

# How to Get to PDX: Landside Access Strategy

MAX and Trail  
Airport Way and 82<sup>nd</sup> Ave.

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PORT OF PORTLAND



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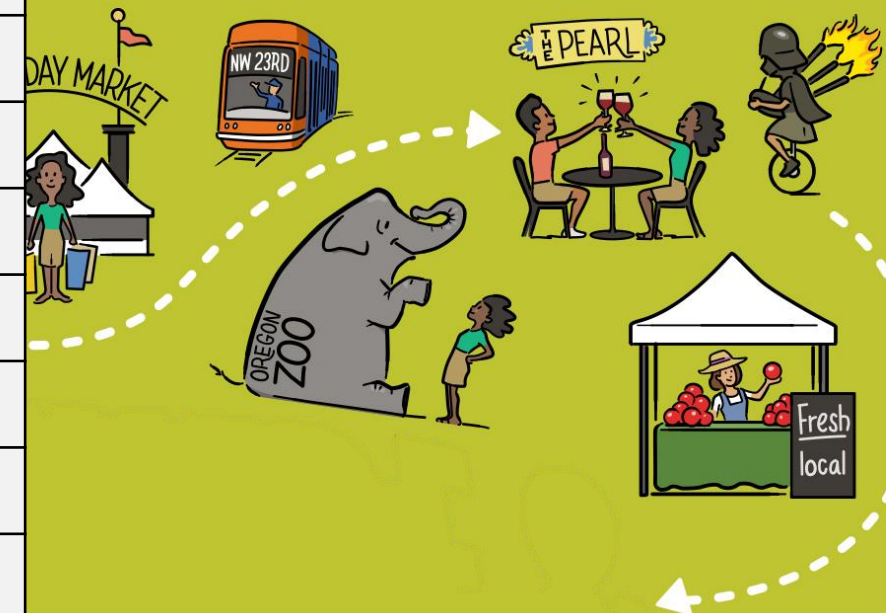
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# HOW TRAVELERS GET **HERE**



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



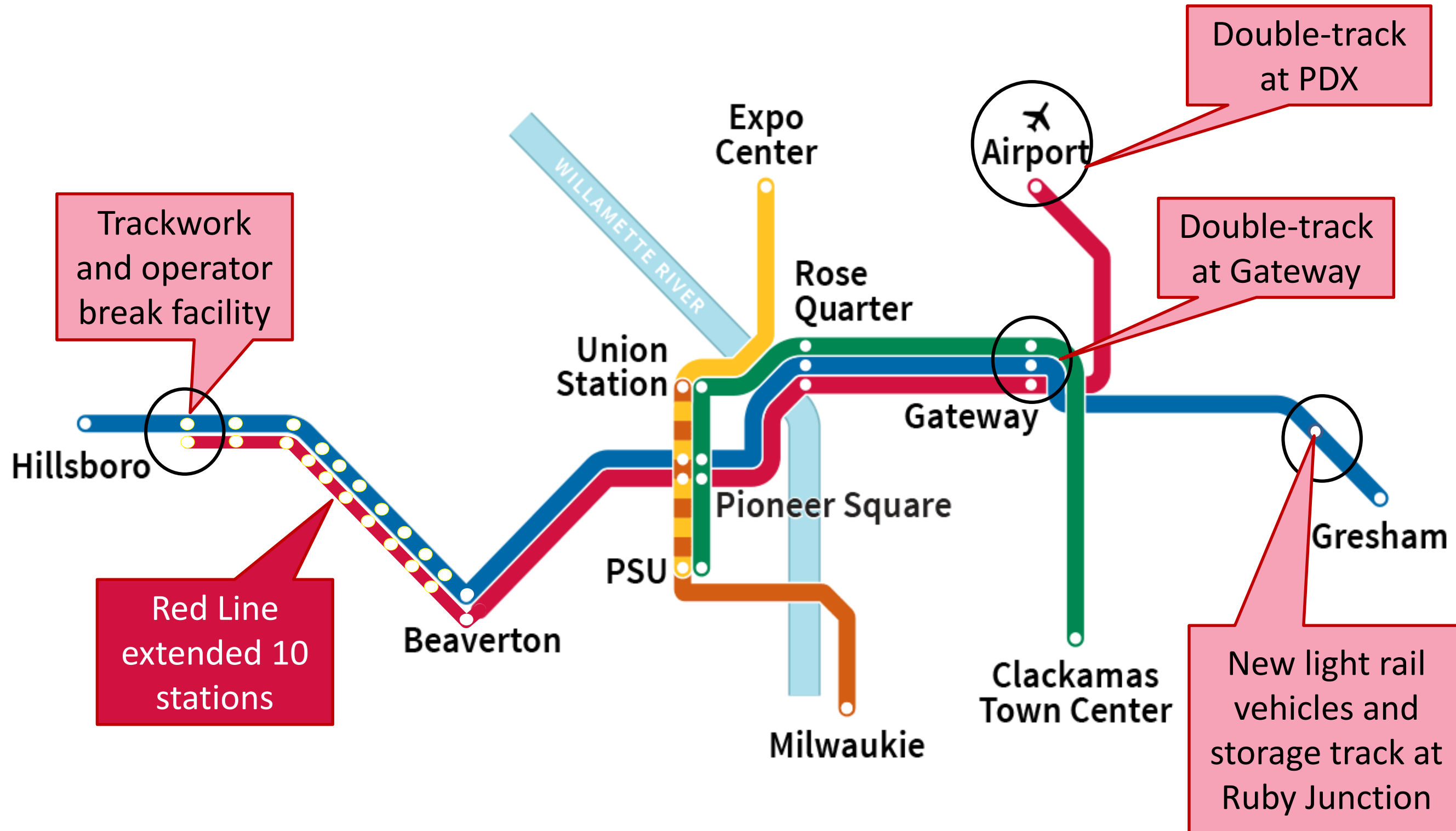
# Status Report: Upcoming Transportation Projects

- TriMet's Red Line Extension and Reliability Improvements Project
- PDX 82<sup>nd</sup> 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

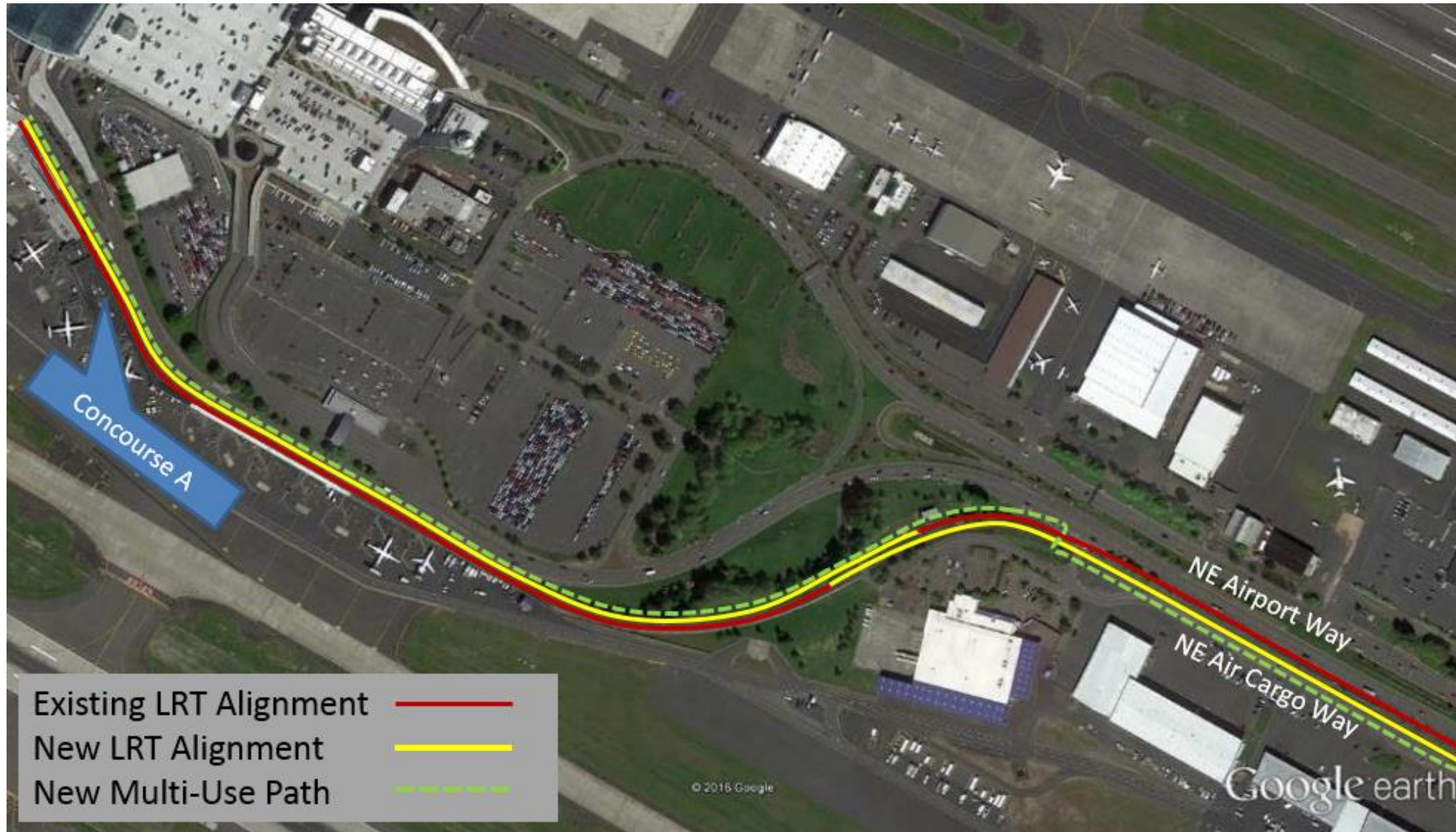
# Project Elements



# 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





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# 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

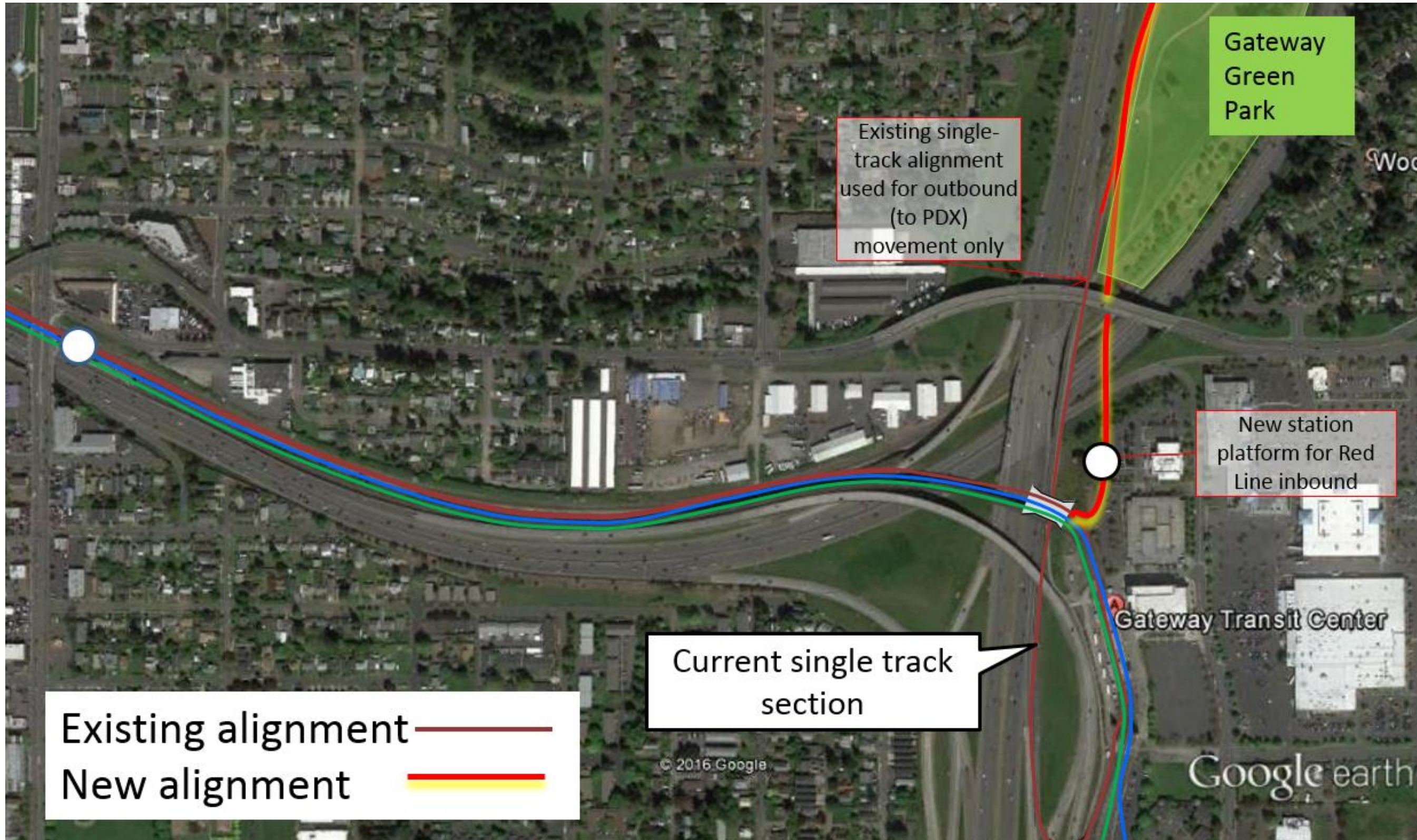
# Agency and Public Involvement

- 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

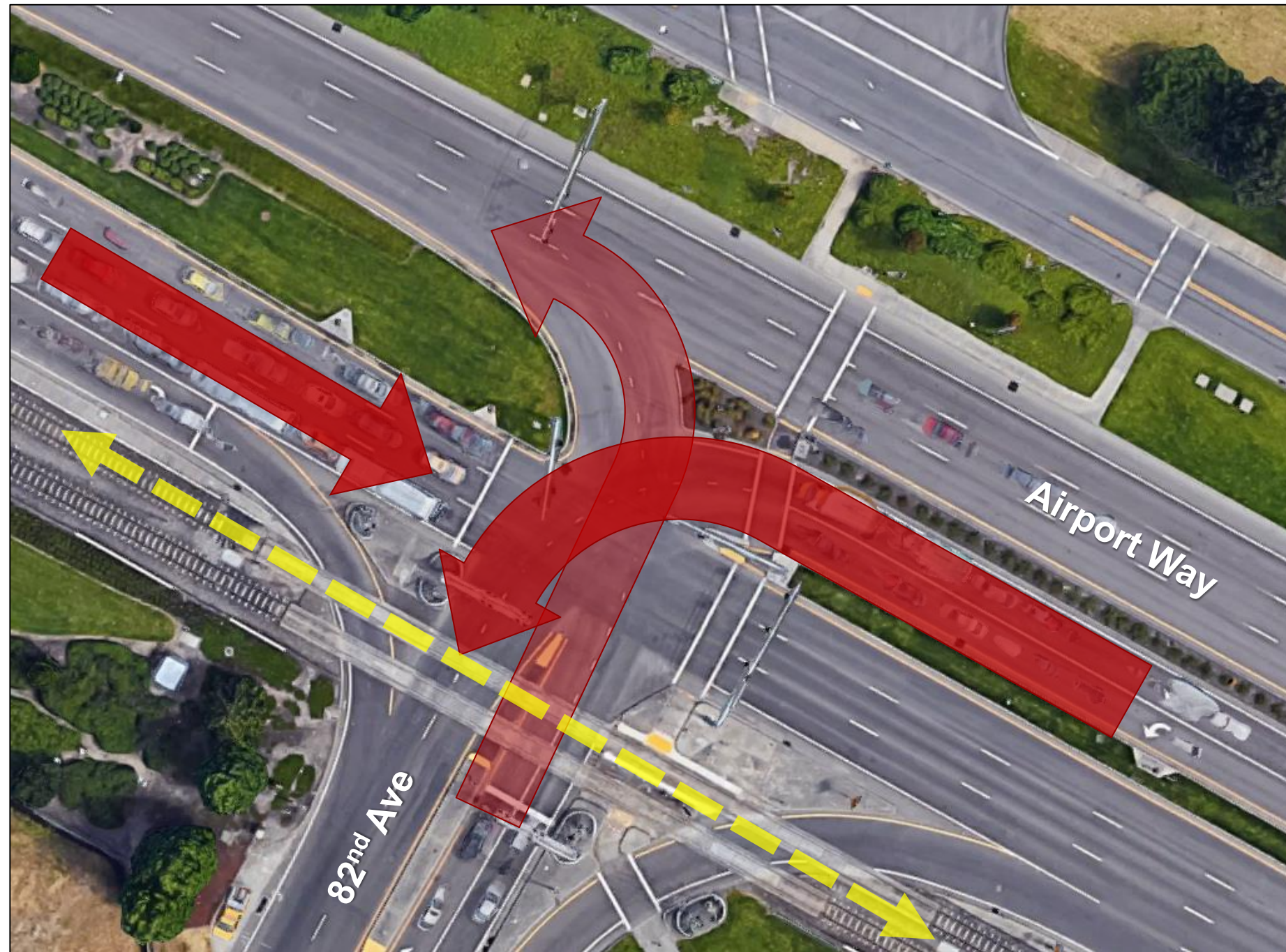
# Gateway – Proposed Double Track



# 82<sup>nd</sup> Airport Way Interchange

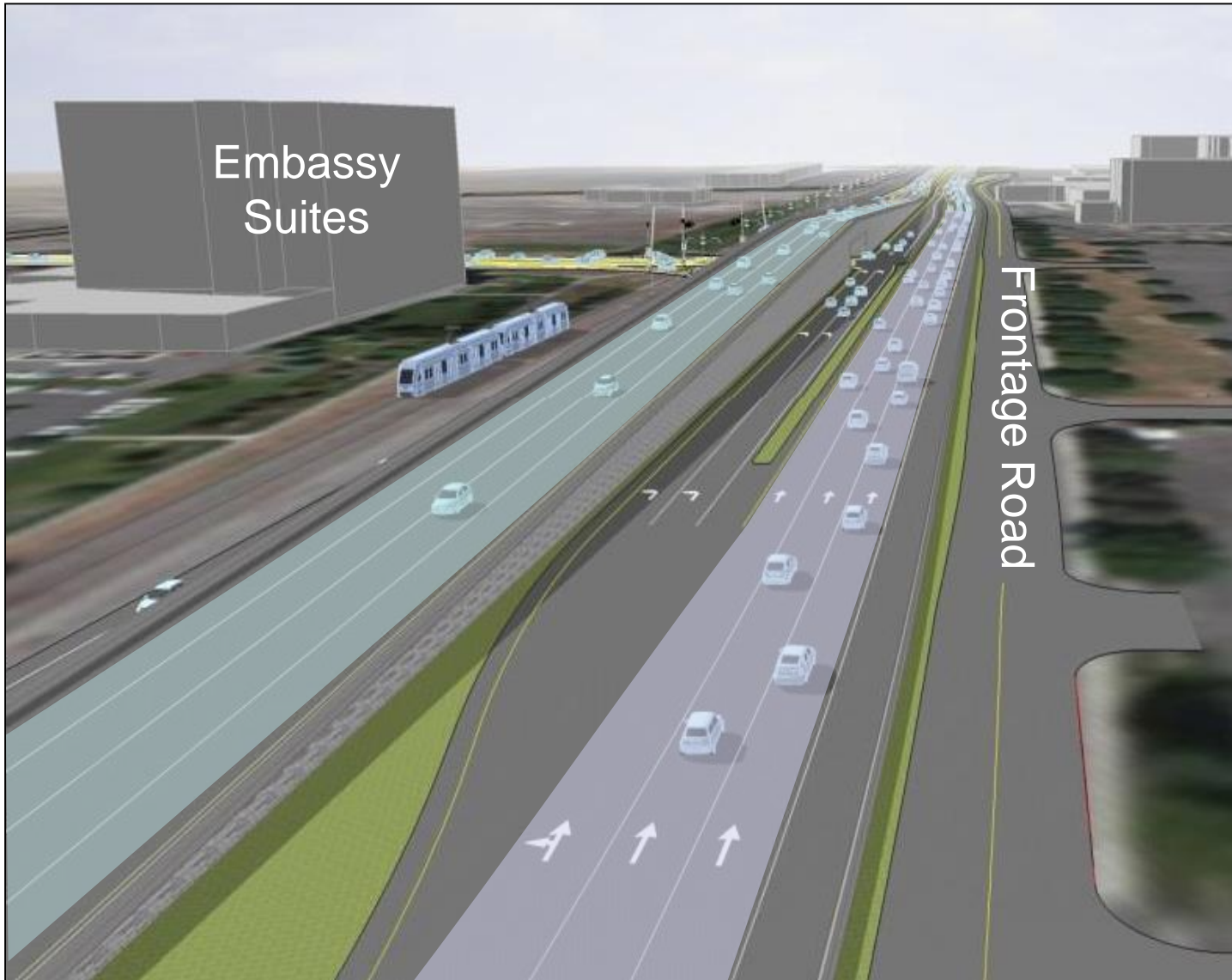


# 82<sup>nd</sup> Airport Way Interchange



The intersection is busy and will get busier as the region and airport grow

# What will it look like?



Looking West, going to PDX

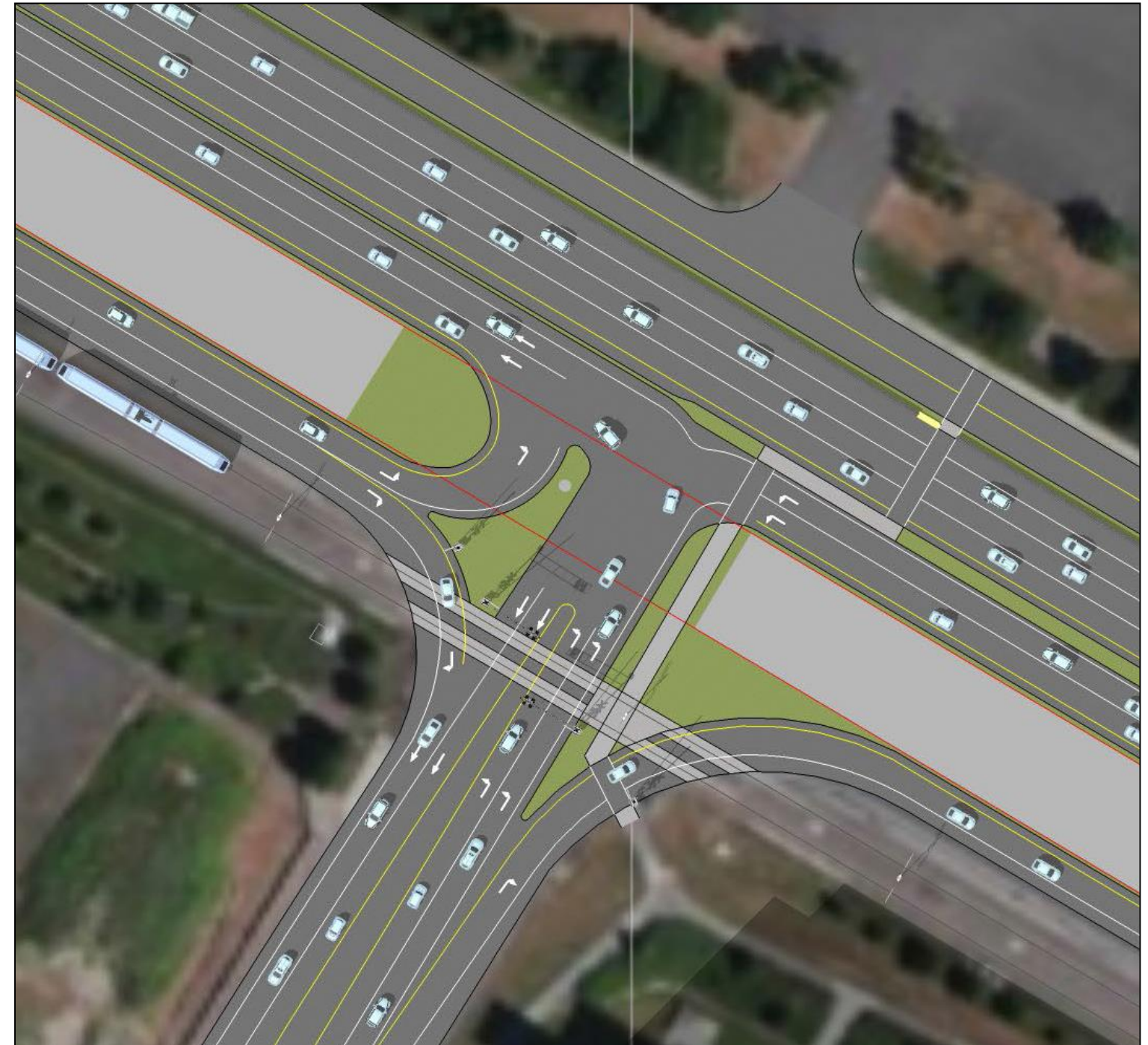


Looking East, leaving PDX



# Future 82<sup>nd</sup> 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 82<sup>nd</sup> Avenue – Going to PDX



# Eastbound Airport Way – Leaving PDX



# U-Turn to Return to the Terminal



# Questions and discussion

