

Update 2

2012 | february

Creek Committee

Tacoma MAX Station Enhancement Project

The Creek Committee has continued to work on enhancements suggested at the 2010 charettes. As detailed in this update, great progress had been made. On pages 1 & 2 are our plans for the Johnson Creek habitat enhancement and interpretive boardwalk. On page 3, a plan to “Connect the Dots” is outlined. And, on page 4, an update on the light rail project.

The Creek Committee will have a table at the next two TriMet Portland Milwaukie Light Rail Open Houses. We will be introducing an updated version of our habitat and boardwalk project; TriMet will be introducing its 90% design. **Come give us your input and learn more about the campaign to make it happen.**

Upcoming Open Houses

Thursday, February 23, 6-8 p.m.

St. Philip Neri Parish, Carvlin Hall
2408 SE 16th Ave.
Portland

This location is served by bus line 4-Division/Fessenden.

Wednesday, March 7, 6-8 p.m.

Milwaukie High School
11300 SE 23rd Ave.
Milwaukie

This location is served by bus line 29-Lake/Webster Rd, 32-Oatfield.

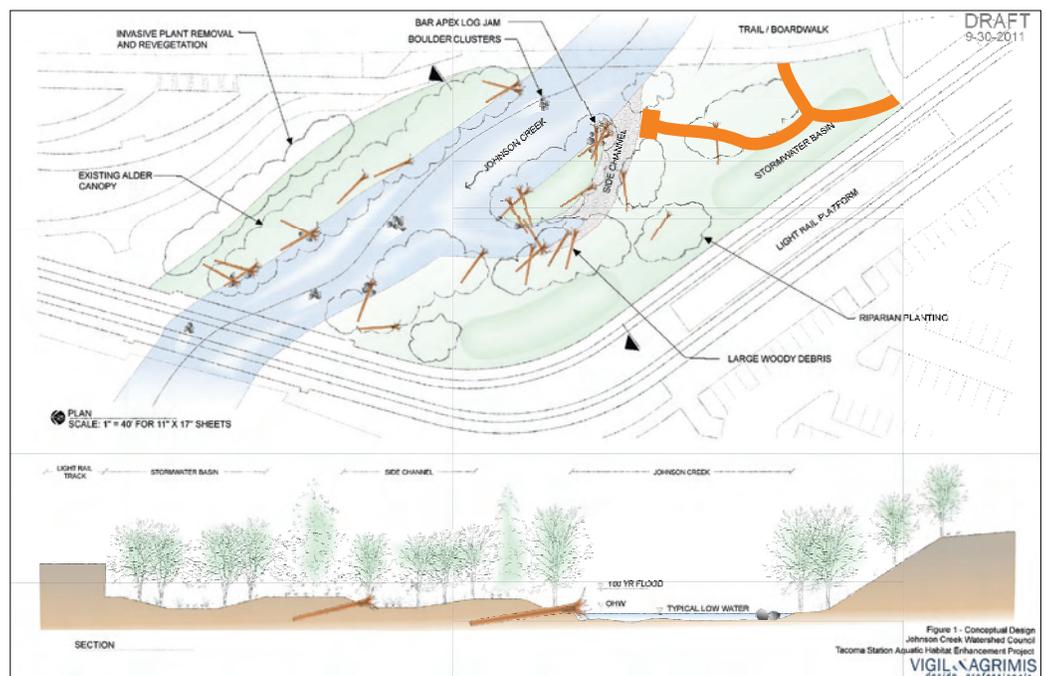
New habitat for Johnson Creek

Side channel for salmon, interpretive boardwalk and creek overlook featured

In the summer of 2010, the Johnson Creek Watershed Council (JCWC) and TriMet co-hosted a series of collaborative design sessions called charettes. Many community members came together to brainstorm potential design features of the future SE Tacoma St/Johnson Creek MAX station, which will be located immediately south of Johnson Creek.

Based on some of the ideas put forward at the charettes, a group called the Creek Committee continued to meet and plan. We applied for and received a grant from East Multnomah Soil and Water Conservation District for an engineered habitat design, which was awarded to the Johnson Creek Watershed Council, lead partner in the Creek Committee.

