Public comments can be submitted in writing to: SWCorridor@trimet.org

Include “CAC Comment” in the subject line.
The Southwest Corridor Light Rail Project
Historic Resource Impacts
# Historic Resource Impacts Comparison

<table>
<thead>
<tr>
<th></th>
<th>DEIS June 2018</th>
<th>June 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inner Portland</td>
<td>10 – 19 adverse impacts</td>
<td>Up to 7 adverse impacts</td>
</tr>
<tr>
<td>Outer Portland</td>
<td>3 – 6 adverse impacts</td>
<td>4 adverse impacts</td>
</tr>
</tbody>
</table>
Overview

• **Section 106** – Historic and cultural resources

• **Section 4(f)** – Park and recreation lands, wildlife and waterfowl refuges and historic sites
Inner Portland Resource Map

- Duniway Park
- Lair Hill Park
- Marquam Hill
- Congregation Ahavath Achim Synagogue
- Tenwilliger Parkway
- Jewish Shelter Home
- South Portland Historic District
- Halprin Open Space Sequence
- South Waterfront

GREAT PLACES Corridor
Historic Resources Virtual Public Meeting

- **Thursday, July 23rd - 35 participants**
  - Presentation and meeting recording: [https://trimet.org/swcorridor/library.htm#historic](https://trimet.org/swcorridor/library.htm#historic)

- **Purpose:**
  - Increase transparency about impacts to historic resources
  - Increase literacy around public comment opportunities

- **Feedback:**
  - Concerns about impacts to historic homes in the Lair Hill Neighborhood, impacts to the former Synagogue, and Terwilliger Parkway impacts
  - Concerns and questions from impacted property owners of historic resources
Stakeholder Engagement Next Steps

• Follow-up conversations with property owners and interested residents
  • Continue to try to reduce impacts as design progresses
  • Possible group meeting with Lair Hill neighbors, depending on community interest

• Public involvement plan for former Synagogue
  • How we can best honor cultural and architectural properties

• Meeting with Friends of Terwilliger Board

• Draft MOA posted to website for public comment
  • Late August or September
Questions? Comments?

trimet.org/swcorridor
June/July Engagement Report

- Bridlemile Neighborhood
- SWNI Watershed
- Durham City Council
- Wash Co. CPO4M
- WPTC CAG
- South Portland NA
- West Portland Park Neighborhood
- Hayhurst Neighborhood
- SWNI Land Use
- SWNI Board
- Historic Resource Virtual Event

Upcoming August Presentations:

**STAFF OFFICE HOURS**

TriMet staff is holding virtual office hours
Tuesday, August 18 from 5:30-7 p.m.

Staff will not be presenting, but will use information from the project website to answer questions.
Continues to summarize:

- Project principles, goals and objectives
- Community benefits
- Corridor-wide design elements, improvements, major structures
- Stations and amenities

Tool to communicate conceptual design to the community
Conceptual Design Report (CDR): Final Draft

What’s new?

• Responses to comments received through community engagement process

• How project intends to achieve affordable housing commitments

• More on station access by all modes, including bikes and future mobility services

• Additional “toolkits” indicating intention for design elements and project improvements
Principles, Goals, Objectives

- MOVE AND CONNECT PEOPLE
  - Travel
  - Patron Experience
  - Active Partnerships
  - First and Last Mile Connection

- MAINTAIN AND CREATE EQUITABLE COMMUNITIES
  - Community Resource Preservation
  - Access to Opportunity
  - Inclusive Community Vision

- PRESERVE AND RESTORE NATURAL ENVIRONMENT
  - Natural Resource Preservation
  - Ecological Design
  - Open Space Access

- DESIGN FOR THE FUTURE
  - Flexible Infrastructure
  - Sustainability
  - Emergency Response
TriMet’s focus for supporting regional development is to maximize density, minimize gentrification and displacement and transform public spaces by creating mixed-use development near transit stations, with a diversity of uses and income levels. We continue to advance best practices in facilitating affordable housing near transit.

https://trimet.org/equity/
Maintain and create equitable communities

Affordable Housing Commitments

<table>
<thead>
<tr>
<th>City</th>
<th>Unit Goal (min)</th>
<th>Estimated # of Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Portland</td>
<td>600</td>
<td>610-930</td>
</tr>
<tr>
<td>Tigard</td>
<td>150</td>
<td>710-1300</td>
</tr>
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</table>

Potential units on surplus land parcels will be evaluated again at 60% phase of design, when ROW acquisition process is completed.
Move and connect people

Project vision for corridor improvements

Existing Conditions
Station Access Framework

**WALK**
Mixed use and mixed income development at stations increase walk access to transit.
Tools: TOD, public realm improvements, pedestrian facilities

