

Meeting Summary

PDX 2045 Planning Advisory Committee Meeting 8

July 16, 2025

5:30 PM – 8:00 PM

Port of Portland HQ, Chinook Room (eighth floor) and Zoom

Attendees:

PAC Members

- ☒ Aidan Simpson
- ☒ Allyssa Bromley
- ☒ Angela DeHaven
- ☒ Anne Sweet
- ☒ Brian Kuzera
- ☒ Caleb Powell
- ☒ David Duncan
- ☒ David Van't Hof
- ☒ Evan Howington
- ☒ Heather King
- ☒ Jennie Heidrick
- ☒ Kathy Bareno
- ☐ Keith Miller
- ☐ Laura Young
- ☒ Lin Felton
- ☒ Mark Luna
- ☐ Maryhelen Kincaid
- ☐ Matthew Hodson
- ☐ Mychal Hornbeck
- ☒ Pete DeVasto
- ☒ Philip Rowe
- ☐ Phuong Truong
- ☒ Sheena Sharma
- ☒ Stephanie Barnes
- ☐ Steven Lowe
- ☒ Tsering Sherpa
- ☐ Xavier Phanthongphay

Port of Portland

Aaron Ray
Arainnia Armendariz
Jeff Broderick
Jennifer Rabby
Mike Coleman
Savanah Partridge
Symeon Walker

Consultant Team

Bridger Wineman, EnviroIssues
Cadence Purdy, EnviroIssues
Cameron Modjeski, Ricondo
Gavin Duncan, InterVISTAS
Jenna Johnstone, Ricondo
Suzanne Donaldson, Donaldson Consulting

Welcome, Meeting Goals, PAC 7 & Tour Recap

PAC members welcomed new participants and received project updates, along with highlights on current and upcoming Portland Bureau of Transportation (PBOT) and Port of Portland cyclist and pedestrian improvement projects near PDX.

Public Comment

- Eva Frazier, BikeLoud PDX, requests more protected, direct bike routes to the terminal and improved wayfinding to PDX (i.e., Google Maps not showing existing bike paths that run along the MAX Red Line).
- Kevin Mackiz, BikeLoud PDX, called for reimagining access, including bikeability and bike-share availability to access PDX and natural areas near the airport.
- Kiel Johnson, Go by Bike founder and BikeLoud PDX, highlighted the potential of new businesses to operate and connect with PDX, such as B Line Urban Delivery. Kiel shared highlights that Go by Bike offers on the south waterfront, including providing valet bike parking for hundreds of bikes, a repair shop, and a pedicab.
- Nick Burns, neighbor, shared that biking to the airport has felt scary, but that the new multi-use path next to the MAX is fantastic, and they would like to see a few more connections into the neighborhood greenways.

Preliminary Landside Alternatives – Parking

Gavin Duncan, InterVISTAS, presented future parking needs, noting that the forecasts for PDX indicate a 50% increase in passengers by 2045, so an additional 25 to 50% in parking demand is anticipated by 2045. He noted key considerations, like flexibility, pricing, and how travel modes may shift over time. Gavin presented a series of potential sites to provide additional parking on-airport, as well as a concept for remote parking locations around the metro region.

Q&A on Parking Alternatives:

Q: Are there existing targets or goals the Port has around modes of transit?

- A: Master plan processes like PDX 2045 need to consider strategies for accommodating forecast demand independent of efforts to shift mode choice toward transit and away from single-occupancy vehicles. In the master planning process, the Port will assess plans that protect for a variety of access needs. Although the Port has limited ability to influence mode choice, we will continue to partner with TriMet, PBOT, and others to ensure that there are effective and safe alternatives for employees and travelers to access PDX.

Q: Does just providing access to different modes of transit help, or does setting goals help make this change?

- A: The Port encourages usage of different modes of transportation through Port policy, which is outside the scope of a master plan. The master planning process assumes a conservative scenario to protect space as much as possible for flexibility in the future. As the master plan is implemented, the Port will only build parking (and other facilities) as they are actually needed in the future.

Q: Where is PDX's current bike parking? Within each of these potential parking sites, does that also include parking for bikes and/or motorcycles?

- A: There are two spots at PDX for bike parking, both by the MAX near the north end of the lower level of the terminal. Once the terminal expansion project winds down, there are plans to add additional parking on the north side in addition to new bike parking under the south ramp. As these potential sites are further evaluated, we will also consider what roles these facilities could play in improving bike and pedestrian access.

Q: Is Site 4 on undisturbed land?

- A: This alternative shows building a parking structure over the south portion of the existing economy surface lot.

Q: Is Site 5 also being considered for industrial development? Would developing it for commercial use be a bigger revenue generator?

- A: There is competition for space, especially Site 5, and the Port will have to evaluate the highest and best use of this space. Site 5 is part of the Cascade Station Plan District, which has development restrictions and is unlikely to be used for anything other than parking or kept vacant.

Q: Will environmental impacts be considered? Which sites would be replacing green space with parking?

- A: The Port will evaluate potential environmental impacts later in the master plan process during the evaluation of the alternatives. Sites 5 and 7 are currently undeveloped spaces.

Q: Would wetland mitigation be needed?

- A: All sites are just conceptual at this time. The need for wetland mitigation would be assessed later in the planning and site development process. Environmental impacts will be a key factor in our evaluation process.

Q: If Site 6 is chosen, would employees have to park farther out?

- A: Most of the capacity is needed by the public, not employees. Building a structure on this lot offers more capacity than is needed for employees alone. Lot use can be interchanged or relocated as needed.

Q: How many parking spaces are needed by 2045?

- A: The existing parking capacity of PDX is around 19,000 spaces according to the Port's website. Current analysis shows anywhere from 2,000 to 11,000 additional spaces should be considered.

Q: What is the level of demand for these sites other than for parking?

- A: Sites 1 and 7 are the most in-demand for other uses due to their location, as they are adjacent to the terminal complex and the airfield, respectively.

Q: Is Site 7 one of the options being considered for cargo expansion?

- A: Yes, cargo is one of the possible uses for Site 7. Further evaluation of the combined alternatives is needed to determine the best use for this site.

Q: For the sites that require a shuttle, are there any sites that have better routes for accommodating cyclists?

- A: Sites 1 and 2 connect most easily to existing bike infrastructure.

