

# MAX Red Line Extension and Reliability Improvements Project



Project Update to  
Committee on Accessible Transportation  
10/21/20

# Presentation Outline

1. Project schedule updates
2. Project overview refresher
3. Gateway Transit Center
  - Overview
  - Platform slope resolution inclusion in design
  - Signage plan
  - CAT input desired on quick drop stalls
4. Portland Airport (PDX) Station
  - Overview
  - Signage plan

# Project Status

## Past updates to CAT

- January 2016, November 2017
- March 2018 (vehicles)
- November 2018
- October 2018 (Exec. Committee)
- December 2018 (Ad Hoc site visit)
- January 2019
- June 2020

# Project Schedule

## Past

- CMGC contractor – January 2020
- 60% Design Complete - May 1, 2020
- FTA recommended for Federal Small Starts Funding grant of \$99.99M (\$206M project)

## Future

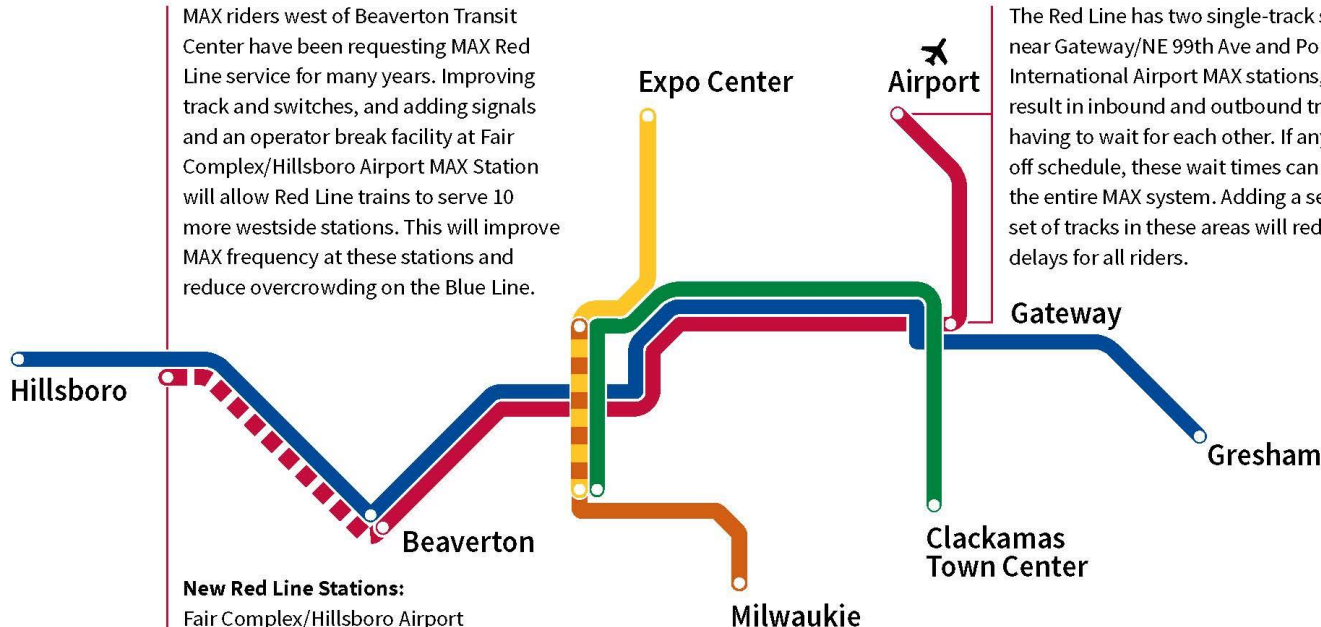
- 90% Design - November 2020
- 100% Design - February 2021
- Construction to begin in summer 2021
- Opening spring 2024

# A BETTER RED

*Improves on-time performance on all five MAX lines and extends MAX Red Line to 10 stations in Beaverton and Hillsboro*

MAX riders west of Beaverton Transit Center have been requesting MAX Red Line service for many years. Improving track and switches, and adding signals and an operator break facility at Fair Complex/Hillsboro Airport MAX Station will allow Red Line trains to serve 10 more westside stations. This will improve MAX frequency at these stations and reduce overcrowding on the Blue Line.

