

Southeast Corridor Project: Connecting Communities

This project includes a series of transportation investments to create more livable and connected communities in the Southeast Corridor.

SE Water Ave. Relocation

Protects and enhances freight mobility while supporting new multimodal connections to jobs and cultural and educational institutions. Connects to local and regional bike and pedestrian routes, and creates redevelopment opportunities.

Oregon Pacific Railroad and Yard improvements

Provide room for the SE Water Avenue project, and allow for the relocation of four steam engines from Union Pacific Railroad's crowded Brooklyn Yard.

Clinton to the River Multi-use Path

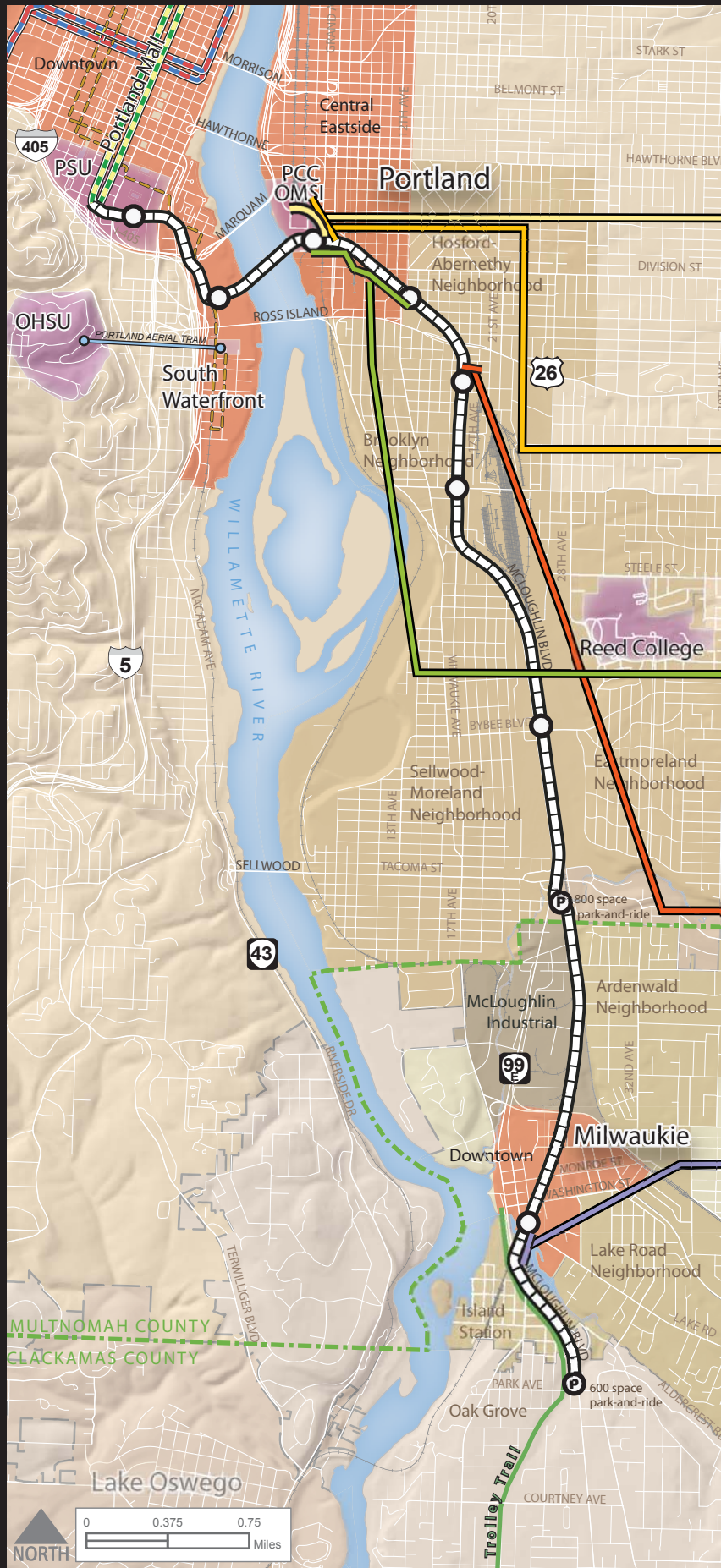
Provides a critical connecting hub for the region's bicycle and pedestrian network, linking dense, vibrant neighborhoods with employment, educational institutions and major bike and pedestrian routes.