Q: Are there any bottlenecks already that will limit access, such as the potential In-N-Out along NE Airport Way?

- A: The Port works with the City of Portland to understand traffic impacts of proposed developments near the airport, but outside of the airport boundaries. The Port is monitoring projects like the potential new In-N-Out, which is being proposed on non-airport land not owned by the Port. The team has a traffic model they will use to assess potential traffic impacts, though focused on metrics like time and proximity to PDX.

Q: Are there concerns over obstructing views of Mt. Hood?

- A: This would depend on the number of levels in a parking structure, which site location(s) is chosen, and existing sightlines. This could be assessed further once we get to the preferred parking alternative(s).

Interactive Exercise Part 1 & Discussion

PAC members completed a survey to provide feedback on the three concepts that all parking options fall under which include close-in and walkable, on-Airport with shuttle access, and remote parking at regional sites. Staff then shared the survey results for discussion. Survey results are provided in Appendix A.

Additional Questions and Comments

- One PAC member shared that remote parking and bus options work well in San Diego and between Corvallis and PDX.

Q: Are these sites all built together as a group, or are they single options?

- A: Some combinations of sites will be developed depending on what is determined to be the best fit and the number of parking spaces needed over time.

Q: How hard would it be to get a MAX train between Site 2 and the terminal?

- A: It would be difficult to put a platform between Site 2 and the terminal due space constraints between the site, Airport Way, and 82nd Avenue.

Preliminary Landside Alternatives – Curbside

Gavin provided an overview of current curbside operations at PDX and curb space needs. He presented eight options for future curbside facilities, using four concepts: creating additional curbside close to the terminal, reducing curbside demand, optimizing the use of existing facilities, and creating a new remote pickup/drop-off area.

Q&A on Curbside Alternatives:

Q: Could limos be moved into the garage with Uber and Lyft to free up the Island 3?

- A: Island 3 is also used as an option for pickup/drop-off that does not work with other options available due to vehicle size or the way the service is operated, such as picking up a sports team, large buses that do not fit in parking garages, and services where the driver goes inside to meet the passenger. The vehicles that currently use Island 3 also tend to have drivers entering the airport to pick up customers as part of the service they provide.

Q: Do vans pay the airport to park?

- A: Yes; all commercial vehicles – including limos, TNCs, and other for-hire vehicles – pay the airport a fee.

Q: Could on-demand vehicles be moved to the transportation plaza?

- A: That could be considered, though demand for rideshares is dynamic, and on-demand vehicles operate differently than most other vehicles. If on-demand vehicles are moved to the transportation plaza, it may require other vehicles to be relocated.

Q: On Option 7, would all vehicles “rematch” (meaning inbound trips on Lyft or Uber being automatically paired with a subsequent outbound trip)?

- A: At some times of the day there isn’t demand for a rematch because of the flight schedule, so some TNCs would only be doing a drop-off or a pick-up but not both.

Q: How do you prevent people from trying to park as close as possible to the terminal?

- A: This requires operational support and management by the Port and its partners. A lot of travelers only travel once a year and may not be aware of other options. Effective communication and familiarization are key, along with traffic management and incentives such as lower pricing and easier availability. A key driver of Option 3 is drivers knowing close-in parking is always available, and drivers can enter the terminal and use amenities while waiting.

Q: Could Option 3 function as a premium cell phone lot?

- A: Yes, although there would be a cost to the driver to park.

Interactive Exercise Part 2 & Discussion

PAC members completed a survey rating each curbside option. Staff then shared the survey results for discussion. Survey results are provided in Appendix B.

Additional Q&A:

Q: How would drivers know where the new valet curb is for Option 1?

- A: With all options, the Port would make sure to advertise options and update wayfinding signage.

Evaluation Approach

Cameron Modjeski, Ricondo, shared that the project team will assess alternatives using a holistic evaluation that includes qualitative and quantitative means. He shared an overview of comprehensive evaluation approach guided by the Economic viability, Operational efficiency, Natural resources, and Social responsibility (EONS) framework, which is currently being refined with the Port. Input gathered from the PAC is helping to shape the evaluation criteria.

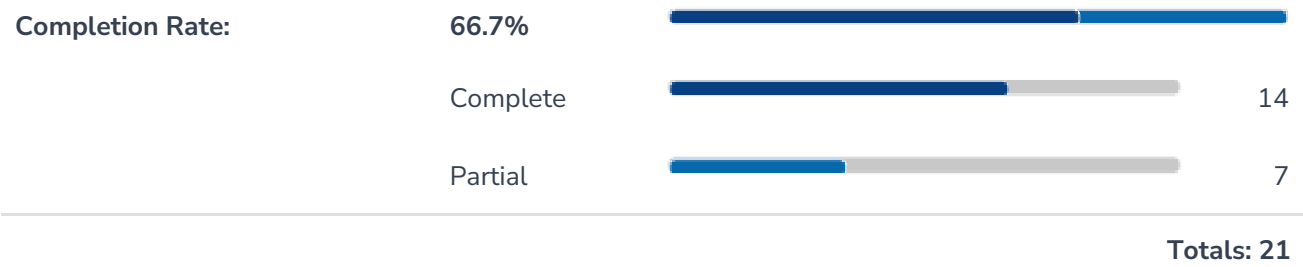
PAC Next Steps

Suzanne Donaldson, Donaldson Consulting, closed the meeting by sharing an evaluation survey and announced that the next meeting will occur on September 16, 2025, with a focus on preferred alternatives.

