

# Southwest Corridor Community Advisory Committee

April 2, 2020

Public comments can be submitted  
in writing to: [SWCorridor@trimet.org](mailto:SWCorridor@trimet.org)

*Include “CAC Comment” in the subject line.*



# TriMet Service During COVID-19



[trimet.org/health](https://trimet.org/health)



# CDR Public Engagement Report

# Purpose of engagement

## **Awareness and communication**

- Provide a clear understanding of the current status of project design

## **Input and feedback**

- Gather input from stakeholders about designs, impacts, and opportunities

## **Tool for ongoing design**

- Sharing information continually with internal teams
- Building and strengthening stakeholder relationship
- Helping guide topics for future engagement

# Engagement Activities

Postcards	<ul style="list-style-type: none"><li>• 41,000 total – all property owners and households within ½ mile of the alignment.</li></ul>
Social Media Engagement (Flyover video)	<ul style="list-style-type: none"><li>• Twitter: 46,000 views (2nd most “liked” tweet)</li><li>• Facebook: 33,000 views (3rd most “liked” post)</li></ul>
In-person Open Houses	<ul style="list-style-type: none"><li>• Four Open Houses</li><li>• 306 Sign-ins</li><li>• 117 comment cards collected</li></ul>
Online Open House	<ul style="list-style-type: none"><li>• 18,800 total views</li><li>• 372 commenters</li><li>• 926 comments</li><li>• 632 CDR PDF downloads</li></ul>
Public Presentations	<ul style="list-style-type: none"><li>• 22 complete</li></ul>
Focus Groups	<ul style="list-style-type: none"><li>• HAKI (English/Swahili) – 12 participants</li><li>• Muslim Educational Trust (English/Arabic) (<i>POSTPONED</i>)</li><li>• Muslim Educational Trust (English) (<i>POSTPONED</i>)</li></ul>
Spanish Open House	<ul style="list-style-type: none"><li>• (<i>POSTPONED</i>)</li></ul>
TV Jam Spanish Video	<ul style="list-style-type: none"><li>• 11,300 total views</li><li>• 31 comments</li><li>• 147 shares</li></ul>

Open House Attendee Demographics	In-person N=47	Online N=138
<b>Ridership</b>		
Frequent/Regular Rider	39%	46%
Occasional/Infrequent Rider	9%	44%
Non-rider	52%	10%
<b>Access to Transit</b>		
Drive	35%	41%
Walk	41%	44%
Bike	2%	9%
Other	4%	6%
<b>Gender</b>		
Female	57%	55%
Male	41%	40%
Non-Binary	2%	5%
<b>Race/Ethnicity</b>		
Non-Minority	89%	89%
Minority	11%	11%
Average of Age	51	47

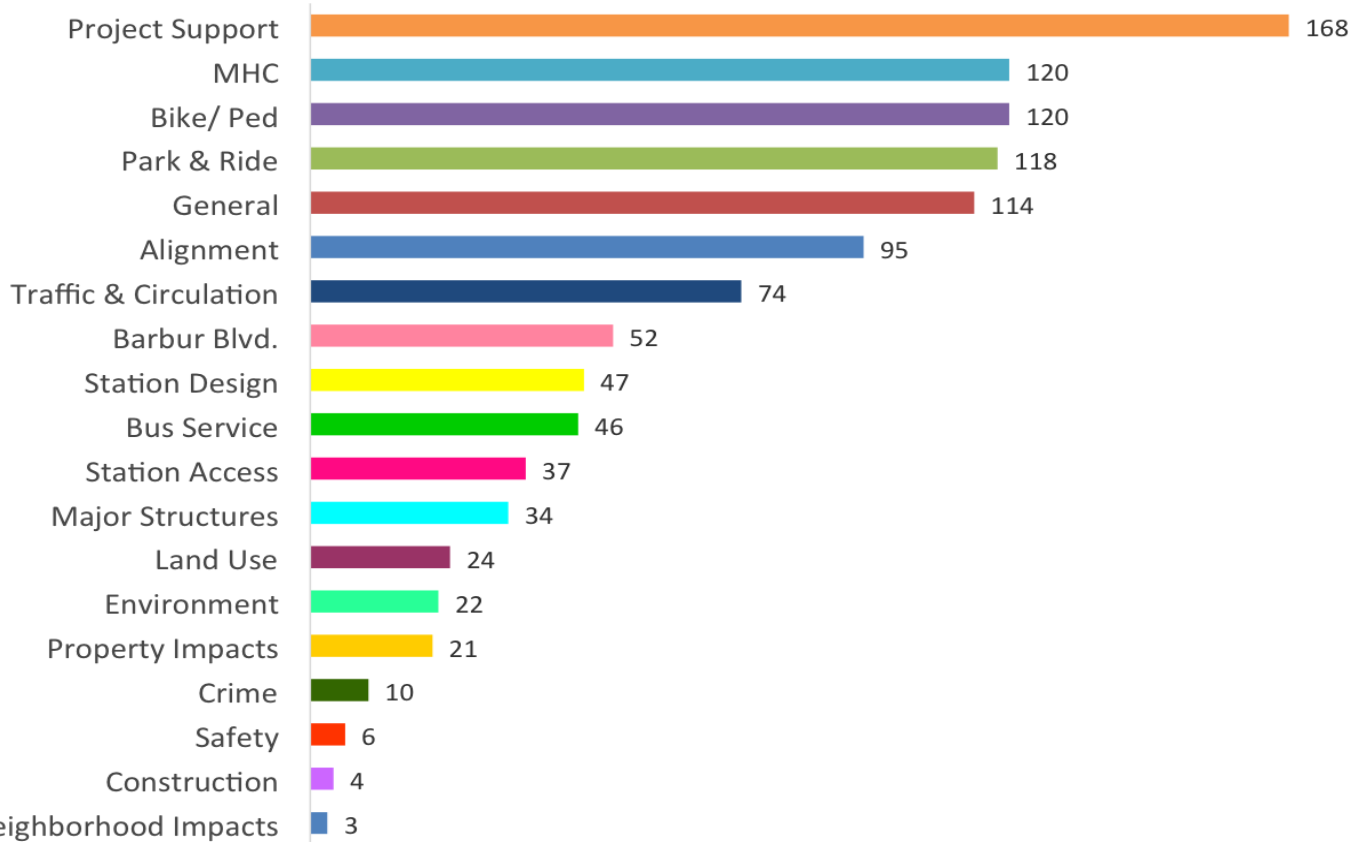
# Open House Attendee Demographics

**In-person  
N=47**

**Online  
N=138**

Geographic Region of Attendees		
SW Portland	44%	39%
Tigard	27%	19%
Tualatin	13%	4%
Outer SW Region	4%	10%
Outer West Region	2%	6%
Outer East Region	0%	3%
SE Portland/Milwaukie	2%	9%
N/NE Portland	2%	6%
Other	4%	4%

## Feedback by Topic Area





# Project Support

*“You have done a wonderful job creating and fine tuning this project. I'm looking forward to riding it from the first day.”*

