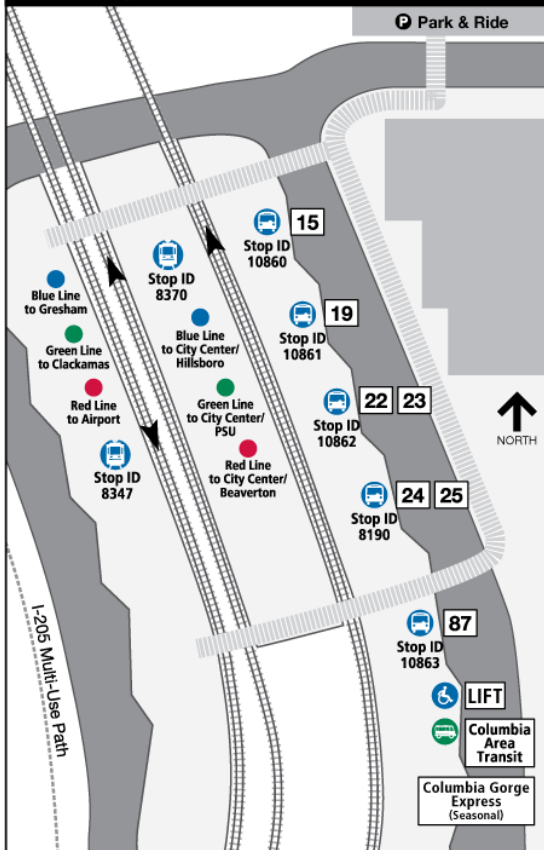




# Gateway/NE 99th Ave Transit Center

GABA – March 21, 2018

## Gateway/NE 99th Ave Transit Center



## Gateway/NE 99th Ave Transit Center

- Three MAX lines; seven bus lines; Columbia Gorge Express
- 690 Park & Ride spaces; often full on weekdays
- Bike lockers; car share

## **Near-Term Projects**

- Multnomah Street dead-end: motorized gate (April 2018)
- Garage: secure Bike & Ride and stair enclosure (May 2018)

## **Long-Term Projects**

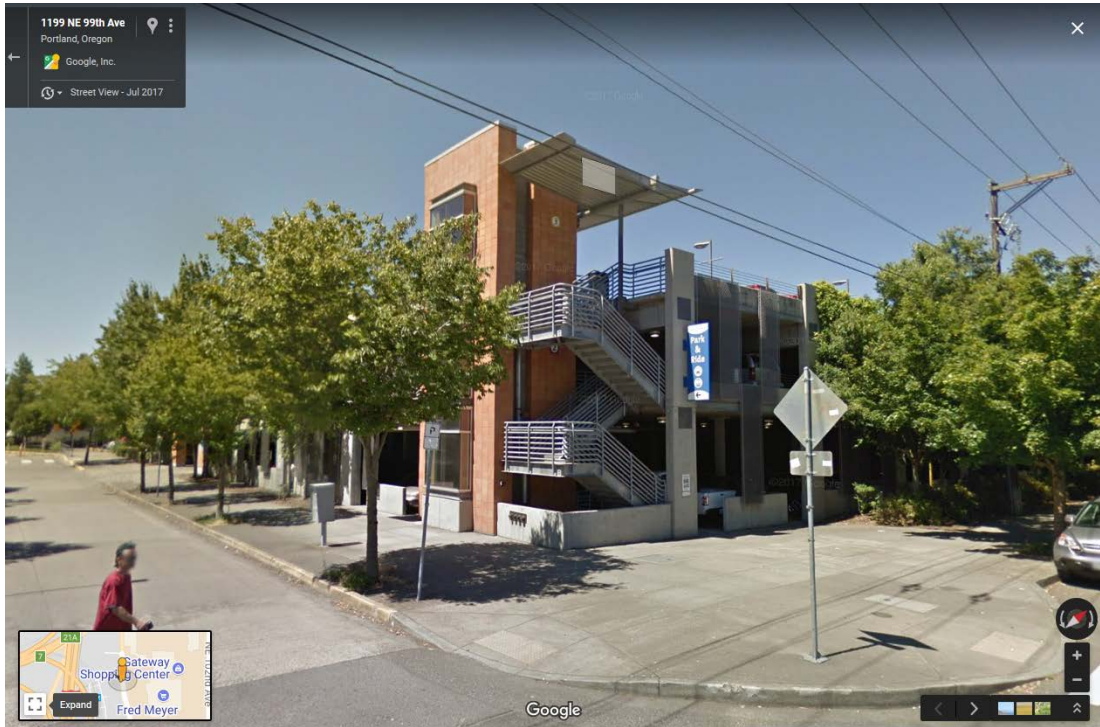
- Blue Line Safety Improvements and Station Upgrades
- Red Line Improvements: second track and platform

# Multnomah Street

- Improve bus operations (Columbia Gorge Express)



# Garage – Bike & Ride and stair enclosure



# Bike & Ride

- Secure bike storage
- Card-access enclosed area
- 30 bike parking spaces; repair stand (displaces four car spaces)





# Blue Line Station Improvements

- Multi-year program to renovate MAX system's oldest stations

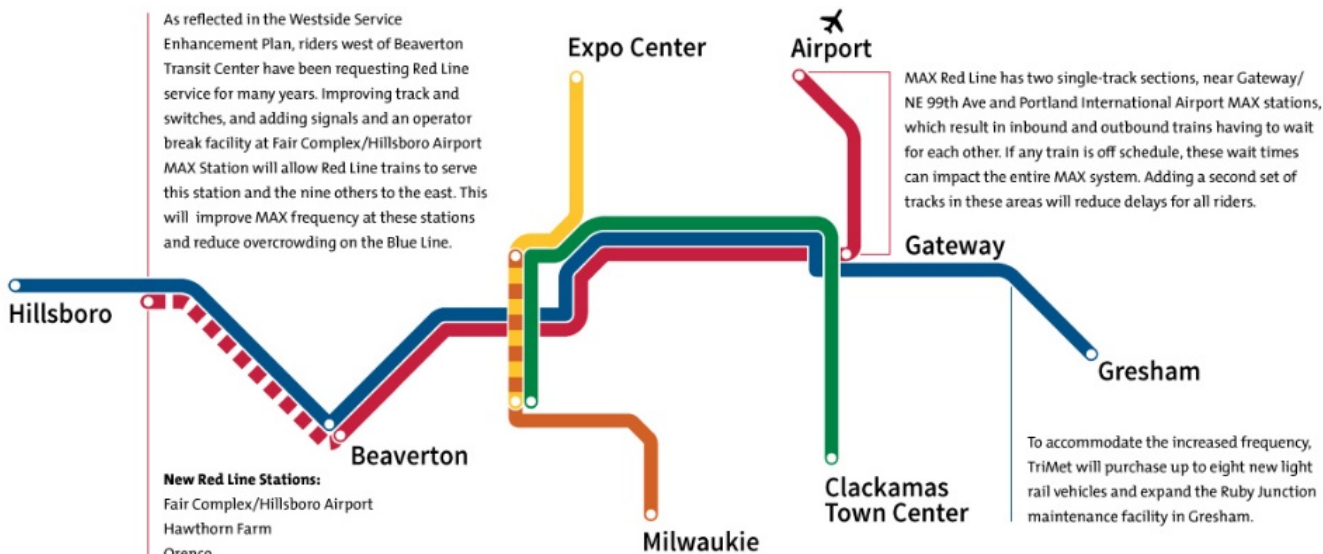


# MAX Red Line Improvement Project



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

As reflected in the Westside Service Enhancement Plan, riders west of Beaverton Transit Center have been requesting 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 this station and the nine others to the east. This will improve MAX frequency at these stations and reduce overcrowding on the Blue Line.



#### New Red Line Stations:

Fair Complex/Hillsboro Airport  
Hawthorn Farm  
Orencia  
Quatama  
Willow Creek/SW 185th Transit Center  
Elmonica/SW 170th  
Merlo/SW 158th  
Beaverton Creek  
Millikan Way  
Beaverton Central

MAX 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.

To accommodate the increased frequency, TriMet will purchase up to eight new light rail vehicles and expand the Ruby Junction maintenance facility in Gresham.

## Timeline

Design  
**2017–2019**

Construction\*  
**2020–2021**

Opening\*  
**2022**

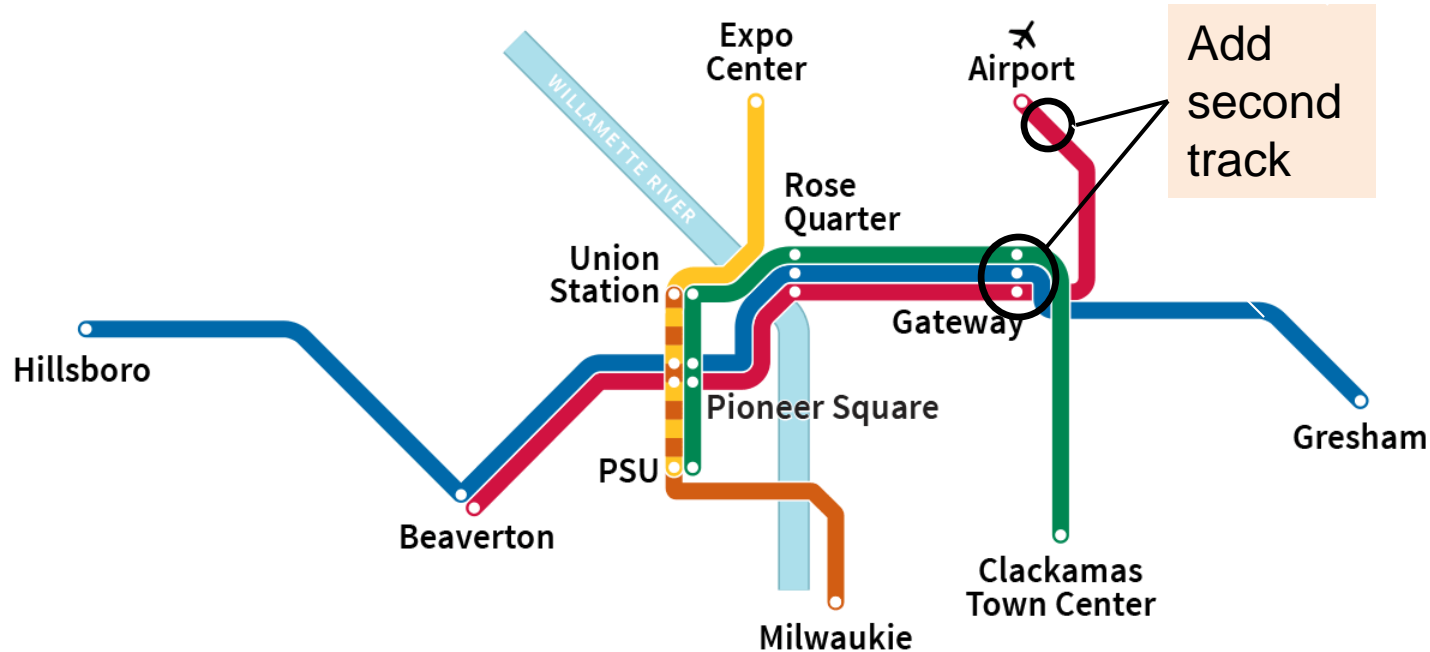
\*Dependent on future budgets and federal funding