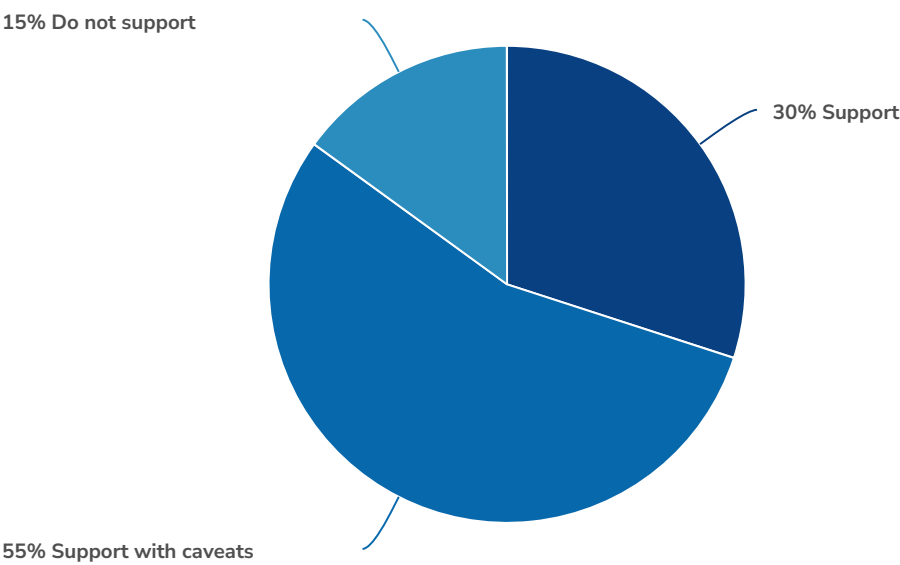
Appendix A. Activity Part 1 Results

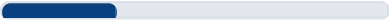
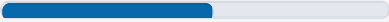
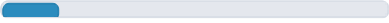
Report for PAC 8 Exercise-1-Parking

Response Counts



1. Do you support Parking Option 1 (close-in, walkable)?



Value	Percent	Responses
Support	30.0% 	6
Support with caveats	55.0% 	11
Do not support	15.0% 	3
		Totals: 20

2. Please provide a word or phrase summarizing why you support Option 1.

ResponseID	Response
43	Cause I like to park as close as possible
44	Easy to implement.
47	Walkable, accessible
51	very convenient even for those with disabilities.
52	Close to main terminal
53	Ease of location and timing to catch flights.

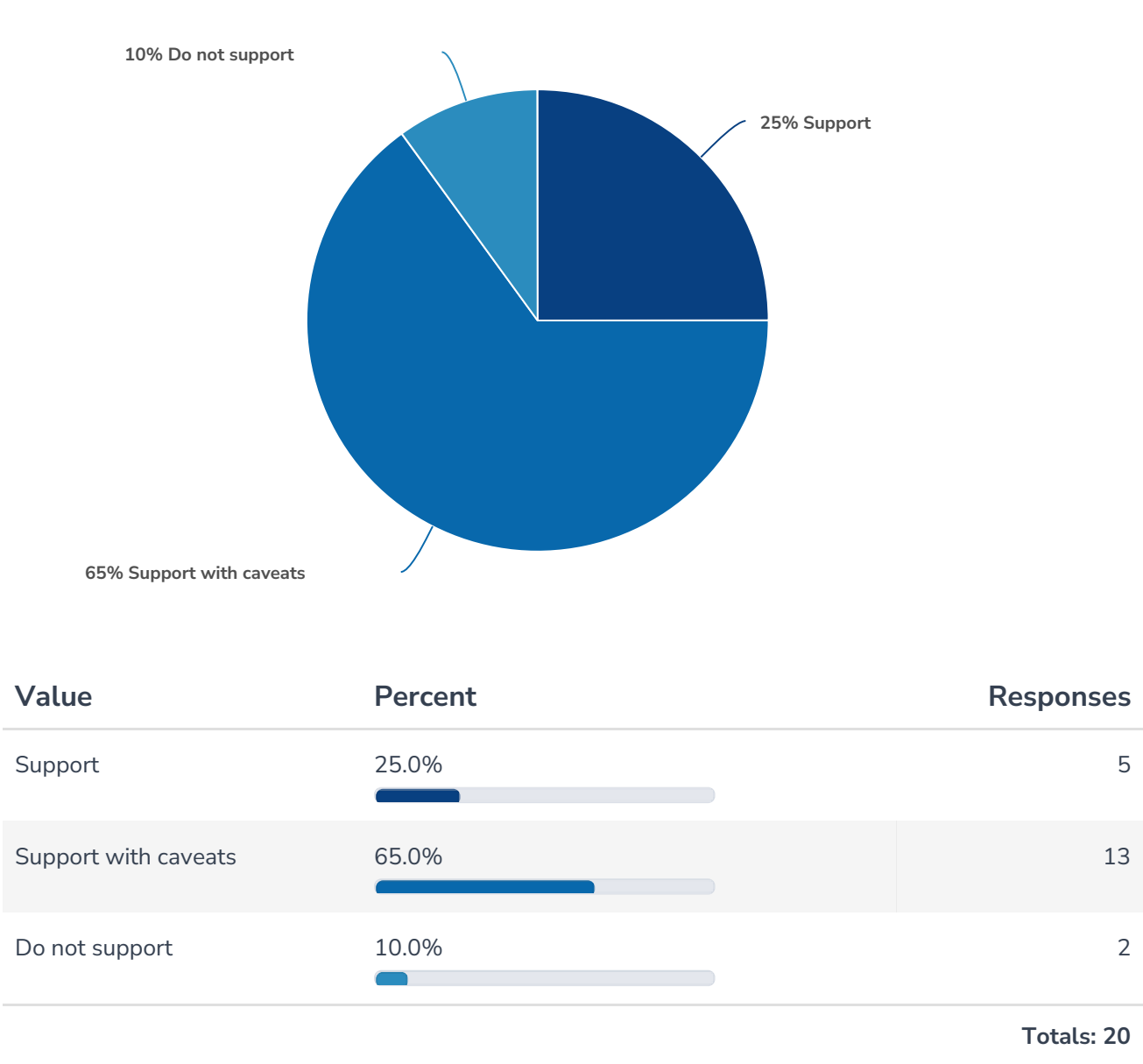
3. Please provide a word or phrase summarizing why you support Option 1 with caveats.

ResponseID	Response
40	Very valuable land, parking probably isn't the highest and best use
41	Only if we commit to BIG E!
48	This could be great as it is close! Walkable for accessibility and the proximity to the existing long term short term parking
49	Easy to get to terminal, but potentially even more congestion.
50	Accessibility
54	Capped capacity, still needs additional lot space. Support due to proximity.
55	Would like to understand what alternatives are considered for this location
57	The site is so valuable that I'm not sure if parking would be the most efficient use of land. The increase in demand for parking should be offset outside of the immediate airport area.
58	Close in parking feels useful but this site feels highly valuable and parking feels like it could be deprioritized based on alternative needs
59	Caveats - might be best for bikes and can build up because parking structure is already built up.
60	There needs to be additional support for persons who can't walk long such as elderly and accessible needs

4. Please provide a word or phrase summarizing why you do not support Option 1.

ResponseID	Response
42	Better uses
45	I believe this land has more valuable uses than expensive parking. The airport already has huge garages here for premium parking.
56	Traffic close to the terminal is already getting very congested..

