

PDX 2045

Public Open House 2

Event Summary

Portland International Airport Master Plan Update

Prepared for

Port of Portland

Prepared by

EnviroIssues

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Open House 2 Overview

The Port of Portland (Port) invited members of the public to the second open house (Open House 2) series for PDX 2045, Portland International Airport's (PDX) Master Plan update.

The primary goal of Open House 2 was to share information and receive feedback on alternatives and options under consideration for the different functional areas at PDX, including the airfield, terminal and concourses, parking, passenger pick-up and drop-off, cargo, general aviation, and support services.

The project team provided various ways for the public to learn about the project through Open House 2 including: an in-person open house event at the University of Oregon Portland campus on October 14, 2025; an in-person open house event at Vancouver Community Library on November 6, 2025; an in-person open house event for Port of Portland staff; a Zoom webinar held on November 3, 2025; and an Online Open House 2 webpage hosted on pdx2045.org.

This Open House 2 Summary presents key findings from input received, outlines the details of engagement activities, and presents the full results of the online survey associated with Open House 2.

Key Findings

FUNCTIONAL AREA ALTERNATIVES

Overall, the input received from survey respondents shows that some alternatives are more favored than others. However, all the alternatives presented received some mixed feedback, indicating the project team needs to manage competing interests regardless of which alternatives are selected for PDX 2045. Key findings are summarized in the following subsections.

Airfield

While not asked specifically, most survey respondents indicated support for closing the Crosswind Runway (Runway 3-21) to provide space for other needs and to avoid ongoing maintenance costs of this facility.

Dissenting comments focused on thoughts that the Crosswind Runway is currently needed or may be needed again in the future. Some respondents noted that once removed it would be difficult or impossible to reintroduce a Crosswind Runway in the future.

Terminal and Concourses

When presented with four alternatives to expand the existing concourses for more gates and a larger International Arrivals Facility (IAF), respondents' comments consistently focused on several key themes. The most prominent theme was to reduce walking distances for passengers departing, arriving, and transferring through the terminal. Most respondents said they would be worried about a walking distance of 3,500 feet or more.

Other prominent themes included:

- Prioritize future improvements in older areas of the terminal first, both for efficiency and to help create a user experience in those areas more consistent with the updated terminal core.
- Balance terminal expansion for both passenger flows through the concourses and for airfield operations.
- Avoid bussing passengers arriving at the IAF and improve their experience compared with current facility.

Parking and Passenger Pick-Up/ Drop-Off

Overall, respondents favored both parking facilities and passenger pick-up/drop-off facilities that are closest to the terminal; however, they also appreciated the ability to meet different user needs by providing multiple options.

For options that would use a shuttle service, the speed and reliability of the shuttle were prominent concerns along with the safety and security of surface parking lots. Accessibility for people with disabilities or other needs (including luggage and children) was a key issue across options.

Comparison of Input from Survey Respondents and the Planning Advisory Committee

Survey respondents' input was largely consistent with that provided by members of the project's Planning Advisory Committee (PAC).

Airfield Alternatives	PAC Members	Survey Respondents
Keep Crosswind Runway	Least Supported	Rank 2
Remove Crosswind Runway	Most Supported	Rank 1
Terminal and Concourses Alternatives		
Alternative 1: Concourses C and D Expansion	Most Supported	Rank 1
Alternative 2: Concourse E Expansion	Mixed Support	Rank 4
Alternative 3: Concourses D and E Expansion	Mixed Support	Rank 2
Alternative 4: Concourse E Expansion with IAF Relocation	Mixed Support	Rank 3
Parking Options		
Parking Garage Within Walking Distance of the Terminal	Most Supported	Rank 1
Parking Facilities with Shuttle Access	Most Supported	Rank 2
Remote Parking and Regional Locations	Mixed Support	Rank 3
Passenger Pick-Up and Drop-Off Options		
Relocate Valet Parking Service	Most Supported	Rank 1
Transportation Plaza Rideshare App Drop-Off	Most Supported	Rank 2
Time-Limited Parking in P1 Short-Term Garage	Most Supported	Rank 3
Pick-Up and Drop-Off in P1 Short-Term Garage	Most Supported	Rank 4
Pick-Up and Drop-Off at Rental Car Center	Least Supported	Rank 5
Pick-Up and Drop-Off East of the Terminal	Least Supported	Rank 6
Remote Pick-Up and Drop-Off	Mixed Support	Rank 7

Engagement Evaluation

The survey included a section with demographic and other questions designed to assess and improve engagement activities.

Notification and Reach

AREAS OF SUCCESS

The survey notification efforts were successful at gaining feedback from employees and neighbors. Survey respondents included a substantial share of those who live near the airport (34%), as well as those who work at PDX or Cascade Station (20%).

While the survey results include some Port employees (8%) and current or potential future consultants or vendors (8%), the responses from these groups were not substantially different from responses by other respondents.

The response rate for the Open House 2 survey improved compared to Open House 1, likely due to the invitation to comment on specific alternatives during this round of engagement, additional notifications and outreach, and an additional in-person Open House in Vancouver. The number of survey responses (166) was much higher than the number received by the Open House 1 survey (35) despite a similar number of online page views.

The geographic reach of the survey was representative of the project's engagement audiences, including people who live throughout the Portland/Vancouver region and along the I-5 corridor from Battle Ground, Washington in the north to south of Corvallis, Oregon.

INDICATED IMPROVEMENTS

Demographic data from survey respondents highlight opportunities to improve the reach of future engagement efforts.

Survey respondents were disproportionately male (75%), consistent with Open House 1. While there is no single cause for this imbalance, it may reflect broader participation trends in aviation-related topics as well as factors such as event timing, format, or competing responsibilities like childcare.

The share of survey respondents who identify as white/Caucasian (84%) is higher than the Portland Metropolitan Statistical Area (73%). Also, a large majority of respondents (74%) reported that they "never" had difficulty paying for basic household needs in the past 12 months.

Future engagement efforts may include opportunities to broaden participation by varying event times and formats (such as virtual options or daytime/weekend events), expanding outreach through community organizations or networks that may reach more diverse audiences, and using targeted communication channels or partnerships to increase awareness among underrepresented groups.

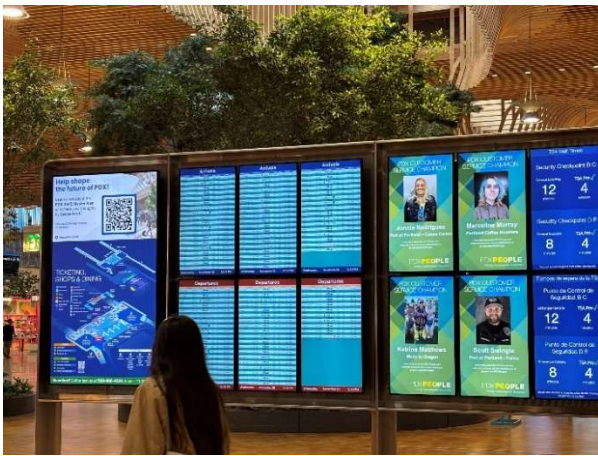
Summary of Outreach Activities

OPEN HOUSE NOTIFICATION

The project team notified potential open house participants through the following channels:

- Project website, pdx2045.org
- Email newsletters sent to the project contact list, which included those who signed up to receive updates and community interview contacts who opted in

- Port newsletters including *Currents*, *PDX People*, and the internal *Portsmouth* employee newsletter
- Email announcement to PDX Community Advisory Committee (CAC) members
- Email announcement to PDX 2045 Planning Advisory Committee (PAC) members
- Port Community Calendar post
- Social media posts (Facebook, Instagram, LinkedIn)
- Share requests to community and Interagency Committee (IAC) contacts
- Flight Information Display System (FIDS) in PDX Terminal
- PDX Community Room display posting
- Internal Port displays



In-Person Open Houses

IN-PERSON OPEN HOUSE AT UNIVERSITY OF OREGON PORTLAND LIBRARY AND LEARNING CENTER

Date: October 14, 2025
 Time: 5:00 pm – 8:00 pm
 Location: University of Oregon Portland Library and Learning Center, 2800 NE Liberty St #227, Portland, OR 97211
 Attendees: 30

IN-PERSON OPEN HOUSE AT VANCOUVER COMMUNITY LIBRARY

Date: November 6, 2025
 Time: 5:00 p.m. - 8:00 p.m.
 Location: Vancouver Community Library, Columbia Room, 901 C St., Vancouver WA 98660
 Attendees: 24

IN-PERSON PORT EMPLOYEE OPEN HOUSE

Date: December 3, 2025
Time: 11:45 a.m. - 1:15 p.m.
Location: Port of Portland Headquarters
Attendees: 4

The in-person open houses were drop-in opportunities where attendees learned about the project, talked with the team, and provided input through a survey available in print and online formats. The open houses included informational stations that attendees visited at their own pace. Appendix A includes copies of the boards used at the information stations.

The project team provided a presentation during the in-person open houses. The presentation slides are provided in Appendix B. The Open House 2 information boards and presentation covered:

- Overview and master plan process
- Current PDX airport and terminal area overview
- PDX's social and economic impact
- Planning and development at PDX
- Activity trends and forecasts
- Airfield alternatives
- Passenger terminal alternatives
- Parking alternatives
- Passenger pick-up and drop-off alternatives
- Cargo, general aviation, and support facility alternatives

Webinar

Date: November 3, 2025
Time: 6:00 p.m. - 7:00 p.m.
Platform: Zoom
Attendees: 30

The project team hosted a webinar covering the same information presented at the in-person open houses adapted to a virtual format. The webinar included a presentation and question-and-answer session covered in the What We Heard section of this report. Webinar attendees were encouraged to complete the online survey.

Online Open House and Survey

The Open House 2 webpage at pdx2045.org included the open house information boards and presentation slides along with information about in-person open houses and the webinar. The page directed visitors to an online survey which was available to the public from October 14 – December 1, 2025. The online survey included information about the alternatives under consideration and questions for survey respondents. The survey also requested demographic information. Designed to

gather a range of community perspectives, the survey included multiple-choice, ranking, open-ended, and demographic questions. The survey was available in English and Spanish. Appendix C includes a copy of the survey form. The survey was designed to serve as the primary input tool for project audiences apart from Port committees, including people who joined in-person open houses and the webinar, as well as those who learned about it through the other various notification methods.

Compared to Online Open House 1, new users and page views decreased for Online Open House 2. This trend may reflect the team’s strategy to share the most detailed information on the alternatives through the online survey and linking in-person meeting participants directly to the online survey rather than the landing page. The rate of visitors who engaged with content on the page, and the average session length both increased compared to Open House 1.

Term	Definition	Open House 1 (March 19 – April 28, 2025)	Open House 2 (October 14 – December 1, 2025)
New users	Number of individuals visiting the Open House 2 webpage for the first time during the reporting period.	540	304
Total visits	Total number of visits (sessions) to the Online Open House 2 experience	946	563
Page views	Total number of times pages were viewed during those visits.	1,557	1,352
Average session length	Average amount of time users spent on the webpage during a single visit.	2 minutes	8 minute 47 seconds
Engagement rate	Percentage of users who interacted with the webpage, such as scrolling, clicking, or otherwise engaging with content.	62%	72%
Bounce rate	Percentage of users who visited the webpage but did not interact with the content before leaving.	38%	28%
Accessed using desktop	Percentage of users who accessed the webpage using a desktop or laptop computer.	66%	72%
Accessed using mobile	Percentage of users who accessed the webpage using a mobile device, such as a smartphone or tablet.	32%	27%
Total survey responses	Total number of survey submissions received during the reporting period, including both complete and partial responses.	35	166

What We Heard

Input received through the different components of Open House 2, including survey responses, written comments received on comment forms at the in-person open houses, and webinar question-and-answer session are summarized below.

