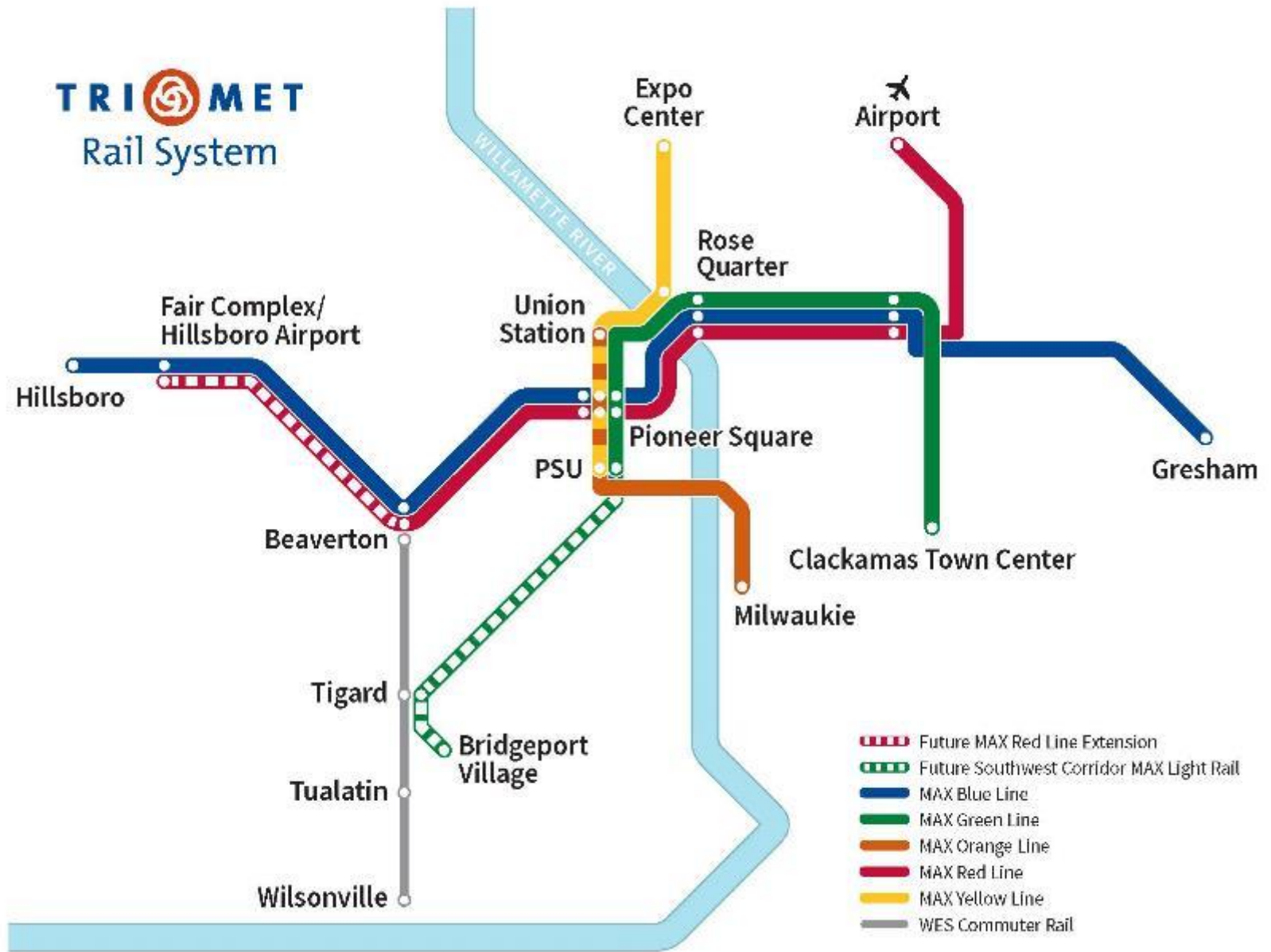




# A BETTER RED

City of Portland  
Bicycle Advisory Committee  
July 14, 2020

# TRIMET Rail System



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

# A BETTER RED



- **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)