**18%** of all comments were positive, and showed appreciation and excitement for the project

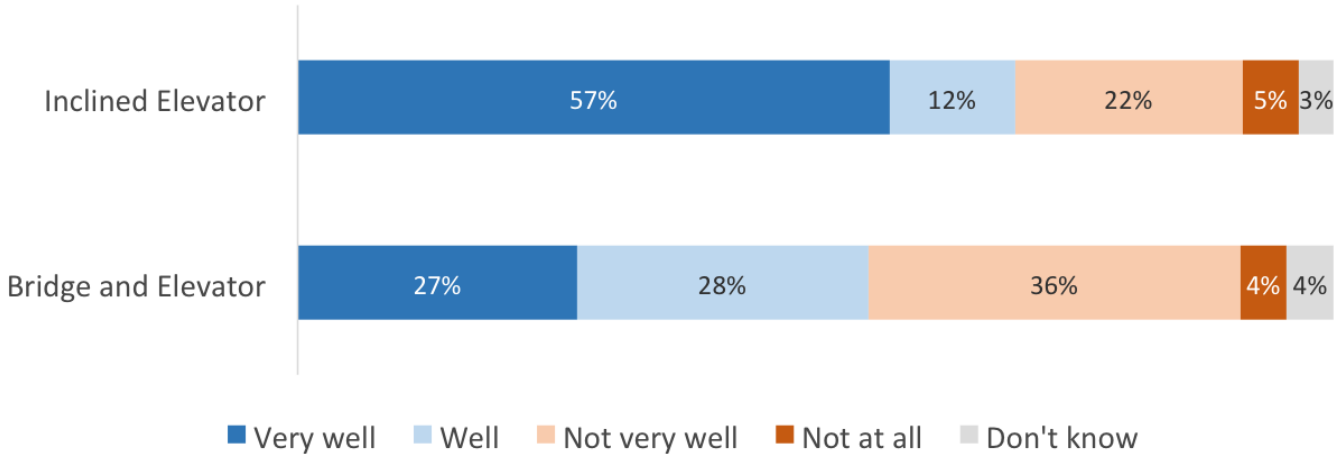
*The topics that received the most positive responses were:*

- Major Structures - **37.5%**
- Land Use – **23.1%**
- Barbur Blvd. – **20.8%**



# Marquam Hill Connector

How well does this type serve as the Marquam Hill Connector?



*“I support which ever option impacts Terwilliger parkway the least.”*

# Park & Rides

Comments for more Park & Ride

**60 comments**

Reasons included:

- Better for people with limited mobility
- Without adequate P&R space, people will drive to their destination, or park in adjacent neighborhoods
- Observations that existing P&R spaces fill up quickly

Comments for less Park & Ride

**39 comments**

Reasons include:

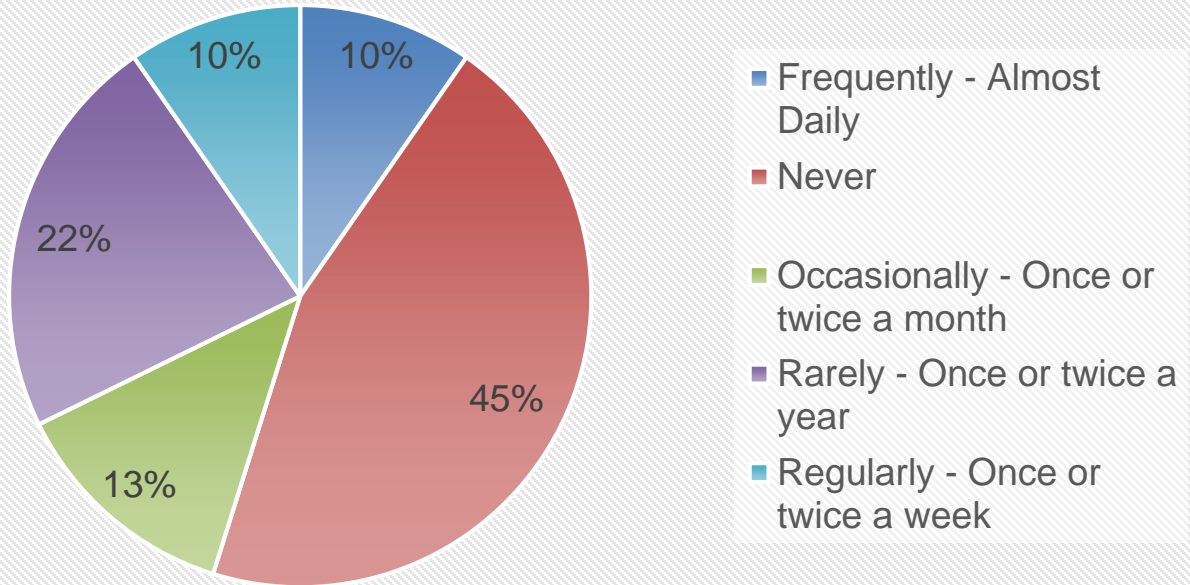
- Space could be used for mixed use development or affordable housing
- The money spent on P&Rs should instead be invested into pedestrian and bicycle infrastructure or improved bus service
- Environmental concerns

# Park & Rides

	Comments for <u>more</u> Park & Ride	Comments for <u>less</u> Park & Ride
<b>Barbur Transit Center</b>	<b>24</b>	<b>7</b>
<b>53rd Avenue Station</b>	<b>0</b>	<b>7</b>
<b>68th Avenue Station</b>	<b>2</b>	<b>5</b>
<b>Hall Boulevard Station</b>	<b>6</b>	<b>5</b>
<b>Bridgeport Transit Center</b>	<b>7</b>	<b>1</b>

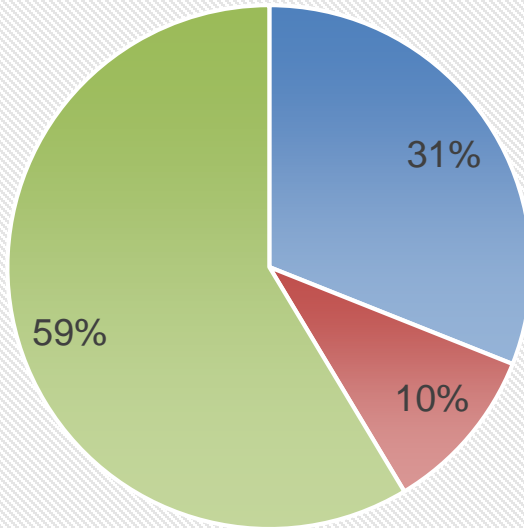
# Bike and Pedestrian Improvements

How often do you currently ride your bike along Barbur Boulevard? (n=31)



## *“The Barbur improvements are key!”*

How do you think the improvements will effect how often you ride your bike on Barbur Blvd.? (n=29)



- I will ride on Barbur... about the same
- I will ride on Barbur... a little more
- I will ride on Barbur... a lot more

# Station Access - Top

## Portland

Project #16 – Taylors Ferry Sidewalks & Bikeway (11)

Project #9 – Capitol Hill Sidewalks & Bikeway (10)

Project #18 – Capitol Sidewalks & Bikeway (9)