The Red Line has two single-track sections, near Gateway/NE 99th Ave and Portland International Airport MAX stations, which result in inbound and outbound trains having to wait for each other. If any train is off schedule, these wait times can impact the entire MAX system. Adding a second set of tracks in these areas will reduce delays for all riders.



- New Red Line Stations:**
- Fair Complex/Hillsboro Airport
  - Hawthorn Farm
  - Orenco
  - Quatama
  - Willow Creek/SW 185th Transit Center
  - Elmonica/SW 170th
  - Merlo/SW 158th
  - Beaverton Creek
  - Millikan Way
  - Beaverton Central

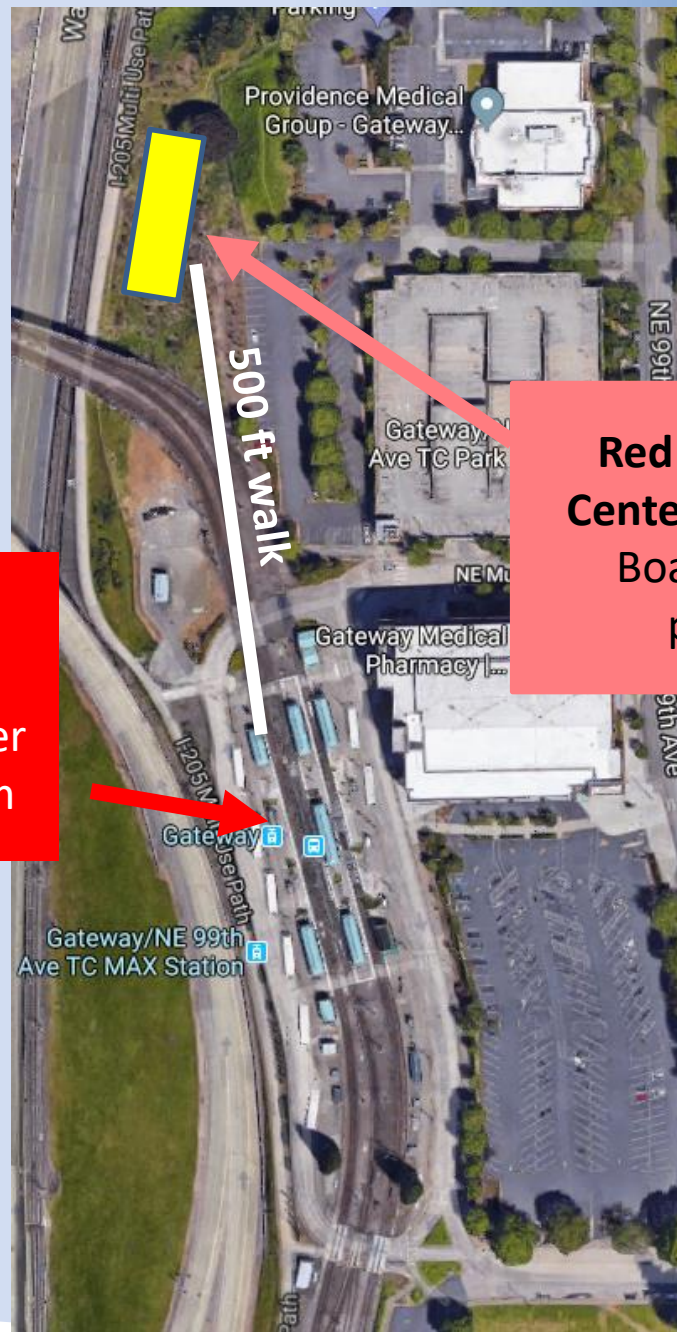
## Estimated Timeline

Design	Construction	Opening
<b>2017-2021</b>	<b>2021-2023</b>	<b>2023-2024</b>

## Preliminary Estimated Budget

Approximately \$208 million  
*with \$100 million to be requested from the Federal Transit Administration*

# Gateway Transit Center With Project



**Red Line to  
Airport:  
Board on Outer  
West Platform**

**Red Line to City  
Center/Beaverton:  
Board on new  
platform**

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 north to the new I-84 overcrossing and Gateway Green Park



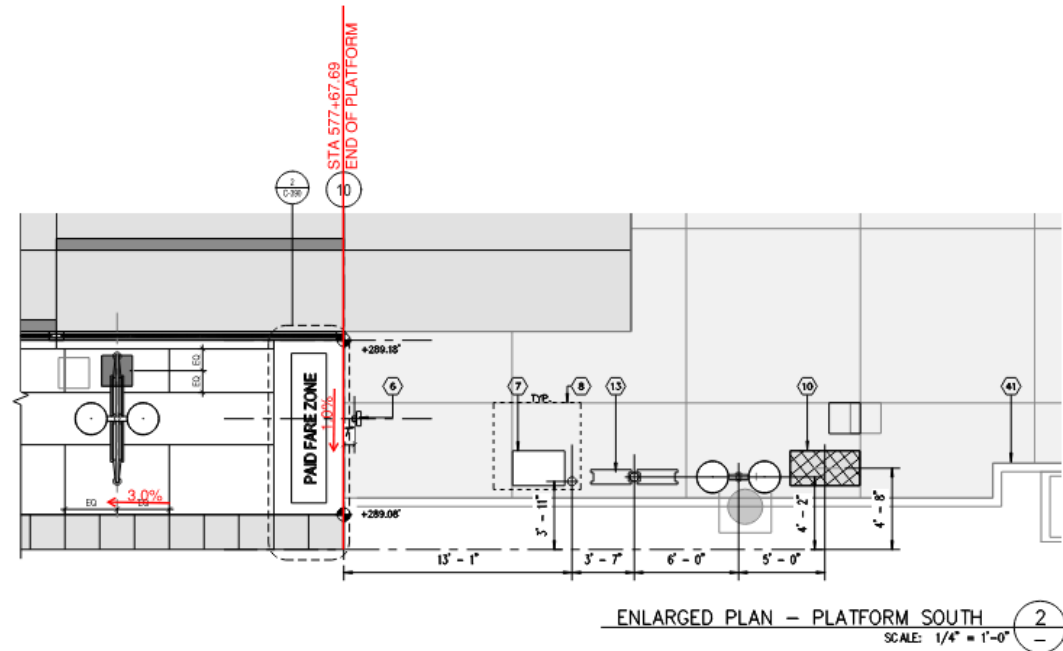
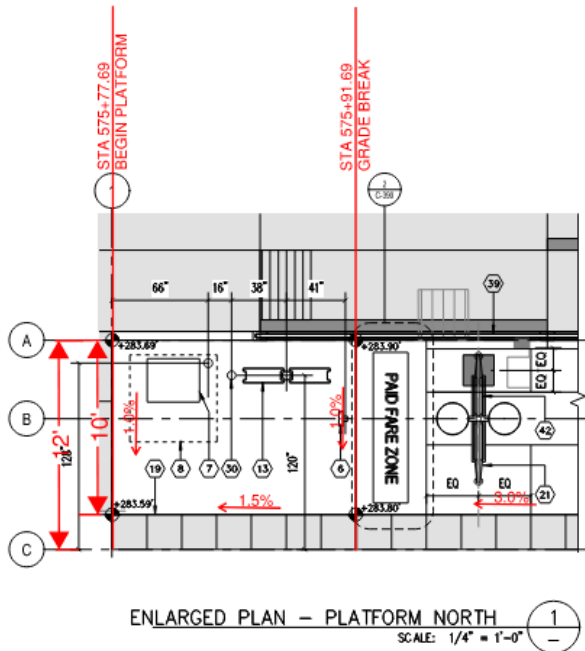
# View of the multi-use path next to the new Red Line Gateway Station looking south to the existing Gateway Light Rail Station