The MAX station site is an ideal place to host an



Current plan at 60%, exact alignment of boardwalk as yet undetermined. Habitat engineering and technical design work by Vigil-Agrimis, boardwalk design by Mayer Reed.

interpretive boardwalk that can highlight the history of Johnson Creek as well as current efforts to rehabilitate the salmon runs and the streamside habitat in general.

Aquatic and streamside habitat features

- Logs and boulder clusters will be installed instream to provide more complex habitat for three species of threatened salmonids in Johnson Creek;
- Dry in the summer, a side channel on the south side of Johnson Creek will provide off-channel resting spots for salmon during high winter flows;
- Removal of invasive plants will create room to plant native shrubs under the existing alder canopy, providing new bird and amphibian habitat and improving water quality;
- The vegetated stormwater basins, which are part of TriMet's baseline design to treat station stormwater on-site, would overflow to the creek's side channel.

Environmental education and interpretive features

- A boardwalk will pass the vegetated stormwater swales to a Johnson Creek overlook. Infographics will explain the habitat features, local ecology and site history.
- One interpretive feature will be dedicated to the thousands of volunteers who work to restore natural vegetation in Oregon.
- The hundreds of neighborhood residents and

Fundraising campaign to begin

The Creek Committee will begin approaching potential corporate and local business partners for funding support for the project. Later this spring, we will submit grant applications to a number of local and regional foundations.

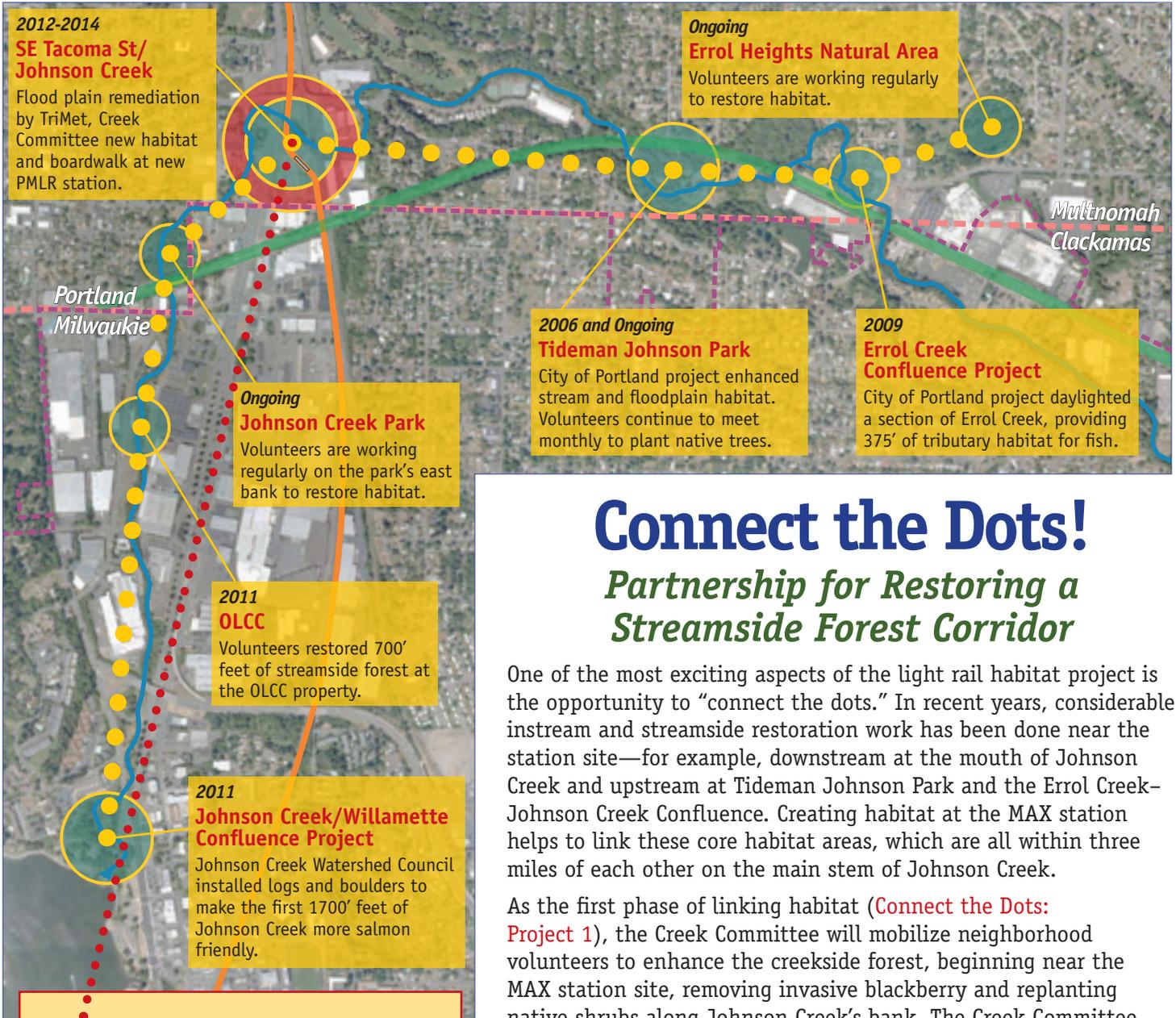
This is a multi-faceted project we hope will be interesting and compelling to potential donors. Because of the project's location in a high-traffic area, one of the benefits we can offer to businesses and foundations is visibility in the community through recognition on the project signage.