5. Do you support developing Option 2 (on-airport parking with shuttle access)?



6. Please provide a word or phrase summarizing why you support Option 2.

ResponseID	Response
------------	----------

40	Close enough for efficient shuttle service
----	--

49	Uses existing spaces surrounding airport complex, such as parking to the train, etc.
----	--

52	Provides plenty of parking options
----	------------------------------------

57	While I don't support site 5 and 7, I do support shuttle services to offset long term parking outside of the immediate terminal area.
----	---

58	Feels very standard practice and people are used to this. Especially like if we can leverage existing bus infrastructure! Site 4 and 6 seem optimal!
----	--

7. Please provide a word or phrase summarizing why you support Option 2 with caveats.

ResponseID	Response
41	3 - No 5 - No 6 - No 7 - No 2 - Yes with special MAX shuttle. Call it Premium Economy 4 - Yes with dramatic increase in pricing in P123
42	Support building on top of existing parking lots. No greenfields
43	Is there another way to connect the bus route so it's doesn't have to use 85th
45	I am concerned about traffic implications and best land use. I think adding even more shuttle busses in to airport way may increase delays and give travelers anxiety. Airport way only has so much room! I'd support site 4 or 3, maybe 5
47	Site 5 should be developed for commercial/industrial. Site 7 should not be used for parking- better for cargo which demand will only grow
48	Prefer site 3 and 4 as they are near existing long term and could use shuttle buses and eliminate the need for left turns for 5 and 6
50	Don't build on 5 and 7 with green space.
51	Make sure there are enough buses to handle those who need wheelchairs.
53	I'd prefer to see PDX create parking in a space that is already paved and not removed current green space or wetlands. If you do to do mitigation within the watershed or close to the airport would be favorable given the lack of that in the area already.
54	Only support closer sites (2,3), as the distance and time on shuttle increases, the support for external spots like fishers landing increases
55	Supportive of select sites but would like to understand the temp buildout constraints for Site 3 and generally not supportive of building on Site 5 due to environmental impacts.
59	7 should be preserved for other uses plus people might feel time in shuttle might be too long 3 would not want to build up because May block views of St Helens and Hood 6 distant think need to consider security cost plus next to Slough
60	As long as we have boards for bus schedule at the location we need to wait for the shuttle. If there are any delays, informing passengers waiting at the bus stop would also be needed

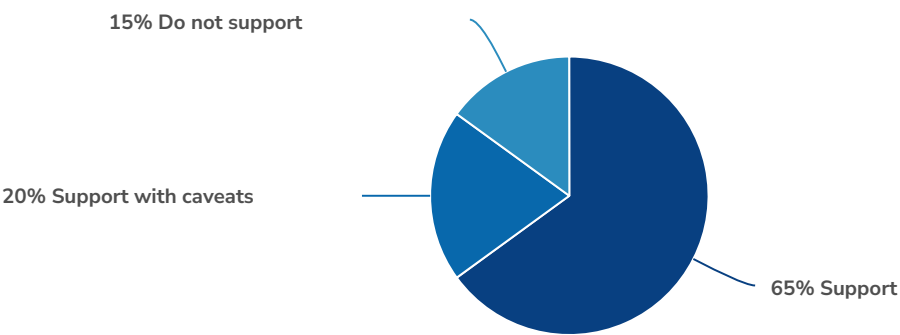
8. Please provide a word or phrase summarizing why you do not support Option 2.

ResponseID	Response
------------	----------

44	Difficult to implement for parking generated.
----	---

56	Challenging to get to this area with congestion. Not supporting difficult wayfinding
----	--

9. Do you support developing Option 3 (Off-airport parking with shuttle or MAX access)?



Value	Percent	Responses
Support	65.0% <div> <div></div> <div></div> </div>	13
Support with caveats	20.0% <div> <div></div> <div></div> </div>	4
Do not support	15.0% <div> <div></div> <div></div> </div>	3
		Totals: 20

10. Please provide a word or phrase summarizing why you support Option 3.

ResponseID Response

42	Love more connection to light rail and using existing parking sites
44	Adjacent to existing similar services.
45	HUGE support. HUGE. Land is CHEAP in the Lloyd district right now! The MAX is an underutilized expensive piece of infrastructure, utilizing it more can help fuel its growth in the region, good PR for the port!
48	This could solve the need to build near PDX and could be a preferred option for travelers that are further away and could be promoted via marketing
50	Decreases congestion in inner city. More accessible for people traveling from outside of Portland.
52	Great option for people further away and a more direct commute than multiple stop bus.
53	I think this is brilliant. It would be are traffic and congestion issues and environmental impacts to the people who live in the airport neighborhoods
54	This is needed in our community and would be a wonderful way to reduce traffic.
55	Great option for those further away from airport
57	Great idea. Feels like Portland has no express options for public transit, especially downtown. The journey takes 40 minutes, so a direct shuttle would not only help park and ride users, but also downtown express users.
58	Love this especially for folks driving from farther out in Washington or Oregon or cost conscious folks without many alternatives in transit other than cars
59	Promotes light rail and bus.. Would be good for Vancouver Camas Washiugal resident

11. Please provide a word or phrase summarizing why you support Option 3 with caveats.

ResponseID	Response
------------	----------

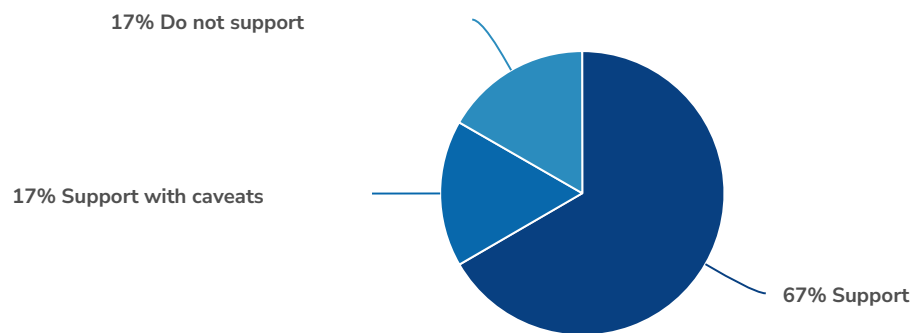
40	Seems like there's a better use
41	Yes to Lloyd and Sunset TC and Fisher's Landing Yes to Clackamas with Teal Line No to TTD and HIO
56	Could be an option to reduce congestion at the airport by having vehicles park here instead
60	It'd be beneficial to have a clearer price plan and bus schedule to support this option. As I have never parked that far away before, so not sure if this would completely feasible.

12. Please provide a word or phrase summarizing why you do not support Option 3.

ResponseID	Response
------------	----------

43	I don't support it because it has airfield access. Too valuable for parking
49	I would drive. Dealing with a public transport option when also managing a special needs adult and lots of luggage is not desirable.
51	Very concerned about how long transit times would work especially in winter/stormy weather. May be difficult for person with disabilities.

13. Do you support developing Option 4 (off-airport parking with shuttle or MAX access)?



Value	Percent	Responses
Support	66.7% <div><div></div></div>	8
Support with caveats	16.7% <div><div></div></div>	2
Do not support	16.7% <div><div></div></div>	2
Totals: 12		

14. Please provide a word or phrase summarizing why you support Option 4.

ResponseID	Response
40	Expanding economy lots seems like an easy add
42	Top choice with Site 2 because it connects to light rail and uses existing parking structure
43	It's expanding a parking option already in use. Easy for visitors to use immediately
44	Out of box thinking that appears to be working in other cities. Reduces congestion at airport.
48	E

15. Please provide a word or phrase summarizing why you support Option 4 with caveats.

ResponseID	Response
60	Same with the previous question

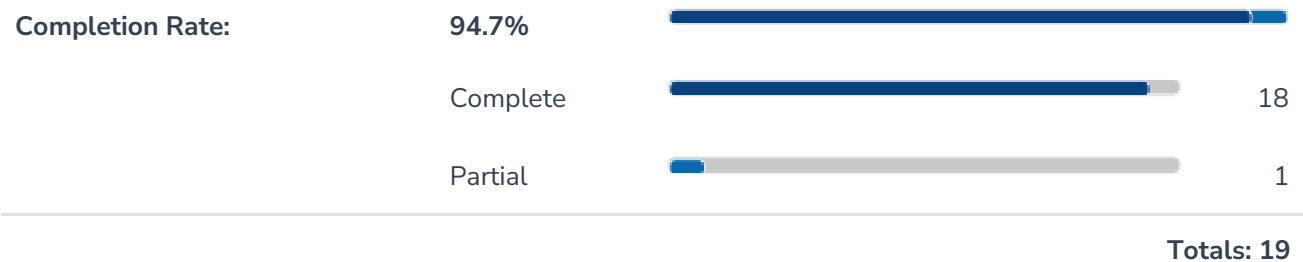
16. Please provide a word or phrase summarizing why you do not support Option 4.

ResponseID	Response
49	Same as above.
51	Same concerns as for option 3.

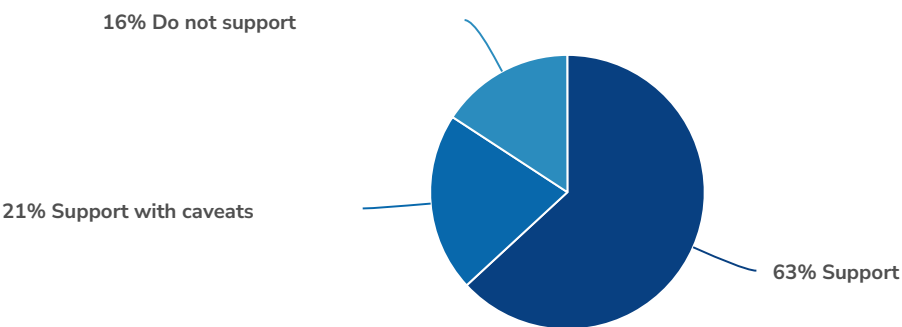
Appendix B. Activity Part 2 Results


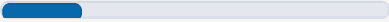
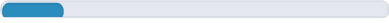
Report for PAC 8 Exercise-2-Curbside

Response Counts



1. What is your level of support for relocating the valet curb (Option 1)?



Value	Percent	Responses
Support	63.2% 	12
Support with caveats	21.1% 	4
Do not support	15.8% 	3
		Totals: 19

2. Please provide a word or phrase summarizing why you support option 1.

ResponseID Response

20	Quick fix Proximity
22	I think more close curbside would be nice, i don't really have strong feelings about valet
24	Seems like this could be located elsewhere and better use the curb space
26	Higher and better use for pick up/drop off
27	Valet could be moved to short term parking garage with minimal impact to time / distance.
32	Valet could be in the parking garage, closer to the main terminal, makes more sense, frees space for what is designed to flow lots of traffic.

3. Please provide a word or phrase summarizing why you support Option 1 with caveats.

ResponseID	Response
------------	----------

25	Not as high as others concepts
----	--------------------------------

28	Relocation spot should not create revenue impact
----	--

33	It needs to be relocated to where it is still very close to the terminal entrance doors because it offers premium convenience and that should not be taken away.
----	--

35	Logical! If we can keep it convenient
----	---------------------------------------

4. Please provide a word or phrase summarizing why you do not support Option 1.

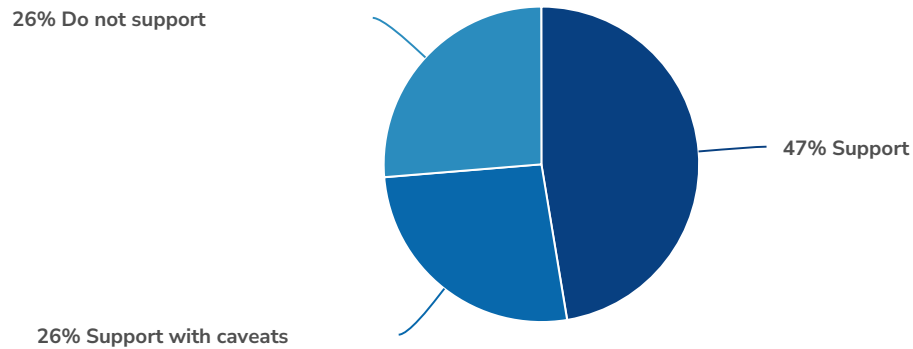
ResponseID	Response
------------	----------

