



SE Tacoma Street/Johnson Creek station area

Celebrating Johnson Creek and reconnecting neighborhoods

Design summary

The SE Tacoma Street/Johnson Creek station area is mostly comprised of industrial and commercial uses, with the Sellwood, Westmoreland, Ardenwald and Eastmoreland residential neighborhoods nearby. Johnson Creek runs just north of the station platform and will be a feature of the station. The station area improvements will provide enhanced pedestrian and bicycle connections that connect to the transit center.

The light rail alignment through this district travels between McLoughlin Boulevard and the active freight rail line. It will cross over the McLoughlin Boulevard ramp, under the Tacoma overpass, and over Johnson Creek to the station and Park & Ride facility. South of the station, the alignment runs under the Springwater Corridor before climbing a structure that will take light rail trains from the west side to the east side of the Tillamook Branch railroad tracks. This transition is necessary for the alignment to pass through the City of Milwaukie to the south.

Highlights of distinguishing design elements

The overall light rail project is designed to be responsive to the character and aspirations of surrounding neighborhoods, while maintaining a system-wide identity that creates a user-friendly transit experience. The light rail line will be dynamic in the way the station areas showcase the character of each neighborhood using distinctive landscaping, public art, sustainability initiatives and other elements.



Expanding transit options is essential to the livability and economic vitality of our growing region, which is expected to add one million new residents and nearly 100,000 new jobs within the project corridor by 2030. The Portland-Milwaukie Light Rail Project is integral to the region's strategy to manage growth and build more livable communities. This project is about more than bringing high-capacity transit to under-served communities—it is also about helping communities envision and achieve their aspirations. Combining infrastructure improvements, quality design features and new transit-oriented development along the alignment will connect neighborhoods, encourage walking and cycling, and create engaging public spaces where people want to be.

There is an abundance of natural features and recreational amenities that enhance the quality of life and help define this district. The station area improvements are designed to celebrate these attributes, as demonstrated by the following:

- **Johnson Creek enhancements:** The design intent for this station is to protect and foster appreciation for Johnson Creek. The creek area will be enhanced with riparian vegetation that can be viewed from the station platform. The project is partnering with the Johnson Creek Watershed Council to design fish habitat features in the creek and interpretive elements at the station.
- **Public art:** Thomas Sayre designed two large earth-cast wheels to serve as landmarks for this station. The sculptures reference the history of nearby Johnson Creek and its role as a site for the growth of both industry and community. Platform shelter columns will feature a unique mosaic pattern with imagery related to the station area.
- **Bike & Ride/Springwater Corridor:** The Springwater Corridor, an East-West regional trail that extends from the Willamette River to Gresham, connects multiple neighborhoods, parks and employment centers to the Tacoma station. It will also include a Bike & Ride structure, providing secure bike parking for 112 bicycles and a multi-use path that connects the Springwater Trail to the station, providing regional trail connections.
- **Decorative guardrails and quality fencing:** At the station platform, “reed rails”—steel guardrails evoking images of reed grass—will reflect the natural features of the station area and reinforce the station identity.

Park & Ride facility: The Park & Ride will be a well-landscaped surface lot that accommodates 320 vehicles and includes tree species planted as components of the stormwater facilities.

Auto circulation: A new traffic signal will be installed at Johnson Creek Boulevard and 32nd Avenue.



The station will capitalize on the connection to the Springwater Corridor by providing a 112-space Bike & Ride facility.

The intersection will also be widened to accommodate new turn lanes.

Development opportunities

The Pendleton Woolen Mills site adjacent to the Park & Ride structure has potential for redevelopment or an active re-use of the existing building.

Stay involved

Sign up for project email updates and meeting notices at trimet.org/pm. For more information, call TriMet Community Affairs at 503-962-2150.

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Portland-Milwaukie Light Rail Transit Project is a partnership among:

