

PDX 2045 Planning Advisory Committee

Meeting 8

July 15, 2025

Agenda

Time	Topic
5:30 PM	Welcome, Meeting Goals, and PAC 7 and Tour Recap
5:45 PM	Public Comment
6:00 PM	Preliminary Landside Alternatives – Parking
6:20 PM	Interactive Exercise Part 1
6:50 PM	Break
7:00 PM	Preliminary Landside Alternatives – Curbside
7:20 PM	Interactive Exercise Part 2
7:50 PM	Evaluation Approach
7:55 PM	PAC Next Steps
8:00 PM	Adjourn

Meeting goals

- Welcome our new PAC members and intern!
- Review preliminary access, parking and curbside alternatives
- Provide feedback on alternatives through interactive exercises
- Preview next PAC meeting

Introductions

Our newest PAC members

Evan Howington

Lin Felton

Sheena Sharma

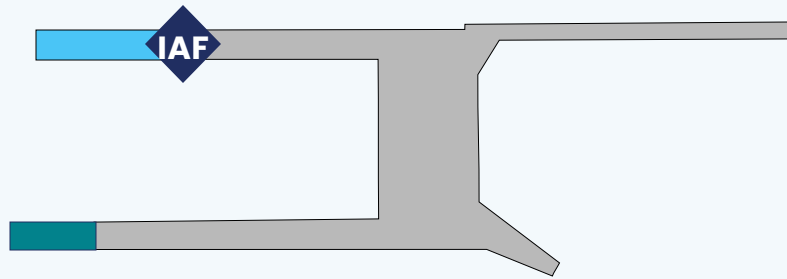
Our new intern

Savanah Partridge

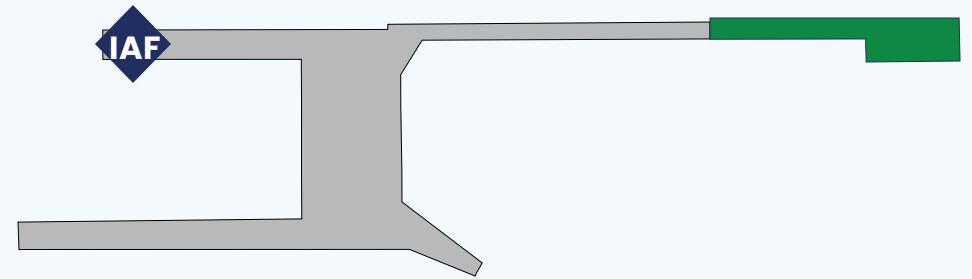
PAC 7 Meeting / PAC Tour Recap and Public Comment

The PAC evaluated gate expansion alternatives...

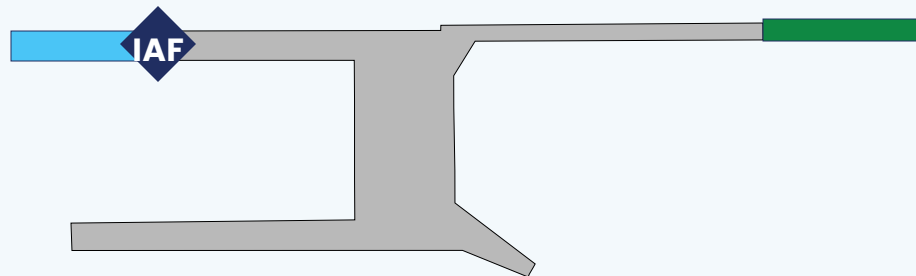
Concourses C and D Expansion



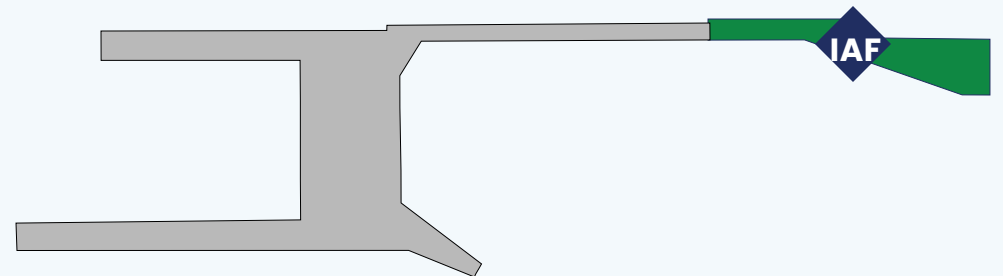
Concourse E Expansion



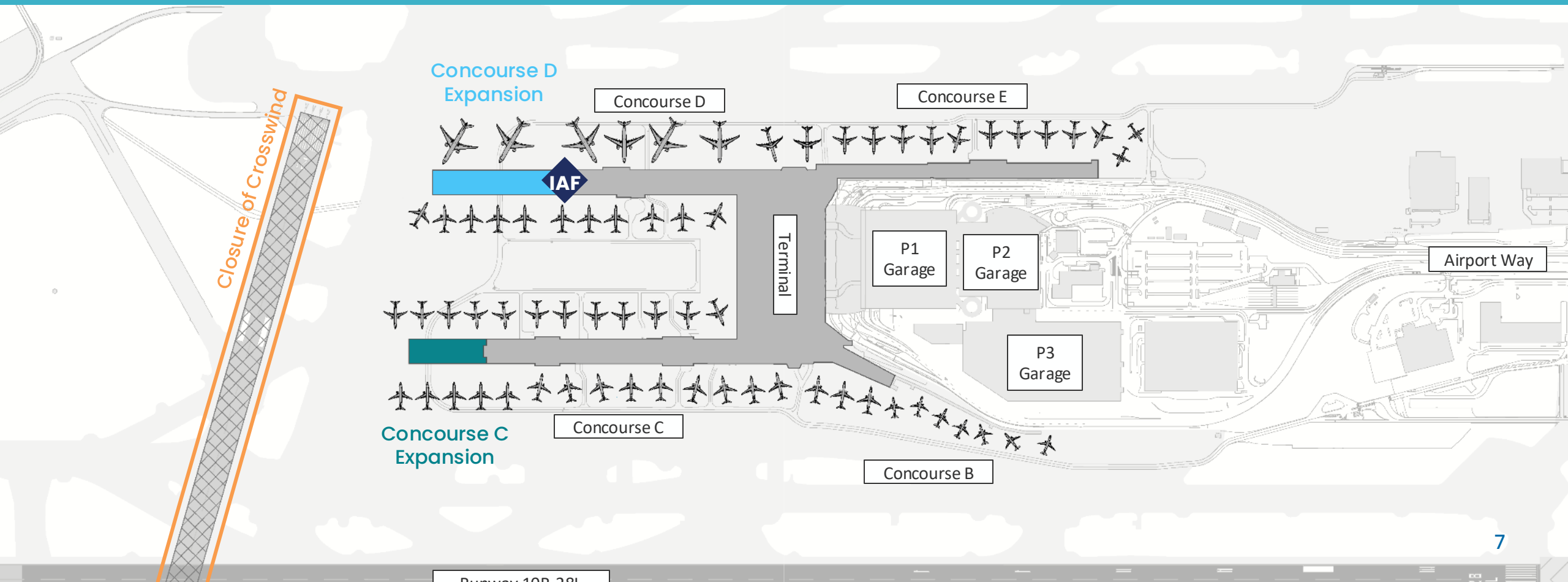
Concourses D and E Expansion



Concourse E Expansion with IAF



Westward expansion received the most “green dots”



PAC TOUR

Baggage, wildlife, lost and found facility tour



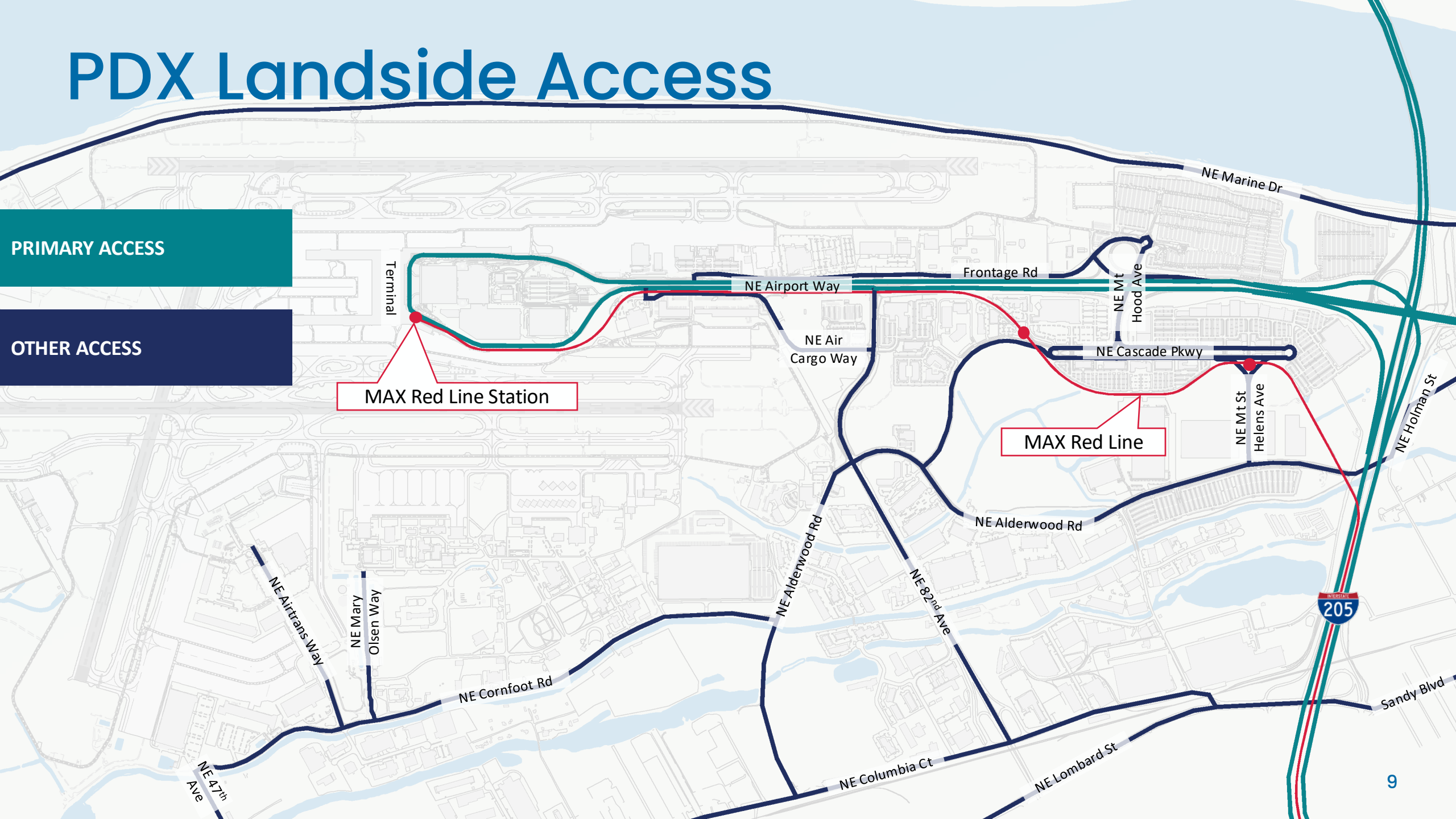
PDX Landside Access

PRIMARY ACCESS

OTHER ACCESS

MAX Red Line Station

MAX Red Line



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 Enhancements (construction TBD)

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)



Public comment

Public comment is available for those in person and on Zoom

- Comment is limited to **3 minutes per person**, within the agenda time
- Additional comments may be sent to **info@pdx2045.org**
- The team may respond to comments in the meeting summary

In-person attendees: Please sign-up to comment at the welcome table

Zoom attendees:

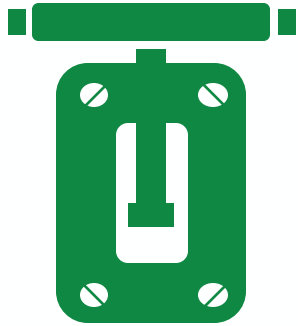
- Add your **full name** to the Q&A box if you want to comment
- The facilitator will call your name when it is your turn to speak
- When your name is called, there will be a brief pause as Zoom temporarily assigns you as a “Panelist”
- Please **unmute your audio** and **start video** before speaking

Preliminary Landside Alternatives

Preliminary requirements summary

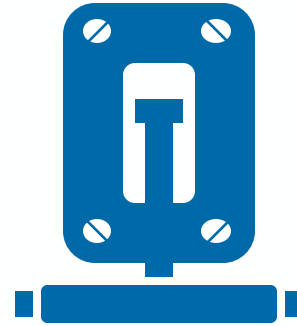
Landside Facilities	Preliminary Assessment			
	2030	2035	2040	2045
Airport Way westbound, west of 82nd				
Airport Way eastbound, west of 82nd				
Curbsides				
Commercial vehicle facilities				
Public parking				
Employee parking				
Rental car area				
OptimumSub-Optimum				
LEGEND				

Parking considerations



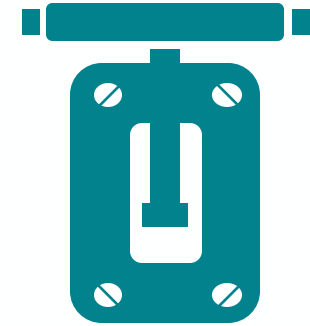
Availability

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%

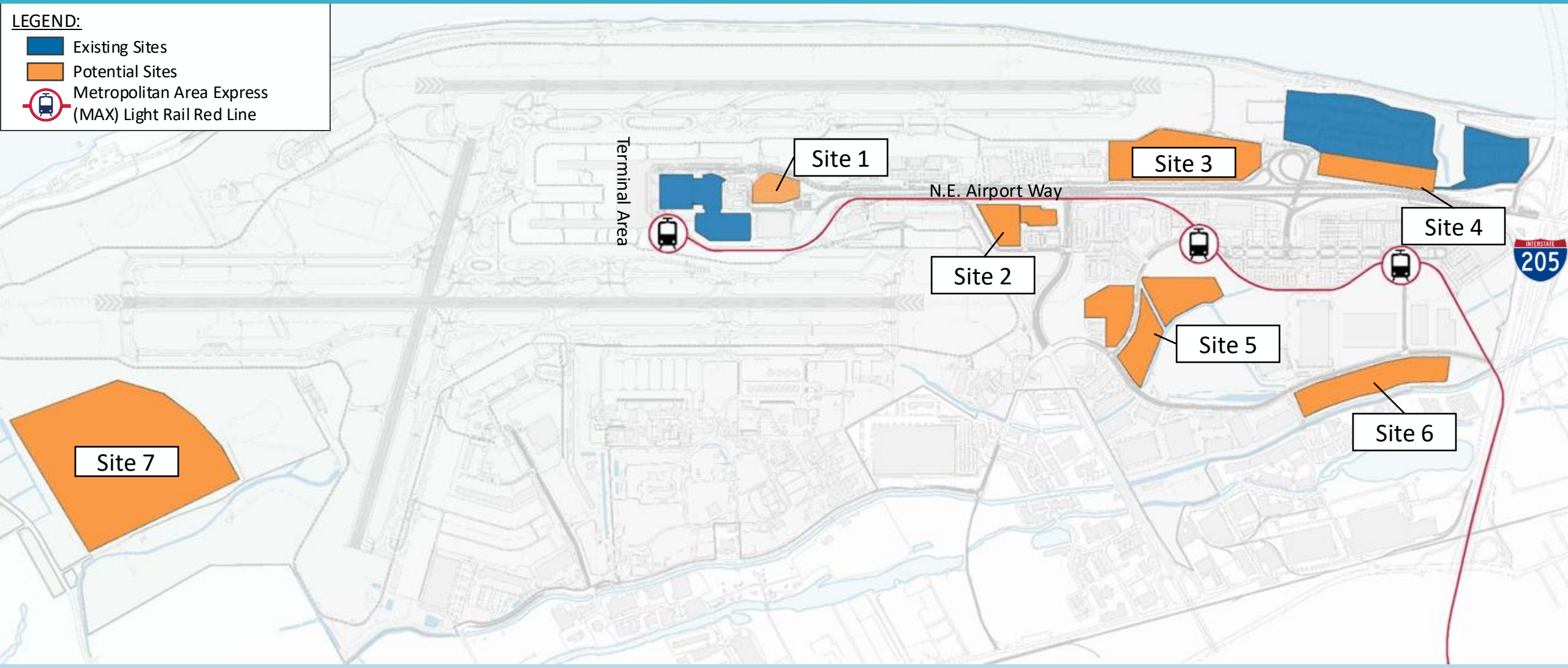
Increase in passenger
demand between now and
2045

25–50%

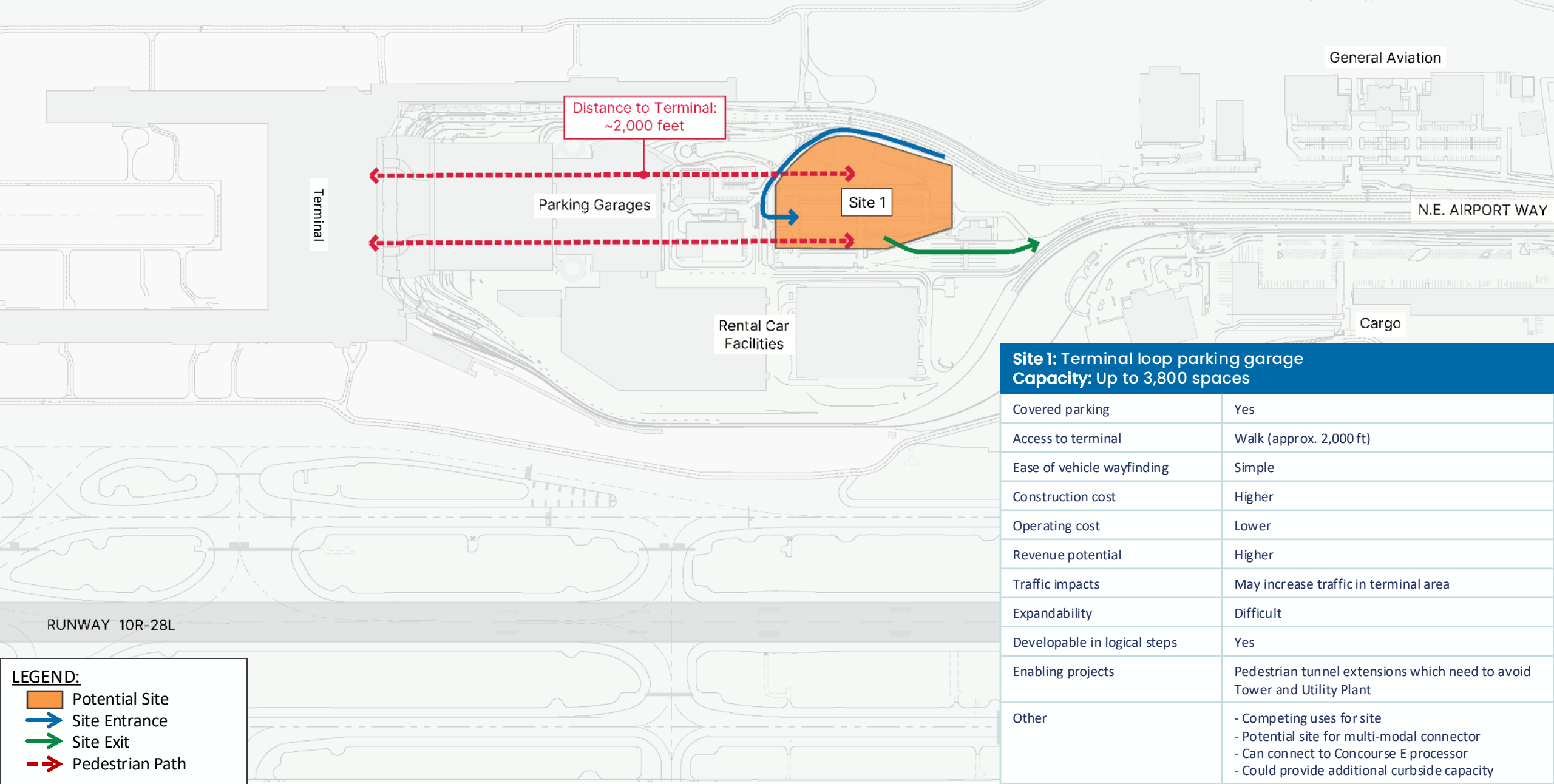
Additional parking spaces required by
2045

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.

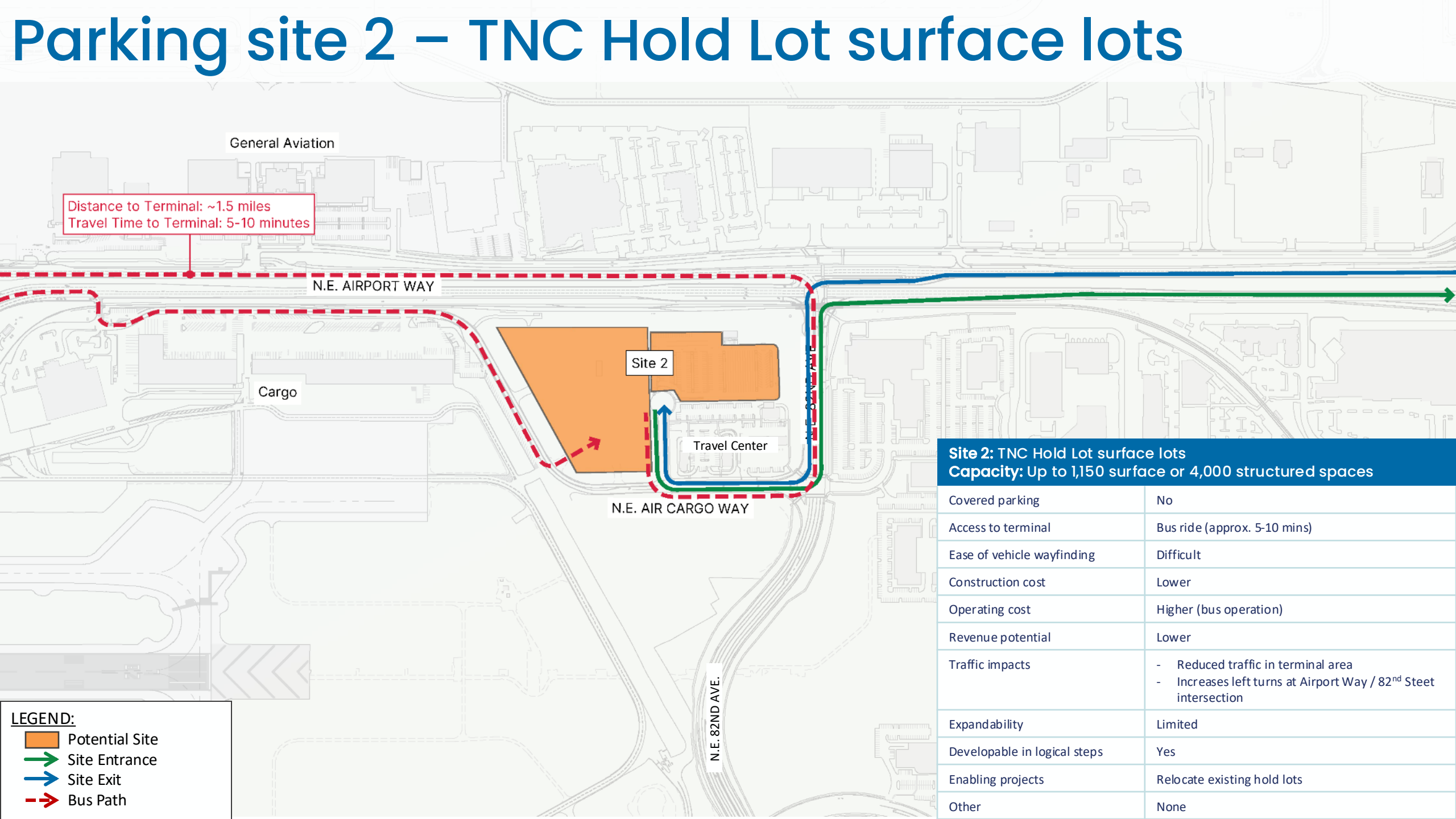
On-airport potential parking sites



Parking site 1 – terminal loop parking garage



Parking site 2 – TNC Hold Lot surface lots

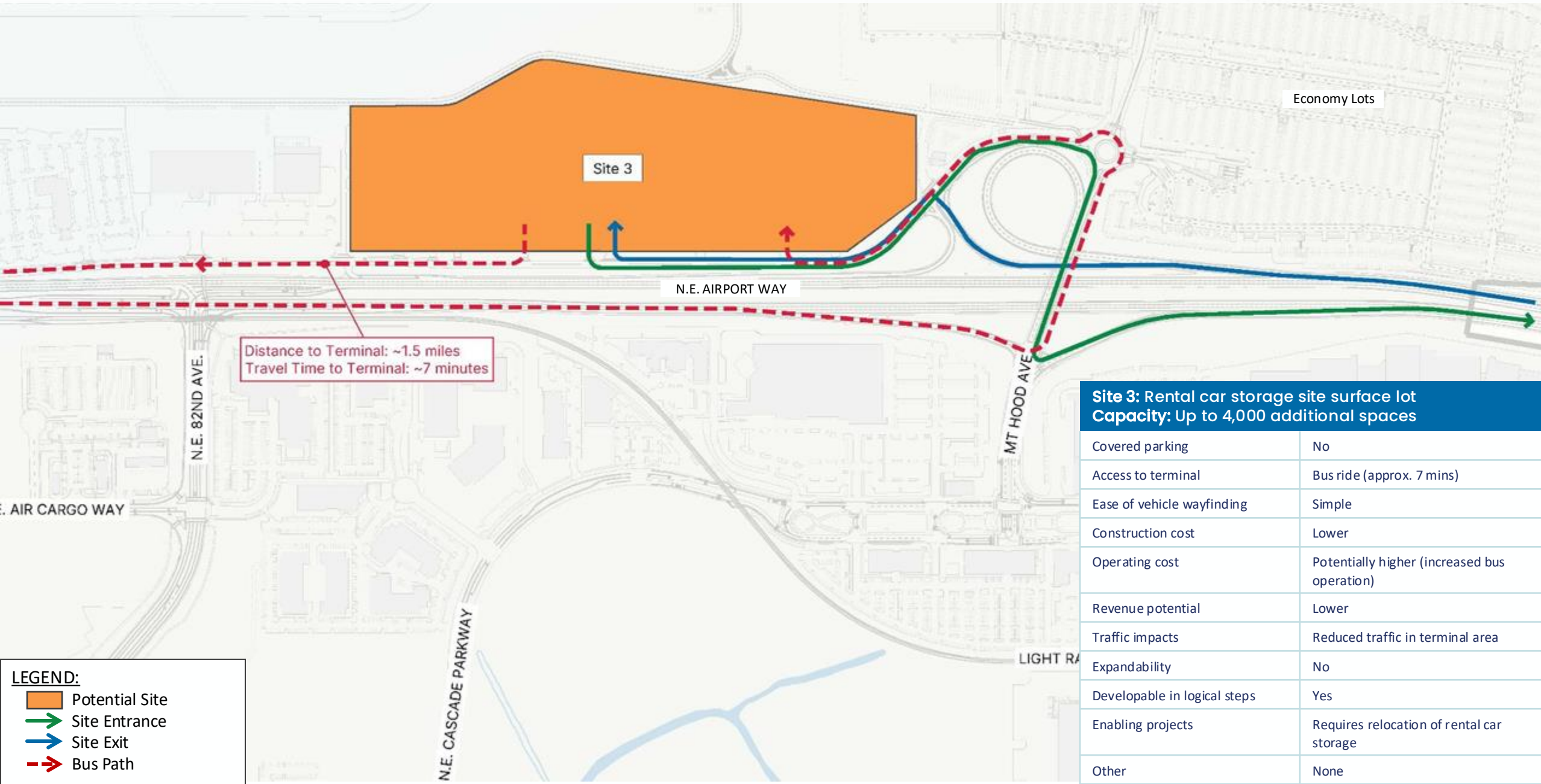


Site 2: TNC Hold Lot surface lots	
Capacity: Up to 1,150 surface or 4,000 structured spaces	
Covered parking	No
Access to terminal	Bus ride (approx. 5-10 mins)
Ease of vehicle wayfinding	Difficult
Construction cost	Lower
Operating cost	Higher (bus operation)
Revenue potential	Lower
Traffic impacts	<ul style="list-style-type: none">- Reduced traffic in terminal area- Increases left turns at Airport Way / 82nd Steet intersection
Expandability	Limited
Developable in logical steps	Yes
Enabling projects	Relocate existing hold lots
Other	None

LEGEND:





- Potential Site
- Site Entrance
- Site Exit
- Bus Path

Parking site 3 – rental car storage site surface lot

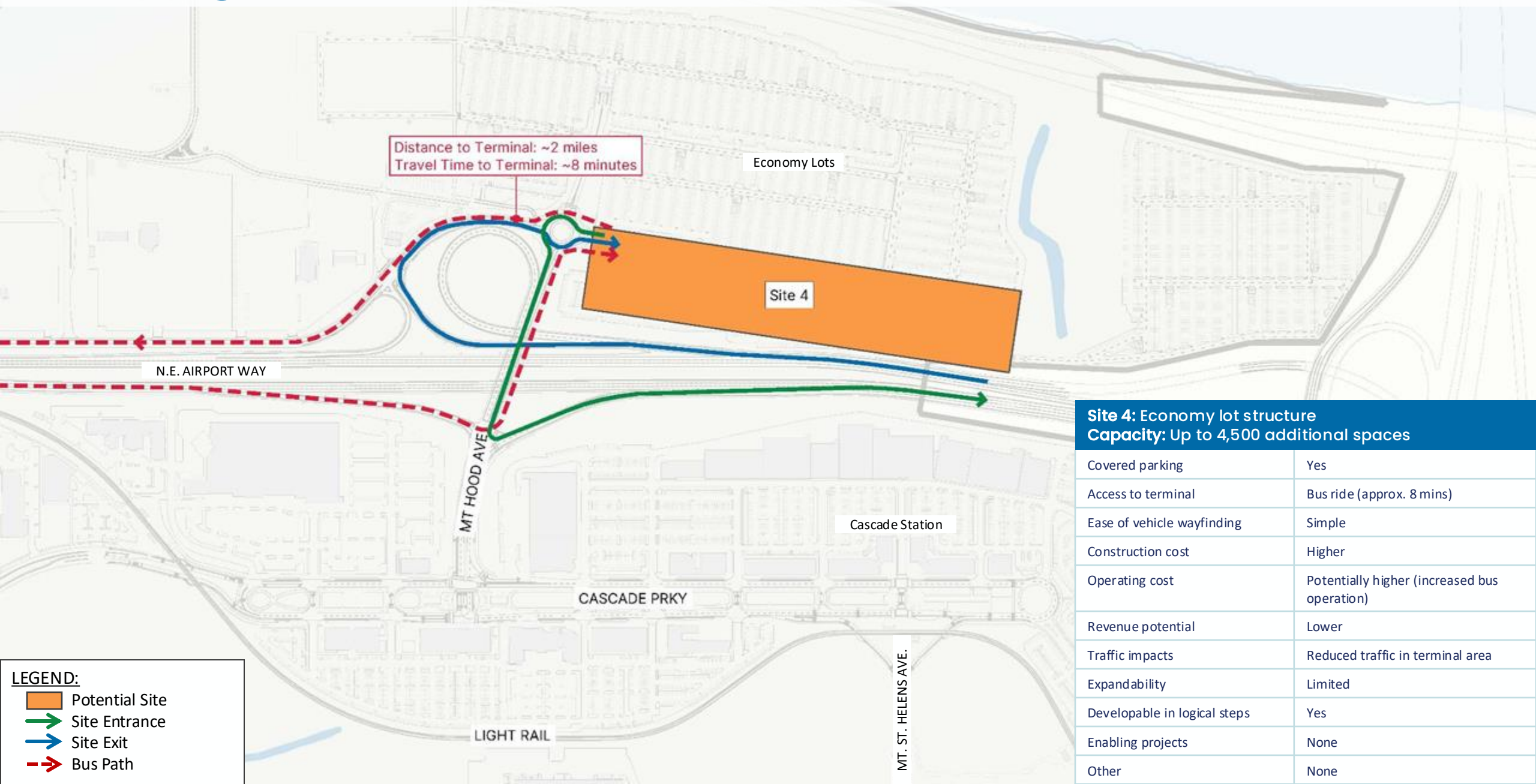


Site 3: Rental car storage site surface lot Capacity: Up to 4,000 additional spaces

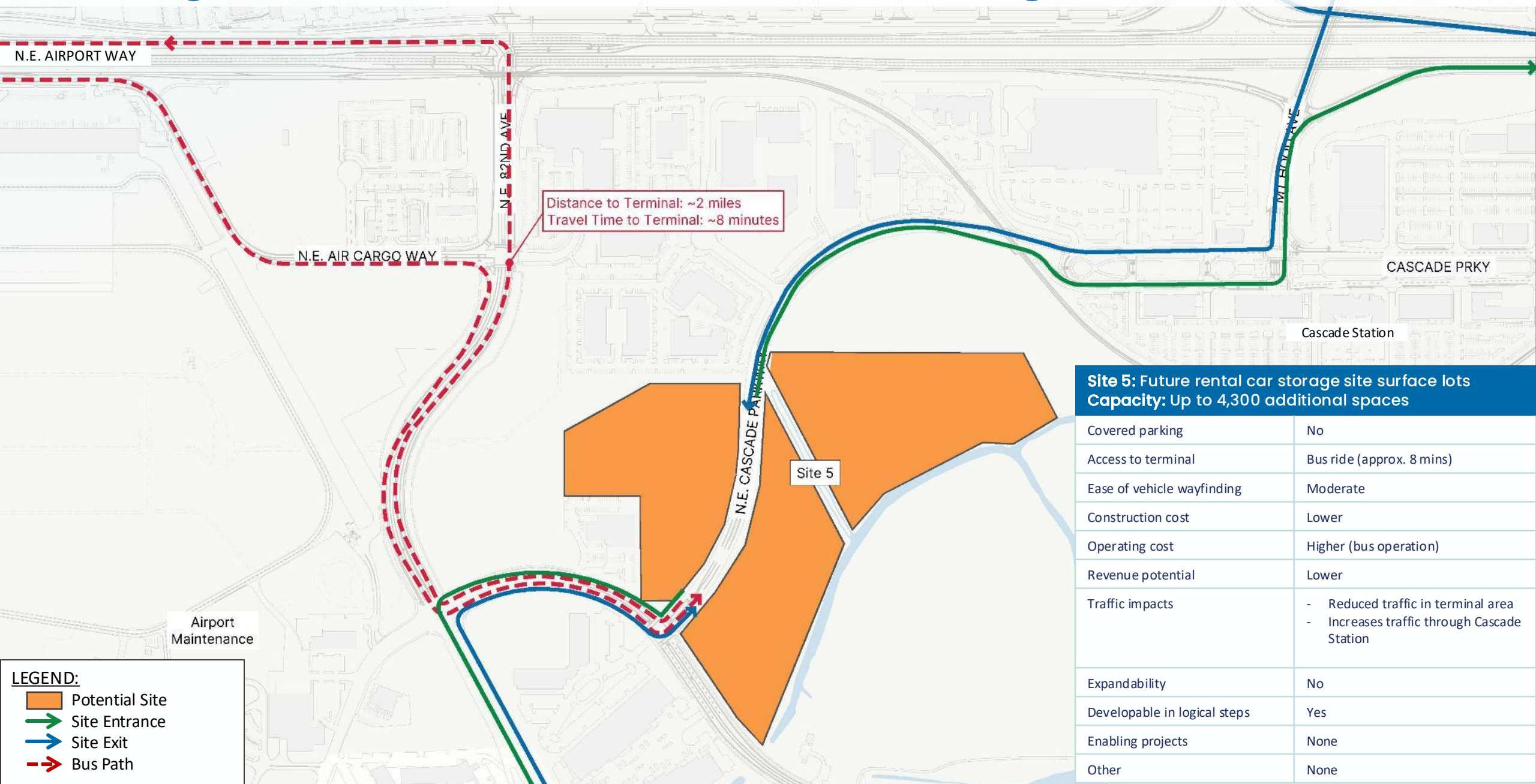
Covered parking	No
Access to terminal	Bus ride (approx. 7 mins)
Ease of vehicle wayfinding	Simple
Construction cost	Lower
Operating cost	Potentially higher (increased bus operation)
Revenue potential	Lower
Traffic impacts	Reduced traffic in terminal area
Expandability	No
Developable in logical steps	Yes
Enabling projects	Requires relocation of rental car storage
Other	None

LEGEND:	
	Potential Site
	Site Entrance
	Site Exit
	Bus Path

Parking site 4 – economy lot structure



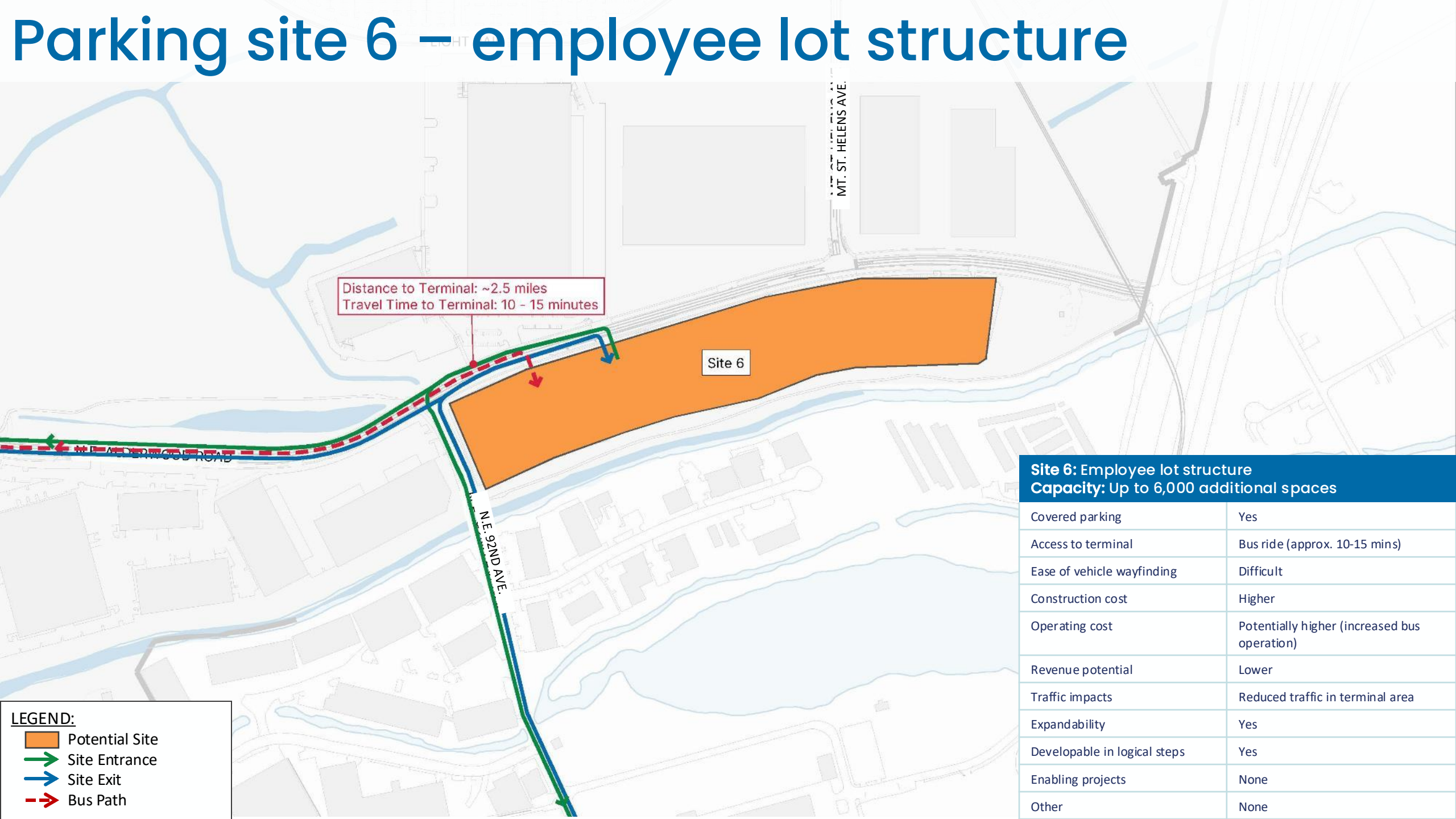
Parking site 5 – future rental car storage site surface lots



Site 5: Future rental car storage site surface lots
Capacity: Up to 4,300 additional spaces

Covered parking	No
Access to terminal	Bus ride (approx. 8 mins)
Ease of vehicle wayfinding	Moderate
Construction cost	Lower
Operating cost	Higher (bus operation)
Revenue potential	Lower
Traffic impacts	<ul style="list-style-type: none">- Reduced traffic in terminal area- Increases traffic through Cascade Station
Expandability	No
Developable in logical steps	Yes
Enabling projects	None
Other	None

Parking site 6 – employee lot structure



Site 6: Employee lot structure Capacity: Up to 6,000 additional spaces	
Covered parking	Yes
Access to terminal	Bus ride (approx. 10-15 mins)
Ease of vehicle wayfinding	Difficult
Construction cost	Higher
Operating cost	Potentially higher (increased bus operation)
Revenue potential	Lower
Traffic impacts	Reduced traffic in terminal area
Expandability	Yes
Developable in logical steps	Yes
Enabling projects	None
Other	None

LEGEND:

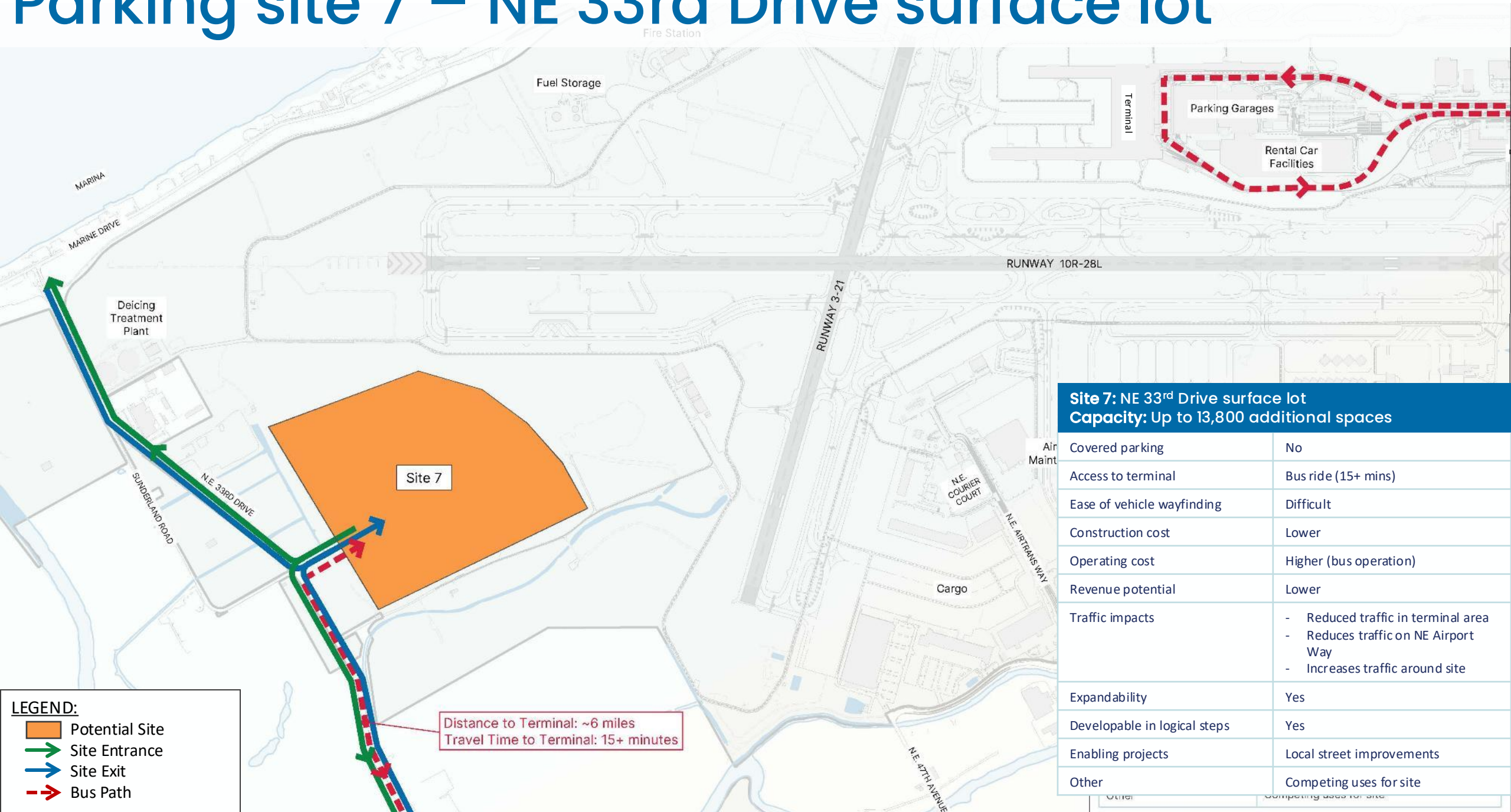
Potential Site

Site Entrance

Site Exit

Bus Path

Parking site 7 – NE 33rd Drive surface lot

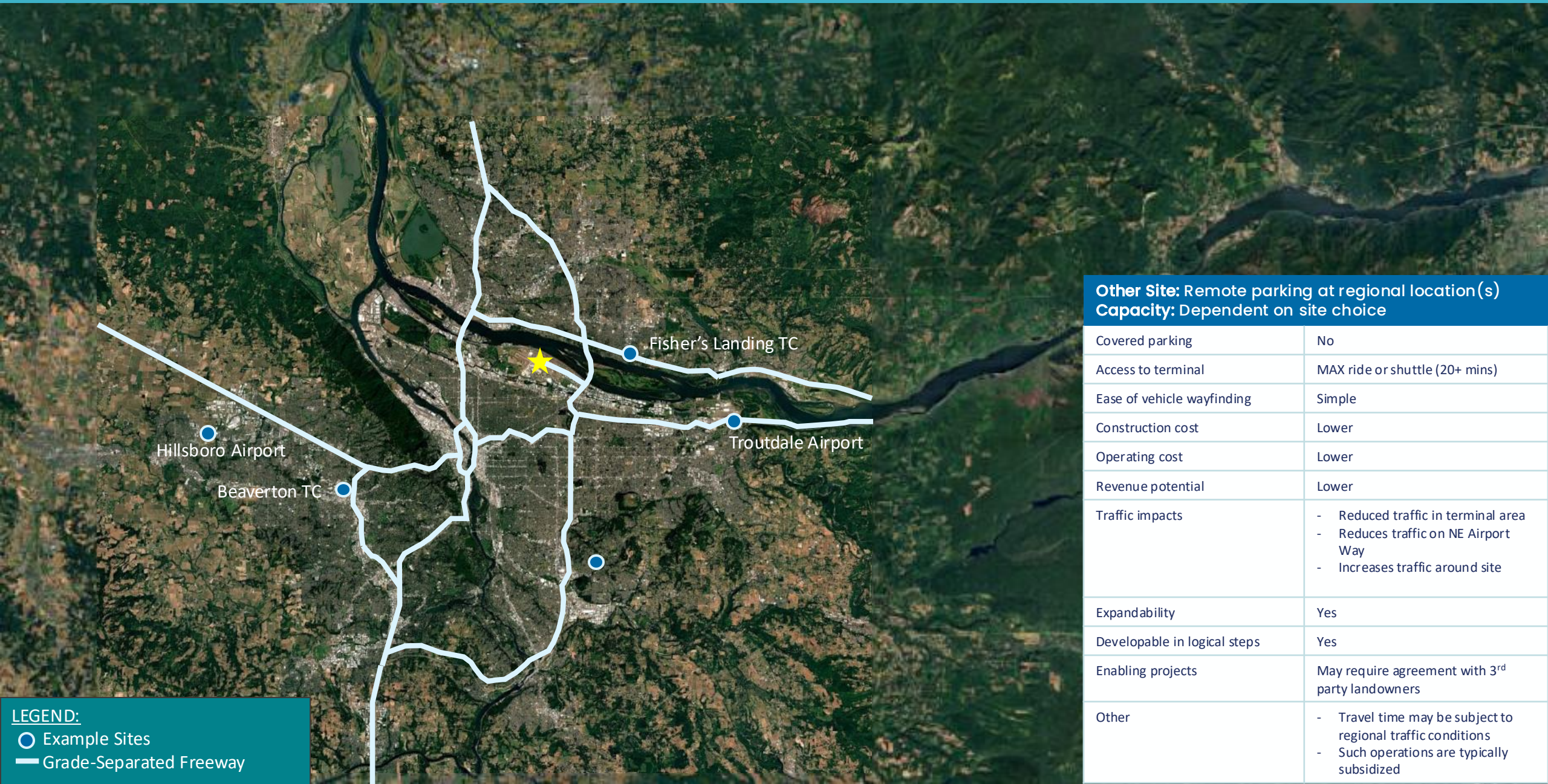


Site 7: NE 33 rd Drive surface lot	
Capacity: Up to 13,800 additional spaces	
Covered parking	No
Access to terminal	Bus ride (15+ mins)
Ease of vehicle wayfinding	Difficult
Construction cost	Lower
Operating cost	Higher (bus operation)
Revenue potential	Lower
Traffic impacts	<ul style="list-style-type: none">- Reduced traffic in terminal area- Reduces traffic on NE Airport Way- Increases traffic around site
Expandability	Yes
Developable in logical steps	Yes
Enabling projects	Local street improvements
Other	Competing uses for site

LEGEND:

- Potential Site
- Site Entrance
- Site Exit
- Bus Path

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	<ul style="list-style-type: none">- 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 3 rd party landowners
Other	<ul style="list-style-type: none">- Travel time may be subject to regional traffic conditions- Such operations are typically subsidized

LEGEND:
○ Example Sites
— Grade-Separated Freeway

Interactive Exercise Part 1

Interactive exercise part 1 – parking

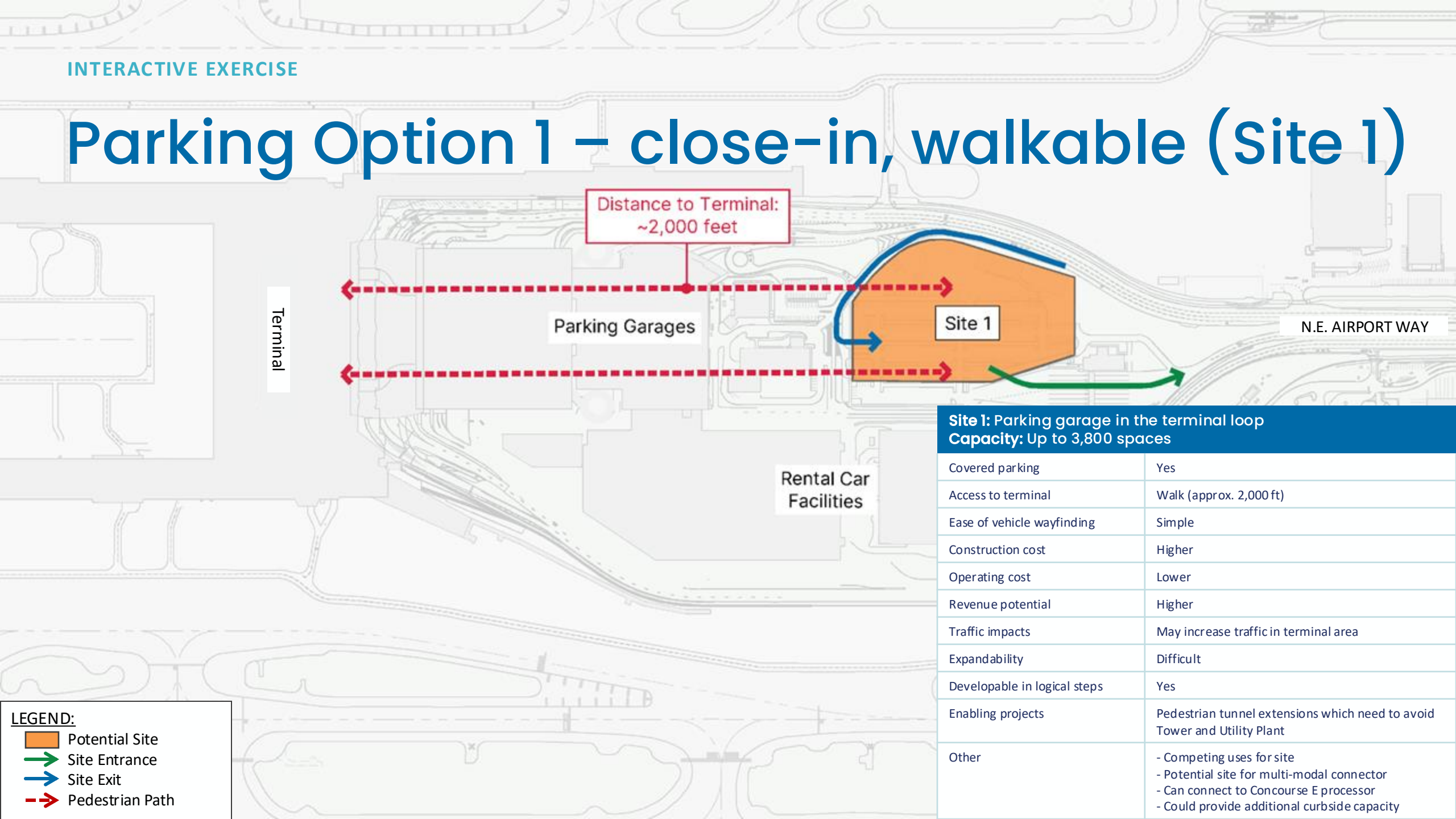
Materials:

- Online survey link for PAC members

Instructions:

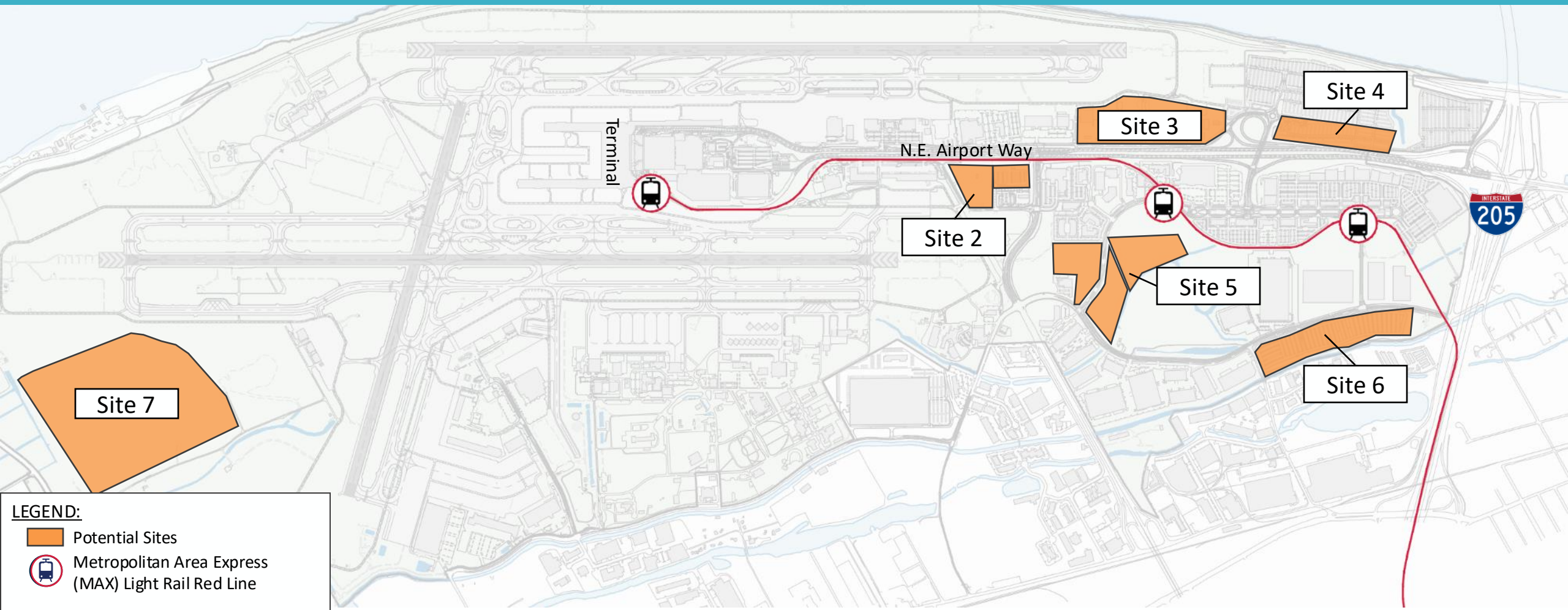
- Scan/enter the survey link on your device
- Follow the facilitator through each question

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

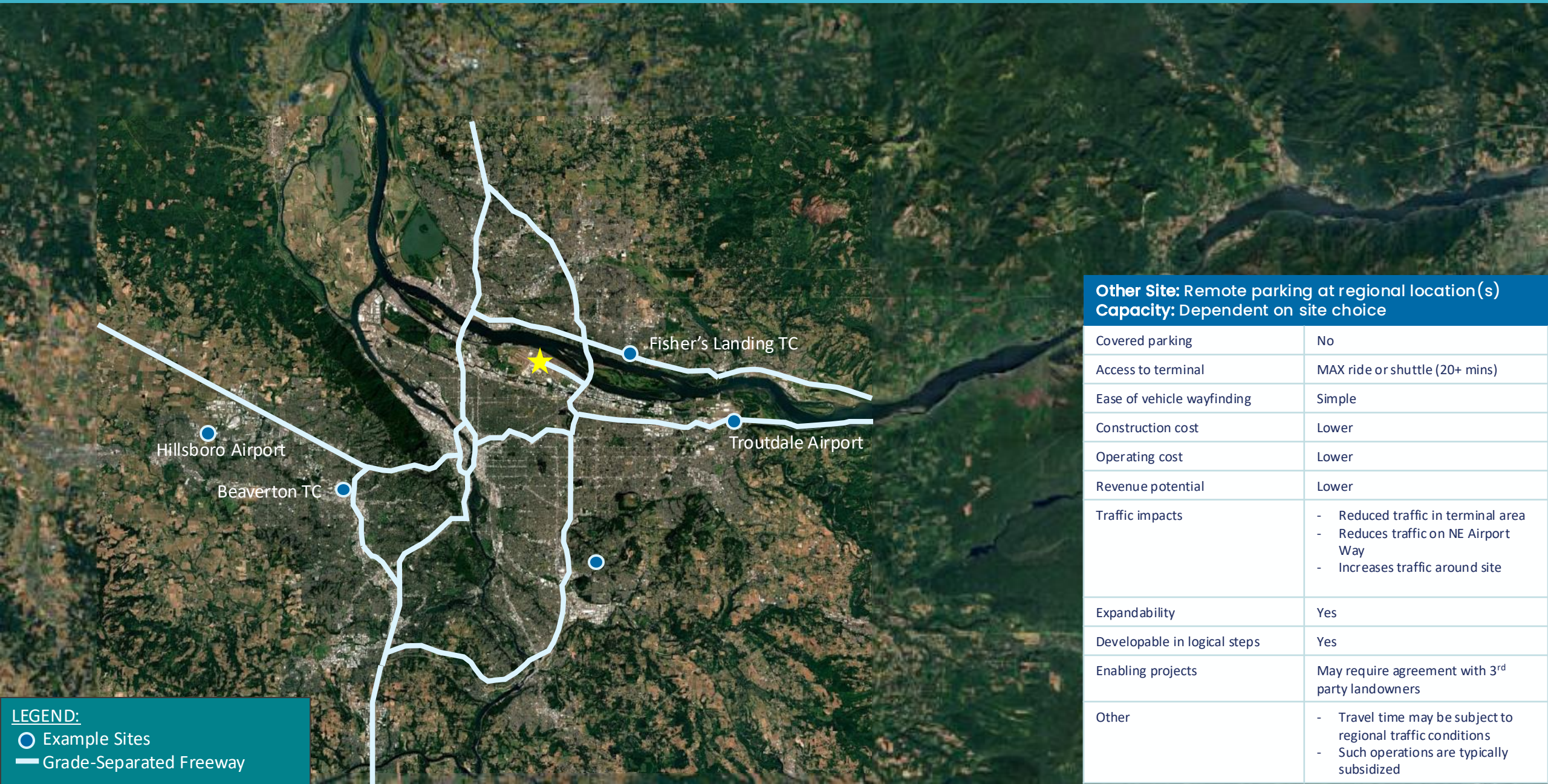


Site 1: Parking garage in the terminal loop Capacity: Up to 3,800 spaces	
Covered parking	Yes
Access to terminal	Walk (approx. 2,000 ft)
Ease of vehicle wayfinding	Simple
Construction cost	Higher
Operating cost	Lower
Revenue potential	Higher
Traffic impacts	May increase traffic in terminal area
Expandability	Difficult
Developable in logical steps	Yes
Enabling projects	Pedestrian tunnel extensions which need to avoid Tower and Utility Plant
Other	<ul style="list-style-type: none">- Competing uses for site- Potential site for multi-modal connector- Can connect to Concourse E processor- Could provide additional curbside capacity

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	<ul style="list-style-type: none">- 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 3 rd party landowners
Other	<ul style="list-style-type: none">- Travel time may be subject to regional traffic conditions- Such operations are typically subsidized

LEGEND:
○ Example Sites
— Grade-Separated Freeway

Interactive exercise part 1 – Parking

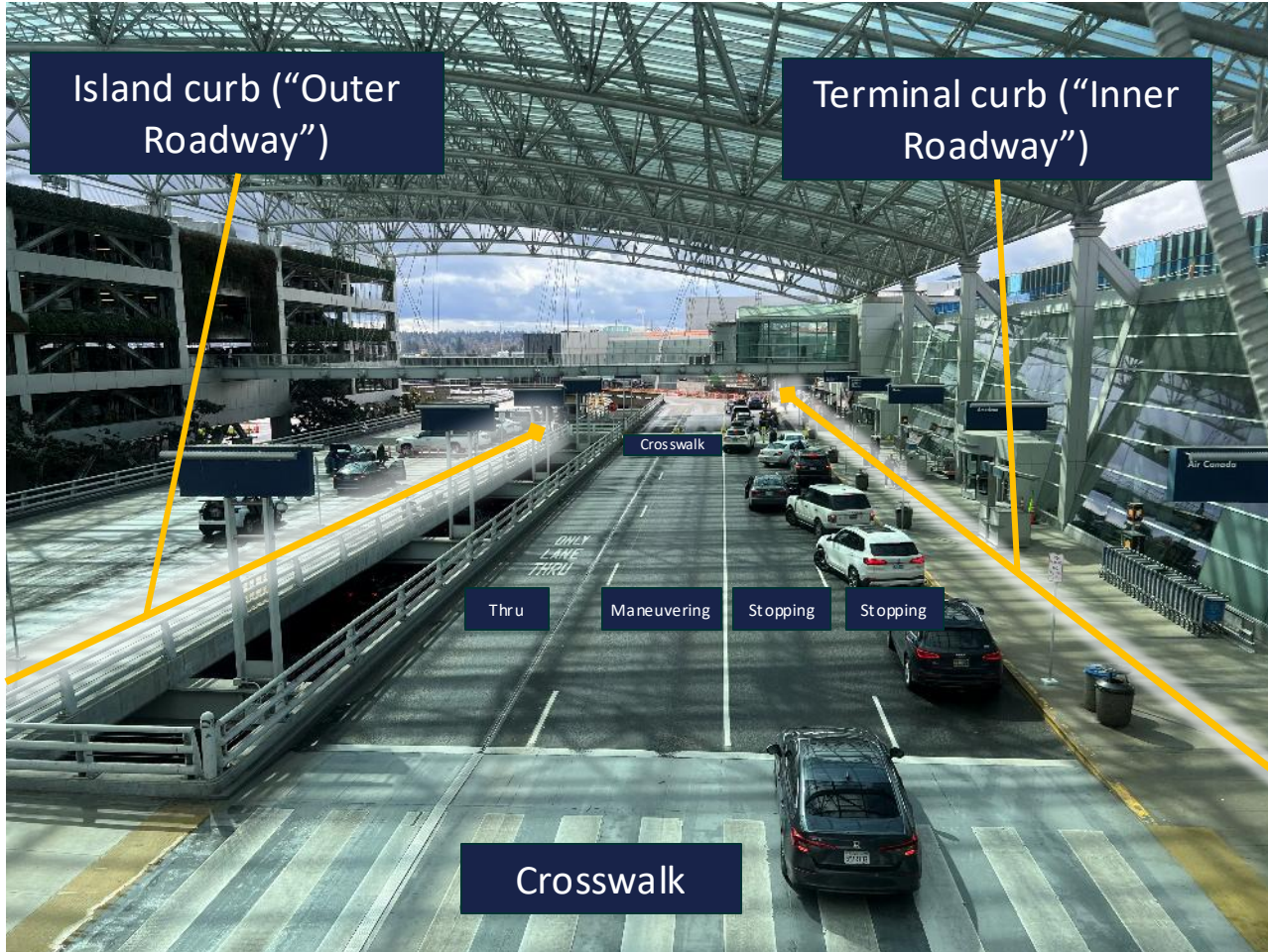
Results

Open discussion

1. What were your preferred alternatives for parking? Why?
2. What trade-offs did you consider among the alternatives?

Break

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

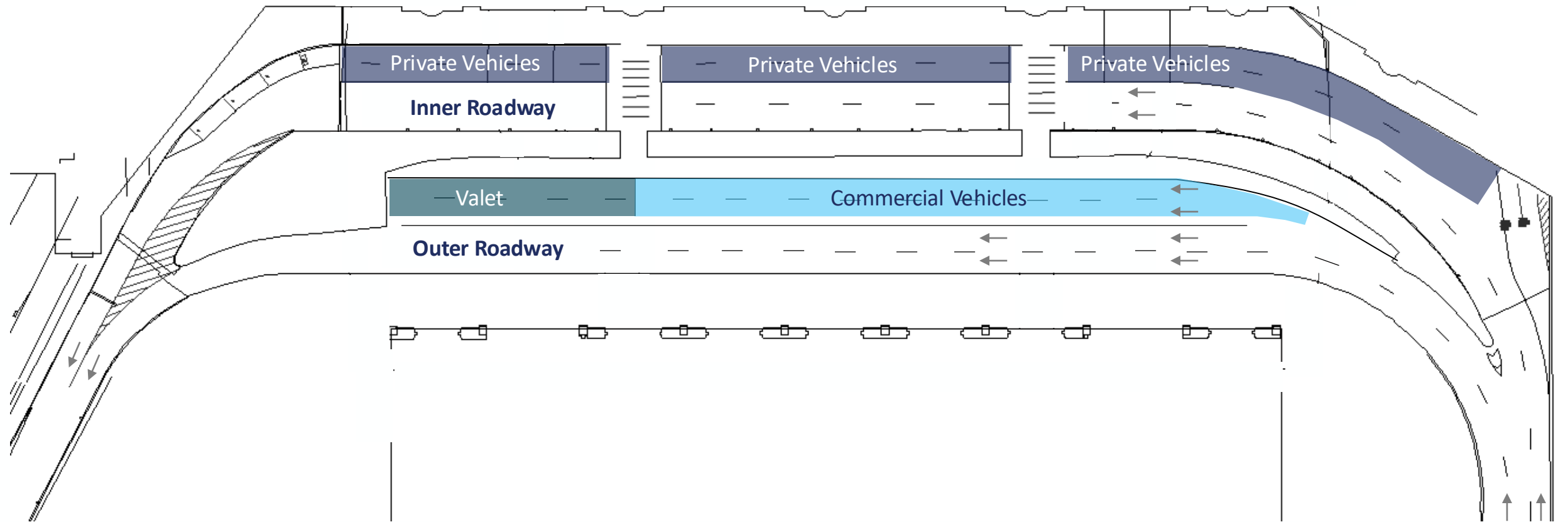
+70 ft

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.

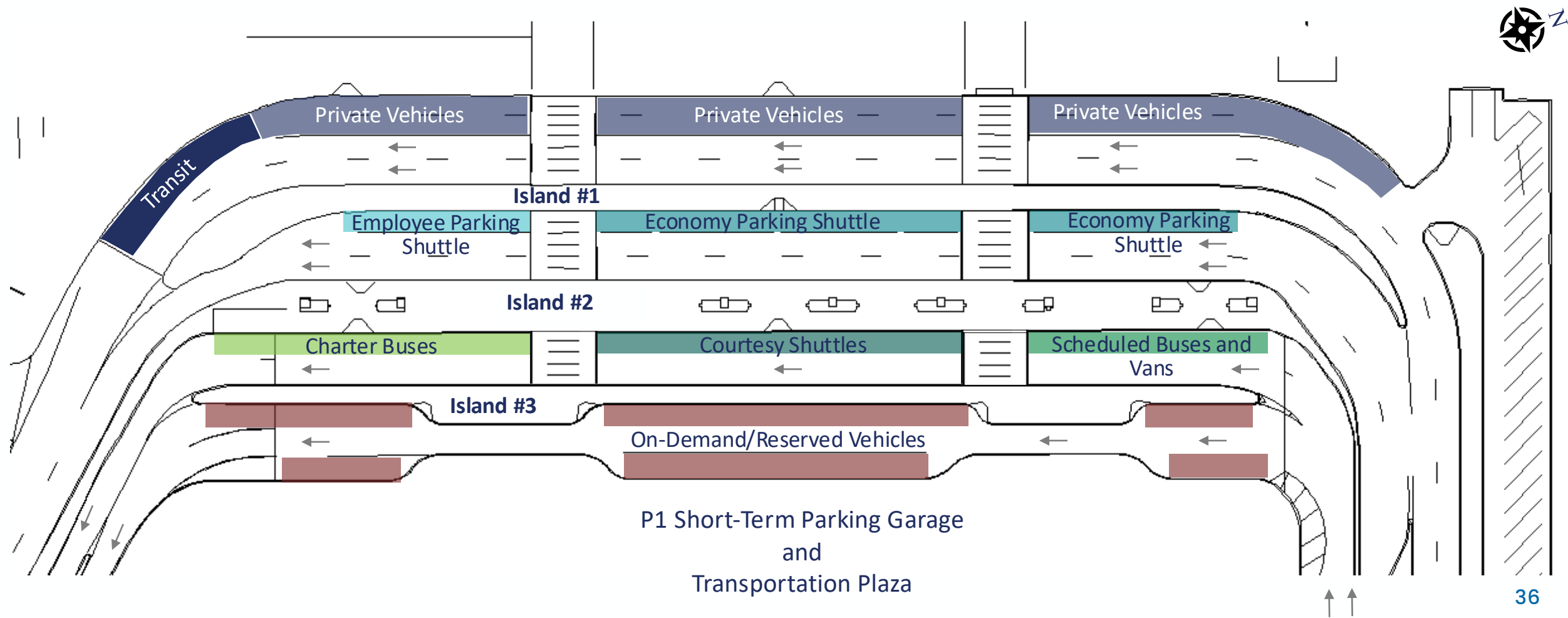
Existing Upper Roadway

Terminal Building



Existing Lower Roadway

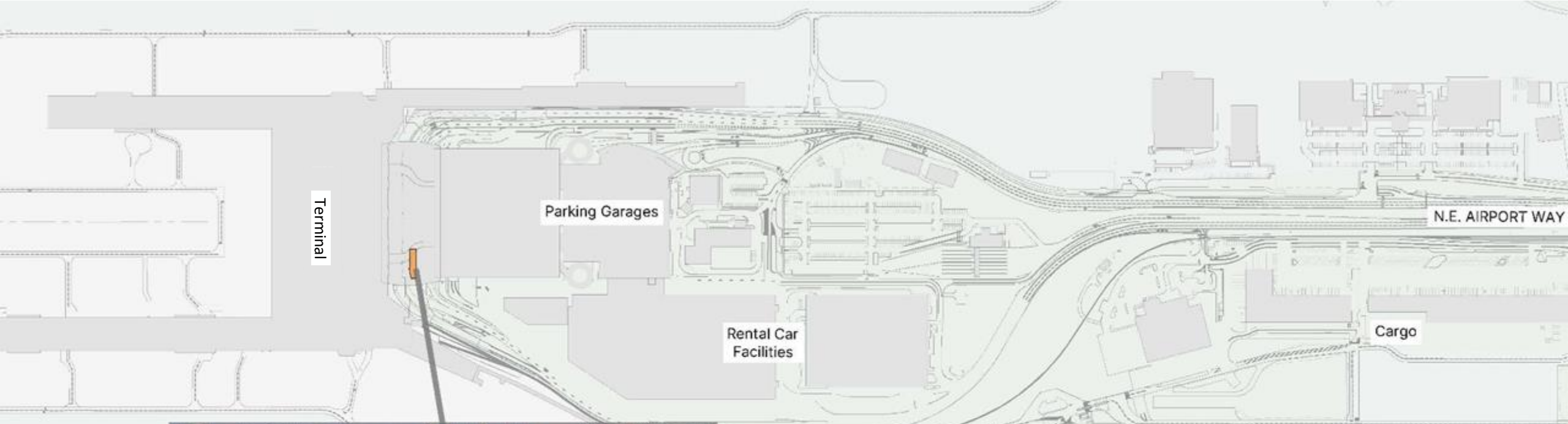
Terminal Building / Baggage Claim



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



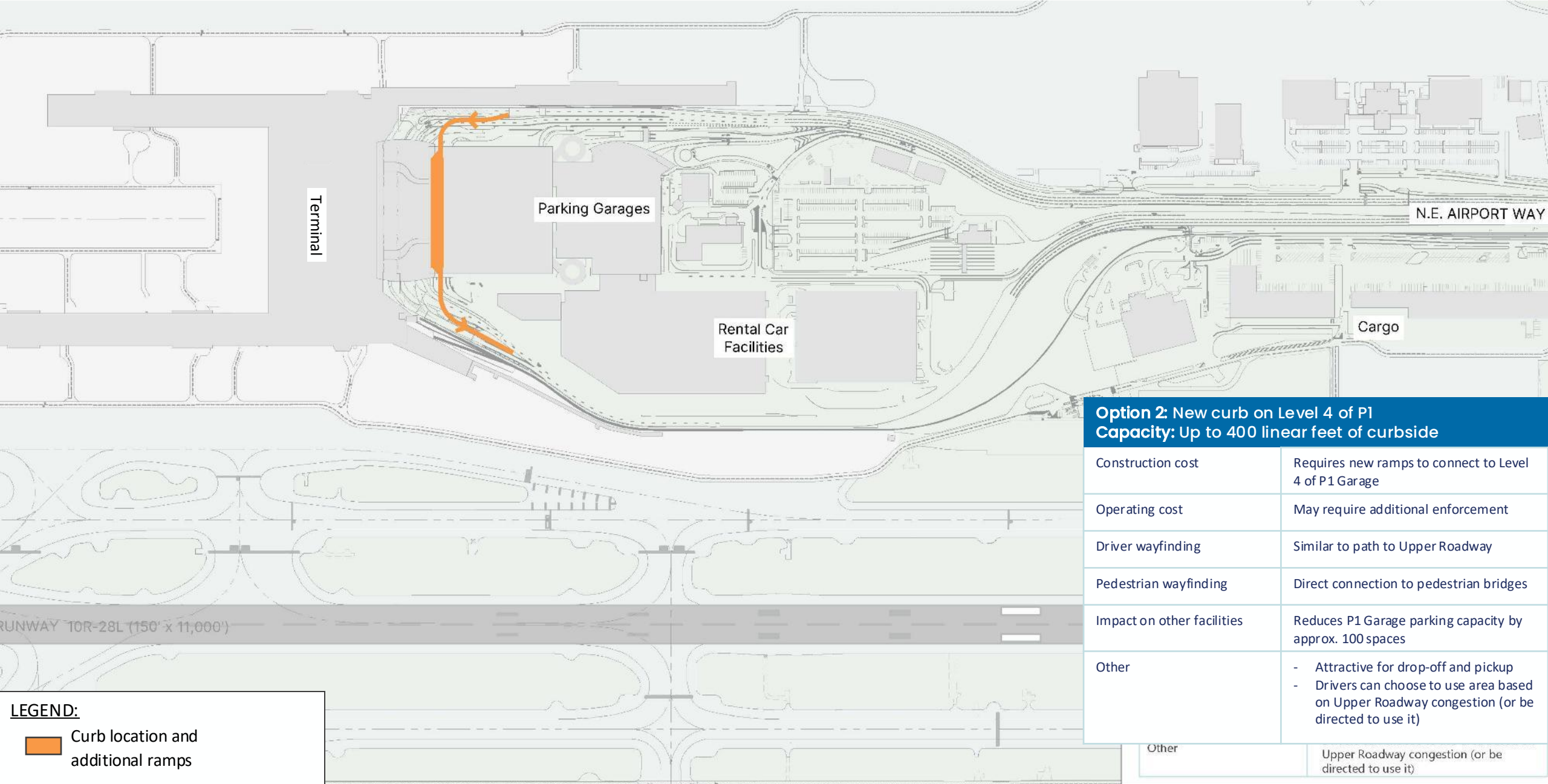
Option 1: Relocate valet curb Capacity: 110 linear feet of curbside

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	<ul style="list-style-type: none">- Impacts premium parking product- Valet could be relocated to Lower Roadway Island 3 or into P1

LEGEND:

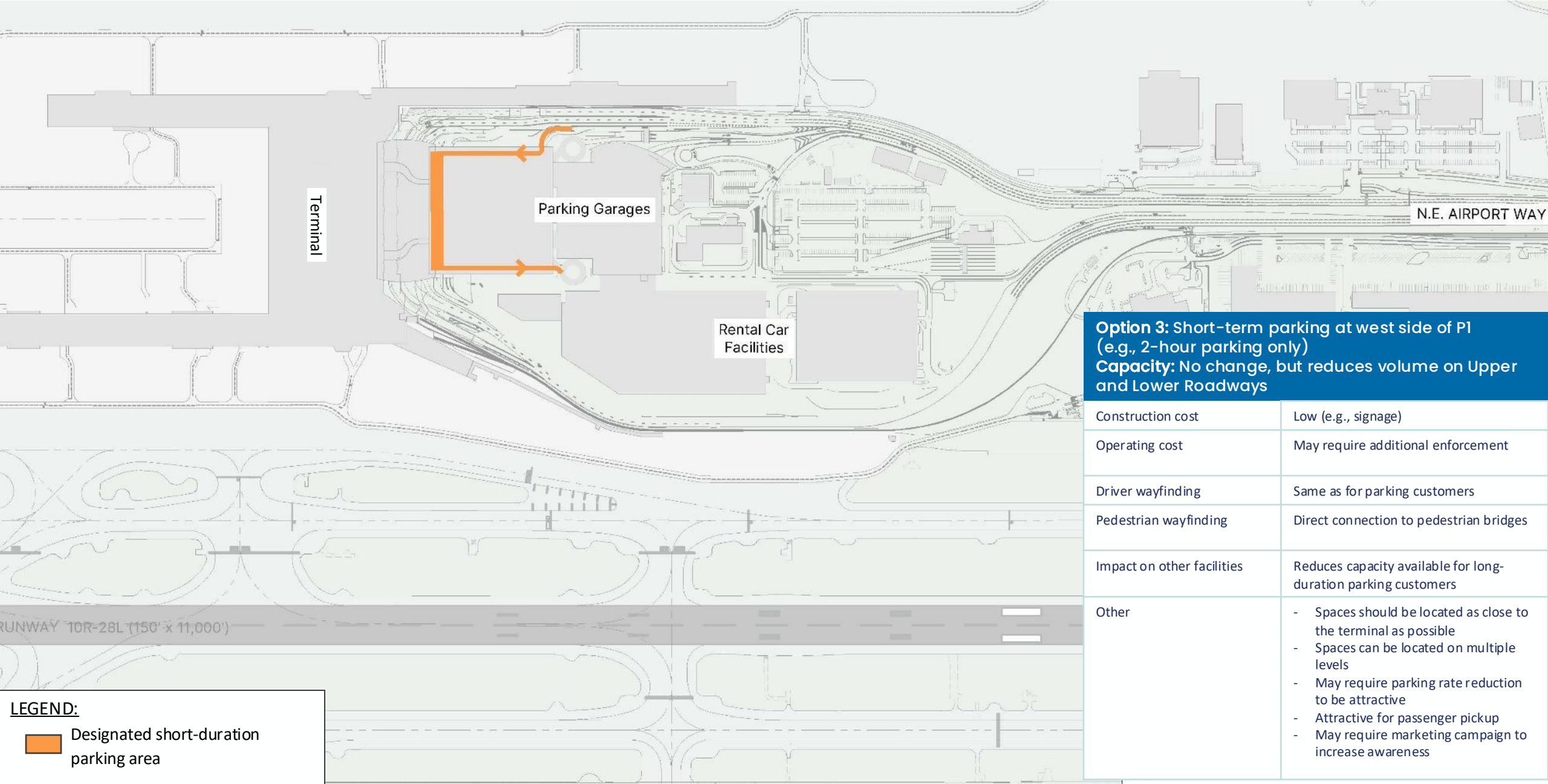
 Valet Curb

Curbside option 2 – new curb on level 4 of P1



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	<ul style="list-style-type: none">- Attractive for drop-off and pickup- Drivers can choose to use area based on Upper Roadway congestion (or be directed to use it)
Other	Upper Roadway congestion (or be directed to use it)

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

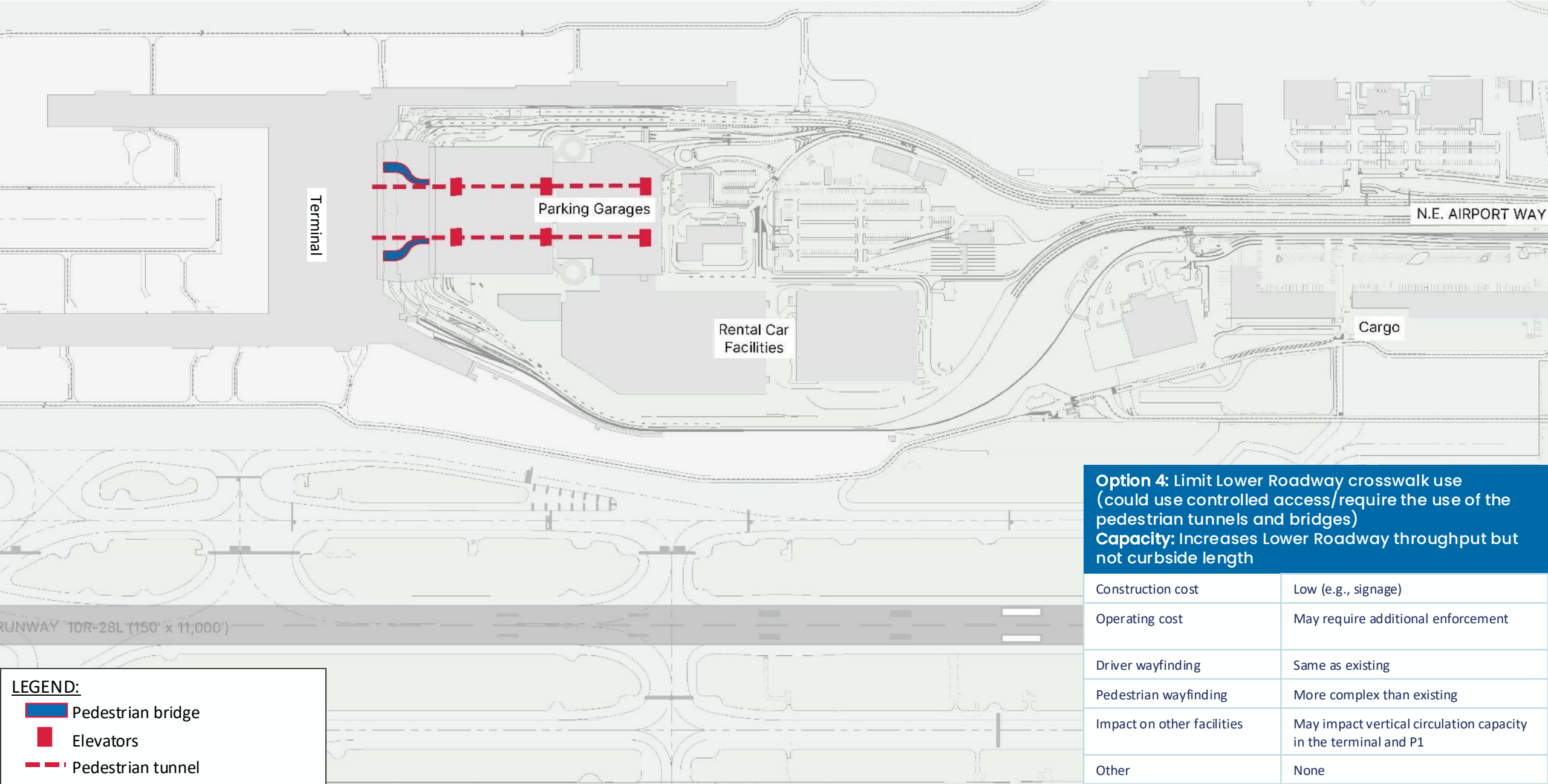


Option 3: Short-term parking at west side of P1
(e.g., 2-hour parking only)
Capacity: No change, but reduces volume on Upper and Lower Roadways

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	<ul style="list-style-type: none">- 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

LEGEND:
Designated short-duration parking area

Curbside option 4 – limit Lower Roadway crosswalk use

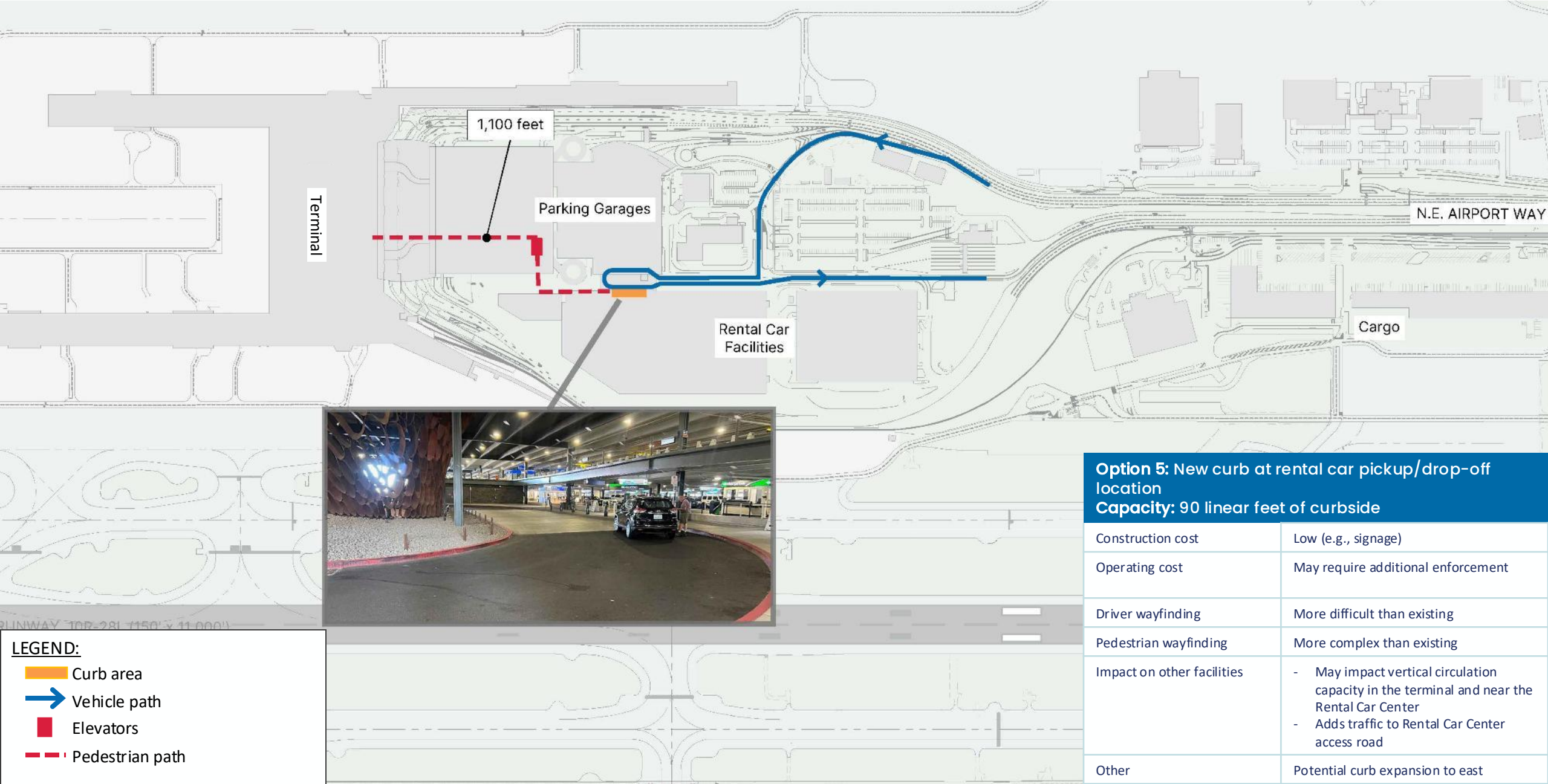


Option 4: Limit Lower Roadway crosswalk use (could use controlled access/require the use of the pedestrian tunnels and bridges)
Capacity: Increases Lower Roadway throughput but not curbside length

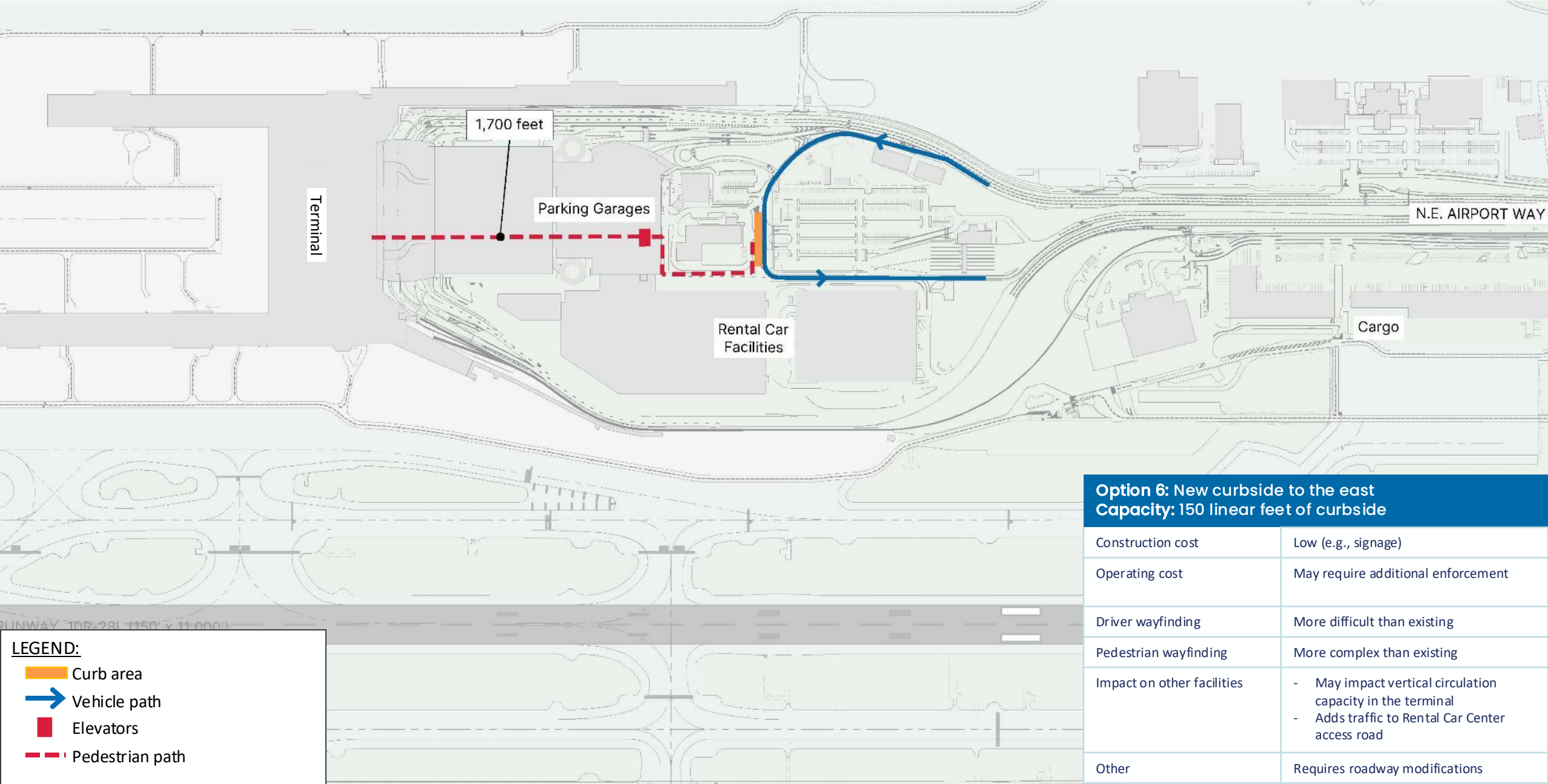
Construction cost	Low (e.g., signage)
Operating cost	May require additional enforcement
Driver wayfinding	Same as existing
Pedestrian wayfinding	More complex than existing
Impact on other facilities	May impact vertical circulation capacity in the terminal and P1
Other	None

- LEGEND:**
- Pedestrian bridge
 - Elevators
 - Pedestrian tunnel

Curbside option 5 – new curb at rental car location

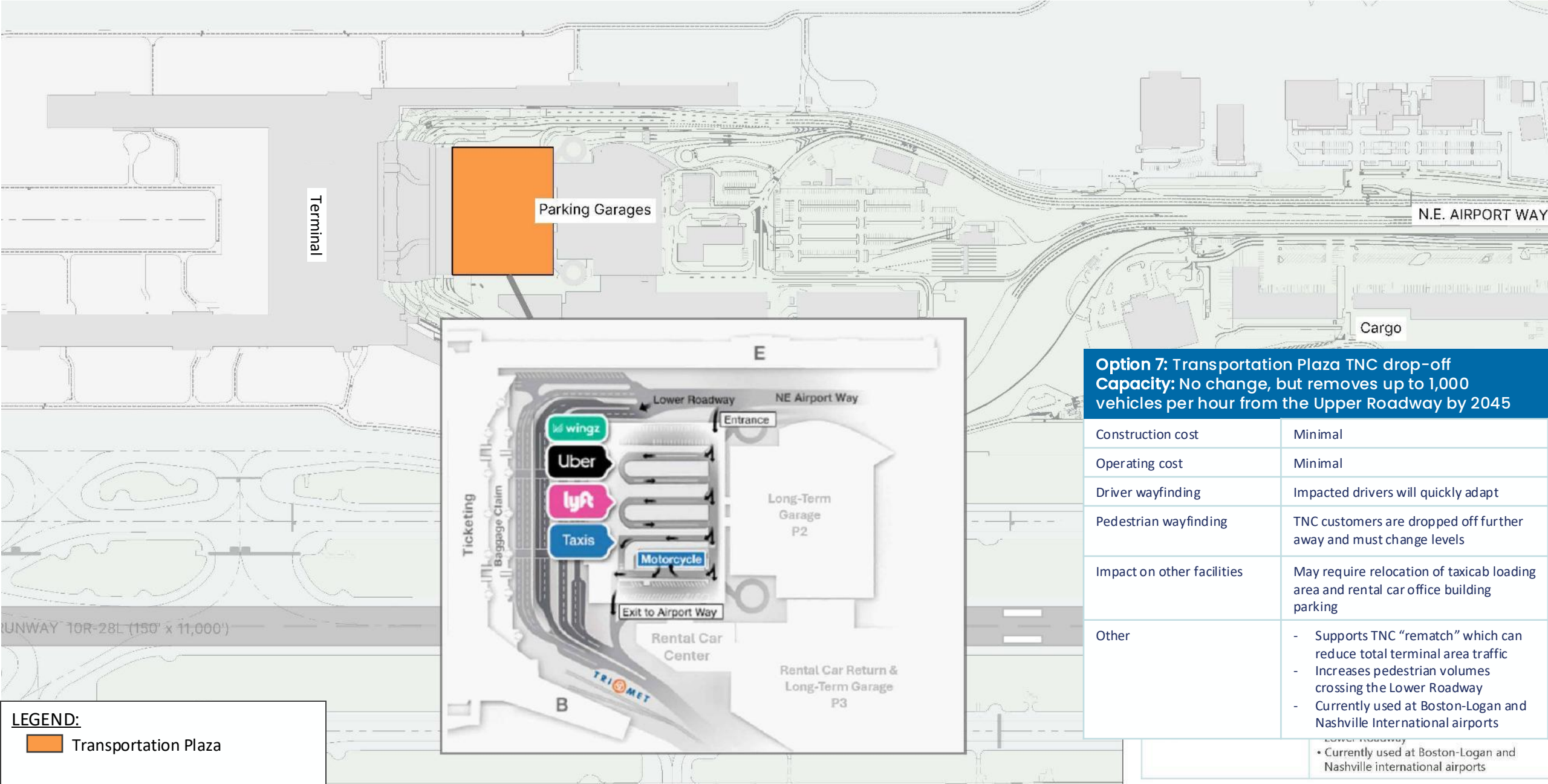


Curbside option 6 – new curb to the east



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	<ul style="list-style-type: none">- 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

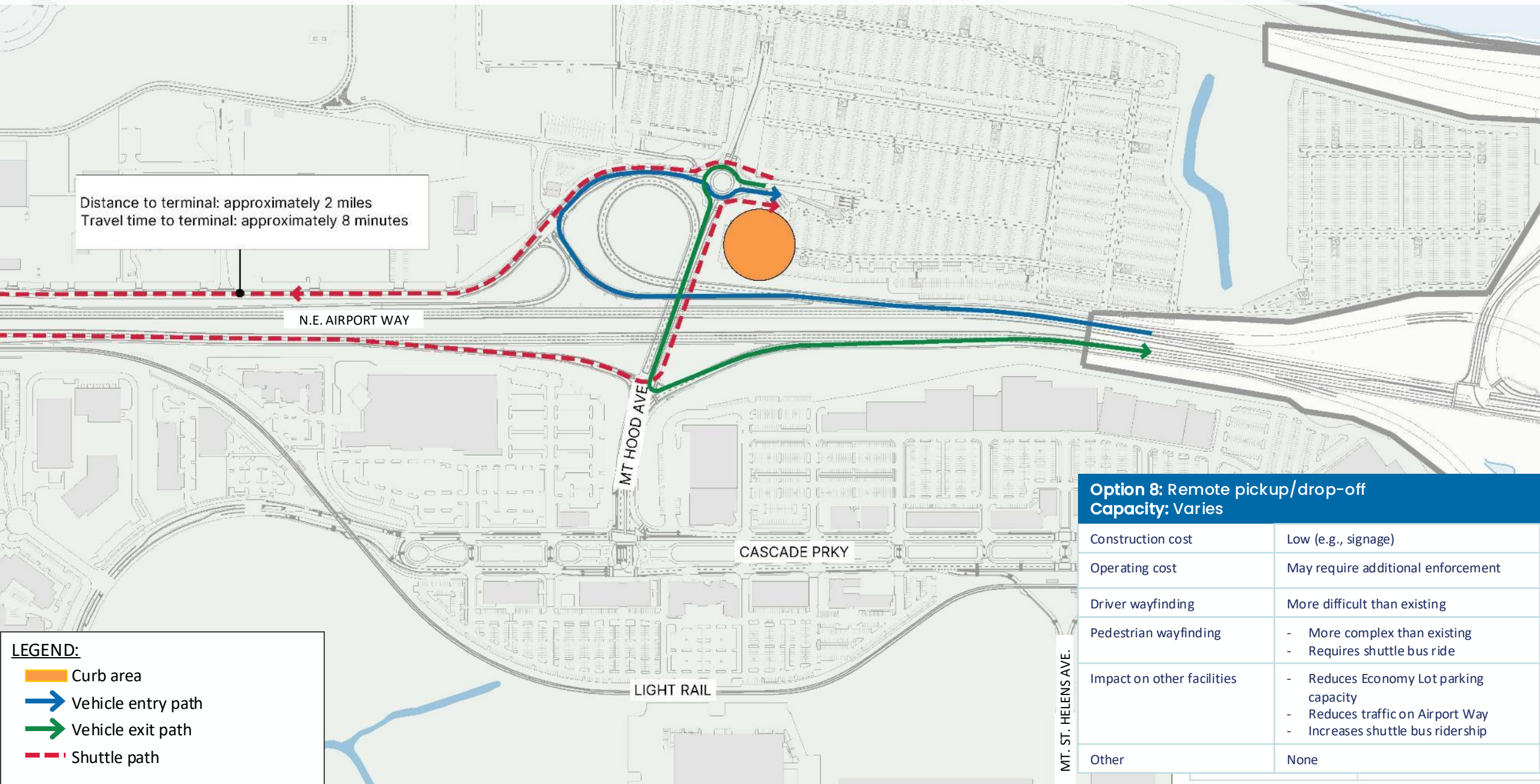


Option 7: Transportation Plaza TNC drop-off
Capacity: No change, but removes up to 1,000 vehicles per hour from the Upper Roadway by 2045

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	<ul style="list-style-type: none">- 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

LEGEND:
 Transportation Plaza

Curbside option 8 – remote pickup/drop-off



Distance to terminal: approximately 2 miles
Travel time to terminal: approximately 8 minutes

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	<ul style="list-style-type: none">- More complex than existing- Requires shuttle bus ride
Impact on other facilities	<ul style="list-style-type: none">- Reduces Economy Lot parking capacity- Reduces traffic on Airport Way- Increases shuttle bus ridership
Other	None

LEGEND:

Curb area

Vehicle entry path

Vehicle exit path

Shuttle path

Interactive Exercise Part 2

Interactive exercise part 2 – curbside

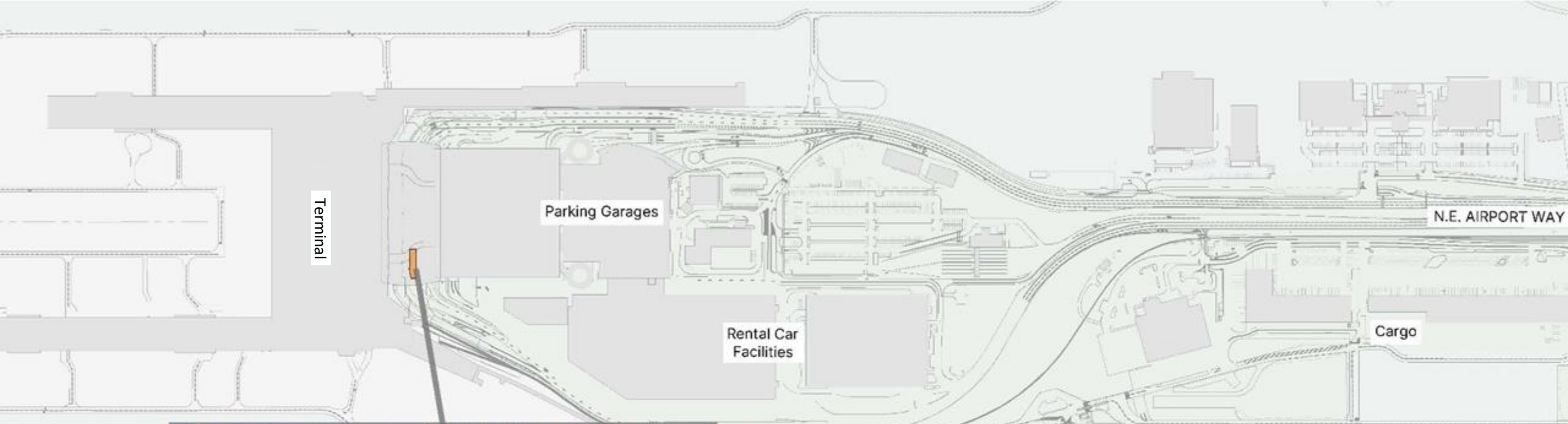
Materials:

- Online survey link for PAC members

Instructions:

- Scan/enter the survey link on your device
- Follow the facilitator through each question

Curbside option 1 – relocate valet curb



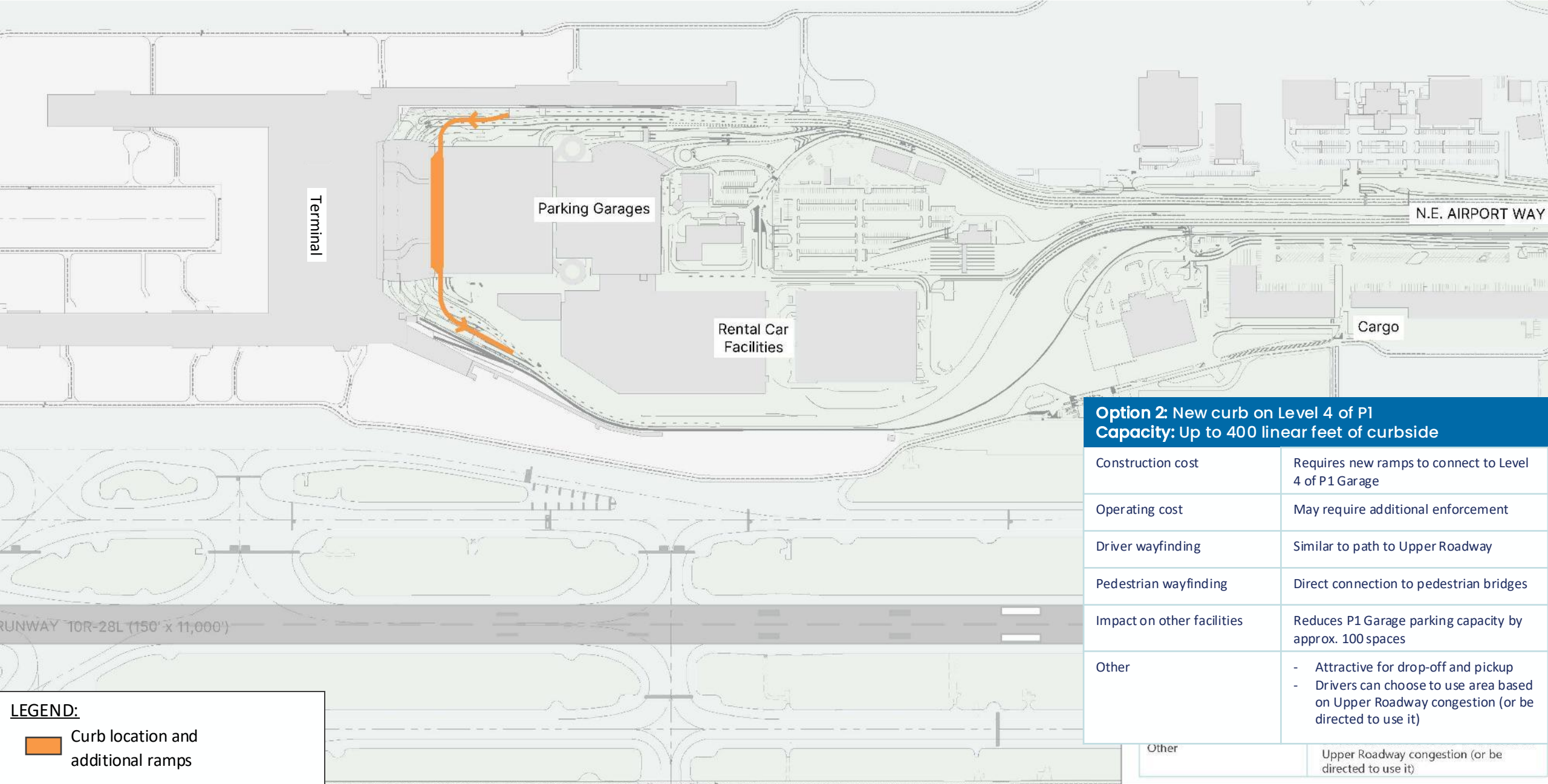
Option 1: Relocate valet curb Capacity: 110 linear feet of curbside

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	<ul style="list-style-type: none">- Impacts premium parking product- Valet could be relocated to Lower Roadway Island 3 or into P1

LEGEND:

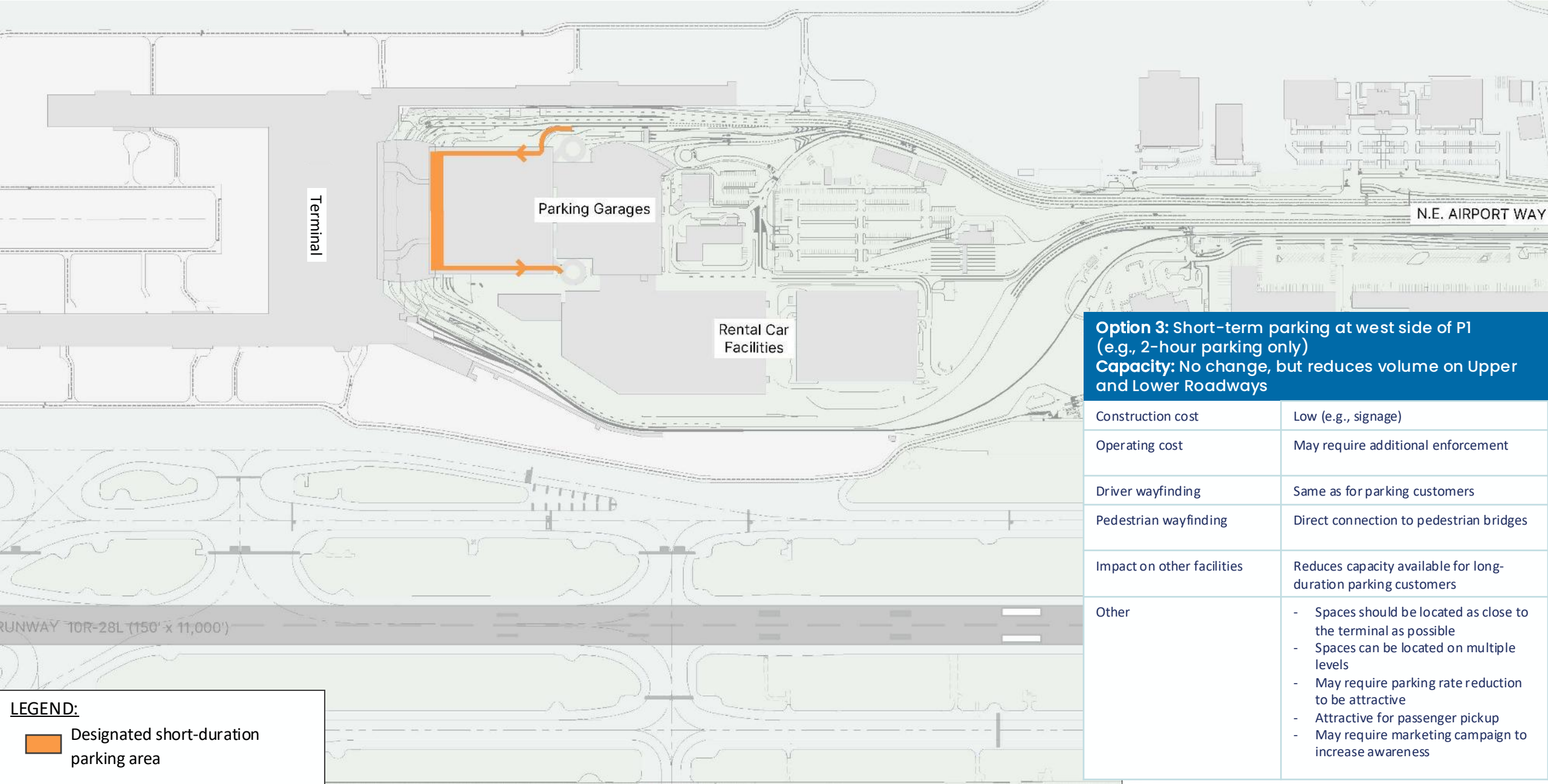
Valet Curb

Curbside option 2 – new curb on level 4 of P1



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	<ul style="list-style-type: none">- Attractive for drop-off and pickup- Drivers can choose to use area based on Upper Roadway congestion (or be directed to use it)
Other	Upper Roadway congestion (or be directed to use it)

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

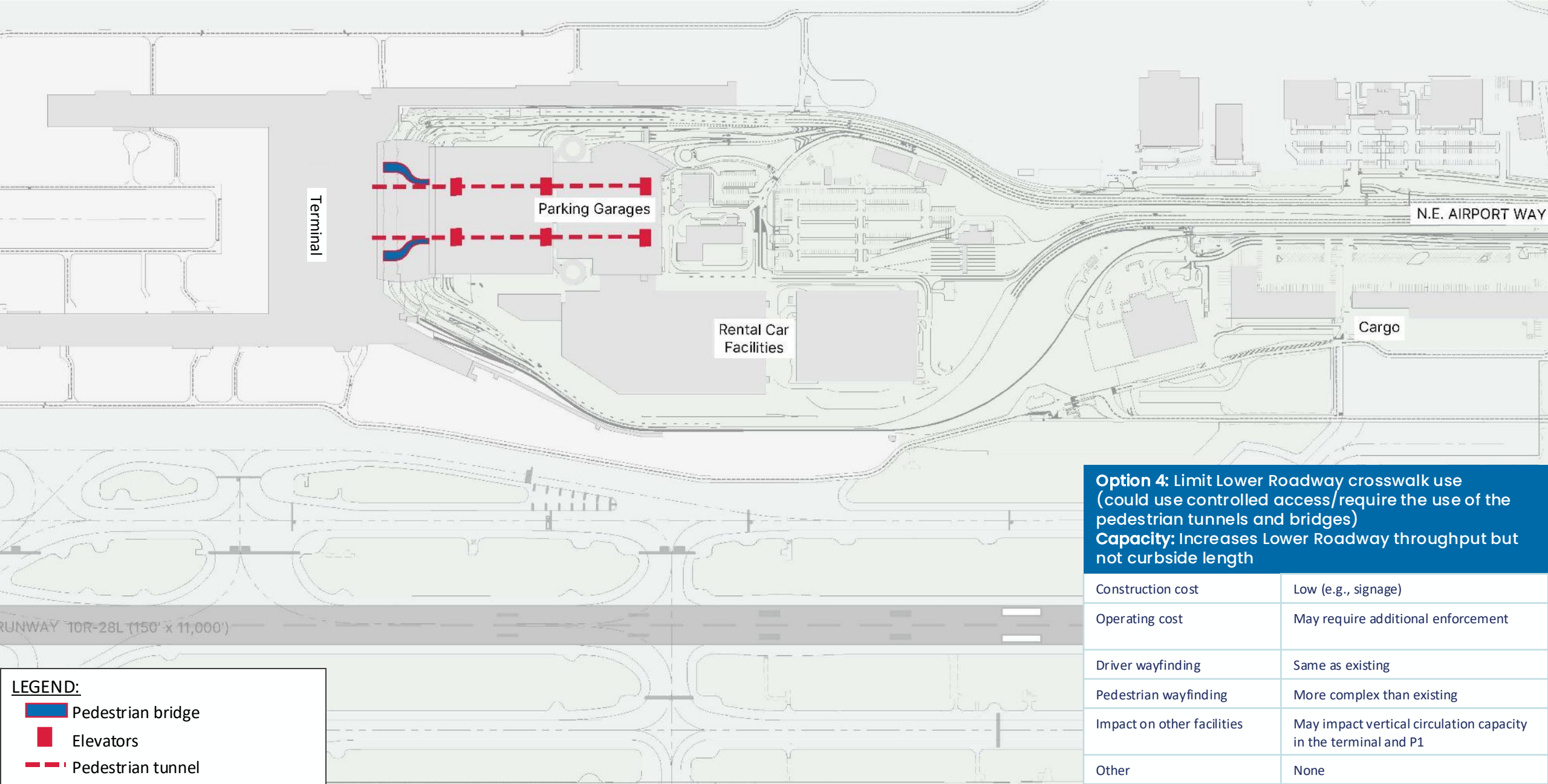


Option 3: Short-term parking at west side of P1
(e.g., 2-hour parking only)
Capacity: No change, but reduces volume on Upper and Lower Roadways

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	<ul style="list-style-type: none">- 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

LEGEND:
Designated short-duration parking area

Curbside option 4 – limit Lower Roadway crosswalk use

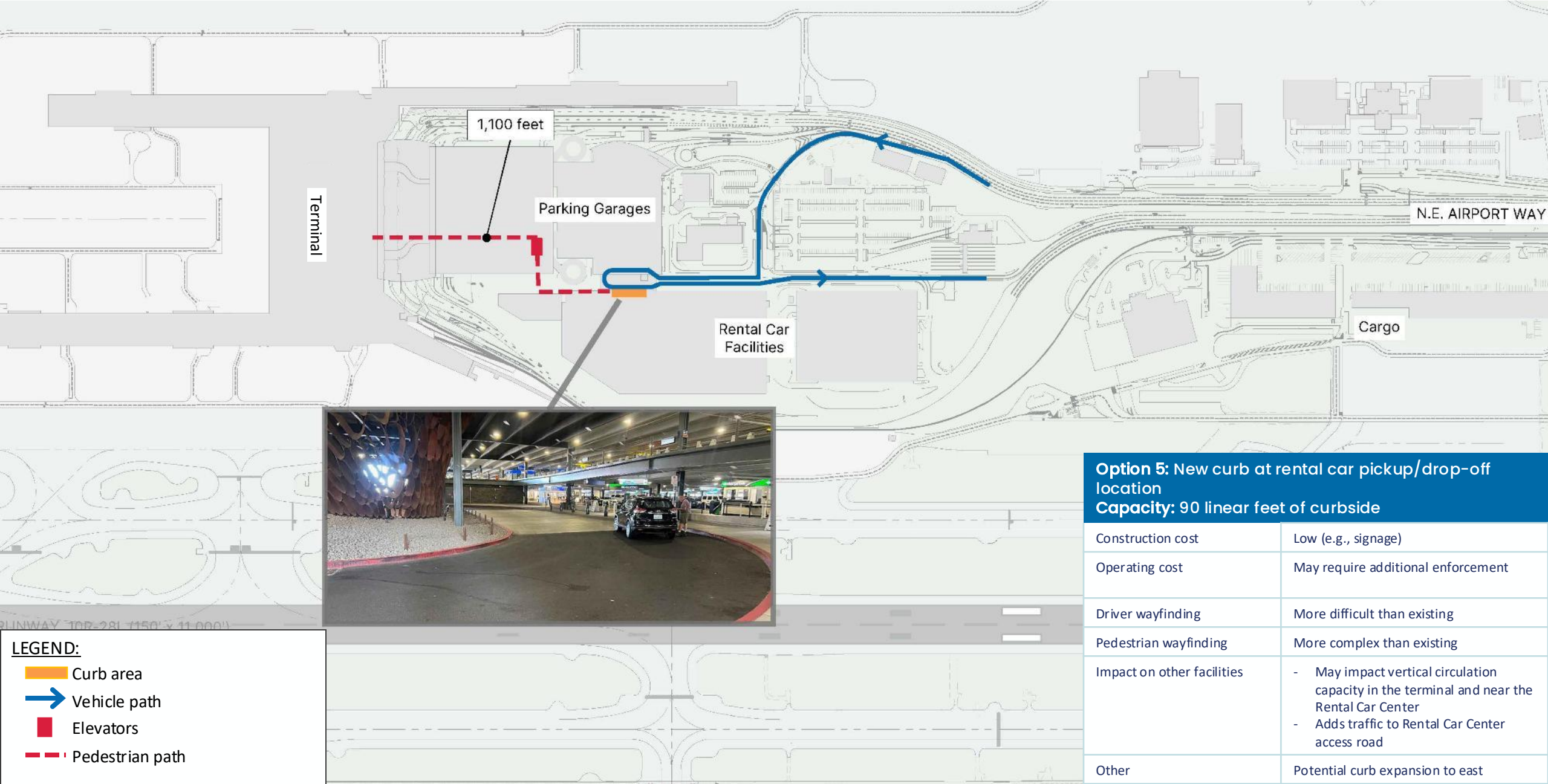


Option 4: Limit Lower Roadway crosswalk use
(could use controlled access/require the use of the pedestrian tunnels and bridges)
Capacity: Increases Lower Roadway throughput but not curbside length

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

- LEGEND:**
- Pedestrian bridge
 - Elevators
 - Pedestrian tunnel

Curbside option 5 – new curb at rental car location

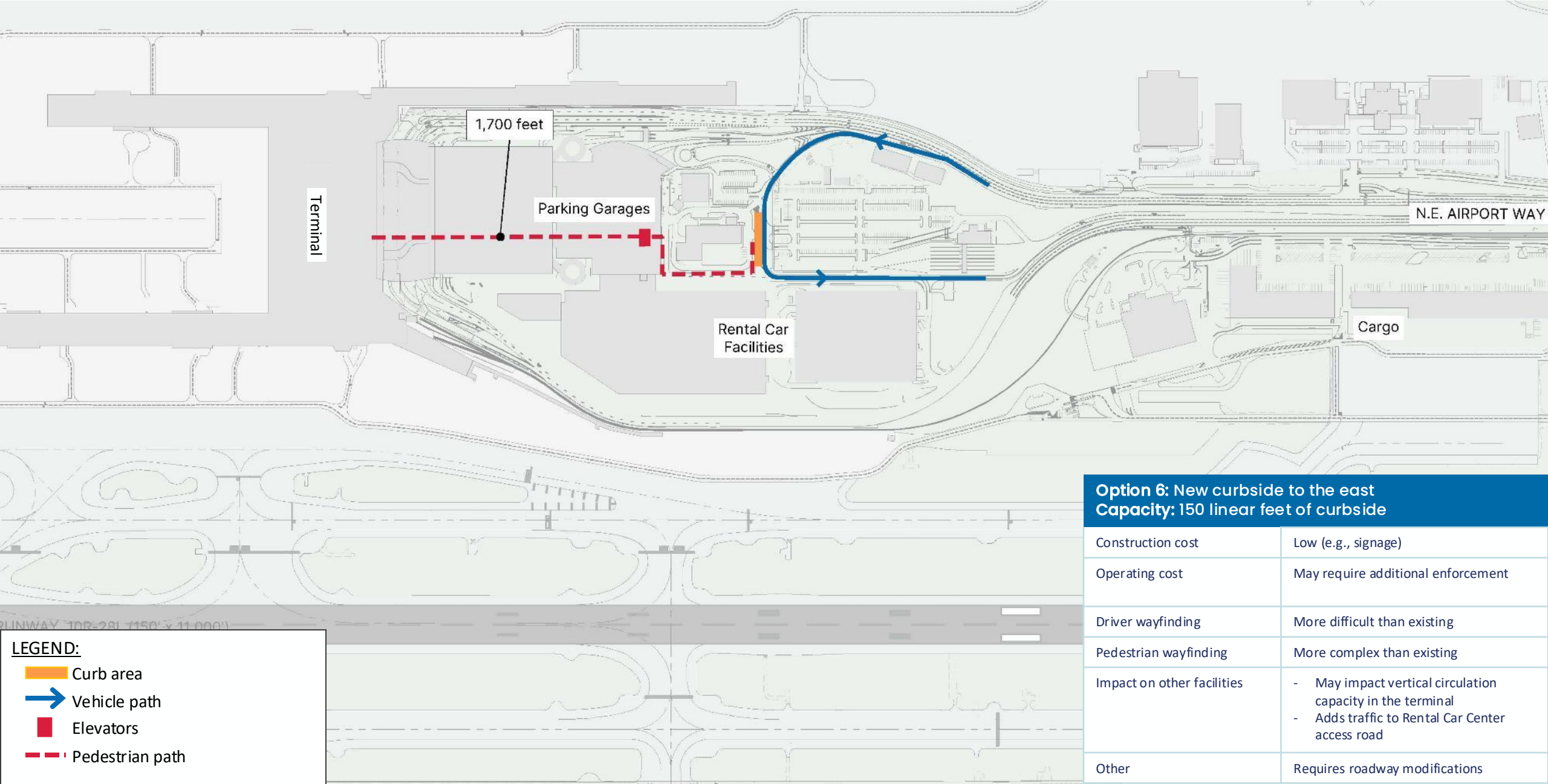


Option 5: New curb at rental car pickup/drop-off location Capacity: 90 linear feet of curbside

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	<ul style="list-style-type: none">- 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

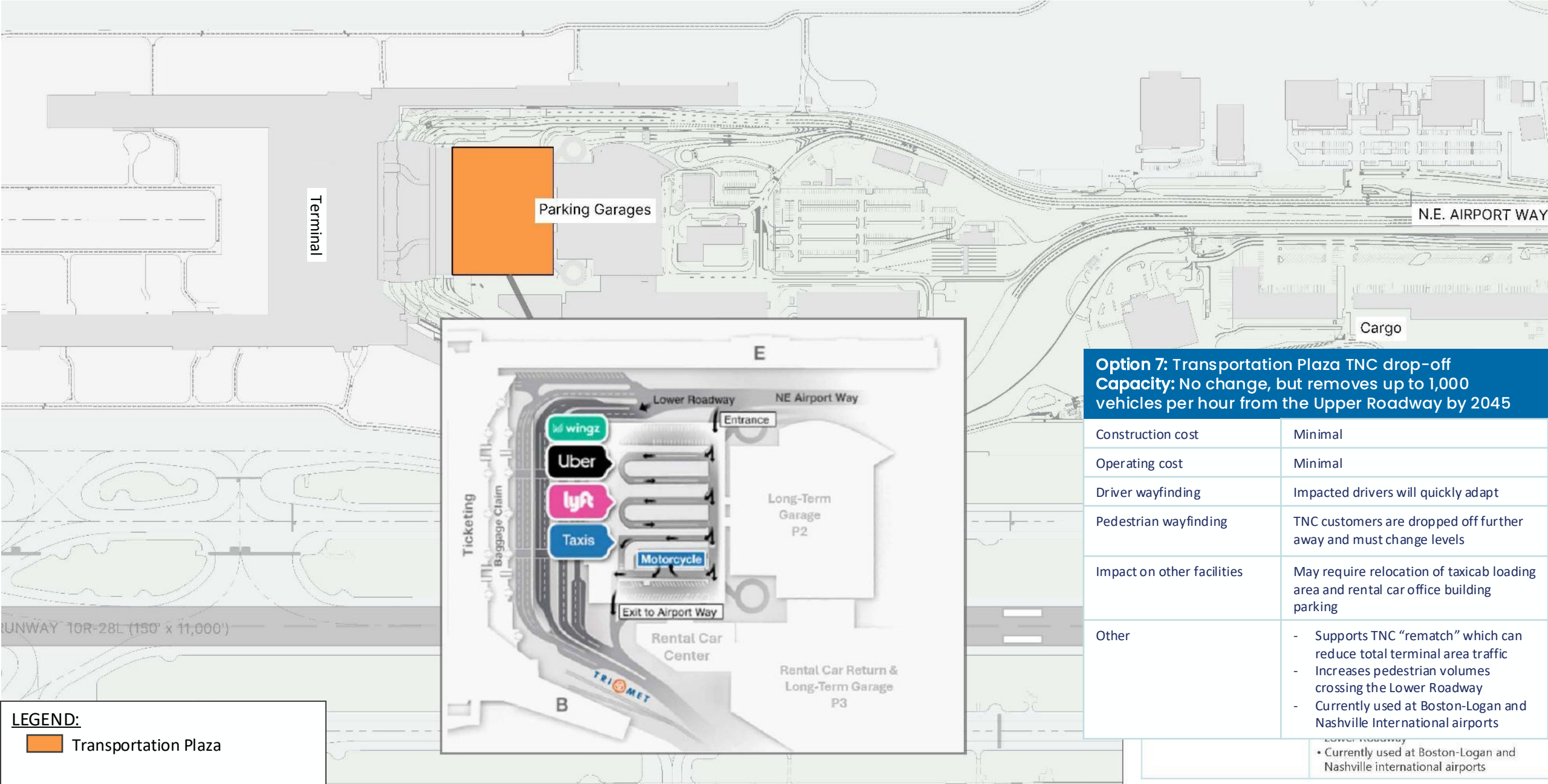
- LEGEND:**
- Curb area
 - Vehicle path
 - Elevators
 - Pedestrian path

Curbside option 6 – new curb to the east



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	<ul style="list-style-type: none">- 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

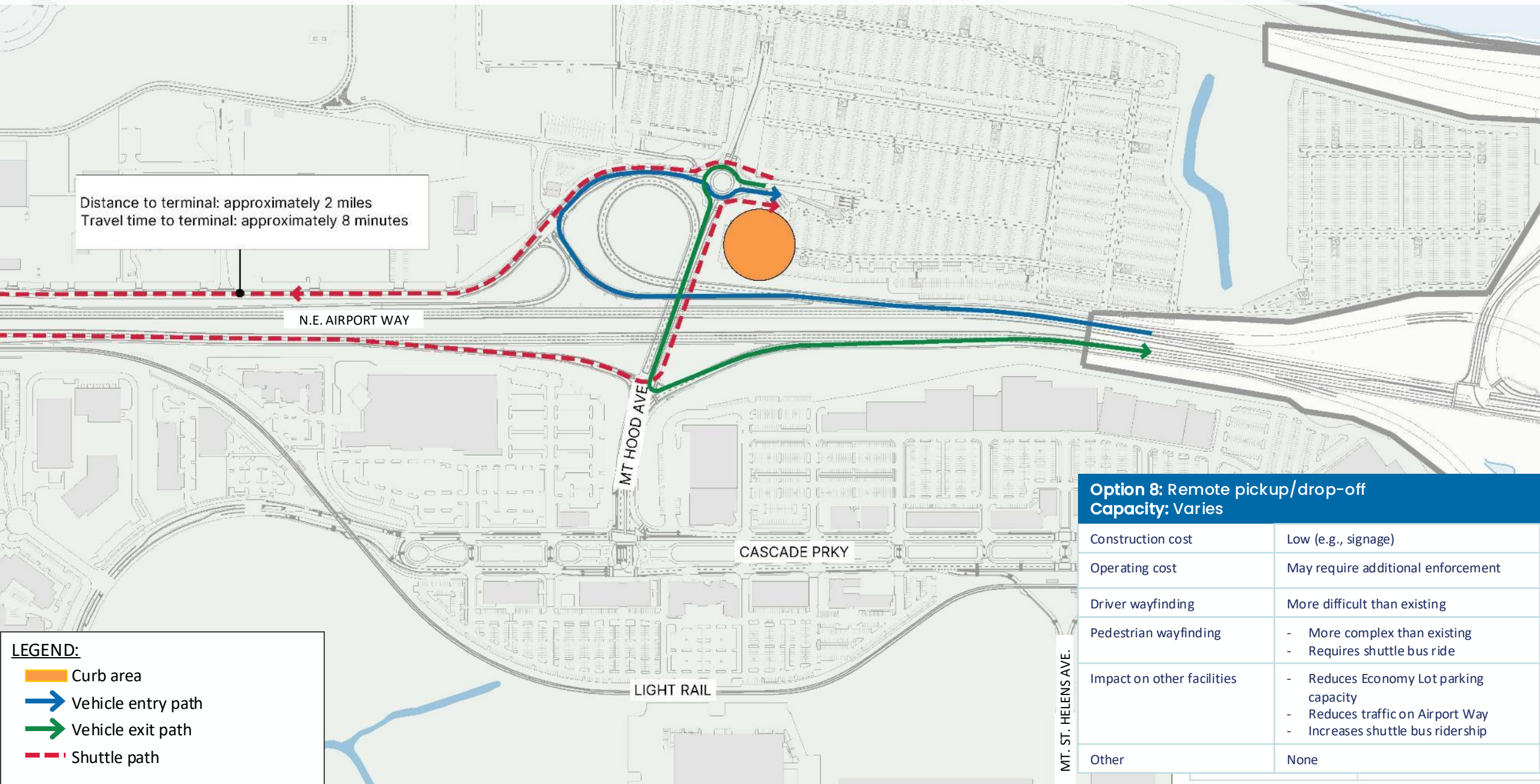


Option 7: Transportation Plaza TNC drop-off
Capacity: No change, but removes up to 1,000 vehicles per hour from the Upper Roadway by 2045

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	<ul style="list-style-type: none">- 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

LEGEND:
 Transportation Plaza

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	<ul style="list-style-type: none">- More complex than existing- Requires shuttle bus ride
Impact on other facilities	<ul style="list-style-type: none">- Reduces Economy Lot parking capacity- Reduces traffic on Airport Way- Increases shuttle bus ridership
Other	None

- LEGEND:**
- Orange circle: Curb area
 - Blue arrow: Vehicle entry path
 - Green arrow: Vehicle exit path
 - Red dashed line: Shuttle path

Interactive exercise part 2 – curbside

Results

Open discussion

1. What were your preferred alternatives for curbside? Why?
2. What trade-offs did you consider among the alternatives?

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

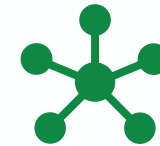


How does the individual functional area alternative perform relative to specific evaluation criteria?

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...

Next Steps

Work plan

PAC meeting	Meeting topics	Date
1	Welcome and background	May 20, 2024
2	Baseline forecast & preliminary facilities requirements	July 16, 2024
3	Facility tour	Sept 19, 2024
4	Functional area alternatives and requirements	Oct 21, 2024
5	Functional area alternatives and requirements	Jan 15, 2025
6	Functional area alternatives and requirements	Mar 17, 2025
7	Functional area alternatives and requirements	May 19, 2025
8	Landside requirements and consolidated alternatives	July 15, 2025
> 9	Preferred alternative(s)	Sept 16, 2025
10	Preferred alternative and implementation	Nov 12, 2025
11	Ongoing engagement	~ Jan 2026
12	Wrap-Up	~ Feb 2026

Thank you for your
participation!



Please take our
meeting evaluation
survey

<http://bit.ly/4jP11lq>