SURVEY RESULTS

Survey responses are shown below including summarized themes from write-in questions. The survey form is included in Appendix C, and the survey results are provided in Appendix D. The survey included the following sections: 1) airfield, 2) terminal and concourses, 3) parking, 4) passenger pick-up and drop-off, 5) cargo, general aviation, and support facilities and 6) respondent demographics.

Airfield

What comments or questions do you have about potentially closing the Crosswind Runway?

Write-in, n=107

- Over half of the respondents indicated they would support closing the Crosswind Runway. Reasons include:
 - The runway is not needed and closing it would save on maintenance costs.
 - Closing the Crosswind Runway would provide space for other uses, including additional terminal gates and/or cargo processing.
- A minority of respondents recommended keeping the crosswind runway. Reasons include:
 - Once closed, it cannot be brought back.
 - It may be needed for certain weather conditions.
 - There are terminal expansion options that do not require removing the Crosswind Runway.
- Other comments included:
 - The PDX carpet design incorporates the Crosswind Runway.
 - Request for more information on the impact of closing the Crosswind Runway to aircraft operations.
 - Questions about:
 - Which aircraft currently use the Crosswind Runway, how often, and under what conditions.
 - How changing climate could change the need for the Crosswind Runway.
 - If it provides needed redundancy.

Terminal and Concourses

What comments or questions do you have about extending Concourses C and D?

Write-in, n=90

- Almost half of responses indicated support for this alternative, citing it as the most balanced or reasonable solution. Reasons include:
 - It is a balanced option that supports future growth.
 - It uses the existing terminal layout efficiently without major disruptions.
 - It could improve passenger flow and overall terminal experience.
- Some respondents raised questions or concerns, including:
 - Questions about how travelers will move between concourses, including whether walkways or shuttles are needed.
 - Worries about increased walking distance that would be challenging for some passengers.
- Other comments included:
 - Requests for moving walkways or other mobility support.
 - Interest in how amenities, like shopping and restaurants, will be expanded.
 - Clarifications about airline relocations and gate assignments.

What comments or questions do you have about extending Concourse E?

Write-in, n=89

- Under a quarter of respondents supported extending Concourse E. Reasons included:
 - It could streamline operations.
 - It offers opportunities to improve amenities, wayfinding, and overall passenger experience.
- About a quarter of respondents did not support this alternative. Reasons include:
 - Uncertainty about increased walking distances, accessibility impacts, and connectivity to other parts of the airport.
 - Long distances could be challenging, especially for those with mobility needs.
- Other comments included:
 - Improving connectivity to baggage claim, parking, and transit.
 - Adjusting design to match the updated main terminal.
 - Interest in how an extension of Concourse E would affect vehicle traffic.

What comments or questions do you have about extending Concourses D and E?

Write-in, n=69

- Several respondents supported extending Concourses D and E, citing it would improve capacity and flexibility. Reasons include:
 - It may allow better distribution of gates and reduce congestion.
 - It could support more efficient passenger flow if designed well.
- Some respondents raised concerns, including:
 - Questions about walking distances and whether moving walkways would be included.
 - Worries about the scale of construction and potential impacts on operations.
 - Concerns about how the two extensions would interact with transit and parking access.
- Other comments included:
 - Interest in how this alternative could impact operations.

What comments or questions do you have about extending Concourse E and relocating the International Arrivals Facility to that concourse?

Write-in, n=84

- Few respondents supported this alternative. Reasons include:
 - Consolidating the IAF with a concourse extension could simplify transfers and reduce bussing.
 - It would modernize international processing and align it with PDX's updated facilities.
 - It may create a more intuitive and efficient arrivals experience for passengers.
- Over a quarter of respondents did not support this alternative. Reasons include:
 - Concerns about long walking distances between gates.
 - Uncertainty about how operations, including baggage claim and customs processing, would be affected.
- Other comments included:
 - Request for clarity on how operations (baggage claim and customs) would function in the new layout.
 - Questions about whether the new IAF would match or exceed current capacity and comfort.
 - Requests to ensure accessibility and clear wayfinding for international travelers.

Please place the passenger terminal alternatives in order of most preferred to least preferred.

Most respondents preferred Concourse C and D Expansion, followed by Concourse D and E Expansion and Concourse E Expansion. Concourse E Expansion with IAF was least preferred.

Ranked choice, n=118

Alternatives	Rank 1 Most Preferred	Rank 2	Rank 3	Rank 4 Least Preferred	Average rank *
Alternative 1: Concourses C and D Expansion	63	25	17	8	1.73
Alternative 2: Concourse E Expansion	5	17	36	43	3.15
Alternative 3: Concourse D and E Expansion	19	43	33	13	2.37
Alternative 4: Concourse E Expansion with IAF	31	26	20	29	2.44

* Average rank is calculated by averaging the submitted rankings for each alternative. A lower average rank indicates an alternative is preferred overall.

If your assigned gate was in a newly extended concourse, would the additional walking distance worry you?

Most respondents said they would be worried about walking distances of 3,500 feet or more.

Multiple choice

Distance	Very much	Somewhat	Neutral	Not really	Not at all
2,500 feet (n=123)	3%	14%	13%	39%	30%
3,000 feet (n=111)	11%	30%	14%	26%	18%
3,500 feet (n=112)	29%	30%	10%	14%	18%

What would ease your concerns about the walking distance? (This question was only shown to respondents based on their previous answers.)