# A BETTER RED



## 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

# A BETTER RED



## PDX

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

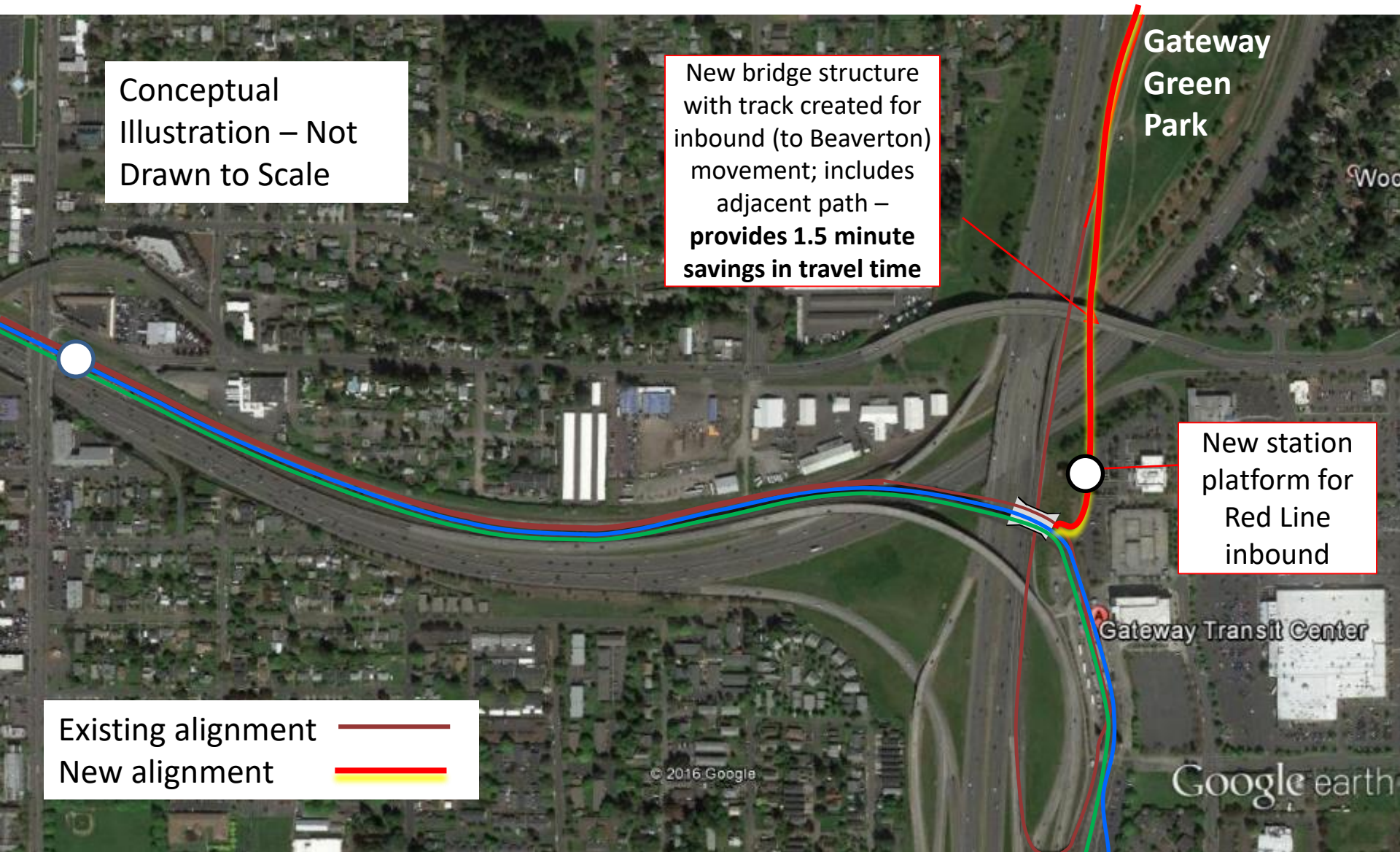
# A BETTER RED



## 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



Conceptual  
Illustration – Not  
Drawn to Scale

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

Gateway  
Green  
Park

New station  
platform for  
Red Line  
inbound

Existing alignment ———  
New alignment ———

Gateway Transit Center

Google earth

© 2016 Google

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



# A BETTER RED



## Design Concepts

- PDX
- Gateway
  - Background and design principles
  - Exhibits

# Aerial view of PDX station looking from northwest

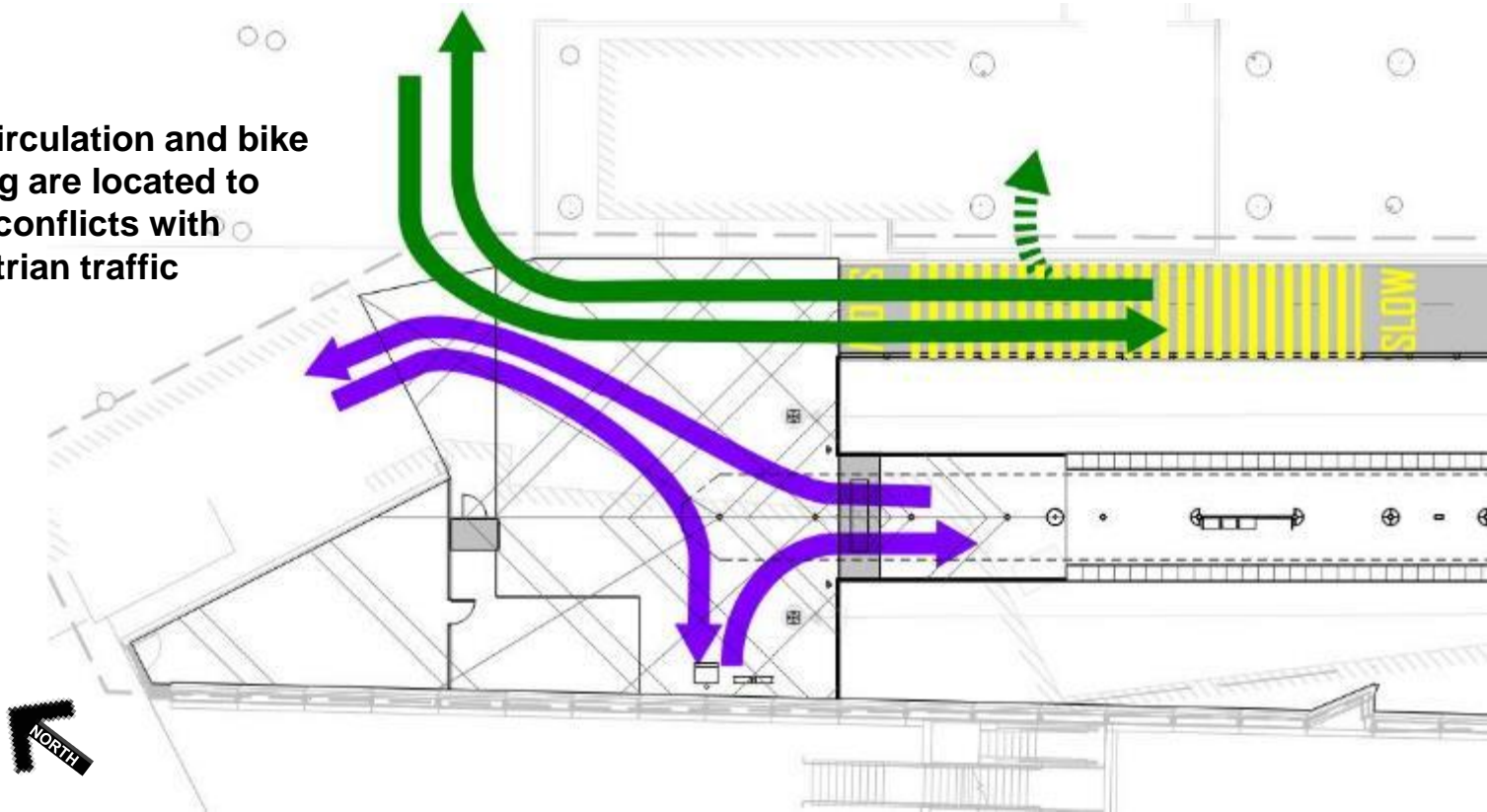


# PDX station looking east toward platform and MUP

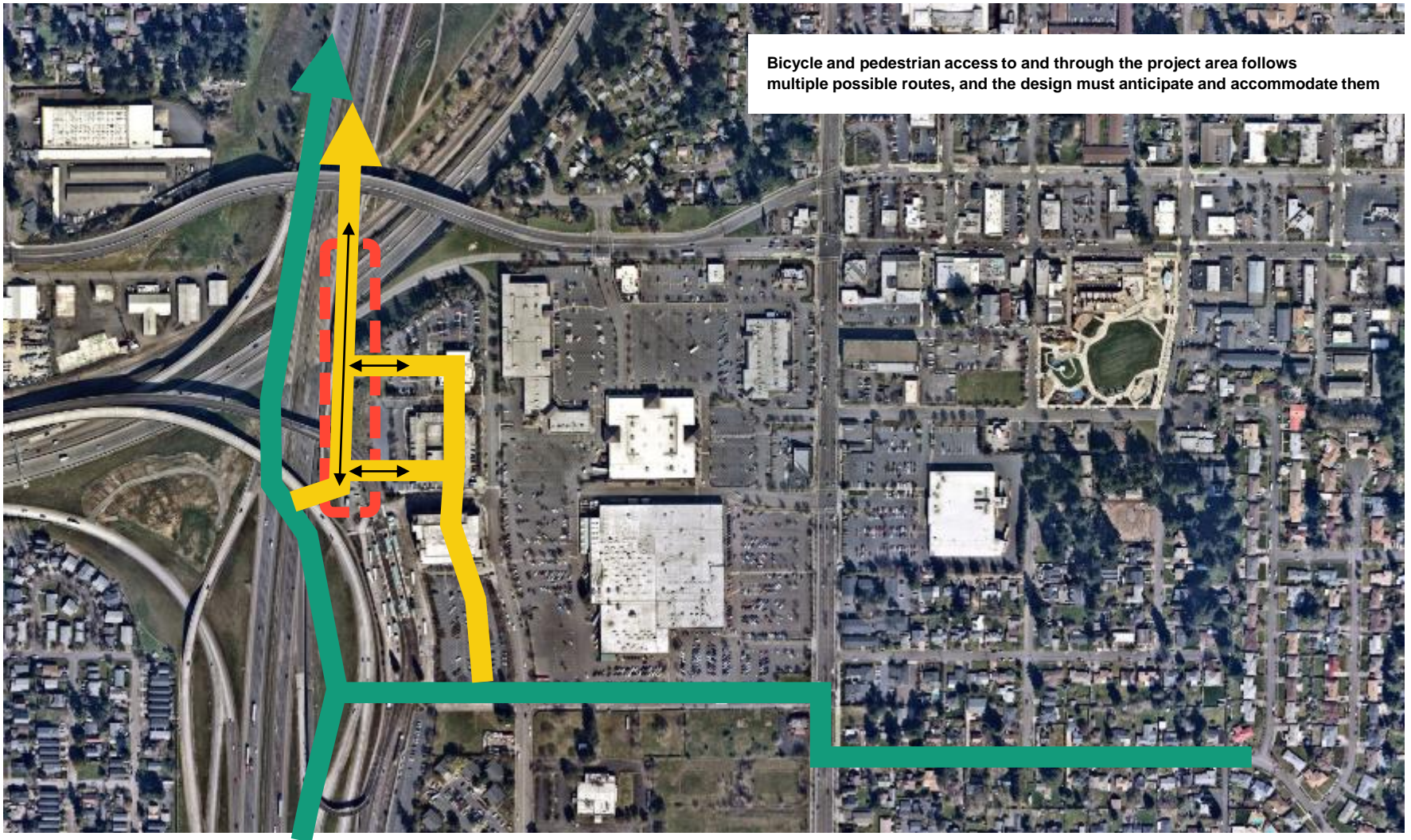


# PDX station bike and pedestrian movements

**Bike circulation and bike parking are located to avoid conflicts with pedestrian traffic**

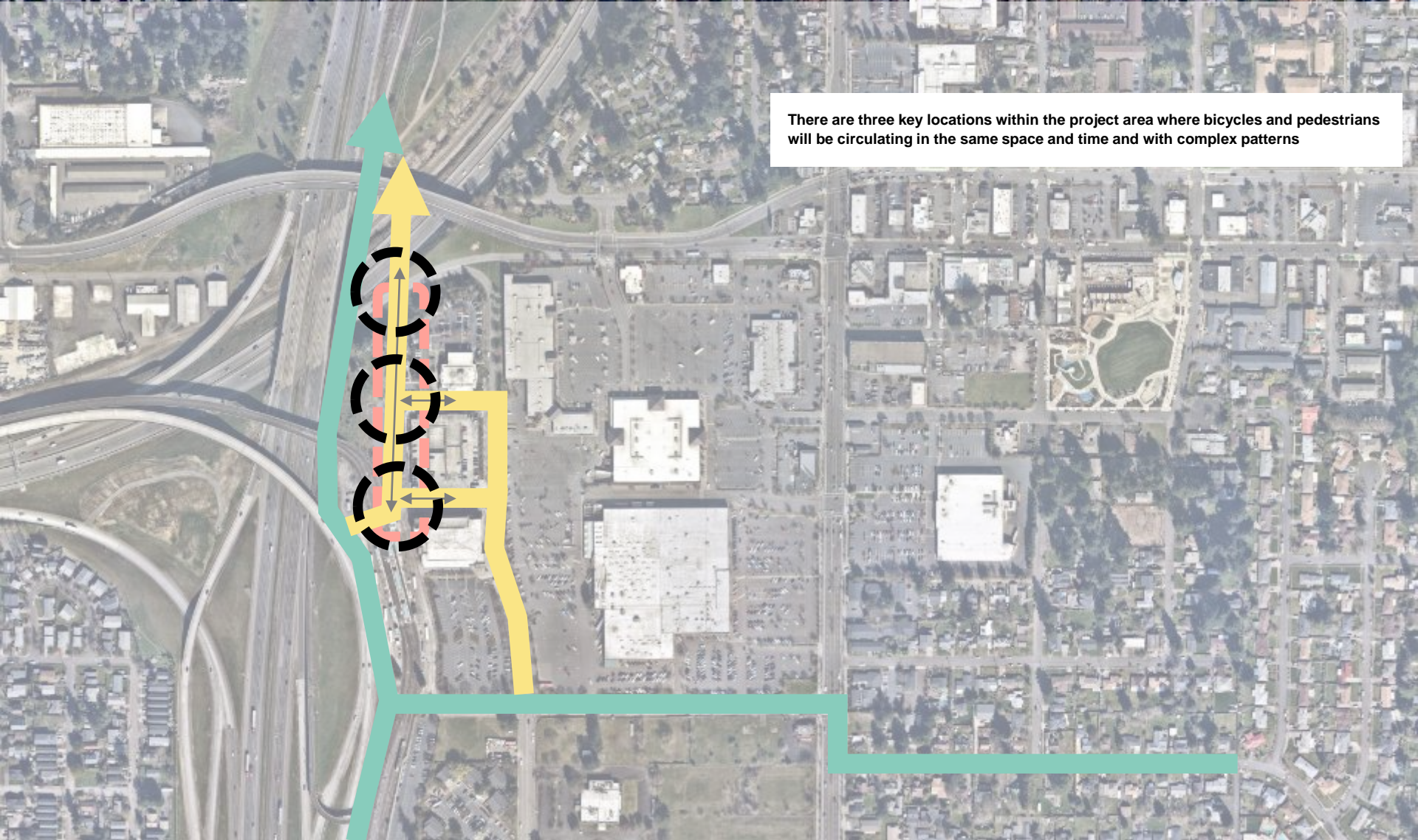


# Gateway Transit Center

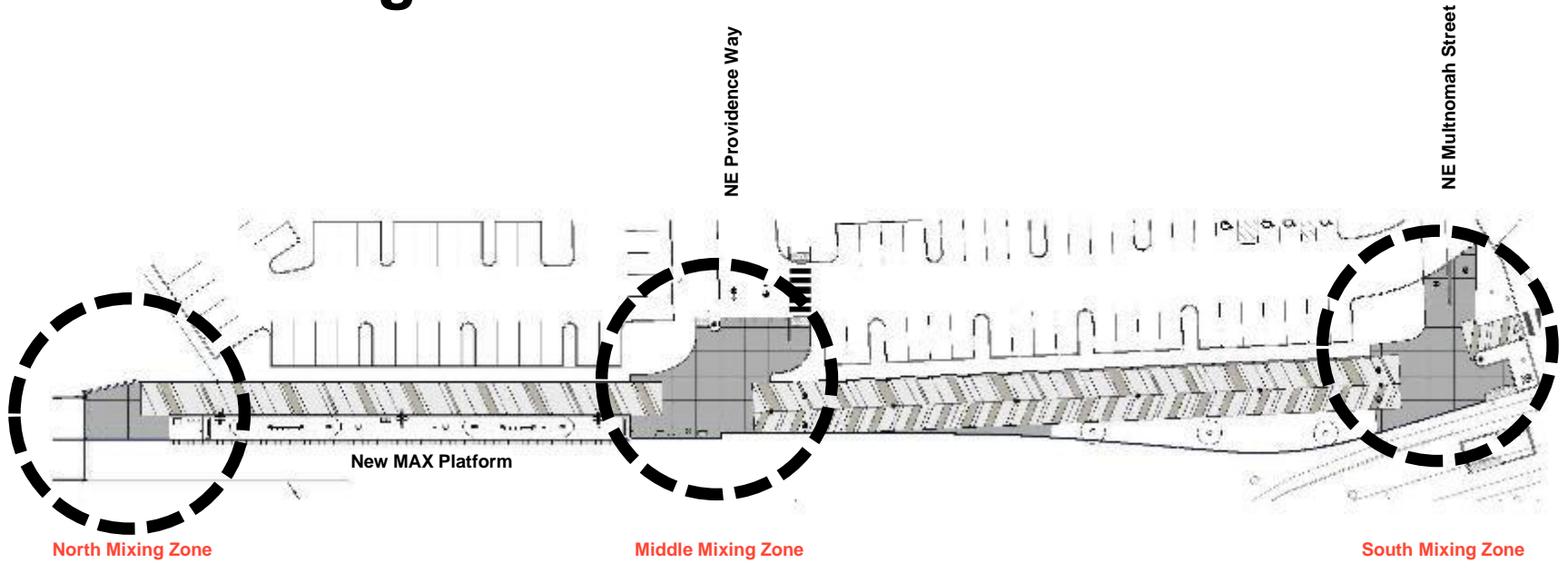




There are three key locations within the project area where bicycles and pedestrians will be circulating in the same space and time and with complex patterns



# Three “mixing zones”



Gateway Green is to the left

Gateway Transit Center is to the right

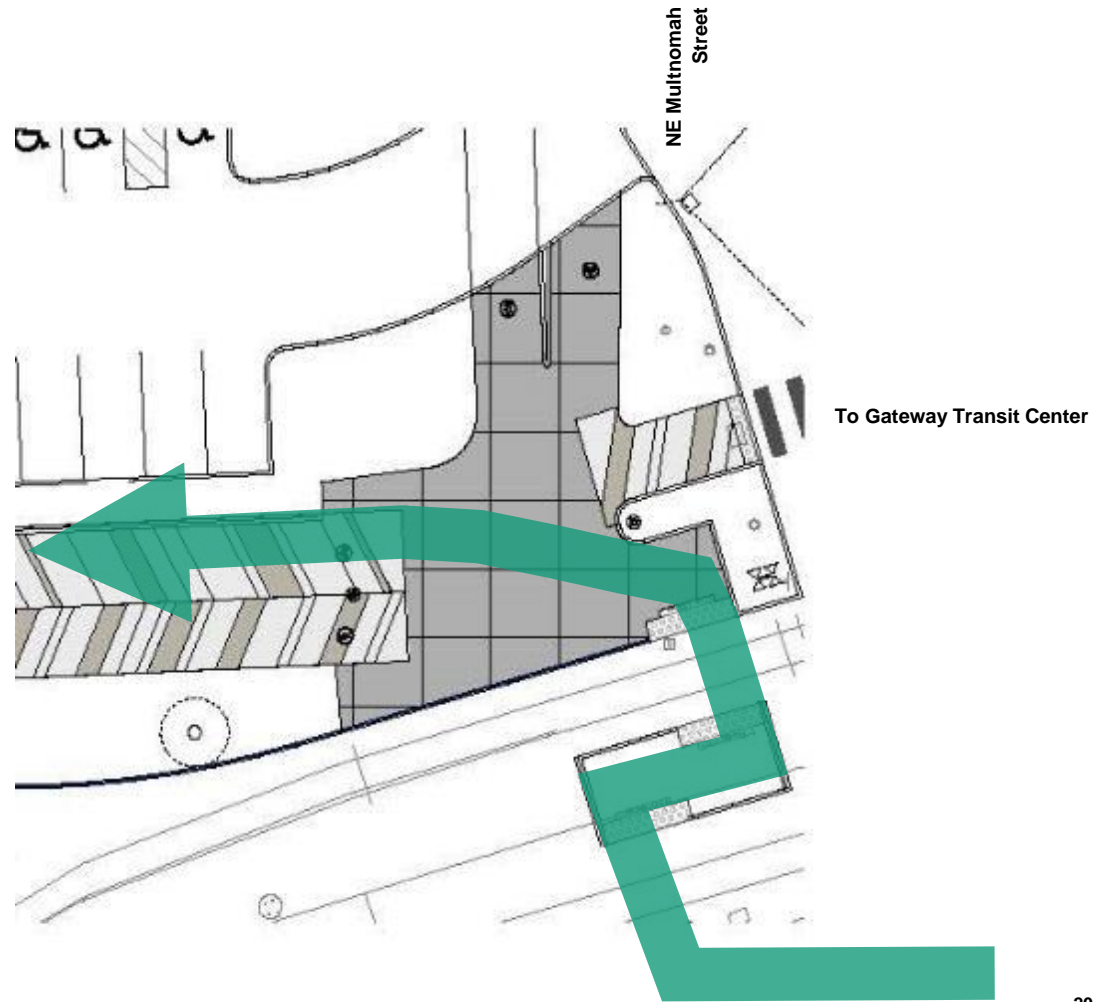
# Three “directional carpets”



# South Mixing Zone

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

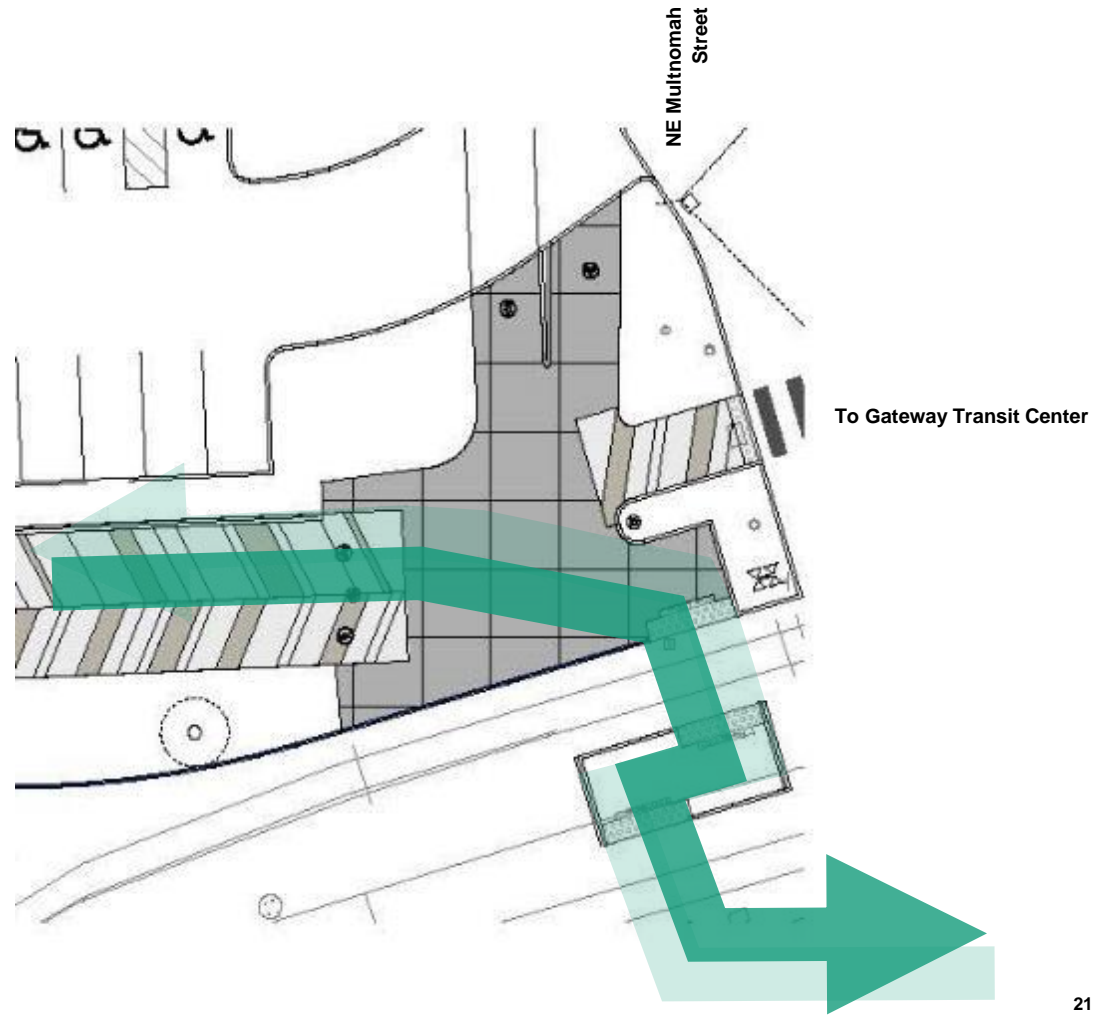
Gateway Green is to the left



# South Mixing Zone

And the return trip...

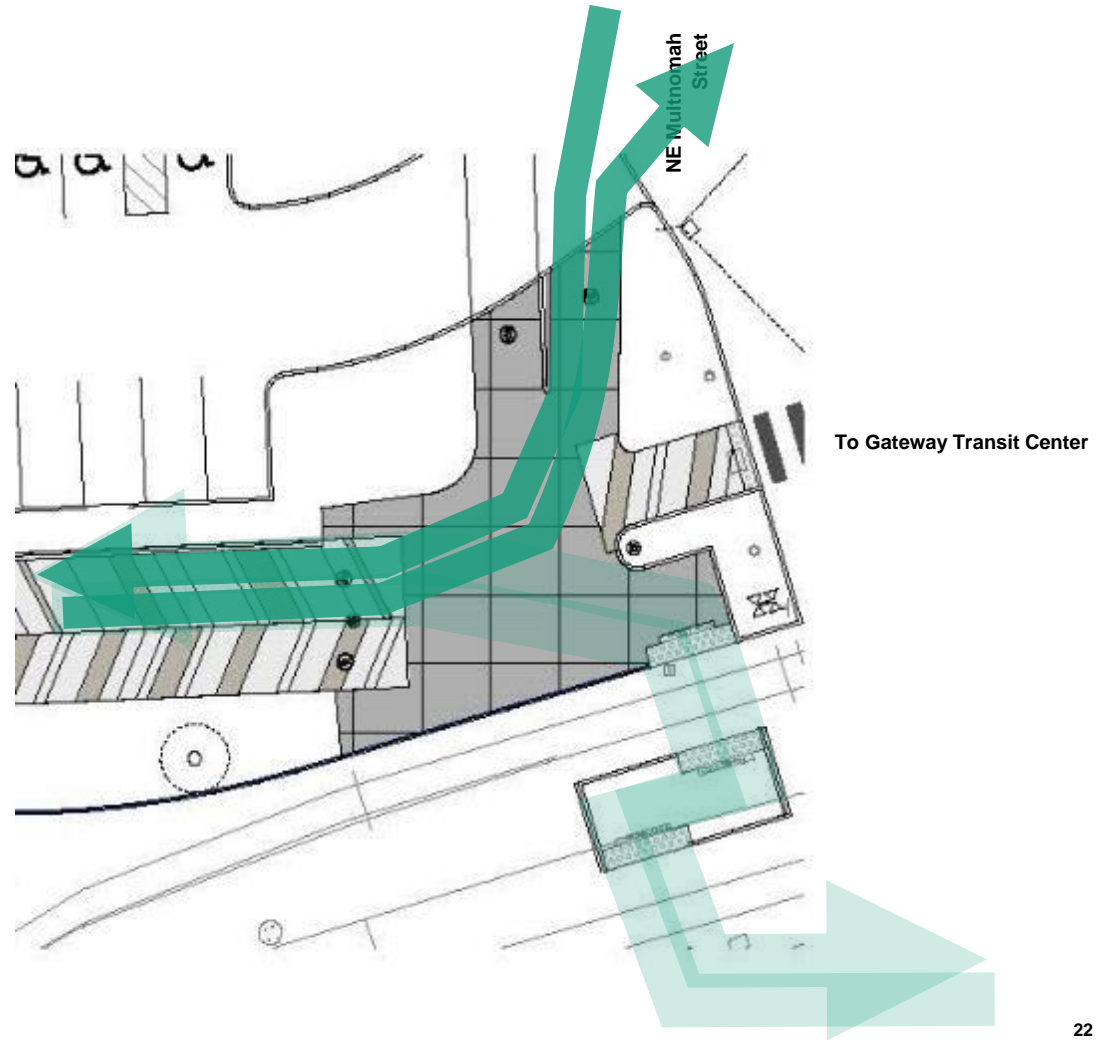
Gateway Green is to the left



# South Mixing Zone

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

Gateway Green is to the left



# South Mixing Zone

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

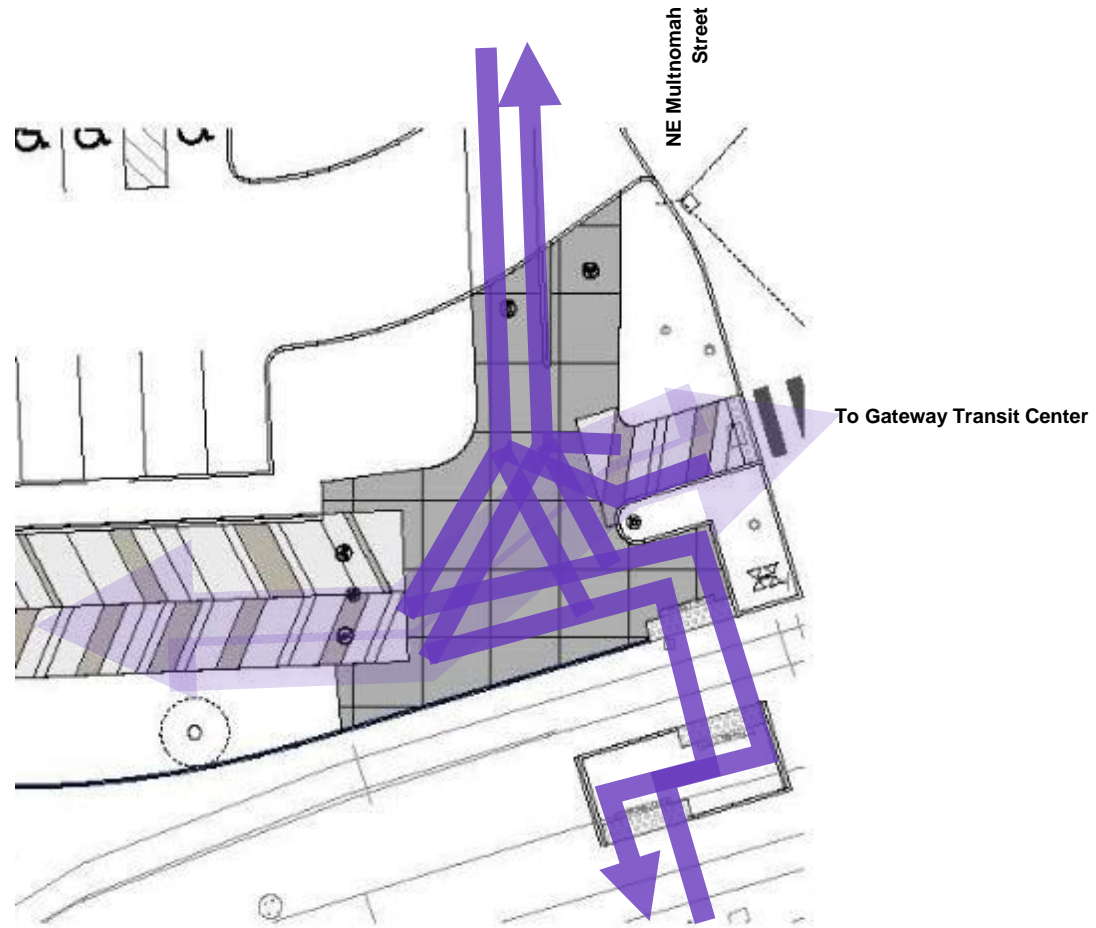
Gateway Green is to the left



# South Mixing Zone

But there are many other possible and expected pedestrian circulation patterns in this area

