Port of Portland

PDX 2045 Interagency Advisory Committee

Meeting #3

August 20, 2025

Meeting goals

- Recap landside facility planning approaches
- Review preliminary landside facility requirements and alternatives
- Discuss upcoming community outreach

Agenda

Time	Topic
2:30 PM	Welcome and Introductions
2:40 PM	Landside facility planning approaches recap
2:50 PM	Preliminary landside facility requirements and alternatives
3:35 PM	Upcoming Open House and community outreach events
3:45 PM	Next Steps, Q&A, and Open Discussion
4:00 PM	Adjourn

PDX 2045 IAC Invited Participant Agencies

- City of Portland
  - Bureau of Environmental Services
  - Bureau of Planning & Sustainability
  - Bureau of Transportation
  - Parks & Recreation
  - Permitting & Development
- City of Vancouver
- Clackamas County
- Clark County
- C-TRAN
- Metro
- Multnomah County
- Oregon Air National Guard
- State of Oregon
  - Department of Aviation
  - Department of Environmental Quality
  - Department of Transportation
- TriMet
- Urban Flood Safety & Water Quality District
- Washington County

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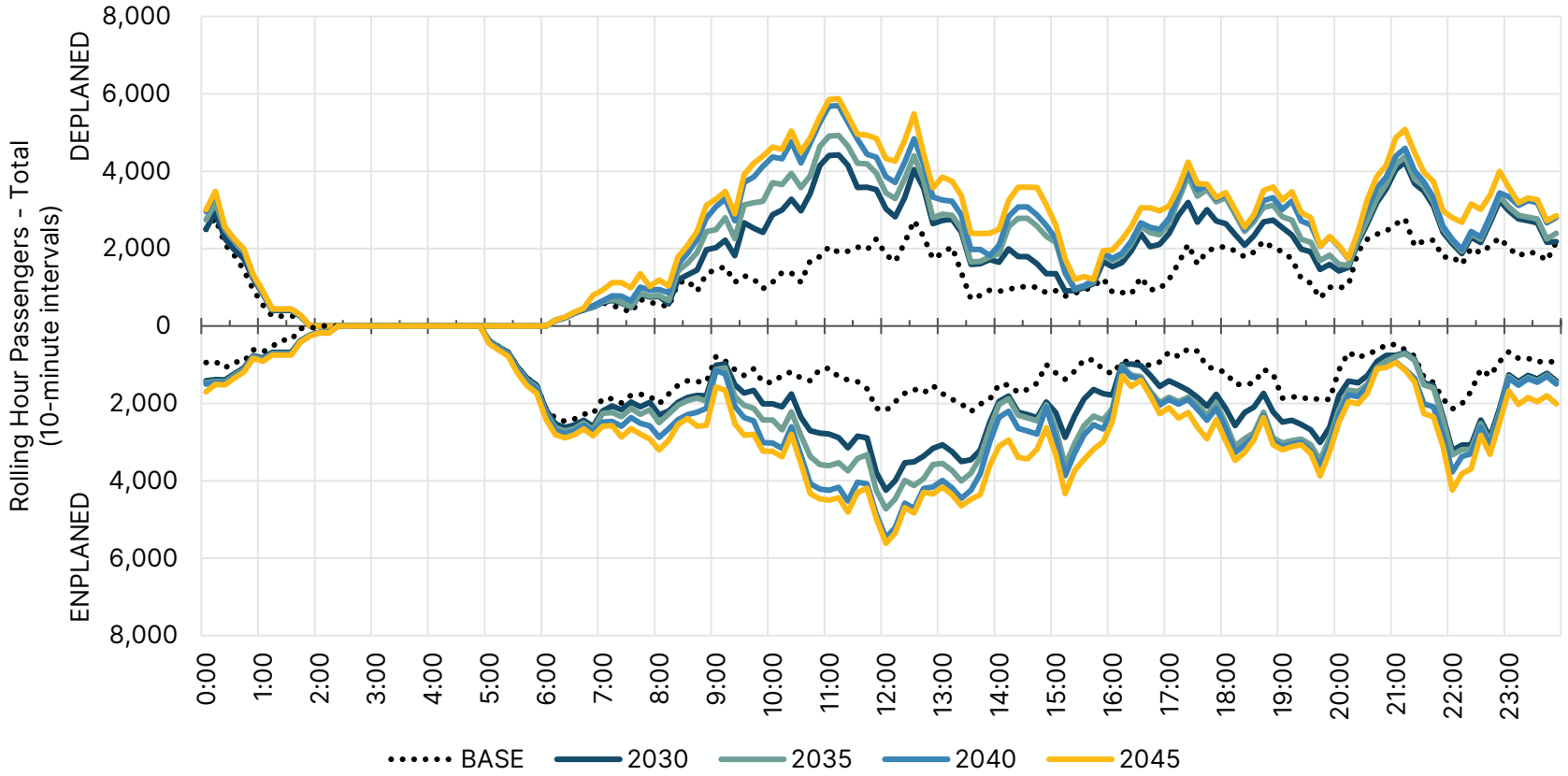
Recap: Landside Facilities Planning Approach

Rolling Hour Passengers – Total



DEPLANED PASSENGERS			
YEAR	PEAK HOUR	DDFS	PEAK HOUR %
2023	2,787	27,843	10.0%
2030	4,422	42,431	10.4%
2035	4,924	47,988	10.3%
2040	5,695	53,019	10.7%
2045	5,874	58,140	10.1%

ENPLANED PASSENGERS			
YEAR	PEAK HOUR	DDFS	PEAK HOUR %
2023	2,463	27,428	9.0%
2030	4,243	41,620	10.2%
2035	4,725	47,103	10.0%
2040	5,473	52,007	10.5%
2045	5,616	57,080	9.8%

Demand Curve: Garage Facilities

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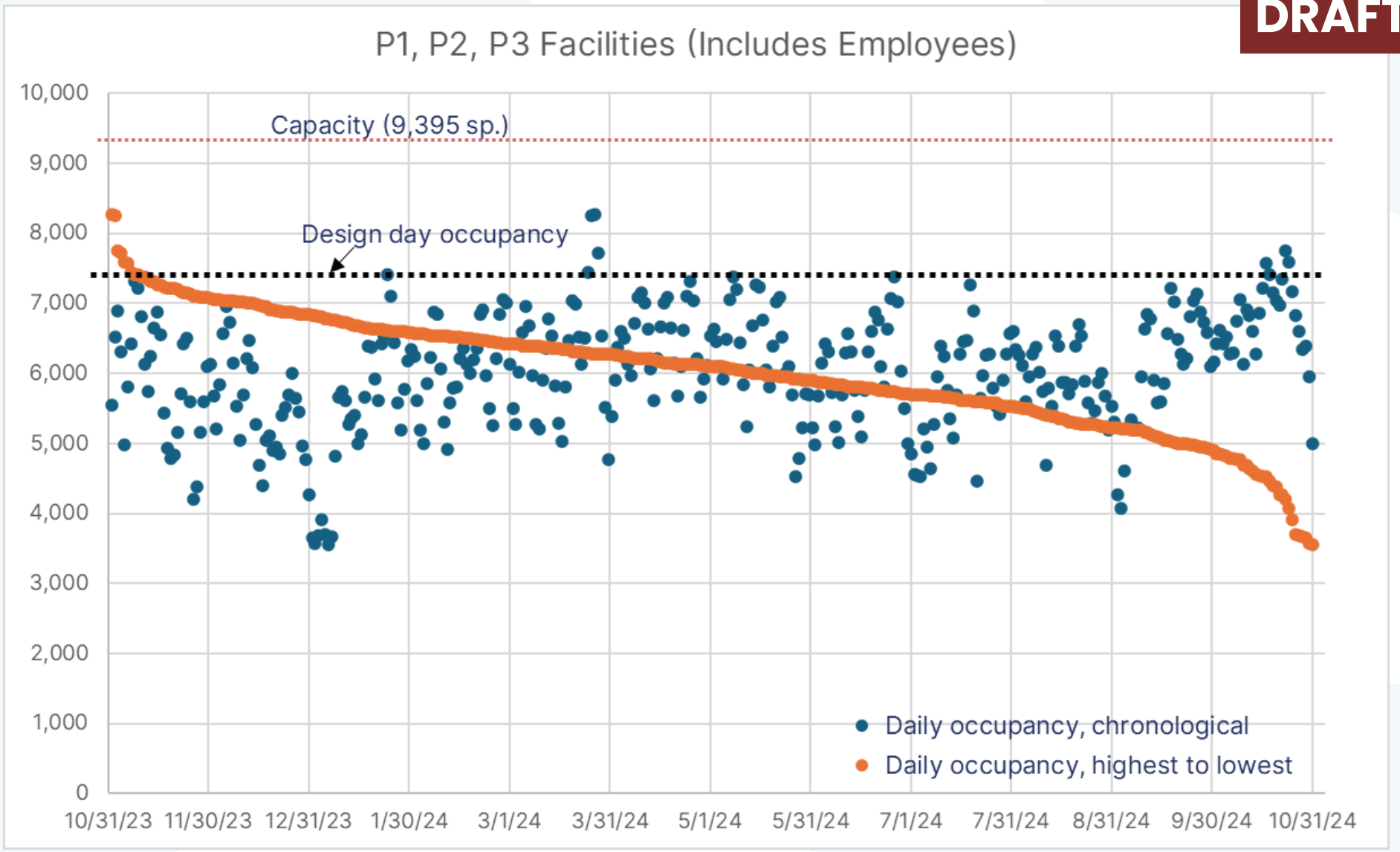
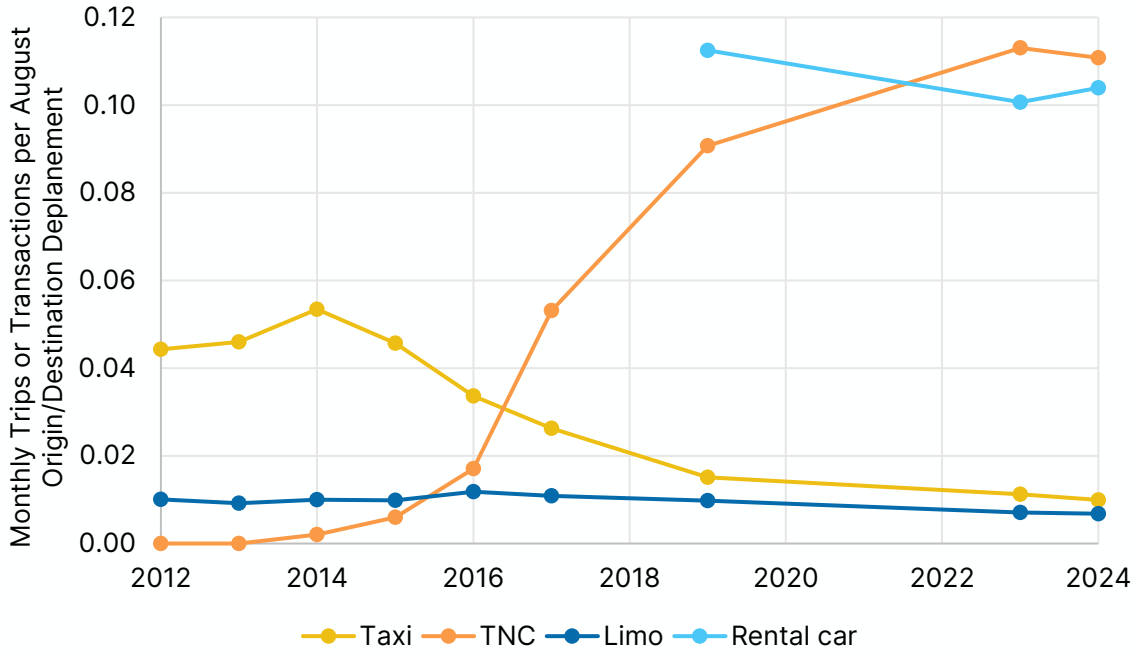
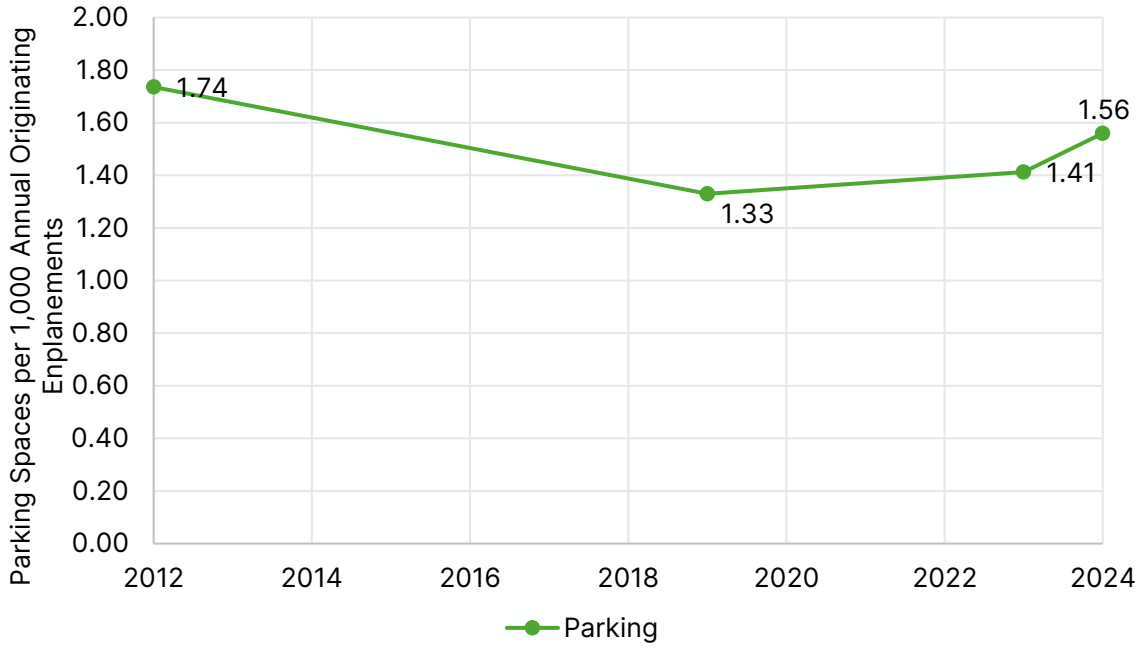


Historical activity per passenger, selected modes

Pickup Trips per Passenger Forecast:
Taxis, Limousines, Rental Cars, and TNCS



Public Parking Spaces
per 1,000 Passengers



SOURCE:
InterVISTAS, April 2025
NOTES:
1. TNC = Transportation Network Company (rideshare company such as Uber and Lyft)
2. TNC monthly trips or transactions between 2012 and 2015 are estimated..

DRAFT

TNC Scenarios

Existing	High Impact Scenario	Low Impact Scenario
TNC's take 11% of originating enplanements to PDX in 2024	**TNC's take 22% of originating enplanements to PDX in 2045**	**TNC's take 17% of originating enplanements to PDX in 2045**

- The difference between the "high" and "low" TNC impact scenarios reflects uncertainty:
  - extent to which the TNC market at the Airport is approaching maturity
  - future adoption rate of car sharing services and connected/autonomous vehicles
- The high and low scenarios are used to conservatively estimate potential facility needs

TNC = Transportation Network Company (ridesharing company such as Uber or Lyft)

Forecast activity per passenger, selected modes

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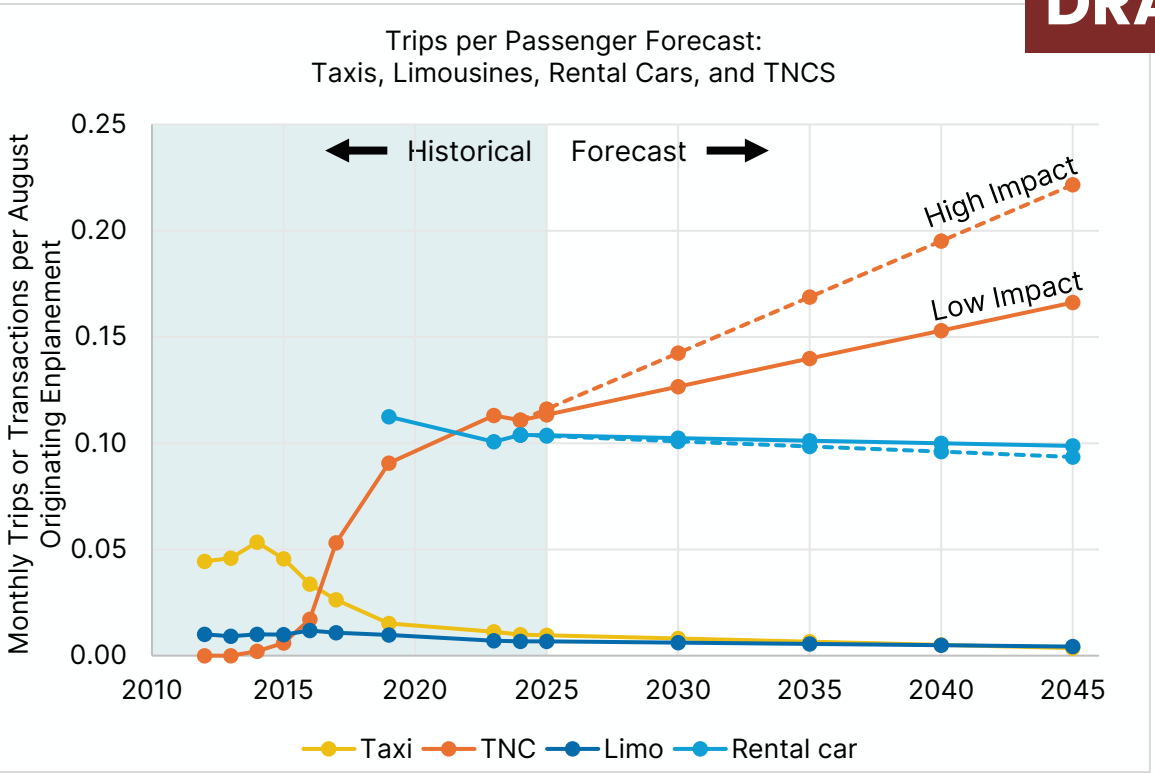
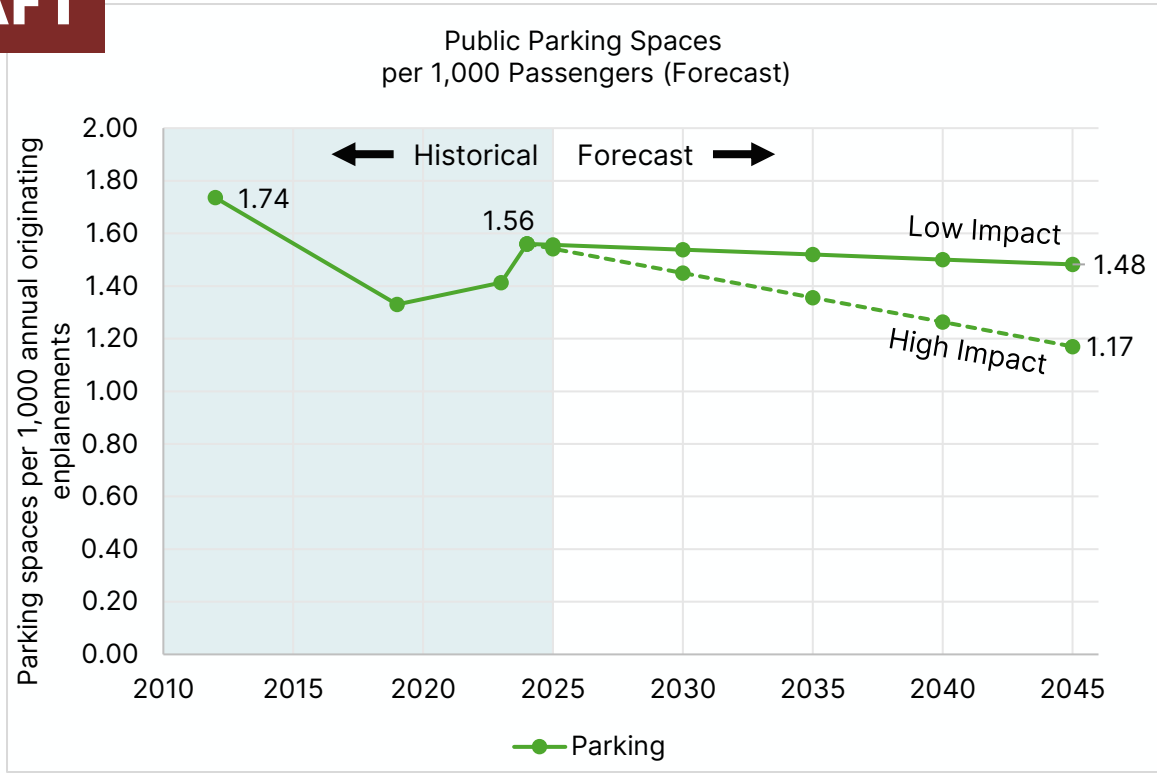




SOURCE:
InterVISTAS, April 2025
NOTES:
1. TNC = Transportation Network Company (rideshare company such as Uber and Lyft)

Preliminary requirements summary

	Preliminary Assessment			
Landside Facilities	**2030**	**2035**	**2040**	**2045**
Airport Way westbound, west of 82nd				
Airport Way eastbound, west of 82nd				
Curbsides				
Commercial vehicle facilities				
Public parking				
Employee parking				
Rental car area				

	Optimum				Sub-Optimum
LEGEND					

Bicycle/pedestrian projects near PDX

Port Projects

- 82nd Ave and Air Cargo Rd Signal and Crosswalk Upgrades (in progress now)
- 82nd and Airport Way Interchange Ped-Bike Improvements (estimated 2027)

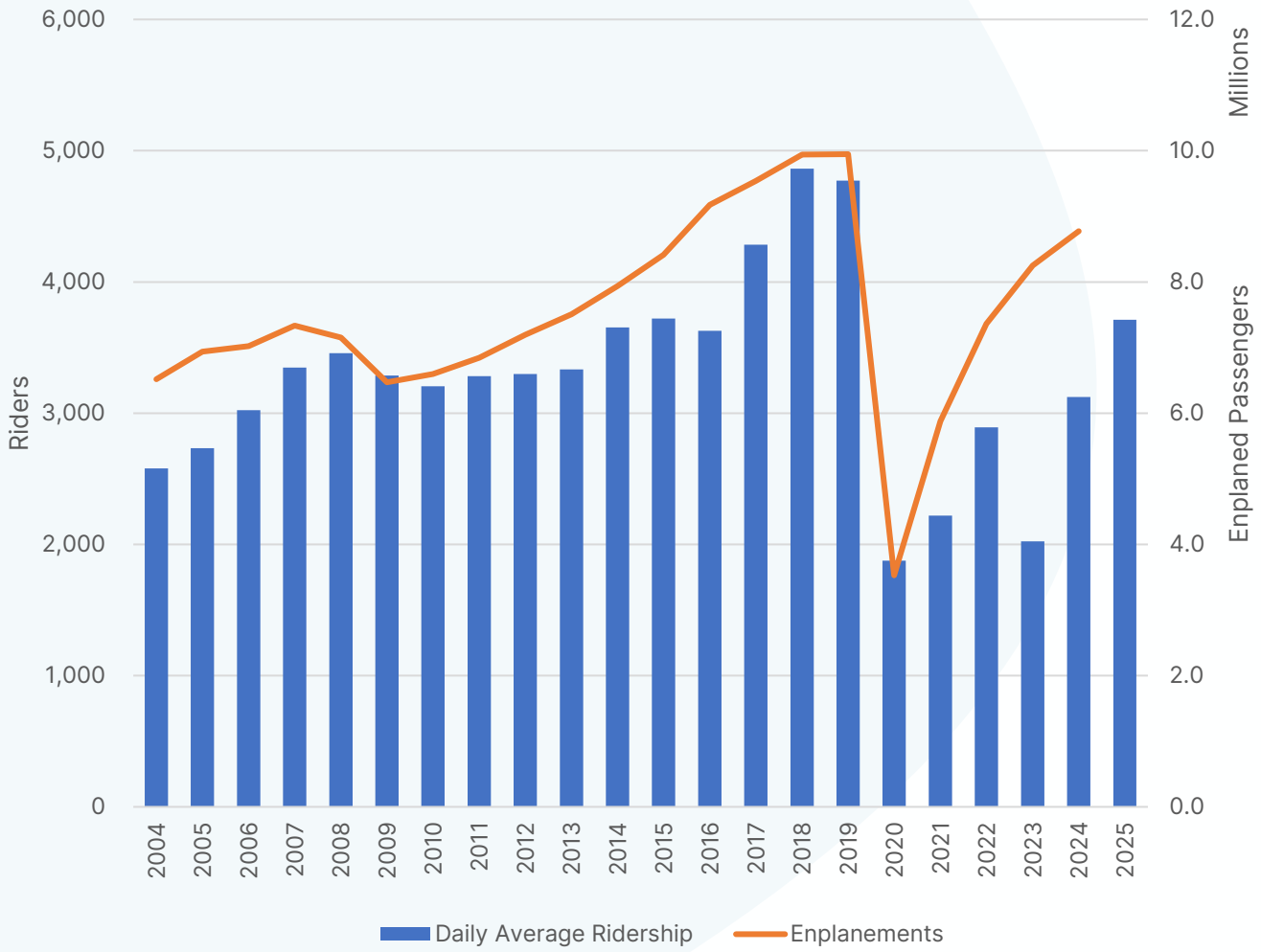
Port-PBOT Partnership

- Cornfoot Rd Ped-Bike Path (estimated 2026)

PBOT Projects

- 42nd Ave/47th Ave Overcrossing Sidewalks and Bike Lanes (estimated 2025)
- Cully/Columbia/Alderwood New Signals and Crosswalks (estimated 2026)

MAX Ridership at PDX



Sources: TriMet, August 2025; Port of Portland, August 2025

- Pre-COVID, Red Line ridership tracked enplanements, but share stayed steady.
  - Peak: 4,864 riders/day (2018)
  - Current: 3,712 riders/day (76%)

- PDX ridership is recovering faster than regional trends. Since 2022:
  - PDX MAX ridership up 42%
  - Regional MAX ridership up 22%.

- Enplanements currently recovering faster than MAX ridership.

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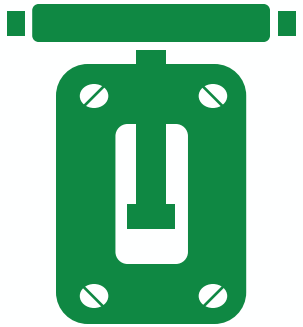
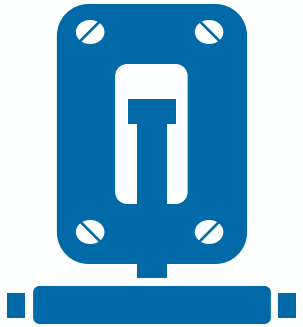
Preliminary Landside Alternatives: Parking

Parking considerations



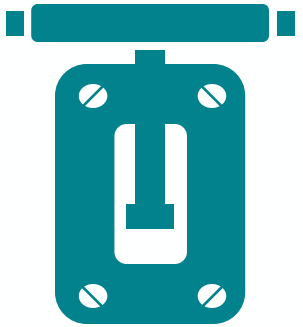
Availability

Insufficient parking capacity can increase overall vehicle traffic, travel times, driving distances, and anxiety for passengers.



Pricing

For many passengers, parking may be their most economical option for access to PDX and/or the price of parking may not be a primary consideration. Price can also be used to balance demand among available parking facilities.



Flexibility

As future parking needs are uncertain, parking facilities should be buildable in logical increments and flexible to serve other vehicular uses.

Preliminary parking requirements

50%

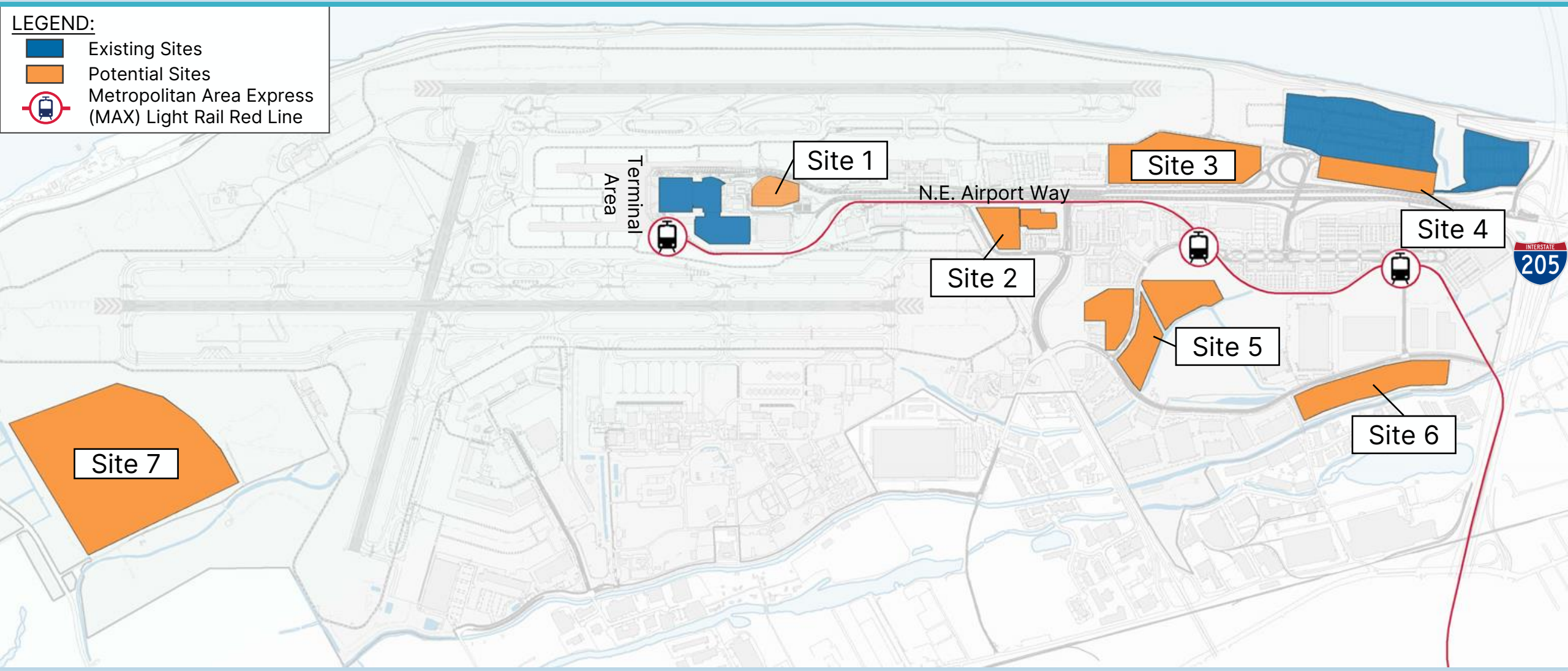
Increase in passenger demand between now and 2045

25–50%

Additional parking spaces required by 2045

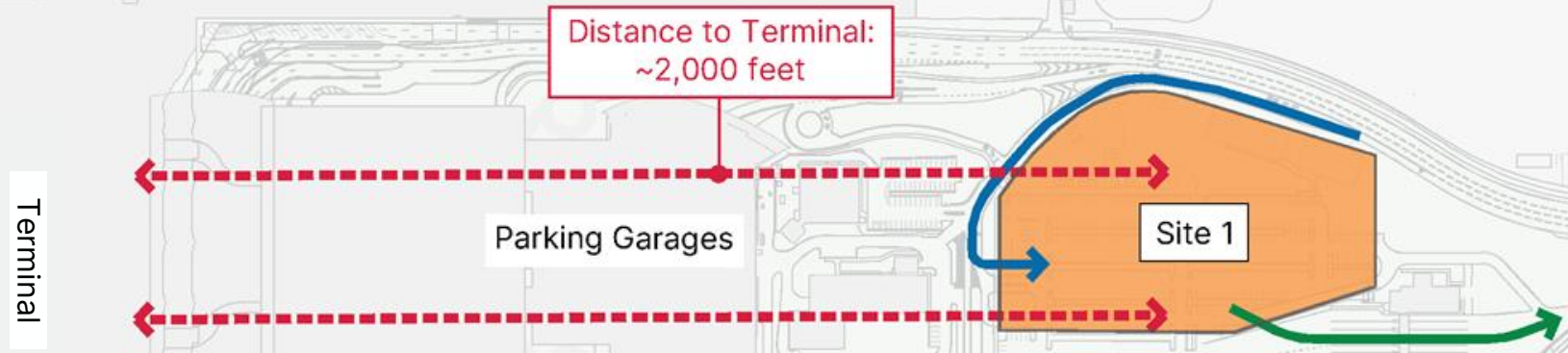
The range reflects a potential impact in demand due to factors beyond the Airport's control such as changes to Transportation Network Companies (Uber Lyft, etc.), new autonomous vehicles, and changes in access modes or transit services.

On-airport potential parking sites



INTERACTIVE EXERCISE

Parking Option 1 – close-in, walkable (Site 1)



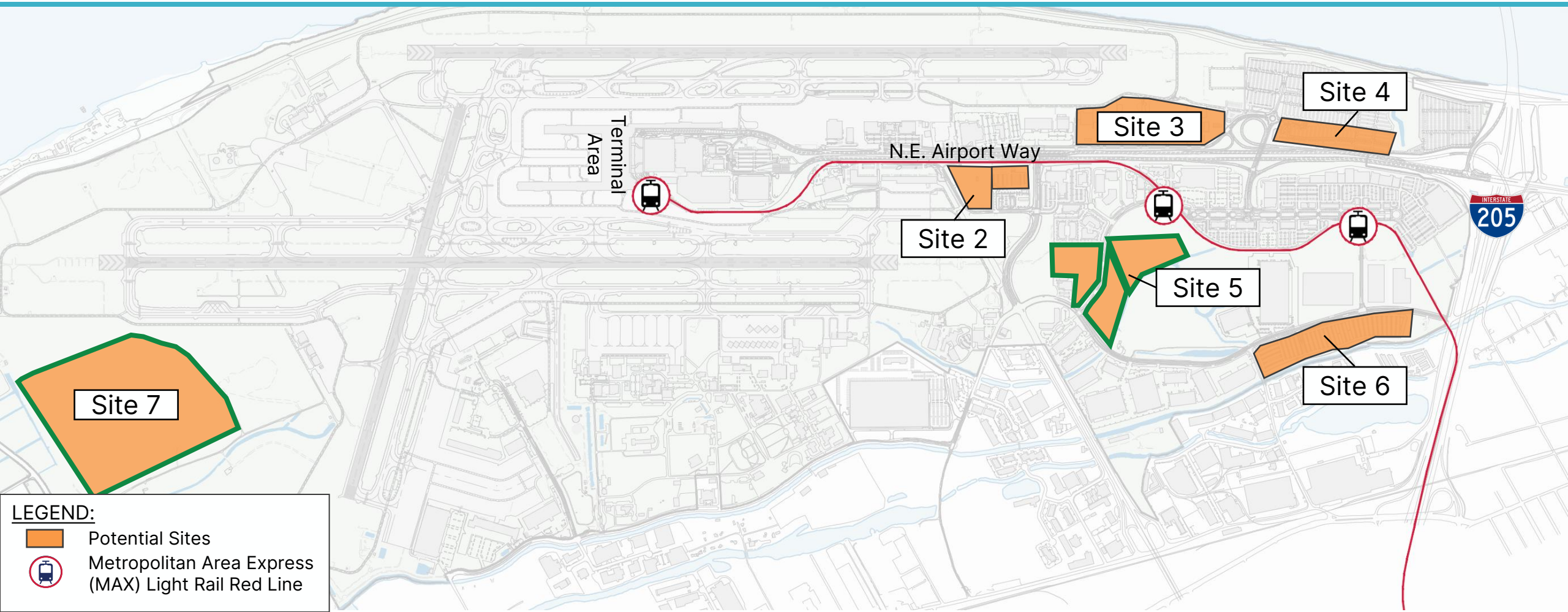
LEGEND:
- Potential Site
- Site Entrance
- Site Exit
- Pedestrian Path

Site 1: Parking garage in the terminal loop
Capacity: Up to 3,800 spaces

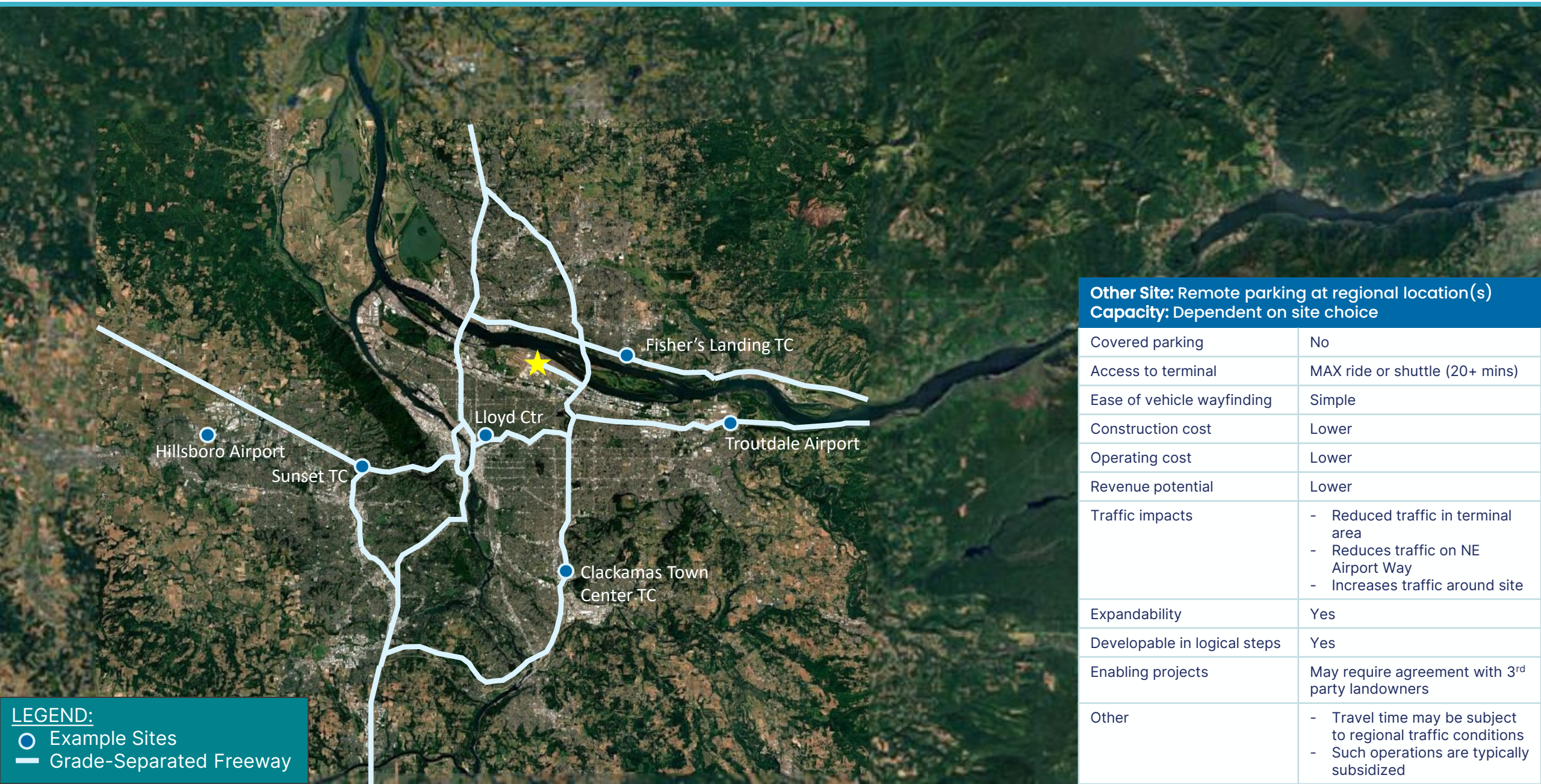
Covered parking	Yes
Access to terminal	Walk (approx. 2,000 ft)
Ease of vehicle wayfinding	Simple
Construction cost	Higher
Operating cost	Lower
Revenue potential	Higher
Traffic impacts	May increase traffic in terminal area
Expandability	Difficult
Developable in logical steps	Yes
Enabling projects	Pedestrian tunnel extensions which need to avoid Tower and Utility Plant
Other	- Competing uses for site - Potential site for multi-modal connector - Can connect to Concourse E processor - Could provide additional curbside capacity

INTERACTIVE EXERCISE

Parking Option 2 – On-airport parking with shuttle access (Sites 2, 3, 4, 5, 6, 7)



Remote parking at regional location(s)



Other Site: Remote parking at regional location(s) **Capacity:** Dependent on site choice	
Covered parking	No
Access to terminal	MAX ride or shuttle (20+ mins)
Ease of vehicle wayfinding	Simple
Construction cost	Lower
Operating cost	Lower
Revenue potential	Lower
Traffic impacts	- Reduced traffic in terminal area - Reduces traffic on NE Airport Way - Increases traffic around site
Expandability	Yes
Developable in logical steps	Yes
Enabling projects	May require agreement with 3rd party landowners
Other	- Travel time may be subject to regional traffic conditions - Such operations are typically subsidized

What we've heard: Parking

- Leverage existing lots or disturbed sites before looking to greenfields.
  - Adding floors to existing parking garages difficult due to airspace concerns.
  - Opportunities to intensify select existing surface lots or construction staging areas with structures.

- Consider utilizing parking facility investments to also meet curbside and bike/ped needs.

- Support for further exploring a regional remote parking program.

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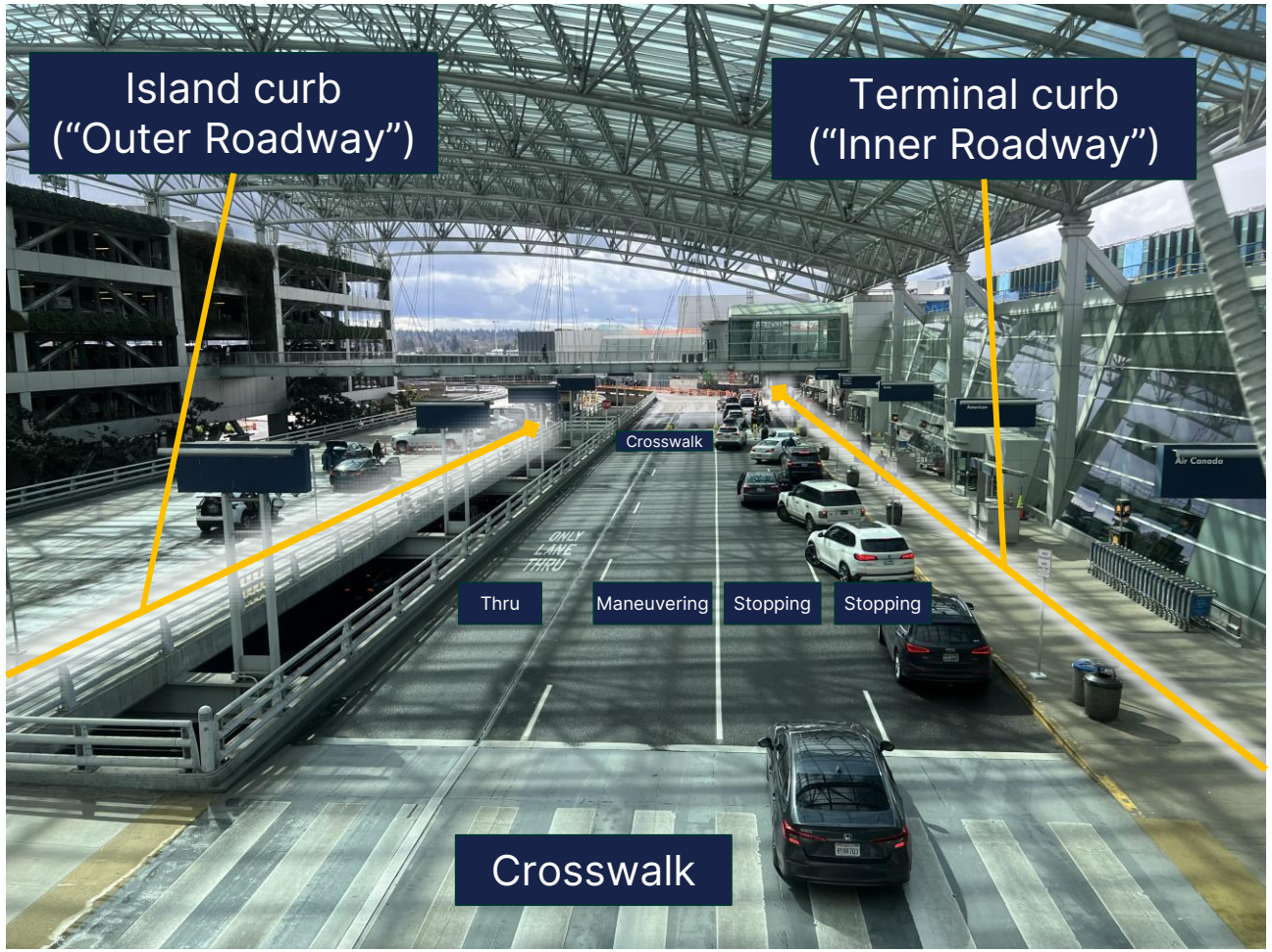
Preliminary Landside Alternatives: Curbside

Curbside terminology



Upper Roadway

- Curbsides are typically a driver's preferred location for dropping off and picking up airline passengers
- Private vehicle drivers can choose to use curbsides or parking facilities
- Commercial vehicle drivers are directed to use specific curbside areas or the Transportation Plaza (first floor of P1 Garage)
- Curbside requirements are a combination of:
  - Vehicle volumes, by mode
  - Distribution of demand along the face of the building
  - Dwell times
  - Vehicle length (including space between vehicles)
  - Pedestrian crosswalk activity
  - Policy regarding double-parking

Preliminary curbside requirements

1,430 ft*

Existing combined upper and lower roadway curbside

+510 ft

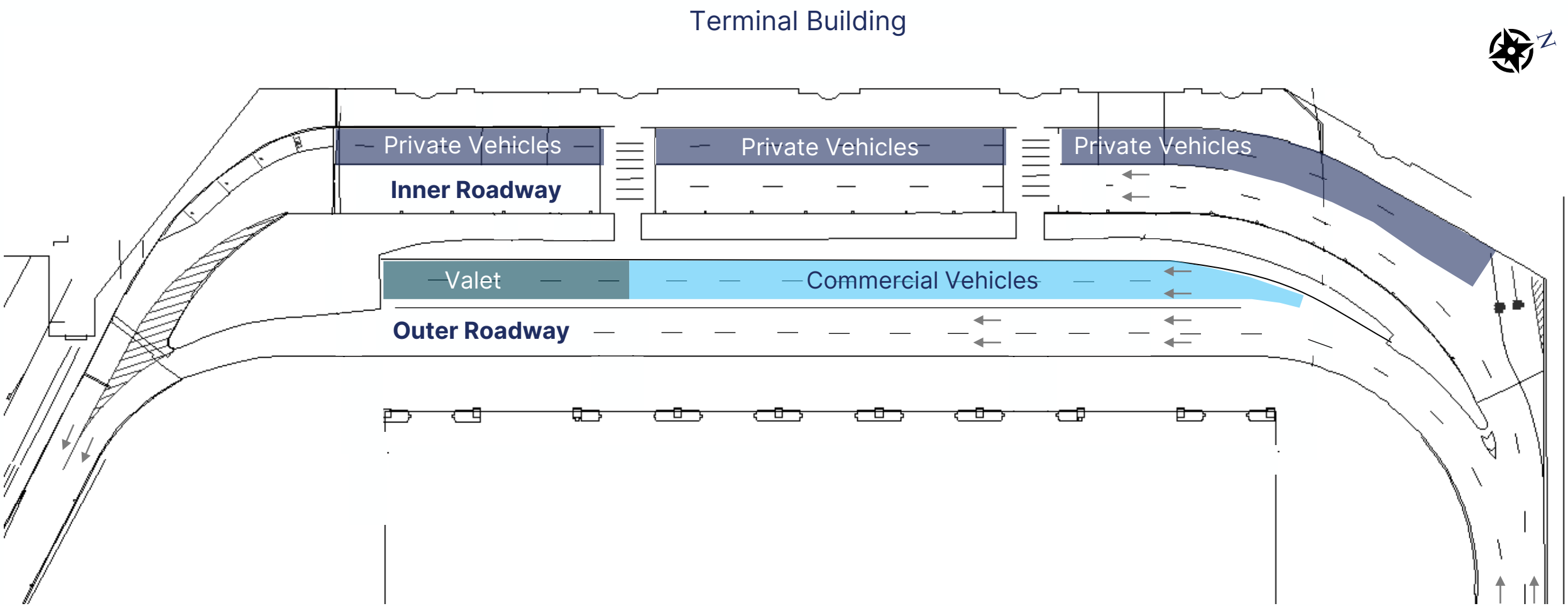
Additional upper roadway curbside by 2045

+70 ft

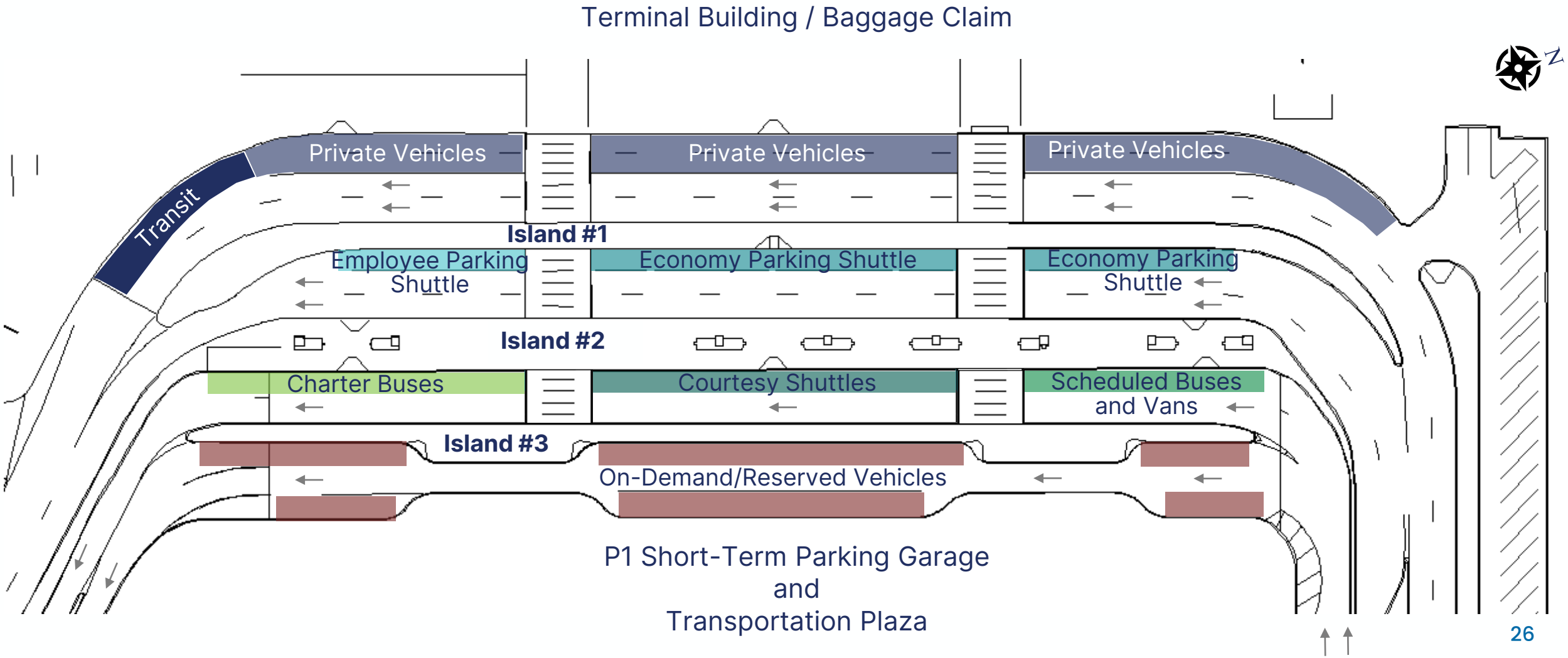
Additional lower roadway curbside by 2045

*The existing upper roadway has a capacity of 900 feet (ft) and the lower roadway has a capacity of 530 ft.

Existing Upper Roadway



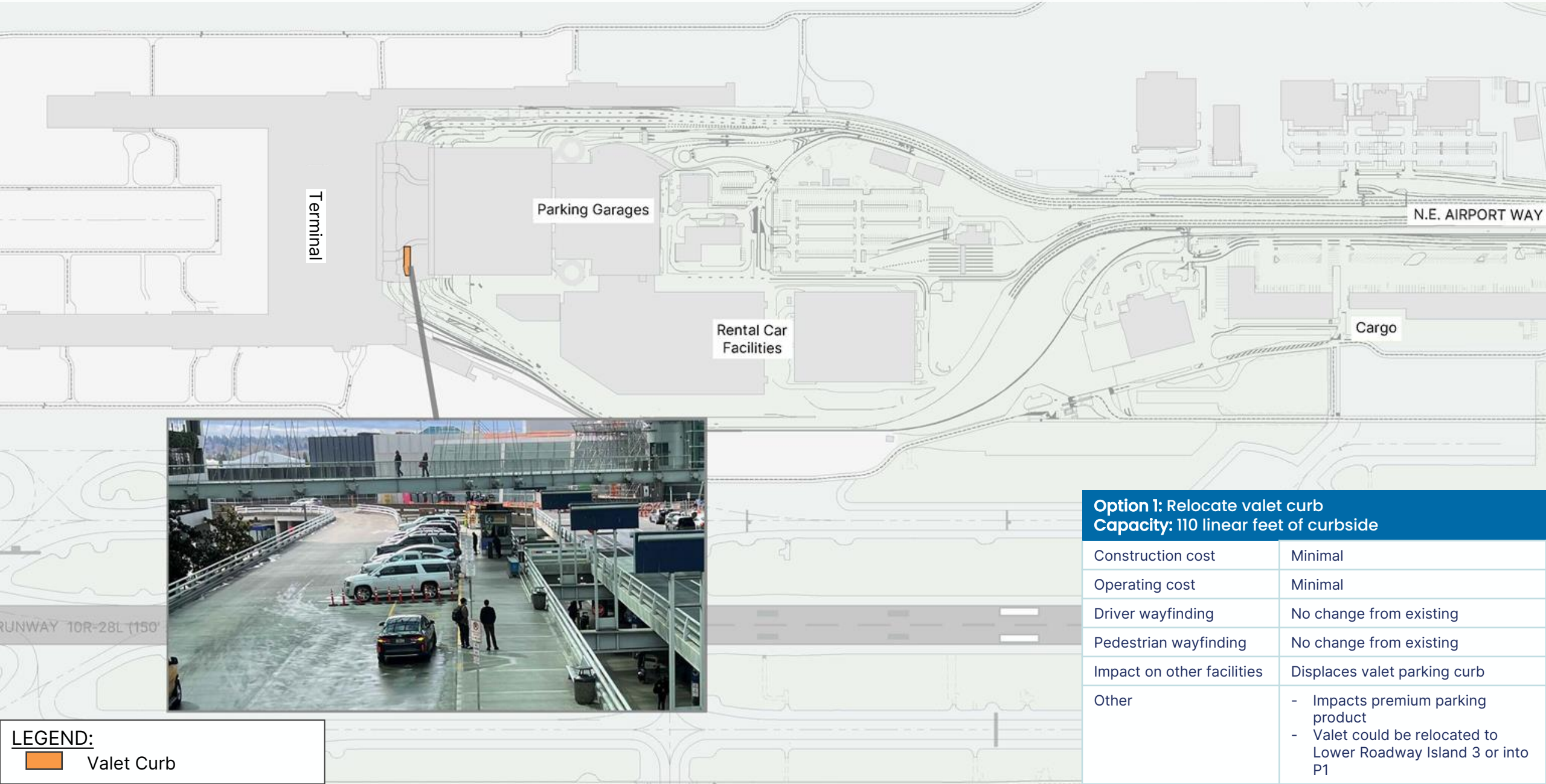
Existing Lower Roadway



Preliminary curbside alternatives

- Create additional curbside close to the terminal
- Reduce curbside demand
- Optimize use of existing facilities
- Create new remote pickup / drop-off area (connected by a shuttle bus)

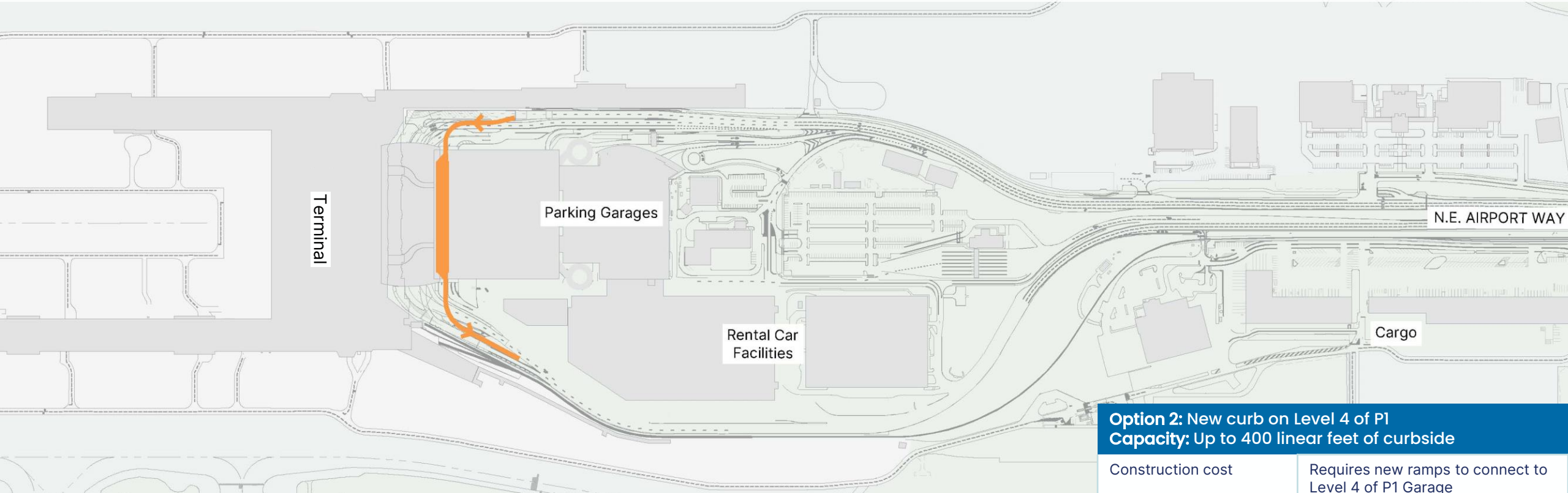
Curbside option 1 – relocate valet curb



LEGEND:
Valet Curb

Option 1: Relocate valet curb **Capacity:** 110 linear feet of curbside	
Construction cost	Minimal
Operating cost	Minimal
Driver wayfinding	No change from existing
Pedestrian wayfinding	No change from existing
Impact on other facilities	Displaces valet parking curb
Other	- Impacts premium parking product - Valet could be relocated to Lower Roadway Island 3 or into P1

Curbside option 2 – new curb on level 4 of P1



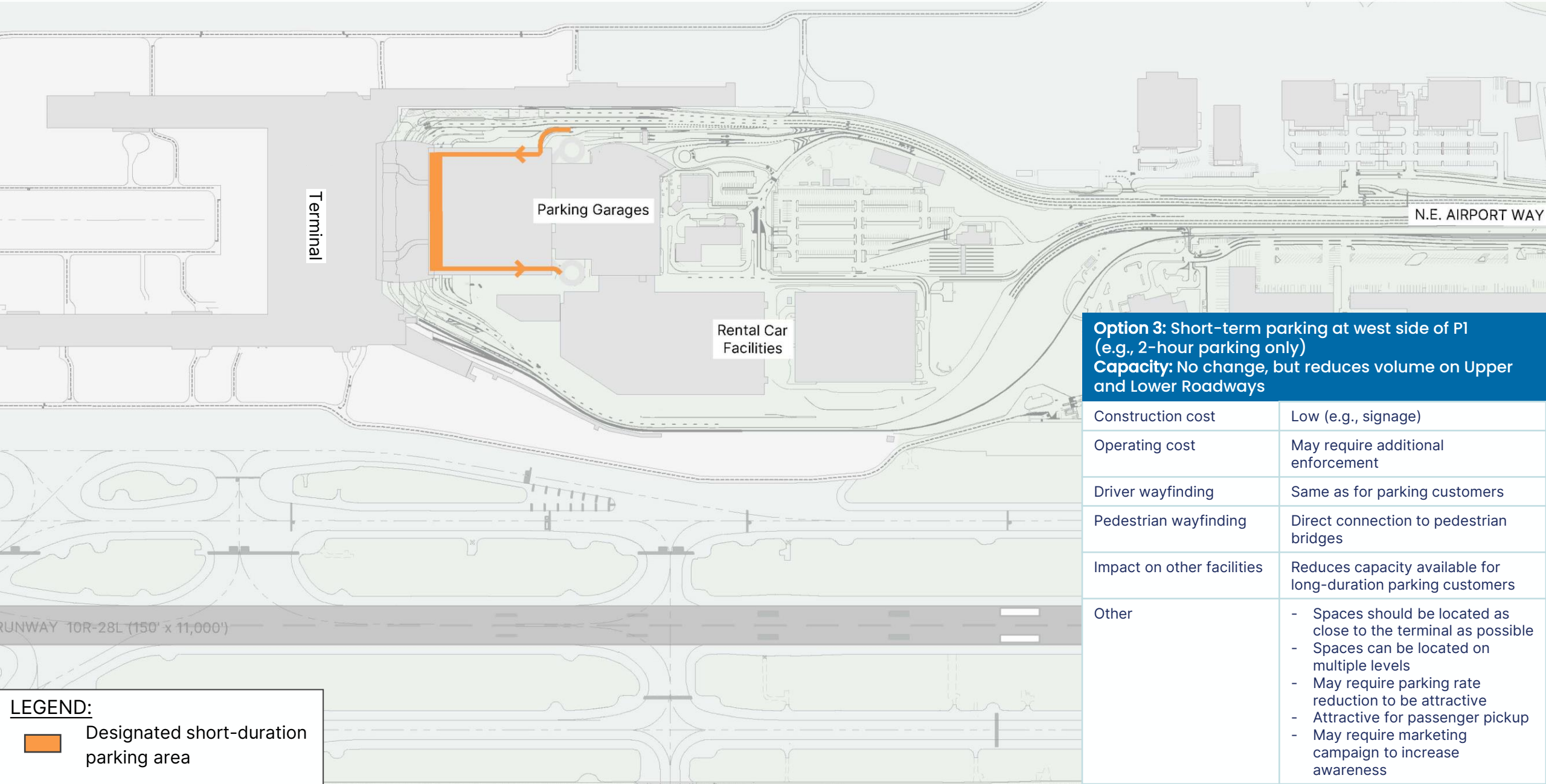
LEGEND:

Curb location and additional ramps

Option 2: New curb on Level 4 of P1
Capacity: Up to 400 linear feet of curbside

Construction cost	Requires new ramps to connect to Level 4 of P1 Garage
Operating cost	May require additional enforcement
Driver wayfinding	Similar to path to Upper Roadway
Pedestrian wayfinding	Direct connection to pedestrian bridges
Impact on other facilities	Reduces P1 Garage parking capacity by approx. 100 spaces
Other	- Attractive for drop-off and pickup - Drivers can choose to use area based on Upper Roadway congestion (or be directed to use it)

Curbside option 3 – short-term parking at west side of P1



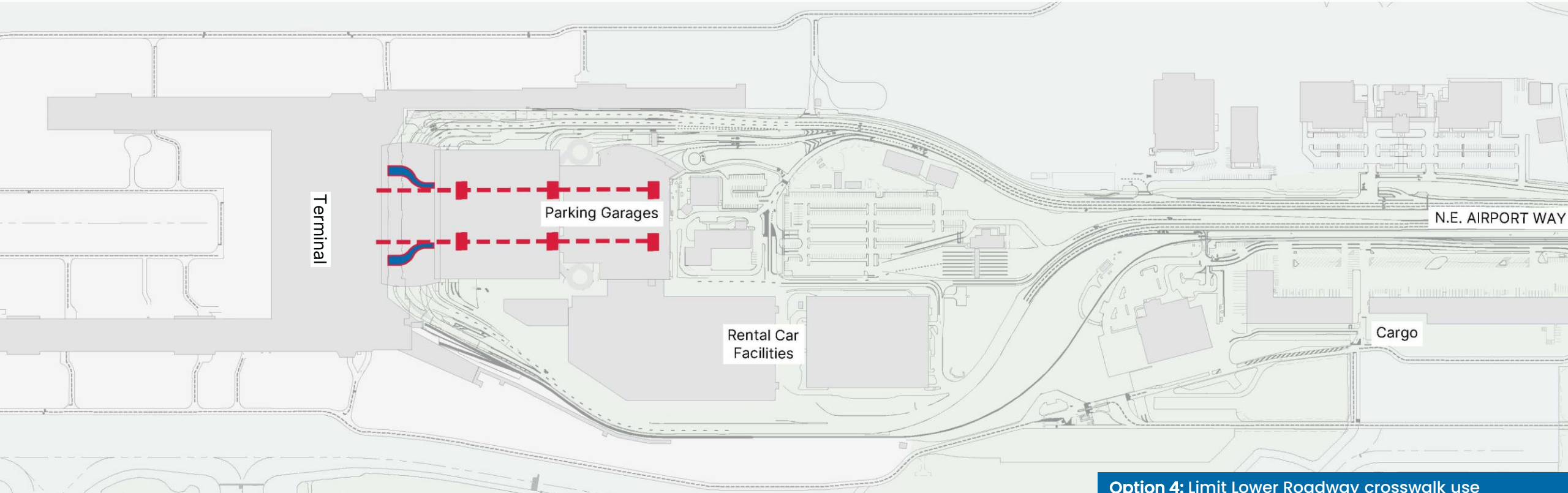
LEGEND:

Designated short-duration parking area

Option 3: Short-term parking at west side of P1 (e.g., 2-hour parking only)
Capacity: No change, but reduces volume on Upper and Lower Roadways

Construction cost	Low (e.g., signage)
Operating cost	May require additional enforcement
Driver wayfinding	Same as for parking customers
Pedestrian wayfinding	Direct connection to pedestrian bridges
Impact on other facilities	Reduces capacity available for long-duration parking customers
Other	- Spaces should be located as close to the terminal as possible - Spaces can be located on multiple levels - May require parking rate reduction to be attractive - Attractive for passenger pickup - May require marketing campaign to increase awareness

Curbside option 4 – limit Lower Roadway crosswalk use

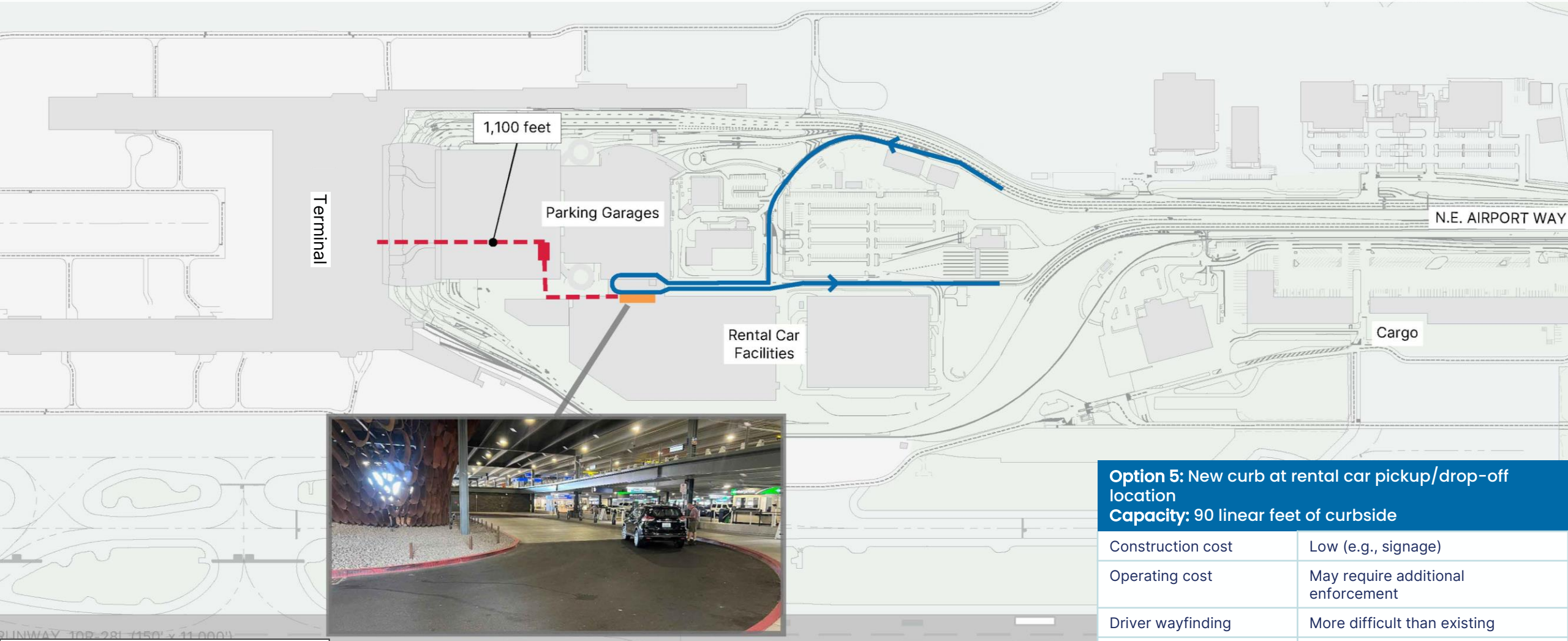


LEGEND:
- Pedestrian bridge
- Elevators
- Pedestrian tunnel

Option 4: Limit Lower Roadway crosswalk use (could use controlled access/require the use of the pedestrian tunnels and bridges)
Capacity: Increases Lower Roadway throughput but not curbside length

Construction cost	Low (e.g., signage)
Operating cost	May require additional enforcement
Driver wayfinding	Same as existing
Pedestrian wayfinding	More complex than existing
Impact on other facilities	May impact vertical circulation capacity in the terminal and P1
Other	None

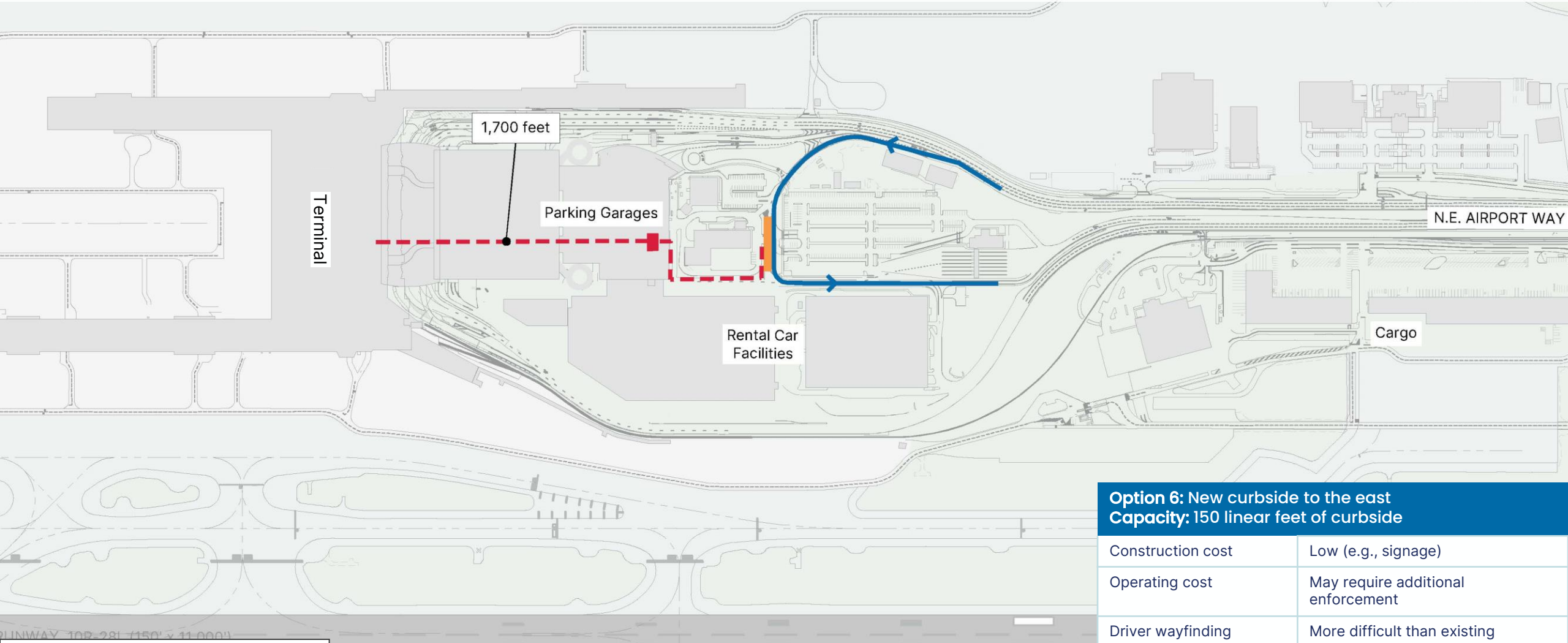
Curbside option 5 – new curb at rental car location



LEGEND:
- Curb area
- Vehicle path
- Elevators
- Pedestrian path

Option 5: New curb at rental car pickup/drop-off location **Capacity:** 90 linear feet of curbside	
Construction cost	Low (e.g., signage)
Operating cost	May require additional enforcement
Driver wayfinding	More difficult than existing
Pedestrian wayfinding	More complex than existing
Impact on other facilities	- May impact vertical circulation capacity in the terminal and near the Rental Car Center - Adds traffic to Rental Car Center access road
Other	Potential curb expansion to east

Curbside option 6 – new curb to the east

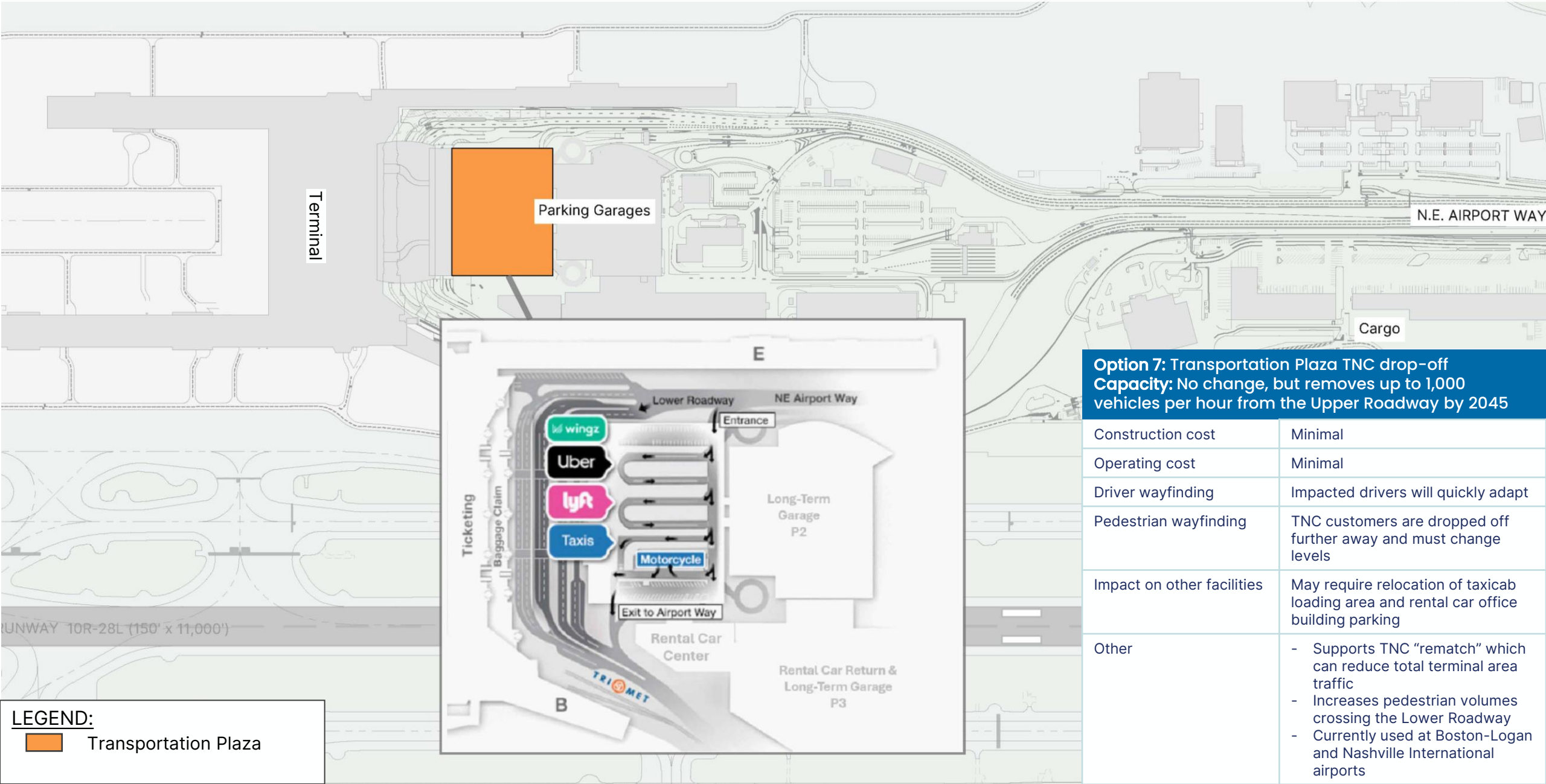


LEGEND:
- Curb area
- Vehicle path
- Elevators
- Pedestrian path

Option 6: New curbside to the east
Capacity: 150 linear feet of curbside

Construction cost	Low (e.g., signage)
Operating cost	May require additional enforcement
Driver wayfinding	More difficult than existing
Pedestrian wayfinding	More complex than existing
Impact on other facilities	- May impact vertical circulation capacity in the terminal - Adds traffic to Rental Car Center access road
Other	Requires roadway modifications

Curbside option 7 – Transportation Plaza TNC drop-off

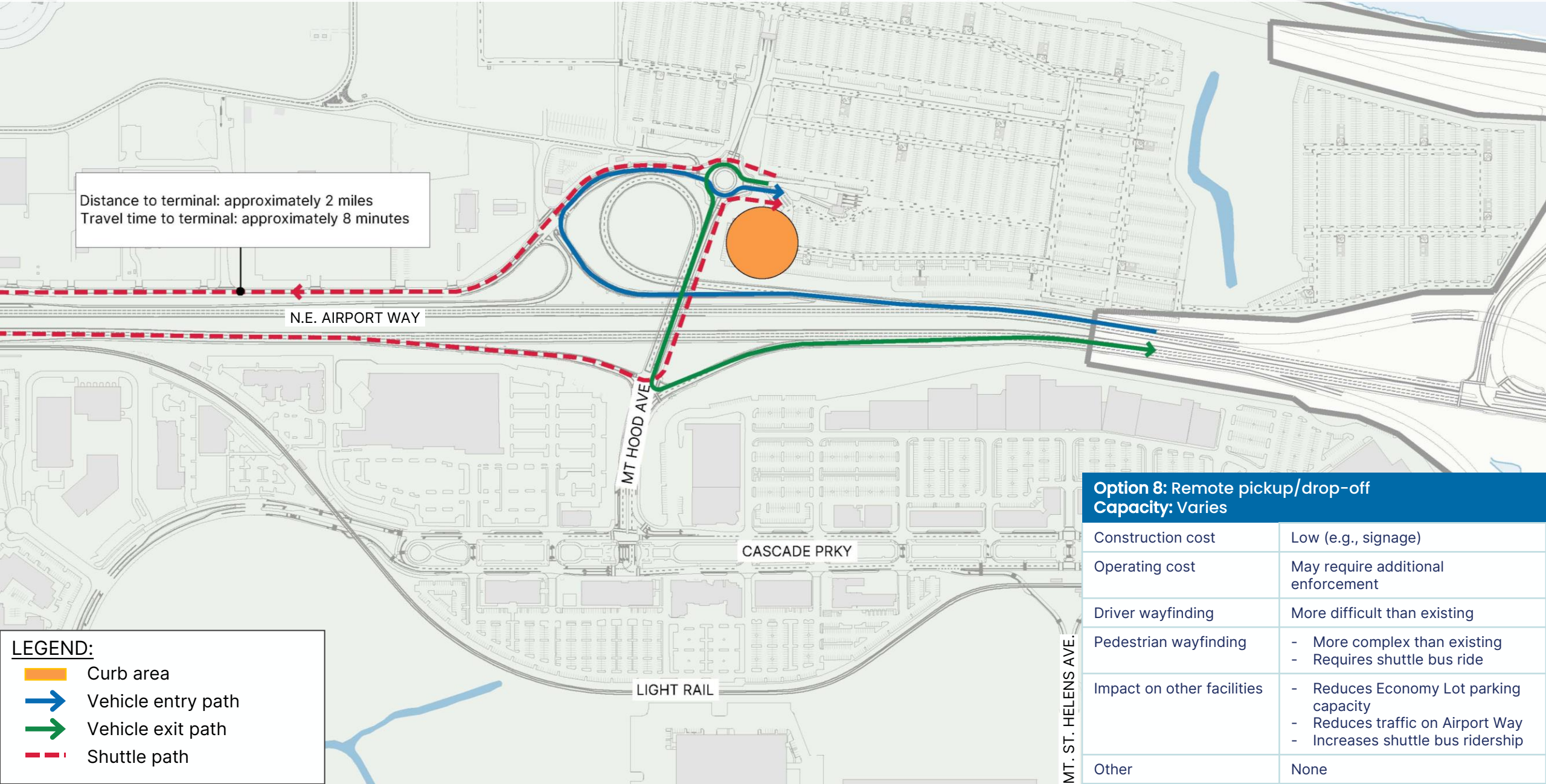


LEGEND:
- Transportation Plaza

Option 7: Transportation Plaza TNC drop-off
Capacity: No change, but removes up to 1,000 vehicles per hour from the Upper Roadway by 2045

Construction cost	Minimal
Operating cost	Minimal
Driver wayfinding	Impacted drivers will quickly adapt
Pedestrian wayfinding	TNC customers are dropped off further away and must change levels
Impact on other facilities	May require relocation of taxicab loading area and rental car office building parking
Other	- Supports TNC "rematch" which can reduce total terminal area traffic - Increases pedestrian volumes crossing the Lower Roadway - Currently used at Boston-Logan and Nashville International airports

Curbside option 8 – remote pickup/drop-off



Option 8: Remote pickup/drop-off **Capacity:** Varies	
Construction cost	Low (e.g., signage)
Operating cost	May require additional enforcement
Driver wayfinding	More difficult than existing
Pedestrian wayfinding	- More complex than existing - Requires shuttle bus ride
Impact on other facilities	- Reduces Economy Lot parking capacity - Reduces traffic on Airport Way - Increases shuttle bus ridership
Other	None

What we've heard: Curbside

- Potential for confusion can reduce usability and return on investment.
  - How will people know that these options are available and provide better/easier options for pickup and dropoff?
  - Long walks mean accessibility challenges for many airport users.

- TNC drop-off and rematch program is interesting but relatively unproven. Some airports are beginning to implement, but benefit is not yet clear.

- Opportunity to leverage other landside investments to also provide curbside alternatives.

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Next Steps: Evaluation Approach

Evaluation phases

1. Initial Screening

Does it meet the overall safety and capacity requirements? Any fatal flaws?

Mostly Qualitative

2. Functional Area Evaluation

How does the individual functional area alternative perform relative to specific evaluation criteria?

Qualitative and Quantitative

3. Holistic Evaluation

How do the combined alternatives perform relative to specific evaluation criteria?

Mostly Quantitative

Evaluation framework

E = **Economic Viability**

Examples: Capital Costs, Operating costs, Utilization of Existing Facilities…

O = **Operational Efficiency**

Examples: Efficient Movement (Aircraft, People, Bags, etc.), Scalability, Flexibility…

N = **Natural Resources**

Examples: Wetlands, Air Quality, Habitat, Energy…

S = **Social Responsibility**

Examples: Community Impacts, Historical and Cultural Impacts, Level of Service…

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Next Steps: Community Outreach

Upcoming outreach: Open House 2

Timing & Venues

- Mid-October through Mid-November
- In-Person Open House events:
  - Northeast Portland
  - Vancouver
- Online opportunities:
  - Online Open House (pdx2045.org)
  - Zoom Q&A session
- Smaller-scale events at relevant community forums (please suggest!)

Content

- Master Plan Process
- Future facility needs (requirements)
- Functional Area Alternatives:
  - Airfield
  - Terminal
  - Landside
- Input & Feedback
- Potential focused meeting for adjacent neighborhoods related to potential south side development (cargo, etc.)

IAC Upcoming Steps

Today's meeting follow-ups:

- Annotated agenda and meeting slides to be posted to pdx2045.org (link will be e-mailed)
- Facility Requirements report available in September at pdx2045.org
- Fall community outreach opportunities will be sent to IAC members via e-mail. Please share in your networks!

Next IAC meeting (tentatively early November):

- Support facilities
- Finalist airfield and terminal alternatives
- Ongoing engagement concepts

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Q&A and Thank You!

For more information: **pdx2045.org**

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