



Clinton/SE 12th Ave station area

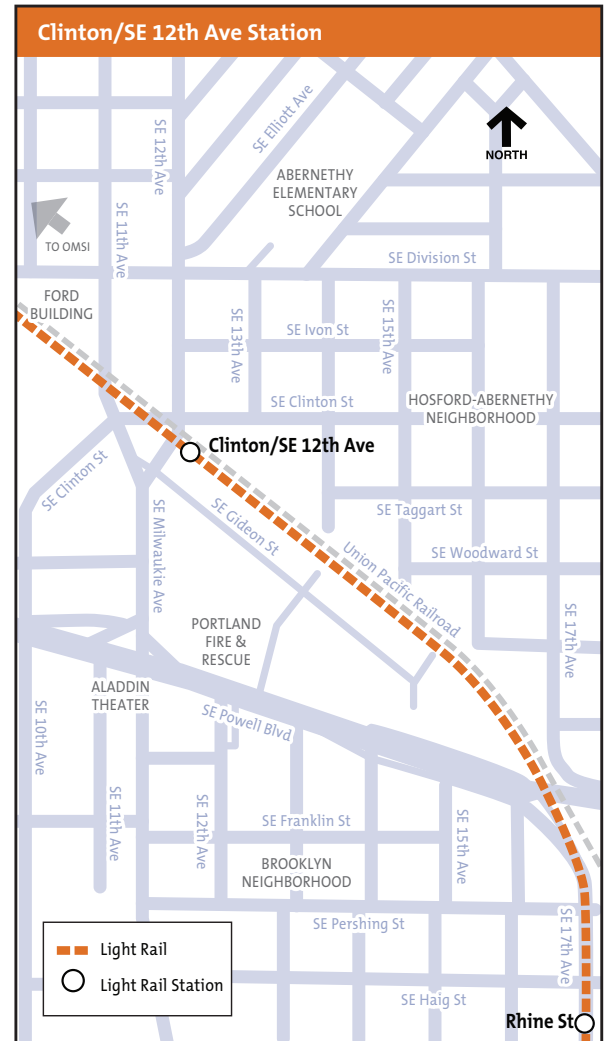
Connecting communities and creating a neighborhood landmark

Design summary

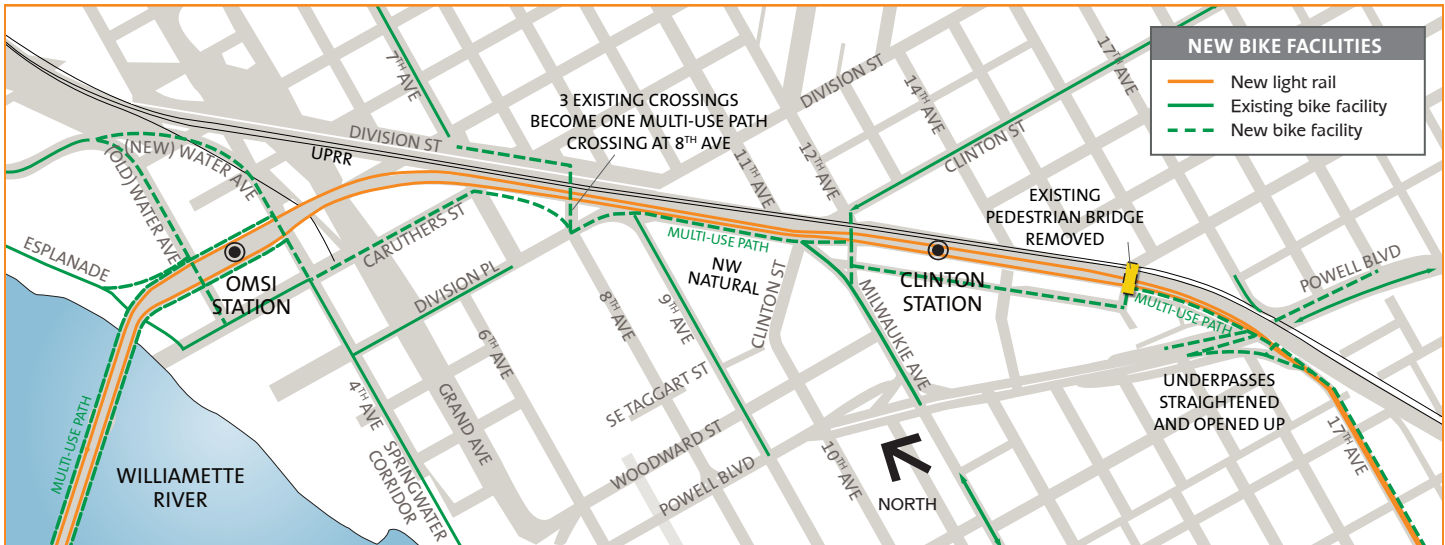
The area immediately surrounding the Clinton/SE 12th Ave Station is industrial and commercial with high traffic volumes and little pedestrian activity. It is transected by the diagonal alignment of the freight rail, which creates an unconventional street network and uniquely shaped blocks. The Hosford-Abernethy residential neighborhood extends to the north (Ladd's Addition) and the east (Clinton), and the Brooklyn neighborhood is south of the station and Powell Boulevard. The Clinton neighborhood's commercial center begins approximately eight blocks to the east of the station on SE Clinton Street. The new light rail station and related improvements are designed to help connect these neighborhoods, create a safer and more attractive pedestrian/bicycle environment, catalyze surrounding redevelopment opportunities, and strengthen the identity of this eclectic district. The station platform will be located east of SE 12th Avenue, adjoining SE Gideon Street.