Project #23 – Barbur/PCC to Triangle Connection (8)

Project #21 – Pomona Sidewalks & Bikeway (7)

# Station Access - Top

## Tigard

Project #25 – New SW 72nd Avenue Sidewalks and Bikeway (16)

Project #26 – SW Hall Boulevard Sidewalk Improvements (15)

Project #30 – Bike and Pedestrian Connection over Highway 217 (15)



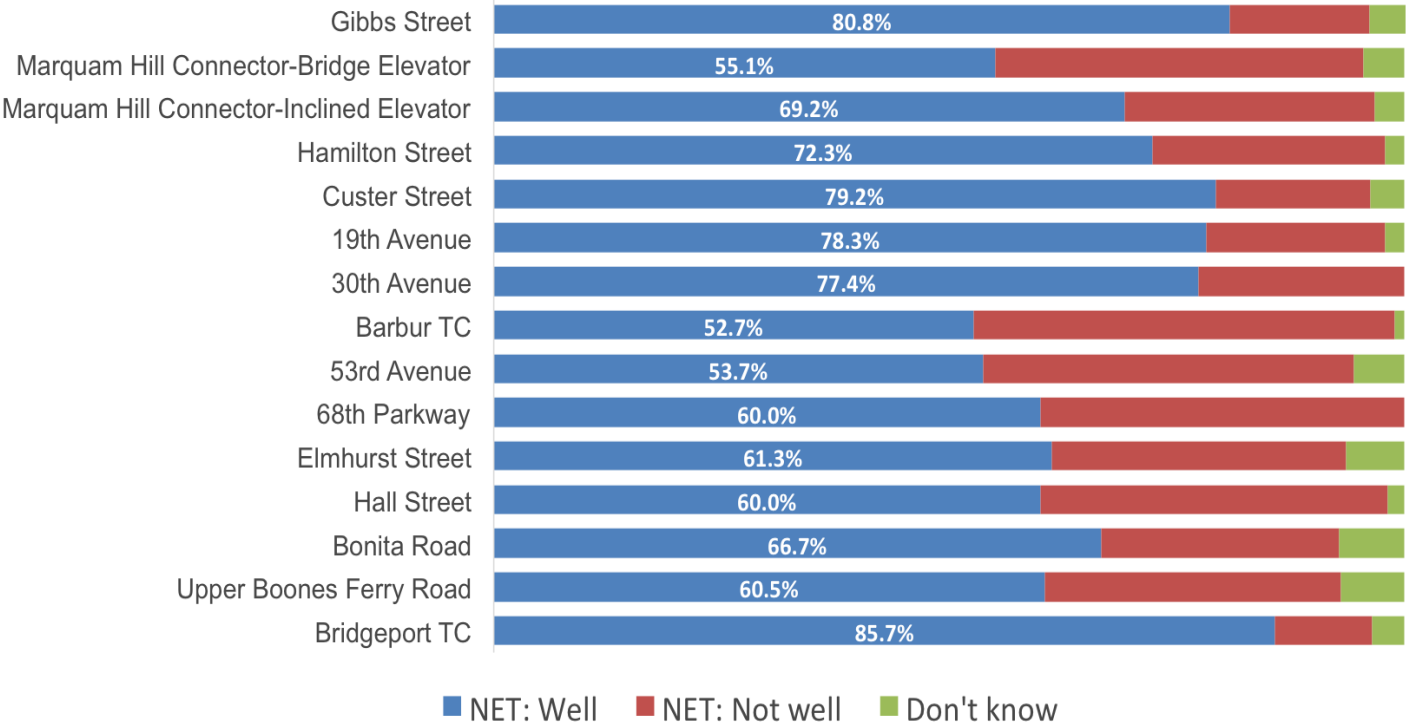
# Traffic & Circulation

- Concerns about ODOT Crossroads Safety Project
- Concerns about Upper Boones Ferry
- Concerns about realignment of Bancroft

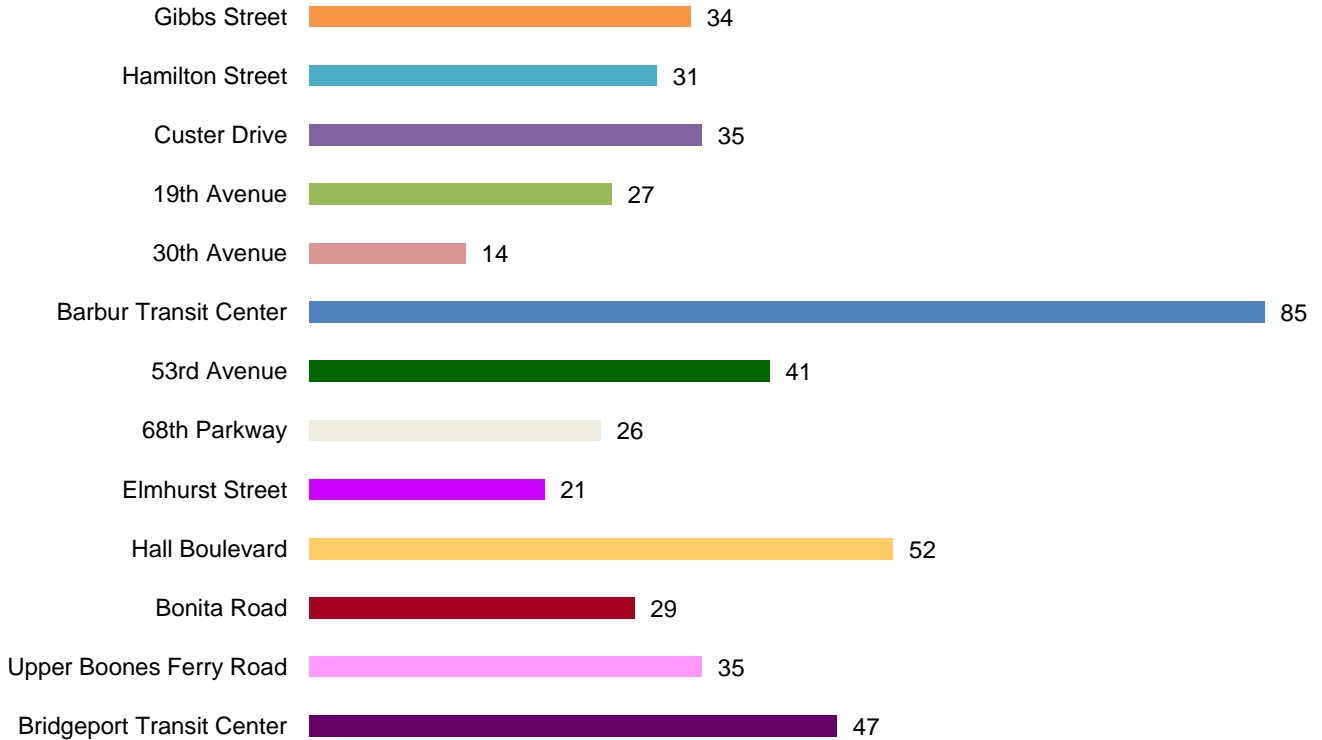
# Station Design

- Desire for station designs to reflect neighborhood identity, history and culture
- Suggestion to include public health safety reminders

# Station Ratings

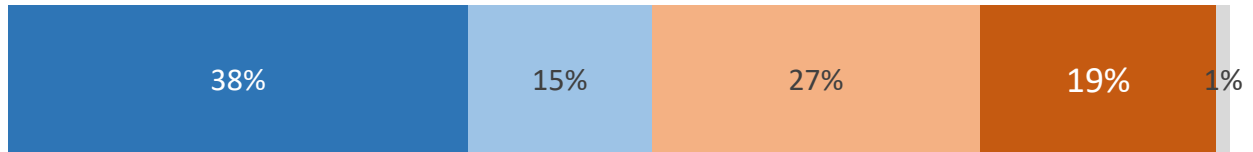


# Number of Comments per Station



# Barbur Transit Center

*Lowest rating, Highest number of comments*

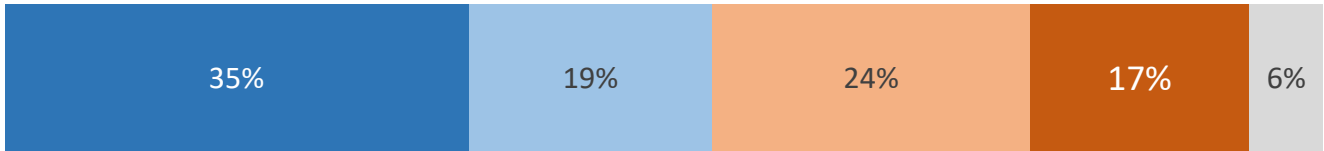


■ Very well   ■ Well   ■ Not very well   ■ Not at all   ■ Don't know

- Addition of more Park & Rides
- Concern about ODOT Crossroads Safety Design
- Positive support for West Portland Town Center Plan
- Concern that bicycle and pedestrian improvements do not include crossroad intersection

# 53<sup>rd</sup> Avenue

*Second lowest rating, relatively high number of comments*

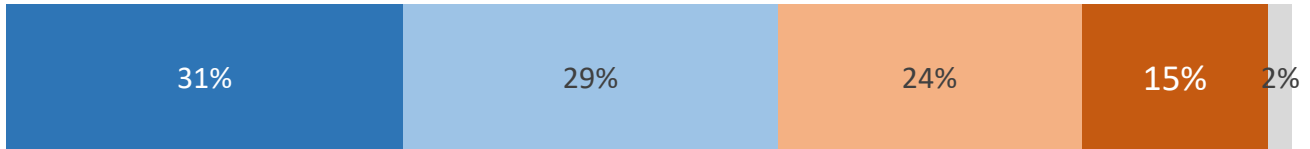


■ Very well ■ Well ■ Not very well ■ Not at all ■ Don't know

- Replace Park & Ride with transit-oriented development uses
- Concern that this station does not provide adequate access to PCC
- Concern about lack of access from neighborhoods north of this station
- Suggestions for enhanced pedestrian and bike infrastructure

# Hall Boulevard Station

*Medium-low rating, second highest number of comments*



■ Very well ■ Well ■ Not very well ■ Not at all ■ Don't know

- Concern about lack of direct access to Tigard Transit Center
- Request for enhanced pedestrian and bicycle infrastructure along Commercial St.
- Park & Ride options are polarized
- Concerns about OMF design
- Interest in transit-oriented development near station

# Bridgeport Transit Center

*Highest rating, third highest number of comments*



■ Very well   ■ Well   ■ Not very well   ■ Not at all   ■ Don't know

- Add more Park & Ride stalls
- Excitement that Village Inn is being retained
- Extend this line and/or design in a way that doesn't preclude extension

# HAKI Focus Group

March 7, 2020

12 participants including seniors and kids

- Affordable housing
- Creating cultural centers
- Building green spaces and access to parks, gardens and playgrounds
- Safety upgrades for pedestrians



- Better bus stops
- More sidewalks
- Wider sidewalks



# TV Jam Video



**TV JAM**

Published by Juan Antonio Martinez [?] · March 10 at 1:38 PM · 🌐

**OREGON:** Buenas noticias para los residentes de Tigard, Tualatin y ciudades alrededor. Trimet está en busca de la opinión de nuestra comunidad hispana sobre la planeación de una nueva línea del tren Max, la cual se expandiría desde la ciudad de Portland con destino a la ciudad de Tigard y Tualatin. La nueva línea atravesaría diferentes áreas, beneficiando a miles de residentes.

Pero para poder conseguir la aprobación de este plan es necesario demostrar el interés de los habit... [See More](#)



## Performance for Your Post

**29,041** People Reached

**11,407** 3-Second Video Views

**716** Reactions, Comments & Shares 📊

<b>440</b> 👍 Like	<b>311</b> On Post	<b>129</b> On Shares
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<b>62</b> ❤️ Love	<b>40</b> On Post	<b>22</b> On Shares
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<b>6</b> 😲 Wow	<b>4</b> On Post	<b>2</b> On Shares
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<b>55</b> Comments	<b>31</b> On Post	<b>24</b> On Shares
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<b>153</b> Shares	<b>145</b> On Post	<b>8</b> On Shares
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**1,844** Post Clicks

<b>287</b> Clicks to Play 📊	<b>17</b> Link Clicks	<b>1,540</b> Other Clicks 📊
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# Next Steps

- Continuing to engage in the virtual world
- Future videos with TV Jam
- Historic resource impact mitigation engagement
- Ongoing design over next two years

# Questions? Comments?





# The Southwest Corridor Light Rail Project

## Marquam Hill Connector Update



# Marquam Hill Connector



Marquam Hill attracts **over 18,000** employees, patients, students and residents each day from all around the region



The new connection is projected to **serve 10,000** trips each weekday by the year 2035







VA MEDICAL  
CENTER

OHSU

TRAM

MARQUAM  
HILL

TERWILLIGER PARKWAY

TERWILLIGER BLVD

BARBUR BLVD

GIBBS STREET  
LIGHT RAIL  
STATION

# 2019 Process

Feb – Jun 2019	Stakeholder Working Group
Feb – Jun 2019	Green Ribbon Committee
Mar - Apr 2019	Public Engagement
June 2019	Steering Committee Decision
Spring/ Summer 2020	Federal Regulation Evaluation – Parks & FTA





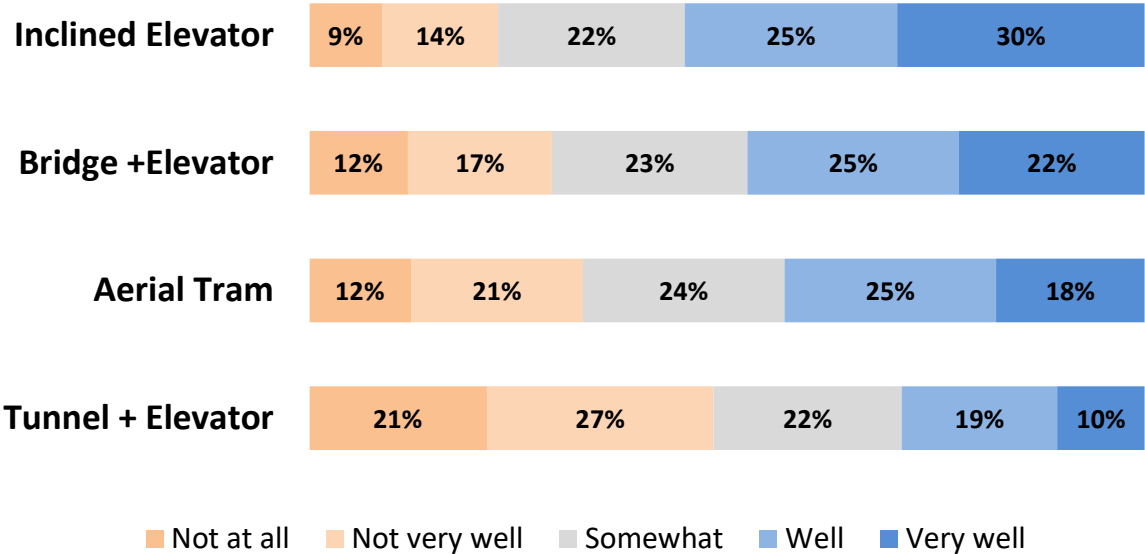
# Initial Options





# Public Feedback – April 2019

## How well does the option meet the project goals?



Total Responses: 291

# June 2019 Recommendations

## **Green Ribbon Committee**

Recommendation: Inclined Elevator

## **Steering Committee**

Recommendation: Advance both Inclined Elevator and Bridge and Elevator for further study

Inclined Elevator



Bridge and Elevator



# Section 4(f) Overview

- US DOT Act of 1966
- Applies to actions taken by US DOT
- Protects resources; parks, recreation areas, historic sites
  - Terwilliger Parkway is both a park and historic site
- Alternatives analysis; *feasible or prudent* alternatives
  - MHC Completed in DEIS
- Identify alternative with least overall harm

# Least Overall Harm – Seven Factors

## Four factors to determine the *least harm*:

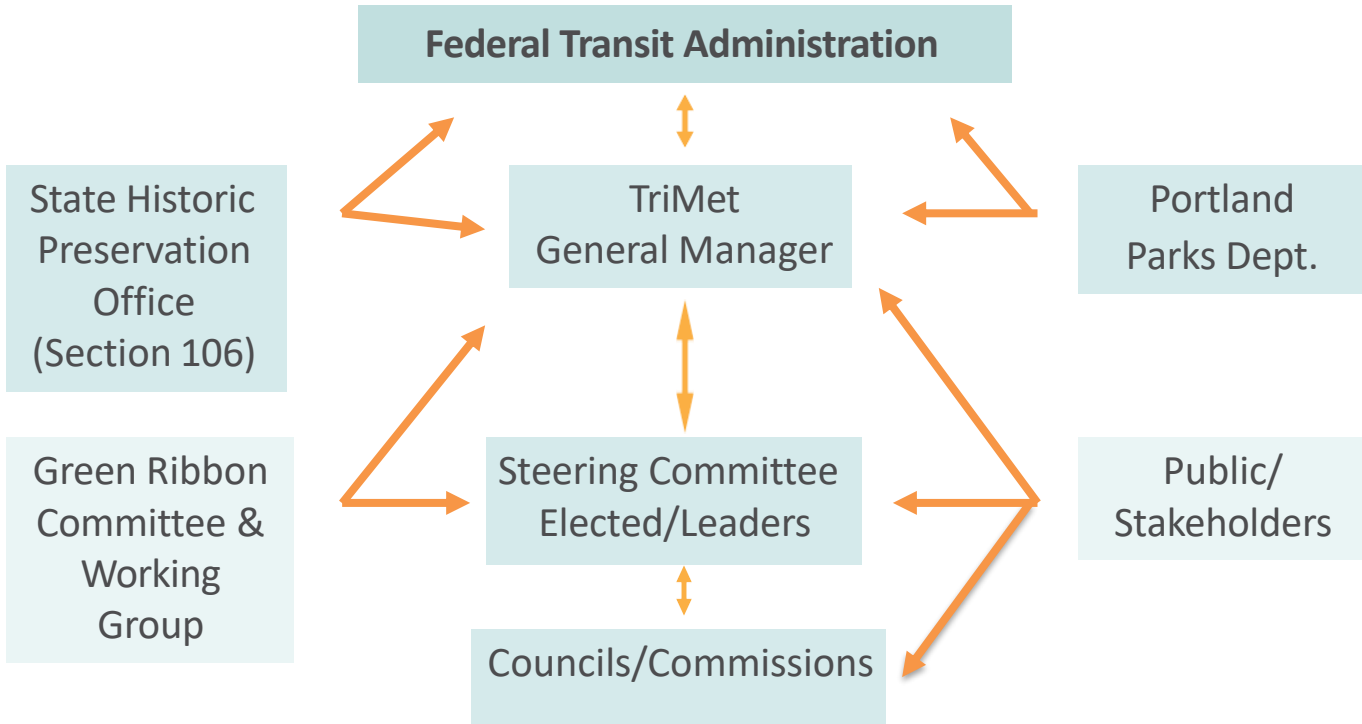
1. Ability to mitigate adverse impacts
2. Severity of remaining harm, after mitigation, to protected activities, attributes, or features
3. Relative significance of each property
4. Jurisdiction views **PPR and SHPO**

## Three factors to consider factors beyond Section 4(f):

5. Meets the purpose and need of the project
6. After mitigation, level of impacts to non-4(f) resources
7. Substantial differences in cost

# Federal Regulation Evaluation

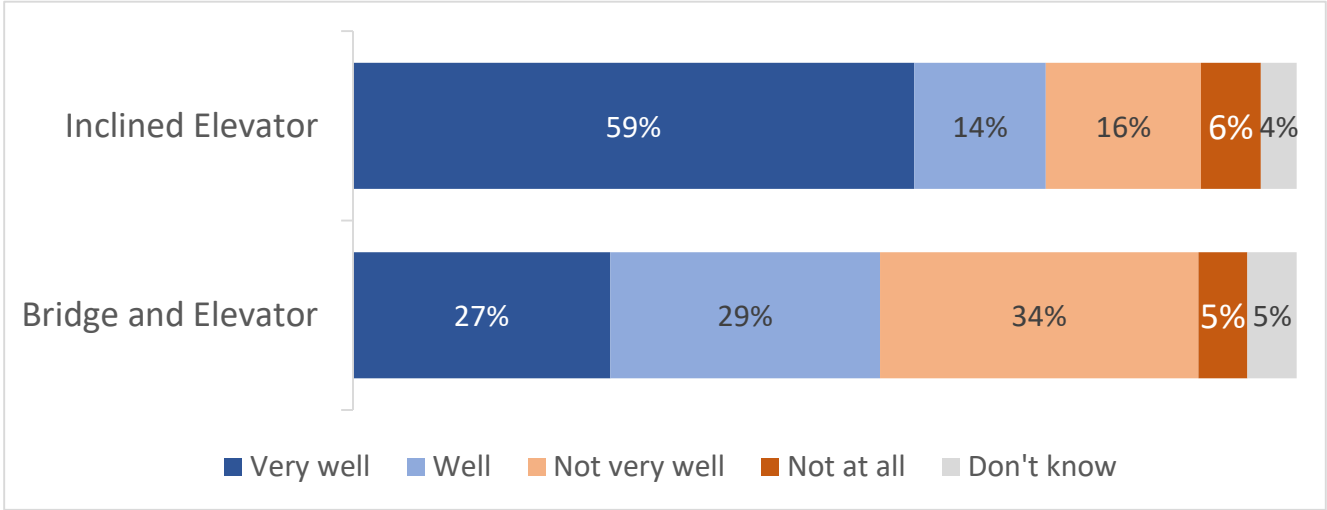
## Section 4(f) and 106



# CDR Public Feedback – Feb/Mar 2020

## How well does this type serve as the Marquam Hill Connector?

168 ratings



# Marquam Hill Connector Designs

Define impacts to Inform;

- 4(f) process
- Agency decisions
- Mitigations



# Marquam Hill Connector Alternatives Studied

Two modes:

- Inclined Elevator
- Bridge and Elevators

Alignment options:

- Terwilliger; East vs West
- Canyon
- Turnout

Inclined Elevator



Bridge and Elevators



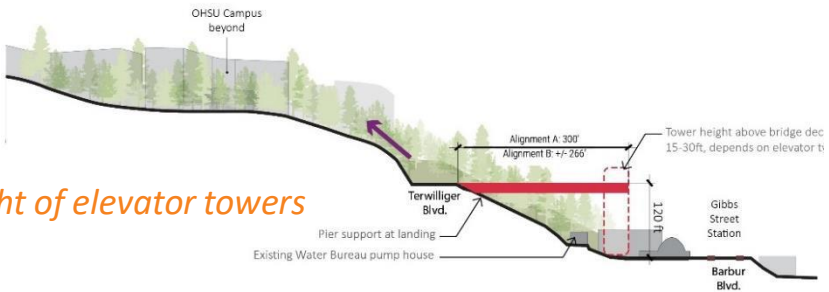
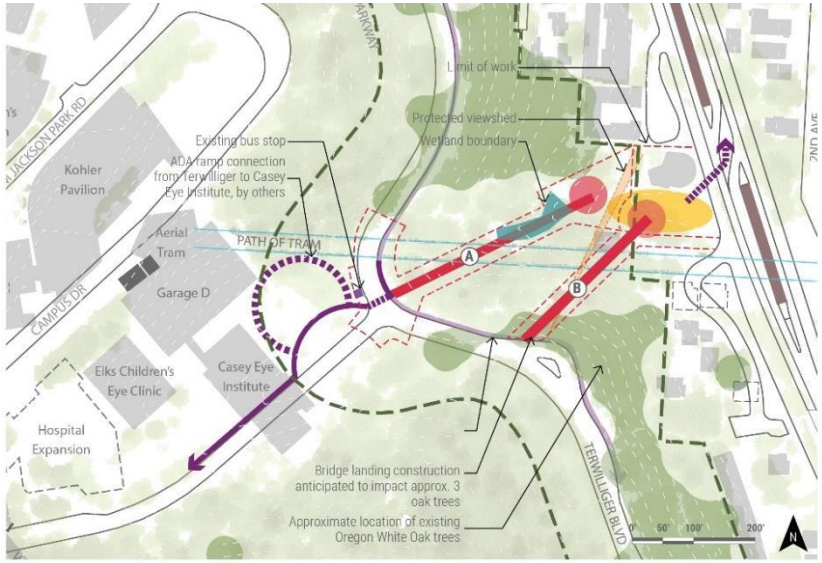


# Bridge and Elevators

## Two Alignments



- Bridge and Elevators Alignment
- Bridge and Elevators Landing
- Integrated Stairs
- Path of Pedestrian Travel
- Existing Path of Pedestrian Travel
- Platform
- Plaza



*Public Input: concern regarding height of elevator towers*

# Bridge and Elevators

## Canyon Alignment

### Findings:

- Height and mass
- Impacts viewpoints
- Natural area impacts
- No impacts to White Oaks



View from Barbur Blvd to Terwilliger Blvd



View looking downhill from Terwilliger Blvd to Barbur Blvd

# Bridge and Elevators

## Turnout Alignment

### Findings:

- Height and mass
- Impacts viewpoints
- Impacts White Oaks



View from Barbur Blvd to Terwilliger Blvd



View looking downhill from Terwilliger Blvd to Barbur Blvd



# Inclined Elevator Alignments

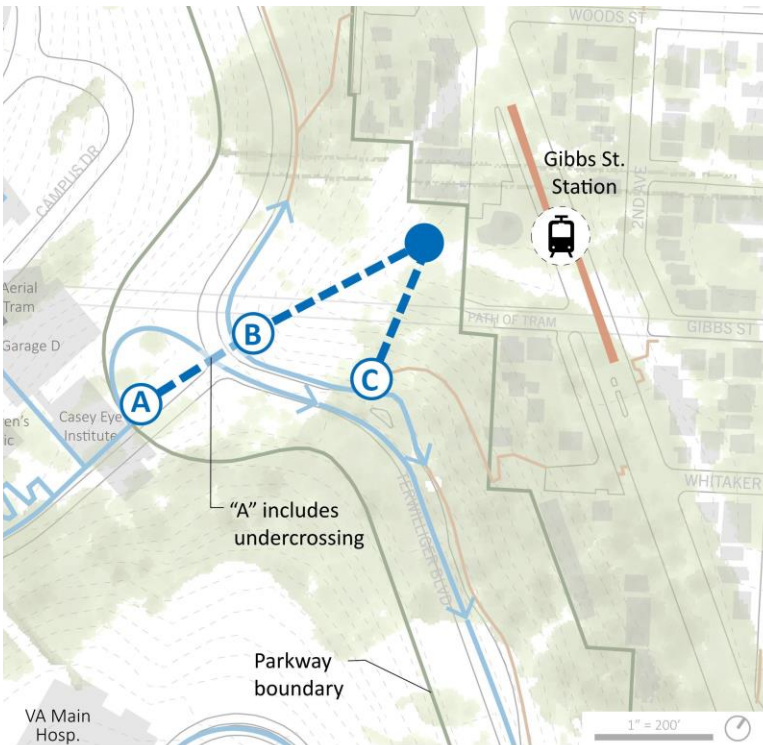
Alternate landings; B is prudent alternative

## West side Issues:

- Severe park impacts
- Big footprint
- Large walls
- High cost; low added benefit

## Turnout:

- Impacts White Oaks
- Indirect travel



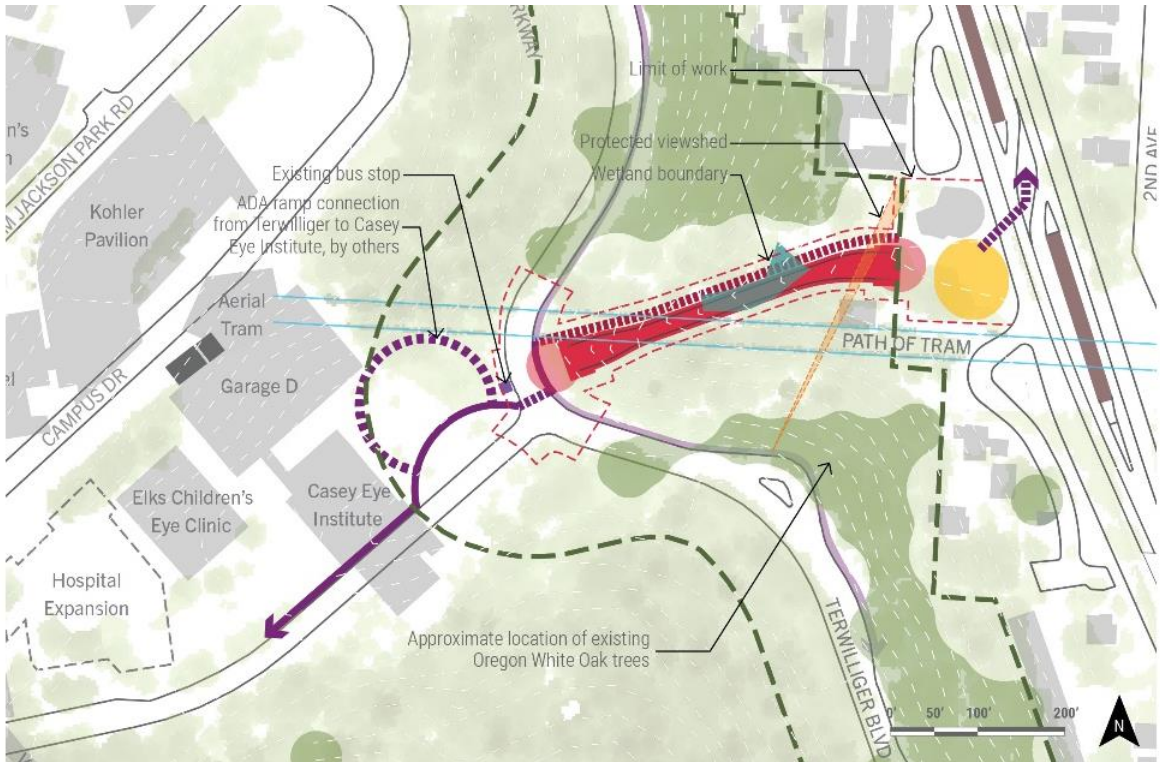
# Inclined Elevator

## Canyon Alignment

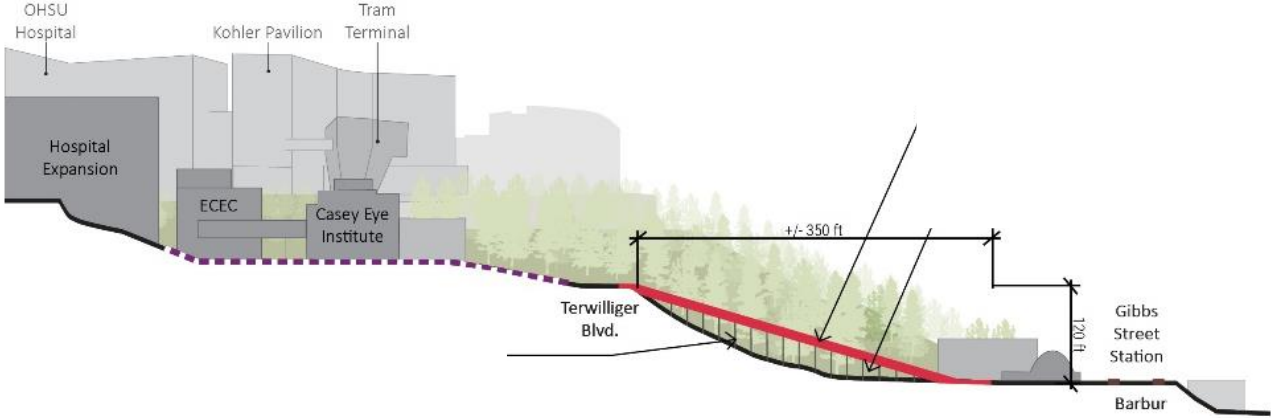
### “Least Harm” Option: Inclined Elevator

- Wildlife crossing can be accommodated
- Natural area footprint can be reduced
- Fewer visual impacts
- Better fit with context
- OHSU expansion; access to Terwilliger

# Inclined Elevator



# Inclined Elevator



# Inclined Elevator





# Inclined Elevator



# Inclined Elevator Precedents





# Next Steps

- Complete environmental work
- Define mitigations
- Advance designs
- Design to budget
- Define ownership, operations, maintenance
- City regulatory process – design review, environmental review, landmarks review







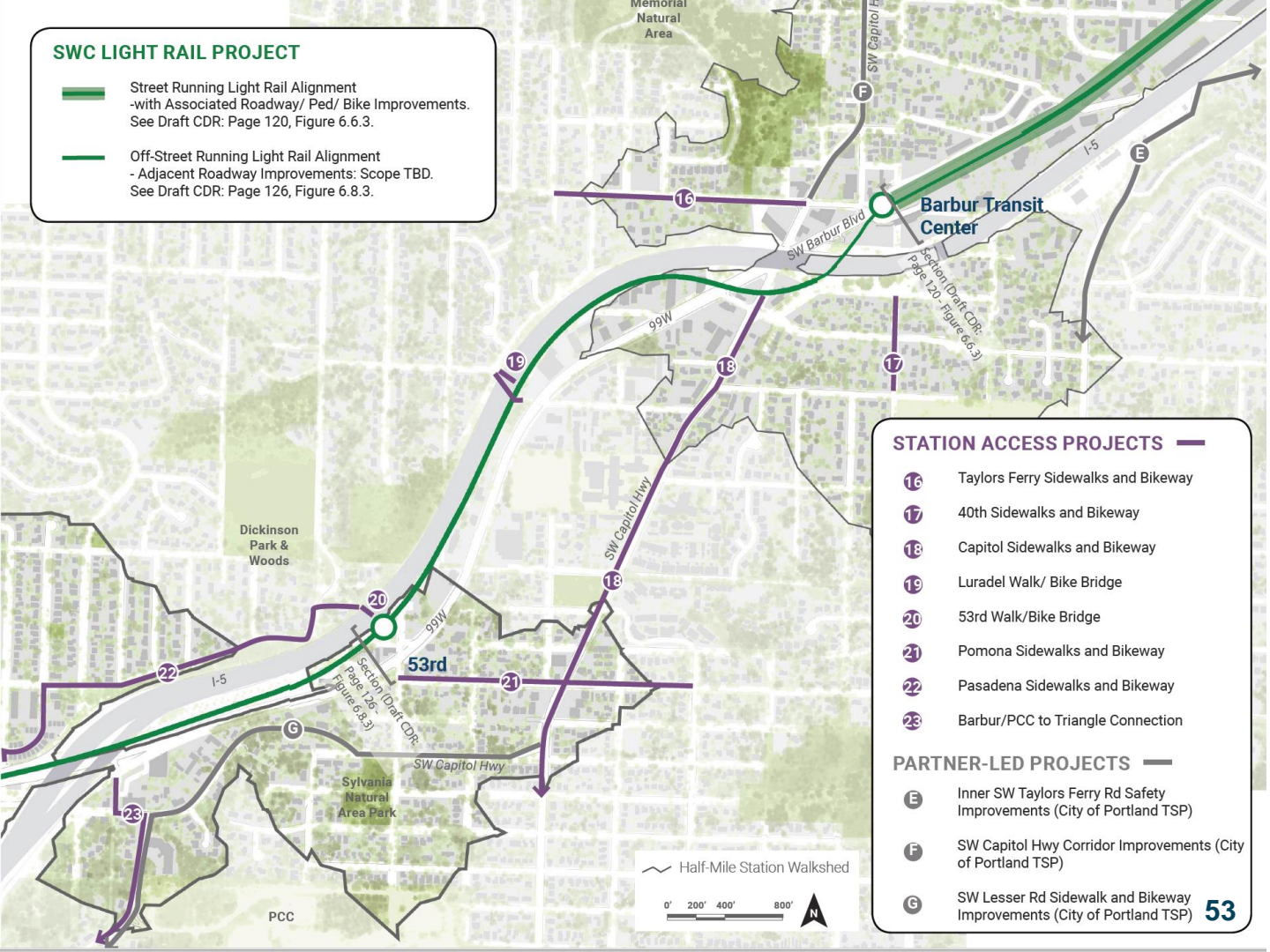
# Questions? Comments?