**BIKE**
Bicycling increases access to transit and provides an alternative to single-occupancy vehicle use.
Tools: Bike parking facilities, lanes and sharing

**TRANSFER**
Local bus service feeds high capacity transit.
Tools: Bus routes and stops, WES connection

**MOBILITY SERVICES**
Transportation technologies increase mobility and access to transit.
Tools: Allocate space for mobility solutions

**AUTO**
Private vehicles provide access to transit.
Tools: Park & Rides, roadway and access improvements

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**Project ridership**

*What about bikes? Section 3.7 outlines how projected bike demand has been studied along the corridor*

**Total Mode of Access (Ons/Offs)**
- 65% WALK
- 12% AUTO
- 23% TRANSFER

**Legend**
- Walk
- Transfer (Bus/WES)
- Auto (Park & Ride, Pick-up/ Drop-off)

*Source: Metro, 2019*
Add 3-mile ‘bikesheds’

- Catchments areas show neighborhoods and destinations accessible to cyclists; used to prioritize improvements (protected intersections, RPBLs, shared streets).
Bike typology

- Analysis of many factors to understand needs for cyclists and estimate demand for parking
Station Access

Bus transfers

- SWC LRT will continue to provide nearly 23% of light rail riders with a connection to other local and regional transit.

In addition to light rail service, the Southwest Corridor can expect to see improvements to bus service. By adding high-capacity transit to the region, TriMet is able to remove duplicative service currently provided by buses and implement other service improvements identified in the Southwest Enhancement Plan.
### Station Access: Autos

<table>
<thead>
<tr>
<th>Station Name</th>
<th>Existing</th>
<th>Proposed Maximum Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barbur Transit Center</td>
<td>368</td>
<td>up to 300</td>
</tr>
<tr>
<td>53rd Avenue</td>
<td>0</td>
<td>up to 310</td>
</tr>
<tr>
<td>68th Avenue</td>
<td>0</td>
<td>up to 350</td>
</tr>
<tr>
<td>Hall Boulevard</td>
<td>0</td>
<td>up to 100</td>
</tr>
<tr>
<td>Bridgeport Transit Center</td>
<td>368</td>
<td>up to 960</td>
</tr>
<tr>
<td>Total Spaces</td>
<td></td>
<td>up to 2,020</td>
</tr>
</tbody>
</table>

All station surface lots except Bridgeport Transit Center.
Station Access: emerging mobility services

- Emerging connections to transit
- Adapt stations to travel choices to serve vulnerable population
- Ongoing coordination with partners/local jurisdictions is key to flexible design

**TRIMET ACCESS TOOLS**

- Pedestrian facilities
- Integrated station access
- Bike facilities and parking
- Bus stops and transit connections
- Space for mobility solutions
- Park & ride facilities
- Roadway improvements

**SOUTHWEST CORRIDOR LIGHT RAIL PROJECT**

**SHARED RESPONSIBILITIES**

**SUPPORTING TRANSIT-ORIENTED COMMUNITIES**

- Enabling developments near stations and within the project footprint
- Enabling transit-oriented development on publically-owned sites such as Barbur Transit Center, Tigard Park & Ride (at Pacific Highway/99W), Bridgeport Transit Center /Park & Ride
- Other potential opportunities along the corridor as coordinated by jurisdictions and housing developers

**ACCESS TOOLS BY OTHERS**

**MOBILITY SERVICE ACCESS TOOLS**

- Coordinating with privately operated mobility solutions beyond the project footprint to provide more and better travel choices that increase convenient access to transit service

**PARTNER PROJECTS**

- Southwest Corridor infrastructure and access projects that are not included in the project scope
Station Access Framework: location guidance

**STATION ADJACENT**
Less than half a minute (or approximately 100') from the station by foot, these solutions benefit from good visibility from the station platform and direct interface with the project.

**ONE BLOCK FROM STATION**
Less than a minute (or approximately 200') from the station entrance by foot, solutions may be located where passengers may be willing to walk slightly further to access them.

**ONE BLOCK FROM STATION AND BEYOND**
Roughly 1.5 minutes (or approximately 400') from the station entrance by foot, these solutions include Park & Ride, as well as less frequent local services, and a variety of private operators, including car share.
Design for the **Future**: explore opportunities for mobility solutions

**A. New Transit-Oriented Places**
Mobility solutions can be integrated into buildings at the ground floor, in a parking garage or associated exterior area.

**B. Adapting Existing Places**
Property owners may work with the city and mobility providers on solutions such as in a parking lot or other exterior area.