Write-in, n=53

- The most common recommendations were to include moving walkways, people movers, carts, or shuttles.
- Many respondents recommended planning for the needs of people with limited mobility and other challenges navigating the terminal including deafness and needing more time to get between locations.
- Other recommendations included adding:
 - Food and shopping
 - Sitting areas

- Restrooms
- Art
- Directional signage

Have you used the existing International Arrivals Facility at PDX when you landed from an international flight?

Most respondents have used the existing International Arrivals Facility at PDX.

Multiple choice, n=126

Option	Percent of respondents
Yes	73%
No	27%

What improvements to the International Arrivals Facility would you suggest we consider when it is reconfigured or relocated? (This question was only shown to respondents based on their previous answers.)

Write-in, n=77

- Most respondents identified issues with the current IAF, including:
 - Long processing times, limited amenities, and confusing navigation.
 - Lack of efficiency for the bus/shuttle.
- Some respondents recommended improvements to the IAF, including:
 - Limiting or avoiding the need for a bus.
 - Shortening waiting times by improving operations like processing and staffing.
 - Improving wayfinding and navigation flow between the IAF, baggage claim, and the rest of the terminal.
- Other comments included:
 - Interest in upgraded technology, signage, and wayfinding.
 - Questions about ADA accessibility and improvements for travelers with mobility needs.
 - How the IAF could reflect Portland’s identity and match the main terminal’s quality.

Parking

What comments or questions do you have about a new parking garage close to the terminal?

Write-in, n=65

- Most respondents indicated support for a new parking garage close to the terminal. Reasons include:
 - Desire to find parking close to the terminal that avoids using a shuttle.
 - Benefits people with disabilities.
 - Compliments expanding Concourse E.
 - Ability to generate additional revenue.
 - Existing economy parking lots feel unsafe to some and expose users to bad weather.
- Other recommendations included providing:
 - Moving walkways, people movers, or carts.
 - Pedestrian routes that are sheltered from the weather (tunnels, skybridges, etc.).
 - Bike storage.
 - EV charging.
 - Wayfinding signage.
 - Environmental features like solar panels.
 - More space for local drivers by moving the rental car center.
- Some respondents were not supportive of this option for expanding parking. The most common themes were about prioritizing use of transit to access PDX rather than providing more parking. Other reasons include:
 - It would be too expensive.
 - The walking distance is too long.
 - It could increase urban heat island effects.
 - It would impact access and deliveries at the Federal Aviation Administration (FAA) facilities and the Central Utility Plant (CUP).
 - It could impact views of the control tower.
 - It could increase roadway congestion near the terminal.
 - Having parking at other locations would preserve more space near the terminal.

Please tell us more about your experience parking at the Red or Blue Economy Lots. (This question was only shown to respondents based on their previous answers.)

Write-in, n=28

- Respondents included a similar share of positive and negative sentiment about their experience using the existing economy lots.
- Positive comments included:
 - The shuttles are convenient, frequent, and easy to use.
 - It feels safe and wayfinding is good.
 - It is affordable.
 - EV charging is appreciated.
 - It is better than at other airports.
- Negative comments included:

- Unpredictability as missing, late, or full shuttle buses can cause people to be late for their flights.
- Lots are perceived as unsafe and not secure.
- The lettering system of shuttle stops is confusing to use.
- The buses are too small and get bunched-up and off-schedule.
- It is too expensive.
- Shuttles get stuck in traffic.
- Found it better to use a Transportation Network Company (TNC, i.e., Lyft or Uber).
- Not convenient during bad weather.
- It can be hard to find a parking spot.
- Recommendations included:
 - Provide live updates on the shuttle schedule and status.

What comments or questions do you have about new parking lots or garages at the airport that would use a shuttle?

Write-in, n=58

- Respondents provided mostly positive comments about this option.
- Positive comments included:
 - It would be good for people taking longer trips.
 - It would reduce traffic near the terminal.
 - It would provide options and affordability.
- Negative comments included:
 - A preference for transit facilities over new parking facilities.
 - Concern about fairness for non-Port PDX employees who are not allowed to park at the terminal.
 - Concern about travel time and reliability.
 - Concern about increasing costs for operations over time.
- Recommendations included:
 - Ensure user fees cover development and cost of operation.
 - Use structured parking to conserve land.
 - Provide a garage with terminal access via MAX.
 - Provide access via a people mover.
 - Provide comfortable and safe waiting areas.
 - Keep parking costs affordable.
 - Ensure safety in the lots for people and vehicles.
 - Provide frequent and reliable shuttle service.
 - Provide this among other parking options people may choose.
 - Provide easy access from I-205.
 - Provide an electric shuttle fleet.
 - Provide a way for shuttles to bypass traffic congestion.
 - Prioritize local users by moving rental car facilities off-site.
 - Accommodate people with luggage.
 - Provide EV charging.

Would you use a regional location to park your vehicle when flying out of PDX?

Most respondents shared that they would not use a regional location to park their vehicle when flying out of PDX.

Multiple choice, n=121

Option	Percent of respondents
Yes	22%
No	57%
Not sure	21%

What are your concerns about using a regional parking location? (This question was only shown to respondents based on their previous answers.)

Write-in, n=70

- Safety and security:
 - Some respondents noted concern about the safety of vehicles from break-ins. Related concerns were about personal safety and that of luggage.
- Location and convenience:
 - Some respondents noted the example locations were not convenient for them or were farther from the terminal than their home. Some noted they would take an existing transit service.
 - Some said it would take too long to get to the airport.
 - Some suggested using transit-only lanes.
 - Some suggested accommodation of luggage.
 - Some suggested frequent service is needed.
- Other comments included:
 - Concern about cost to operate or use such a service.
 - Concern that it would take too long.
 - Recommendation to use the existing MAX service.

What comments or questions do you have about remote parking at regional locations?

Write-in, n=49

- Most comments and questions were supportive of remote parking at regional locations. Reasons included:
 - It would provide convenience and an affordable access option.
 - Interest in specific locations including St. Johns, Vancouver, existing transit centers, and more distant locations (including Salem).
 - Good experiences with similar services in other locations (Denver, Las Vegas).
- A few comments were not supportive including that it would be unreliable, not preferred over other transportation options, not supportive of existing transit, and too far from the airport.
- Other recommendations included:
 - Creating a regional transit center at Cascade Station.
 - Ensuring user costs are less than other options.
 - Ensuring frequent service and questions about sufficient hours of operation.

- Ensuring safety and security of vehicles.
- Limit use to only PDX-related travel.
- Questions included:
 - What payment options could be used?
 - Would the Port manage the service or use a private vendor?
 - How do similar services work at other airports?
 - How would travelers receive information?

After reviewing and answering questions about the three alternatives, please place the parking alternatives in order of most preferred to least preferred.

Most respondents preferred a parking garage within walking distance of the terminal, followed by parking facilities with shuttle access. Remote parking and regional locations were least preferred.

Ranked choice, n=110

Alternatives	Rank 1	Rank 2	Rank 3	Average rank
Parking garage within walking distance of the terminal	76	21	10	1.38
Parking facilities with shuttle access	18	68	18	2
Remote parking and regional locations	16	14	71	2.54

* Average rank is calculated by averaging the submitted rankings for each alternative. A lower average rank indicates an alternative is more preferred overall.

Passenger Pick-Up and Drop-Off

Have you used valet parking at PDX?

Most respondents shared that they have not used valet parking at PDX.

Multiple choice, n=115

Option	Percent of respondents
Yes	7%
No	93%

How would relocating the valet parking service to the Lower Roadway by the hotel shuttle or into the P1 Short-Term Garage work for you? (This question was only shown to respondents based on their previous answers.)

A very small number of survey takers responded to this question. Of which, most respondents shared that relocating the valet parking service to the Lower Roadway by the hotel shuttle or into the P1 Short-Term garage works very well for them.

Multiple choice, n=7

Options	Percent of respondents
Very well	57%
Somewhat well	14%
Neutral	14%
Not well	14%
Not at all	N/A

What comments or questions do you have about relocating the valet parking service?

Write-in, n=43

- Positive comments included:
 - It serves a limited number of people.
 - The proposed new location is still convenient.
 - It is not the most efficient use of space near the terminal.
- Other comments:
 - How often is it currently used?
 - How does it interact with other facilities near the terminal?
 - The valet service is not needed.

How would a new pick-up and drop-off curb in the P1 Short-Term Garage work for you?

Most respondents shared that relocating the valet parking service to the Lower Roadway by the hotel shuttle or into the P1 Short-Term garage works very well, somewhat well, or neutral for them.

Multiple choice, n=115

Options	Percent of respondents
Very well	32%
Somewhat well	28%
Neutral	25%
Not well	12%
Not at all	3%

Please tell us why this option will not work well for you. (This question was only shown to respondents based on their previous answers.)

Write-in, n=11

- People prefer to be dropped off closer to the terminal and it would be an inferior experience.
- Parking and passenger drop-off should be in different areas to avoid congestion and promote safety.
- Users would not be able to tell if the existing curbside is congested when deciding to use this option.
- Prefer a focus on encouraging alternative transportation trips.
- The space is better suited for other uses.

What comments or questions do you have about a new pick-up and drop-off area in the P1 Short-Term Garage?

Write-in, n=11

- Positive comments included:
 - It is a creative and convenient solution.
 - It would make good use of the skybridges.
 - It would be low cost to implement.
 - It is used by some people already.
 - It would reduce roadway congestion.
 - It is protected from weather.
- Negative comments included:
 - The walk is too far and inconvenient.
 - It does not encourage transit use.
 - The P1 garage space should be used for parking.
 - People would not use it.
 - It would cause additional congestion for those trying to park as well as for pedestrians.
- Other comments:
 - Some were not sure how it would work and did not understand the concept.
 - Parking enforcement is important.
 - Would require charging a fee.

How would two-hour parking in the P1 Short-Term Garage work for you?

Most respondents shared that two-hour parking in the P1 Short-Term Garage works very well for them.

Multiple choice, n=114

Options	Percent of respondents
Very well	45%
Somewhat well	27%
Neutral	18%
Not well	9%
Not at all	2%

Please tell us why this option will not work well for you. (This question was only shown to respondents based on their previous answers.)

Write-in, n=8

- It should have a longer time limit in case flights are late and encourage people to shop or dine in the terminal.
- It would cause too much congestion in the parking garage.
- It would require enforcement and security.

What comments or questions do you have about two-hour parking in the P1 Short-Term Garage?

Write-in, n=47

- Most comments and questions were supportive of two-hour parking in the P1 Short-Term Garage.
- Positive comments included:
 - It would support terminal concessions.
 - It would reduce circling drivers.
 - It would support changing flight schedules and meeting people in the terminal.
 - It is easy and convenient; some use it already.
- Other comments:
 - Space and pricing specifics will help determine success.
 - Consider reducing parking costs for people purchasing goods or services in the terminal.
 - It should be lower-cost or free to encourage use.
 - It should be designed for ease of use.
 - It should not cause congestion for other parking garage users.
 - It should be limited to those who need it, like seniors and families.
 - It would require enforcement.
 - It would take up space used for other parkers.

How would a pick-up and drop-off area at the Rental Car Center work for you?

Responses indicate limited support for a pick-up and drop-off area at the Rental Car Center.

Multiple choice, n=105

Options	Percent of respondents
Very well	12%
Somewhat well	16%
Neutral	43%
Not well	20%
Not at all	9%

Please tell us why this option will not work well for you. (This question was only shown to respondents based on their previous answers.)

Write-in, n=23

- The most common comment was that the walking distance would be too far.
- Other comments included:

- The amount of curb space that would be provided is not very much.
- It would be confusing to use and not very accessible.
- Rental car center should be moved elsewhere, further from the terminal.
- It could limit access for employees, VIPs, and others to access the garage due to congestion.

What comments and questions do you have about a pick-up and drop-off area at the Rental Car Center?

Write-in, n=34

- Most comments were not supportive of pick-up and drop-off at the Rental Car Center.
- Negative comments included:
 - The area would be congested.
 - It would be confusing for people to use.
 - People need information on how to use it.
 - The walk would be long.
 - The Rental Car Center should be moved elsewhere and does not serve locally based airport users.
 - The curb space at this location is not large enough to make a meaningful difference.
- Positive comments included:
 - Signage and considerations for accessibility could make it successful.
 - It is good to provide different options.
 - It would provide convenient access to the Rental Car Center.
 - This area is not busy currently.

How would a new pick-up and drop-off area east of the terminal work for you?

Most respondents felt neutral or not well about a new pick-up and drop-off area east of the terminal.

Multiple choice, n=111

Options	Percent of respondents
Very well	6%
Somewhat well	19%
Neutral	32%
Not well	29%
Not at all	14%

Please tell us why this option will not work well for you. (This question was only shown to respondents based on their previous answers.)

Write-in, n=36

- A large majority of respondents indicated walking distance as the reason this option would not work for them. They said the distance is too far, would be challenging with luggage, would be unsafe, and would require directional signage.
- Other comments included:

- It would not help with traffic flow or would cause traffic congestion at a new location.
- Drivers would have no incentive to use this location.
- It offers little additional space.
- Using it would add stress for departing passengers.
- It would be challenging for passengers who have a challenging time walking.

What questions do you have about a new pick-up and drop-off area east of the terminal?

Write-in, n=30

- A minority of responses supported this option.
- Positive comments included:
 - It would provide additional choice.
 - Walking is healthy.
 - It could activate an under-utilized area.
- Other comments included:
 - It could be confusing.
 - Drivers need information to understand this option and choose to use it rather than the current curbside area.
 - Concern about pedestrian safety walking through this area
 - Use this area for rental cars or TNCs.
 - It would complement the expansion of Concourse C
 - It would not be needed if Concourse E is expanded, creating additional curb space.
 - If used, the pedestrian path should be covered.
 - A question about whether this alternative would require roadway infrastructure changes.

How would moving Uber and Lyft drop-off to the Transportation Plaza work for you?

Most respondents felt that moving Uber and Lyft drop-off to the Transportation Plaza would work very well for them.

Multiple choice, n=116

Options	Percent of respondents
Very well	47%
Somewhat well	21%
Neutral	18%
Not well	10%
Not at all	4%

Please tell us why this option will not work well for you. (This question was only shown to respondents based on their previous answers.)

Write-in, n=10

- Several respondents said that departures are more time sensitive than arrivals, which supports the current policy of allowing drop-offs at the curb.
- Other comments included:

- Using the tunnel is inconvenient.
- The Transportation Plaza should be renamed.
- This change could result in more people parking at a transit center.

What comments and questions do you have about moving Uber and Lyft passenger drop-off to the Transportation Plaza?

Write-in, n=47

- Most respondents were supportive of this alternative.
- Positive comments included:
 - It makes sense to have TNCs use the same area for pick-up and drop-off as it would limit confusion and allow the same cars to pick-up arriving passengers directly after drop-off.
 - The additional walking distance is not very far.
 - It would reduce congestion at the existing terminal curbside.
- Other comments included:
 - Concerns that it could increase traffic if it resulted in more private vehicle trips by making TNCs less convenient.
 - Recommendations to move TNCs to Cascade Station.
 - Concerns that the escalators and elevators would be too crowded.
 - Questions about enforcement.
 - Recommendations for wayfinding.

How would a remote pick-up and drop-off location elsewhere at PDX work for you?

Most respondents felt neutral or unsupportive of a remote pick-up and drop-off location elsewhere at PDX.

Multiple choice, n=115

Options	Percent of respondents
Very well	8%
Somewhat well	10%
Neutral	34%
Not well	26%
Not at all	23%

Please tell us why this option will not work well for you. (This question was only shown to respondents based on their previous answers.)

Write-in, n=41

- The most common responses noted that the shuttle is less desirable because:
 - It complicates the trip to/from the airport
 - It is inconvenient.
 - It would take more time.
 - It is especially undesirable when combined with a long flight.
- Other comments included:

- It would create additional emissions and traffic.
- The locations are too far.
- Transferring vehicles is an added challenge for people with disabilities.

What comments and questions do you have about a remote pick-up and drop-off location?

Write-in, n=37

- Overall, comments were mixed, with several respondents expressing concerns about convenience and travel time.
- Negative comments included:
 - It would be inconvenient and take too long to travel to and from the terminal.
 - Several respondents said that they would not use such a service although other people may or may not.
- Other comments included:
 - Suggestions to use light rail, existing transit, or a people mover instead of a shuttle.
 - Notes that the speed and reliability of the service would be important for its success.

After reviewing and answering questions about the seven alternatives, please place the pick-up and drop-off alternatives in order of most preferred to least preferred.

Most respondents preferred Relocating Valet Service, followed by Transportation Plaza Rideshare App Drop-Off, Time-Limited Parking in the P1 Short-Term Garage, Pick-Up and Drop-Off in P1 Short-Term Garage, Pick-Up and Drop-Off at Rental Car Center, Pick-Up and Drop-Off East of the Terminal, and Remote Pick-Up and Drop-Off, respectively.

Ranked choice, n=101

Alternatives	Rank 1	Rank 2	Rank 3	Rank 4	Rank 5	Rank 6	Rank 7	Average Rank
Relocate Valet Parking Service	47	15	12	7	5	3	4	2.27
Transportation Plaza Rideshare App Drop-Off	19	29	13	10	9	8	2	2.92
Time-Limited Parking in the P1 Short-Term Garage	13	21	28	15	7	4	4	3.1
Pick-Up and Drop-Off in P1 Short-Term Garage	16	16	22	20	11	3	4	3.2
Pick-Up and Drop-Off at Rental Car Center	2	3	10	17	28	19	6	4.72
Pick-Up and Drop-Off East of the Terminal	1	7	8	10	16	41	2	4.92
Remote Pick-Up and Drop-Off	3	5	1	6	6	4	60	6.04

* Average rank is calculated by averaging the submitted rankings for each alternative. A lower average rank indicates an alternative is more preferred overall.

Cargo, General Aviation and Support Facilities

What comments and questions do you have about the locations identified for cargo, general aviation, and support facilities?

Write-in, n=36

- Comments about general aviation included:
 - Consider ground transportation access, including via Marine Drive, which would reduce traffic near the terminal.
 - Support for moving general aviation west would provide room for cargo facilities or terminal expansion.
 - Concern about preserving pervious surfaces and wetlands, and about developing in the natural area in the SW Quad.
 - Recommendation to leave space for a potential third parallel runway in the future.
- Comments about cargo including:
 - Leaning into being a cargo hub.
 - Grouping cargo in the same area.
 - Support for placing cargo facilities in the SW Quad.
- Other comments:
 - Noting the importance of ground transportation access.
 - Asking how competing uses are evaluated.
 - Asking for more details of roadway improvements needed to support facility locations.
 - Requesting more information to justify the increased development footprint overall.
 - Providing space for aviation enthusiasts to view planes.

Tell Us About Yourself

How did you learn about PDX 2045?

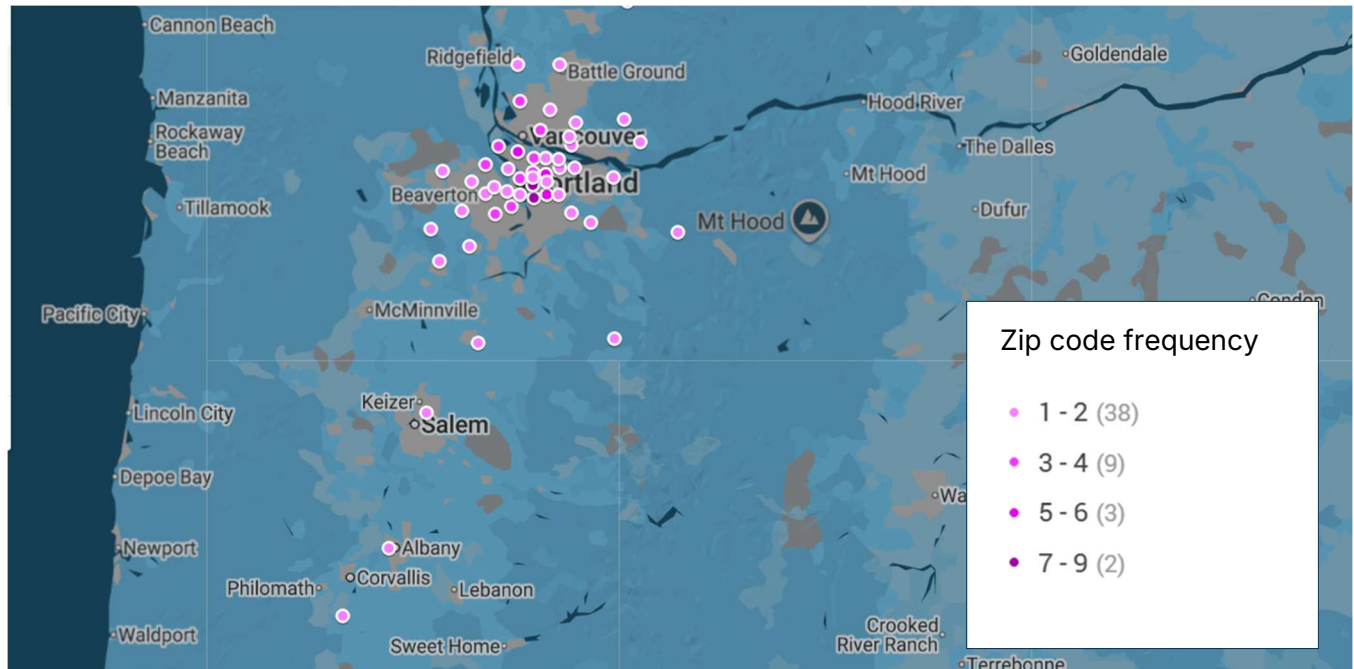
Respondents learned about PDX 2045 through a variety of sources, including the Port of Portland email and project website.

Multiple choice, n=113

Options	Percent of respondents
Port of Portland email	21%
Other	21%
Project website	14%
Instagram	9%
Port of Portland website	7%
Friend, neighbor, family member	7%
An organization you are involved with	7%
Employer	5%
Project flyer/fact sheet	3%
Facebook	3%
News (newspaper, TV, online news)	1%
X (Twitter)	N/A

What is your Zip code?

