This segment extends from Kellogg Creek to the southern end of the alignment and includes the Park Avenue station and Park & Ride. It is a gateway to Clackamas County and an anchor to the McLoughlin corridor (Fig. 53). Residents in this segment take pride in their community’s environmental and recreational resources, including the river, creeks, parks, trails and tree-lined neighborhoods.

The PMLR project presents opportunities to strengthen connections between the downtown Milwaukie, Island Station and Oak Grove neighborhoods and enhance access to the developing Trolley Trail. It will integrate with efforts to re-green the community with new riparian forest habitats and treatment of additional storm water from McLoughlin Boulevard. The station will link with the Park & Ride, Trolley Trail and other pedestrian/bicycle improvements to capture Clackamas County commuters and provide multi-modal connectivity for cyclists, bus riders, pedestrians and transit users.

The Crowfoot Pedestrian Bridge in Calgary, Alberta, runs beneath an expressway. It is an example of a multi-use path that the City of Milwaukie may build beneath the Kellogg Creek light rail bridge.
Neighborhood Context, Opportunities and Challenges

Kellogg Creek is located between downtown Milwaukie and the Island Station neighborhood, and is included in the Willamette Greenway zone. The City of Milwaukie plans to remove the existing dam to open up seven miles of riparian habitat for Coho salmon and other endangered fish species, while supporting bicycle and pedestrian travel and revitalizing the city's South Downtown area. The bridge crossing over Kellogg Creek and SE McLoughlin Boulevard presents opportunities to strengthen connections between the Downtown Milwaukie light rail station, Kronberg Park and the Island Station neighborhood to the south. The elevated structure can also serve as a landmark where it crosses over Kronberg Park, the Trolley Trail and SE River Road.

Current Design Direction

The Kellogg Creek crossing will be an elevated concrete/steel structure that extends south from Lake Road, over the creek and Robert Kronberg Park, and lands south of River Road on the west side of SE McLoughlin Boulevard (Fig 54). The alignment then runs between SE McLoughlin Boulevard and the Trolley Trail through the Island Station and Oak Grove neighborhoods, where right-of-way acquisitions are required.

Outstanding Issues

- Design of the bridge over Kellogg Creek and the structure in the Island Station neighborhood
- Implementation of future multi-use path under the bridge track
- Design of the storm water facility and art at SE Bobwhite Street

The project will construct the bridge for light rail and with the infrastructure to accommodate a future multi-use path under the track that would be built outside of the project scope. The design of the bridge is still in development but may incorporate elements of distinction that enhance the visual aesthetics of the structure. The project will maintain existing access for properties in the commercial area at River Road.

FIGURE 54: The project will: A) construct a bridge over Kellogg Creek, that allows for the City of Milwaukie to B) construct a multi-use path at a later date.
Neighborhood Context, Opportunities and Challenges

The Park Avenue station is located at the intersection of McLoughlin Boulevard (Highway 99E) and Park Avenue, at the gateway to the Oak Grove community in unincorporated Clackamas County. The station area is mostly comprised of single-family residential neighborhoods, with commercial/industrial uses increasing south of the station.

The Trolley Trail, a developing regional bicycle and pedestrian artery, runs along the west side of the alignment from the Kellogg Creek Bridge to the light rail station and Park & Ride. It will serve as a primary pedestrian and bicycle access to and from the station. Following an old streetcar line, the six-mile Trolley Trail will connect with the Springwater Corridor and the I-205 trails to make a 20-mile loop between Portland, Milwaukie, Gladstone, Oregon City and Gresham, and become a major component of the Oak Grove community’s transportation infrastructure. Construction of the trail is scheduled to begin in 2010 (Fig. 55).

The new station and Park & Ride provide an opportunity to activate the public space, start the “greening” process for the area and create a vital multi-modal hub linking to existing transit service on SE McLoughlin Boulevard and the Trolley Trail.

The project presents opportunities to restore riparian areas over the buried Courtney Springs Creek and enhance the area surrounding the new station and Park & Ride facility. “Greening” the Park & Ride would help soften the visual impact of the large structure. With a combination of funding from TriMet and Metro’s Nature in Neighborhoods program, and Clackamas County Park Avenue Station Area Planning, this neighborhood focal point could become a model for integrating ecosystem restoration with a highly enhanced built environment and multi-modal transportation network.

Traffic impacts associated with the Park & Ride are a key challenge that must be addressed by the project.