Gateway Green is to the left





# 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

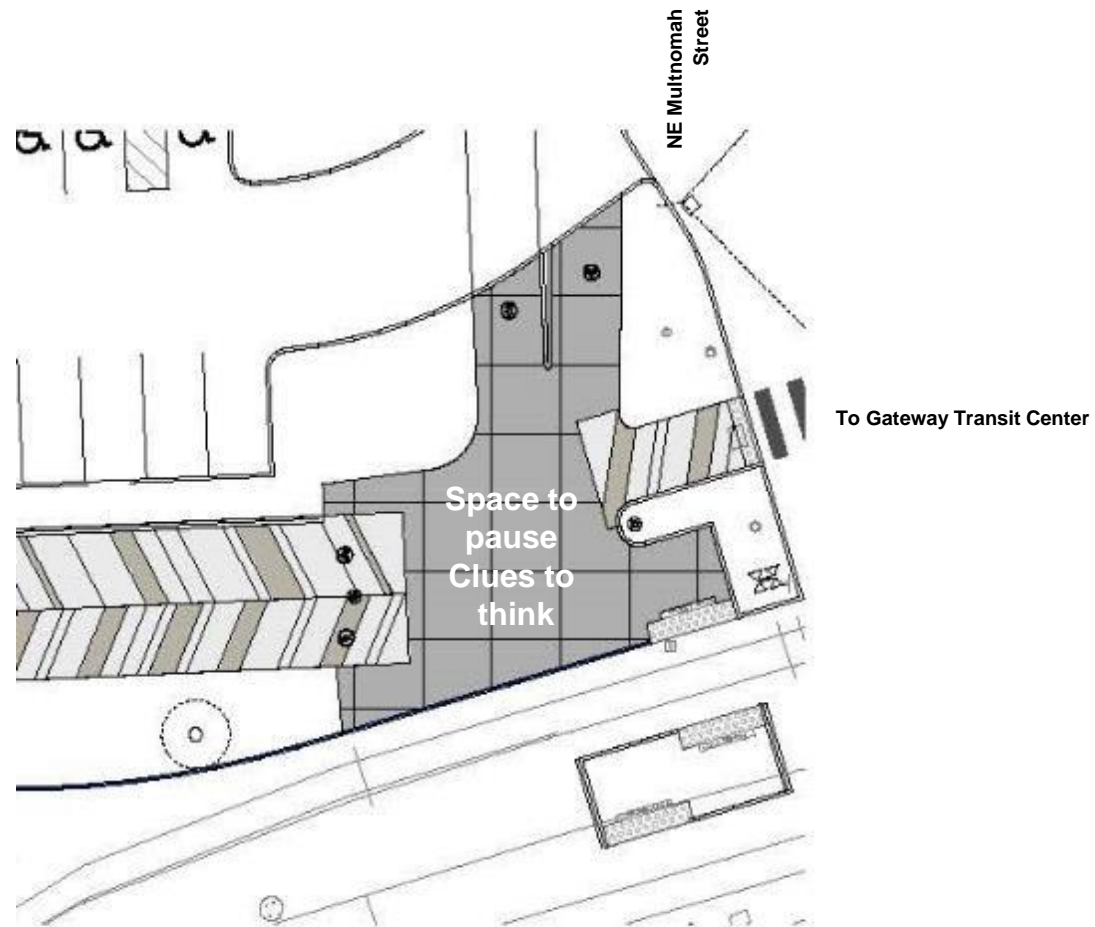
Gateway Green is to the left



# South Mixing Zone

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

Gateway Green is to the left

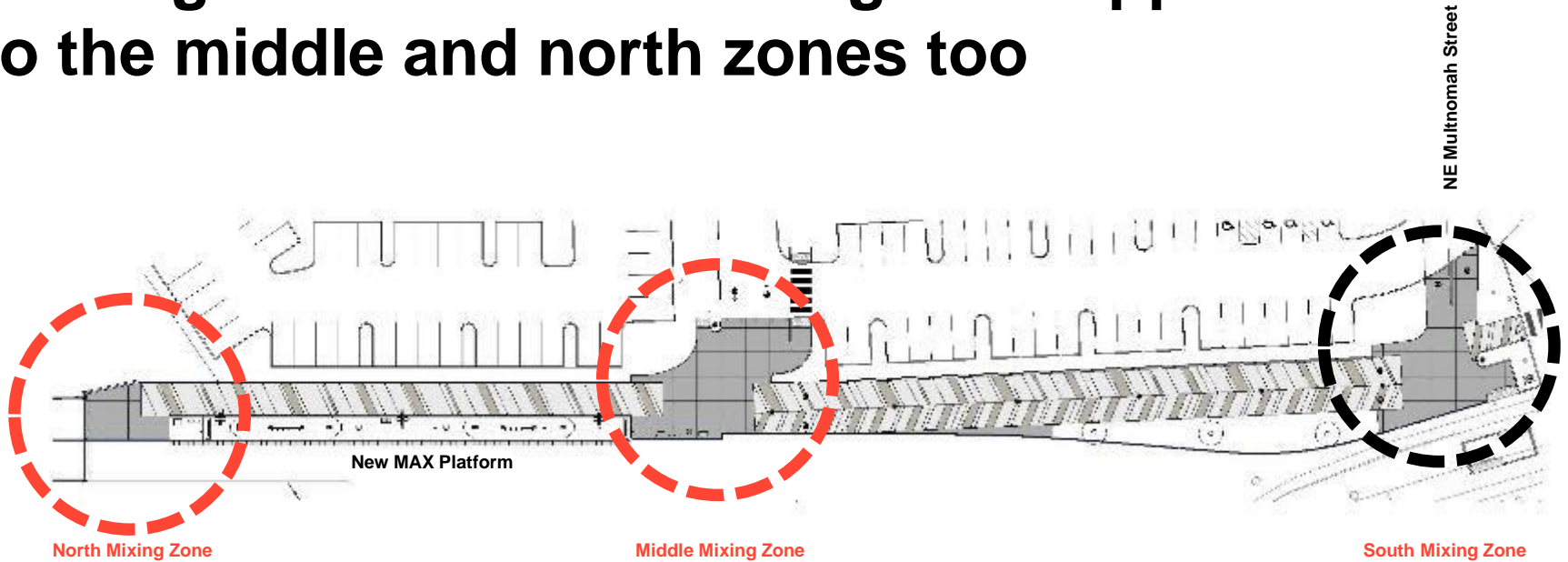


# South Mixing Zone

There are also places where your decisions are made and your path of travel is straight and can be clearly delineated - “directional carpets”