Write-in, n=109



Which of the options below apply to you? (check all that apply, or leave blank)

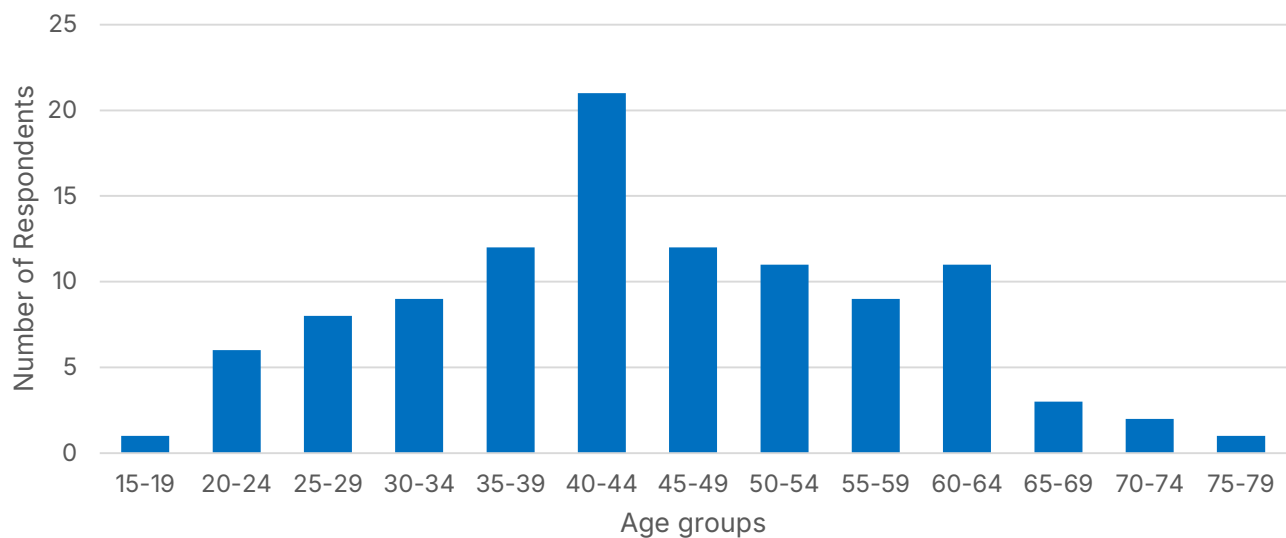
Most respondents either use PDX to travel, live near PDX, or work at PDX or Cascade Station.

Multiple choice, n=113

Options	Percent of respondents
Use PDX to travel	96%
Live near PDX	34%
Work at PDX or Cascade Station	20%
Port of Portland employee	8%
Current/potential Port of Portland consultant/contractor	8%
Port of Portland committee member	2%

Age

Multiple choice, n=106



What is your gender?

Multiple choice, n=110

Options	Percent of respondents
Female	19%
Male	72%
Non-binary	4%
I would rather not say	3%
Prefer to self-describe	1%

What race/ethnicity best describes you? (Check all that apply, or leave blank)

Check all that apply, n=105

Response	Percent of respondents
White/Caucasian	84%
Asian	10%
Hispanic/Latino/a/x	5%
African American/Black	3%
Indigenous North American	2%
Native Hawaiian or Pacific Islander	2%
Slavic	2%
Prefer to self-describe	2%
Middle Eastern	1%
African	N/A
Indigenous Central or South American	N/A

In the past 12 months, how often has your household had difficulty paying for basic needs like food, housing, utilities, transportation, and child/medical care?

Multiple choice, n=105

Response	Percent of respondents
Never	74%
Rarely	19%
Sometimes	6%
Often	N/A
Always	1%

OTHER WRITTEN COMMENTS

In addition to the comments provided in response to the survey questions, some in-person open house attendees provided the following written comments in comment forms provided at the event. Comments are quoted verbatim.

- For terminal expansion, please consider a satellite south of the fire station with IAF, like SEA’s south satellite.
- For curbside expansion, please consider a facility at the current Mt. Hood MAX station with an airport-supported MAX shuttle beyond current TriMet frequencies.
- For whole PNW regional growth, please support potential high speed rail projects with airport connections, so both SEA and PDX can free up some slots for shuttle service as well as improve regional mobility.

WEBINAR QUESTIONS & ANSWERS

The following questions were asked and addressed during the webinar. All questions asked were addressed by Port Staff.

Forecast

- What other metrics are used to justify continued growth of PDX?
- How do you determine demand forecasts?
- How is the Alaska banked hub affecting future airport expansion?
- Due to gate constraints at Seattle-Tacoma International Airport (SEA), are airlines looking to move routes to PDX?
- What international airline growth is expected to be added?
- Did any of the forecasts or metrics from the forecasts surprise the team and/or cause the airport to pivot or investigate unforeseen alternatives?

Airfield

- Is PDX looking at tarmac changes to improve safety given instances of airplanes running into each other at other airports?

Terminal

- How do each of the four options compare for passenger mobility within the concourses? Do some require more walking than others?
- How will you eliminate bussing from the IAF?
- What are the planned additional wide body gates for each alternative?
- Does keeping IAF in Concourse D assume a major remodel of Concourse D in addition to its extension?

Passenger Pick-up & Drop-off Curb

- How will you encourage people to use an alternative drop-off spot when people are trained to drop-off in front of the terminal?

Parking

- Can you add a garage in the Cascade Station area and have people use the MAX to reach the terminal instead of using a shuttle?
- Will people be forced to use the farther-away parking lot only when existing lots are full?
- Will it be cheaper to encourage parking in the farther away lot?
- Is there any option to use the existing transit services (like MAX) instead of relying on a separate bus system to do that?

General

- How do these improvements take into account that the airport is built on liquefiable soil and remains vulnerable during a major seismic event?
- Is the current air traffic control tower seismically resilient for a large quake?
- Do you forecast numbers for wildlife populations affecting the airport?
- How does climate change factor into forecasts?
- Could it be possible to create an automated people mover that goes from the terminal to Cascade Station and the Economy Lot, therefore shortening the MAX Red Line like O'Hare?

Appendices

- A. Information Boards**
- B. Presentation Slides**
- C. Survey Form**
- D. Survey Results**
- E. Notifications**