# Draft Resolution January 2019

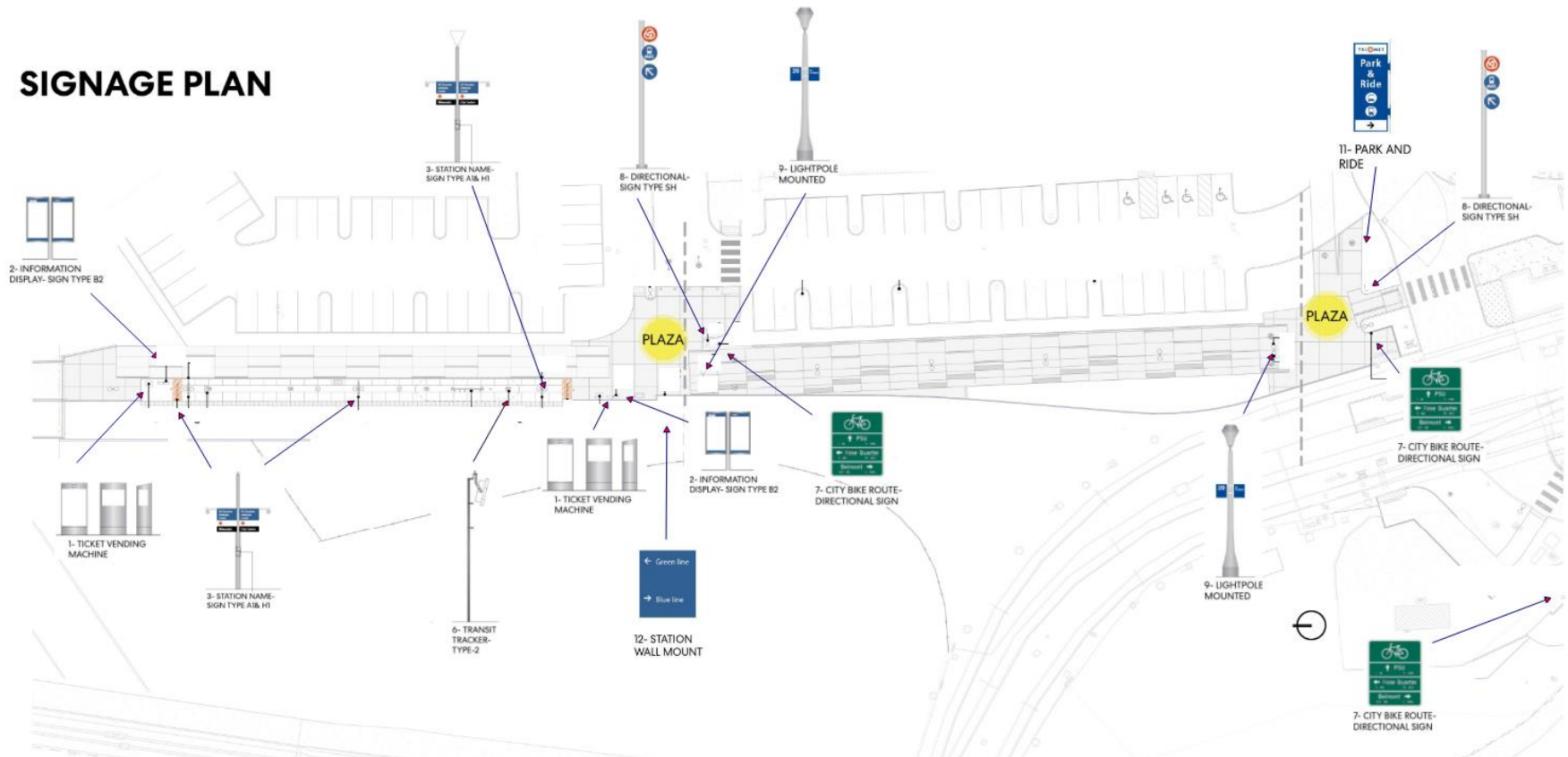
“It is the consensus of the TriMet Committee on Accessible Transportation (CAT) to support a 3.0% or 1:33 longitudinal slope on the proposed light rail station platform for inbound Red line trains at Gateway Transit Center. This is understood to constitute an FTA structural impracticability exception as it exceeds the ADA specified less than 2.0% requirement in the longitudinal direction of the platform. We understand that the side to side slope of the platform will be less than 2.0%, complying with ADA requirements. We understand that 3.0% or 1:33 on the proposed platform is the best that can be achieved for this project and still allow for an ADA connection to the park. This approach has CAT’s full support. TriMet staff for this project will continue to include and work with CAT to ensure that project accessibility and utility is maximized.”

