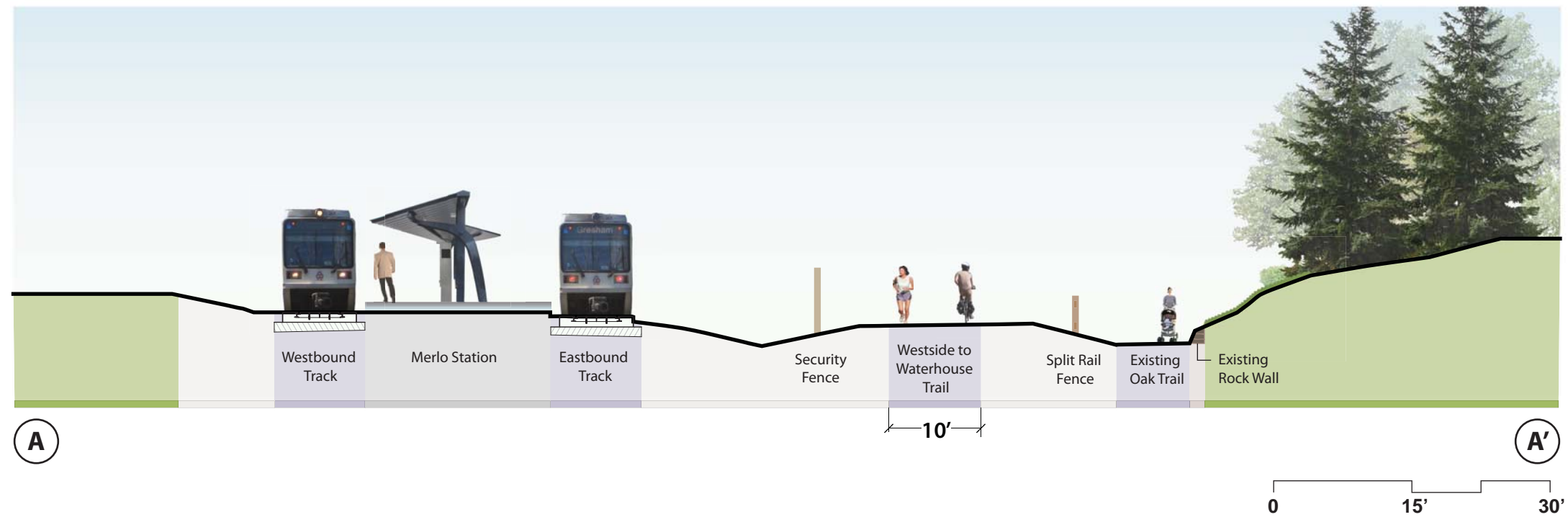


- 1** The trail will make a perpendicular connection to the sidewalk along SW Merlo Rd. From this location trail users can safely cross the MAX tracks to the Merlo Station using the existing pedestrian crossing area.
- 2** Low fencing is proposed to keep users from crossing trail to trail. This will protect vegetation, prevent erosion, and create a safer corridor by keeping trail users separated for a more predictable traffic flow.
- 3** Security fencing will keep trail users from attempting to cross the MAX tracks at unsafe locations.
- 4** Minor structural enhancements to the existing trestle will make it safe for pedestrians and bicyclists. The trestle will need a new guardrail to meet Universal Building Code requirements. Large maintenance vehicles will not be able to safely use the trestle.

- 5** The trail follows a vacated rail line over existing railroad ballast resulting in no loss of vegetation.
- 6** The proposed trail corridor does not impact the Nature Park.
- 7** The entire trail alignment avoids tree impacts and wetland impacts.
- 8** To cross the ditch, a short bridge segment maintains an even trail grade and avoids wetland impacts.
- 9** This alignment uses a treeless and relatively flat area to connect the existing trail to the railroad corridor.

Westside to Waterhouse Trail: *Concept Plan*



Westside to Waterhouse Trail: Sections