trimet.org/bettered
• **Adds service**: extends MAX Red Line west to 10 more stations in Beaverton and Hillsboro

• **Improves reliability**: adds second track on two single-track sections:
  – Gateway/NE 99th Ave Transit Center
  – Portland International Airport

• Recommended for federal funding

• Fall 2020: 90% design

• Summer 2021: start construction (~3 years)
Gateway

• New platform for Red Line trains from PDX
  – Faster trip to Downtown Portland, westside
  – About 500-foot walk to transfer to bus, east or southbound MAX

• New TriMet MUP connects:
  – Existing transit center
  – New platform
  – Gateway Green Park, I-205 MUP
PDX

- New Port of Portland MUP connects:
  - Rebuilt MAX station
  - NE Air Cargo Road at Airport Way
  - NE Air Cargo Road at 82nd Way
Purpose of visit

• BAC input on wayfinding design within TriMet project scope at Gateway

• Other inputs
  – Community engagement including Friends of Gateway Green, EPLUTC, GABA, adjacent health clinics, IRCO-led focus groups
  – TriMet CAT, Safety & Security committees
  – ODOT, Portland Parks, Port of Portland
  – CMGC contractor
Gateway New Track and Connection to Park

New bridge structure with track created for inbound (to Beaverton) movement; includes adjacent path – provides 1.5 minute savings in travel time

New station platform for Red Line inbound

Existing alignment
New alignment
Aerial view of new Red Line Gateway station, the existing Gateway station and the path connecting the two.
Aerial view of the new Red Line Gateway Station looking north towards the I-84 bridge and Gateway Green Park
View of the multi-use path next to the new Red Line Gateway Station looking south to the existing Gateway Light Rail Station
Aerial view looking from south toward Gateway Green Overcrossing
Design Concepts

• PDX

• Gateway
  – Background and design principles
  – Exhibits
Aerial view of PDX station looking from northwest
PDX station looking east toward platform and MUP
Bike circulation and bike parking are located to avoid conflicts with pedestrian traffic.
Bicycle and pedestrian access to and through the project area follows multiple possible routes, and the design must anticipate and accommodate them.
There are three key locations within the project area where bicycles and pedestrians will be circulating in the same space and time and with complex patterns.
Three “mixing zones”

Gateway Green is to the left

Gateway Transit Center is to the right

North Mixing Zone

Middle Mixing Zone

South Mixing Zone

NE Providence Way

NE Multnomah Street

New MAX Platform
Three “directional carpets”
South Mixing Zone

An important bike movement will be from the I-205 Path to Gateway Green through the project area.
South Mixing Zone

And the return trip…

Gateway Green is to the left
South Mixing Zone

Other bike movements could include to/from NE Multnomah Street to the Park

Gateway Green is to the left

To Gateway Transit Center

NORTH
South Mixing Zone

A primary pedestrian and transit patron route will be to/from the new MAX platform to the existing Gateway Transit Center.

Gateway Green is to the left.
South Mixing Zone

But there are many other possible and expected pedestrian circulation patterns in this area.
South Mixing Zone

Other potential behaviors:
Visitors to Portland with luggage pausing to look around and confirm their direction
Cyclists dismounting to navigate the rail crossing and remounting to head downhill to the park

Gateway Green is to the left

“I should hop off my bike”
“I need to check directions”
South Mixing Zone

When you overlay all of the multimodal, possible travel patterns and human behaviors, it's clear no one movement or mode is dominant and can be designed for – the key is flexibility and careful clues on how to behave.
South Mixing Zone

There are also places where your decisions are made and your path of travel is straight and can be clearly delineated - “directional carpets”
The logic of the south mixing zone applies to the middle and north zones too.

Consistency of pavement markings, patterns and signage within this project area is also an important consideration.
Two options for the concrete pavement patterns

Option1: Chevrons

Option 2: Linear
GWTC - Paving Pattern

Option 1
GWTC - Paving Pattern

Option 2
Additional pavement markings for crossing, mixing zones and directional areas
Pole mounted signage will identify modal spaces and key destinations
Questions & Comments

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