



Bicycle and pedestrian access integral to project

Transit ridership depends on the integration of pedestrian, bike and mobility device access to station areas. The Portland-Milwaukie Light Rail Project works closely with advocates for cyclists, pedestrians and people with disabilities to incorporate access and facilities into the project.

Willamette River bridge access

A major element of the project is the Willamette River bridge between South Waterfront and OMSI, which will serve transit, cyclists and pedestrians, but not private vehicles. The new bridge will include:

- Two 14-foot bike and pedestrian paths
- Coordinating bridge connections to existing and planned paths on both sides of the river
- Dedicated bike lanes through the South Waterfront and OMSI stations

The pedestrian/bicycle paths were expanded from 12 to 14 feet each in response to community feedback. Project engineers determined that the benefits of the wider paths outweighed the additional \$3.25 million cost.

Accessibility and pedestrian improvements

Every station and the new bridge will meet, and often exceed, guidelines established in the Americans with Disabilities Act (ADA). Pedestrian improvements are integral to the project's design, and will include new curb ramps, crossings, lighting and widened sidewalks. New facilities along the project include:

- A rebuilt pedestrian/bike crossing over Powell Boulevard
- A new Kellogg Creek Bridge will allow the City of Milwaukie to add a future multi-use crossing
- Realigned bike and pedestrian underpass along Powell Boulevard to improve safety and visibility

Bicycle improvements

The project also enhances the bicycle network by providing safe crossings of light rail, streetcar and



PMLR includes Bike & Ride facilities at the SE Tacoma St/Johnson Creek and SE Park Ave stations to leverage the connection to the Springwater Corridor Trail.

freight rail tracks; new connections to and across the Willamette River; and access to light rail stations.

Bicycle access and circulation improvements include:

- New bike lanes between SW 1st Avenue and Naito Pkwy on an extended Lincoln Street
- Improved connections from the Eastbank Esplanade and Springwater Corridor Trail to the Clinton Street Bike Boulevard, including:
 - Improved crossing of SE 11th and 12th avenues
 - A new multi-use path between SE 12th Avenue and Division Place, near the Springwater Corridor Trail
 - Improved crossing of SE Powell Boulevard at SE 17th Avenue
- New bike lanes on SE 17th Avenue
- Alignment along McLoughlin Blvd that preserves options for a future multi-use path between Harold and Tacoma streets
- Multi-use path connection from the Springwater Corridor Trail to the SE Tacoma St Station
- Modified and new rail crossings at Harrison Street, Monroe Street, Washington Street, 21st Avenue, and Adams Street that accommodate planned bike and/or pedestrian facilities
- Bike routing consistent with goals of the City of Milwaukie surrounding the Downtown Milwaukie/

- SE 21st Ave Station and at track crossing locations
- Kellogg Creek Bridge designed to accommodate a future local multi-use path connection
- Integration with six-mile Trolley Trail between SE 22nd Avenue and the Park Avenue Station

bicycles throughout the corridor; enough capacity to accommodate 14 percent of the forecast morning peak boardings. Parking is concentrated at stations where bicycling has advantages over walking and driving. More than a third of the planned spaces will be in secure facilities.

Bicycle parking at stations

Subject to available funding and space, the project hopes to provide parking for more than 400

STATION	NUMBER OF BICYCLE SPACES	SHARE OF FORECASTED A.M. PEAK RIDERSHIP	CURRENT BICYCLE PARKING DESIGN GOALS
Lincoln/ SW 3rd Ave	8	5%	8 bike rack spaces.
South Waterfront/ SW Moody Ave	28	5% *	14 covered bike rack spaces under camera surveillance and 14 uncovered bike rack spaces. Secure bike parking part of the OHSU campus build-out.
OMSI/ SE Water Ave	24	13%	12 covered bike rack spaces under camera surveillance and 12 uncovered bike rack spaces.
Clinton/ SE 12th Ave	44	27%	18 covered bike rack spaces under camera surveillance and 18 uncovered bike rack spaces.
SE 17th Ave & Rhine St	8	8%	8 bike rack spaces.
SE 17th Ave & Holgate Blvd	16	14%	8 covered, and 8 uncovered bike rack spaces.
SE Bybee Blvd	58	18%	16 covered bike rack spaces on street level and 42 covered rack spaces on platform level.
SE Tacoma St/ Johnson Creek	108	35%	Large gated enclosure with racks for 74 bicycles (access will be restricted to smartcard holders). Also includes 22 covered spaces and 12 uncovered spaces.
Downtown Milwaukie / SE 21st Ave	36	5% *	12 bike locker, 12 covered and 12 uncovered bike rack spaces provided by project. Space identified for secure bike parking (with space for 55 bicycles) planned for future TOD adjacent to station.
SE Park Ave	78	21%	Large gated enclosure in Park & Ride garage with racks for 66 bicycles (access will be restricted to smartcard holders). Also, 12 bike rack spaces will be provided outside the garage.
Total	412	14%	

* Includes only bicycle parking provided by the PMLR project.

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Portland-Milwaukie Light Rail Project is a partnership among:

