



Milwaukie/Main Street station area

Honoring the historic character of downtown Milwaukie

Design summary

Milwaukie is a classic American small town that is in the midst of a great and exciting revitalization. The station area improvements are designed to reinforce this character while improving accessibility for pedestrians, cyclists and transit riders. Introducing a project of this scale into downtown Milwaukie requires a delicate approach, so the design elements and potential adverse impacts have been carefully considered to ensure the project achieves the place-making aspirations of this community. For the majority of its length as it passes through Milwaukie, the light rail alignment is in the Union Pacific Railroad (UPRR) right-of-way, running just east of UPRR tracks. The station is located at the south end of downtown on a block bounded by Lake Road, 21st Avenue, Adams Street and the UPRR tracks.

Station platform: A center island platform will serve both north- and southbound trains, and the station area will be designed so that a future platform adjacent to the “Triangle Site” is possible when that property is redeveloped. The transit shelters will be made of powder-coated metal with a glass roof and wind screen. Design proposals include the use of pavers for the platform, a glass-roofed shelter and station accent landscaping.

Vehicular access: Access to the station will be primarily via foot, bike and bus. It is the city’s policy not to allow park and ride activity in downtown zones—the city will enforce its



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 a vital element in the region’s strategy to manage growth and build 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 Lake Road underpass below the new bridge will be well-lit and designed to create a safe and comfortable environment for pedestrians and cyclists. A public art element (above, right) routes rainwater collected from the station platform.

parking policies to manage expected demand. To improve safety, the west leg of Adams Street from the intersection of 21st Avenue will be closed. Two new traffic signals on 21st Avenue at Adams Street and Washington Street will be introduced to improve track crossing safety for motorists, cyclists and pedestrians. Short-term parking spaces on 21st Avenue may be used for pick-up and drop-off of transit riders.

Pedestrian and bicycle access: Extensive reconstruction around the station will significantly improve the streetscape by widening the sidewalk to 16 feet on the west side of 21st, implementing an extensive landscape and tree planting plan, and adding quality street furnishings. The Lake Road underpass below the new bridge will be well-lit and designed to create a safe and comfortable environment for pedestrians and cyclists—this will be an important passageway from the station platforms and Lake Road to a future public plaza at the terminus of Main Street. Bus stops near the corner of Washington Street and 21st Avenue will provide a transfer point for passengers from Milwaukie and Clackamas neighborhoods connecting to the light rail line. This station is

located at the hub of the city's emerging network of bikeways.

South Downtown Planning: The station location and connections to the surrounding blocks have been designed to support the city's South Downtown Concept Plan. This concept envisions the area around the station as a vital hub that will be a gathering place containing a multitude of activities, while allowing movement through to other places. Taking advantage of its proximity to parks and natural areas, views, and transportation links, the vision is one of an extension of the downtown grid system, anchored by a beautiful plaza positioned to overlook the Willamette River, with a shape and size that would accommodate the Milwaukie Farmer's Market. The city's plan calls for construction that has a human-scale appeal and feels like a natural extension of the downtown's historic elements. The buildings are carefully designed to create activity at the ground floor level, both indoors and out. The future station building, as planned by the city, will serve as a landmark announcing Milwaukie, while adding "eyes on the street" to the platform area.



The idea for the station building adjacent to the platform emerged from the city's South Downtown Plan. Plans call for it to be constructed by the time the line opens.

Kellogg Creek bridge: The light rail tracks will cross Kellogg Creek over a new structure that will extend south over Lake Road and the creek and then run adjacent to Robert Kronberg Park. The portion of the bridge crossing the creek is designed to keep its structural columns clear of the waterway to avoid environmental impacts. The bridge will be a major portal into downtown and has been carefully designed to fit into Milwaukie's landscape. It will have a concrete deck and weathering steel tub girders in a thin profile to create a ribbon effect. The railing along the top of the structure—constructed of weathered steel posts with horizontal cables—will be transparent and maintain the bridge's slender profile. The bridge will conform to all existing clearance requirements. The design also accommodates a future multi-use path (under the light rail deck of the bridge) that the City of Milwaukie plans to build to connect the Island Station neighborhood and the Trolley Trail to downtown Milwaukie.

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 improve crossings at SE Mailwell Street, Harrison Street, Monroe Street, Washington Street and the SE 21st Avenue/SE Adams Street intersections by installing safety measures necessary for quiet

zone approval, including traffic medians, signals and gates. The City of Milwaukie will submit the quiet zone application to the federal government once these crossing improvements are designed. Upon completion of project construction and final approval of the quiet zone, it will be in operation before the light rail line goes into service.

Highlights of distinguishing design elements

The light rail alignment 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 alignment 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.

A few highlights of distinguishing design elements in the downtown Milwaukie station area include:

- **Public art at station platform:** Sculptures by Brian Goldbloom mark each of the two entrances to the downtown Milwaukie station platform and reflect the transitional character of the site. Near the north entry, two hand-carved red granite millstones celebrate local history. To the south, a carved



This illustration of the Kellogg Creek bridge, looking northeast, shows the thin profile of the structure over River Road.

granite streambed routes stormwater into the landscaped water treatment area on Lake Road. The artist will also carve granite shelter columns to resemble vine maple tree trunks.

- **Decorative guardrails and quality fencing:** Steel guardrails at the station platform will have an elegant, geometric design that respects the historic character of downtown.
- **Textured retaining walls:** Retaining walls in downtown Milwaukie will be crafted with formed concrete that resembles a stacked rock wall.
- **Streetscape furnishings:** Furnishings and amenities on improved streets, including lights, and street trees, will be uniform with the existing downtown Milwaukie fixtures to maintain a consistent identity.
- **Landscape plan:** A green street treatment, planting strip, rain garden and vegetation plans for the station area and around facility structures will create a greener downtown.

Development opportunities

The station will provide a southern anchor to Milwaukie's downtown and generate activity to support revitalization along the Main Street retail spine. The station area is planned to be an active node that provides access to downtown, is a destination in its own right, and complements activities and development to the north. Many lots throughout downtown, including properties immediately adjacent to the station platform, offer opportunities for future redevelopment with a mix of housing, employment and retail uses.

Stay involved

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