**C. Adapting the Right-of-Way**
Future mobility solutions may be located along the curb or along the sidewalk within a public or private street - outside of the project boundary.

**D. Adapting Park & Rides**
Mobility solutions may be introduced into dedicated Park & Rides, such as pick-up/drop-off zones or space for other mobility services.

**E. Public Realm**
Mobility solutions may be integrated in an area set aside for stormwater needs, systems buildings or hardscaped plaza.

: Opportunity areas along the light rail alignment for mobility solutions
Design elements
Toolkits: 4.4 Trackway types
Toolkits: 4.5 Operations/Facilities
Toolkits: 4.6 Walls

**BASE OF WALL**
- **Tree and Planting Screen**
  - Image source: Google Earth

**FACE OF WALL**
- **Wall with Pattern Relief**
  - Image source: ZGF

**TOP OF WALL**
- **Galvanized Guardrail with Uniform Pattern**
  - Image source: Trimet Flicker

**GABION WALL**
- Image source: Mayer/Reed

**LARGE PANEL TEXTURED WALL**
- Image source: Peter Ehrlich

**GALVANIZED GUARDRAIL WITH NATURAL PATTERN**
- Image source: David Evans and Associates

**PLACEMAKING AND IDENTITY**
- Image source: Zach Yarrington

**TEXTURED WALL PATTERNS**
- Image source: Mayer/Reed

**CONCRETE WALL CAP AND PAINTED GUARDRAIL**
- Image source: Trimet Flicker
Toolkits: 4.7 Overhead structures

**STANDARD DESIGN**
- Typical concrete columns and guideway structure

**ELEVATED STATION**
- Guideway integrated into elevated station design

**URBAN BRIDGES (HIGHLY VISIBLE FROM PUBLIC REALM)**
- Steel structure or integrated placemaking

**NATURAL AREAS**
- Spanning waterbodies and open space
Toolkits: 4.10 Stormwater

- Ponds/Basins
- Underground Detention
- SWALE
- Stream Restoration

- South Portland
- Barbur Corridor
- Urban Tigard
- Railroad Right-of-Way
Toolkits: 4.11 Urban design elements

BENCHES
IMAGE SOURCE: MAYER/REED

LIGHTING
IMAGE SOURCE: MAYER/REED

TRANSIT SHELTER AND SCREENING
IMAGE SOURCE: TRIMET FLICKR

PLATFORM RAILING
IMAGE SOURCE: TRIMET FLICKR

WASTE RECEPTACLES
IMAGE SOURCE: LANDSCAPE FORMS

TACTILE PAVING
IMAGE SOURCE: TRIMET FLICKR
Toolkits: 4.11 urban design contd.
Corridor walk through

Marquam Hill Connector: An inclined elevator from Gibbs Street Station to Marquam Hill will connect the 18,000 patients, employees, students and residents that visit the campus every day.

Newbury & Vermont Viaducts: Two 108-year-old viaducts on SW Barbur Blvd will be replaced with seismically sound structures, making them safer for all users.

An improved SW Barbur Blvd streetscape with landscape, sidewalks and raised protected bike lanes.

SW 53rd Ave Improvements for people biking and walking, with a potential shuttle to PCC-Sylvania, the college's largest campus.

Bridgeport Transit Center: A structured Park & Ride will increase capacity for regional commuters and bus connections to create seamless regional connections.

The project coordinates with planned improvements for the SW Naito Parkway Main Street - Ross Island Bridgehead Project.

Shared Transitway: Buses traveling to/from destinations to the west will be able to skip traffic from SW Capitol Highway to the Portland Transit Mall by sharing a dedicated transit-only lane with light rail.
Downtown Tie-in: sketch view
Gibbs Street Station
Gibbs Street Station: Marquam Hill Connector

Figure 5.5.3 View from inside the inclined elevator, looking east toward Gibbs Street Station and the plaza below.
Hamilton Street Station

Portland
Capital Highway Bridge replacement: sketch view
13th Avenue Station

Portland
19th Avenue Station

Portland
Barbur Transit Center - Public Opportunity Site
1-5/SW Barbur Blvd, Crossroads structure: sketch view
53rd Avenue Station
68th Parkway Station

Tigard & Tualatin
1-5 & Pacific Hwy/99W crossing: sketch view
Elmhurst Station

Tigard & Tualatin
OR 217 crossing: sketch view
Hall Boulevard Station

Tigard & Tualatin
Bonita Road Station

Tigard & Tualatin
Upper Boones Ferry Road Station

Tigard & Tualatin
Bridgeport Transit Center

Tigard & Tualatin
Questions? Comments?

trimet.org/swcorridor