# Red Line: extend service farther west and improve system-wide reliability

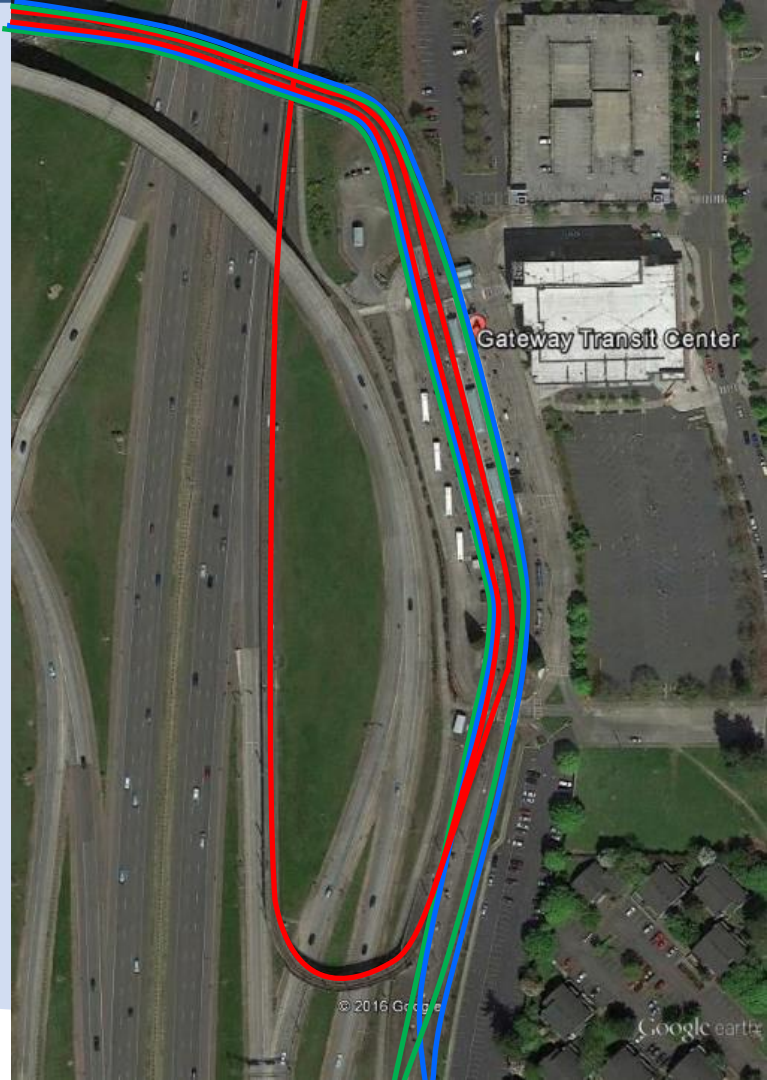
- Single-track: Gateway, PDX
- Trains wait for each other; worst delays in the system; cascades to other lines
- Only 60-70% of p.m. peaks are trips on time

# Eliminate single-track at Portland Airport and Gateway



# Gateway: existing single-track

- 498 trains per day in all directions
- Bottleneck affects entire MAX system



# Gateway Option: Bridge + New Platform



Existing alignment ———  
New alignment ———

New platform for inbound Red Line

Gateway Transit Center

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Google earth

# Red Line Timeline

2018	Design to 30%
2019	Enter federal funding process Complete design
2020/21	Begin construction
2022/23	Project complete