17	Frankly, there are just better options to gain more curbside. It's not necessary to move this tiny bit.
----	---

30	Not efficient
----	---------------

34	I use valet a few times a year because I'm running late. Moving it would eliminate the convenience of being close to the terminal. Moving this service would essentially eliminate this business.
----	---

5. What is your level of support for developing curbside on Level 4 of P1 (Option 2)?



Value	Percent	Responses
Support	47.4% <div><div></div></div>	9
Support with caveats	26.3% <div><div></div></div>	5
Do not support	26.3% <div><div></div></div>	5
Totals: 19		

6. Please provide a word or phrase summarizing why you support Option 2.

ResponseID	Response
17	Bail out option!
21	Best option.
22	I think this would be neat. Big cool sky road and utilizes the currently seemingly underutilized bridges
23	Easy peasy
24	Proximity to terminal is a plus and could be easy for people to find on their way in to the airport
25	This combined with #7 seem most promising
26	Seems like the best option to add new physical curb space
28	Good overflow option
33	Great option to increase drop off / pick up options.

7. Please provide a word or phrase summarizing why you support Option 2 with caveats.

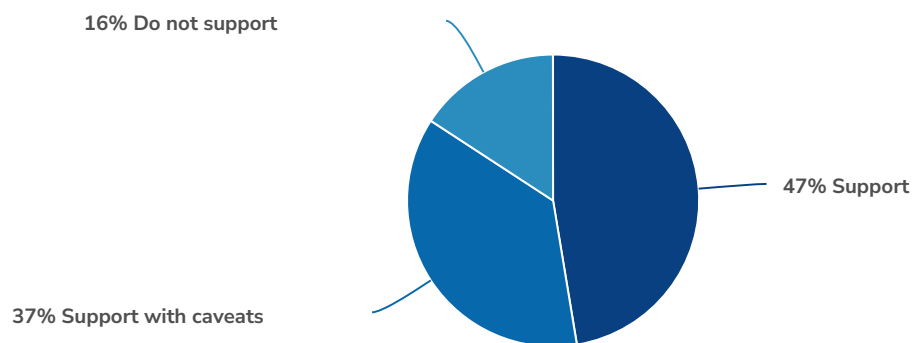
ResponseID	Response
19	How would drivers know there are options
27	Support due to access to pedestrian bridge and reduction in cars moving through other curbside, however, reduces amount of parking spots.
30	Make it accessible, safe option
31	How easy for someone blind to get to terminal from this area?
35	This is kind of weird, but if we can make decision making for drivers clear that feels better


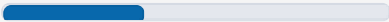
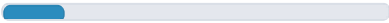
8. Please provide a word or phrase summarizing why you do not support Option 2.

ResponseID Response

20	Increases danger for pedestrians.
29	Too complicated
32	Sounds like it would work, but then pedestrians crossing the bridge would now face a new obstacle of crossing a roadway.

9. What is your level of support for increasing attractiveness of P1 for pickup/drop-off parking (Option 3)?



Value	Percent	Responses
Support	47.4% 	9
Support with caveats	36.8% 	7
Do not support	15.8% 	3
Totals: 19		

10. Please provide a word or phrase summarizing why you support Option 3.

ResponseID	Response
17	Takes more planning than the bail out option, but accomplishes a similar function.
20	Could make use of amenities Could help with congestion with people arriving early for pick up.
24	Easy to use but would there be people that would stay beyond the 2 hours?
26	Seems good, especially with pick up for folks in the middle distance of the catchment area (45min-1:30min)
29	Love it!
33	Great option to circling round and round for arrivals.
35	Like the fancy cell option! Also like protecting true short term parking

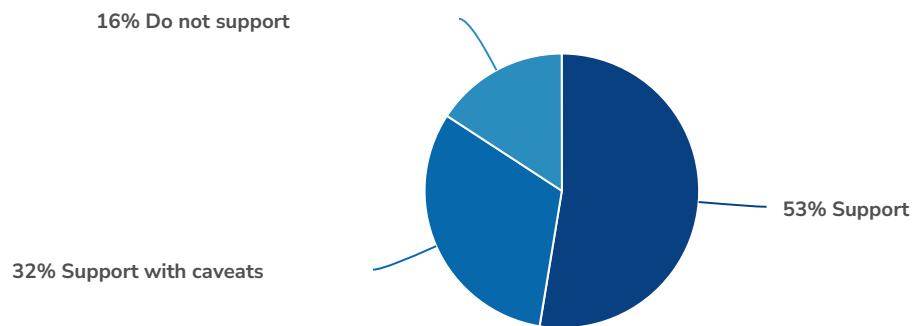
11. Please provide a word or phrase summarizing why you support Option 3 with caveats.

ResponseID	Response
25	Not top choice but maybe combined with other concept
27	I like this idea, however, I can see it being popular and being full often. Additionally, if it reduces parking spots in short term lot that is a concern.
28	Need real time availability on airport approach for cell phone parking lot vs this short term option
30	Make it accessible
31	same as option 2.
32	Mixed on the popularity of this option.

12. Please provide a word or phrase summarizing why you do not support Option 3.

ResponseID	Response
22	I don't really see the demand for this, but I could be wrong
34	I don't like the idea of reducing short term parking

13. What is your level of support for encouraging tunnel use for Transportation Plaza and P1 access (Option 4)?



Value	Percent	Responses
Support	52.6% <div><div></div></div>	10
Support with caveats	31.6% <div><div></div></div>	6
Do not support	15.8% <div><div></div></div>	3

Totals: 19

14. Please provide a word or phrase summarizing why you support Option 4.

ResponseID	Response
------------	----------

22	Use the tunnels!
24	The current situation can be a mess and dangerous when cars don't want to stop. This could help with all that
25	This with other options. Easy way to ease congestion
26	Seems good and easy to implement. Could be tagged on with other options
27	This makes sense operationally and once people are used to it, it's a simple transition.
31	Would be much less dangerous and improve traffic flow.
32	I thought this was always how they did it, especially since the transportation plaza was introduced.