commuters who use the station will enjoy and learn about Johnson Creek.

- Schoolchildren will benefit from easy access to environmental education and historic site information.
- The nearby Springwater Corridor Trail (the station will have a path to the trail) will draw recreational users to enjoy the interpretive overlook. 



Latest rendering of SE Tacoma St/Johnson Creek station.



Connect the Dots!

Partnership for Restoring a Streamside Forest Corridor

One of the most exciting aspects of the light rail habitat project is the opportunity to “connect the dots.” In recent years, considerable instream and streamside restoration work has been done near the station site—for example, downstream at the mouth of Johnson Creek and upstream at Tideman Johnson Park and the Errol Creek–Johnson Creek Confluence. Creating habitat at the MAX station helps to link these core habitat areas, which are all within three miles of each other on the main stem of Johnson Creek.

As the first phase of linking habitat (**Connect the Dots: Project 1**), the Creek Committee will mobilize neighborhood volunteers to enhance the creekside forest, beginning near the MAX station site, removing invasive blackberry and replanting native shrubs along Johnson Creek’s bank. The Creek Committee plans to continue working with private landowners upstream and downstream to create a continuous corridor of native forest from the Johnson Creek–Willamette River Confluence upstream through Tideman Johnson to Errol Creek and beyond.



Project 1

2012-13

SE Tacoma St/Johnson Creek Station

Habitat restoration on private land along the banks of Johnson Creek in the vicinity of the TriMet Station and the Tenino Viaduct.

Vegetating the nearby corridor while the station site undergoes flood plain restoration and other PMLR construction will be the kickoff volunteer project in the Connect the Dots campaign.

Further information about Project 1 will be sent in future Updates. Get involved!



PMLR Project remains on target, construction begins

The Portland Milwaukie Light Rail Project remains on schedule to be completed in fall of 2015.

Construction began on the new bridge over Willamette River last summer and utility work has started at numerous sites along the right of way.

The name of the station has been changed to SE Tacoma St/Johnson Creek. Work at the site and along the right-of-way will begin in mid-2012.

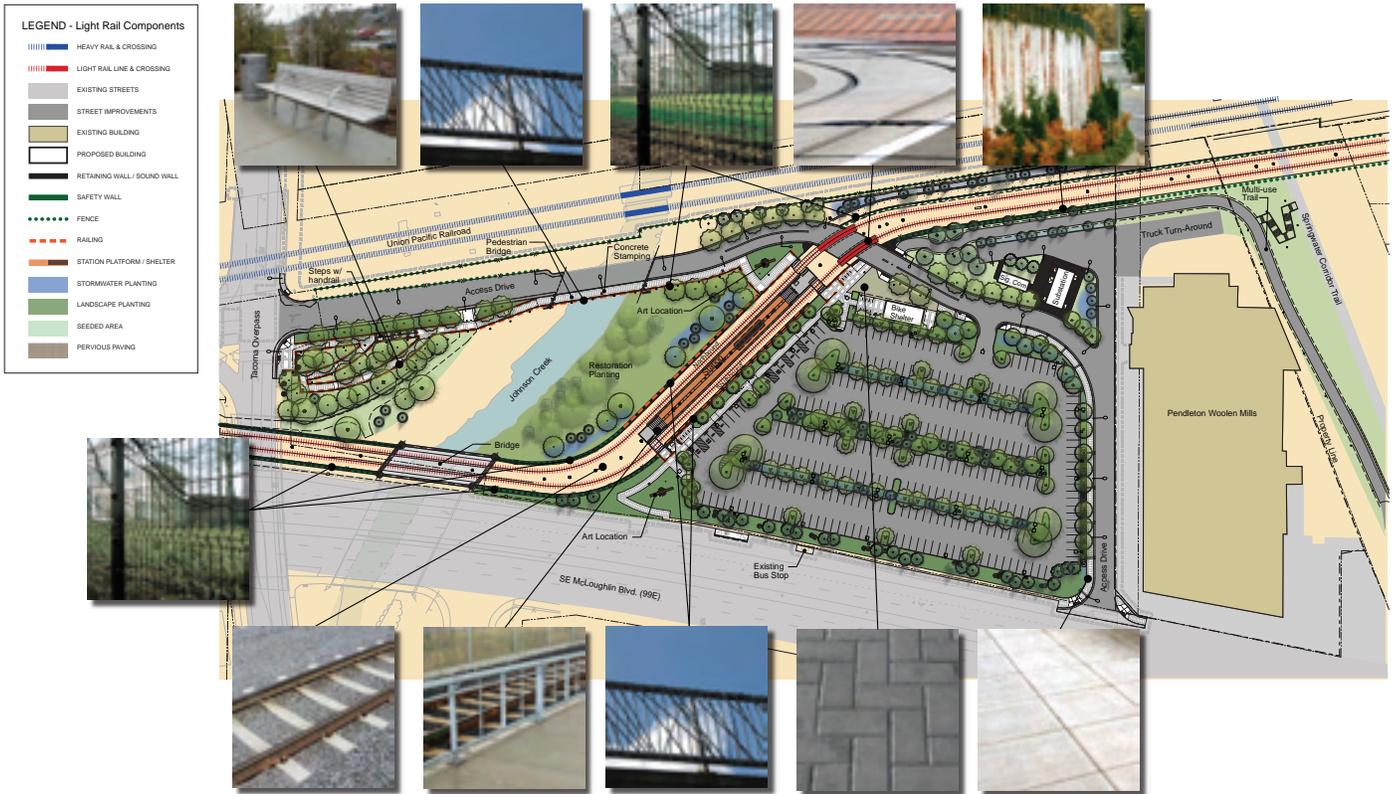
At open houses in February and March, TriMet will

TriMet's February 1, 2012, station site design.

introduce its 90% completion design. The Tacoma/Johnson Creek station's latest design is shown below.

The onsite stormwater treatment swales will be featured on the Creek Committee's education boardwalk and will overflow during high water into the new side channel.

Community members have also met with TriMet, ODOT and others to advise on pedestrian safety measures around the station.



Tacoma Station

January 6th, 2012

Site Elements



The Tacoma MAX Station Creek Committee will be distributing these brief project updates as progress is made towards enhancing stream and riparian habitat along Johnson Creek at the future MAX station near SE Tacoma and McLoughlin. Please e-mail creekcommittee@newharmonyfarms.com if you would like to subscribe or unsubscribe to these updates. These newsletters will also be available at www.jcwc.org.

The Johnson Creek Watershed Council (JCWC) leads the Creek Committee with other key partners on the project including TriMet, the Ardenwald-Johnson Creek neighborhood, the City of Portland and Friends of Trees and with further support from the Sellwood-Moreland Improvement League (SMILE), Metro and Portland State University's Geography Department.