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# New Gateway Platform Signage Plan

## SIGNAGE PLAN

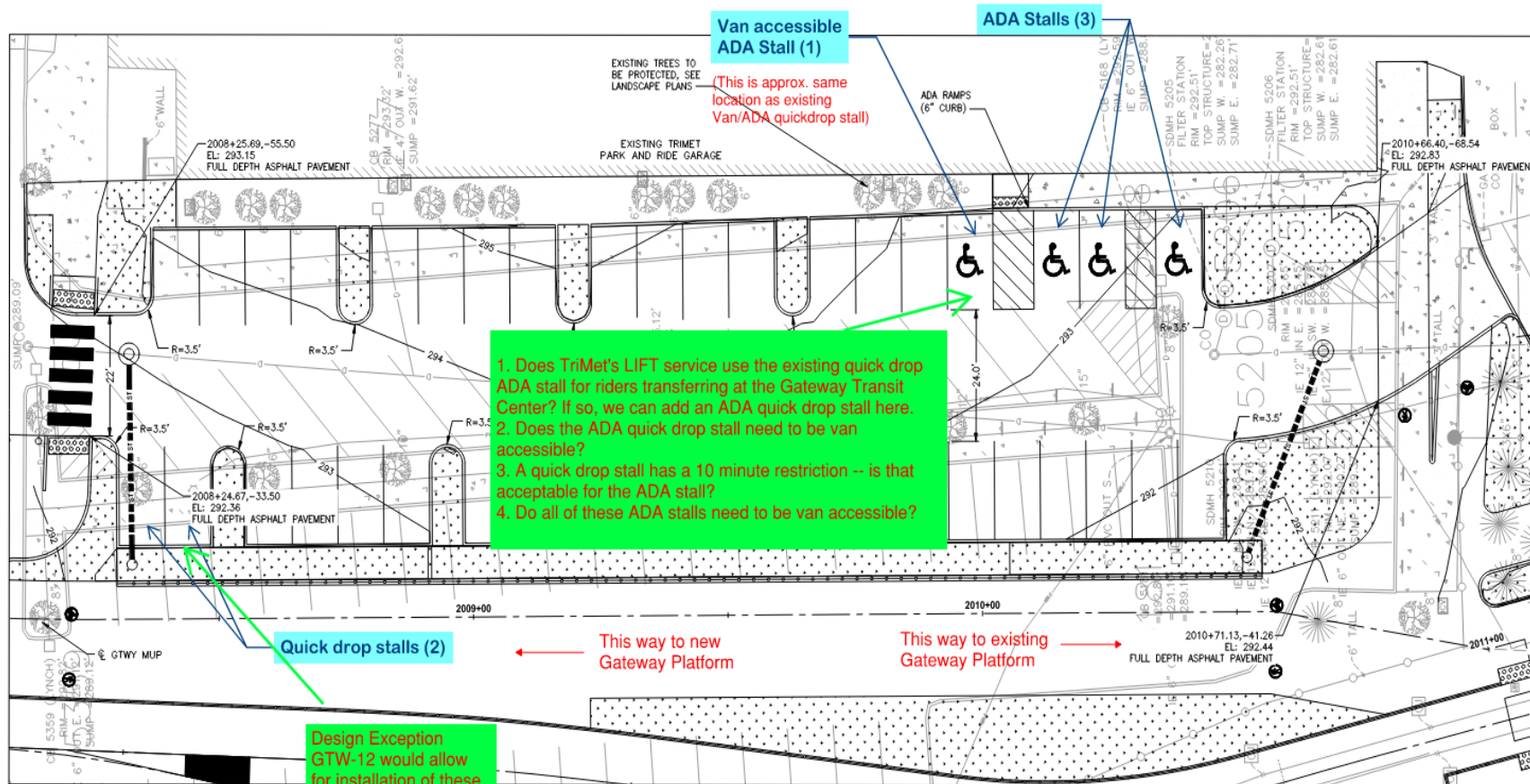




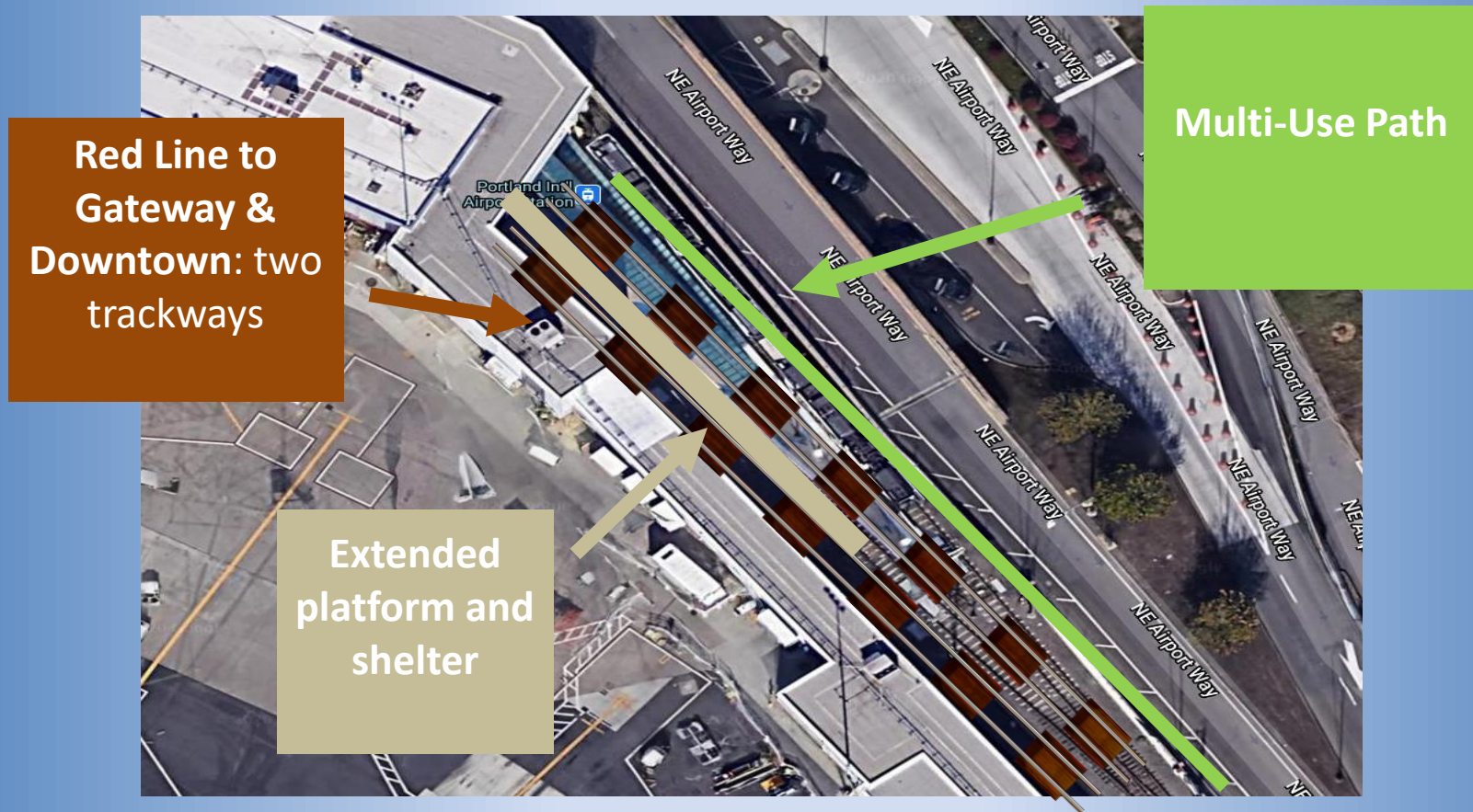
Additional pavement markings for crossing, mixing zones and directional areas



# Gateway use of ADA quick drop stalls – CAT input desired



# PDX Station With Project





Aerial view of new PDX station (terminal is on the bottom right of exhibit)