15. Please provide a word or phrase summarizing why you support Option 4 with caveats.

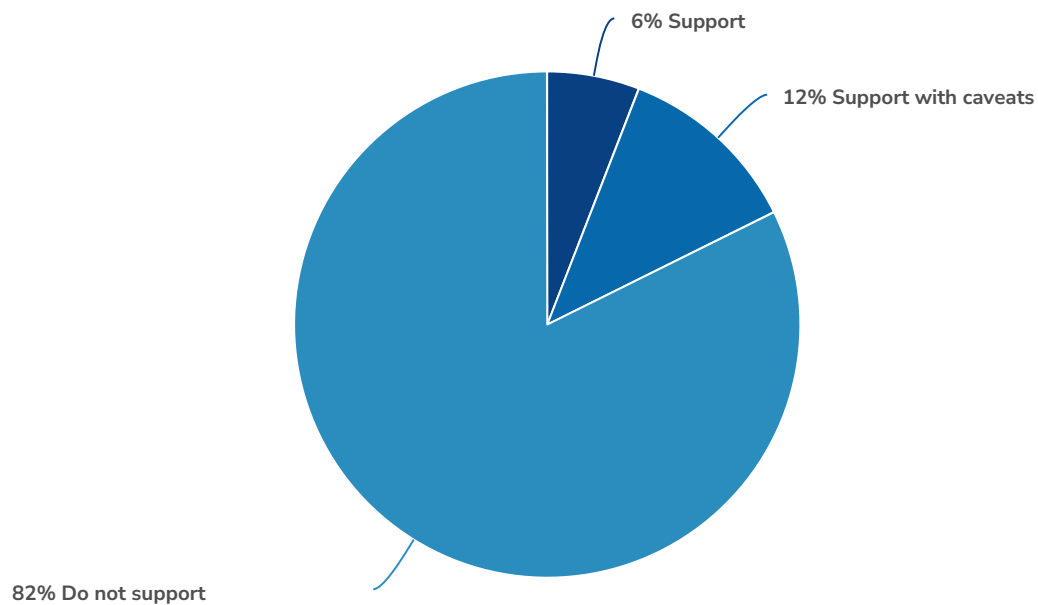
ResponseID	Response
------------	----------

17	I'm amazed we haven't done this already, many airports prohibited pedestrians from the busy roadway area.
18	Add barriers and improve wayfinding in tunnels
19	Could be confusing for pedestrians
21	Good idea street crossings would have to be removed or the will be used anyway.
33	Make the tunnel an exciting place to walk. Great option to help flow of traffic for sure.
35	Kind of annoying for pedestrians if you are constantly being directed up and down levels

16. Please provide a word or phrase summarizing why you do not support Option 4.

ResponseID	Response
20	Doesn't get people outside in air.
28	Accessibility impact for those coming from baggage claim
30	I'm concerned about the increase in walking distance. Make it accessible

17. What is your level of support for developing curbside between P2 and P3 (Option 5)?



Value	Percent	Responses
Support	5.9%	1
Support with caveats	11.8%	2
Do not support	82.4%	14

Totals: 17

18. Please provide a word or phrase summarizing why you support Option 5.

ResponseID	Response
29	Eases congestion

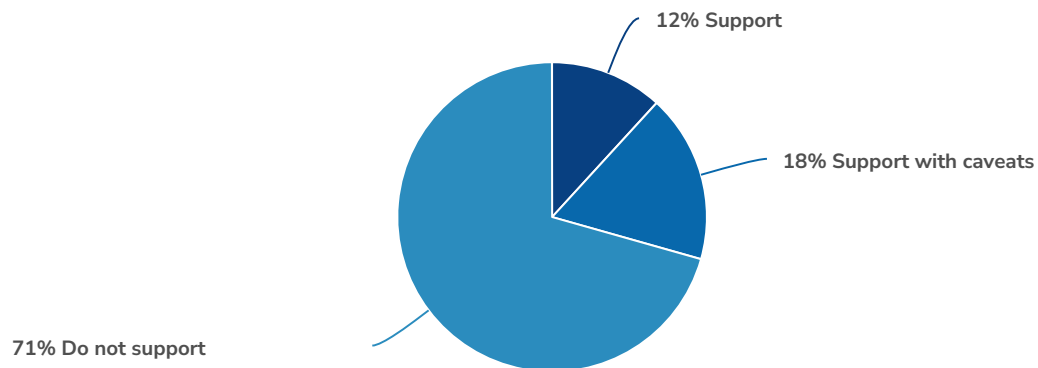
19. Please provide a word or phrase summarizing why you support Option 5 with caveats.

ResponseID	Response
19	Again how would people choose the various options- closest to the terminal will always be preferable
26	Wayfinding will be hard for drivers I think

20. Please provide a word or phrase summarizing why you do not support Option 5.

ResponseID	Response
17	Let's leave this area dedicated for rental cars.
20	Good way finding necessary since mixing people in a hurry with people getting rental cars who do not know their ways around - low attention moments for driver
22	This seems like a minimal gain
24	Seems too short too far and hard to find for new people to pdx
27	Seems confusing / less accessible.
28	Wary that level change will encourage enough adoption, especially since this comes at cost of forgoing short term parking spots
30	I don't think it would get used much.
31	Difficult to havigate.
32	Doesn't seem very clear for users, already hard to find transportation plaza.
33	Not as easy to walk to terminal entry as the other locations
35	This feels confusing and like no one would figure it out

21. What is your level of support for developing curbside at east end of terminal area (Option 6)?



Value	Percent	Responses
Support	11.8% <div><div></div></div>	2
Support with caveats	17.6% <div><div></div></div>	3
Do not support	70.6% <div><div></div></div>	12
Totals: 17		

22. Please provide a word or phrase summarizing why you support Option 6.

ResponseID	Response
26	Seems good especially if someone doesn't mind walking/is able to easily so their driver can avoid the bigger mess
32	Perfect option, I use it at SFO. Don't mind the walk, my elderly father hates driving in the crazy mess, feels more comfortable here.

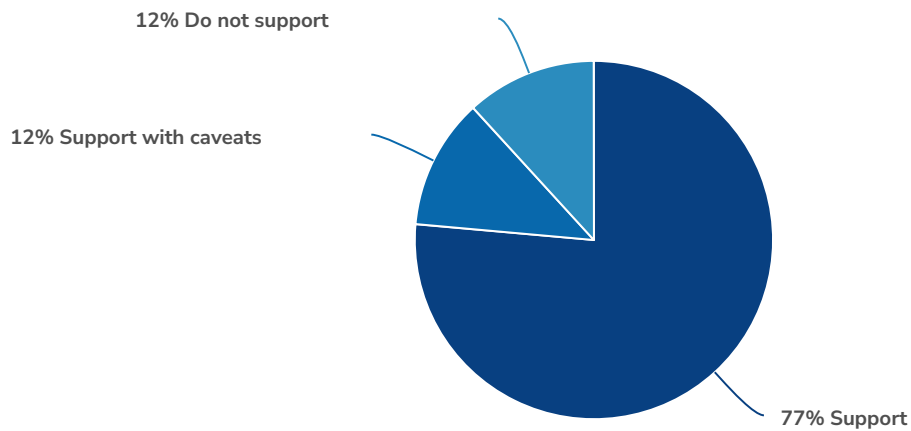
23. Please provide a word or phrase summarizing why you support Option 6 with caveats.

ResponseID	Response
20	High demand area - would need to know other uses
31	concern for navigation bly blind and other disabled.

24. Please provide a word or phrase summarizing why you do not support Option 6.

ResponseID	Response
17	Not a big enough gain for dealing with an already highly used area.
22	This seems like not a lot of new space for quite a big hassle and increased congestion
24	Long walk and hard to find
27	Would potentially be underutilized since it would be confusing for those arriving and would be stressful for those departing.
28	Seems like too more other alternatives for this space
29	Not enough space
30	Not a fan of this option.
33	Too far.
35	This also feels confusing and like people wouldn't figure this out

25. What is your level of support for TNC drop-off in the Transportation Plaza (Option 7)?



Value	Percent	Responses
Support	76.5% <div><div></div></div>	13
Support with caveats	11.8% <div><div></div></div>	2
Do not support	11.8% <div><div></div></div>	2
Totals: 17		

26. Please provide a word or phrase summarizing why you support Option 7.

ResponseID	Response
17	YES!
18	Do this or else
20	Easy to locate for traveler Might be good for self driving
21	This seems to be the most viable option to move cars off the upper roadway. Could produce best results.
22	I feel like this should be already happening
24	Yes, like this as it could make sense to have drop off and pick up in same place
25	One of top options that would move needle. Should do this.
26	This is by far my favorite option. I think it could be implemented with an additional option too. If the round trip total reduces from 2 —> < 2 then that could help address parking issues we discussed earlier
27	This makes sense and helps support a reduction in environmental impact.
33	Great way to improve on number of round trips
35	I LOVE THIS. Also helps reinforce where to go for customers (you know where to go when you return since you were there for drop off!)

27. Please provide a word or phrase summarizing why you support Option 7 with caveats.

ResponseID	Response
28	Would like to understand the expansion of space required to accommodate both and how to ensure swift drop off
30	I suggest moving all outside transport here that don't have hotel contracts. Move Limos here!

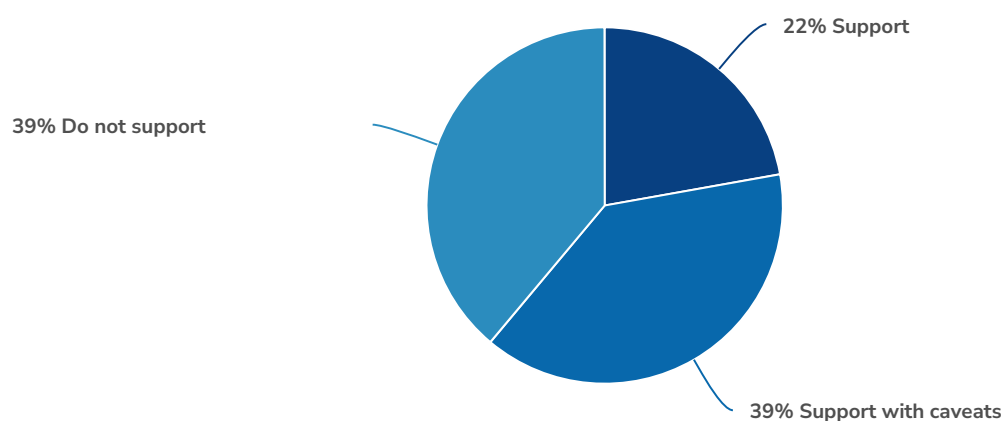
28. Please provide a word or phrase summarizing why you do not support Option 7.

ResponseID Response

31 NO, please don't do this! Hard enough to get to Transit center inbound, may be nightmare to try catching a flight for a blind person.

32 I prefer drop offs on the outer departures curb and the pickups in the transportation plaza.

29. What is your level of support for remote pickup / drop-off (Option 8)?



Value	Percent	Responses
Support	22.2%	4
Support with caveats	38.9%	7
Do not support	38.9%	7

Totals: 18

30. Please provide a word or phrase summarizing why you support Option 8.

ResponseID	Response
17	Good option for those that want to use this, but what is the advantage to the customer? We have to give them an incentive.
25	Seems like good option as well

31. Please provide a word or phrase summarizing why you support Option 8 with caveats.

ResponseID	Response
21	Makes sense if used in conjunction with another option.
22	Could be helpful but also feels like a hassle
24	Advantage of multiple use for an existing parking area
26	Seems like this could also work in Cascade Station with the max
28	Location dependent
30	Make it safe and accessible.
31	this could work long as shuttle buse is easy enough to find.

32. Please provide a word or phrase summarizing why you do not support Option 8.

ResponseID Response

20	Feels too distant. Human nature not liking building in the 8 minutes when running late.
----	---

23	May cause confusion, and would need to get people to understand the new concept
----	---

27	Far and confusing, would feel stressful for people departing or tiring for those arriving.
----	--

32	Time would not be saved, would rather navigate the garages to find all the other options than to wait for a shuttle.
----	--

33	Too far
----	---------

35	This is too weird even for Portland
----	-------------------------------------