How to Get to PDX: Landside Access Strategy

MAX and Trail
Airport Way and 82nd Ave.

David Aulwes
Mike Coleman

June 27, 2019
### HOW TRAVELERS GET HERE

<table>
<thead>
<tr>
<th>Arrival Mode</th>
<th>CY 2019 YTD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private vehicle, and was dropped off at the curb</td>
<td>32.5%</td>
</tr>
<tr>
<td>Rental car</td>
<td>16.9%</td>
</tr>
<tr>
<td>Private vehicle, and parked in PDX garage/lot</td>
<td>16.5%</td>
</tr>
<tr>
<td>App-Based Rideshare: Uber</td>
<td>14.8%</td>
</tr>
<tr>
<td>Light Rail</td>
<td>6.2%</td>
</tr>
<tr>
<td>Off-site parking lot shuttle</td>
<td>3.6%</td>
</tr>
<tr>
<td>Hotel Shuttle</td>
<td>3.1%</td>
</tr>
<tr>
<td>Other off-site shuttle (airporter)</td>
<td>3.1%</td>
</tr>
<tr>
<td>Taxi</td>
<td>2.3%</td>
</tr>
<tr>
<td>Limo/Town Car</td>
<td>0.6%</td>
</tr>
<tr>
<td>Charter/Tour bus</td>
<td>0.2%</td>
</tr>
<tr>
<td>Parked at local hotel and took shuttle</td>
<td>0.2%</td>
</tr>
<tr>
<td>Bike</td>
<td>0.1%</td>
</tr>
<tr>
<td>Bus</td>
<td>0.1%</td>
</tr>
</tbody>
</table>
Status Report: Upcoming Transportation Projects

- TriMet’s Red Line Extension and Reliability Improvements Project
- PDX 82nd Airport Way Interchange Project
Why This Project?

- Addresses largest system wide bottleneck that we have on MAX
- Adds substantial new service on West side
- Improves service reliability system wide
- Leverages up to $100M in federal funds
- Allows MAX service to grow in the future
Project Elements

- Trackwork and operator break facility
- Red Line extended 10 stations
- Double-track at PDX
- Double-track at Gateway
- New light rail vehicles and storage track at Ruby Junction
Project Goals

1. **Extend Red Line** west of Beaverton Transit Center
   - Provide more service to Hillsboro (Fairplex) and Beaverton
   - Fulfill community desires for one seat ride to Airport

2. Allows MAX system to operate **reliably**
   - Removes system wide scheduling constraint resulting from single track segments
   - Allow TriMet to increase service in the future
PDX – Proposed Double Track
PDX – Proposed Double Track
Project Cost

- Airport Segment +/- $45M
- Total project cost currently estimated at approximately $200M
- $100M request from FTA Small Starts
- $100M local funding from TriMet bonds
Agency and Public Involvement

• The Project Advisory Group, including the Port, has advised the selection of the Locally Preferred Alternative.

• Public outreach process 2017-2018

• Focused outreach with Gateway-area stakeholders
Project Timeline

- Enter Project Development for Small Starts in summer 2019 (Start Federal Process)
- Environmental (NEPA) complete by summer 2019
- 60% design by April 2020
- Funding Grant agreement anticipated 2021
- Begin construction 2021/2022
- Opening in 2023/24
Gateway – Proposed Double Track
82nd Airport Way Interchange
The intersection is busy and will get busier as the region and airport grow.
What will it look like?

Looking West, going to PDX

Looking East, leaving PDX
Future 82\textsuperscript{nd} and Airport Way

- Eastbound Airport Way is grade-separated
- Westbound Airport Way stops only for pedestrians and bicycles
- Eastbound U-Turns return drivers to the terminal
- Traffic signal controls the left turns
- Light rail stays where it is
- Occupies the least amount of developable land
- Preliminary design begins in Fall 2019
- Construction begins 2022 (tentative)
- Estimated total cost estimate: $87,000,000 (2022 $$)
Westbound Airport Way – Going to PDX
Northbound 82nd Avenue – Going to PDX
Eastbound Airport Way – Leaving PDX
U-Turn to Return to the Terminal
Questions and discussion