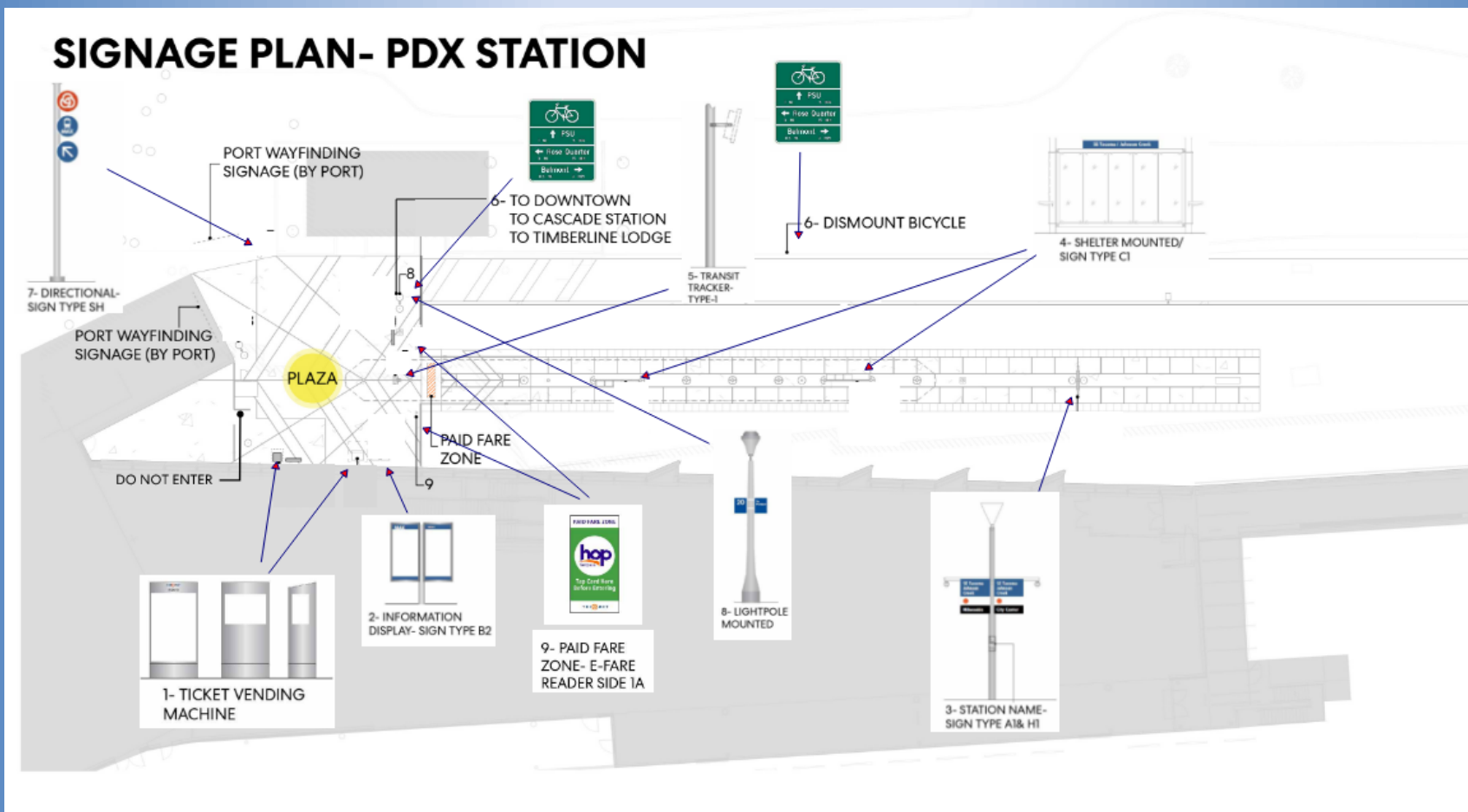
# View of the new PDX platform looking northwest to the PDX terminal



## View of the new PDX station looking southeast to the light rail platform



# New PDX Station Signage Plan



# Next Steps

- Project staff will continue to refine design and will update CAT as the project progresses