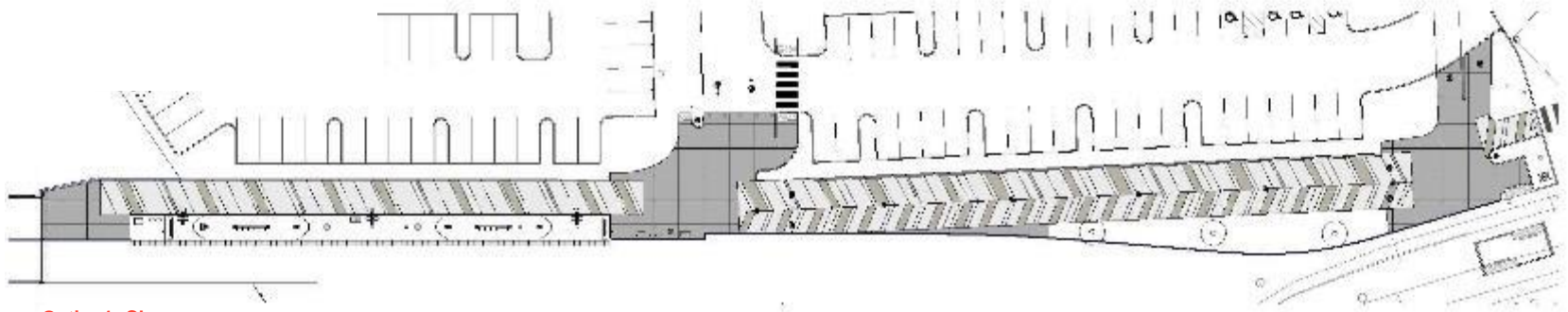


# The logic of the south mixing zone applies to the middle and north zones too

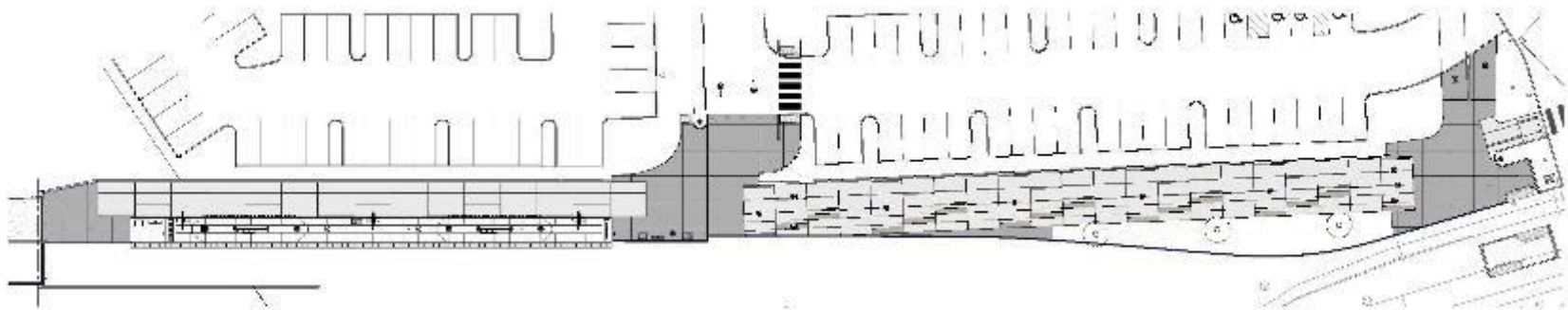


Consistency of pavement markings, patterns and signage within this project area is also an important consideration.

# Two options for the concrete pavement patterns



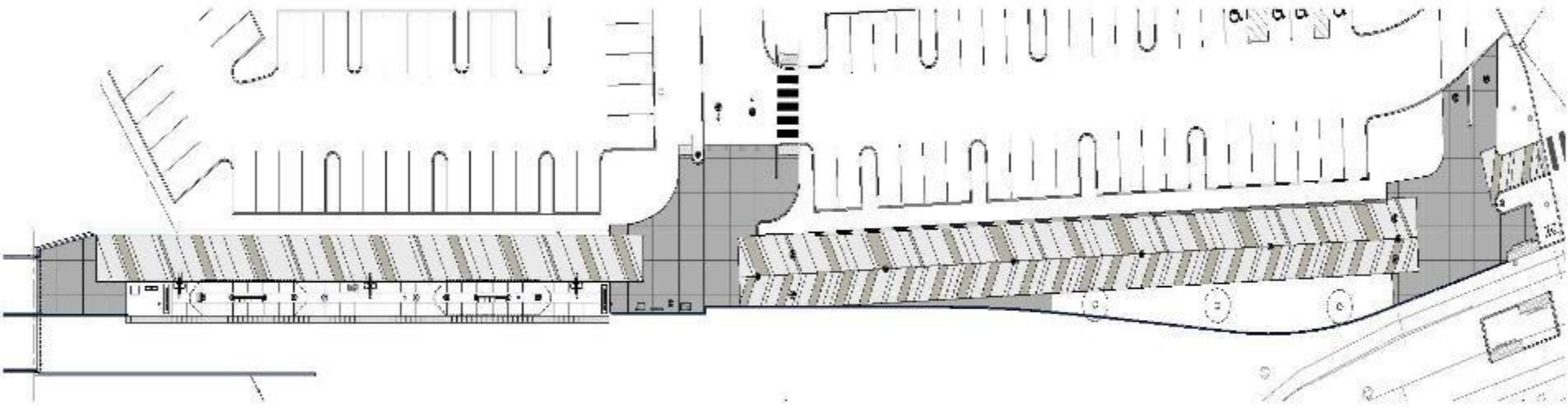
Option1: Chevrons



Option 2: Linear

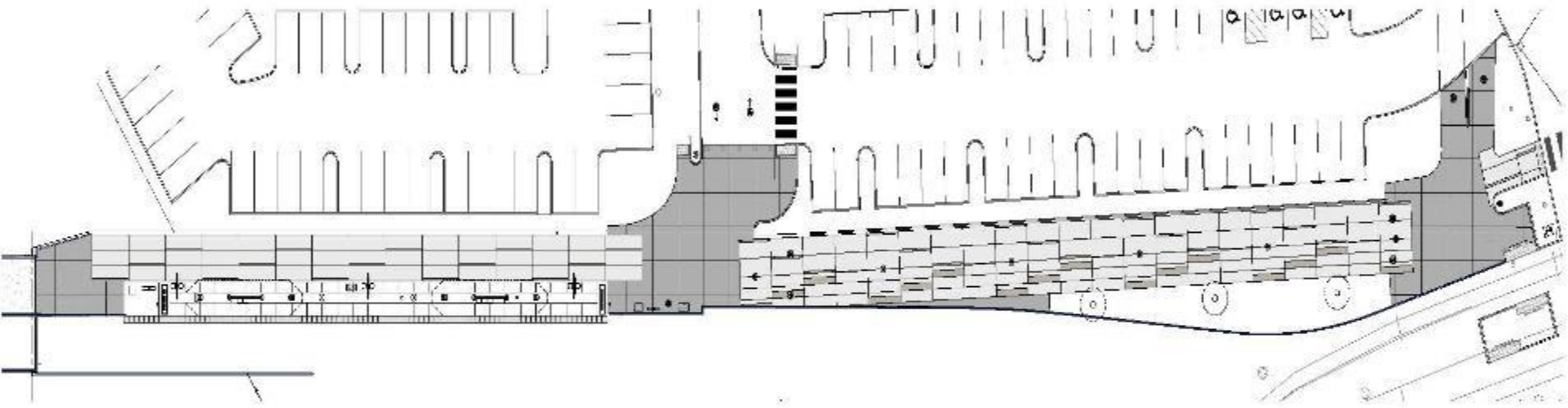
# GWTC - Paving Pattern

## 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

The logo features the text "A BETTER RED" in a bold, black, sans-serif font. To the right of the text is a red graphic element consisting of a thick horizontal line that curves downwards and to the right, ending in a small red square.

**A BETTER RED**

# Questions & Comments

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

[betterred@trimet.org](mailto:betterred@trimet.org)