[trimet.org/swcorridor](http://trimet.org/swcorridor)











## SWC LIGHT RAIL PROJECT




-  Street Running Light Rail Alignment  
-with Associated Roadway/ Ped/ Bike Improvements.  
See Draft CDR: Page 120, Figure 6.6.3.
-  Off-Street Running Light Rail Alignment  
- Adjacent Roadway Improvements: Scope TBD.  
See Draft CDR: Page 126, Figure 6.8.3.



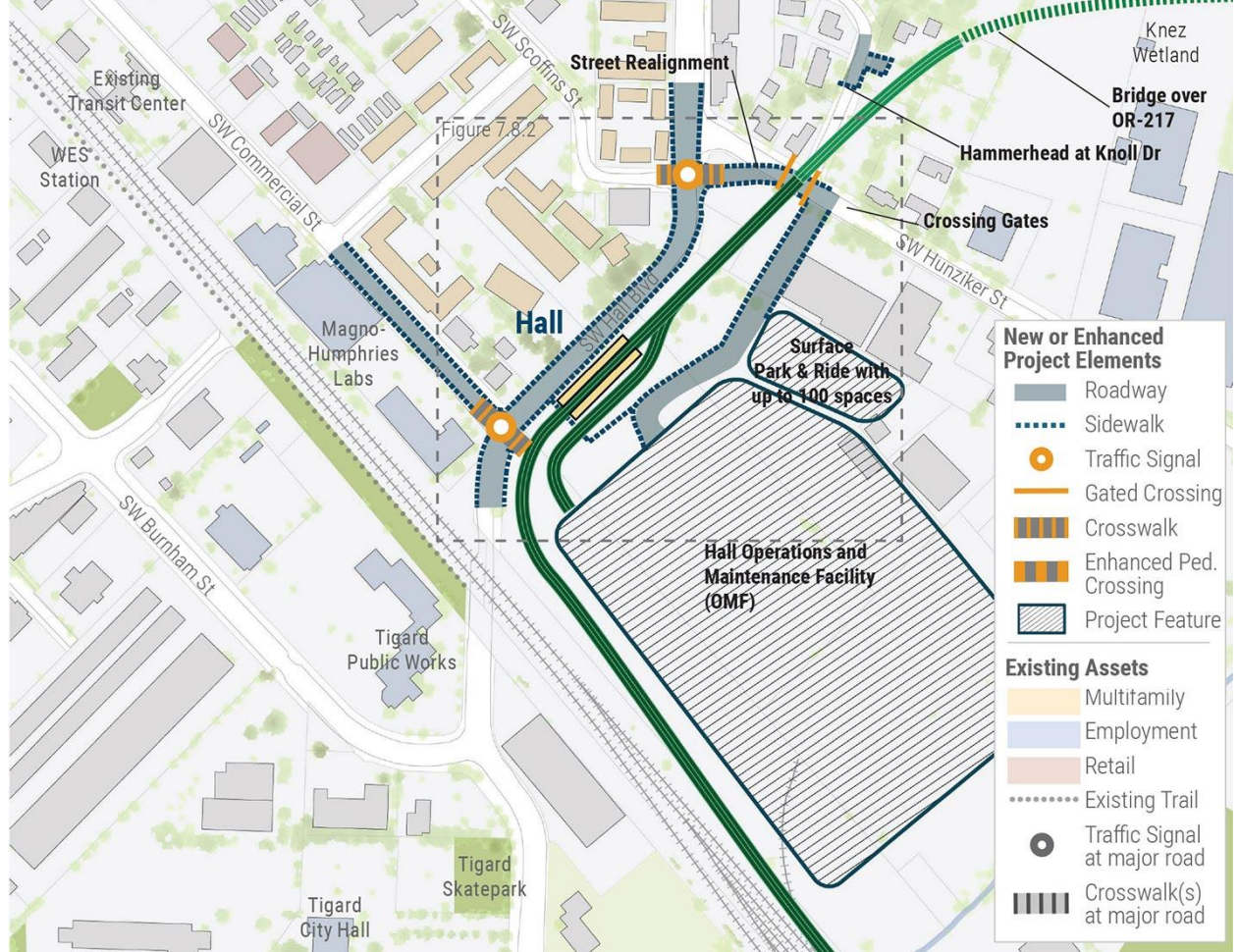
### STATION ACCESS PROJECTS

-  16 Taylors Ferry Sidewalks and Bikeway
-  17 40th Sidewalks and Bikeway
-  18 Capitol Sidewalks and Bikeway
-  19 Luradel Walk/ Bike Bridge
-  20 53rd Walk/Bike Bridge
-  21 Pomona Sidewalks and Bikeway
-  22 Pasadena Sidewalks and Bikeway
-  23 Barbur/PCC to Triangle Connection

### PARTNER-LED PROJECTS

-  E Inner SW Taylors Ferry Rd Safety Improvements (City of Portland TSP)
-  F SW Capitol Hwy Corridor Improvements (City of Portland TSP)
-  G SW Lesser Rd Sidewalk and Bikeway Improvements (City of Portland TSP)





**Want your community to learn  
more about Southwest Corridor?**

**We can help you host a virtual meeting.**

**Email us: [swcorridor@trimet.org](mailto:swcorridor@trimet.org)**