Development opportunities: There are redevelopment opportunities along and in neighborhoods near McLoughlin Boulevard that could help activate the station area. Clackamas County is working with
Opportunities and Challenges

PARK AVENUE STATION AREA

Neighborhood Context:
The Park Avenue station area is mostly comprised of the single-family residential neighborhoods of Oak Grove, with some commercial/industrial uses on the south side and the Trolley Trail, a developing regional bicycle and pedestrian artery running along the west side.

Opportunities
1. Integrate station and Park & Ride with regional Trolley Trail
2. Restore riparian areas adjacent to Courtney Springs Creek
3. Create a public plaza
4. Redevelop properties along McLoughlin Boulevard
5. Connect bus transfers to the beginning/end of light rail line
6. Highlight gateway to Oak Grove

Challenges
7. Provide good pedestrian connection between parking structure and station
8. Facilitate good pedestrian connections across McLoughlin Blvd
9. Minimize potential impacts on nearby residential neighborhoods
10. Address the scale and aesthetics of the parking structure

FIGURE 55: Park Avenue station area—Opportunities and Challenges
a citizen driven process, the McLoughlin Area Plan, to identify a community vision and develop an implementation strategy to propose, fund and complete specific projects that support this vision.

**Current Design Direction**

After the alignment crosses the Kellogg Creek Bridge, it drops down and runs along the west side of SE McLoughlin Boulevard. The station is located on the north side of SE Park Avenue and the Park & Ride is on the south side. (Fig 56, 57 and 58) An elevated pedestrian overcrossing connecting the station to the Park & Ride is currently under consideration. The Park & Ride is planned to accommodate 600 vehicles. The capacity has been reduced from the original 1,000 spaces in response to community feedback. However, the facility will include structural improvements that would allow for 400 additional spaces to be added in future years, if necessary. After the PMLR line opens, TriMet will monitor use of the facility, and consult community stakeholders if an expansion is needed. Should additional spaces be needed, all federal and local environmental, traffic and other regulations would be addressed.

An application has been submitted to Metro for a Nature in Neighborhoods Capital Grant to support sustainable enhancements to the station and Park & Ride. If funds are granted, the project team will work with Urban Green, Oak Lodge Sanitary District and the North Clackamas Parks & Recreation District to create a riparian forest habitat to the southwest of the station, provide a new ecosystem-based storm water treatment along McLoughlin Boulevard, and treat and manage storm water flows from the Trolley Trail and the Milwaukie Elks Club site. It will create an enhanced riparian forest between the station and the Trolley Trail to transition from the light rail infrastructure into the restored and upgraded habitat (Fig. 57).

The Park & Ride is currently in preliminary design (Figs. 57 and 60). The aesthetics of this structure are important as it will be a community landmark. The Nature in Neighborhood grant funds would also be used to substantially increase the amount of planting associated with the parking garage and its site, including intensive plantings on the structure—primarily at stepped back northeast and northwest corners of the structure—to ease the scale of the building while creating pockets of habitat and reducing the impervious surface of the structure. It would also include a series of visible vertical elements attached to the north and/or east faces of the parking garage to convey and store storm water collected from the
**FIGURE 57:** Conceptual illustration of the Park Avenue Station and Park & Ride garage, as viewed from the northeast

**FIGURE 58:** Park Avenue station cross section
Metro is expected to announce the winners of the grant and the dollar amounts sometime in the first quarter of 2010.

**The Trolley Trail:** Additional enhancements are planned to create a safe and attractive environment for the Trolley Trail where it runs adjacent to the alignment (Fig. 59). Pedestrian scale lighting along the trail and a well-landscaped buffer between the light rail and the trail will be a part of the PMLR project. Enhanced plantings will be added if Nature in Neighborhoods funding is available. The trail will diverge from the light rail alignment in two locations where property acquisitions allow, providing an open and meandering experience.

Elsewhere, the retaining walls and slopes to the west of the trail will be designed to keep an open and inviting experience with a high level of plantings.

The project will be coordinated with the McLoughlin Area Plan, and with Clackamas County’s station planning efforts, which are expected to begin spring 2010.

**Outstanding Issues**

- Traffic impacts
- Final design, size and green screening of the Park & Ride
- Multi-modal connectivity
FIGURE 60: Park Avenue Park & Ride illustration (pedestrian structure is under consideration)