

TIGER II: Southeast Corridor Project: Connecting Communities

The TIGER II Southeast Corridor Project: Connecting Communities, provide critical pedestrian and bike improvements in the proposed Portland-Milwaukie Light Rail (PMLRT) corridor and would:

- Provide seamless bicycle and pedestrian connections to transit, schools, the riverfront, cultural attractions and jobs
- Create safer routes for bicyclists and pedestrians
- Increase the number of bicycle trips and decrease VMT
- Decrease conflicts between freight, auto traffic, bicycles and pedestrians
- Allow for the improvement and expansion of freight infrastructure and mobility
- Provide new opportunities for development and brownfield redevelopment

The 7.3 mile Portland-Milwaukie Light Rail (PMLRT) corridor travels from downtown Portland in the heart of the PSU University district, through neighborhoods in Southeast Portland, to downtown Milwaukie, ending in the Oak Grove community in Clackamas County. The light rail project will catalyze neighborhood transformation along the corridor, setting the stage for community and employment redevelopment and increased mobility. The TIGER II Southeast Corridor Project: Connecting Project builds on this investment, taking the corridor from a state-of-the-art transit corridor to a state-of-the-art multimodal corridor.

The following TIGER II Southeast Corridor Project: Connecting Project elements are strongly supported in the neighborhoods and surrounding communities, and substantially increase the livability and overall performance of the corridor.

SE Water Ave. Relocation

This project element will increase access and mobility and decrease conflicts for all modes of transportation, through construction of 1,300 linear feet of roadway, with two auto travel lanes, bike lanes and sidewalks. This project will support the redevelopment of the district, including brownfield sites and access to education and the arts. The realignment also supports the new PMLRT station and streetcar connections to the proposed Willamette River Bridge that will provide intermodal access to over 20,000 jobs and a workforce training center in a district with significant employment growth. This will place the roadway in the best location to serve the industrial district and related freight movements, bicycle connections, auto access to OMSI, and open up land for redevelopment.

Clinton to the River Multi-Use path

This project element enhances bicycle and pedestrian safety and connectivity with the construction of approximately 2,000 feet of a multi-use path and bike boulevard connection adjacent to the PMLRT alignment. The path will provide a critical and highly desired connection between inner southeast neighborhoods, the Willamette River and greenway trail, 21-mile Springwater Corridor, Clinton Street and Ninth Avenue bike boulevards and the planned Willamette River bridge multi-use path. This multi-use path connection provides a direct, low stress connection to jobs, education, and recreation activities in the inner eastside, downtown Portland, and a link to/from other regional locations. Over 2,000 bicyclists currently use Clinton Street bike boulevard in this area each day and 6,000 to 12,000 bicyclists are forecast to use the new Willamette River Bridge each day by 2035.

Rhine Pedestrian Bridge

This project element addresses the state of good repair issue and would reconstruct the Rhine pedestrian bridge over the Union Pacific and Amtrak mainlines, enhancing access to light rail, neighborhood connectivity and safety. Reconstruction would result in a safe and ADA compliant connection between jobs and residences. The current bridge is in disrepair and many people unsafely cut across the freight and Amtrak mainlines to avoid it. This improvement would provide access across the Union Pacific and Amtrak mainline from Cleveland High School, major employers, Brooklyn Neighborhood and the planned Rhine Street light rail station.

Oregon Pacific Railroad and Yard improvements

This project element would reconstruct the Oregon Pacific Railroad Yard and heavy rail track in a manner that would allow for the relocation of SE Water Avenue (described above) and associated bike lanes. Not only would this improve the state of good repair of these tracks and provide better travel options for cyclists, this improvement would help result in the relocation of four steam engines from Brooklyn Yard that in turn will free space for the expansion of the Union Pacific's Brooklyn Yard, a key intermodal facility.

Kellogg Lake Pedestrian and Bicycle Bridge

This project element provides a multi-use bridge across Kellogg Lake and multi-use trail to connect a 6-mile regional trail, neighborhoods to downtown Milwaukie and the planned Lake Road light rail station. These improvements would be constructed on a lower level of the light rail bridge across Kellogg Lake. The light rail bridge was designed to accommodate a future bike and pedestrian level. The bike/ped bridge and trail will eliminate significant barriers to/from the south end of the city, avoid approximately 10 minutes in out-of-direction travel and creates an off street low stress connection usable by pedestrian and cyclists of all comfort ranges. This improves safety and livability by increasing transportation options for residents and students. Currently high school students are often seen attempting to illegally and unsafely cross Kellogg Lake on an adjacent active freight rail trestle.