South Waterfront/SW Moody Ave Station

Accessing economic, education and recreation potential

Design summary
This station is located on the northern end of the South Waterfront District, an emerging high-density, mixed-use neighborhood on the west bank of the Willamette River. Development on the Oregon Health & Science University's (OHSU) Schnitzer Campus and the Zidell Company's property, as well as the South Waterfront Greenway, which will eventually stretch along the banks of the Willamette River from the Marquam Bridge south to the River Forum Building, will anchor the area.

The station will be a major focal point of the area, showcasing Portland’s emphasis on quality design and multi-modal transportation by bringing additional bus and new light rail service to the neighborhood, strengthening connections to the Portland Aerial Tram, Portland Streetcar and enhancing bicycle and pedestrian access. It will help activate the district, stimulate development activity and create an exceptional urban experience that offers it all: transit, mixed-use development, recreation opportunities, quality green spaces and a connection to the river.

Innovation Quadrant: The City of Portland has identified a functional relationship between higher-education institutions, workforce development providers and private sector partners located in the Central City.

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.
The Innovation Quadrant is made up of higher-education institutions, workforce development providers and private sector partners in the Central City.

with the intention to enhance connections and collaborations. OHSU's Schnitzer Campus marks one of the four cornerstones of the "Innovation Quadrant." Portland State University's (PSU) University District, OHSU's Marquam Hill Campus and the Central Eastside Industrial District, anchored by the Oregon Museum of Science and Industry and Portland Community College (PCC), form the other three cornerstones. PSU, OHSU and PCC are the three largest higher education providers and employers in the region, and their current and potential collaborations with one another and with the private sector are an economic engine for the region. Together, the four districts of the quadrant are projected to grow by approximately 30,000 jobs and 11,000 households during the next 25 years. This light rail project presents opportunities to strengthen connections into and within the Quadrant with a transit hub that provides bus, streetcar, light rail and bicycle access.

Street network: Development plans for the Zidell Company and OHSU properties are integral to the design of the South Waterfront street plan. SW Moody Avenue has been reconstructed to include double-track streetcar with two-way vehicle traffic and a cycle track for bicycles. In the future, the City of Portland plans to create a Moody/Bond couplet with SW Bond Street serving northbound traffic and SW Moody Avenue serving southbound traffic and both directions of streetcar. Careful coordination is necessary to fit a multi-modal transit platform between these future streets and allow pedestrian and bicycle movements through the platform block. For these reasons Porter Street (the location of the light rail alignment in South Waterfront) has been designated a transit only street. As a result, the remaining future east-west streets (Woods, Arthur and Baker) will become critical to auto circulation as redevelopment occurs in the station area. The alignment is designed to function well with both existing and proposed infrastructure improvements.

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 South Waterfront/SW Moody Ave Station will have features distinctive to this district, but it will also share design elements with Tilikum Crossing and the OMSI/SE Water Ave station area to create continuity and acknowledge the relationship between the institutions that anchor both sides of the Willamette River. A few
highlights of distinguishing design elements for this station include:

- **Multi-modal gateway:** The lively, multi-modal design of this station will be a distinguishing feature in and of itself. Light rail trains, buses, streetcars, bicyclists and pedestrians will access the bridge in their own designated travel lanes through this station. There will be separate platforms for east- and westbound transit; light rail trains will run on the outside and buses (and future streetcar) will run in the middle. The platforms will serve both light rail and buses; streetcars will not stop at the platform but will have stations nearby. Bicycles will take the curbside lanes and pedestrians will have generous sidewalks. As part of a separate project, the City of Portland improved Moody Avenue to enhance pedestrian and bicycle connections from the station to the Portland Aerial Tram.

- **Elevated platforms:** The platforms are built approximately 14 feet above the former street grade and future local streets will be constructed to slope up and meet the grade of the station. A future adjacent building will be designed with parking below the level of the platform and with main pedestrian entrances that open onto the sidewalks adjacent to the station.

- **Furnishings and railings:** The South Waterfront/SW Moody Ave Station will share design elements with the OMSI/SE Water Ave Station. The custom designed shelters, as well as the benches, lighting, trash receptacles and windscreens will be the same at both station platforms. Further, a transparent cable railing that runs between the cycle track and the bus lane will match the railing in the OMSI/SE Water Ave station area.

- **Landscaping:** The landscape design brings brilliant color and texture to this station area. Ash trees along the transitway will display fall foliage of an intense golden-yellow color. Low-growing shrubs will separate the sidewalk from the street. Between the trackways on the bridge approach is an island of low growing plants in a chevron composition that includes grasses and flowering shrubs.

- **Greenway Plaza:** A greenway plaza will open to the public when the adjacent greenway is developed. Concrete seat walls along the river’s edge will provide a place to pause and view the bridge. Decorative colored concrete paving laid in a geometric pattern will call attention to the public art project on the bridge abutment wall and enhance the pedestrian/cyclist experience of the space.

- **Public art:** Jim Blashfield's electronic artwork consisting of a video program and two narrow steel enclosures with video screens will be located under the shelters at each of the light rail platforms on either side of the bridge. The video consists of slow moving images that allude to local history, the river, and nearby
cultural institutions and business in a poetic, non-narrative form. Underneath the bridge deck, artists Anna Valentina Murch and Doug Hollis designed the abutment walls with a central “Sonic Dish” curved to amplify sound at a single focal point. Soft-colored lights will move across the wall, echoing the rhythms of the nearby river. Lynn Basa combined imagery from the once plentiful birch trees in the area and the form of DNA to create the glass mosaic pattern for the station shelter columns.

Development opportunities
Integrating the project design with adjacent development plans will be pivotal to the success of both in this station area. The light rail project will set the stage for the development of surrounding properties, parks and the Willamette River Greenway. The Zidell Company’s property offers 33 acres of developable land, with a new apartment building completed and opened just west of SW Moody Avenue near the aerial tram. OHSU’s 19-acre Schnitzer Campus is expected to house 4,500 employees by 2030. The OHSU/OUS Collaborative Life Sciences Building opened in June 2014.

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.

The first development on the Oregon Health & Science University’s Schnitzer Campus is the OHSU/OUS Collaborative Life Sciences Building, opened in June 2014.

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503-238-7433
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