Rhine Pedestrian Bridge

Addresses safety concerns with the existing antiquated bridge, and enhances bike and pedestrian connections between neighborhoods, schools, employment centers and transit.

Kellogg Lake Pedestrian and Bicycle Bridge

Addresses hazards of illegally crossing an adjacent freight rail trestle, and establishes a vital link in the local and regional bike and pedestrian network. The new bridge would enhance access to schools, transit and downtown Milwaukie.



Southeast Corridor Project: Connecting Communities TIGER II Grant Proposal

The TIGER II **Southeast Corridor Project: Connecting Communities**, which is over 70 percent funded, would close the funding gap on several critical improvements in the proposed Portland-Milwaukie Light Rail (PMLRT) corridor and would:

- Leverage over \$45 million in investments in the project
- 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
- Aid freight mobility
- Provide new opportunities for development and brownfield redevelopment
- Enhance the science, industry and educational character of the OMSI district

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 corridor represents a significant investment in transit expansion in the Portland metro region, with project costs at approximately \$1.4 billion. 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 Portland-Milwaukie Transit Catalyst Project builds on this investment, taking the corridor from a state of the art transit corridor to a state of the art multi-modal corridor.

The following TIGER II **Southeast Corridor Project: Connecting Communities** elements have been included in the PMLRT corridor from the beginning, are strongly supported in the neighborhoods and surrounding communities, and substantially increase the livability and connectivity of the corridor overall.

- The **Clinton to the River Multi-Use Path** provides a critical connection within the region's bicycle and pedestrian network, linking dense, vibrant neighborhoods with employment, educational institutions, the 21-mile Springwater Corridor multi-use path, the East Bank Esplanade and the future Willamette River Bridge. These improvements will transform the safety of pedestrian and bicycle connections in the neighborhood and to the new Willamette River Bridge and remove existing conflicts between bicyclists, pedestrians and freight. By creating a safe link to the river, this vital bicycle and pedestrian connection encourages active transportation choices, improves the livability of the neighborhood and reduces negative impact of carbon emissions on the environment.
- By relocating **SE Water Avenue** this project will support new multimodal connections to educational institutions, employment, cultural attractions, and bicycle and pedestrian facilities while protecting freight mobility and creating redevelopment opportunities.
- The **Oregon Pacific Railroad and Yard Improvements** allow for the relocation of four steam engines from the Union Pacific Railroad's Brooklyn Yard,

providing space for the expansion at that key intermodal facility—it also provides the needed right of way for the proper relocation of SE Water Avenue. These project improvements are critical to supporting freight movement in this industrial neighborhood. The 17,000 jobs located in the Central Eastside Industrial District are valuable for our city, region and state. 1,122 businesses are located in this industrial sanctuary and will use this major artery to ship freight throughout the country.

- The **Rhine Pedestrian Bridge** addresses immediate safety concerns with the existing substandard bridge and enhances bicycle and pedestrian connectivity between residential neighborhoods, schools, employment centers and light rail. This bridge crosses over a highly used by area high school students and crosses over a vital rail freight line.
- The **Kellogg Lake Pedestrian and Bicycle Bridge** will connect downtown Milwaukie with the soon-to-be completed Trolley Trail, and addresses the immediate hazard associated with illegal crossing on an adjacent freight rail trestle by establishing a vital link in the bicycle and pedestrian network. The new bridge would enhance access to schools, light rail and downtown Milwaukie's retail district.