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



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.



The area from the Willamette River to Clinton Station is an intersection for significant bike infrastructure, including the Clinton Street bicycle boulevard, Springwater Corridor and Eastbank Esplanade.

the character of each neighborhood using distinctive landscaping, public art, sustainability initiatives and other elements. The Clinton/SE 12th Ave Station will honor the industrial heritage of the area and create a central gathering place that connects the well-established neighborhoods that surround it. A few highlights of distinguishing design elements for this station include:

- **Green gateway:** An infusion of landscaping will transform the existing rail corridor between SE 12th Avenue and the 17th Ave access to Powell Boulevard from infrastructure that hinders through routes into a neighborhood focal point. The 50 feet between the light rail and freight rail tracks will be planted with a double row of conifer and deciduous grove trees to create a green scrim with brilliant fall color. Street trees and landscaped bioswales line the west side of the sidewalk and a 20 foot landscape buffer between the light rail tracks and the sidewalk will be planted with additional conifer and deciduous grove trees. The station platform will be highlighted with accent trees that provide vibrant spring flowers, and new street trees will be added to SE Milwaukie Avenue between the station platform and SE Powell Boulevard.

- **Public art:** Rebar, a multi-disciplinary art and design studio, is designing a monumental, illuminated steel sculpture to mark the entrance to the Clinton Street Station. *The Beacon* will be constructed of reused freight track bent into curves that recall the vocabulary of transit maps and system trackways. The concept was inspired from the history of the neighborhood, which has been dramatically shaped by transportation infrastructure, from the freight rail system that transects the area to the defeat of the Mt. Hood Freeway.

Improved bicycle and pedestrian access

Pedestrian and bicycle connections will be improved through this area to strengthen connections between surrounding neighborhoods and the river, Eastbank Esplanade and Springwater Corridor. A new Powell Boulevard overpass will provide a safe and direct bicycle/pedestrian route over Powell Boulevard at 17th Avenue. Cyclists heading south from the station will have direct access from the overpass to new bike lanes on SE 17th Avenue. Those heading northbound will have direct access to SE Gideon Street and into the station. Further, the underpass along the north side



A new multi-use path will parallel light rail tracks between SE 11th and SE 8th avenues (left). There are poor connections to major bicycle and pedestrian corridors in the area.

of Powell Boulevard will be modified to improve safety for cyclists and pedestrians by providing an accessible route with an extended sidewalk, better lighting and a more open feel. The west half of the south sidewalk will also be improved.

SE Clinton Street is a popular bicycle boulevard from SE 51st to SE 12th Avenue, where cyclists currently face a difficult crossing over the railroad tracks and Milwaukie Boulevard to reach the bike boulevard on SE 9th Avenue or continue west to the Esplanade and Springwater Corridor. The station area improvements will provide a safer and more direct connection. SE Clinton Street between SE 11th and 12th avenues will be closed, and cyclists will be able to use a new signalized crossing at SE 11th and 12th avenues. This crossing will connect with a new multi-use path paralleling the light rail tracks between SE 11th and SE 8th avenues and on to new bicycle facilities planned for Caruthers Street, which will provide improved connections to the river. Further, the three existing freight rail crossings at SE 8th Avenue, SE 9th Avenue and Division Place will be consolidated into a single, realigned, signalized crossing at SE 8th Avenue.

In response to the Inner Powell Boulevard Streetscape Plan, SE Milwaukie Avenue will be

widened to include bike lanes from SE Powell to Gideon Street, connecting the existing bike network south of Powell Boulevard to the inner southeast network including the Clinton Street bike boulevard. A generous supply of covered and uncovered bicycle parking will be provided at the station to support bike-and-ride use.

Pocket track: TriMet must locate a pocket light rail track in the central eastside, as close as possible to the light rail bridge over the Willamette River, to allow for temporary train storage to keep the entire regional system on schedule. The pocket track will be located just east of the Clinton/SE 12th Ave Station platform and will be used for schedule recovery, to clear track of inoperable light rail vehicles, or to store extra vehicles for a planned event.

Fencing: Fencing will be installed in the station area to provide safety and prevent people from accessing or crossing the light rail trackway or the freight tracks beyond.

Quiet zones: A quiet zone is a section of a rail line that contains one or more consecutive public crossings at which locomotive horns are not routinely sounded. The project will make the safety improvements to several crossings near the station



There are many opportunities for redevelopment in the Clinton/SE 12th Ave station area.

area necessary for the City of Portland to apply to the Federal Railroad Administration for quiet zone designation. Safety measures are required, including traffic signals and crossing gates.

Development opportunities

There are key development and storefront improvement opportunities surrounding the Clinton/SE 12th Ave Station that could significantly enhance commercial vitality and make a bold impact on the physical, social and economic conditions of the area. Adding light rail along with new transit-oriented developments can transform this station area into a vibrant village center. The NW Natural Gas-owned property adjacent to the alignment between SE 9th and SE 10th avenues and the triangle site framed by SE Gideon, SE Milwaukie Avenue and Powell Boulevard are large properties with strong redevelopment/adaptive reuse potential. Additional redevelopment opportunities exist north of the station, including along SE Division Street.

With more modest investments a number of properties can be transformed in the near term with storefront improvements, and these enhancements can help catalyze more ambitious redevelopment projects in the future. A survey is under way to inventory commercial and storefront conditions in the station area and strategies are being developed to implement improvements.

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.

Available in other formats:

trimet.org

503-238-7433

TTY 503-238-5811

Para esta información en español, favor llamar al 503-238-7433.

Portland-Milwaukie Light Rail Project is a partnership among:

