



SE Bybee Boulevard station area

A gateway to nature and recreation

Design summary

The SE Bybee Boulevard station area is largely characterized by the verdant landscape created by Westmoreland Park, Eastmoreland Golf Course, Crystal Springs Rhododendron Garden and the mature trees that line McLoughlin Boulevard through this segment. The stately campus of Reed College just northeast of the station and the Willamette River, Oaks Bottom Wildlife Refuge and the Springwater Corridor to the west of the station further define the area.

McLoughlin Boulevard is a heavily-used arterial that runs parallel to the Union Pacific Railroad (UPRR) tracks in this area—both create a hard edge on either side of the project alignment that limits connectivity. However, Bybee Boulevard provides an important east-west link between the neighborhoods, institutions and surrounding recreational amenities.

The light rail improvements at the station area are designed to integrate into this setting and strengthen multimodal connections between surrounding neighborhoods and recreational destinations. The platform will be in a center island configuration immediately north of and below the Bybee Boulevard bridge. There will be stair and elevator access down to the station.

Safety considerations: Design considerations that enhance the safety of transit patrons at this station are essential



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.

A stairway and an elevator will provide access to the station platform from the north side of the Bybee Boulevard bridge.



given that the platform is below the Bybee Boulevard bridge and adjacent to an operating rail corridor. To enhance safety, the station is designed to be well-lit, incorporate open sightlines, and clearly delineate areas where passengers need valid fares to descend to the platform. At the platform level, there are open sightlines underneath Bybee Boulevard to the south side stairway. Additionally, train arrival information will be available on a TransitTracker screen at the top landing on the Bybee Boulevard bridge so that patrons have the option of waiting for trains at either location.

Bus connections: A bus pull-out at the station entry on the north side of the bridge will facilitate transfers from westbound buses. The eastbound bus stop remains at the base of the west end of the bridge, where a signalized crossing will assist transit patrons in crossing Bybee.

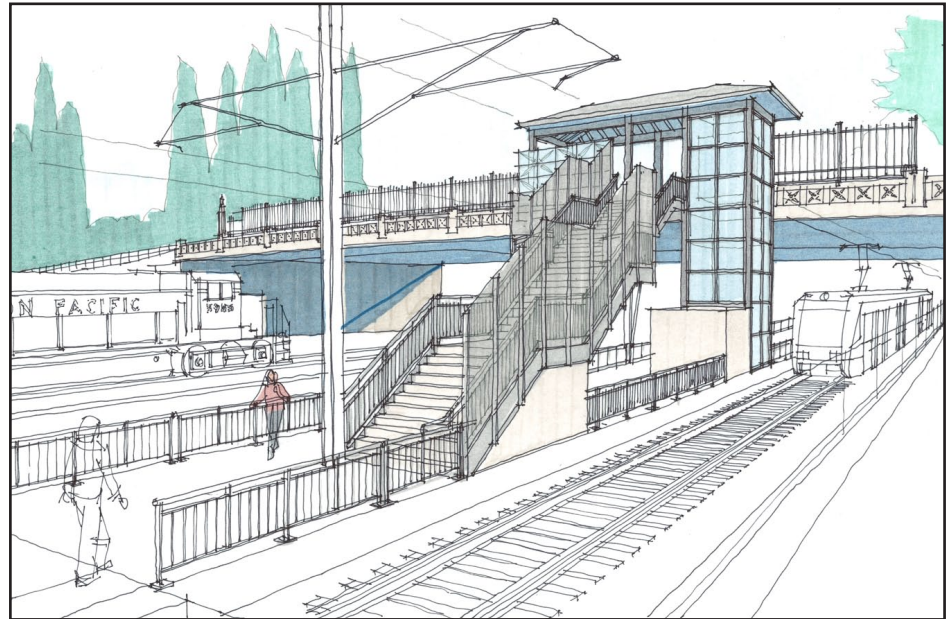
Highlights of distinguishing design elements

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 the character of each neighborhood using distinctive landscaping, public art, sustainability initiatives and other elements.

The historic character of the Bybee Bridge and neighboring residential areas as well as the surrounding natural features and recreational amenities inspire the design of the station area improvements, as demonstrated by the following: Upper landing and public art: A traditional glass “garden” structure on the north side of the Bybee Boulevard bridge will be a defining feature of this station area. It will mark the station entry with a design that respects the historic character of the bridge and surrounding neighborhood. Local artist Dana Lynn Louis proposes a rotating lantern—with imagery inspired by the beauty of Crystal Springs and the form of 1950s motion lamps—located on the roof of the elevator shaft to serve as a beacon for the station. Further, lyrical drawings abstracted from nature could be etched into the elevator and windscreen glass, and may be projected as lighting on other areas of the station.

Bike & Ride/Springwater Corridor: With direct bikeway connections to the Westmoreland and Eastmoreland neighborhoods and Reed College, the SE Bybee Boulevard Station is expected to be a hub for bike commuters. Convenient covered bike parking will accommodate 58 bicycles.

Landscaping: In the spring, Spring Flurry Serviceberry planted to the west of the station will come alive with a burst of white blossoms. In the fall, the leaves will turn a vibrant yellow and orange, and the plants’ purplish blue fruit will attract birds.



To enhance station safety, the design will provide strong lighting and open sightlines, and clearly delineate areas where passengers need valid fares to descend to platform level.

Quality guardrails and quality fencing: Steel guardrails that respect the historic character of the bridge will be used on the upper landing, portions of the bridge, along the stairs and at the station platform. Architectural fencing is proposed along the alignment near the station platform.

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:

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503-238-7433

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

Portland-Milwaukie Light Rail Project is a partnership among:

