

# 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

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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](https://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

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### 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
<b>Terminal and Concourses Alternatives</b>		
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
<b>Parking Options</b>		
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
<b>Passenger Pick-Up and Drop-Off Options</b>		
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

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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

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### OPEN HOUSE NOTIFICATION

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

- Project website, [pdx2045.org](http://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

Appendix E includes copies of the notifications.



## 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

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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

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The Open House 2 webpage at [pdx2045.org](http://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

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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	<b>63</b>	25	17	8	1.73
Alternative 2: Concourse E Expansion	5	17	36	<b>43</b>	3.15
Alternative 3: Concourse D and E Expansion	19	<b>43</b>	33	13	2.37
Alternative 4: Concourse E Expansion with IAF	<b>31</b>	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%	<b>39%</b>	30%
3,000 feet (n=111)	11%	<b>30%</b>	14%	26%	18%
3,500 feet (n=112)	<b>29%</b>	<b>30%</b>	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	<b>73%</b>
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	<b>57%</b>
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	<b>76</b>	21	10	1.38
Parking facilities with shuttle access	18	<b>68</b>	18	2
Remote parking and regional locations	16	14	<b>71</b>	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	<b>93%</b>

*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	<b>57%</b>
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	<b>32%</b>
Somewhat well	<b>28%</b>
Neutral	<b>25%</b>
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	<b>45%</b>
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	<b>43%</b>
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	<b>32%</b>
Not well	<b>29%</b>
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	<b>47%</b>
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 unresponsive 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	<b>34%</b>
Not well	<b>26%</b>
Not at all	<b>23%</b>

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

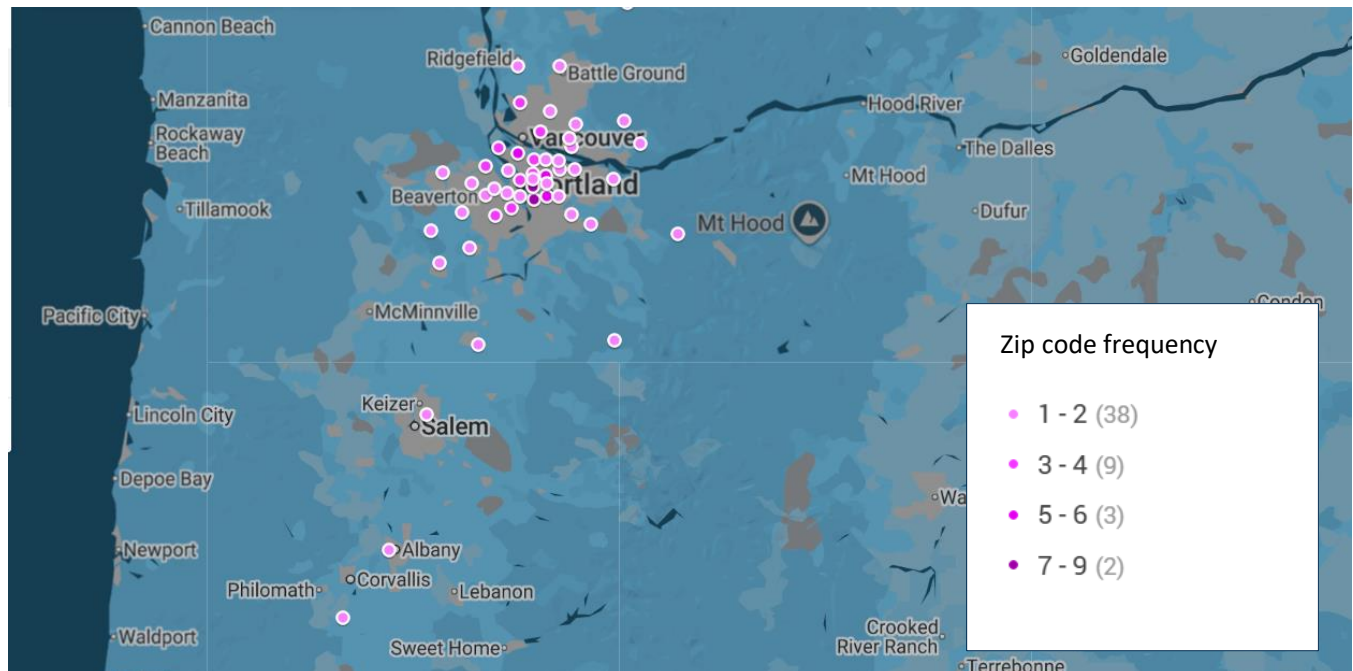
Respondents learned about PDX 2045 through a variety of sources, including the Port of Portland email and project website.

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)*

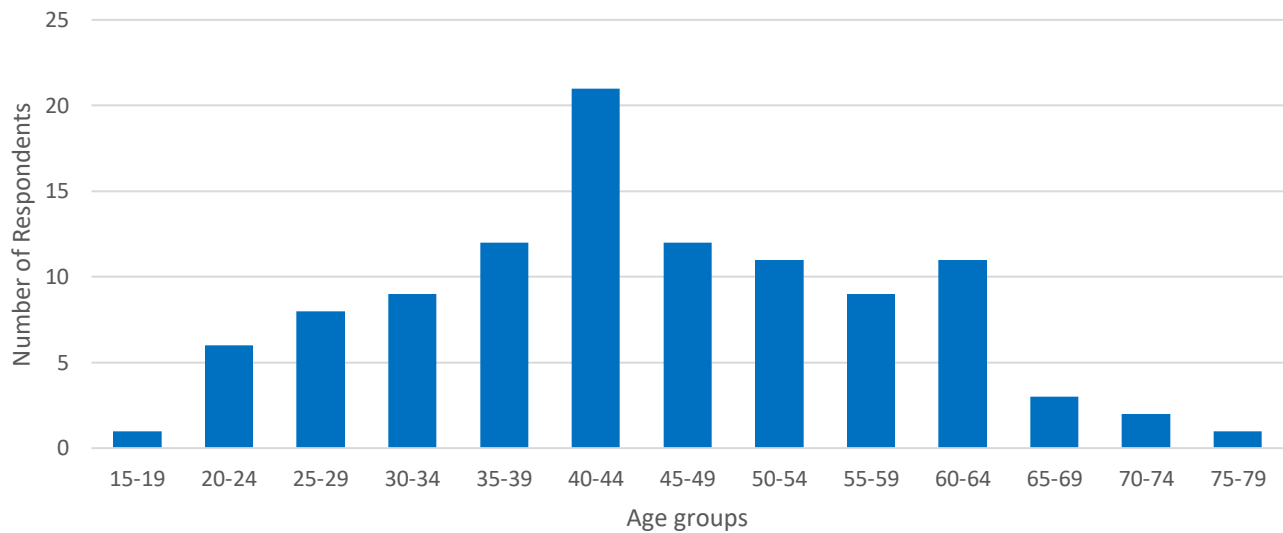
Most respondents either use PDX to travel, live near PDX, or work at PDX or Cascade Station.

*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

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

# **Appendix A**

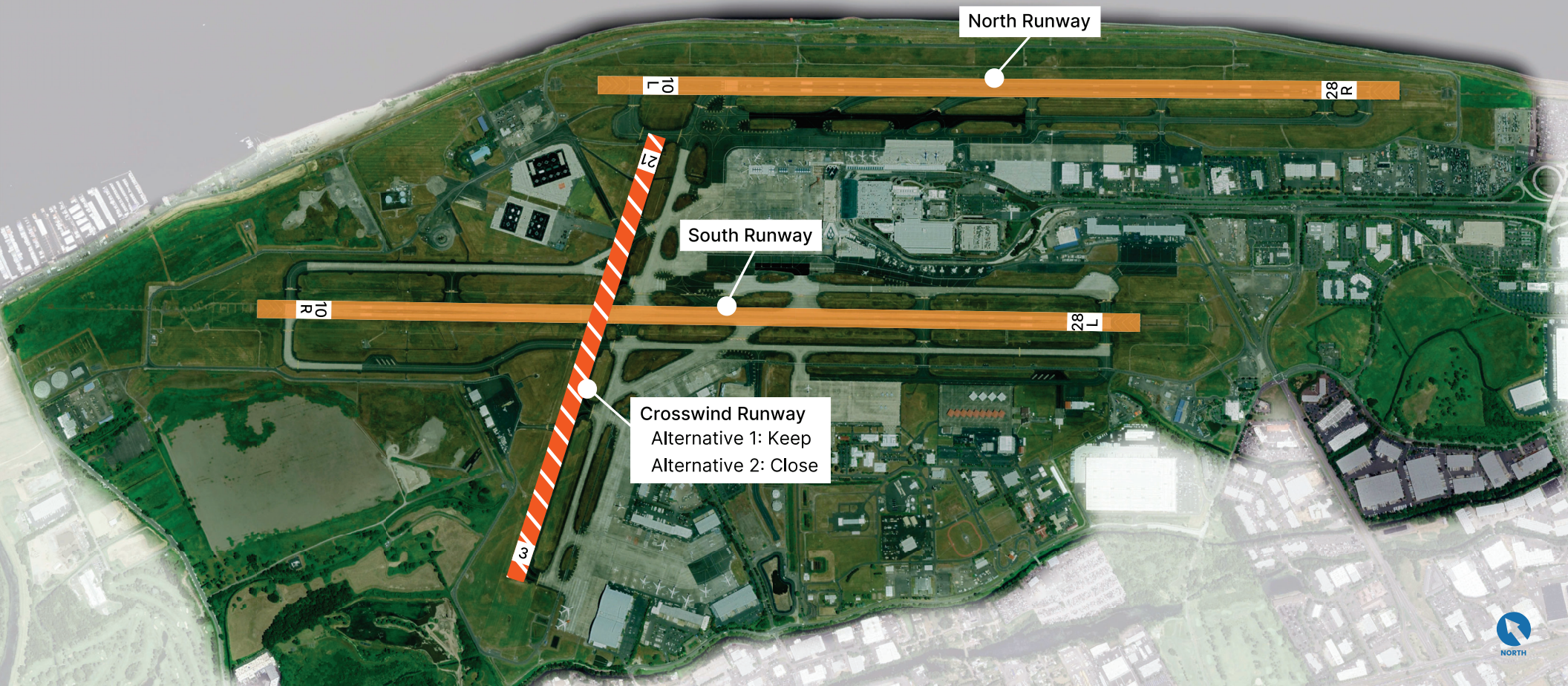
## **Information Boards**

# PDX 2045 Process

Multi-Year Project Concluding in 2026



# Airfield Alternatives

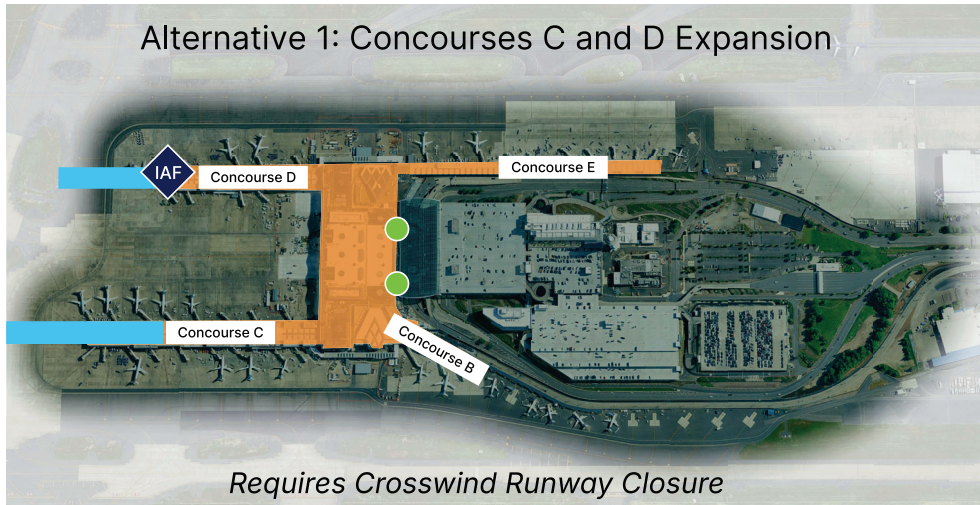


**Alternative 1:** Keep the Crosswind Runway, which would likely be used infrequently. According to Federal Aviation Administration data, the Crosswind Runway was used for less than 1% of flights at PDX from 2012 through 2023.

**Alternative 2:** Close the Crosswind Runway, which would eliminate the need and cost to maintain runway pavement that is infrequently used and would create additional space for other uses, including passenger terminal expansion.

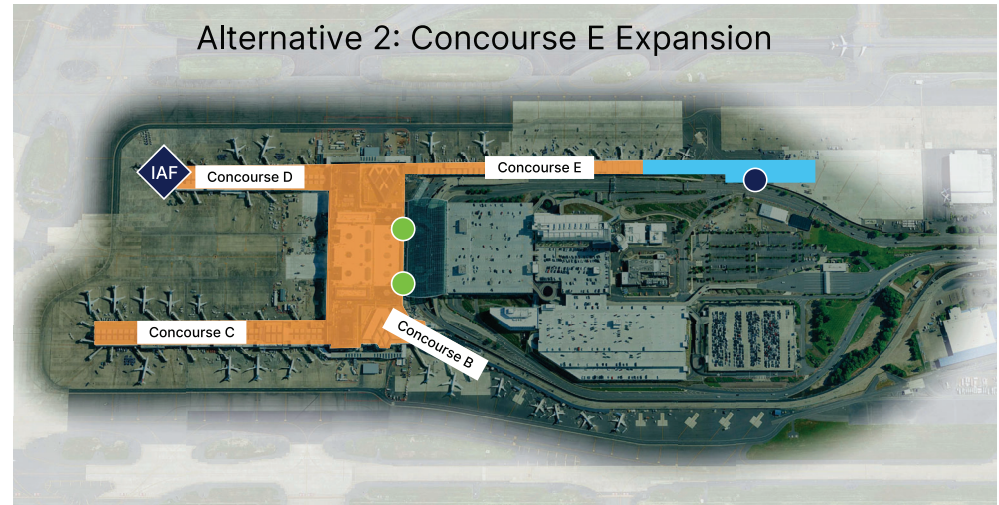
# Passenger Terminal Alternatives

Alternative 1: Concourses C and D Expansion

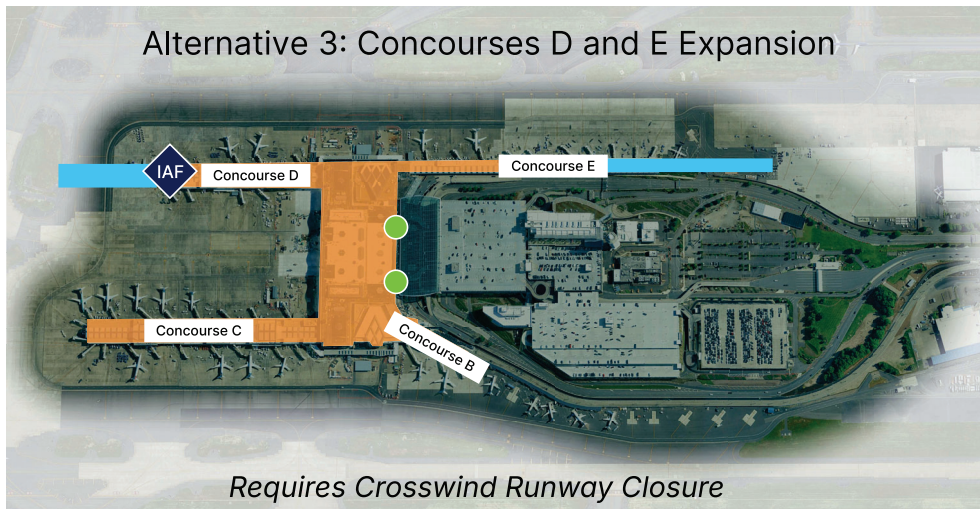


*Requires Crosswind Runway Closure*

Alternative 2: Concourse E Expansion

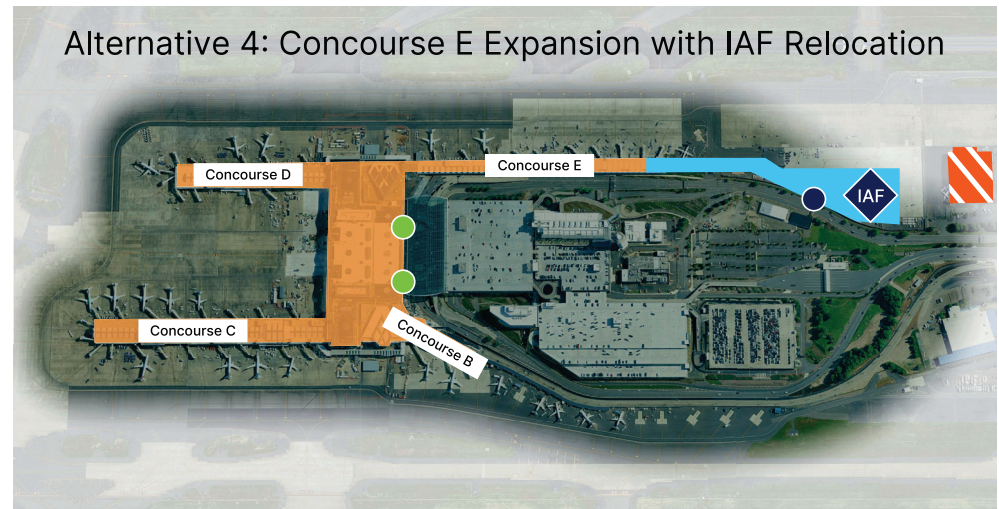


Alternative 3: Concourses D and E Expansion



*Requires Crosswind Runway Closure*

Alternative 4: Concourse E Expansion with IAF Relocation



Each alternative would provide the required 8-10 additional gates.

- KEY**
- Existing passenger entry/exit
  - Potential concourse expansion
  - International Arrivals Facility
  - Building removal
  - Existing passenger entry/exit
  - Potential passenger entry/exit

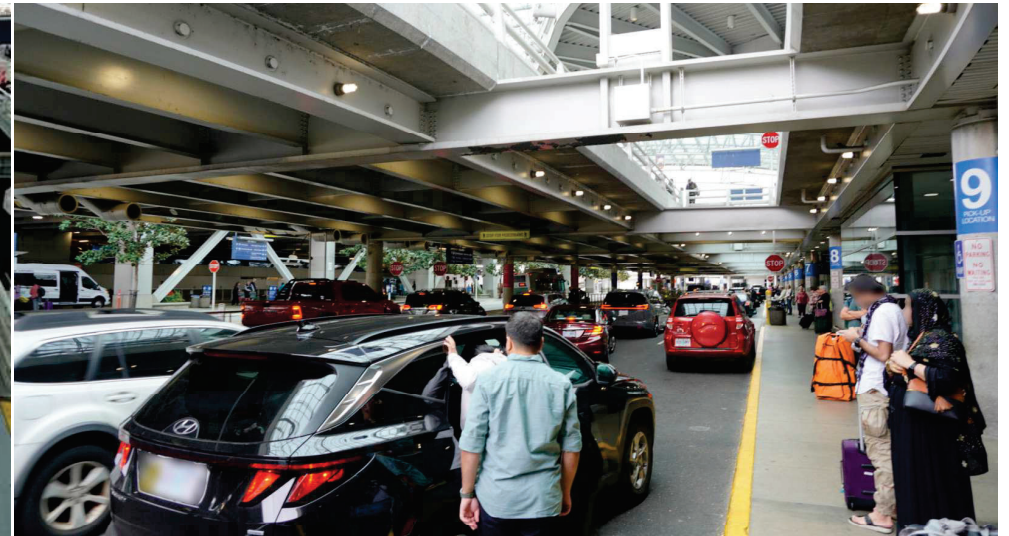
# Passenger Pick-Up and Drop-Off

We expect passengers to **nearly double** by 2045, requiring **additional pick-up or drop-off curb** and/or **strategies to reduce the number of vehicles** on the roadway in front of the terminal.

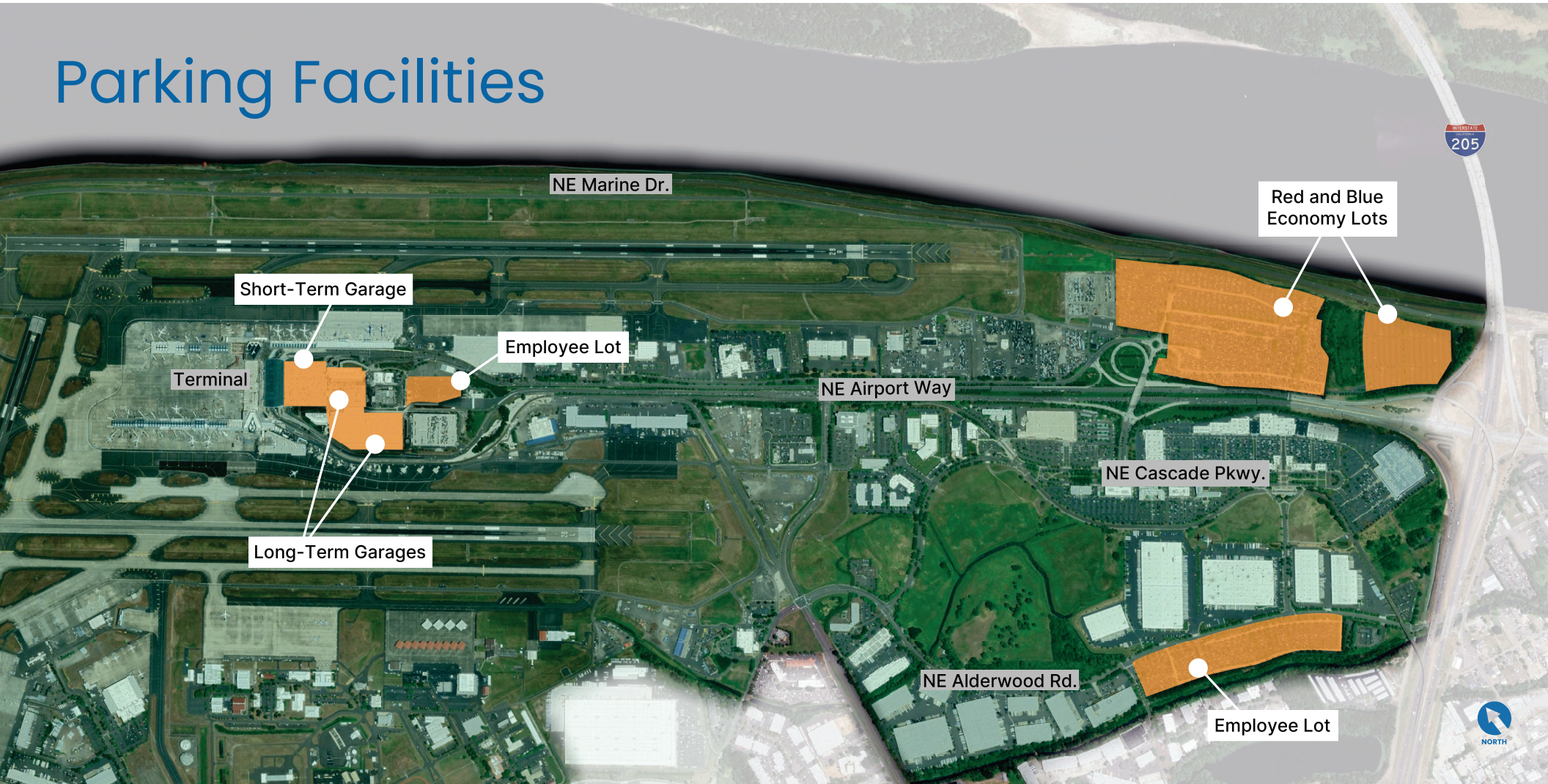


*Existing curb  
~1,500 feet*

*Additional curb needed  
~500 feet*



# Parking Facilities

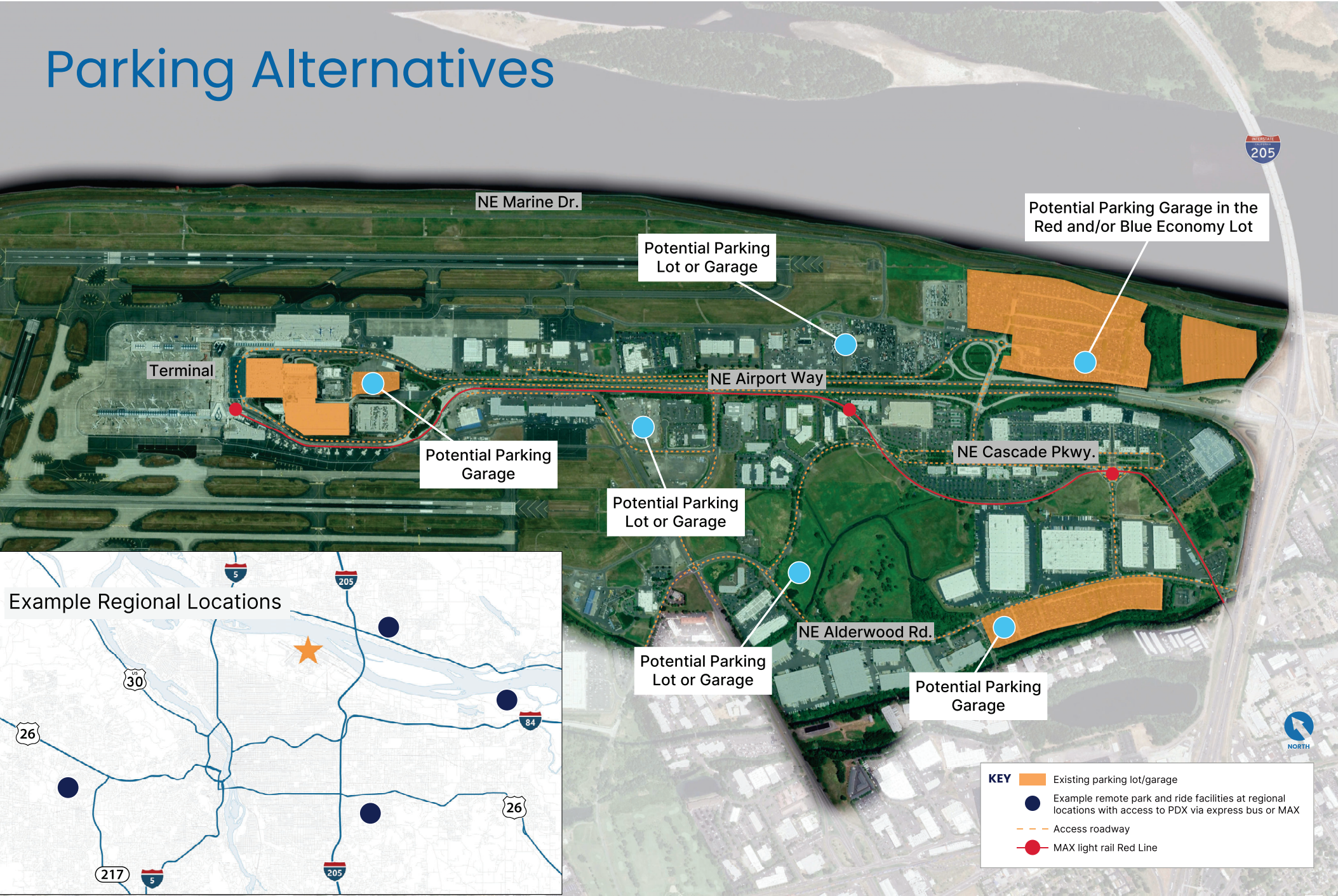


Parking needs may not increase at the same rate as passengers due to factors beyond the Airport's control - such as changes in services provided by Rideshare app companies (Uber, Lyft, etc.) or transit services and the number of travelers using these services to get to/from PDX.

# 25-50%

Additional parking spaces needed by 2045 to accommodate **twice as many passengers**.

# Parking Alternatives



INTERSTATE 205

NE Marine Dr.

Potential Parking Garage in the Red and/or Blue Economy Lot

Potential Parking Lot or Garage

Terminal

NE Airport Way

Potential Parking Garage

NE Cascade Pkwy.

Potential Parking Lot or Garage

Example Regional Locations

NE Alderwood Rd.

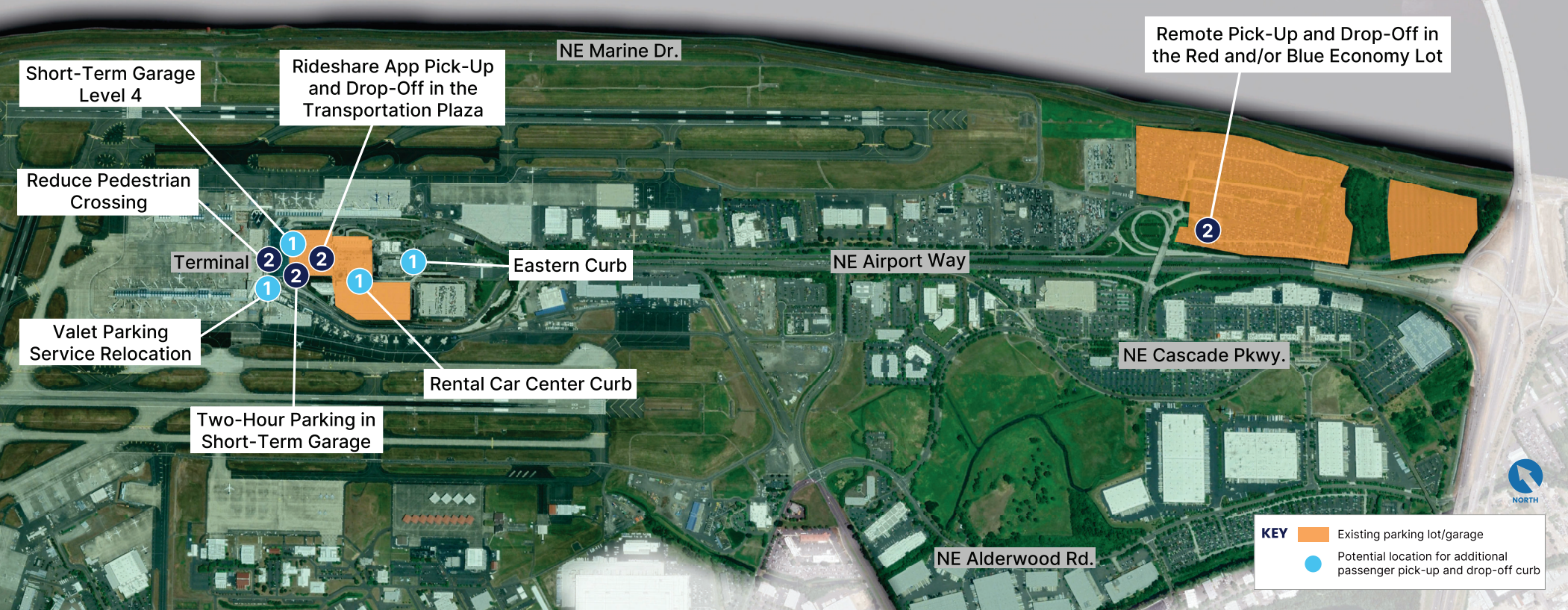
Potential Parking Lot or Garage

Potential Parking Garage



- KEY**
- Existing parking lot/garage
  - Example remote park and ride facilities at regional locations with access to PDX via express bus or MAX
  - Access roadway
  - MAX light rail Red Line

# Passenger Pick-Up and Drop-Off Strategies

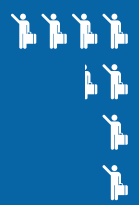


**KEY**

- Existing parking lot/garage
- Potential location for additional passenger pick-up and drop-off curb



## ① Create Additional Curb

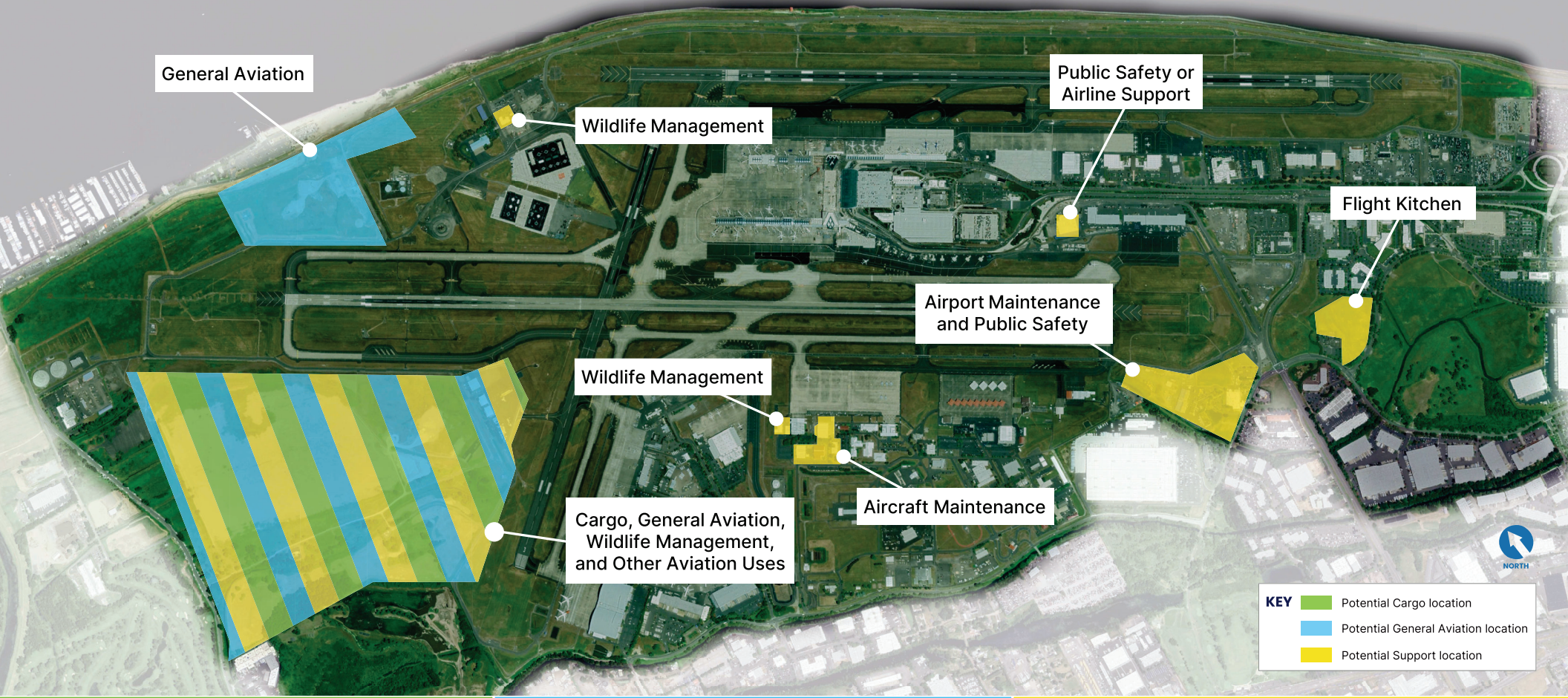


- Short-Term Garage Level 4 = 400 feet
- Eastern curb = 150 feet
- Valet parking service = 100 feet
- Rental Car Center curb = 100 feet

## ② Reduce the Number of Vehicles on the Roadway in Front of the Terminal

- Remote pick-up and drop-off in the Red and/or Blue Economy Lot
- Two-hour parking in the Short-Term Garage
- Reduce pedestrian crossing of terminal roadways
- Rideshare App pick-up and drop-off in the Transportation Plaza

# Cargo, General Aviation, and Support Facilities Alternatives



**Cargo:** By 2045, the amount of cargo moving through PDX will nearly double. The area needed for cargo activities will increase from approximately 60 acres today to 100 acres by 2045.

**General Aviation:** An additional 10 acres of general aviation aircraft parking could be needed by 2045. The Port is also reserving land for potential additional general aviation providers to comply with FAA regulations.

**Support Facilities:** Other facilities that may need additional area or need to be relocated include public safety, airport maintenance, airline support, aircraft maintenance, flight kitchen, and wildlife management.

# Public Comment

**Your feedback is essential!**

**Please take our survey by scanning the QR code below, or fill out a paper survey.**



See the latest news and sign up for project updates on [pdx2045.org](https://pdx2045.org)

# **Appendix B**

## **Presentation Slides**



# PDX 2045 Open House 2

November 6, 2025

# PDX's Social and Economic Impact

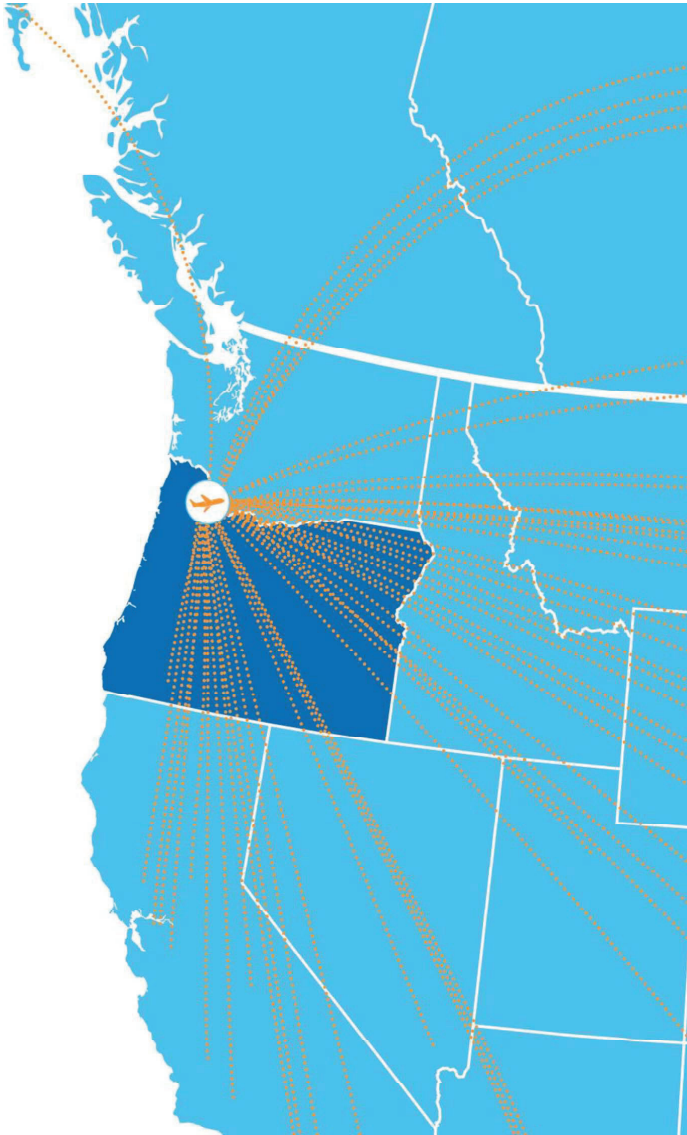
We're an **economic engine** for our region, creating **opportunity** for **everyone** who lives and works here

Supports over

**15,000 jobs**

Contributes nearly

**\$3B** per year to the local economy



# PDX At-A-Glance

2025 Airport Overview



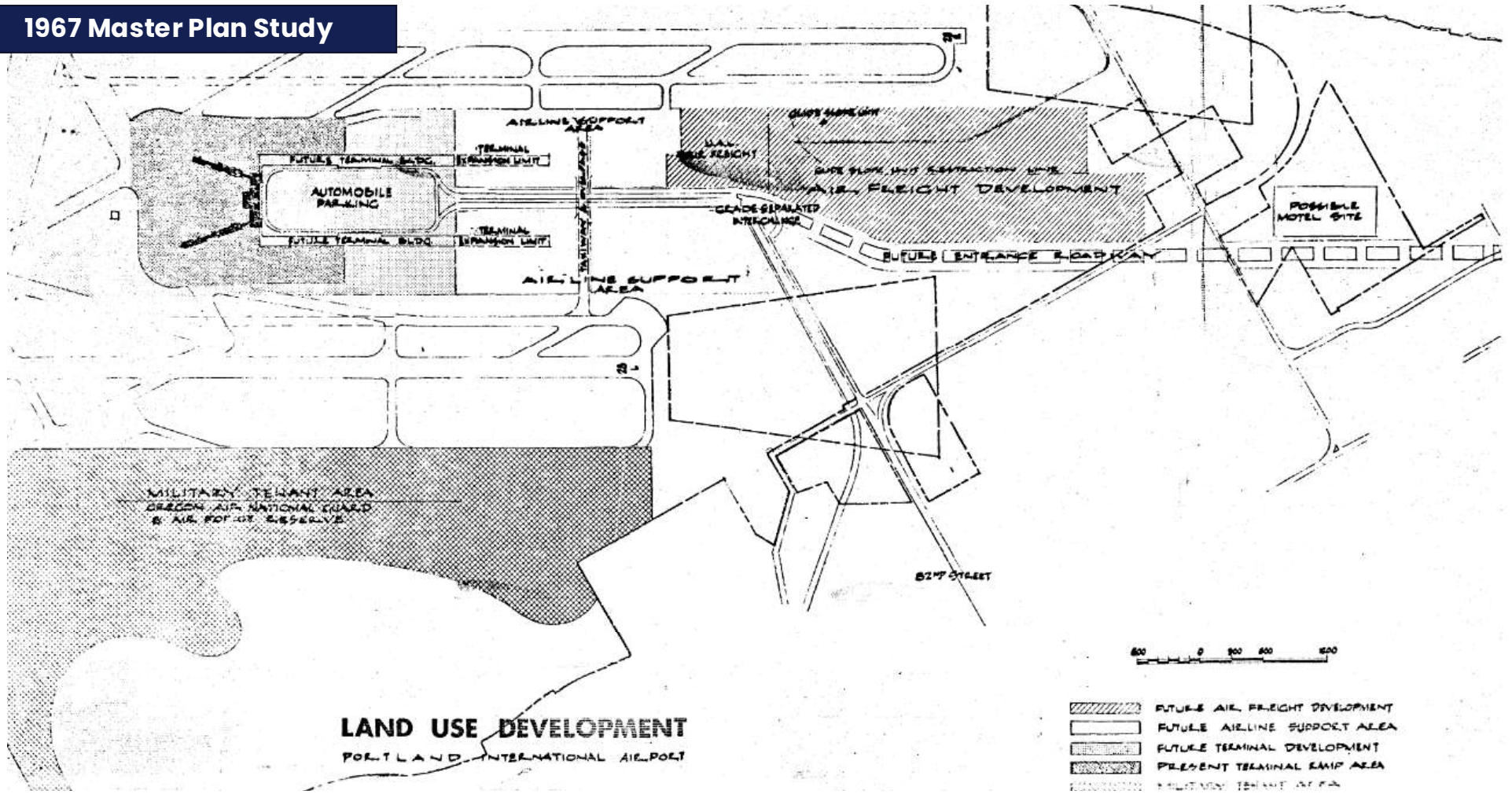
**3**  
Runways

**31**  
Airlines

**59**  
Gates

**3,360**  
Acres

# 1967 Master Plan Study



# 1967 Master Plan Study

**82nd & Airport Way**  
DESIGNED & PLANNED

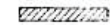
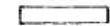


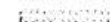
**Cargo Facilities**  
IMPLEMENTED, BUT IN DIFFERENT LOCATIONS

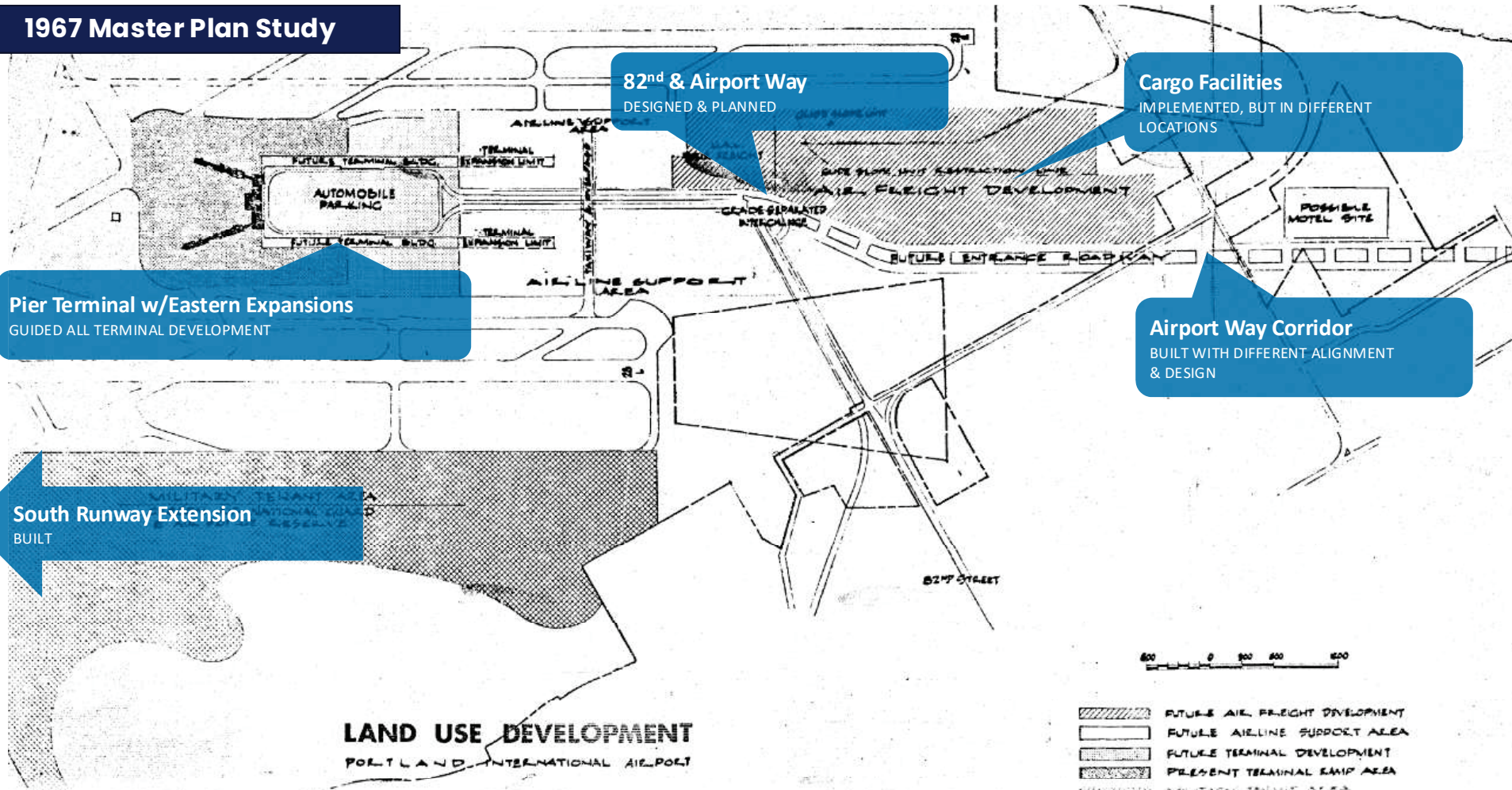
**Pier Terminal w/Eastern Expansions**  
GUIDED ALL TERMINAL DEVELOPMENT

**Airport Way Corridor**  
BUILT WITH DIFFERENT ALIGNMENT & DESIGN

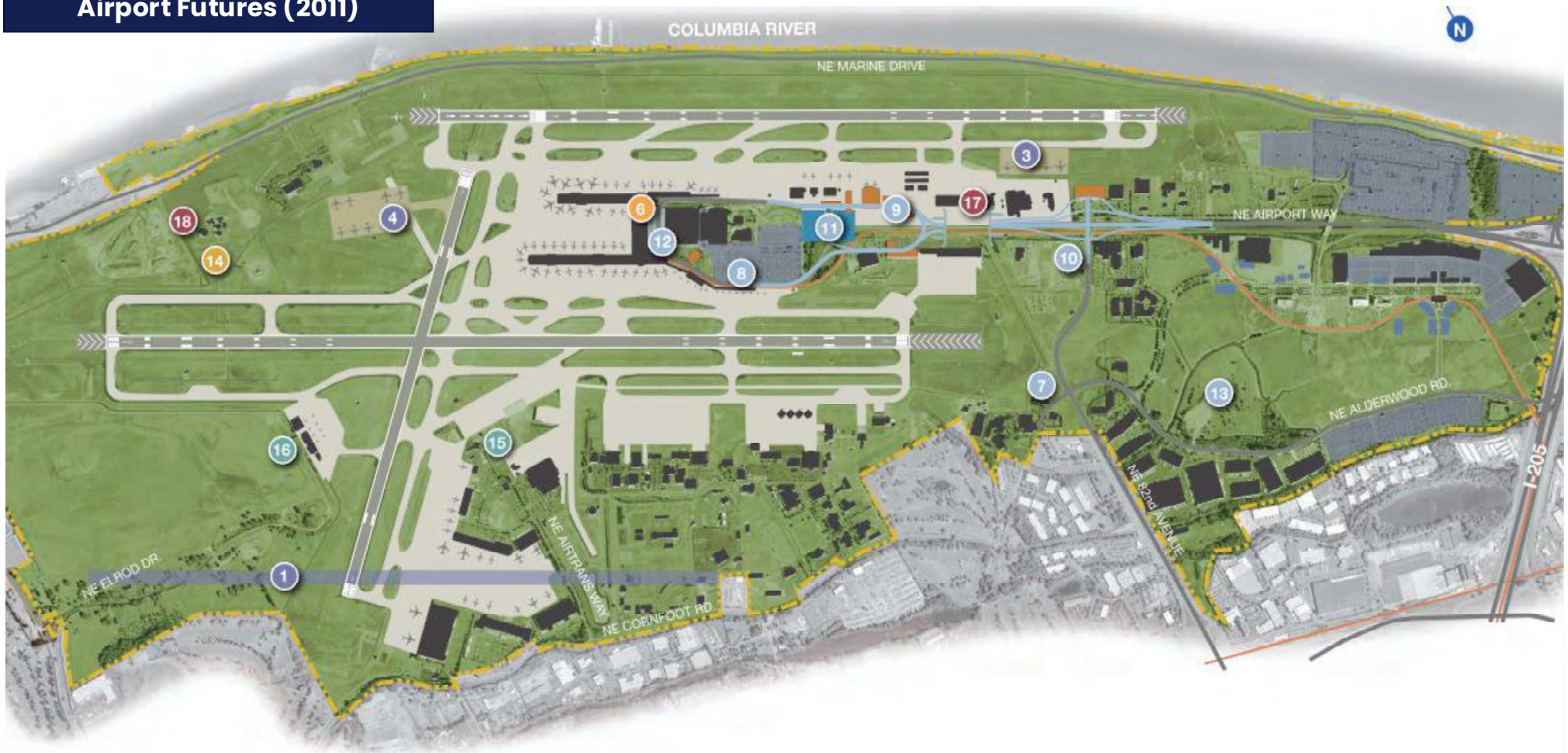
**South Runway Extension**  
BUILT

## LAND USE DEVELOPMENT PORTLAND INTERNATIONAL AIRPORT

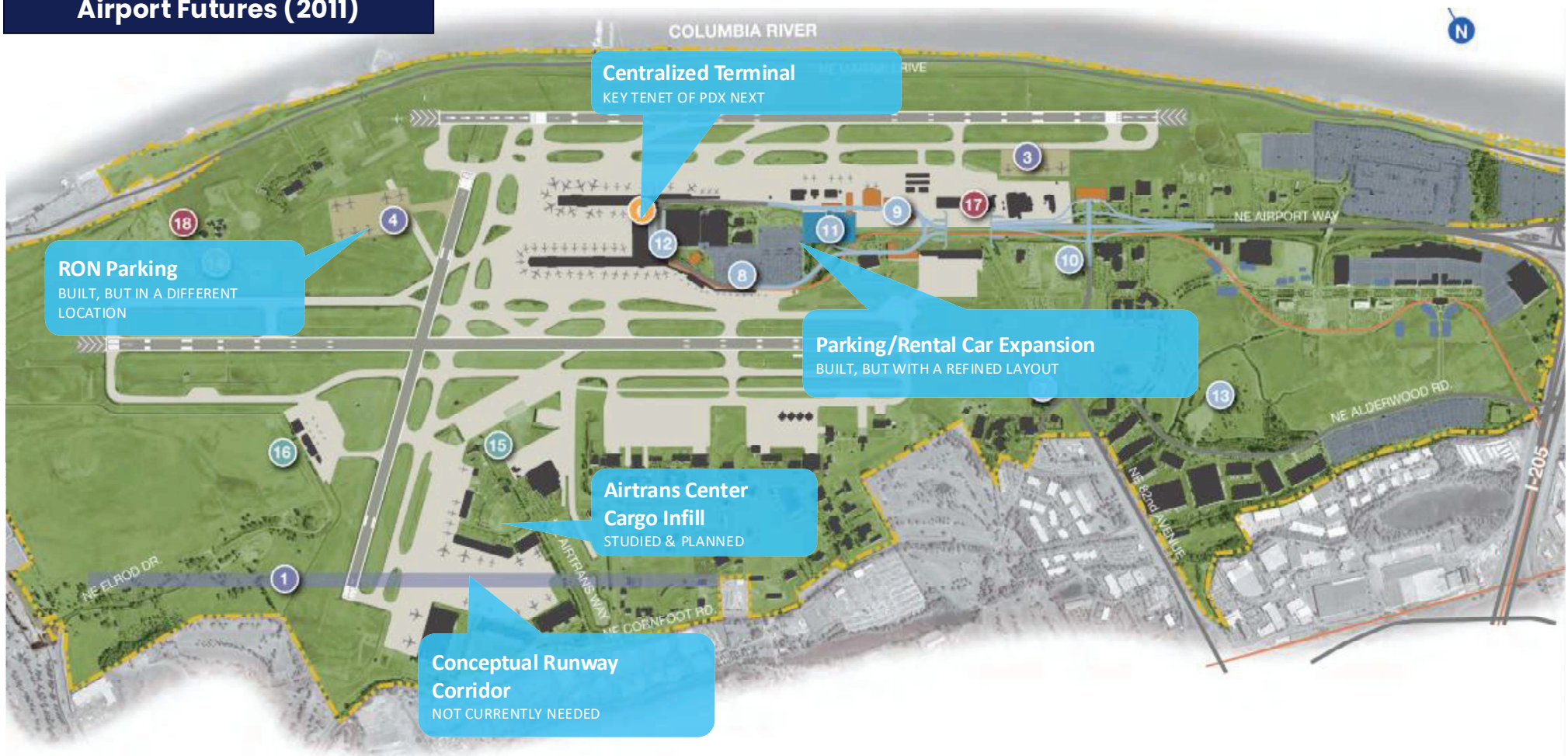
-  FUTURE AIR FREIGHT DEVELOPMENT
-  FUTURE AIRLINE SUPPORT AREA
-  FUTURE TERMINAL DEVELOPMENT
-  PRESENT TERMINAL RAMP AREA
-  FUTURE TENANT AREA



# Airport Futures (2011)



# Airport Futures (2011)



# PDX 2045 Master Plan Project Overview



## Renew or Replace

Invest in existing facilities to prolong useful life or develop new flexible facilities that consolidate functions.



## Landside Capacity

Explore multi-modal options to manage vehicular traffic and relieve congested roadway systems.



## Aircraft Gates

Determine the appropriate number of international and domestic gates needed to accommodate future demand.



## Customer Experience

Maintain the “best-in-class” reputation of PDX. Enhance services and offerings for customers.



## Passenger and Baggage Facilities

Assess level of service and optimize terminal capacity.



## Airfield Optimization

Identify and plan for the appropriate runway and taxiway facilities.



## Federal Facilities

Expand international facilities to accommodate anticipated demand and improve the passenger experience.

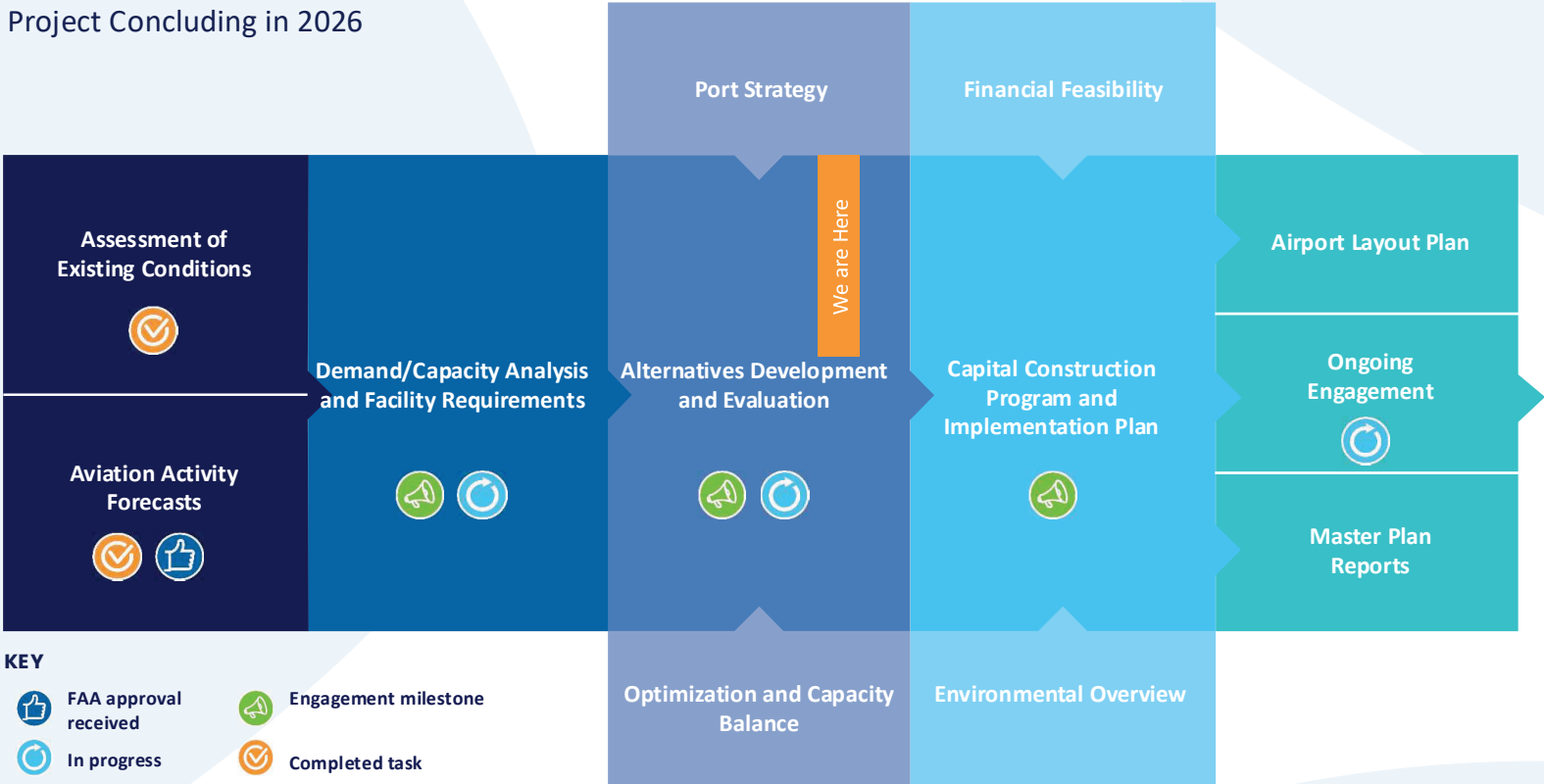


## Support Functions

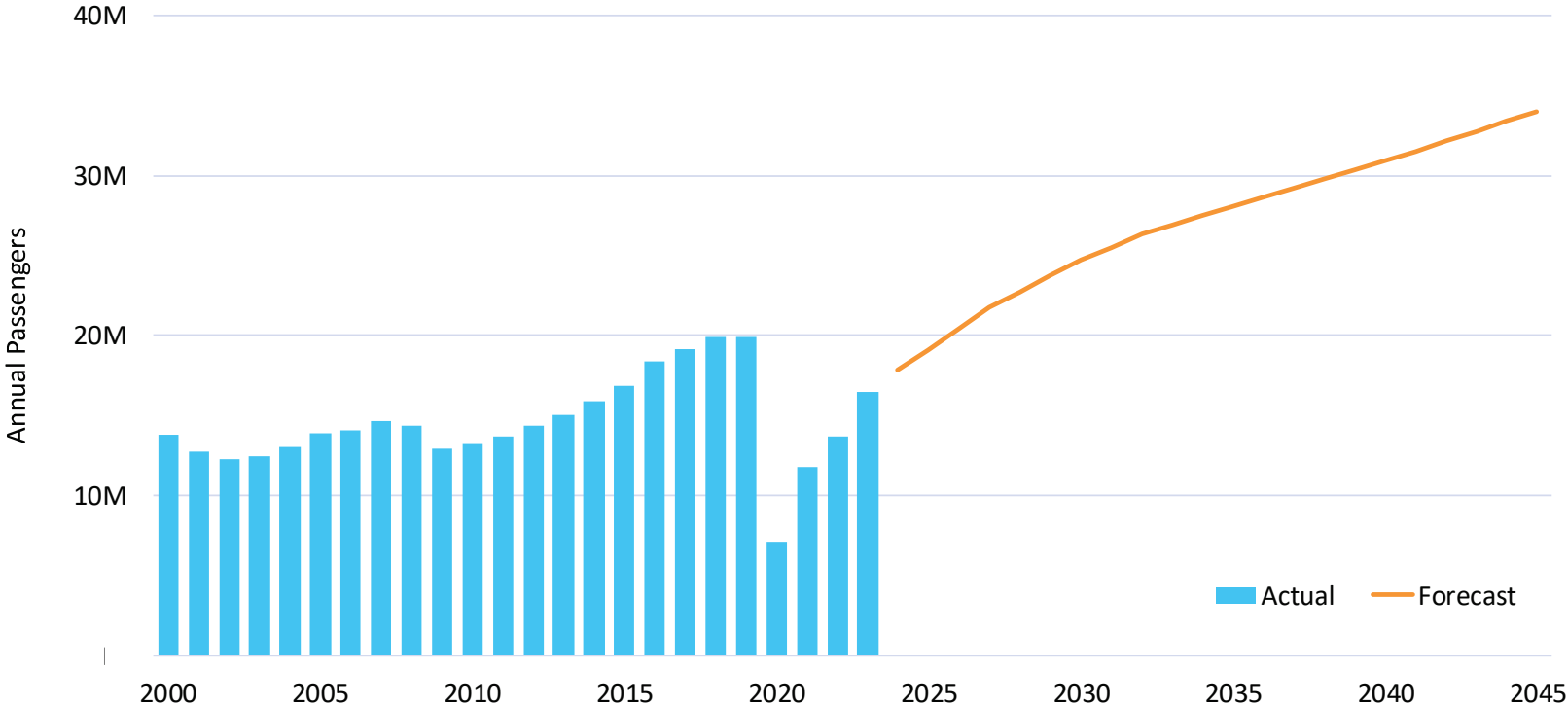
Identify opportunities for colocating critical functions and provide facilities for safe and efficient operations.

# PDX 2045 Process

Multi-Year Project Concluding in 2026

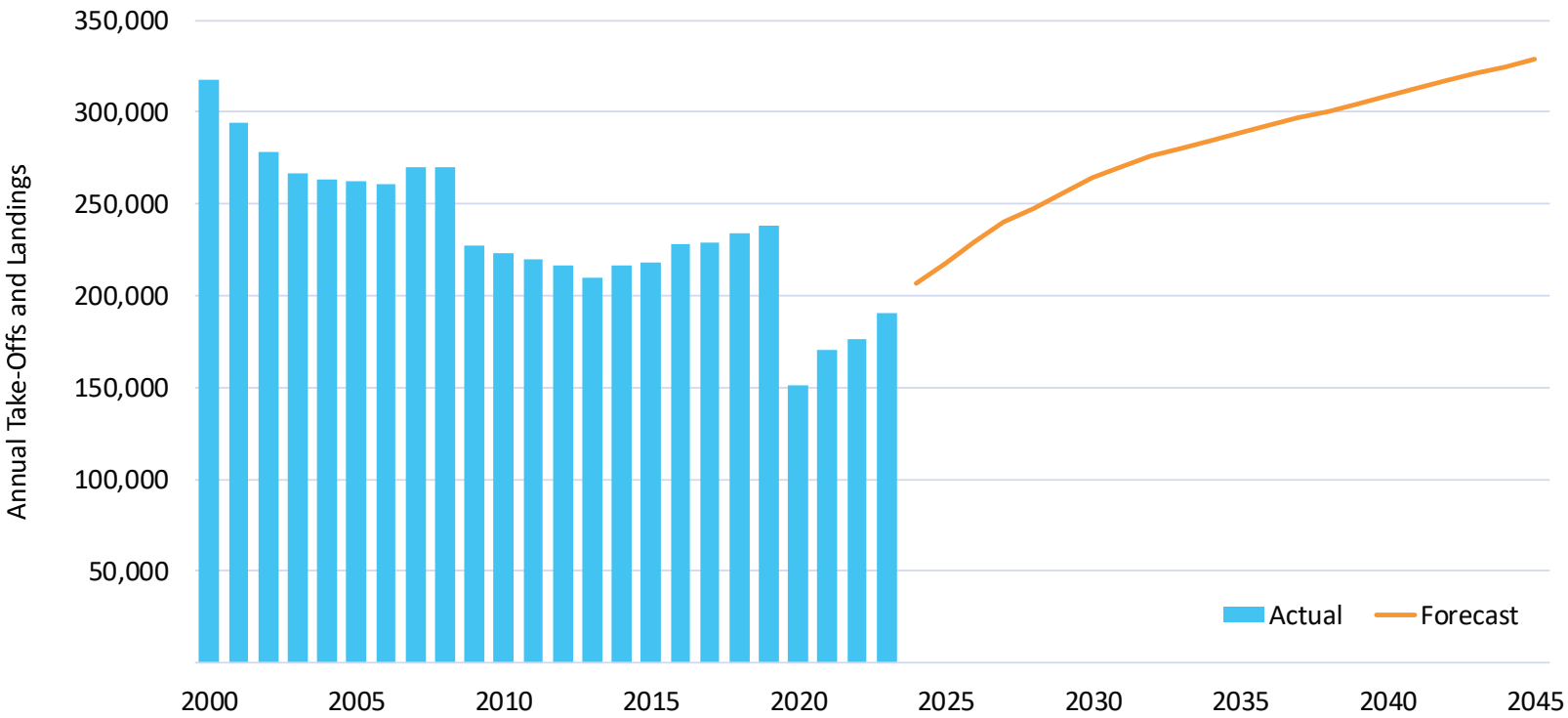


# Aviation Demand Forecasts: Passengers



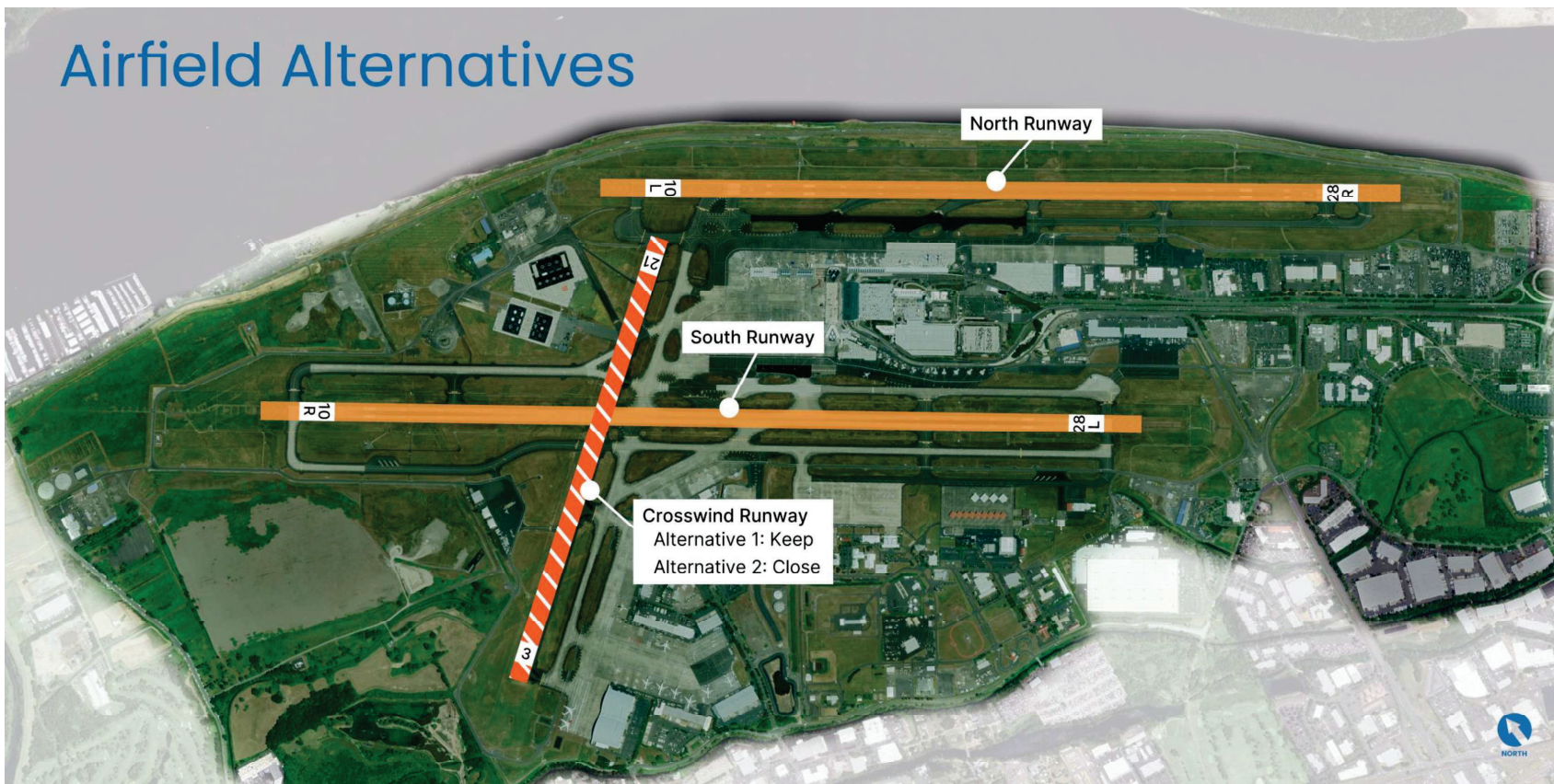
**Forecast Disclaimer:** Forecasts are intended to represent approximate future activity levels. Actual future activity levels at PDX may differ from these forecasts because of unexpected economic, social, regulatory, political, technological, and environmental changes.

# Aviation Demand Forecasts: Take-Offs and Landings



**Forecast Disclaimer:** Forecasts are intended to represent approximate future activity levels. Actual future activity levels at PDX may differ from these forecasts because of unexpected economic, social, regulatory, political, technological, and environmental changes.

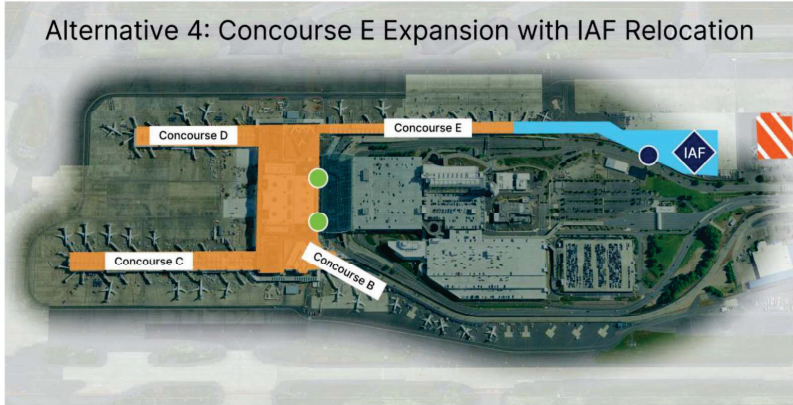
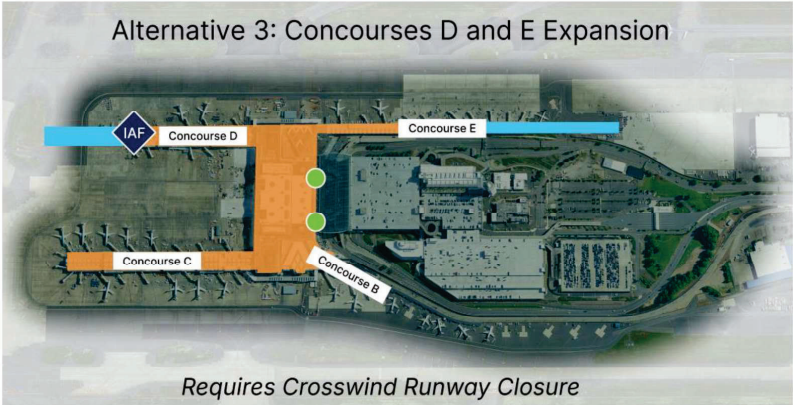
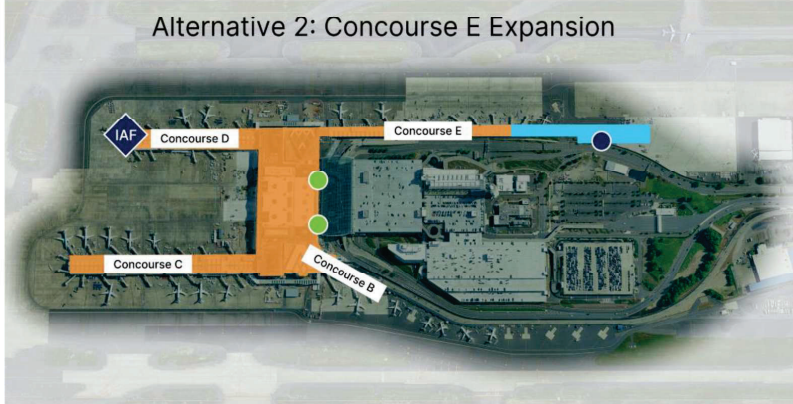
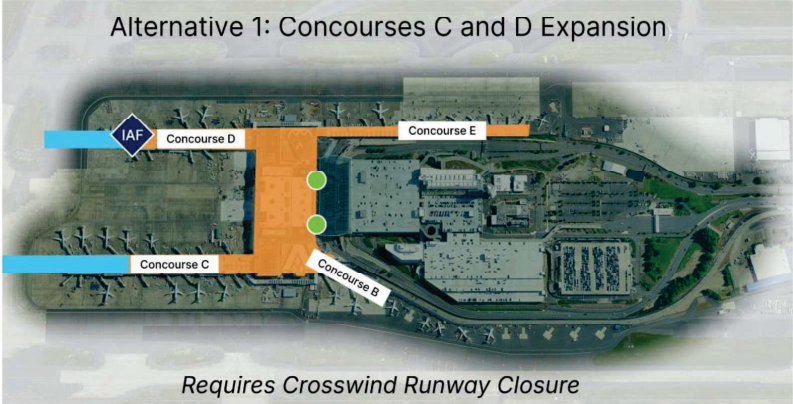
# Airfield Alternatives



**Alternative 1:** Keep the Crosswind Runway, which would likely be used infrequently. According to Federal Aviation Administration data, the Crosswind Runway was used for less than 1% of flights at PDX from 2012 through 2023.

**Alternative 2:** Close the Crosswind Runway, which would eliminate the need and cost to maintain runway pavement that is infrequently used and would create additional space for other uses, including passenger terminal expansion.

# Passenger Terminal Alternatives



Each alternative would provide the required 8-10 additional gates.

**KEY**

- Existing passenger entry/exit
- Potential concourse expansion
- International Arrivals Facility
- Building removal
- Existing passenger entry/exit
- Potential passenger entry/exit

# Parking Facilities

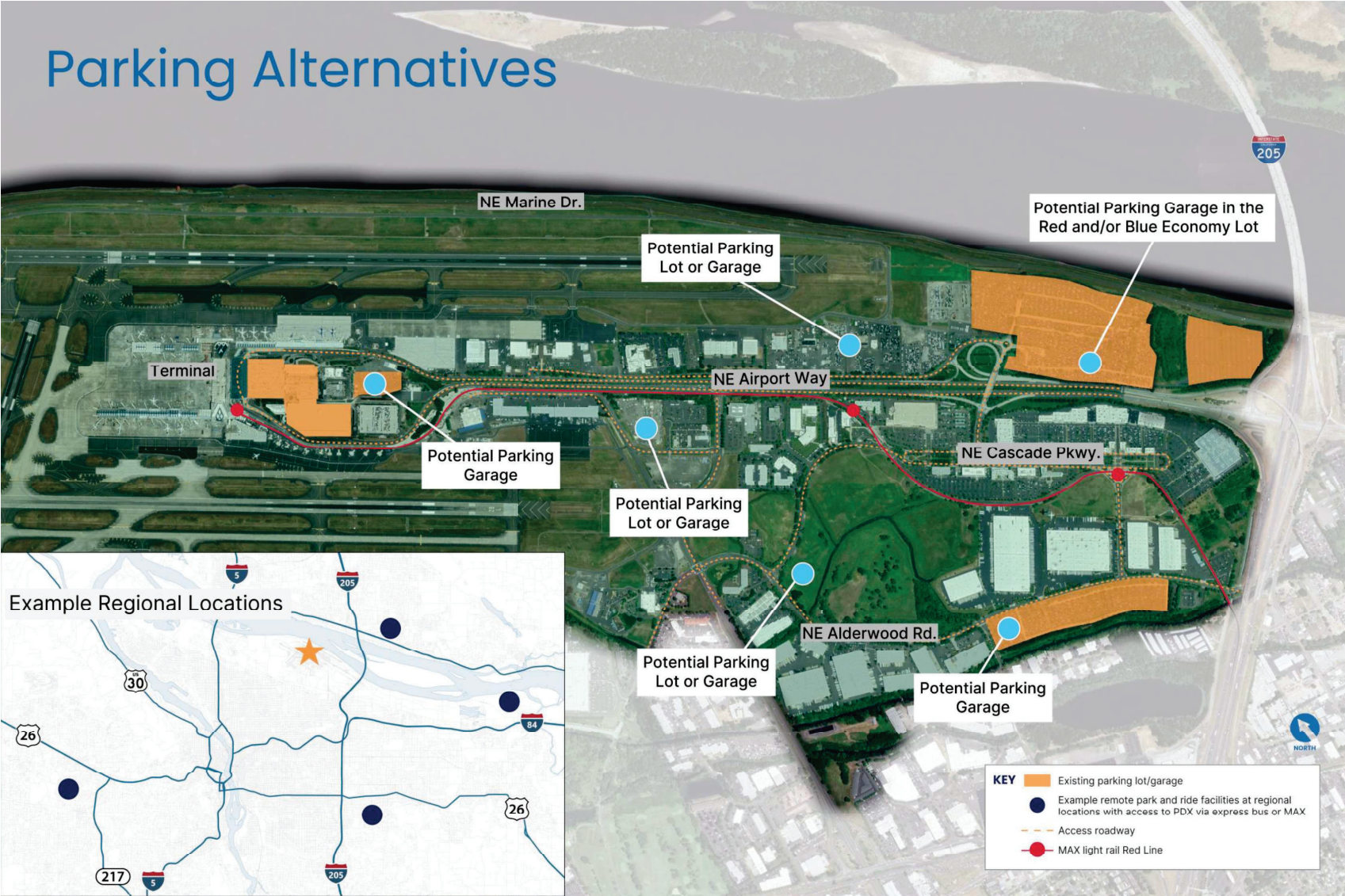


Parking needs may not increase at the same rate as passengers due to factors beyond the Airport's control - such as changes in services provided by Rideshare app companies (Uber, Lyft, etc.) or transit services and the number of travelers using these services to get to/from PDX.

# 25-50%

Additional parking spaces needed by 2045 to accommodate **twice as many passengers.**

# Parking Alternatives



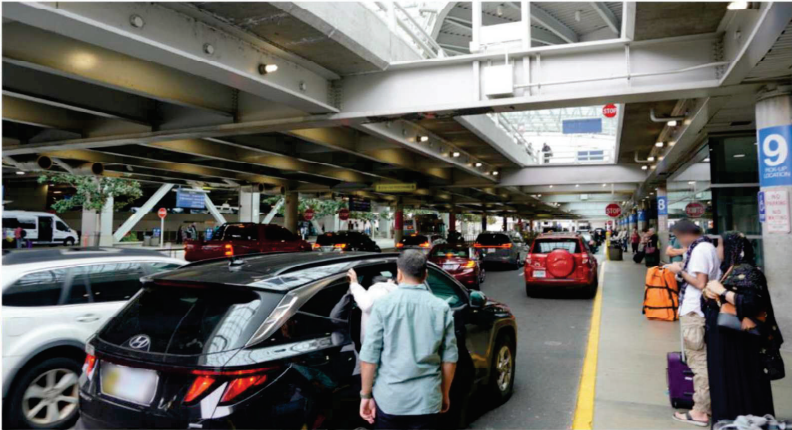
# Passenger Pick-Up and Drop-Off

We expect passengers to **nearly double** by 2045, requiring **additional pick-up or drop-off curb** and/or **strategies to reduce the number of vehicles** on the roadway in front of the terminal.



*Existing curb  
~1,500 feet*

*Additional curb needed  
~500 feet*



# Passenger Pick-Up and Drop-Off Strategies



## ① Create Additional Curb



Short-Term Garage Level 4 = 400 feet



Eastern curb = 150 feet



Valet parking service = 100 feet

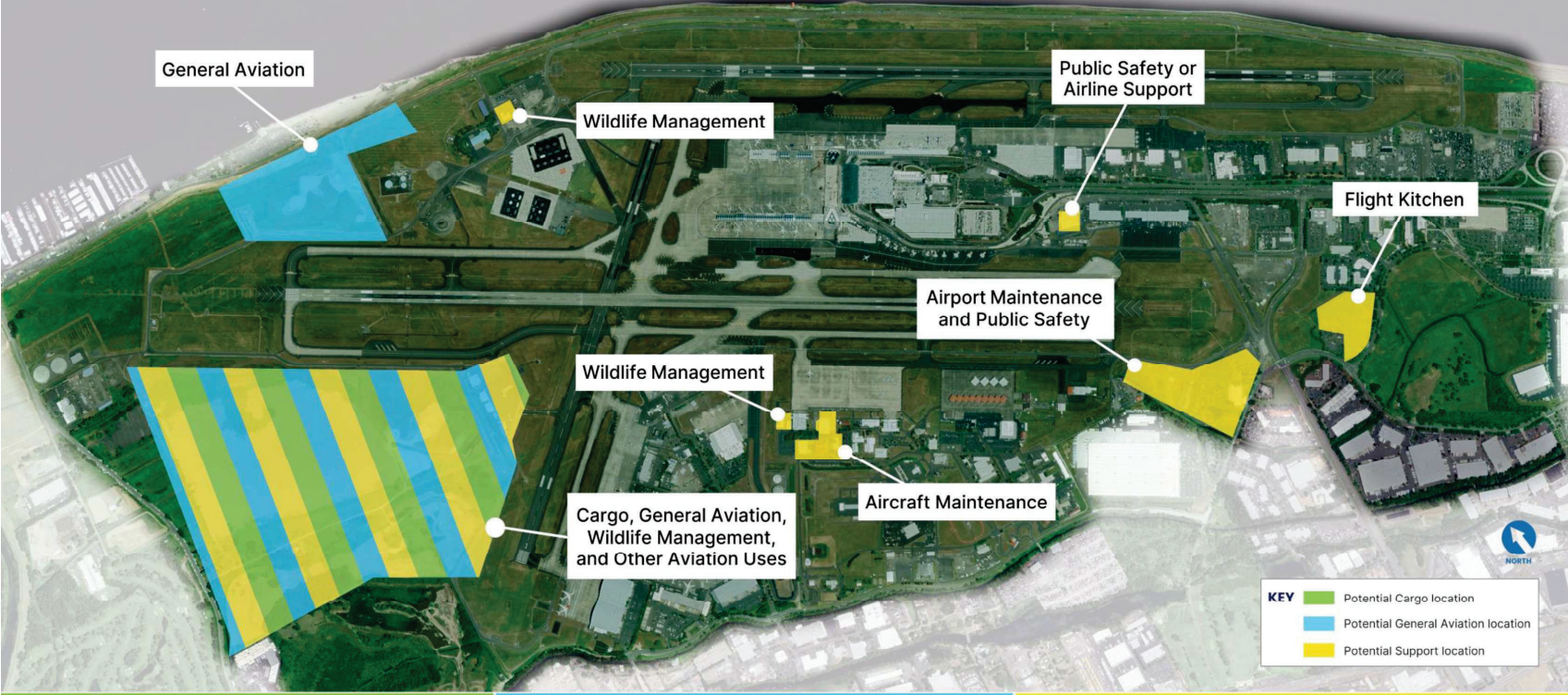


Rental Car Center curb = 100 feet

## ② Reduce the Number of Vehicles on the Roadway in Front of the Terminal

- Remote pick-up and drop-off in the Red and/or Blue Economy Lot
- Two-hour parking in the Short-Term Garage
- Reduce pedestrian crossing of terminal roadways
- Rideshare App pick-up and drop-off in the Transportation Plaza

# Cargo, General Aviation, and Support Facilities Alternatives



**Cargo:** By 2045, the amount of cargo moving through PDX will nearly double. The area needed for cargo activities will increase from approximately 60 acres today to 100 acres by 2045.

**General Aviation:** An additional 10 acres of general aviation aircraft parking could be needed by 2045. The Port is also reserving land for potential additional general aviation providers to comply with FAA regulations.

**Support Facilities:** Other facilities that may need additional area or need to be relocated include public safety, airport maintenance, airline support, aircraft maintenance, flight kitchen, and wildlife management.

# Public Comment

**Your feedback is essential!**

**Please take our survey by scanning the QR code below or fill out a paper survey.**



See the latest news and sign up for project updates on [pdx2045.org](https://pdx2045.org)



Port of  
Portland



# **Appendix C**

## Survey Form

# PDX 2045 Open House 2 Survey

We want to hear from you!

We're planning for the future of Portland International Airport! The PDX 2045 Master Plan Update will guide how the Airport grows to serve travelers, employees, neighbors, and our region.

Over the next 20 years, aviation activity (the number of travelers, aircraft, and cargo moving through PDX) is expected to nearly double. The PDX 2045 Master Plan Update is the Port of Portland's long-range plan to ensure PDX is prepared to accommodate this additional activity and meet the community's needs.

## Process



Currently, we are at the point in the process where we identify and evaluate several physical and operational improvements (called **alternatives** or **strategies**) for accommodating growth at PDX. We need your feedback to help us understand the effectiveness and impacts of our potential alternatives. This survey seeks to gather your feedback and further our understanding of how to best serve your needs.

# Airfield Alternatives

The **airfield** includes the runways and taxiways where aircraft take off, land, and maneuver on the ground. PDX's existing runways and taxiways are sufficient to accommodate expected growth through 2045. Our assessment of existing and future runway use indicates that **the Crosswind Runway, Runway 3-21, is rarely used today and is not needed to accommodate expected growth over the next 20 years.**



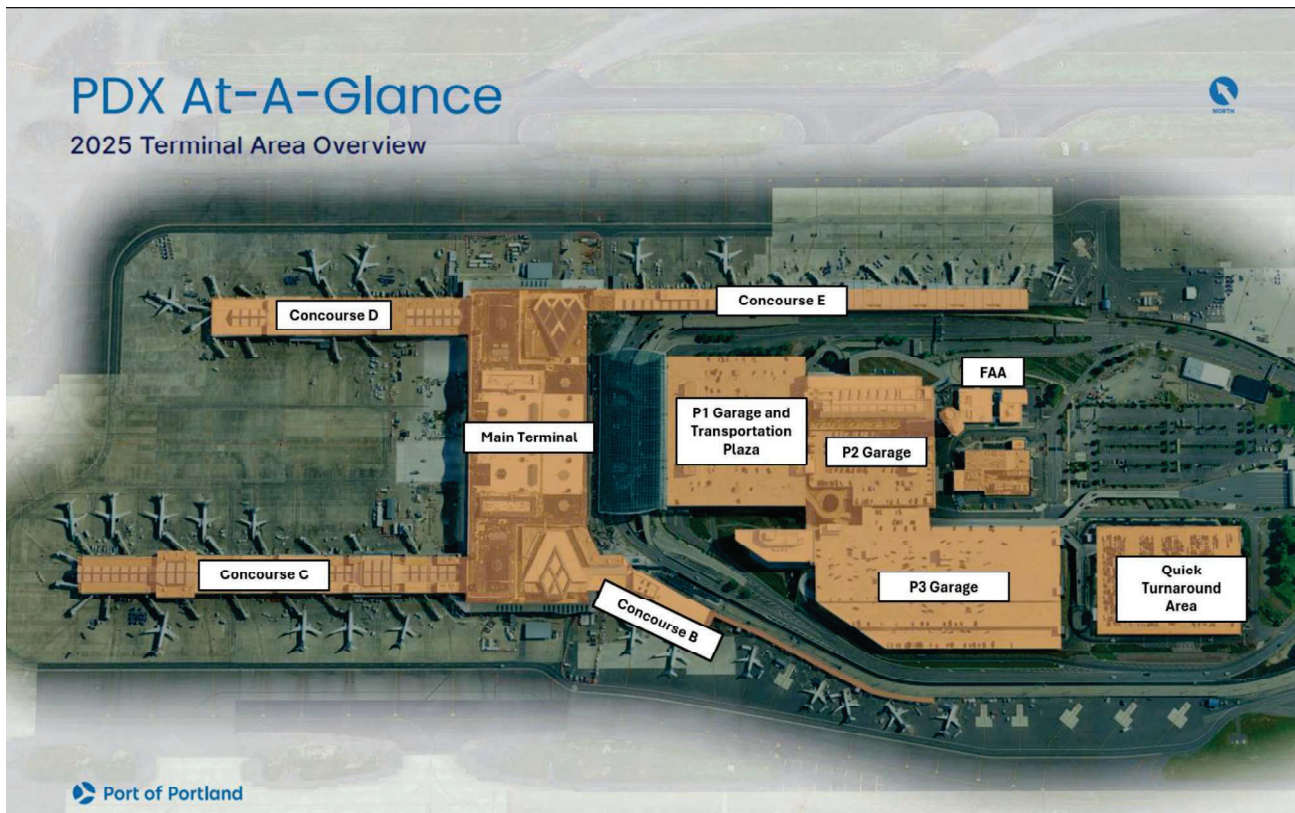
We are considering two potential airfield alternatives:

- **Keep the Crosswind Runway.** According to Federal Aviation Administration data, the Crosswind Runway was used for less than 1% of flights at PDX from 2012 through 2023.
- **Close the Crosswind Runway,** which would eliminate the need and cost to maintain runway pavement that is infrequently used and would create additional space for other uses, including passenger terminal expansion.

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

# Passenger Terminal

The **passenger terminal** is the building where passengers check in, go through security, wait for flights, get on and off planes, and collect their baggage. This includes the concourses and gates where aircraft park and passengers board.



Although the recent passenger terminal expansion at PDX is designed to meet passenger needs over the long term, additional gate and concourse facilities are needed. To accommodate **twice as many passengers each year by 2045**, the PDX passenger terminal will need:

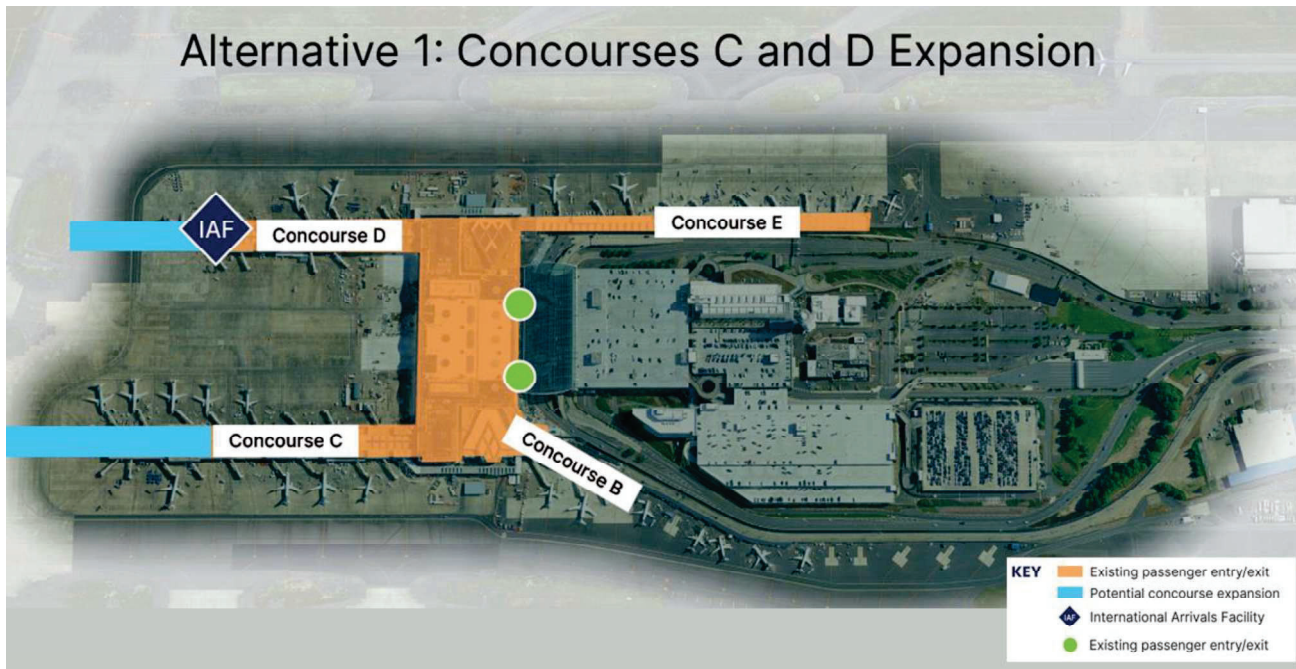
- 8 to 10 additional **aircraft gates** (where aircraft park and passengers board) on the concourses.
- A larger **International Arrivals Facility (IAF)**, a special area in the terminal where travelers arriving on international flights go through customs and immigration.

The four potential terminal alternatives include expansions to Concourses C, D, and E in various combinations to provide the gates needed in the future. Concourse B was recently renovated and has limited additional expansion capability. In all alternatives, space for an expanded IAF would be provided.

A virtual map of the passenger terminal and concourses is available online at: <https://www.flypdx.com/Map>

A virtual tour of the IAF is available online at: <https://www.flypdx.com/InternationalArrivals>

# Feedback: Concourses C and D Expansion



## Key Details:

**International Arrivals Facility (IAF) location:** Expanded in Concourse D

**Requires Crosswind Runway closure:** Yes

**Other Impacted Facilities:** None

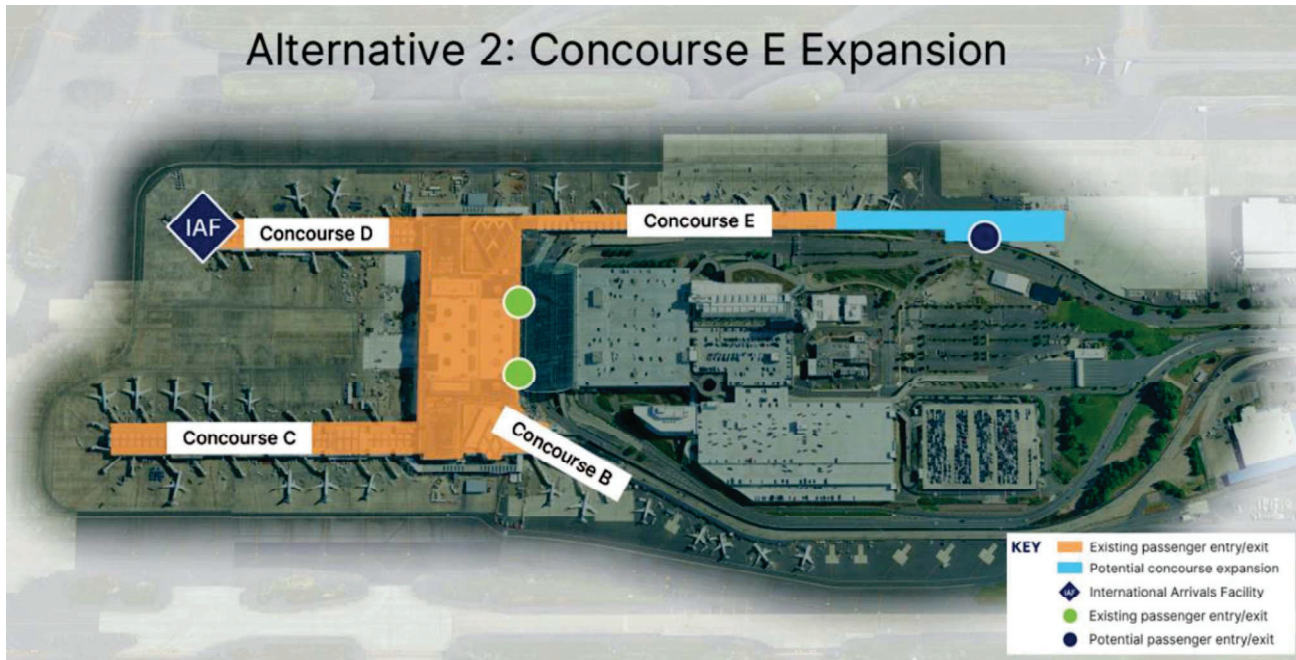
**Potential for new check-in, security screening, baggage claim, and passenger pick-up/drop-off areas:** No

## Walking distance from the center of the terminal to new gates:

- Concourse C
  - Total: 2,150 feet (8 downtown Portland blocks)
  - Additional: +370 feet (almost 2 downtown Portland blocks)
- Concourse D
  - Total: 2,040 feet (almost 8 downtown Portland blocks)
  - Additional: +660 feet (almost 3 downtown Portland blocks)

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

# Feedback: Concourse E Expansion



## Key Details:

**International Arrivals Facility (IAF) location:** Expanded in Concourse D

**Requires Crosswind Runway closure:** No

**Other Impacted Facilities:** None

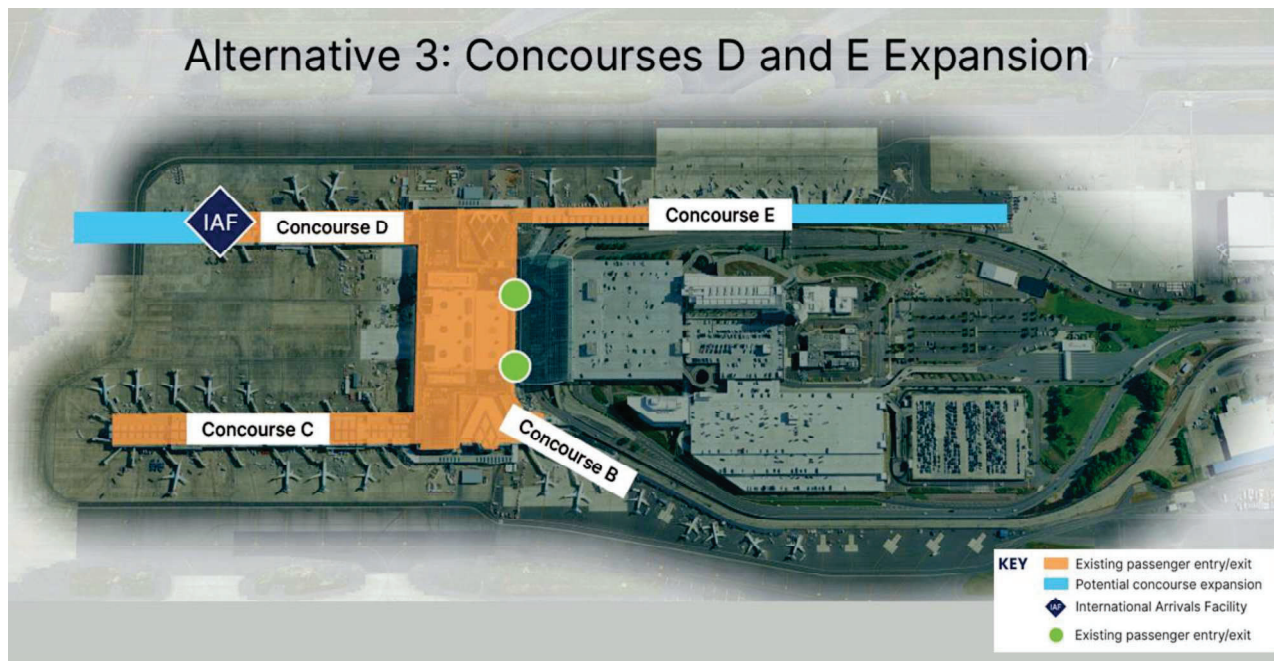
**Potential for new check-in, security screening, baggage claim, and passenger pick-up/drop-off areas:** Yes

### Walking distance from the center of the terminal to new gates:

- Total: 3,130 feet (12 downtown Portland blocks)
- Additional: +1,130 feet (just over 4 downtown Portland blocks)

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

# Feedback: Concourses D and E Expansion



## Key Details:

**International Arrivals Facility (IAF) location:** Expanded in Concourse D

**Requires Crosswind Runway closure:** Yes

**Other Impacted Facilities:** None

**Potential for new check-in, security screening, baggage claim, and passenger pick-up/drop-off areas:** No

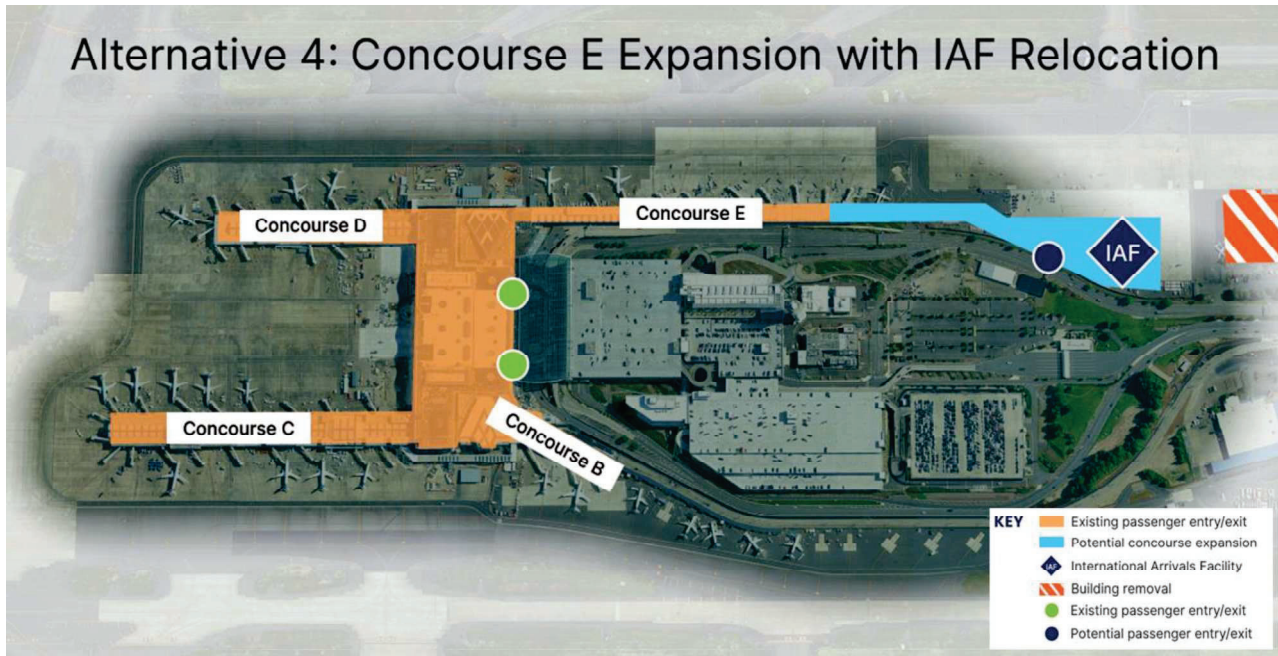
## Walking distance from the center of the terminal to new gates:

- Concourse D
  - Total: 2,040 feet (almost 8 downtown Portland blocks)
  - Additional: +660 feet (almost 3 downtown Portland blocks)
- Concourse E
  - Total: 2,690 feet (just over 10 downtown Portland blocks)
  - Additional: +690 feet (almost 3 downtown Portland blocks)

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

# Feedback: Concourse E with IAF Relocation

## Alternative 4: Concourse E Expansion with IAF Relocation



### Key Details:

**International Arrivals Facility (IAF) location:** Expanded in Concourse E

**Requires Crosswind Runway closure:** No

**Other Impacted Facilities:** Requires removal of the general aviation hangar

**Potential for new check-in, security screening, baggage claim, and passenger pick-up/drop-off areas:** Yes

### Walking distance from the center of the terminal to new gates:

- Total: 3,250 feet (just over 12 downtown Portland blocks)
- Additional: +1,260 feet (almost 5 downtown Portland blocks)

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

# Feedback: Passenger Terminal

*Please rank the passenger terminal alternatives in order of most preferred (1) to least preferred (7).*

	Rank
Concourse C and D Expansion	
Concourse E Expansion	
Concourse D and E Expansion	
Concourse E Expansion with IAF	

## Feedback: Passenger Terminal

All Passenger Terminal Alternatives would extend one or more of the concourses to get the additional 8-10 gates needed over the next 20 years. Currently, the distance from the center of the terminal to the farthest gate is about 2,000 feet (or about 8 downtown Portland blocks).

If your assigned gate was in a newly extended concourse, would the additional walking distance worry you? Please respond to the following distances with the following options: very much, somewhat, neutral, not really, not at all.

***Total distance = 2,500 feet (almost 10 downtown Portland blocks, about 2 additional blocks)***

- Very much
- Somewhat
- Neutral
- Not really
- Not at all

***Total distance = 3,000 feet (just over 11 downtown Portland blocks, about 4 additional blocks)***

- Very much
- Somewhat
- Neutral
- Not really
- Not at all

***Total distance = 3,500 feet (just over 13 downtown Portland blocks, about 5 additional blocks)***

- Very much
- Somewhat
- Neutral
- Not really
- Not at all

## Feedback: Passenger Terminal

What would ease your concerns about the walking distance?

Concourse extensions may provide an opportunity to reconfigure or relocate the International Arrivals Facility. Have you used the existing International Arrivals Facility at PDX when you landed from an international flight?

Yes

No

What improvements to the International Arrivals Facility would you suggest we consider when it is reconfigured or relocated?

# Parking Facilities

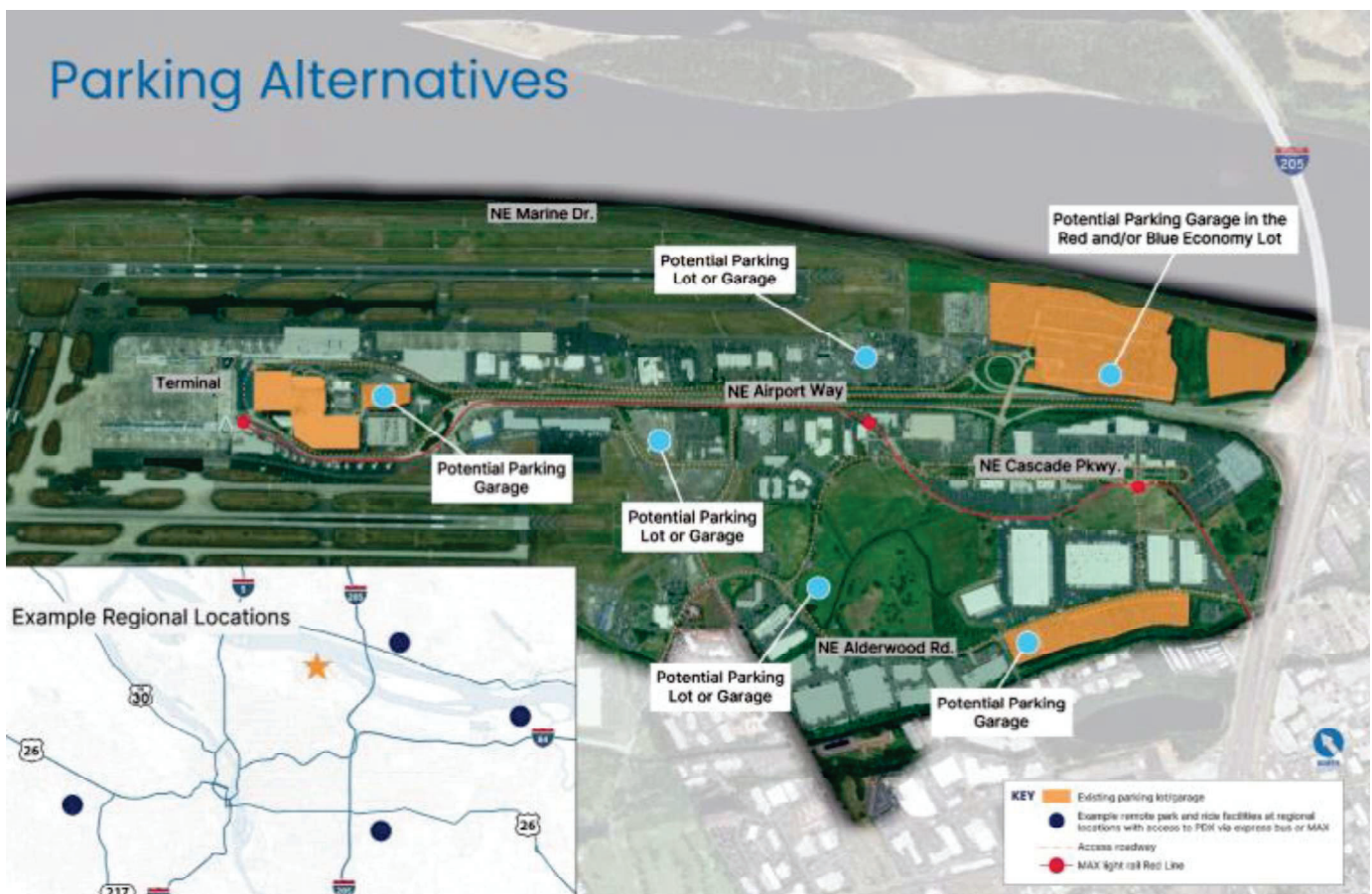
Airport parking generally includes parking lots and parking garages where passengers and employees park their vehicles. Parking needs at large airports, like PDX, are different than smaller, local facilities. Although PDX has direct MAX Light Rail access and connections to sidewalks and bicycle paths, PDX also serves passengers that live hundreds of miles away. Sometimes, driving to PDX and parking is the most cost effective and reliable means of accessing the airport.

PDX will need 25-50% more parking spaces by 2045 to accommodate twice as many passengers. Parking needs may not increase at the same rate as passengers due to factors beyond the Airport's control - such as changes in services provided by Rideshare app companies (Uber, Lyft, etc.) or transit services and the number of travelers using these services to get to/from PDX.

Alternatives to provide enough parking in the future must be flexible and match the actual demand for parking; PDX will not build additional parking that's not needed. PDX will continue to provide a range of parking options to meet the various needs of travelers, including variety in cost and proximity to the passenger terminal. It is likely a combination of these alternatives will be needed to meet future passenger parking demand.

This map shows three types of parking alternatives that could help meet future parking needs:

- A parking garage within walking distance of the terminal, similar to the short- and long-term garages near the PDX terminal today.
- Other parking lots or garages that would access the terminal via shuttle, similar to the Red and Blue Economy Lots at PDX today.
- Remote park and ride facilities at regional locations with access to PDX via express bus or MAX.



# Feedback: Parking Garage Within Walking Distance of the Terminal



A new parking garage adjacent to the existing short- and long-term garages that are next to the passenger terminal would add **up to 3,800 spaces**. Travelers would use the tunnels and/or skybridges to walk to the terminal entrance. This garage would require extension of the tunnels and would be located to the east of the existing garages, requiring additional walking distance.

**Covered parking:** Yes

**Assess to terminal entrance:** Walk (2,000 feet or almost 8 downtown Portland blocks)

**User costs:** Similar to existing parking garages at PDX

**Associated projects:** Pedestrian tunnel extensions

**If you parked at the new parking garage, would the additional distance worry you?**

- Very much
- Somewhat
- Neutral
- Not really
- Not at all

# Feedback: Parking Garage Within Walking Distance of the Terminal

What would ease your concerns about the walking distance?

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

# Feedback: Parking Facilities with Shuttle Access



Additional parking lots or garages at the airport would provide access to the terminal with a shuttle, similar to the Red and Blue Economy Lots today. Each parking area would provide **an additional 1,150 to 6,000 spaces.**

**Covered parking:** Varies

**Access to terminal:** Shuttle with travel time between 5 and 15 minutes

**User costs:** Similar to economy parking lots at PDX

**Associated projects:** May require relocation of some existing landside facilities.

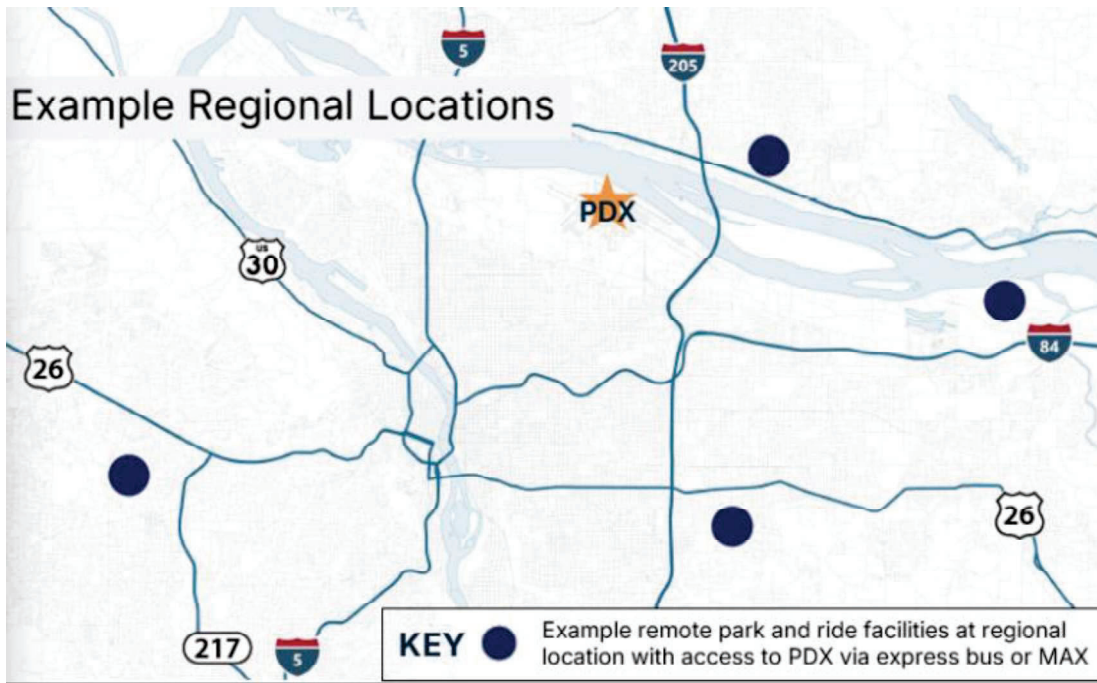
**Have you ever parked a vehicle in the Red or Blue Economy Lots at PDX?**

- Yes
- No

**If yes, please tell us more about your experience parking at the Red or Blue Economy Lots. If answered "no" please tell us what would make the Red or Blue Economy Lots a more attractive parking option for you.**

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

# Feedback: Remote Parking at Regional Locations



Remote parking at regional locations could include park and ride facilities with travelers taking an express bus or MAX light rail to the PDX passenger terminal.

**Covered parking:** TBD

**Assess to terminal:** MAX or express bus (20+ minutes)

**User costs:** TBD based on the location

**Enabling projects:** May require agreement with third-party landowners

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

- Yes
- No

**What are your concerns about using a regional parking location?**

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

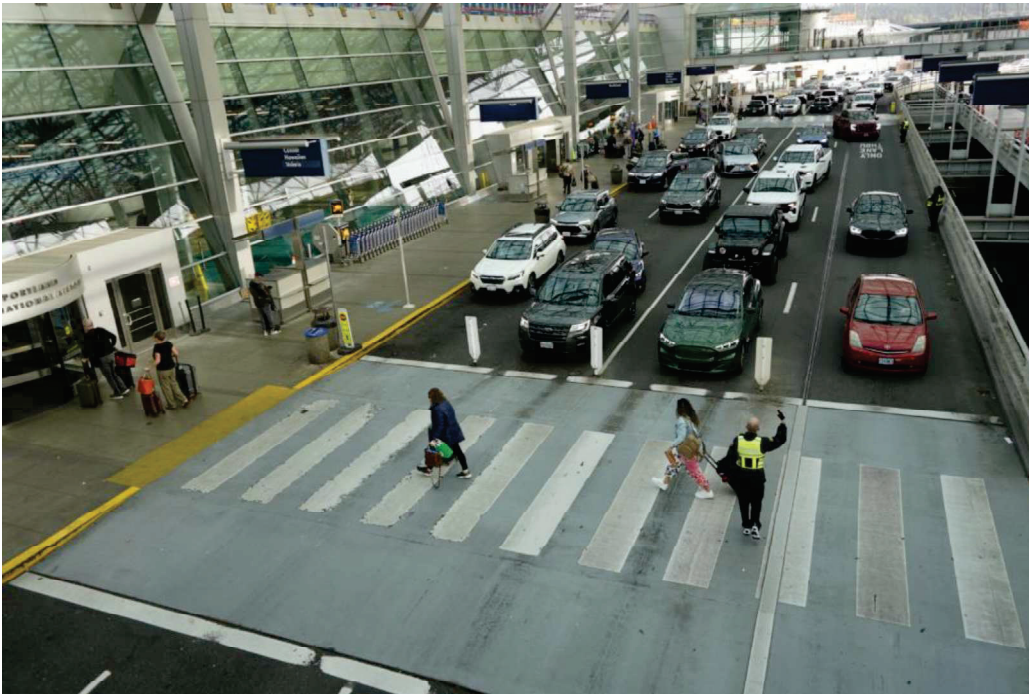
# Feedback: Parking

After reviewing and answering questions about the three, please place the parking alternatives in order of most preferred (1) to least preferred (3).

	Rank
Parking garage within walking distance of the terminal	
Parking facilities with shuttle access	
Remote parking and regional locations	

# Passenger Pick-Up and Drop-Off Curb

The **curb** area where vehicles pick up and drop off passengers in front of the entrance to the passenger terminal is limited. As the number of passengers increases, this area will become more congested.



Today we have about 1,500 feet of curb space. By 2045, we'll need an **additional 500 feet (40% increase) of curb space for pick-up and drop-off**. However, there is limited ability to provide additional pick-up and drop-off curb space in front of the terminal.

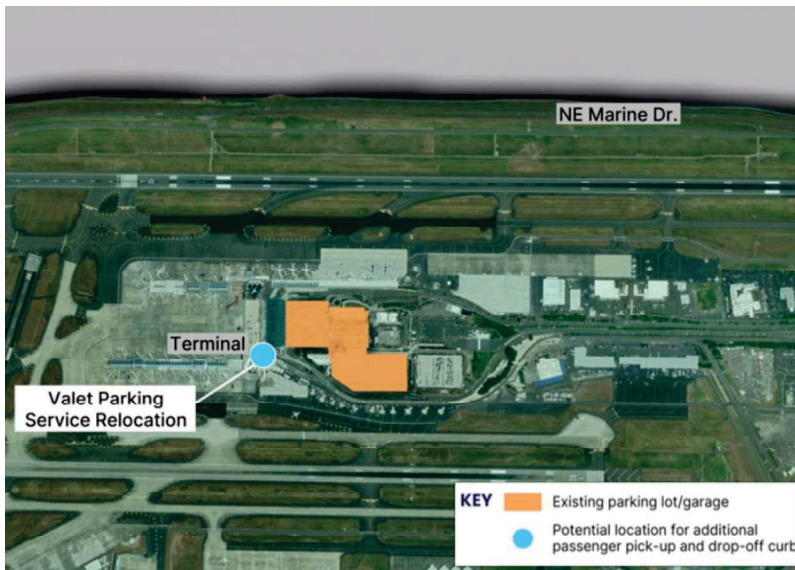


PDX will need to use strategies (likely more than one) that promote more efficient use of existing space or provide additional pick-up and drop-off locations that are not directly in front of the terminal building. We need your input to help evaluate these strategies and to understand if you would prefer these options rather than a congested curb.

Strategies for addressing congested passenger drop-off and pick-up areas include:

- Relocating the valet parking service area and reassigning that space to public pick-up and drop-off
- Developing a new pick-up and drop-off curb close to the terminal
- Reducing the number of vehicles wanting to use the curb
- Optimizing use of existing curb pick-up and drop-off space
- Creating new remote pickup / drop-off locations (connected by a shuttle bus or MAX)

## Feedback: Relocate Valet Parking Service



Relocating the valet parking service that is currently next to the departures drop-off curbside would free up **an additional 110 feet of curb space**. The valet service could be relocated to Lower Roadway where hotel shuttles park or into the P1 Short-Term Parking Garage.

**Have you used valet parking at PDX?**

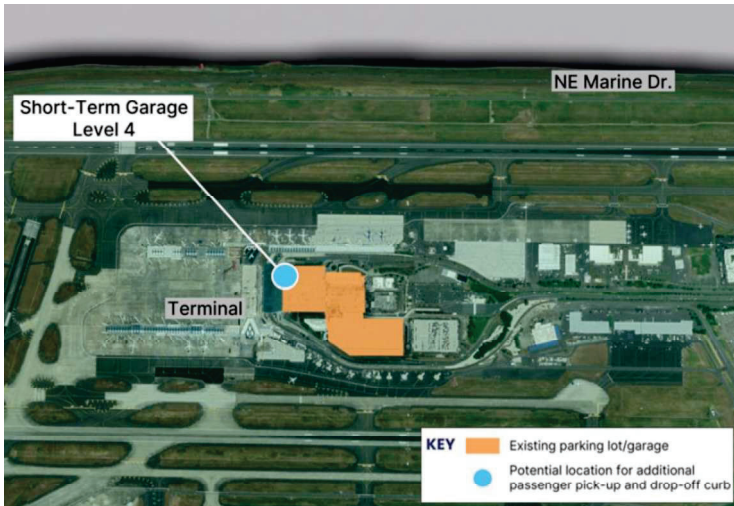
- Yes
- No

**If so, how would relocating the valet parking service to the Lower Roadway by the hotel shuttles or into the P1 Short-Term Garage work for you?**

- Very well
- Somewhat well
- Neutral
- Not well
- Not at all

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

# Feedback: Pick-Up and Drop-Off in P1 Short-Term Garage



Developing a new curb area on Level 4 of the P1 Short-Term Garage would create **up to 400 feet of pick-up and drop-off curbside**. New ramps from Airport Way would allow drivers to directly access Level 4 of the garage as they approach the terminal. Passengers being picked up or dropped off here would use the existing pedestrian skybridges to walk from the garage to the terminal.

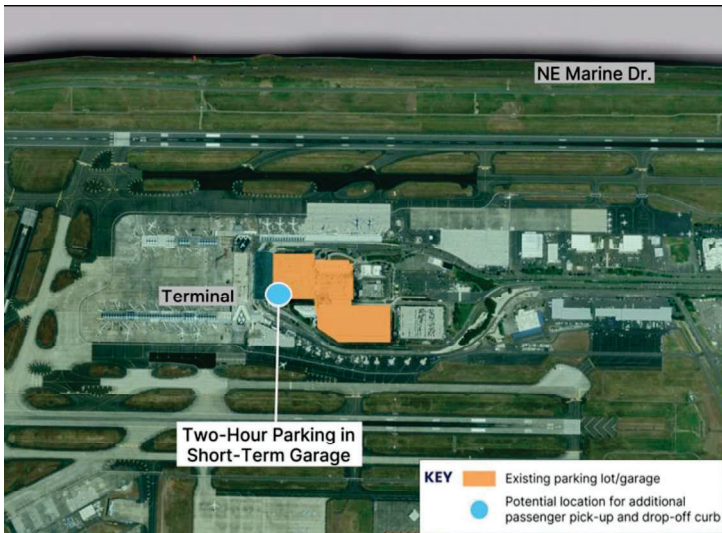
***How would a new pick-up and drop-off curb in the P1 Short-Term Garage work for you?***

- Very well
- Somewhat well
- Neutral
- Not well
- Not at all

***If ranked "not well" or "not at all", please tell us why this option will not work well for you.***

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

# Feedback: Two-Hour Parking in the P1 Short-Term Garage



Creating an area of time-limited (e.g. 2-hour only) parking in the part of the existing P1 Short-Term Garage closest to the terminal could reduce the traffic picking up and dropping off passengers at the terminal curb as the people picking up or dropping off passengers could park their vehicle in the garage for the allotted time and visit the terminal facility to send-off or meet passenger(s).

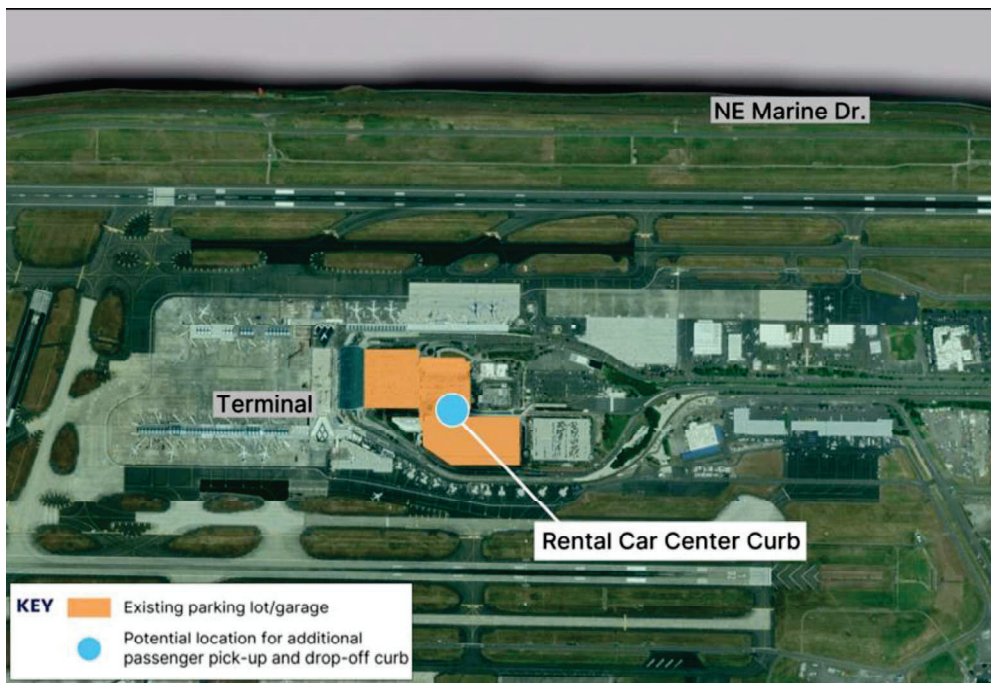
## How would two-hour parking in the P1 Short-Term Garage work for you?

- Very well
- Somewhat well
- Neutral
- Not well
- Not at all

*If ranked "not well" or "not at all", please tell us why this option will not work well for you.*

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

# Feedback: Pick-Up and Drop-Off at Rental Car Center



Using a new curb area for passenger pick-up and drop-off at the existing Rental Car Center would **add 90 feet of new passenger curb capacity**. Passengers would follow a signed path through the South Tunnel to and from the terminal building. The walk is approximately 1,100 feet, or just over 4 downtown Portland blocks.

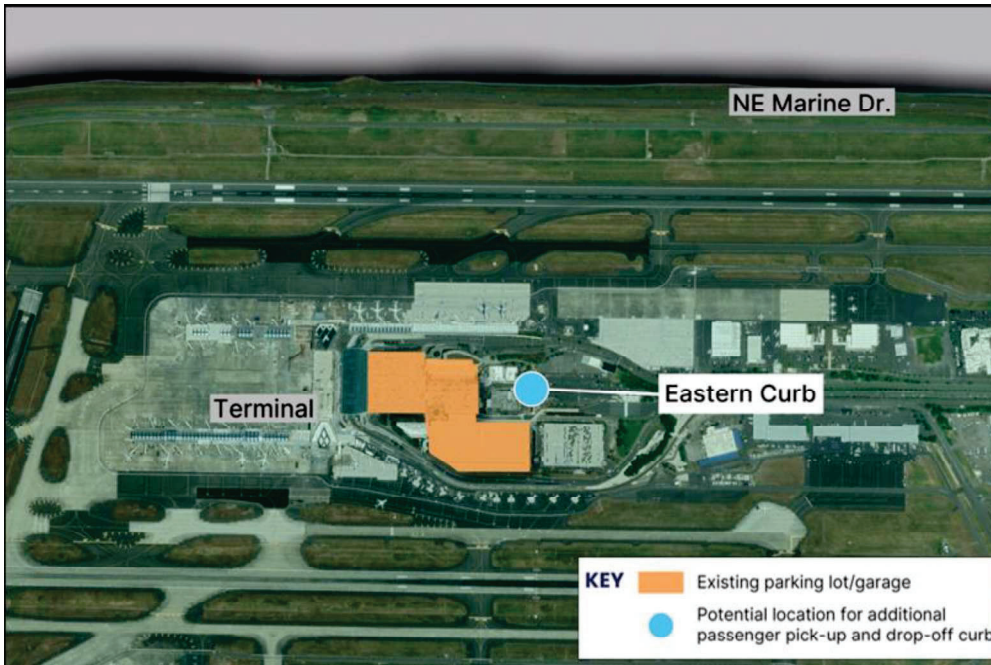
**How would a pick-up and drop-off area at the Rental Car Center work for you?**

- Very well
- Somewhat well
- Neutral
- Not well
- Not at all

**If "not well" or "not at all" please tell us why this option will not work for you.**

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

# Feedback: Pick-Up and Drop-Off East of the Terminal



Using a new curb area for passenger pick-up and drop-off east of the terminal and the existing parking garages would **add 150 feet of curb capacity**. Passengers would follow a signed path through the South Tunnel and a sidewalk near the P2 Long-Term Garage to get to the terminal entrance. The walk is approximately 1,700 feet, or just over 6 downtown Portland blocks.

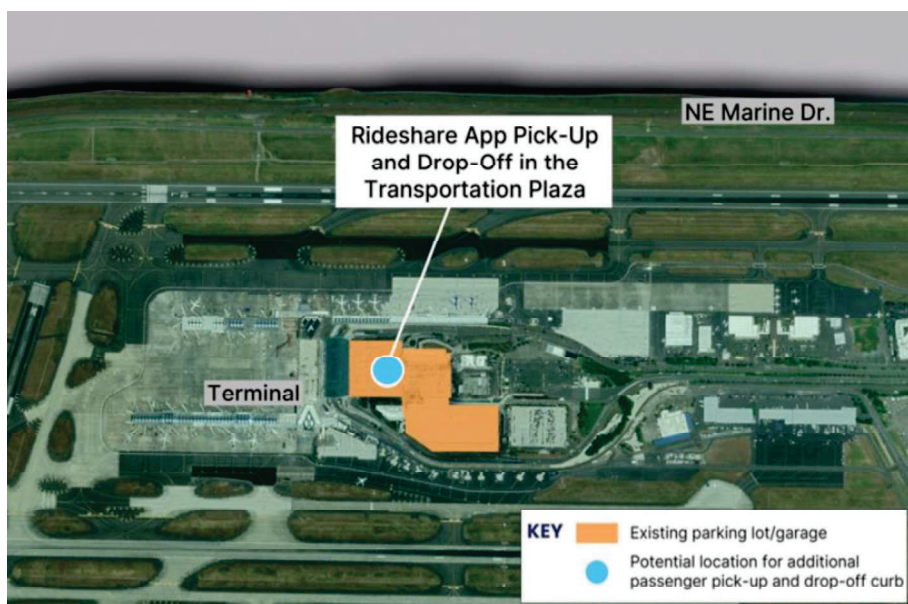
**How would a pick-up and drop-off area east of the terminal work for you?**

- Very well
- Somewhat well
- Neutral
- Not well
- Not at all

**If "not well" or "not at all" please tell us why this option will not work for you.**

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

## Feedback: Transportation Plaza Rideshare App Drop-Off



Currently, Rideshare app companies (Uber and Lyft) can drop off passengers at departures curb by the passenger terminal, but they are required to pick up passengers at the Transportation Plaza on the ground floor of the P1 Short-Term Garage. Requiring Uber and Lyft to drop off passengers at the Transportation Plaza could **remove up to 1,000 vehicles per hour** from the Upper Roadway (passenger drop-off curb) by 2045.

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

- Very well
- Somewhat well
- Neutral
- Not well
- Not at all

If "not well" or "not at all" please tell us why this option will not work for you.

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

# Feedback: Remote Pick-Up and Drop-Off



Creating a remote pick-up and drop-off area at the airport, where passengers would take a shuttle similar to the shuttle used for the Red and Blue Economy Lots today would allow drivers to drop-off passengers without getting caught in the congestion at the front of the terminal, and would reduce traffic and congestion on Airport Way and in front of the terminal.

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

- Very well
- Somewhat well
- Neutral
- Not well
- Not at all

**If "not well" or "not at all" please tell us why this option will not work for you.**

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

## Feedback: Passenger Pick-Up and Drop-Off

After reviewing and answering questions about the seven alternatives, please place the passenger pick-up and drop-off alternatives in order of most preferred (1) to least preferred (7).

	Rank
Relocate valet parking service	
Pick-up and drop-off in P1 short-term garage	
Time-limited parking in the P1 short-term garage	
Pick-up and drop-off at rental car center	
Pick-up and drop-off east of the terminal	
Transportation plaza rideshare app drop off	
Remote pick-up and drop-off	

# Cargo, General Aviation, and Support Facilities

By 2045, the amount (metric tons) of **cargo** moving through PDX will nearly double. The area needed for cargo activities, where goods and packages are loaded, unloaded, and processed to shipping by air, will increase from approximately 60 acres today to 100 acres by 2045. Future cargo needs can be accommodated in the southwest portion of PDX, near some of the existing cargo areas.

The area at PDX currently dedicated to **general aviation** facilities where smaller flight operations by private, charter, or business airplanes occur, encompasses 32 acres. An additional 10 acres of aircraft parking area could be needed for general aviation by 2045. PDX is required to preserve the ability to accommodate additional general aviation service providers. If needed, additional general aviation development could be accommodated in a new site on the northwest or southwest areas of PDX.

**Support facilities** that may need additional area or need to be relocated include public safety, airport maintenance, aircraft maintenance, flight kitchen, and wildlife management.

Potential locations for these facilities are depicted on the map.



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

## Tell Us About Yourself

Your responses help us understand who we're reaching and how to better plan future events. The questions on this page are optional. You may proceed to the next page and complete the survey without answering all questions.

### How did you learn about PDX 2045?

- News (newspaper, TV, online news)
- Project flyer/factsheet
- Port of Portland email
- Project website (pdx2045.org)
- Port of Portland website
- X (Twitter)
- Facebook
- Instagram
- Friend, neighbor, family member
- Employer
- An organization you're involved with:
- Other

### What is your ZIP Code

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

- Use PDX for travel
- Live near PDX
- Work at PDX or Cascade Station
- Port of Portland employee
- Port of Portland committee member
- Current/potential Port of Portland consultant/contractor

### What year were you born?

# Tell Us About Yourself

## What is your gender?

- Female
- Male
- Non-binary
- I'd rather not say
- Prefer to self-describe, share your gender identity here:

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

- African
- African American/Black
- Asian
- Hispanic/Latino/a/x
- Indigenous Central or South American
- Indigenous North American
- Middle Eastern
- Native Hawaiian or Pacific Islander
- Slavic
- White/Caucasian
- Prefer to self-describe:

## 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?

- Never
- Rarely
- Sometimes
- Often
- Always

# Tell Us About Yourself

## How would you like to stay involved? (check all that apply)

- Follow project updates online
- Receive project emails\*
- Participate in open house events
- Talk with a project team member\*
- Other, please specify

\*If you would like to receive project email updates or speak to a team member, please share your email address and/or phone number below.

### Name (optional)

### Email (optional)

### Phone number (optional)



# **Appendix D**

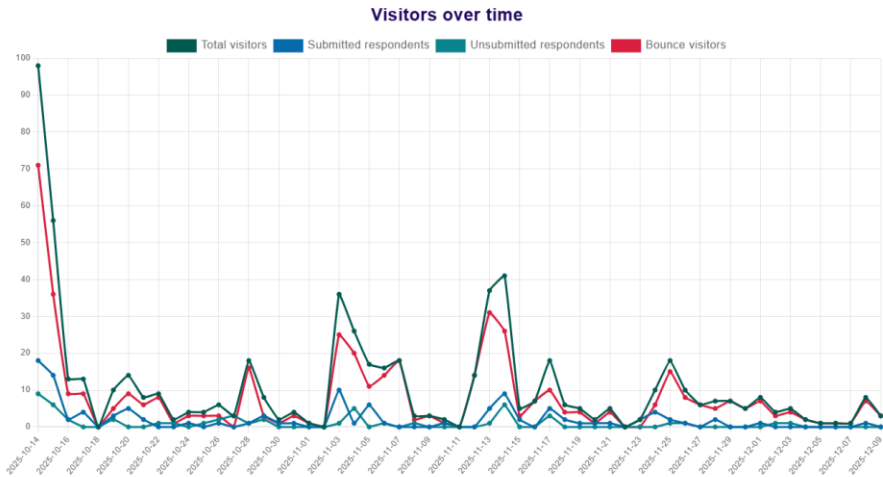
## **Survey Results**

# PDX 2045 Open House 2 Complete Survey Results

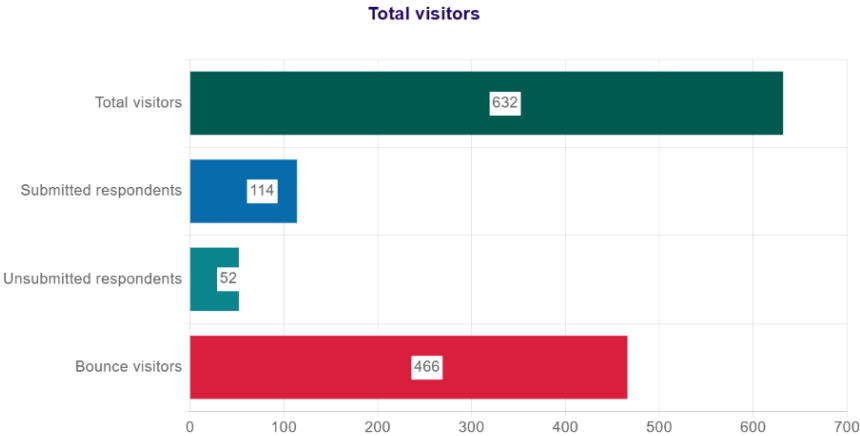
Oct. 14 – Dec. 9, 2025

## Visitors and responses

### Visitors Over Time



### Total visitors



## Airfield Alternatives

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

Also, even though the runway is not typically used now, is there any reason it cannot be used more frequently in the future? Why isn't it used commonly now? I am sure once something is closed, it will never be opened or rebuilt again. It just seems silly to eliminate something that no doubt cost millions to build before.

It's not acceptable way to frame this question. Even a casual quick read of the two options makes it obvious that you prefer to close the runway. For example, you say that closing the runway will eliminate costs of maintenance - but what about the costs to remove the runway? This is an extremely biased question and poorly worded. I appreciate that you were looking for the public's input, but this is an amateur framing. Did you work with any professionals who are trained in conducting community feedback surveys? Sure doesn't seem like it.

If not a safety issue close it

none

No opinion.

Im not fully informed about this runway, but seems like it's fine to close it. I personally prioritize passenger terminal expansion.

Close it.

As mentioned in the Open House, once it is gone, it is gone. I think it make sense to keep it.

The needless cost of maintaining the Crosswind leads me to think it would be better to close it. Especially since the aircraft in operation today have been able to take-off and land without it in the conditions it was meant for.

I support closing the crosswind runway. It doesn't make sense to me to keep something that is used for less than 1% of flights. Closing it could help reduce the complexity and cost of future expansions by creating more space for them to grow towards.

I think it would be cool to keep it but if it needed to close for future international terminal upgrades I think there wouldn't be much issue closing it.

Close save money

My only fear with closing would be coming climate change shifting weather patterns and causing more extreme weather which might make this runway more appealing in the future.

Personally, I would exclude the idea of tying the Crosswind Runway to Terminal Expansion. If there was no expansion, would the Port keep maintaining the Crosswind Runway? If the answer is, yes, then they should keep it and design around it. If the answer is, no, then it should be removed.

Close the crosswind runway

Evaluate types of aircraft / flight conditions which would be prevented from using the airport if the Crosswind runway were to be closed.

None

As an airline pilot who has never used the runway due to its ongoing closure, I am indifferent to the closure. However having more options in high crosswind conditions is always favorable.

Do not do that, always good to have another option.

If winds are bad, would this create a safety issue and lead to go-arounds or diversions whereas it wouldn't if we kept the runway?

If it's not used often then it might not be necessary. It is a good option for emergency's

Was the Crosswind Runway ever used for emergencies from 2012 to 2023?

It seems like closing the nearly unused runway would be wise to not only save money, but also expand passenger and cargo capacity.

Once closed, it is gone forever. It is used when N or S runways are closed for maintenance etc.

Seems wise to close it in order to increase passenger and cargo capacity

if we don't need it (it's unclear what it's being used for), might as well shut it down!

Part of the reason for the crosswind runway is to allow the small cargo planes to land when winds are strong enough to make the parallels unavailable to them. The crosswind runway was closed for a lot of the construction of the new terminal for the movement of material and other equipment so the statistic of less than 1% seems disingenuous.

It should be converted into a taxiway to support future expanded parallel runway operations.

Close it.

Sounds wise to close the runway to save money and make space

si el tráfico se va duplicar por el 2045, como es posible que nomás las dos pistas que tenemos ahora van a ser suficiente? Esto se significa que ahorita se están usando a 50% de su capacidad o menos?

Para la pista crosswind, hay razones para conservarla para situaciones de emergencia? Por que se construyó originalmente y por que no se usa actualmente?

I would close the crosswind runway unless there are trends that point to needing it due to climate change related wind shifts.

Close it

Unneeded at this point

The counterpoint provided for Alternative 1: Keep the Crosswind Runway doesn't favor the option it's presumably supporting, and it seems more like a positive point for the opposite argument. I would like an explanation of the cost/benefit analysis, as this page seems to neglect to tell the public the potential reasons for keeping the runway. For instance, during that 1% of usage, would bumpy landings be worse, thereby affecting passenger comfort? What about failed approaches? Depending on the severity of such hypothetical examples, it might be justified to keep the runway open.

I support closing it

As long as planes can land without it, I say remove it. I'm a million miler myself, and took off from and landed on that runway exactly 3 times in 20 years.

I would close the crosswind runway and turn it into a new North/South taxiway.

Don't need it

Keep it. You can't have enough runways. The terminal has way too many gates already so no need for a lot of expansion there.

Keep it

I fully support potentially closing the Crosswind Runway.

I think it would make more sense to close the runway and use it to add additional terminals or use it for something more useful.

What are the aircraft that use the crosswind runway? Do they need the runway?

I feel like since aircraft in general no longer need the crosswind runway, it is holding back expansion

Seems appropriate to close it due to low usage and maintenance costs.

What happens when there is a strong wind from the south?

If the crosswind runway is going away, what will replace it? Also, even though it's not used often, can it be a backup if something happens to the south runway, like an earthquake?

If less than 1% of flights is used on this runway, it should be closed. Also may save on upkeep costs.

Close it. Although are we planning a second terminal or what would pax-terminal expansion look like? If the crosswind runway were removed, what is the closest airport where a plane could land if crosswinds are expected to be sustained for longer than suitable for a plane to remain airborne? Also, what percent of other airports have or don't have crosswind runways? Is it unique to have it at an international airport? Closing the runway makes the most sense to me since it hasn't really been used and that space can be utilized more efficiently.

Seems okay to close the Crosswind Runway based on usage

none

If terminal expansion isn't necessary. Making the crosswind runway a dedicated runway for GA might be viable if possible to implement correctly.

Get rid of it

Obviously, it seems unnecessary over the course of that length of time. Surprising, but a definite fact. What is the current cost of upkeep for the crosswind runway? What is the estimated expense to close the runway? What are the other alternative plans for this closure if terminal expansion does not happen in that vicinity?

Based on the data presented, close the runway.

I agree that that I see no impact to operations if the crosswind runway were to close. It would save time and money in maintenance costs.

I understand the infrequent use of the crosswind runway, as we have not had many strong south wind events in recent years. But that doesn't mean they're gone forever, just that we've been "lucky" in the recent past.

With the closest alternative major airport being 100+ miles away and already overloaded, I would seriously consider whether 12-24 hours of gusty 40-50mph crosswinds would have a major travel impact if this runway is removed.

And if it isn't a major impact, can we get a viewing platform near the runways to watch the planes crab to a landing?

If business is going to double, sounds like a bigger terminal is needed, and seems like closing the crosswind makes the most sense.

Seems like a no-brainer to remove the crosswind runway, get rid of the extra maintenance and admin costs, and free up valuable space for potential future use. Even just bare grass is better than pavement that's almost never used!

Closing the crosswind runway seems like the best use of space and expenses in the long term.

Interesting that it is no longer needed.. wind change ? Climate change? Great that you are carefully considering options

What would be the potential impacts to flight operations if the crosswind runway were no longer available during weather conditions where it is typically used as an alternative?

I am in favor of closing the crosswind runway.

I think it's important to understand long term climate change impacts, but it seems to make common sense to close the crosswind runway.

It seems the maintenance cost seems secondary. More important for options for gate expansion. What happens to the 1% of flights. Do either of the port's other two airports present an opportunity?

what happens during that 1% of bad weather? I assume other larger airports face the same question.

Seems to make sense to close the runway.

Closing it will help the airport expand further west.

Eliminate

No comments

No comments

I don't like crosswinds - scary

I am just a passenger but based on the data you are sharing it makes sense to get rid of the Runway 3-21. The ability to expand concourse D and build a more seamless international arrivals area would be great. I'm not sure of the cost savings of closing the crosswind runway but I'm curious what would happen to takeoff and landing safety for the 1% of the time when the two main runways aren't safe due to wind direction.

I think you should keep the crosswind runway. Once it is gone, it will never return, and you never know when you will need it. It is a great backup option to have, and I see it used frequently for smaller aircraft. It is shortsighted to remove this runway when you have room to expand elsewhere.

Today the crosswind runway does accept a fair number of small aircraft arrivals, such as Ameriflight & Fedex cargo feeder flights. Is PDX capacity impacted negatively by the closure? It will mean more mixing of aircraft of varying approach speeds between large commercial jets and smaller turboprops.

I am an air traffic controller at PDX and these comments reflect my professional opinion, not necessarily the views of the FAA. The statement on this survey that the crosswind runway (RWY 3/21) "is infrequently used" is inaccurate. The crosswind runway is used on a near daily basis for most cargo feeder arrivals. Those aircraft typically arrive during an evening period of busy air traffic and landing on the crosswind runway enables them to be sequenced in between the faster jet traffic that use the parallel runways. Forcing all traffic to the parallel runways leads to flow programs that create delays for PDX passengers. Delays would only worsen if the crosswind runway is permanently closed and traffic continues to increase.

No concerns to closing it, as it seems underutilized and limits options for necessary terminal expansion  
Is the crosswind runway helpful in times when one of the two primary runways is closed for construction or emergencies?

Get rid of it...We need the room to be able to expand the terminals west as needed  
close it.

As somebody who lives nearby, I would not object to the closing of this runway.

Close, or shorten the runway so it only runs the length of the south field and forms a T with the south runway

Closing it seems like the right direction for the future.

I think the runway should be removed since it is rarely used and blocks concourse expansion.

Can larger jets use the crosswind runway? What are the runway capacity needs for the future? I believe that without much of a purpose, the airfield is better served by expanding new facilities and closing the runway.

Isn't this runway used regularly for mail airplanes? Would those airplanes be competing for runway space in the future or reroutes to KTTD? My other question is whether climate change will have anticipated impacts on crosswind, necessitating additional use in the future.

was that 1% of use distributed fairly evenly throughout the year, or did it occasionally spike/clumped? If spikes/clumped, then what happens when that/those circumstances happens?

vote to close

The CR should close:

Financial: If I recall correctly from the Open House, the FAA is no longer help fund the maintenance of this runway. This is an unnecessary burden for the Port to assume considering how infrequently it is used. The resources that the Port would need to mobilize to maintain this runway could be better spent on some of the other initiatives proposed in the Open House.

Operational: Closing the Crosswind Runway would allow for the Northern section of it to be allocated for expanding gates, which is needed for increased demand over time. There is a finite amount of space for where gates can go, and this runway is occupying some of that space. The Port identified that 2 runways could perform in the increased demand, therefore this space should be reallocated for a more strategic use, which will also make the area revenue generating. Also thinking past 2045, getting rid of the Northern portion of the runway opens all of that NW area for further expansion as needed.

One thing to keep in mind is the PDX carpet design I believe is based off of the intersecting crossfield with the

I support closing the crosswind runway in order to expand the terminal

Close it! Prioritize a way for international arrivals to NOT be bussed

Will it eliminate the need to bus passengers from international arrivals? That is my highest priority. It's not friendly to those with disabilities and the elderly, it's uncomfortable, and a bad way to welcome weary travelers.

One thing to consider is the classic PDX carpet design I believe is based off the intersecting South and Crosswind runways. Getting rid of it would seem to add the potential for up to 28 additional gates if taxiways are moved accordingly (980 feet west to align with the western entry to the Northern Runway, dividing by 140 feet each gate, assuming a 737/A320 at each gate, therefore assuming all narrowbody gates, with 23 feet added on to the 117-foot wingspan. However, this would not fix the IAF, nor add direct to terminal curb space, both of which are higher priorities and the only remaining problems PDX next did not address. Since concourse E can be expanded, and its possible to do a concourse B expansion/satellite, that would be preferable. So for now, I'd say keep it, and save the space until it's needed (if ever), and use it as a GA runway primarily. If a 3rd runway becomes needed, a parallel runway is preferred, but more than 720 daily departures would be needed to justify it.

The counterpoint provided as the reasoning for Alternative 1: Keep the Crosswind Runway seems more like a point against keeping the runway. I would like an explanation as to what the actual benefits are during that 1% of usage, such as whether less bumpy landings, more passenger comfort, fewer

The counterpoint provided for Alternative 1 seems less like a supporting point and more like a positive case for closing the runway. I would like an explanation of what happens during that 1% of usage that makes keeping the runway worth it or not. For instance, how much do crosswinds affect bumpy landings, thereby passenger comfort? Or what about failed approaches?

The counterpoint provided for Alternative 1: Keep the Crosswind Runway doesn't favor the option it's presumably supporting, and it seems more like a positive point for the opposite argument. I would like an explanation of the cost/benefit analysis, as this page seems to neglect to tell the public the potential reasons for keeping the runway. For instance, during that 1% of usage, would bumpy landings be worse, thereby affecting passenger comfort? What about failed approaches? Depending on the severity of such hypothetical examples, it might be justified to keep the runway open.

If it would unburden the airport with funding for other purposes, it should be closed. If it's not negligible, it should be kept open if able

Do whatever makes economic sense

Do whatever makes economic sense

Will flights be diverted elsewhere if weather requires use of what would've been the eliminated runway?

And who's responsible for getting those passengers back to PDX?

# Terminal and Concourses

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

Before there is even discussion of extending these concourses, where is the "double the number of passengers are expected to come into PDX by 2045" warrant? And what makes the team so certain that there will be such an increased number in international flights to justify such a costly expansion? It would be great to have a sense of where those increase in passenger expectations come from, as well as a comparison of how the airport has grown from 2000, for instance -- have expectations been met, maybe even exceeded? Provide some sense of justification first and a realistic perspective on whether PDX has tended to overestimate or underestimate these numbers.

Regarding expanding Concourse C vs. D, what is the breakdown of airlines and airline alliances that exists now? Which alliances are expected to grow international flights into the future? Reducing the need to change terminals while connecting to a flight provided by the same alliance (Air Canada and United, Alaska & AA, etc.).

this makes a lot of sense

this makes sense

Again, your survey structure is extremely confusing. You just provided me a bunch of information about the IAF, but this question is about concourse c and d. Did I miss a question specifically about IAF? And if IAF is only in concourse d, then why does the next question about concourse E include information about IAF? Seriously, this is a confusing survey that erodes our trust in your ability to gather and respond to community feedback.

Assuming this is an appropriate place for me to leave feedback on IAF, I'd like to just underscore how comically absurd it is that your long-term plan for international arrivals still includes that awful bus ride experience. Your own documents suggest that the new IAF arrival experience could take anywhere between 20 to 90 minutes depending on things like "your place in line". You do understand what an absurdly large range that is, right? And to have that duration be determined by essentially luck is a joke. Extending existing concourses seems most effective and efficient

none

No objection.

What means will travelers have for moving between the far ends of C and D without backtracking, in cases of transfers and mistakes?

What forms of prominent wayfinding will be available to help travelers avoid mistakenly walking down the wrong concourse?

I like this option because it leads to more people accommodated while continuing to use the main entry (not a new "split off" at terminal E.

This seems to be the more balanced option out of the alternatives presented.

I like the expansion to the international gates. Will the connectivity to the baggage claim and ticketing hall area be improved with this expansion? If we are going to have more international flights, we need something better than small buses that drop you off outside the terminal building. The status quo is fine

for the current number of international flights, but I can see it becoming more challenging to handle the number of passengers with an increase in international flights.

If it was possible to limit walking distance, that would be great especially for passengers transferring from concourse D to C. That is a lot of walking.

D gates... C gate are to busy anyways

Do your plans include some means of moving travelers between the far ends of the new concourses without walking the full length?

What new wayfinding would you introduce to prevent travelers from walking down the wrong concourse?

As long as you're not building more parking spaces

This seems reasonable as long as the crosswind runway is truly deemed unnecessary.

It would certainly balance out the additional gates and Concourses C and D are wide enough and have enough services to accommodate the additional passengers. I personally feel a new AIF is warranted.

One that has the Wow-factor of the main terminal. I question if this location would give the Port enough room to create a world-class AIF. Also, I don't think a new AIF should require a bus ride to the airport exit. They either need to walk to the exit or take an automated underground train. A bus just doesn't say world-class.

Will the concourses extension only be used for gates or will shops, restaurants and lounges also be used in the new space?

The bathrooms have to be included in this. The existing restroom infrastructure is disgusting and old, especially in highly trafficked areas like the entrance to terminal C across from the Alaska lounge.

If there were better ways to move people quickly from one end of the airport to another (say a connecting pax from B11 having to walk to C20 or D12 for a connecting flight) I would be in favor of just lengthening the terminals.

Congestion in the C/D gate alleyway is also already an issue, and unless there's room for 2+ lanes (see LAX D9W/C/E taxi lane/alleyway) taxi times for inbounds will only increase. All it takes is one airplane with one issue to shut down traffic flow.

I think expansion to the international facilities and in particular a remedy to the bus should be a top priority of the next masterplan. I do believe that the walking distances could present a challenge to those with mobility impairments, so perhaps there could be dedicated spaces to facilitate movement of these individuals. For architectural style, keep the carpet please. Having hard flooring (marble/stone/tile/wood) is fine for walkways for movement but the carpet keeps things quiet which is a huge perk of PDX. I think if ZGF can present another vision, keep a similar team from the main terminal project, to hopefully streamline costs and maintain expertise.

With concourse C expansion, I also believe it to be a good location. Since there won't be international facility requirements, for the new terminal space, I would consider a second story public lounge/space to relax, big windows provide the airplane lovers the tarmac views alongside river and mountain views.

More international flights please

Will there be motorized carts to move passengers like we see at other airports or rely on wheelchair pushers?

I think expanding would be good but you may want to consider more moving walkways and possible trolleys like other airports have. You could also consider a new concourse out in the airfield west of C and D for increased international arrival and departures. Use of an underground train or above ground train would be good

Will there be more moving walkways installed in both concourses?

i'm more ok with this option than other alternatives since there are moving walkways in D and C  
A longer concourse for C and D is not appealing because of the long walks. If moving walkways are guaranteed for this option then it would be more palatable.

I like Alt 1 better than Alt 2 as I favour Crosswind runway closing. The newer gates would also be closer to the expanded main concourse.

Needs to happen.

Will the IAF be optimized to not be so bus reliant? I feel the current system isn't optimized for heavy international traffic

Extend but move the IAF facility to the end of concourse E

IAF need improvement for increased efficiency. Current process is exhausting

Are there any proposals for an additional connection point between the ends of the concourses so that passengers can cross to the other arm in a much shorter distance than the current situation? The current route, of which the only option is to walk back through the main terminal, would be worsened by extending the length of the concourses.

Seems like it makes sense

This would be welcomed!

Once runway 3/21 is closed and turned into a taxiway, I would expand the D concourse into the existing taxiway T between K and E2. I would build a new IAF on the third floor of the expanded concourse D. Connecting passengers could go down to level 2 and enter TSA. Other passengers would go up to level 4 and pass over existing concourse D lounges and exit into pre-security area of the main terminal. This would eliminate the need for the buses to drive people around the terminal.

I prefer this option over all other options

It feels like it could be even for walking distance

May be preferable vs. making a very long Concourse E.

Can the international arrivals area be moved to the new terminal? Will the new additions be built to support a third level for additional lounges and quiet areas? How will you support people who can't walk that long distance? What about a new midfield terminal?

Will the international flights still have to take the shuttle? If so, won't that take the driving time longer?

This does seem the easiest to do. Do international arriving passengers still have to take a bus in Concourse D? If we want to compete with other cities for international service, we have to think about the passenger experience.

Seems fine

Would it be possible to have electric carts that would be able to carry people from the ends of the concourse closer to baggage claim? It will be a long way for people with mobility issues.

none

Renovating and adding better, more modern, and most importantly bigger break rooms will be important to accommodate an increasingly growing ramp fleet as well properly accommodating visiting flight attendants and pilots and giving them a unique, welcoming experience at PDX.

None

Almost looks like we'll have to add trams or other types of transportation for travelers. That's a lot of walking for people of varied degrees of physical abilities. They are already complaining at this point. If it gets worse, it will impact peoples desire to travel at PDX

Will the current C & D infrastructure need to be remodeled alongside these new additions? Is there enough parking to support more gates/passengers? This could cause more passenger complaints about the long walks.

Any extension of C or D should include moving walkways beginning at the respective Concessions Hall and some sort of convenient mobility assist for passengers who need that service. The current wheelchair service program does not efficiently meet passenger needs.

Any expansion should be balanced between the north concourses and south concourses. This would fit that bill.

Sounds good

Expanding Concourse D for a renovated IAF seems like the most logical/normal option.

I think the IAF should be closer to the main terminal. Or have a path that eliminates the use of buses like long moving walkways or a peoplemover. The shuttle bus is less accessible and cumbersome. Especially for older passengers and the mobility-impaired.

I think c and d are prime candidates. D in particular

With tcore, the other area of the airport will get more scrutiny, b is new , half of E is new C is ok D needs help

Extending these already fairly long corridors could negatively impact travelers connecting to flights on airlines departing from concourses B or E

I am in favor of expansion of concourse c and d.

I like that alternative 1 has a close IAF area to where you arrive and depart the terminal.

As a "walkable airport" it seems like we are reaching the limits of C. An IAF that eliminates the need for a bus (and doesn't involve a ridiculous billion \$ skybridge that is trending with some other airports) is my highest wish.

Very intuitive. Makes sense and keeps the same layout. Boy do we need a better International arrivals experience. Even for departures, the D gates are very dark and depressing.

Would you still have to bus from IAF to the arrivals area? This is a huge friction point for me. I want to be able to go to customs, pick up my bags, and walk to arrivals. No bus.

Will concourses C and D be able to accommodate large aircraft?

Can we find a solution without the bus ride?

Not a fan of needing to take a bus from the IAF to baggage claim

If Concourses C & D are extended, is there any potential for a tunnel under the taxiway to connect them without detouring all the way around?

Least favorite. My biggest priority is to upgrade or move IAF so that one does not have to take a bus to arrivals. Seems like a lot of walking in this layout as well compared to the others.

This seems like the best solution. My biggest concern is the walking distance but if enough moving sidewalks are used it shouldn't be too bad.

The problem here is that you lose the crosswind runway. I would suggest against this. Focus on concourse E for additional gates. The big question is will the new IAF eliminate the need for a bus bridge. This is the main problem now, and must be addressed.

IAF location is not ideal - buses are not the ideal welcome home or welcome to a visitor. Bidirectional moving walkways would mitigate walking distance. Common at any large modern airport (JFK T4, SLC new terminals, DEN).

This seems like a favorable option, utilizing more efficient double-sided concourses and balancing added travel distance

Will there be a better experience for international arrivals? The current set up is terrible.

You really should find a solution for the IAF that allows expansion and doesn't require the shuttle bus.

n/a - this is what you have to do. Could also extend E

The experience of arriving into the IAF and taking a bus is terrible; this appears to expand the IAF in D but does not solve the bus issue.

This is the most logical way to add gates. Though the walks to the end may be a challenge for some users and might require golf carts like at some airports.

It seems inevitable that D and C will need to be extended.

Both of the concourses need extending - particularly Concourse D. New widebody-capable gates and FIS should be constructed where Concourse D meets the main terminal.

I like an expansion of Concourse C if Alaska continues its growth trajectory. This way all Alaska flights can remain in one concourse instead of spill over to concourse D. Is it possible to have international arrivals in both C and D concourses to separate Alaska international and other international flights? I know having the IAF in D is the preferred option with an expansion to accommodate more international passengers, but will not having a direct connection to the T-core still provide the same challenges as the existing facility? I hope an expanded D provides better amenities and a more modern international flying experience.

Concourse C gets very long. What about removing the crosswind runway and putting an island terminal in that area with train service?

seems to make sense, and of the options would result in limited distances from the check-in, but my concerns/questions related to the cross-wind runway closure apply to this.

would the bus still be needed?

Will a shuttle bus still be required for arriving International passengers?

Both options seem reasonable.

Will the future expanded IAF include a more welcoming arrival experience? The current arrival with subsequent bus ride and being "dumped out" at the sidewalk is not welcoming to Portland and confusing for tourist... Additionally, existing Concourse D needs to be modernized.

I support expanding and remodeling Concourse C and D, but if the IAF remains in Concourse D it needs to be remodeled so that there is no longer a need for a bus after clearance immigration and customs. The existing facility is not up to PDX standards, and the bus is the worst part of the experience.

Will it eliminate the need to bus passengers from international arrivals? That is my highest priority. It's not friendly to those with disabilities and the elderly, it's uncomfortable, and a bad way to welcome weary travelers.

Will it eliminate the need to bus passengers from international arrivals? That is my highest priority. It's not friendly to those with disabilities and the elderly, it's uncomfortable, and a bad way to welcome weary travelers.

This would likely mean the bus to the terminal would remain, which should be avoided at all costs. It's the only part of PDX that is not a pleasant experience compared to peer airports. The lack of additional curb space and baggage carousels is another negative for this, which, considering that it hasn't changed in decades, should be prioritized. It also could be expanded further (see the 980-foot comment on the crosswind runway page)

Are there any proposals for passenger crossovers between the ends of the concourses? Or will passengers be forced to walk all the way back through the only current connection point at the main terminal?

Are there any proposals for an additional connection point between the concourses so that passengers can cross between the ends of the concourses, instead of having to take the current route all the way back to the main terminal in order to access the other side? This would especially be appreciated if the concourses will be extended even further.

Support. Any option that makes the international arrivals PART of the airport and does not require a shuttle bus is optimal. I can't believe \$2b was just spent on remodeling the airport and you STILL have to take a bus from the rinky dinky international arrivals to the main concourse. Makes me want to NOT use PDX to fly internationally, even though I live in Portland metro and I prefer to fly direct always

This is much more desirable than those midfield concourses being installed at other airports.

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

In all these scenarios, will moving walkways be maintained/expanded? Some airports have taken these down in order to increase walking, so as to increase business in the stores along the way. Let's hear expansion plans. The additional walk (even for E vs. C/D) isn't bad, if there is a moving walkway.

I like that our airport currently has only 1 front door. Having 2 locations is confusing and makes our airport advantaged relative to others.

this makes sense if you build an entry point for the new Concourse E gates, but it is very far from the MAX station

this may work with a new entrance at E, but it is very far from MAX

Even though this question is about concourse E, information above it references IAF, so I will continue my feedback about that. By far the biggest pain point for international arriving passengers is the inconsistent and unreliable timing pertaining to waiting for and boarding the bus. I would like to see a plan that talks more about your busing strategy, how you procure enough buses for seamless, non-stop passenger flow, how you ensure that the agents working at the entrance to the bus stop are well trained to corral and steward passengers as efficiently as possible, minimizing the agonizing wait time after a long international flight just to board the bus. You should consider smaller buses that take less time to board and can shuttle passengers more frequently to the customs area.

Why add more baggage screening etc? Less efficient

none

Replicating the passenger access and check-in facilities seems inefficient. A big part of the legibility of PDX is the single main hall.

Can you guarantee the moving walkways will always be operational?

Sounds like a very long walk - esp. with bags, kids, etc.

There is some benefit to redundant entrances (probably), but I don't think this is more important than spreading the additional passengers around.

It looks like the status quo with the international arrivals which is fine for the current number of international flights we have. But if we want to expand the number of international flights, it won't do.

No comments or questions about Concourse E. I have never departed from or arrived at the concourse.

Cool idea, especially if that was another exit area.

Do your plans include some means of moving travelers between the far ends of the new concourses without walking the full length?

What new wayfinding would you introduce to prevent travelers from walking down the wrong concourse?

No new parking spaces

It does allow the Port to keep the Crosswind Runway, while lightly used, it's not zero. If the Port did this, I think a complete remodel of Concourse D would be needed. The current AIF is not competitive against newer facilities in this country. We need a new AIF to show airlines and international travelers that Portland wants to be a premier gateway between the US and the world. Airlines and passengers should want to connect through PDX and we need to be competitive against heavyweights like SEA and SFO.

Also, if a new Concourse D occurred, passengers should be able to walk to the exit. We need to get rid of the bus ride, it's tacky and feels like the AIF is an afterthought and not planned into the facility.

As long as there are sufficient moving sidewalks, this seems fine.

While concourse E is awesome; bright, comfortable, and easy to navigate. It has less square footage and this is noticeable. I see no reason not to expand here, as the design lends itself easily (anecdotally it seems modular and easy to just plop down further sections), however I think it should be in conjunction with concourse D and C extensions. 12 blocks vs 8 is a no brainer for those with decreased mobility.

Looks like a better solution than closing runway 21

This seems like it would have the smallest impact - keep the crosswind runway for safety. I do have concerns for the distance and those who are mobility impaired/challenged.

See my previous comments. They relate to E and D expansion

Will there be more moving walkways installed in concourse E?

an extra 4 blocks?! ugh not unless we put in moving walkways the entire length, in both directions.

I don't love this option either because of the long walks. Why is there no other option involving a midfield concourse where the crosswind runway would be.

I don't like Alt 2 due to increased walking distance to the new gates.

Needs to happen. The space is already too small and outdated.

None

como afectaría una nueva entrada/salida al tráfico? Si ayudaría al flujo de tráfico, estoy acorde pero si haría las cosas más atascadas prefiero otra opción. Caminar mas de 3000 pies se siente demasiado lejos.

How would passengers get to the new entry point on Concourse E?

Yes

I am a fan of the idea of setting up an additional alternative pick-up/drop-off area and security checkpoint. However, I would be concerned about how those would affect the current configuration of the road and traffic flow.

This also seems to make a lot of sense. It would help to have information about what is in the location where the expansion would take place currently

This actually seems A) cheaper and B) a quicker solution to adding additional gates, though I never use concourse E.

Do not extend concourse E. It is already very long, and PoP gets a lot of complaints about the length and time to walk and lack of moving walkways that operate in both directions, plus lack of electric carts to move people around.

makes the most sense - quick and easy fix to any possible gate shortages. Has to be the cheapest solution

Good idea

I think that this one is the best

The extra entrance could help with parking

Seems like a very long walk!

Will the closer in, older areas of E be widened?

Is the new check-in, security screening, etc., for only international flights? Does that mean international flights will miss the new grand entrance and miss the opportunity to experience the pdx lifestyle, trees, carpet, and the stairs waiting for loved ones when arriving?

This doesn't make as much sense as the other options, particularly because there may be an additional pick-up/drop-off area.

Seems fine

I like the option to create a new check-in / screening / pick-up/drop-off area as it can distribute traffic. However it will add complexity to the overall airport.

How do we help people with mobility issues?

none

I like this one better

See last comment

Would all passengers have an extended walking distance or could this new concourse have passengers enter and exit with potential curbside area? Maybe airlines could move around their gate placements, and for example, Alaska could move to Concourse E to provide more space for their banking periods. Again, moving walkways from Concession Hall and mobility assist need to be improved. With so many international passengers coming from or connecting to Alaska flights, it might be appropriate to move Alaska to D and E and move the airlines on DE to BC. The walking distance from C2x is far to long. I would prefer if there was matching expansion on the south concourses to any expansion of concourse E. Also, the additional entry/exit might be confusing and gum up traffic patterns on the roadways. Southwest doesn't have near the footprint Alaska does, so expanding their area doesn't make much sense

Getting to the end of Concourse E already feels like the longest walk at PDX. If we're ranking expansion options I'd put this one at the bottom.

I think a separate potential new check-in, security, etc. is more confusing. I think a gate expansion/extension wing, seems ok if there is enough moving walkway capacity or a peplemover.

Lower priority in my opinion

Connecting between gates at the West end of Concourse C and the East end of Concourse E could take an extremely long time without additional transport/people mover options

Has some benefits over expanding c and d.

I think the expanded concourse here is too far from the terminal entry/exit.

The view of Hood is such an iconic element of that concourse. Would be a shame to lose or have to reinvent that

An expanded E seems too disconnected from the main terminal. Restaurants that far away may not get any business. Feels like endless walking for an airport our size.

I like this from an accessibility standpoint. Easy to get to and go home from the expansion gates compared to the previous examples. I still emphasize I am not in favor of bussing from IAF to arrivals. If a new passenger entrance is located at the end of Concourse E, there should be a new MAX station located near there to facilitate transit access.

There should be a new MAX station built if there is a new passenger access area on Concourse E seems like having one concourse longer than two longer concourses makes more sense

Better. I like the new passenger entry/exit. However, it looks like IAF would still need a bus to arrival. This would be an incredibly long walk and I get that a new entry/exit point could be made but that just seems confusing and that it would create a lot of traffic congestion around a fairly confusing part of Airport Way (and a really long walk from the MAX station). Based off other airports I've been to with multiple entrance areas, it never seems that seamless and after we've built the coolest airport terminal in the world, why wouldn't we want to show it off and route people through it? I'm fine with concourse E expanding with moving sidewalks but I don't like the idea of a secondary entrance/exit due to the side effects of added complexity.

I like this option, and it would keep crosswind runway. Can we still eliminate bus bridge at IAF?

E is already a long walk and it seems shortsighted that single direction moving walkways were originally installed. This area of airport seems ideal for expansion. Since it's on the approach to the existing main

terminal entrance/exit, it seems like a 'new E' passenger entry/exit would be more of a chokepoint than a benefit.

Seems less efficient than expanding Concourses C and/or D, and has much longer travel distance

If there is going to be an international only entrance/exit, will there still be connectivity to the main airport for travelers that are transferring between international and domestic flights?

Concourse E is already very long and the recent expansion doesn't include enough moving walkways to make it viable for future expansion.

none

I love the idea of expanding check-in and a straight to the plane in Concourse E option.

This only makes sense if there's a direct exit from international arrivals into the roadway/transit. But will the biggest size planes even fit between the building and taxiway?

Renovated E is a gem. This extension only allows for gates off of one side, which seems inefficient and makes for a long walk.

Concourse E should be extended. A new IAF facility should be constructed next to the main terminal on Concourse D, not at the end. Gates on D need to be adjusted to accommodate widebodies.

My big question is: who will use that much space in Concourse E. As much as I wish Alaska didn't have as much of a vice grip on PDX (despite how much I love the airline), Alaska needs to be the main benefactor of the 2045 expansion barring any new airline growth. With so much investment by AAG in Concourse B and C, expanding E without an IAF seems frivolous.

Concourse E is already very long, don't recommend this unless there is a separate exit route for vehicle drop off/pick up.

While this addresses the distance issue from existing entry/exit, this would seem to have a host of new issues, including drop off, distance from the MAX.

would the bus still be needed?

Will a shuttle bus still be required for arriving International passengers?

This would require the entry/exit to be comfortable.

This would be a very long walk, and made worse by the fact that gates would only be on one side of the concourse.

Will it eliminate the need to bus passengers from international arrivals? That is my highest priority. It's not friendly to those with disabilities and the elderly, it's uncomfortable, and a bad way to welcome weary travelers.

Will it eliminate the need to bus passengers from international arrivals? That is my highest priority. It's not friendly to those with disabilities and the elderly, it's uncomfortable, and a bad way to welcome weary travelers.

This is a decent plan, since it provides all the gates needed (plus 8 based on the 140 feet per gate formula, or plus 9 if another 737 is positioned correctly at the end), an extra spot for security entrance (especially for Southwest and United flights, and you could move Delta here to have the #2 to #4 carriers use E and therefore this checkpoint). Would need to see an IAF plan since the bus to the terminal needs to be removed, and that isn't obvious here. Extra curb space is a bonus.

I am a fan of the idea of an additional alternative pick-up/drop-off area and additional security checkpoint! However, I would be concerned about how a vehicle waiting area would impact the current road configuration and traffic flow.

Extending C and D seem like net median minimal impact. I would hate to travel the extra length or introduce additional navigation complexity by adding another entry/exit

Also fine. Next time you remodel the airport, do it much faster and cheaper than this remodel has been.

We don't need another \$2b ceiling. And you've really created a lot of hardships for native Portlanders trying to travel because of the ridiculously long and convoluted re-routings due to construction. And the

construction took needlessly long (again, we don't need a fancy ceiling in an airport!!). You've truly ruined years of travel for native Portland families.

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

Like before, I would like to hear justifications to warrant the expansion and new construction. Thanks.  
walking distance for Concourse E a bit too long

E walking distance a bit too long

Again, I'm so confused. Is this option to expand concourse D and E mutually exclusive from other options?

Yes more effective and efficient

none

No comment.

Too long, don't do it

I support this option as well as #1. Spreading the increased traffic on existing concourses seems like a good option to me.

This is a repeat of my comment/questions for Alternative 1: I like the expansion to the international gates. Will the connectivity to the baggage claim and ticketing hall area be improved with this expansion? If we are going to have more international flights, we need something better than small buses that drop you off outside the terminal building. The status quo is fine for the current number of international flights, but I can see it becoming more challenging to handle the number of passengers with an increase in international flights.

No comments on or questions about Concourse E. I have never departed from or arrived at the concourse.

What does it mean by expanding the IAF? Would this still include a bus ride.

Do your plans include some means of moving travelers between the far ends of the new concourses without walking the full length?

What new wayfinding would you introduce to prevent travelers from walking down the wrong concourse?

No new parking spaces, more mass transit options

This or option 1 seem the most efficient use of resources from my view, although the potential for disruption when two concourses are under construction seems worse than just the one.

If you have to get rid of the Crosswind runway, anyway, I'm not sure I see a benefit to this over expanding concourse C & D. It puts a lot of stress on the north security entrance.

Will there be an impact in bus transportation from IAF?

again, fine with the E expansion as long as we put in moving walkways in both directions.

The IAF/Bus system is inherently broken and cannot grow. Why not move the IAF facilities completely so they can be directly linked to the baggage claim facilities.

This is the more ambitious alternative, but requires actual increase in gate usage to warrant the expansion.

Needs to happen.

Will IAF be optimized to support more international flying?

E for the IAF

This option seems more appealing vs extending CC-C. CC-D is old and tired, and needs to be more welcoming for international visitors

I hope that international arrival passengers will never be forced to take a bus ride.

I guess I like this idea the best so far, it's easy to navigate and find things when everything is in a straight line

Alaska Air Group is the largest provider of flights at PDX - this doesn't seem like it will address anything Alaska needs to grow. Not a fan of this proposal.

Whoa there! Way too extensive and unnecessary.

Extra room for IAF, new entrance

Keeping the international area near its current location seems efficient.

What will the E expansion be for, if the D is for international arrivals?

Expanding Concourse E doesn't make as much sense as Alaska Airlines will likely be utilizing the most gate space and should extend Concourse C.

I'm concerned about the length of Concourse E, and whether there could be capacity issues where Concourse E meets the main terminal building, especially since Concourse E is narrower than C and D.

What happens if a plane needs the Crosswind Runway and it doesn't exist?

none

Similar questions and comments to the previous two options

The IAF is the international front door to Portland and needs to reflect the kind of environment and experience the new terminal provides. I don't see how that can be created at a reasonable cost with an IAF redevelopment at the end of D.

I would prefer expansion that was C and D, or C and E. But I would find this pretty functional and minimally disruptive.

Meh

Seems like a more balanced approach compared to the other two options. I still think IAF should eliminate shuttle buses, as it limits accessibility for the elderly and mobility impaired. IAF should be more central to the main terminal or have a nicer moving walkway or corridor. This is the main entry to Oregon after all. Also, C-D connection of some sort may be useful as the airport grows as Alaska's overflow hub from SeaTac.

Lower priority than D

I think this configuration keeps the best balance between concourse lengths/walking distances, but I still worry that the travel time between the East end of Concourse E and the West end of Concourse C could result in missed connections

I don't mind this option, but I'm hesitant to build out concourse E so much given how much walking there would be.

Essentially both the comments of the other two. Make the IAF simple and easy (no bus). Don't fuck up the stunning view from E towards Hood.

Great option if this helps smooth operates and give ample lounge space, etc.

Do not like taking a bus from the IAF to the baggage facility

I do not like taking the bus from the IAF to the baggage claim

with the IAF I wonder if concourse D will be much busier than other concourses which could be a plus or minus depending on how a traveler enjoys more activity

This seems like the worst one. Expanding concourse E with no additional entry/exit and IAF still requires a bus. Pass.

I like this. It seems to even out the gate traffic between the northside (D and E) and southside (B and C) gates. More moving sidewalks would be needed to make the walking easier

No go. Lose crosswind runway.

Makes a lot of sense. A bummer to have the C/B pier be relatively undersized to D/E.  
Seems OK, but does this put too much demand on the north end of the terminal for security/baggage systems?

Continuous moving walkways in both directions would be needed in E for this to be viable.

n/a

I still would like to see the IAF more in the central part of the terminal.

Expanding e only really makes sense if there's a potential for a second terminal further east in the future.

Otherwise it's just such a trek

Extending D seems like a no brainer. This still leaves a very long E with its extension, which should likely happen someday, but not before expanding D and C .

Both should be extended. A new IAF should be constructed on D where the concourse meets the terminal core.

I do not like this option either for the same reasons I listed in the solo E expansion. It combines the worst of the C-D expansion with the worst of the E expansion.

distance from check-in to the end of E is too long for seniors or anyone with a disability

would the bus still be needed?

Will a shuttle bus still be required for arriving International passengers?

This is less desirable without the additional entry/exit at E

It seems like expanding C and D is the better option, but if this is chosen it's again important to ensure that a new IAF does not require a bus after immigration and customs.

Will it eliminate the need to bus passengers from international arrivals? That is my highest priority. It's not friendly to those with disabilities and the elderly, it's uncomfortable, and a bad way to welcome weary travelers.

Will it eliminate the need to bus passengers from international arrivals? That is my highest priority. It's not friendly to those with disabilities and the elderly, it's uncomfortable, and a bad way to welcome weary travelers.

I do not like this plan. This disbalances the terminal again without adding an entrance point in E to justify it, which was a goal successfully achieved by PDX next. Bus to the terminal from the IAF seems likely in this, which again, should be avoided at all costs.

Please fix the current model at the International Arrivals of loading passengers onto a bus and chartering them to the main terminal! This was one of the most unpleasant experiences I've had at an airport.

Again, any future remodel needs to be done more efficiently than this last remodel. All you need to do is add bathrooms, international arrivals that is CONNECTED to the airport and does not require a shuttle bus.

You don't need fancy ceilings or "local art" or other nonsense. An airport is used for TRAVEL PURPOSES.

It's not an art museum, it should not require inordinate amounts of walking. Just build a building with plenty of automated walking paths, get the construction done as quickly and cheaply as possible, and let those of us who live here, and have lived here for generations, have a functioning airport for ALL AGES AND PHYSICAL abilities. PDX is not longer that place. It used to be a nice, functional airport. Now it's exceedingly expensive, takes forever to get anyway, and is always changing. I know it's all still "under construction" but it's been that way for YEARS. And there's really been no functional improvements from a TRAVEL perspective. There are not more moving walking paths

I thought this expansion of E was the original PDX expansion plan talked about years ago; still in favor!

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

Without much background, the longer walk and requirement to remove the general aviation hangar would suggest this is not the most ideal solution. However, what are the potential benefits (other than not requiring the Crosswind Runway closure) to this location? Surely there must be some -- otherwise this option would not have been included.

I don't like having 2 points of entry that would create confusion and added traffic for those who go to the wrong place.

this makes sense if you add a new entry point at the new Concourse E gates, although it is very far from the MAX station

this may work with a new entrance at E, but it would be very far from MAX. IAF should stay at the end of D Am I Reading this correctly, that you are actually considering moving the IAF even further away from the main terminal, while retaining the antiquated and annoying bus transport situation?? I'm beginning to doubt whether the committee planning this ever takes international flights into PDX. This proposal does not suggest that you have any understanding of the experience of international travelers coming off of 9 to 10 hour flights. My feedback to this option is that it should only be considered if more efficient transport for arriving passengers is possible, like a tram. If the plan with this option would be to literally put passengers on a longer bus ride, than obviously the answer is this is a stupid idea.

No

none

I can see the value of a fully separate international terminal. But int'l flights are huge quantities of people coming through rarely. Might not be an efficient use of space.

Same question about moving walkways.

Again seems really long walk.

Not preferred.

One thing I like about it is that it allows for the international arrivals to have a direct connection to the drop off and pick up area while also providing a decent connection to the rest of the concourses for connecting flights. However, exit/entry location is rather far from the parking garages, public transit, and taxi/rideshare areas. What will be done to address that?

This would be a great idea. But doesn't Alaska handle most international flights throughout PDX? Could this include them somehow?

Do your plans include some means of moving travelers between the far ends of the new concourses without walking the full length?

What new wayfinding would you introduce to prevent travelers from walking down the wrong concourse?

No new parking spaces, more mass transit options

I like the idea of having a separate entry way for international travel.

It looks unbalanced, but there is a lot to like about this concept. First, no removal of the Crosswind Runway. Secondly, enough room to make a grand AIF facility that could rival some of America's biggest airports. Lastly, the entire airport could operate normally, unaffected by the build. The one addition is that there should be an automated train; it simply seems too far not to have one. I don't think this is a bad thing. There should be an automated train that moves final destination passengers from the AIF to the airport exit, anyway. The tunnel (or aerial track along the back of Concourse E) could support a second train track that moves passengers between North Security to the new gates. While the cost of an automated train system would be high, the Port would save on cost of having to remove the entire length

of the Crosswind runway. The new concourse could be labeled "Concourse I" as a means of branding and differentiation from Concourse E.

Seems fine to inconvenience general aviation.

What would be the point of the new terminal if half the airport traffic doesn't use it, not to mention the complexity of reconfiguring the roadway system at an active airport.

This looks like the best solution.

GA Hangar seems busy. Would it be replaced? I think we should encourage GA business at PDX.

What is the impact of the removal of the general aviation hangar?

i think i like other expansions better, which offset some of the walking distance a single E expansion would create.

This is definitely the preferred option.

Too far away from entry/exit, unfavourable to the passenger experience.

This would really help make the airport a true international airport.

Seems suboptimal due to its imposition on general aviation, but could be worth it if it optimizes IAF

Cuales serían los impactos de una nueva entrada al tráfico?

I like the idea of another entrance specifically for int'l flights. How would the passengers get to and from the additional entrance International Gate?

Make a passenger pickup location at that area since it's close to the gate

Will this option include the removal of the necessary bus ride from international arrivals?

This would be good only for IAF - not much else.

Way too much and I don't want to know the pricetag for this crazy idea.

Nice new building for IAF, special gate for weary travelers

same as Expansion of E

This option is great to allow for the opportunity for additional international service and not have to take a bus upon arrival.

I like the option to create a new check-in / screening / pick-up/drop-off area as it can distribute traffic.

However it will add complexity to the overall airport.

Can the plan include a train that can take passengers to the main part of the terminal?

none

Would be a lengthy walk and or bus ride to get to the IAF. Making it at the end of D would be better suit for accommodating international travelers who may also be in a hurry.

I like the idea of keeping IAF somewhat sequestered from the other flights. Being at the end of a concourse makes sense.

What building is being removed for this option? Again, with the new curbside, this could be a great place to drop off/pick up international passengers. Although, there would be a really long walk for people who have connections to/from the international flight.

The ability to create a new check-in and pax pick-up/drop-off area and possible parking is very enticing.

Being able to construct a new IAF without disrupting operations at the existing IAF is a large benefit.

Mobility improvements from C to IAF will need to be significantly improved. Again, it may be appropriate to swap the locations of the airlines given Alaska's dominant presence at PDX.

I like this idea, if the new entry/exit was intended to mostly serve international flights.

Doesn't the GA hanger have enough business to keep them going?

This is literally quite a stretch... we might as well have all international arrivals land at Troutdale :-)

I like a dedicated area for international arrivals. But my concern is separating the IAF from the main central terminal. Also, what impacts will occur to traffic and roadways? What are the walking connections airside? How are Transit users on the Max supposed to trek from the platform to IAF or vice

versa? This IAF provides the opportunity for a more grand entry to PDX though. I think a potential additional entry/exit could make PDX more confusing. A peplemover may be good to connect these spaces.

Seems too decentralized

Having the international gates so far away from the longest runway (used by the largest aircraft) could cause airside traffic congestion; a new passenger entry/exit would require extensive roadway modifications to avoid ground traffic congestion; where would the lost GA capacity from the removal of the GA hangar be recovered?

Very interesting, wondering about the impact on general aviation.

I feel like this could be a good solution, especially if people don't have many connections from international flights. The terminal would have to be amazing to keep up with the award winning renovated area and parking would have to be close.

The "secondary entrance" seems weird - a duplication of a headhouse and a diminishment of your recent \$2+ billion spend that will get twice the use of the current headhouse since it's the first stop on the arrivals road. Least favorite option

Would walking pathways get people to the main terminal in a reasonable amount of time? Perhaps a tram would be needed. The biggest factor is people transferring to and from the international terminal. Would there be a separate passenger pick up and drop off area for International flights like British, KLM, and select Alaska flights?

Yes! This is the best option by far! Move IAF and allow the expansion so that pick up and drop off are nearby gate. Perfect.

I think relocating the IAF here would be a bad idea.

I don't like the idea of the areas to check in, it's too confusing.

1) I like the idea of not needing to take a bus from the IAF to the baggage claim

2) there should be a new MAX light rail station build close to the new passenger entry

There should be a new MAX station if there is a new passenger access point on the East end of Concourse E

As someone who does not travel internationally often, I like this alternative the most as it affects other concourses the least

This is the best option! Move IAF so that you do not have to take bus to get to the arrivals (entry/exit) area. It adds a new entry/exit area and very close to IAF (short walk after being on a plane for 10+ hours). Could be fun. Keep that side very international with flags and highlighting the destinations PDX flies to. Easily the best option by far.

I don't like this one. It just seems confusing and that it would create a lot of traffic congestion around a really confusing part of Airport Way (and a really, really long walk from the MAX station). Based off other airports I've been to with multiple entrance areas, it never seems seamless and after we've built the coolest airport terminal in the world, why wouldn't we want to show it off and route people through it? For some reason, this reminds me of LAX and I really hope PDX doesn't turn into that. And lastly, since all international flights would route through this new entrance/exit, wouldn't we want someone's first experience of Portland (and possibly the US) to be our iconic new terminal roof rather than the parking lot of the Sheraton hotel?

I don't like the idea of removing general aviation, plus IAF would be even farther from the terminal. We cannot have another bus bridge for IAF.

It feels reasonable to prioritize commercial vs GA at PDX given the good alternative options nearby (HIO, TTD).

This is the 'premium' IAF location. I'm doubtful if it's a worthwhile investment given PDX intl loads and future forecasts. But it is the right way to welcome people to the area, particularly visitors. Additional entry/exit point seems very valuable if executed well.

Seems like a very long travel distance, which is not ideal.

Only works with new redundant check in and security functions which isn't very efficient in a small airport.

creates by far the furthest travel distance to gate from security

This puts the IAF so far away but it is all in one facility so I support this.

One issue with extending Eastward is the additional distance to the max station .may necessitate a second max

This could create a beautiful international arrival experience at PDX, but leave them with a vey long exit from the airport.

This could actually work but it would create long walks for departing passengers.

This is where my tone on a concourse E expansion shifts. I think PDX needs to modernize its international travel experience. With the beautiful new T-Core, it feels underwhelming when international travelers are forced to use the old, cramped, boring concourse D. There are no modern amenities such as duty free shops nor uniquely Portland amenities like the Hollywood Theater. I think expanding E to an IAF would bring the design of the T-Core, and the current B an E expansions to the international flying experience. There are concerns about walking times, and I acknowledge that for Alaska customers, this isn't ideal. However, with a potential for its own exits, there is no need for arrivals buses OR there could even be a post-security bus system connecting the IAF to concourse C. I think the new IAF doesn't need its own dedicated check-in but using the entry/exit space for arrivals could circumvent the problem of bussing. This makes sense, but difficult for connecting passengers. If there are high percentage of connecting traffic, this would not be a good idea.

seems like an expensive, complicated addition, but would retain the cross-wind runway (which, now that i'm thinking about it - is it capable of serving a large international airplane?).

thats a long walk. would the bus still be needed?

Will a shuttle bus still be required for arriving International passengers?

Would need the potential entry/exit to be comfortable.

If the re-located IAF to Concourse E will provide a better and more efficient arrival experience for passengers, then this makes sense. International travelers are coming off long flights, are tired, and many arriving to Portland for the first time. The current experience is far less than great...

This would be intriguing if PDX were to consider at entirely new international terminal, i.e. with drop off and pick up for international flights in one new location. However this would be less desirable if the IAF was at the end of a very long Concourse E, and required a walk back to the current central terminal.

Will it eliminate the need to bus passengers from international arrivals? That is my highest priority. It's not friendly to those with disabilities and the elderly, it's uncomfortable, and a bad way to welcome weary travelers.

Will it eliminate the need to bus passengers from international arrivals? That is my highest priority. It's not friendly to those with disabilities and the elderly, it's uncomfortable, and a bad way to welcome weary travelers to Portland.

This is probably my favorite alternative, unless if the bus to the terminal from concourse D IAF is removed on the concourse E expansion in alternative 2. The IAF would be guaranteed to dump passengers directly to a terminal, and with new curb space for drop offs. It would also be easy to use, as domestic passengers can proceed directly to the main entrance, while international passengers can go to the designated area. Concourse D can be slightly expanded by adding four gates (a widebody to narrowbody conversion, plus a 140-foot expansion westward to accommodate the shorter planes of a 737 compared to a 787). This would be a net gain of 10 domestic gates with jetbridges (the most gain overall), though E

13A/B is cut, so the total net gain is 8 gates domestic. All carriers except Alaska can be located on the north side of the terminal (29 domestic gates in total, 3 more than present), and Alaska takes C and B entirely (32 gates in total, 5 more than present) with this setup.

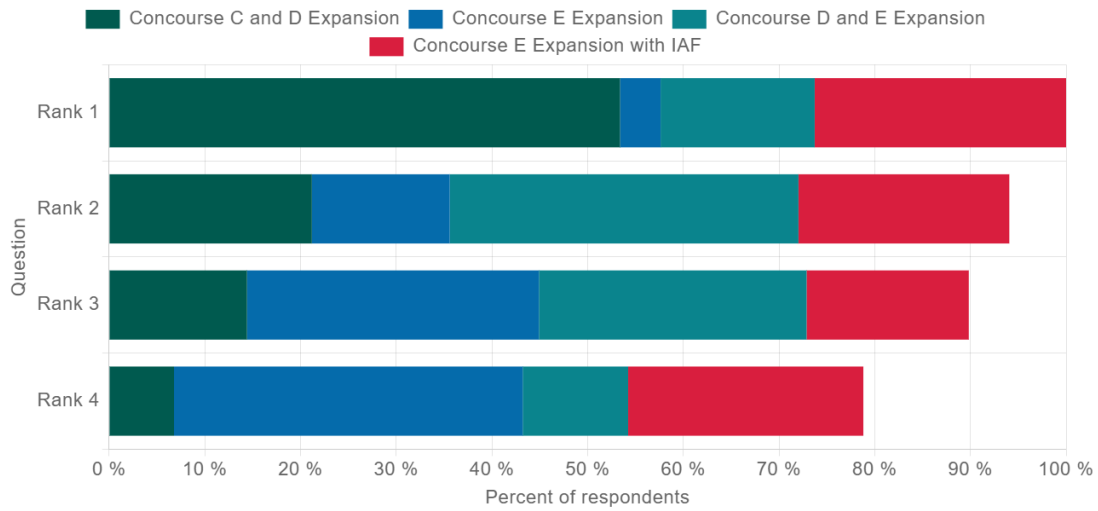
Would this Alternative end the use of bussing arriving passengers from the International gates? (See my last comment)

Creating an additional check-in, screening, bag area would be heavily counterproductive to the work that was just put in to create a beautiful airport experience in the main terminal. The additional walk is not advisable either

Removing the aviation hanger sounds like a needless expense.

At this point, a horseshoe-shaped people mover should be considered.

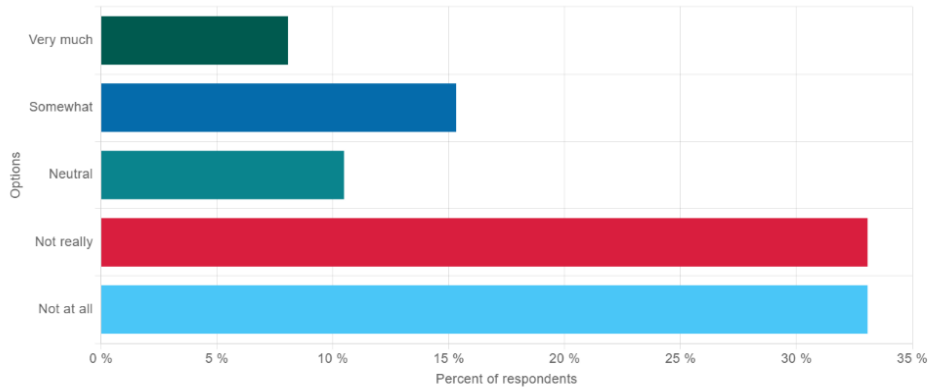
Please place the passenger terminal alternatives in order of most preferred to least preferred.



Rank	Options	Average rank
1	Concourse C and D Expansion	1.73
2	Concourse D and E Expansion	2.37
3	Concourse E Expansion with IAF	2.44
4	Concourse E Expansion	3.15

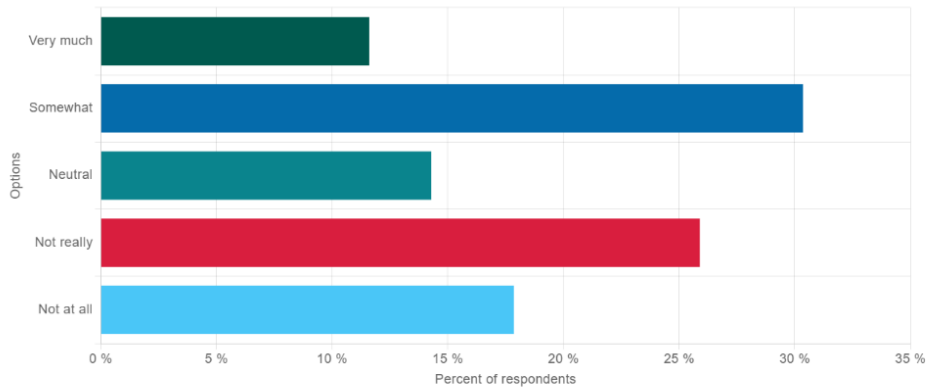
# Would the additional walking distance worry you?

**Total distance = 2,500 feet**



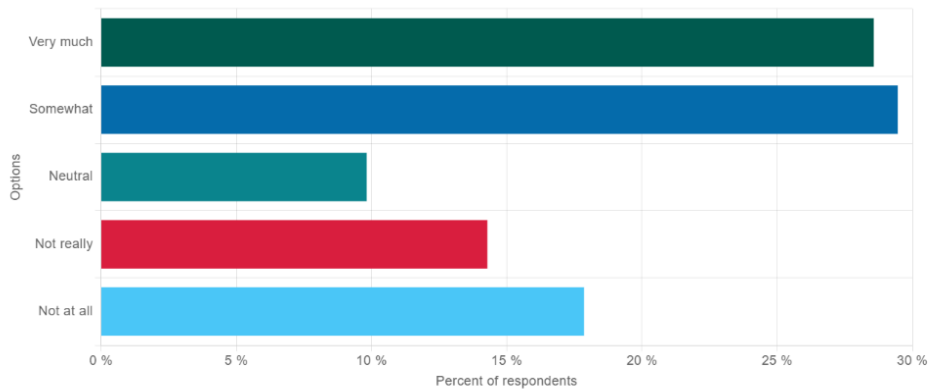
Submitted respondents: 109  
Total respondents: 123

**Total distance = 3,000 feet**



Submitted respondents: 97  
Total respondents: 111

**Total distance = 3,500 feet**



Submitted respondents: 97  
Total respondents: 112

## What would ease your concerns about the walking distance?

people mover

Moving walkways

Moving walkways

Moving walkways. The walking itself does not concern me, but the time it takes to get to the end does.

Moving walkways would help.

More moving walkways to help reduce the impact of walking distances.

Moving walkways, transport for disabled and people that have trouble walking.

I see people who struggle in the airport as it is

An automated train between North Security to the new gates, and a train from the AIF to the exits.

Reliability of people movers, they always seem to be down in PDX.

We need golf carts or motorized wheelchairs. The current system is not reliable.

Not really me but those that are have mobility challenges. Sometimes wheelchair pushing services are limited and those are long distances without motorized options.

Moving walkways, golf carts, more rest benches and chairs, ADA accessibility definitely need moving walkways, in both directions, everywhere. motorized carts. as a volunteer i get complaints about distance every shift. i tell them the completion of construction will help, but adding even longer distances without any form of mitigation is a recipe for passenger hell.

More moving walkways.

Moving walkways.

More moving walk ways.

Aceras transportadoras, los pequeños vehículos tipo taxi que se puedan solicitar para llevarte a tu destino. Me preocupa que mis familiares mayores no puedan desplazarse con facilidad. De hecho, ya les parece que la distancia hasta las terminales exteriores es demasiado larga.

More difficult for the elderly

A second connection point between the ends of the two concourses so that passengers are not limited to reverse back to the only crossover point all the way back at the main terminal.

Enough seating and moving walkways that it's easy even for people with limited mobility

moving walkways

Moving walkways, interesting things to look at while walking.

A tram would be nice.

I need to be aware of the time in advance and what facilities are available nearby, such as restrooms and places to eat. As I get older, I may not be able to keep up with the speed of TSA procedures, especially if I am held up somewhere for a long time. Additionally, being deaf presents some challenges; if the restrooms and restaurants are far away, I may miss any announcements about sudden changes.

Better moving walkways

The addition of moving sidewalks

moving walkways!

Include the ability for people with mobility issues to have a cart or train to ride.

More moving walkways as well at restrooms and vendors.

Moving sidewalks, shortcuts/bypasses for employees

Trams ala Denver airport, Dallas Ft. Worth, etc.

Moving walkways and more effective and available mobility assist services. Connecting flight times will need to recognize the distances and be adjusted upward.

Moving walkways are a must. People mover or shuttle that is accessible and fast may also be good. CCE has a narrow walkway. This needs to be widened for the extra foot traffic.

Moving walkways, pedestrian overpasses (to avoid crowds in terminal), inter-terminal shuttle service

Moving walkways, lots of places to stop and sit for people with limited mobility. Providing transport options for people who can't walk.

Figure out a way to deal w the water table and put in an underground driverless train system

Moving walkways and potentially bus shuttles to help transport people with mobility needs

Moving walkways, lots of sitting areas and carts!

Mobility limited people would be very challenged with the added distances. Moving walkways are intermittent at best and can be tricky for some to get on and off. Driving carts could help but many might be hesitant to ask or wait for them.

Moving walkways for sure. Perhaps a bus shuttle to take you to different parts of the airport (ex. I am in expanded E concourse and I need to get to concourse C (would be nice if there was a plane-side shuttle to just take me there).

Moving walkways, restrooms

Appropriate and well maintained walkways would be necessary. This could also mean the original E gates would need to be expanded as it right now it works as a bottleneck to the rest of the terminal.

Moving walkways in both directions are needed for these longer concourses. They would need to be added in an expansion of E

It's more about necessity,

Moving walkways, areas to sit, shops, restrooms

Moving walkways or other forms of transportation. Shopping, art, and leisure opportunities.

#NAME?

- APM (Line A, C-twenties, D-teen's, CCD/CCE middle, CCC/CCB middle, Line B, CCD/CCE middle (transfer to line A), E-teens, International/Far section of E if those plans are selected)

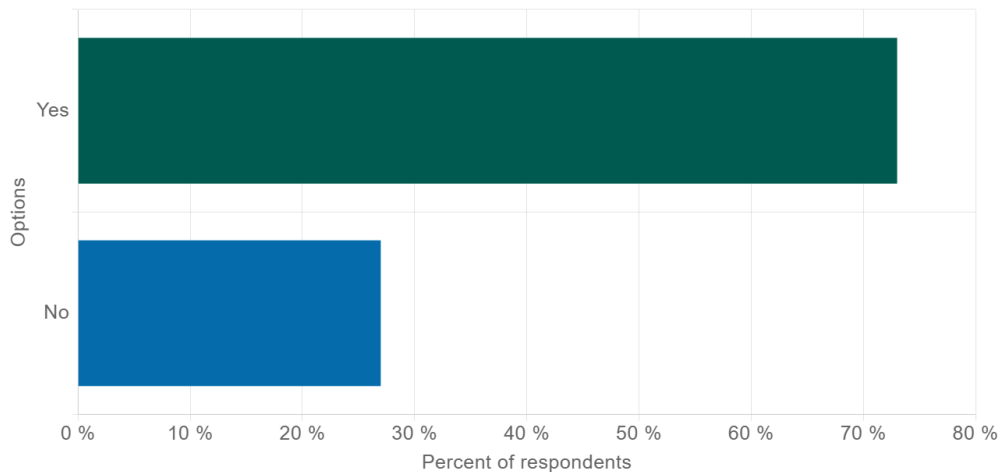
tram, people mover

moving walkways/people movers.

Moving walkways, amenities

The time to explore shops and eat food around the terminal, and the time it takes from there to the gate Shops, eateries, and/or attractions built in to the distance ; Moving walkways; Ultimately people mover if distances exceed one half mile.

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



## What improvements to the International Arrivals Facility would you suggest we consider when it is reconfigured or relocated?

The bus for D to arrivals for pickup should be eliminated.

no longer a need for busing

Stop making people take a shuttle from the IAF! It feels demeaning for a smaller airport like PDX. In an ideal world, international arrivals would also be able to exit into the beautiful new main terminal.

Please choose a location that doesn't force international arriving passengers into a shuttle. PDX is blessed that it is not so big that it needs inter-concourse shuttles/trains, so I'm not sure why it's used only for these passengers. Ideally, international arriving passengers would also get to walk through the beautiful new trees and skylights of the main terminal.

You need to optimize the bus arrival experience, since it sounds like you are dead set on keeping the bus arrangement. Smaller buses that move more frequently, better trained stewards to onboard passengers, and wider births to allow more passengers to board the bus are all essential to make this a less excruciating experience.

It was very confusing and slightly dingy. Make it more clear where you are in relation to the rest of the terminal

shuttles, max stops, buses

Get rid of the buses! Reconfigure so we can walk to the main terminal.

International arrival is an important opportunity for a strong architectural statement. Look at great international arrivals halls like the one at YVR (the best I've encountered anywhere in the world).

Can it meet the standards of the new entry. Wow factor.

Improve the connectivity to the baggage claim and ticketing hall area, make the IAF area feel more open rather than cramped, and improve the flow of the lines. The status quo is fine for the current number of international flights, but I can see it becoming more challenging to handle the number of passengers with an increase in international flights.

I would consider adding a more Oregon feel to it giving a warm welcome. Also I would consider removing the bus to terminal and making a walkway system instead for travelers to leave whenever.

Relocate to avoid bus

Responding to the distance/walking question instead: I am able-bodied, while many people in my life are not. Prioritize design for those who are not able-bodied.

Current facility feels disconnected and makes PDX look like a small town airport. Taking a shuttle bus feels like a stopgap measure.

It's basically a basement. It needs to be grand! Something that matches the new central terminal. The Port should look to YVR. The international arrivals area is grand with high ceilings, art and spacious interior. Think big! Dual jet bridges for wide-body aircraft. Separate waiting lounges for first class/business and economy passengers where airlines can tailor different experiences. Walk to automated trains to the exit, no more shuttle buses. If you're going to spend the money, spend the money! Let's show airlines and international travelers we're the premier gateway into the US.

Currently it is not so bad when it is only the 1 to 2 flights at a time. But with growth I see a potential headache. Perhaps some more lanes and more baggage claim belts, as currently it can be pretty slow. Otherwise a walkway to the main terminal please, can be as "simple" as the underground tunnel to the parking garages with some art on the wall.

Bussing doesn't seem efficient.

Try to stay away from using a bus to the terminal as we do today.

Direct path to baggage claim

Making it less reliant on international arrivals buses, as this limits the amount of international capacity and reduces efficiency

bigger, more kiosks and automation. no bus to terminal.

Get rid of the buses, give me a direct connection to baggage claim and exit facilities.

More space, updated bag carousels, more open concept.

Making it less reliant on buses, as this can lead to clogs, especially if we want PDX to become a larger international hub and be able to support more passenger traffic

The international arrivals area feels disconnected and sterile. Would feel better without the shuttle bus.

Not making passengers take the bus to get back to the terminal

No more bus transfers

Please beautify the customs checkpoint. The room where it currently resides underneath the gate level is ugly, dimly lit, has a claustrophobically low ceiling, and the windows are glazed and have no view to the beautiful outdoors. Then, passengers are forced to ride a bus back to the airport entrance while holding their luggage, which was one of the most unpleasant experiences I've ever had at an airport.

Our IAF is a long, cumbersome maze. We need to learn from other airports and keep things close for pax without having to walk the extension of a concourse or ride a bus to go through customs.

I see no need for any more space or gates for intl arrivals. Plenty of room now for anything PDX may see

Please get the customs facility under control. Its the worst facility I've been to in the world. Well, HNL's is bad. So is PPT. But PDX is up there. It's 95% the bus situation. Solve that and you're golden. Even heathrow has long halls with moving sidewalks. Maybe move the customs facility closer to the main terminal and have passengers walk via halls and moving sidewalks. The last time I was in one of the buses (August 2025) there was black dust, or mold, on the ceilings. Gross. Not a good first impression.

The bus needs to be eliminated.

Needs to be part of the main terminal. Taking a bus back to the terminal is a lousy design. Would be nice to have the arrivals facility look nicer than a drab basement

Find an alternative to the bus

To not use the bus.

Making it a nicer International area/terminal would be great. I'm hoping that PDX will be able to get more international flights in the future, especially to Asia and to Europe, so whatever makes that more appealing to both travelers and airlines is supported by me!

It felt rather difficult to get our suitcases on the bus to go to drop off to main terminal area.

Make it brighter and take it out of the basement. More restroom facilities before and after passport control. Get rid of the shuttle buses. Make it the international front door Portland wants so it can be more competitive in attracting additional international service.

It just needs to be made to feel intentional. Right now, it feels as if it was squeezed into an unused storage room down a forgotten hall.

More carousels for multiple planes landing together, larger area for buses to terminal

General expansion (total size, baggage carousels, customs facility, etc) and integration with the rest of the terminal. Aka "get rid of the bus" (though the bus crew are lovely people!)

It is ugly, small, and not very inviting. The shuttle bus is also a drag and detracts from the beauty of PDX's new main terminal. The current IAF makes me feel like a rat! Please take notes from SeaTac!

More information on possibilities would be good

I think bus is ok for now

Get rid of the bus. It doesn't make sense. There has to be a way to construct sterile corridor out of the way. Either glass above terminal walkway or if you convince customs to do baggage automatic screening so the bags are picked up after clearing passports in the domestic claim area. That would allow passengers just to walk to pick up baggage through current terminal

The current IAF is the WORST impression possible of our city. Clumsy inefficient bus, Back corridor aesthetics. Celebrate the NW. Quick. Walkable. #1 concern (higher than a grade separated airport way ffs) going forward. The current facility is an embarrassment.

More modern facilities. Nicer bathrooms. Nice bagger area. The whole area now feels very 1992.

Eliminate the bus ride from the International Arrivals Facility to the baggage claim.

No bus, direct access into terminal

Make it more friendly, faster and easier to enter and exit.

no bus ride, make it more open - it feels like a dungeon down there.

Eliminate the need to board a bus; make the flow more seamless and integrated from gate to baggage claim.

Remove the need to take a bus to the baggage claim

Not needing to take a bus from the IAF to the baggage claim

Eliminate the busing. Improve the passenger experience to be more in line with the new terminal experience which has key details of relaxing and calming what can otherwise be an anxiety provoking experience.

none, I haven't done international travel for over ten years

I fly internationally from PDX often and the International Arrivals Facility is by far the airport's weakest link. It simply doesn't work.

My biggest complaint: the buses. The buses. The buses. They have to go. There's nothing worse than getting off a 10+ hour flight, standing in line for customs, grabbing all your luggage (especially with kids), and then being herded down a narrow hallway to wait for a bus.

Even when the bus arrives quickly, you're still loading bags while juggling kids, everyone's exhausted, and it's often cold outside. Then you sit and wait another five minutes for the bus to fill up. It takes a long, meandering route around the airport, and all you can think is, "Why couldn't we just walk this?"

Finally, the bus drops you off at another cramped corridor that funnels you outdoors. It used to feel like there was an arrivals hall where families could wait comfortably inside, but now everyone's just standing outside with signs. The whole experience is bad.

It would be great to not have to ride a bus to leave. For passengers with connecting flights, it would be nice if you didn't have to go back through security to get to your next gate.

The facilities are just fine as-is EXCEPT the bus bridge to terminal. It is awful, and must go!

#1 is the bus experience -- even when executed flawlessly, i.e. find a seat, store luggage, get on your way in under a 2 minutes -- is still subpar compared to virtually all other US airports. The size of the crowds at PDX relative to large hubs is definitely a plus. But eliminating the bus experience is #1. If that's not in the cards, spend as little as possible to expand what's there. PDX already punches above its weight for international service and for those coming to/from the area a nonstop will still command a premium and make a less-than-stellar PDX immigration experience more palatable.

Reconfiguring to eliminate the bus ride. Modernize and make arriving in Portland a pleasant experience that gets arrivals into the nice new terminal space as efficiently as possible.

The current set up is terrible. It doesn't give you that PDX welcome we've come to expect from our airport.

Need access to main terminal from IAF that doesn't require the shuttle bus.

get rid of the bus. have security/bag recheck at IAF facility.

I want to get off the plane and through immigration and out of the airport as fast as possible, so I loathe the bus. Waiting for it, the drive to the terminal, and the arrival experience that is the least nice entry into Portland I can think of.

The biggest issue is the buses. This is why most international airports have a third level for segregated arrivals. Maybe if international arrivals was actually above the departures level than a walkway could connect directly to the main terminal with moving walkways along the length

Its dated. The bus system is not ideal. PDX needs to prepare for the Airport it wants to be with a smoother international arrival experience.

The buses to the terminal simply have to go. It is a huge hassle to struggle to put luggage onto a bus.

Sterile corridor so you can simply deplane and walk to IAF.

Get rid of the need for the shuttle bus. also feels kind of dungeon like.

Additional restrooms, getting rid of the bus or having more frequent service, seating for when bags are delayed.

Everything needs modernizing, however the experience from Customs to being dropped off at the sidewalk outside the Terminal building is the real problem. The walk(s), wayfinding and bus ride is not an experience that is welcoming to Portland. These are tired passengers, jet lag, often confused (language and/or simply overtired), and many arriving to Portland (or the US) for the first time.

The #1 priority is eliminating the bus. After that, it would be great if the facility felt like it matched the quality of the rest of the airport. It should be a pleasant welcome to Portland for international visitors or Portlanders returning home. The new IAF at Sea-Tac is very nice, with lots of natural light at baggage claim.

Eliminate the need to bus passengers from international arrivals? That is my highest priority. It's not friendly to those with disabilities and the elderly, it's uncomfortable, and a bad way to welcome weary travelers to Portland. It would also be important to have easy Max train access as well.

Remove the bus to the terminal at all costs. Passengers should be able to walk straight into the terminal after a long international flight, or directly outside. A roomier facility would also be nice. Being part Asian, the Deportland nickname still worries me when travelling back, even though there's no Asian flights at the moment.

Not having to take a bus and not having to be dumped onto the sidewalk, it would be nice to feel like international passengers are actually being welcomed into the brand new beautiful terminal rather than being spit into the dark loud and smelly sidewalk of arrivals

My only impression was that it was old and outdated. A reconfigured or relocated one would resolve this. Make it connected to the airport!!! I do not want to take a shuttle. Pdx is a tiny airport. It's ridiculous to have to take a shuttle from international arrivals, ESPECIALLY after spending \$2b on a remodel!!!

In terms of length of concourses, doesn't matter as long as you have plenty of moving sidewalks and don't use carpet! Carpet makes mobility devices SO HARD to use, and it makes pushing strollers and roller bags so much harder. Use a hard surface like a normal building

# Parking

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

I have been to the airport when there was no parking in short term or long term in the parking garage. The worry is not finding a parking space, without having to park in the economy lot that feels less safe and secure.

Please, please, PLEASE do this. You already charge an insane amount for parking, so I'm sure you will be excited about the opportunity to have 3600 more slots that you can charge for. The alternatives are so awful.

Expand train , bus , biking , driver services , micro bus access over more parking

Discouraged to hear about the consideration of additional provision of structured parking. Not very forward looking. Highly suggest leaning on and expanding frequency of existing transit service to accommodate growth.

Would it be open to employees, the public, and other offices at the airport?

Why assume more people will arrive by car? Increase transit 24/7 please!

You are planning for the 20th century here. While rural people will need to park at the airport, increasing numbers of urban people will use diversifying ridehailing services or transit.

I feel there is already a massive amount of garage parking near the terminals. Would like to see easier alternate transport options including more frequent Trimet service.

Sounds nice, but doesn't address the congested nature of the "cul de sac".

I don't drive to/from PDX often enough for it to be a concern.

It's a terrible move. You already can't fit the enormous number of cars visiting PDX. Why would you build a new structure to attract thousands more? Especially when you have an amazing advantage that few other airports in the US have: a light rail stop right outside the terminal.

The answer here is getting more people to use the MAX. Set up a park and ride somewhere along the route. Make a deal with trimet that passengers w/ valid flight tickets can ride free so they get dropped off there instead of the terminal. Raise prices at the main parking structure to make it a premium option, while offering lower prices to folks who use the park n ride and take the MAX in. You geometrically CANNOT support thousands more cars, and if you try to do that you'll go from being the best airport in the US to being as miserable as LAX. Now is the time to use your transit advantage & clever incentive design to make sure you stay the best airport in the US.

I support alternatives to constructing a new parking garage that would make the airport safer and friendlier for transit users and cyclists.

### NO NEW PARKING GARAGES

I used to park in the Economy Lots. Not anymore! The shuttle bus system is a disaster. Shuttle buses fill up at the early shelters and often don't have room for additional passengers by the later ones. This is predominantly true in the morning when no one is departing the buses. Shuttle buses get bunched up. Shelters are freezing in the winter and too hot in the summer. I would gladly walk an extra distance through a climate-controlled tunnel from an adjacent parking structure to avoid relying on a shuttle bus. You need moving sidewalks for the whole distance.

Secure long-term bike storage in the new garage would be requested.

More moving sidewalks and golf cart/trams

Very convenient

would love it

Not needed.

Seems reasonable if the increased demand is for closer and higher cost parking. If built, there should be water mitigation and solar panels included on the structure. This could also allow closer garages to open up space for secure bicycle parking (bike valet??) for staff and travelers.

Great especially for handicapped

No comments. This seems like the easiest idea.

Sounds like a good plan

Seems like a huge outlay for a small return. I'd rather something be built off a MAX lightrail line. Maybe even with a dedicated MAX car that can go back and forth every 5 minutes instead of having to wait for the regular MAX line.

Increases congestion near terminal

the way to go and it would be close to an extended concourse E

It could work well with an extended C

This would be a long walk for short-term parking but acceptable for long-term/economy parking.

As long as it connects to the airport or other parking garages via a tunnel, bridge, or similar structure, and there is no need to walk outside to reach the airport, I think it will be fine.

More EV parking spots.

parking expansion is unnecessary. allow trimet bus service to PDX and increase Max frequency!

Find a

Cost

make it as large as possible

You're going to run out of room near the terminal eventually. Better to have new, large facilities along Marine drive with shuttles going to the terminal.

I'm healthy and active so the walk does not worry me, but that is a very long walk for passengers who may have differing abilities. I could see this option working if there was a skybridge or tunnel that went to a potential extension of Concourse E (with a new check-in area/TSA area). This distance may require more wheelchair services as people may not be able to walk that long of a distance at one-time.

I think this is getting to, if not beyond, the outer limit for "close-in" parking. At what point will passengers choose the remote lots and shuttle vs walking nearly 1/2 mile to get to the terminal?

Impact to access and deliveries at the FAA facilities and the CUP

I would like this if it were another long-term garage, with some of the current long-term garage converted to additional short term parking.

Would this look ugly and remove the view of the traffic control tower?

People movers are important and have new tech being developed

Traffic flow into and out of the various garages, clear wayfinding, early signage/widely available real-time info about available spaces

I would prefer this option because I like walking to my car and not relying on shuttles.

Wouldn't use. It will be ridiculously expensive.

Would coincide well with expanded E + IAF

Doesn't really help to reduce traffic heading towards the terminal

Current garages seem to be heavily used already. More passengers seem willing to use over economy lot to save time and rideshare (uber, lyft) consider relative cost differences.

As a local, I don't usually use the parking garage except sometimes to pick up travelers

With the pedestrian tunnel being extended, I would not have any concerns walking it.

This option seems to make the most sense.

I regularly use long term garage and walk to the sky bridges. I place a premium on direct access to the terminal without needing to board a shuttle bus. Even with a longer walk I'd still be happy with direct access and would continue to pay a premium versus the econ lot.

It seems like a garage in this location would only be used if the other closer garages were full  
tunnel & skybridge is a must. reduce number of elevator steps as these take time. Consider escalators down to tunnel

Would the traffic impact travel on Airport Way? Would signage / offramp layout be sufficient for easy navigation?

any additional of structured parking will remove vegetation. consider heat-island effect  
close to the terminal is the most ideal solution

This location makes most sense if Concourse E is to be expanded with a new drop off zone.

Would wheelchair service be available for the elderly and those with disabilities?

This would be perfectly positioned for a concourse E expansion and new entrance (alternative 2 and 4), which would negate the extra walk for some if either of those alternatives are chosen.

Additional parking garages will require a hefty investment that might not be worth it as much as raising the cost of parking and encouraging other passengers to find other ways of reaching the airport

My primary concern would be cost

Definitely support. You should also move the rental center to some place off site and turn the rental center into long term parking. There's no reason to make local people driving have to take a shuttle -- make the (non local) people renting cars take a shuttle to the rental car place. That's what every other airport does!

I think tall parking structures within the "courtyard" of the airport are eyesores.

## Please tell us more about your experience parking at the Red or Blue Economy Lots.

The experience was fine, I was nervous as I had never used the lot but we got on the bus to the terminal within 15 minutes of parking. The economy lot feels less secure than the parking garage.

I appreciate the frequency of the shuttles

It's awful. I'm sure you know that already. To start with, the lots are very insecure. Secondly, the actual drop off and pick up driving patterns are extremely inefficient. Only frequent flyers know that they don't need to wait until their letter is called to disembark, because while the routes move alphabetically to the parking lot, some letters that are not alphabetical are actually very close to each other (For example, parking area M might be very close to parking area S, but less experienced travelers would sit on the bus from M through S instead of getting off at M). It's extremely inefficient and not well planned.

Was fine

far away

I used to do this before Uber and Lyft came along. I would never leave my car long-term at the airport now. Makes no sense.

It was fine

Fine

Fine experience. The time from the lot to the terminal can be a bit far, so I've also used the jiffy park and similar which are slightly more cost effective.

Miserable. Shuttle buses are too small. Takes too long to load and unload. Buses get bunched up and often fill up at the end of their routes.

It's usually cheaper and more convenient to take Uber

Shuttles can be slow

Pretty easy, shuttle is frequent and consistent, no real complaints.

Crowded bus, long wait

I worry about my vehicle being stolen/broken into

A bit of a long bus ride but that seems to be the only land available

Easy to navigate and find car and bus station

Easy service

No complaints.

I like parking in the economy lots and I do it most of the time. However, there was one time where we missed our flight because the time from the parking garage to the terminal was too long and we hadn't allowed enough time.

Too far and too-few shuttles to get between the two. It's almost too much of a hassle.

It was OK

fine as long as the shuttles are working

I like the frequent shuttles.

Need to use electric buses instead of the current diesel buses

Crowded infrequent bus service at off peak hours

Buses are pretty frequent and easy to use.

I am incredibly grateful for the affordable option of having these Economy Lots and will always choose this or rideshare to get to the airport because my house isn't well accessed by MAX. So having more spots in these lots is very supported by me!

It has always been very easy and convenient.

It was fine. However, we find it more economical, efficient, and convenient to use Uber/Lyft from our location in E Vancouver. Thus, we do not use the economy lots anymore.

The shuttles have always been timely and parking has been easy, even with kids. I support more of this type of parking with shuttle access.

They are our preferred parking for travel (we're red-lot people). It is about as good a service as I've ever found at an airport. The only complaint is the need for more frequent shuttles in time for busy departure sequences. For instance, first thing in the morning is a time when shuttles will fill up, and then one will be concerned that the next shuttle will be full - meaning that the time I've allocated for getting to the airport early is often eliminated by insufficient shuttle capacity.

Far away, not a fan of shuttle buses. They were slow and stuck in traffic.

Just give quick efficient, nice

It was more affordable, but added a significant amount of travel time

Really the only option for the non-rich if the trip is longer than 2 days. It's fine.

Hard to predict the bus schedule.

Easier than many other airports

I don't use it anymore, too expensive.

It's fine but would be even better with more frequent shuttle service OR an automated people mover

The busing process is much less desirable and creates some anxiety with timing of arrival and reaching gates in time.

Sometimes the wait for the bus to leave the lot takes longer than expected. Also, security of my vehicle is sometimes a concern. Lastly, it would be nice if the red and blue lots were garages with multiple levels so it didn't feel like the bus ride through the lot took 20 minutes and it could instead, have a more consolidated pickup/dropoff location that you could then take an elevator to the floor you parked on. Our experience was fairly positive overall. Regular efficient buses between lot and terminal made it feel safe and workable.

Usually fine, though the bus can be unpredictable. A more predictable schedule and travel time would be preferable.

depending on time, wait for bus can be longer than desired.

I try to avoid it

It's fine and worth the price difference. The bus is about as far as I'd like to travel without being too far. I do worry about security and safety of my car.

It is OK during good weather months - the rest of the year, not so much.

Overall, it is a great experience. One time I had to park in the far East lot when the airport was very busy. My travel was for a 4 week period and when I returned the busses were no longer running to the far East lot when I returned, resulting in confusion with the bus driver and a big hike to my car in the far East lot in the rain. This is the only bad thing that has happened, otherwise it is a great system that I like to use.

Pretty convenient in my experience -- have never had to wait long for a shuttle.

It's fine. It's nice to have a more economical option if time is not an issue and cost is.

Love the frequent shuttle service. Sometimes it's hard to find a spot. It's remote enough that I worried about my safety and car theft.

Good experience, but simple. Wish a live estimate was at the shelters.

I enjoy it a lot. The relatively cheap cost, the electric vehicle charging and the frequent bus service make it viable

Awful. Have not done it in years. I choose to pay the extra money to park in the long term garage so I don't have to take the shuttle bus and then walk in the rain to try to find my car in the economy lot

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

How will security be increased? I would be more inclined to use it if it felt safe and secure.

the shuttle needs to be frequent (every 10 min)

the shuttle needs to be frequent (every 10 min)

I don't believe for a second that the shuttle time would be between 5 and 15 minutes. Maybe 15, but 5?!

How are you getting to that number?

Spend funds on transit systems not more cars

cost

If you are going to build a parking garage there, make sure that parking fees pay for all of it. And design it so that it can be converted to other uses as ridehailing (including driverless soon) gradually replaces self-driving.

Explore alternate transportation options!

How can bags be accommodated most comfortably??

This is an improvement over the new walking distance garage plan, but still has most of the same problems. A garage along the MAX line would be a better option.

No new parking lots! More mass transit!

Is there any thought to mitigating auto travel for people coming to PDX?

If it's not an automated train, forget about it. Automated trains are the only thing that can take high volumes of passengers at one time, have quick load and unloading times, and come at standard frequencies. As soon as it's a person driving a bus on a roadway, reliability goes out the window.

Do you really need this if you could get all Portlanders to take transit to the airport?

My concern is that shuttles could get stuck during surge hours for vehicle traffic, so if expansion were to take place in the economy lots, some form of queue jumping or express shuttle lanes should be considered. The idea of having an off site uber/lyft/taxi stand is appealing, moving people from individual vehicles to shuttles could make peak hours better.

More secure access and more security monitoring? Maybe AI video surveillance?

Keep the frequency often

shuttle frequencies would have to increase, right?

A parking garage would be good.

Is there a plan to mitigate local drivers driving and parking at the airport? I can see out-of-towners utilizing these lots as long as the shuttle time isn't significantly longer than competing private lots.

More space in shuttle

I like this as an option but would love to see people continue to be able to choose between different parking options

A new garage built off a MAX line is a must!

It would be fine if comfortable, covered, safe waiting area

Same plus it just adds more time to pre-flight routine. I don't like shuttles at airports.

I would prefer to walk a little if I'm going to be on a plan

Frequent shuttles would make or break the success of this facility. Parking rates would need to be lower than near the terminal in order to entice people to park there.

Security needs upgrading

I'm not a big fan of using any type of shuttle at an airport.

shuttle is a better idea than increased individual cars-

Keeping the cost down and safety of vehicles in the parking area is important.

This sounds like a great idea to expand parking in an area that is affordable to more people. It also creates more parking spots than the garage expansion next to the surface parking lot. May need to run more shuttles around Alaska banking times if more people are parking in this area.

Access from I205 needs to be obvious and extremely convenient. Perhaps special shuttle lanes should be created on roadways so that the busses do not get slowed by traffic, especially if the lots are located east of I205. There will be at least a perceived concern about vehicle safety in the remote lots, especially if they are surface lots secured with just a cyclone fence.

I would be in favor, assuming loading was fast and sequential. Perhaps a "people mover" that ran down the median of Airport Way instead of buses?

People mover or equivalent to shuttle folks would be great!

All electric fleet!

Would recommend dedicated shuttle lanes on airport way to allow shuttle buses to avoid traffic

I think if a shuttle is required this should be a cheaper more economical price than the closer parking area.

Seems unavoidable. You could barely be bothered to give up the land for a 2nd light rail track. So there is no room close to the terminal.

Upgrade shuttle to automated people mover

Seems like a no brainer. If you live far and are planning to take a long trip, those lots are vital.

It would be great if the red and blue lots were garages with a consolidated pickup/dropoff area(s) so it didn't have to stop 20 times before leaving the lot. I like that the red and blue lots are easy to get to.

Curious if MAX can be integrated at all. Similar to JFK AirTrain from say Jamaica (mass transit) or Federal Circle (rental cars) to the terminals.

Shuttle needs to be more reliable and have a route not impacted by traffic.

I use the shuttle from the employee lot and absolutely hate it. It's wild that port employees get to park in the main garage but the rest of us have to park off-site and slog. Creates a class dynamic that's disgusting I'm not big on shuttles.

N/A

A reservation system would help inform shuttle demand and ensure that users aren't waiting for multiple shuttles during busy times.

would this have height restrictions? i am less concerned about parking. people should be encouraged to use MAX

The downside of low priced remote parking dependent on a shuttle is that it gets more and more expensive to operate the shuttle due to increasing labor and benefit costs, but the lack of willingness to pay for the "cheap parking" makes this option hard to sustain over time.

I support the idea of building up (i.e., garage) rather than out.

More shelters are needed

What will you do to ensure enough spots? Will you increase security to make it safer than it is now?

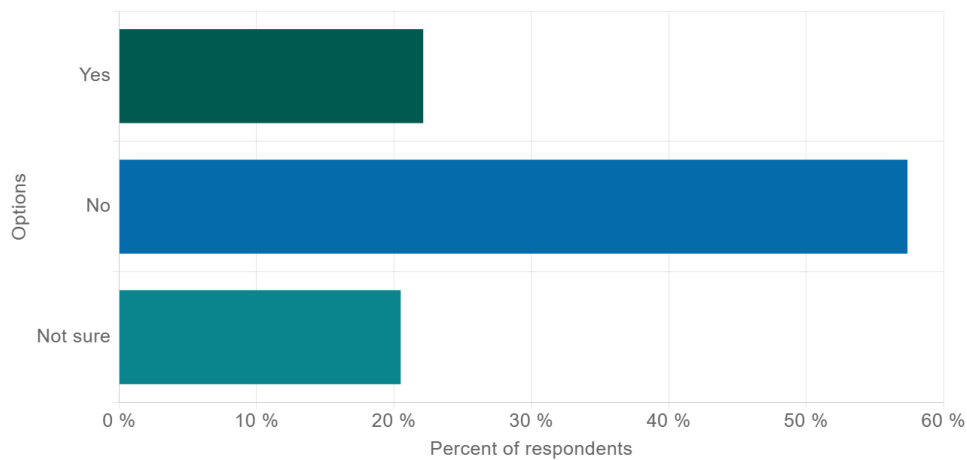
Build up, not out. A second floor on the entire lot would be beneficial.

I would be very concerned about higher cost and the sufficient availability of EV charging

Make the rental car lot accessible by shuttle and turn the rental car lot that's connected to the airport to be more long term parking. You should prioritize the people who LIVE in the Portland metro area, instead of the visitors here.

Move all airport parking to this location with a multi-level parking structure, then add an automated people mover to the terminal. Free up space in the airport "courtyard" for everyone to enjoy.

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



## What are your concerns about using a regional parking location?

The frequency of the connecting transit service. Building parking near frequent transit service like MAX could work. Only one of the potential locations on the map is on the Red Line (Beaverton), but MAX is too slow through downtown Portland on the way to the airport from the Westside for that trip to be competitive.

The connecting transit service would need to be frequent. Building near a MAX Red Line station could work, but the only potential site on the map near a station is Beaverton, which takes too long to get to from the airport by MAX because the segment over the Steel Bridge and through Downtown Portland is just too slow. Maybe Clackamas Town Center could work with new direct MAX service that connects CTC to the Airport.

There's no way this is a credible proposal for an airport that endeavors to be one of the best in the nation. I live in North Portland, so it would be of limited use for me. But I like the idea more than building additional parking at the airport as long as it's multi-purpose (e.g. could also be used for regular park and ride at TriMet stops).

security of vehicles long term

This is an interesting idea as long as the airport pays for the frequent transit services, but they will be expensive for you.

I try to avoid driving to PDX

I do not live close to them (I live closer to the the airport, currently).

Coming from the north it would be inconvenient

I do not own a car.

- Creation of new blacktop or concrete surfaces

I live in North Portland, so none of these would be convenient.

The city and county have not taken crime and drug use on public transit seriously! I'd be scared my vehicle would be broken into or that I would be accosted or mugged by a homeless person on the MAX train.

I live a similar distance from the airport, so you should just make transit from my home convenient.

I live closer to PDX

Not convenient, I live too close to use.

I worry about the security of my vehicle if left for a period of time overnight.

Safety

I live in North Portland, so this would be less convenient for me.

MAX is unreliable

Not efficient

I would be concerned about inefficient land usage if this option were implemented as sprawling lots instead of multi-level parking structures, leaving more opportunity for future development.

Safety. Number one consideration. Both for my car being there and for me using public transportation with my luggage

It depends on the method (bus or shuttle) and frequency. Anything more than 10 minutes wait is not going to do it.

absolutely not -- wouldn't use them. Already have to arrive at the airport way to far ahead of my flight; to many things can (and will) go wrong between some parking lot miles from the airport and my plane

At cascade station, there are a lot of people coming and going, so my car would be less secure than an airport garage

It may be as far from my house as PDX.

Security.

I think it's great that Vancouver is in this list; it would help different types of people. Also, it would depend on what part of Vancouver; there have been some TriMet places that have made a shift into homeless shelters. I would rather have someone drop off/pick me up so i don't have stress about my car during the trip. However, if no one can drive me all the way, it would be great if someone could drop me off at a location in Vancouver, then take public transportation. I would also need to be informed about how long I should prepare for transportation and pricing, as it would be different from traveling by car.

Consistent travel times at rush hour

One can become behold to traffic/TriMet delays from the garage to the airport instead of using an alternative route that's quicker on their own.

I don't want regional parking. I want to get to the airport without a car.

Why wouldn't I just use the MAX?

The example locations would not be much more convenient from me in SE vs. parking at the Economy Lots.

I would need to know how easy and safe it was to get to the airport with suitcases.

Crime

Is the parking lot going to be patrolled by security or at least with fencing/security cameras? I'd have concerns about leaving my car in an unsecure parking lot for an extended period of time (e.g. overnight). Additional travel time to the airport, security of vehicle. The only way I can see these working is if there are special busses configured for luggage that provide non-stop service to the airport. Additionally, bus lanes may be needed to assure travel times from lots to airport are managed and consistently meet posted times.

That it wouldn't be securely fenced.

Additional travel time and security at parking locations.

I trust the airport to be a place to park my car safely. I would drive the additional distance for that sense of security.

The'd be farther away from PDX than I live

Is my car safe in the garage? Is parking free? Why is there no shuttle from downtown or Rose Quarter TC?

Security is of utmost importance to me in this scenario. I don't want to worry about my car

Frequency of transportation to/from the airport; would this just be a long-term section of the existing MAX/TriMet park and rides? Would there be a parking fee associated with this option, or simply the cost of the transit?

I love this idea! I'm too close to the airport to use it but if I moved out of Portland I would like this.

Safety of my vehicle

If I'm not parking at the terminal, then I park at home and take the MAX light rail.

Less desirable and goes against the central experience that currently dominates much of the PIA experience.

I just don't need it as a local

Just not applicable. I live in NE and very close to the airport. However, if I lived in Hillsboro or Vancouver, I can see a strong value especially if it is cheaper than airport options.

Way too much time to park.

Locations are likely as far from my home as the airport, adding extra steps and potential for delays/missing flights.

Security, break ins, traffic. Brings some travel anxiety as you wouldn't have control over the park to the airport and delays that may occur.

Time, cost, security.

I live in NW Vancouver - not helpful

I live close enough to PDX that these would be inconvenient

This only works for people who live further out (granted that may be a lot of airport users though)

Security and Travel time. I already have to leave early as it is for my flight.

Would not consider.

Very long distances, potentially if MAX gets a downtown tunnel and grade separation of the Red Line on approach to PDX then a Sunset TC sit

Security of off-site locations.

Knowing my vehicle is in a secure location.

Would only use if there was frequent service, secured parking and it was cheap.

Safety of myself and my vehicle. Cost.

Coming from the south makes it inconvenient.

Safety of both the parking and the transfer, cleanliness and speed of the trip

Break ins! I would never park my car in a lot in Portland. That's a guarantee I'll come back to a broken in vehicle. I would also not park somewhere that would require riding the max. The max is too unsafe and dirty to ride, especially in odd hours like most flights require.

Security and theft.

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

Las Vegas, Nev. does this with the Park & Ride at their South Strip Transfer Terminal. As a bonus, it is free parking, and quite convenient to the airport. I highly encourage the location of these parking lots to be strategic, allowing easy transfer to MAX. No need to add the costs of an express bus...just use existing MAX service which is frequent and convenient.

If it was convenient and felt secure, then I would use it if there is an option on the Washington side. The 20+ minutes is a little nerve racking when you are flying as this can be dictated by traffic conditions.

Does it make sense for parking be built in Salem or somewhere further from PDX?

24/7 transit access

You should be advocating for the development of a regional transit center at Cascades Station, served by C-Tran and TriMet buses, which could expand access opportunities. There are currently no credible transit options to reach PDX from Clark County. It's crazy to be building parking while that's true.

I would rather see this than big expansion at PDX - if demand is there then private firms can compete for business.

I like the idea of this sort of satellite location.

I would definitely use it if there was a location in St. Johns.

This is the correct solution. It's highly scalable even with a sharp increase in demand, and avoids mega traffic jams and negative impact on livability near the airport. Please go with this option.

To make these really work, we need more frequent max service—every 15 minutes so that we don't have excessive transit time and so staff can use this option.

I think an affordable option to leave your car at a Max Park-and-Ride for several days is an incredible idea! But safety?...

I have used park and ride with the red line, its very easy, just wish max was faster through downtown. Only if there was timely transportation from the parking structure to airport separate from the general public and specific to only passengers and PDX employees

i sure would love a stop over here as a st. johns resident!

I could see a park and ride w/ express bus from Vancouver and beyond only if they can guarantee transit times. I imagine competing car traffic would be the biggest issue for this method unless there are bus/HOV lanes on these routes. If we're looking at decreasing the number of people parking in close proximity to PDX, there should be a free trimet ticket if you show your boarding pass. How about a bus to PDX from 82nd ave?

Not reliable

I have no use for them. I prefer to park at home and use a carpool or taxi to the nearest MAX station. The cost of parking plus transit from remote facilities needs to be less expensive enough to make people realize the value. That can be achieved by raising the rates to park close to the terminal (proximity = \$premium)

When I go to the airport, I expect to park AT THE AIRPORT, not in some bedroom community 12 miles away

How late would a shuttle run?

Will there be a website dedicated to wait times, transportation times, how the system works, and ticket payment information? I think it would be a good asset for those who are not from the area and can be transported to other areas to get to their housing. Also, it would depend on if the transportation has a visual cue on where we are going or a visual aid on what is being said on the intercom. Normally is one of the biggest reasons I don't take public transportation i have no idea what is being said as a deaf person.

It would need to be cheaper than current options

much better idea than increasing onsite parking, but also consider allowing trimet bus service at PDX and increased Max services

Better public transit connections and biking would solve so many of the problems of getting to/from the airport. Add bike share, add better (indoor & secure) bike parking.

If you really want to do the remote parking, I think a better option would be to use the gateway Max facility as the remote parking facility and have an express Max from Gateway directly to the airport on a scheduled basis

I like taking the red MAX to the airport! It avoids so much of the congestion b/c it has its own right-of-way. Usually, I take a Lyft or bus to the MAX station or pick people up from a MAX station to avoid the congestion.

How would safety be addressed and would access be during all needed hours of travel including time for bag drop off and security?

How do you ensure the safety of the vehicles with PDX's high car theft rate? I really like the idea of using public transit to access PDX as it decreases impacts on the environment and reduces the number of cars on Airport Way. My overall concern would be if my car will still be there and intact when I return from a trip.

The idea does not sit well. I would have to see more details and think more about the implications and alternatives.

None

I love outside-the-box ideas, but I gotta tell ya, from years of professional experience, park & rides are massively costly and rarely fill up. They seem like a great idea in theory but rarely work in practice.

Need more central city locations.

See above

See above

The service needs to be frequent enough and affordable enough to boost usership.

It would have to be speedy, frequent, and reliable. It's another thing "out of the travelers control" so it can't be a decision that causes stress.

MAX is too slow, inconvenient, especially for late arriving flights. Remote parking plus express bus is quite intriguing, though. But TriMet will put up a stink about competing with the red line for sure.

I love this idea. I used to live in rural New Mexico and Denver was the closest major airport. I found the offsite parking and lightrail was the best way to store my car and get to the airport the fastest and cheapest. This option may not make sense for people used to Portland traffic patterns but for someone who isn't from the metro area, I can see how this would be much easier than trying to fight traffic on I-84 and I-205 to park at the airport.

I live in downtown Vancouver and have wished there was reasonable bus service from Vancouver to PDX. I am a car owner but like using and supporting mass transit. I hope one day for MAX from downtown Vancouver to PDX via Portland. But would settle for bus service via 14/205.

Do other airports have this set up? Can we see some examples?

It is all about total time to get to/from the airport. This adds significant time, so it better be much more economical.

Would not consider.

excellent idea to have one in Vancouver, where there currently is no bus between fishers landing and the airport. would this have bus on shoulder capability?

I would do this is parking was less expensive than uber.

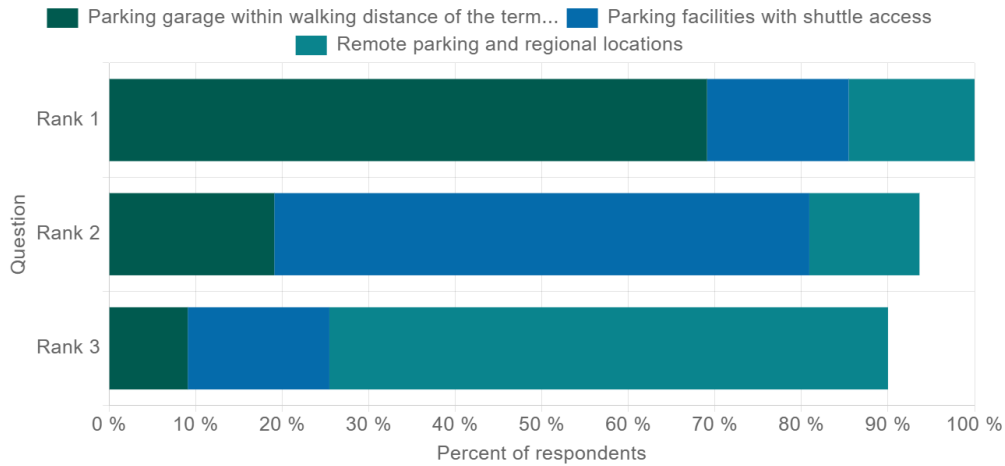
How will you ensure safety and security for people and cars that are left for long periods?

Would these just be for PDX or would transit be allowed to use it as well? That could eat up the spots quickly, if so, especially downtown Beaverton. Also, what would the cost be to the user compared to the time to the terminal? Downtown MAX isn't fast.

Using Parkrose TC, Gateway TC, or Lloyd Center to build or use more parking would create fantastic opportunities for a partnership with TriMet to help shuttle more passengers to PDX without increasing congestion, and could be a ridership boost to assist TriMet as well

Why is the port of Portland embarking on remote parking as opposed to private companies?

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

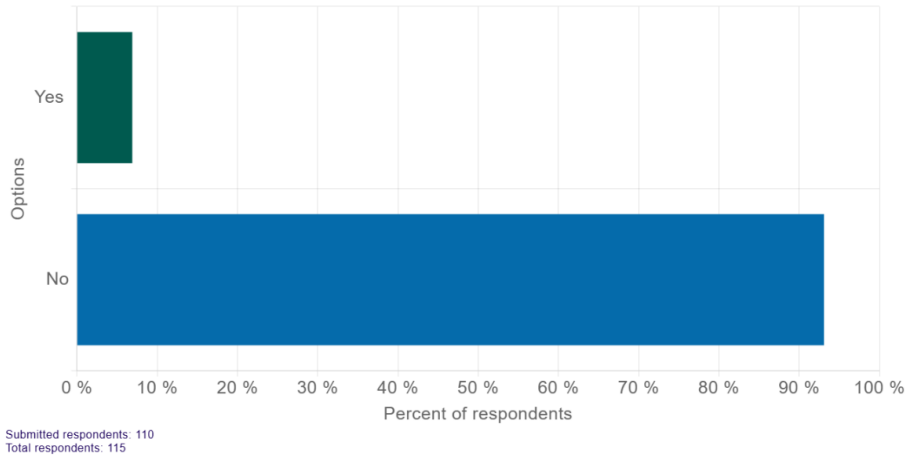


Submitted respondents: 104  
Total respondents: 110

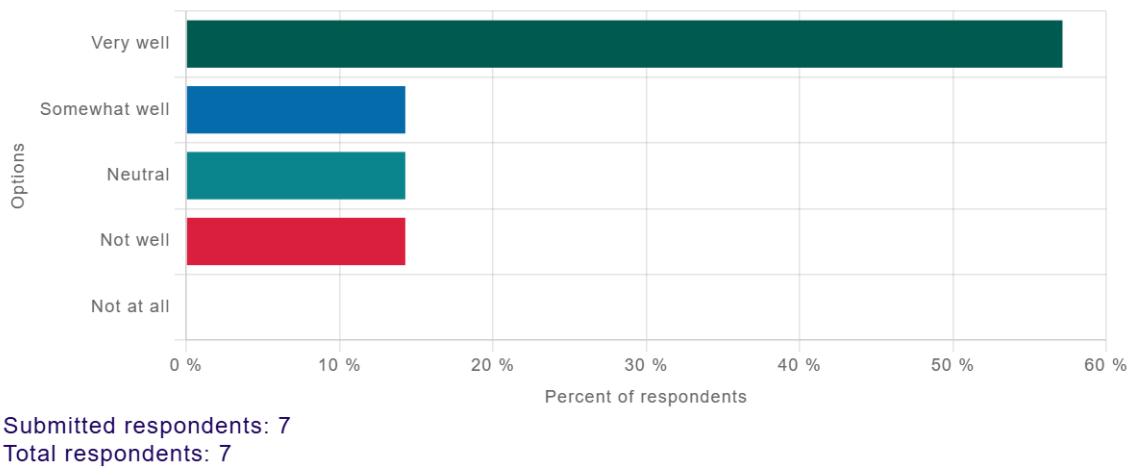
Rank	Options	Average rank
1	Parking garage within walking distance of the terminal	1.38
2	Parking facilities with shuttle access	2
3	Remote parking and regional locations	2.54

# Passenger pick-up and drop-off

Have you used valet parking at PDX?



How would relocating the valet parking service to the Lower Roadway by the hotel shuttle or into the PI Short-Term Garage work for you?



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

I would like to learn more about the existing service, since I am unfamiliar with it.  
seems like a no-brainer

Seems fine to me

Seem like a good idea.

Don't incentivize more dropoff traffic. It's already congested and chaotic.

Move it

Sounds like a good idea.

Presumably this is for people who really can't walk, but you could have trams for them at the new location.

Generally, I'd like to see more attention to travel options besides taking a car to/from the airport.

Move Valet and shuttle those folks to the terminal.

do people really use it?

It takes up valuable space

How often is this service used by passengers?

I'm in favor of relocating the valet parking service. It essentially caters to rich people, and that's not cool

Move it!

Fine. It's valet parking and can be anywhere

The area used to be used for drop off and few used it. What would be different now?

As long as it doesn't cause congestion or become a priority, it should be acceptable. Regarding the parking garage, will this mean there will be less space available for those not using the valet parking service?

None.

Something considered would be to have a feral zone between PDX and cascade station so that the so that people could take Max from PDX to the two cascade station stops and get picked up there instead of curbside at the airport and could also be used as drop off locations so you spread out where people are being dropped off for the airport.

If relocated to the P1 short-term parking garage, wouldn't this take away from parking spots close to the terminal? The lower roadway where hotel shuttles park may make the most sense if it is relocated.

The proposed relocation seems reasonable to me.

When I walk the bridges between the terminal and the parking garage, I almost never see anyone using the valet parking. Is this service actually needed? If so, relocating it elsewhere as you suggest makes good sense. That 110 feet of curb space can be better utilized for some drop-off service (cab, private cars, etc.)

I don't think this needs to be close to the main entry. Should be closer to the ride share or rental car areas.

Could move further away would not impact travelers i dont think

Is there less curb space needed for the pick-up/lower roadway?

I like the idea of relocating valet parking.

Just let those people have their driver drop them off. Our use their private jet out of Hillsboro. Seems like a ,1% problem.

Seems unnecessary

How often is this service used, and is the Return on Investment for this service worth the additional space needed?

Seems like a good idea to shift non-passenger drops vehicles to be further away.

Seems to make sense to move it. Wouldn't be much of a longer walk to the airport.

I like the idea of moving the valet service. The second dropoff/pickup roadway is drastically underutilized and it seems that most drivers don't know it's an option. The valet service seems sparingly utilized and only serves a small number of users compared to the benefit of making dropoff zone larger.

I think valet should be moved if you need more curb space.

I used the service once when I first moved to the area. Wasn't worth the premium for me. The suggested spot to relocate is more premium than the current location!

This service is totally unnecessary

Do people actually do this... get rid of it. Create more drop off space

Is this service even used? It seems like putting it on the pick up level might help make more room.

ditch it

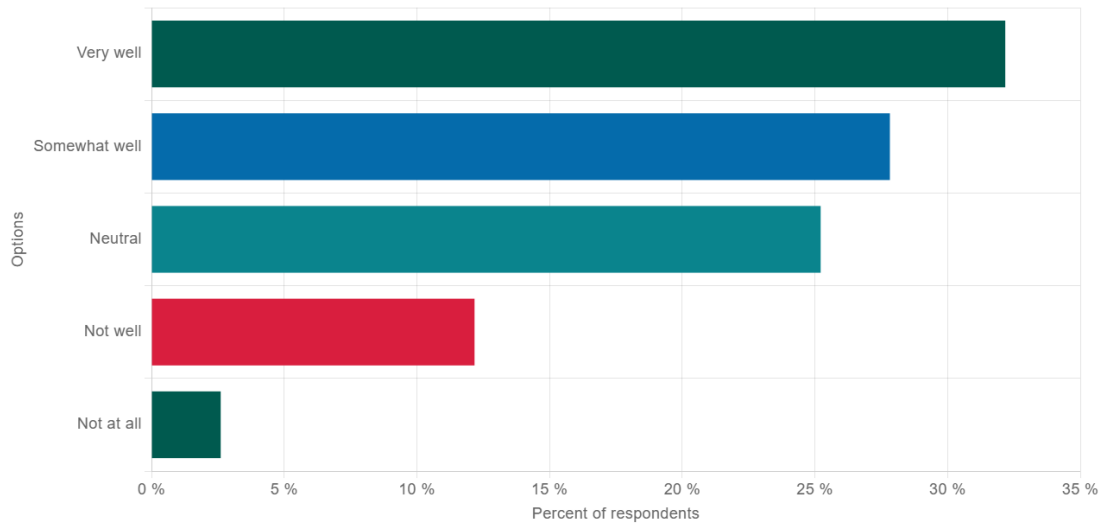
While not quite as convenient, this option would be fine.

Do it. Valet service is not important for the majority of pdx users.

Wasn't this what it was before? Enforcement of one car goes here, another there would help. Maybe an escalator from either the arrivals or the skybridge levels would help increase usage.

Get rid of it.

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



### Please tell us why this option will not work well for you.

You have to be putting more energy into creating alternatives to driving to the airport at all. This concept is an admission of failure.

Would make level 4 more congested and take up parking space and people drive crazy. Not safe

How do you get people to use it? Every one want to be dropped off in front

I don't foresee that people will be willing to take that risk because they have no way of knowing if the ground level or level 4 is more crowded. This uncertainty could lead to frustration if they decide to gamble on one option and find out it is busier than the other.

There will be an extreme amount of confusion for passengers if there are multiple pick-up/drop-off areas especially if they are separated vertically. I think a better option would be to relocate the pick-up/drop locations for the parking lot shuttles then using that space for additional passenger pick-up/drop.

Passengers who park on floors 3-7 of the short-term garage (and even possibly some long-term garage folks) would have to cross these pick-up/drop-off lanes to access the bridges to the terminal - an additional safety consideration. And there would be a significant loss in short term parking slots, already in demand.

It's a lame experience, and a bit disorientating and feels like a waste of structure. Las Vegas does this. It's no fun.

I frequently use level 4 short term to park for ~ 1 hour for pick ups. I already find it congested and slow-moving. I wouldn't want more cars, people, etc. there

Dropping people off in a garage for departures would ruin the experience of leaving Portland.

The garage and bridges are already congested. More info would be needed to ensure this doesn't end terribly.

Combining parking and drop-off traffic is a terrible idea. People will get hit and tempers will flare.

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

Seems like a no-brainer to me! Are there any downsides I can't think of?

what would this do to vehicles intending to park, would this create longer queues or jam up the parking garage lanes onto airport way?

Let's be clear: way more important than adding new spaces is getting consistent, quality, well-trained stewards and officers to manage the traffic. Right now, it seems that you were only interested in getting officers to yell at drivers who wait for more than a few seconds in the arrivals area. Meanwhile, the upstairs drop off area is an absolute mess. This comes down to training and standards, which I hope you are investing in as much as you're thinking about the additional space.

Hard to visualize what this would be like

Good, inventive way of extending resources.

This would only work if a fee is charged to use this option. I already do this when not taking the MAX - pay for 1hr of parking so I can do a low-stress pick up. It's 100% worth it. Treat this as a premium option and charge accordingly, or you'll have disaster level traffic in the parking garage.

How do you convince people to use the drop-off area that is further away from the terminal?

Sounds easy and convenient

Parking is already limited so I worry how this would impact spaces and TRAFFIC!

Seems like a difficult pinch point. I'd rather see encouragement to drop off at the closest max stop at cascade station.

Would need to be closely monitored

Would there be separation between the lane where the new curb would be and

I like this creative idea

Needs to be simple and direct - no curving ramps, straight line access and great visibility throughout

Paying for parking would need to be redone or no one would use this

Will anyone actually use it?

I think it's a great alternative for those to take the skybridge to ease traffic and make those on the ground not have to deal with being stuck at drop/pick-up area. The level 4 would be a great place to go for those who came super early, and ground be for those who are running late.

People may not even want to use this area given the additional distance to terminal.

accommodating more individual cars will only teach people to NOT utilize mass transit or offsite parking options

If more people used public transit or biked, increasing pickup and drop-off space wouldn't be an issue

Not sure I fully understand this option, but I don't think I have a strong preference on this either way

My concern is still taking away valuable parking spots in the short-term garage. This is garage is a great option for folks who are picking up loved ones. I worry reducing parking spaces will increase traffic on curbside, even with this additional curbside option. There is also a larger likelihood for confusion when drivers are picking up travelers. What will the recommended communication be for travelers to find their rides?

I think one of the ways to make more efficient use of the existing and any new pick-up and drop-off locations would be to add license plate readers to the entry and exit of each area. Vehicles would be allowed to be in the area x minutes after which they would be charged a "standing" fee that is significantly higher than the short-term parking fee. Basically operate like a highway toll system.

For all the pick up curb areas it's critical that parking and waiting at the curb needs to be enforced. Every time I'm at the airport vehicles are at the curb waiting for passengers sometimes for 15 minutes and there

are no airport employees telling them to move. The pick-up area could be much more efficiently operated currently if people used the cell phone waiting lot. And/or charge a fee to pick people up at the curb. I think this is a good idea overall. This is one of the areas family already waits in their car for pick up as it is.

Give me two hour max time on the fourth floor i will go grab a beer and wait for my people then leave happy! Think about parking validation from restaurants for this use

This seems like a great option, but would it require a reduction in parking spaces in the garage, or cause traffic problems in the garage?

It's hard for me to imagine how well this would work. I think this would be a good option for ride share though.

Seems like a no brainer. It's close. It allows further segmentation of types of curb use. Seems like a low cost solution

I typically park in the P1 lot and meet people inside the terminal instead of using the Pick-up curb. I worry that this space is too cramped to work as an effective pick up zone

Seems like a great passenger drop off experience, provided you can easily get vehicles up to level 4 and back off without bogging down the current entry and exit for short-term parkers.

Obviously, I would prefer being picked up or dropped off closer to the airport. However, moving just across to the P1 garage is not bad. Actually, could you move the Uber pick-up and drop-off to Level 4 as well? Just one less escalator ride to take to get to the transportation plaza.

This is intriguing. I normally park on level 4 due to the skybridges and I honestly think it's a great way to experience the airport with the view while walking in/out. I think this could work well but I'm curious how it would affect the people who park in the short and long term lots who are planning on using the skybridges too. It would need to be really well lit to minimize the possibility of the increased traffic hitting a pedestrian (unlike the new rideshare area, the lighting in there is woefully dim and depressing).

There's already a fair amount of foot traffic converging on Level 4 of short term garage from parked cars, the long term garage, folks on other levels moving up/down to 4 to access skybridge, etc. Worry it would be congested.

If more parking is needed, it likely isn't efficient to take of prime parking garage space for drop-off/pick-up  
Good place for valet

Needs separate speed ramp for access. You also remove premium short term parking space

I worry about confusion with an auxiliary pickup in level 4 and if people would truly use it.

Don't do it. People do not like the Transportation Plaza - having to go into the tunnel and up an elevator makes no sense for people with luggage. Not a good idea at all.

Would this be mandatory? Who would use the existing curbside facilities? How would accessibility factor in to those who use this lot?

Great idea - this would help remove some of the people that just sit on the airport roads waiting for passengers.

the 'pulsing' of flight schedules is creating times of extreme traffic which works for a larger airport like SEA TAC but doesn't work well here

I feel like most people, myself included likely would still try to use the closer curb. this sounds like a good idea for someone other than me.

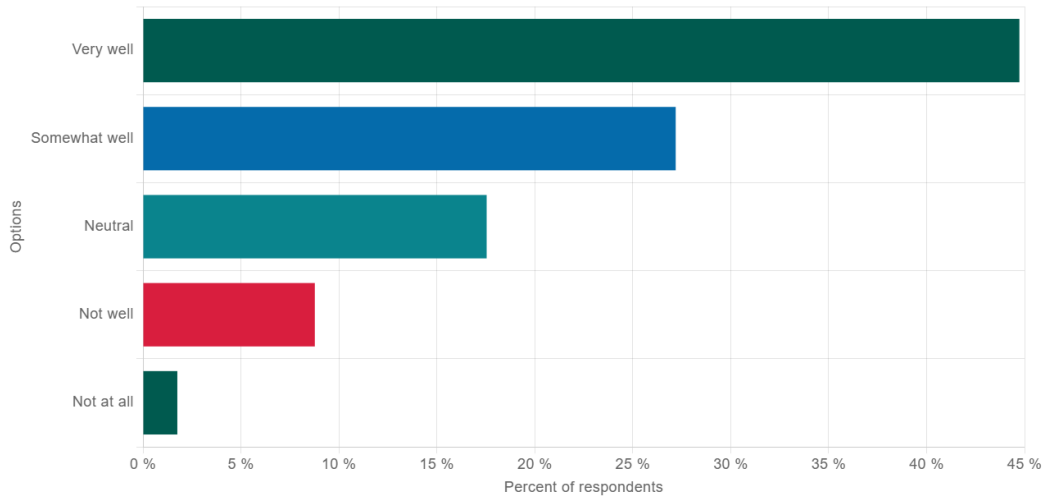
This sounds pretty easy

How will you keep people safe and separate those who are parking and dropping off?

How would this work with the ticket system at the garages and the current skybridges? If the road goes directly up to level 4 with the skybridge, it may work, though safety would go down as there is a new crosswalk. How many short-term spaces would be sacked for this to happen? Concourse E expansion with an entrance would solve the curb problem before this is needed.

Sounds like that would all be protected from the elements (rain) so I'm fine with that. Other airports have something similar and it works well.

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



## Please tell us why this option will not work well for you.

How will this be enforced? This would require a lot of monitoring and could bring people here to do bad things - steal bags, drop off stolen cars, steal more cars and have a quick get away. Employees may use it too.

They would park longer than 2 hours

One can already park in the short term garage for 2 hours or less - this does not add a benefit that I can see.

You built the beautiful terminal to encourage people to stay longer, and we use that parking garage to do just that.

Sometimes I'm just going to PDX to meet someone and grab a meal. 2-hours would limit the time I can spend at the new outlets outside security.

the extra traffic in the garage would be a mess

My most frequent use of short term parking is 1-2 nights, work travel (so I'm not paying for it) and my goal is convenience. So a 2 hour zone is not so relevant for me and would take away from the most convenient parking. That said, totally understand why you would do that.

Imagine arriving at the airport to pick up a passenger only to find the flight is 2+ hours late.

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

This would be great...I have been in this situation many times where a flight is delayed or picking up checked luggage takes longer than expected.

It would be convenient if you wanted to spend some time with someone flying pdx.

It depends how much you would charge for this.

This seems like a smart idea.

This is a very sensible use of short term parking, which should not be available at any price for people parking over 24 hrs.

Has a bit of pro-social outcome too. Nice to be in a special (more active) section.

I functionally already do this when I don't take the MAX. It's a good option. BUT it's not very scalable, so you'll need to raise prices to keep demand in check.

That is how we use Short-term parking, only for picking up family/friends. If we're flying out of the airport, we use the long-term parking lot.

This would be best.

I like the idea in concept but not sure if it will make overcomplicate the garage, perhaps the idea of the max park and ride to for the 2h group makes more sense.

We already have the option of short term parking in the garage - charge for it!

Great idea. Lost & Found pickup customers would love this.

do we have enough spaces to dedicate an entire section?

Is this free? or reduced price?

I would be curious to know how many people already do this, and whether changing the limit on certain spaces would change habits.

I love this idea

Getting in and out should be simple and direct, so it feels less like a parking garage and more like a pick up/drop off

This would be a big convenience

This is a good idea

I think it would be nice, but I believe it will attract a large number of people, especially those coming to pick up flyers that are arriving, as well as those visiting to eat but not picking up or dropping off flyers. It may depend on how much space and its pricing.

I never stay longer than 2 hours.

somewhat better idea to train individual drivers NOT to circle endlessly..... but bus and train options should be considered #1

This is an interesting concept that could reduce cars in curbside, but how would it be patrolled? What is preventing a car from parking there for more than 2 hours? Would folks be required to move their car if it extends the 2-hour window due to a flight delay?

This will become the new "cell phone" lot. Limiting the time will require the Port to truly enforce it, meaning significant fines and immediate towing. Given my experience with the Port's willingness to enforce other rules (pets in carriers, etc) at PDX. I don't see this being a valid solution.

I think this would work well with the suggestion for a license plate reader toll system ... I think one of the ways to make more efficient use of the existing and any new pick-up and drop-off locations would be to add license plate readers to the entry and exit of each area. Vehicles would be allowed to be in the area x

minutes after which they would be charged a "standing" fee that is significantly higher than the short-term parking fee. Basically operate like a highway toll system.

Alternatively, I would suggest a 30-minute parking area in the garage that's free so that people can park and wait for passengers to come out of baggage claim. That would significantly free up the curb. And maybe make the curb area for disabled, elderly, or people with small children to be picked up.

Parking would have to be free to incentivize usage.

Who would use this? If you're just dropping off, you don't need to park - you can just use the terminal curbs. And if you want to park, you already have that option in the short term garage. The only benefit of a 2-hour limit would be extra parking tickets and possible car tows.

Hoping it would cost a bit less than regular parking to be an incentive

Two hours for free or paid? My family usually already uses the garage to drop off or pick up people.

This is my favorite of the drop off options by far

This would work well for me and my family.

Again seems like a cost effective no brainer. Easy separation of another type of curb use.

It would work great if the initial time of parking was free. Other airports offer the first hour or two free as incentive to avoid the roadway. It'll drive up business to airport shops and restaurants if the initial parking is free, as well.

This is typically how I pick up people from the airport. It's a lot smoother and less chaotic than the existing curb

Would be a great gift to the public to be able to quickly go into the terminal without paying several dollars.

I would definitely use this when picking up my parter with the kids.

I would use this a lot (especially if it's on level 4).

I do this regularly already and would support and use a 2-hr only section.

This seems like it could benefit terminal concessions, as people dropping travelers off may be more likely to enter the terminal and buy food/beverage

Need to make the first hour free or cost less than normal rate. The cost is a primary consideration when people choose to pick up or drop off curbside.

How many people really need to do this? Should be limited to families/seniors who actually need to be picked up dropped off. need better signage.

Would be nice if it was direct access to level 4 and didn't impede parking traffic to other parking levels

I know parking gets tight during prime vacation periods in the garage already

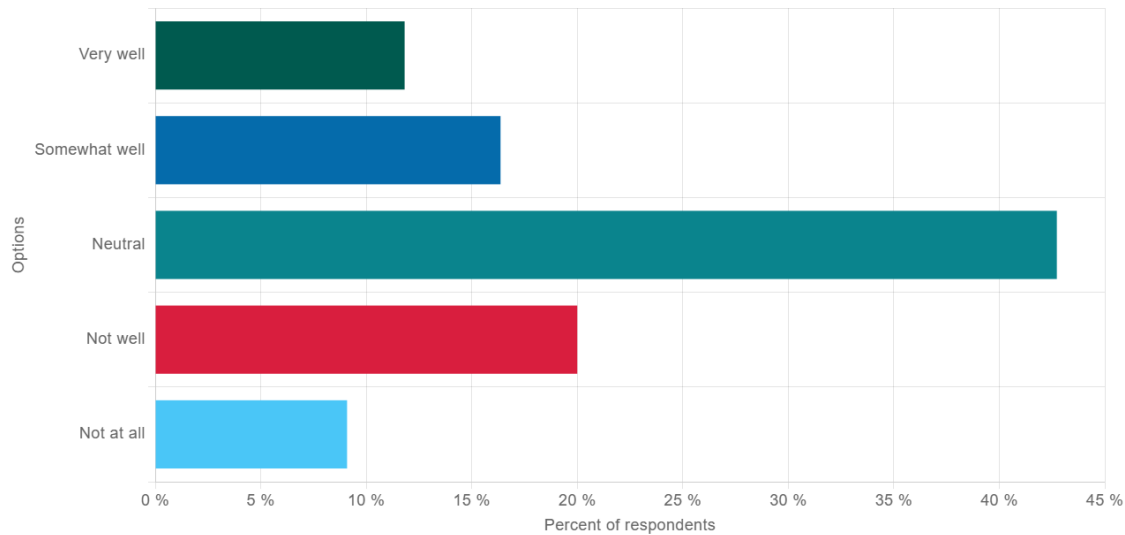
It would depend on cost. Parking is expensive so people may not want to utilize this option if there is a cost.

When I use P1 it's almost always for less than 2 hours

That's what we do already. Just don't jack up the price!

Alternate idea: Tie the 2 hours to spending X amount in the pre-security area, creating an incentive to spend money at those shops. \$30 is my quick idea, or spend \$15 for 1 hour if you want to be quicker. Tips don't count. You could also collaborate with airline elite programs to offer the free 2 hours for elites of some or all the airlines, or have it as a perk with a first-class ticket.

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



Submitted respondents: 105  
Total respondents: 110

### Please tell us why this option will not work well for you.

too far from terminal, walk through the tunnel is depressing

Move rentals offsite

This is getting complicated. It's not intuitive to use a Rental Car Center for passenger pick-up/drop-off.

It's farther and not much space.

Seems like it would create more chaos.

Too far, underground, terrible experience for arriving and leaving the City

Why would I use it?

I have concerns about how employees, VIPs, FAA, etc. would easily access the garage from this area. If it were to become more congested with drivers, it may be difficult for employees and volunteers to arrive to their shift on-time, especially if they have a larger vehicle and need to use the round-about to enter the garage.

The vehicle entry and exit to this area is too narrow and will lead to congestion for rental car return as the entry lane gets backed up by vehicles waiting vs actively picking up passengers.

I like the idea, but I don't see many people using it. This is quite a walk from the terminal, and I would be more likely to just wait for a space to open up on a terminal curb (or move from departure to arrival level terminal curbs, or vice-versa) than walk to the rental car center.

Seems confusing for travelers

Too far for so little curb gain. Why would anybody use this small area when there's a much bigger area right at the building?

Total distance to farthest gates is too long.

Compared to the other options this one seems least convenient and offer little curb space. The walking distance when dropping off is a high priority as folks just want to quickly get to the gate and are likely

running late. Whereas, the walking distance for pick-up is less of a concern since you are usually not much in a rush.

Too long of a walk.

Too far.

Rental car center is already sort of far away. I used to rent more cars when leaving PDX but now that they're over there, I take rideshare.

It is already a hassle for passengers who rent cars to schlep bags from the terminal down escalators into the tunnel and then up again at the other end. Imagine doubling or tripling that number. Not good.

It seems to be distanced and far away for a simple drop off and pick up. It would not be accessible to many people and seems too convoluted for the average traveler.

This option would only be used if it is faster.

There's no space for that. It also creates a multi use area with competing needs. People will get hit and tempers will flare.

I need to see a diagram and how this would flow. Especially since this only adds 90 feet of curb space and not next to the terminal.

Get rid of the rental car center entirely and move it off site. Turn the rental car center into long term parking. Then you can add a pick up curb if you want.

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

It would be great to add more space, but I think people have a tendency to just go for the closest spot...even if it is crowded. So, how would you make sure people actually use the new, extra space?

The access road to rental if they have to turn to access the front of the building could build up and create congestion. Not sure this roadway is built to handle an increase flow.

Having a rental car center walking distance from the terminal is one of the best parts of PDX.

Not sure who this would be for - car rental customers?

It is not so busy in my past experience, this might be a good way to activate it.

Walking there seems responsible

I think this would be confusing; especially for people that don't fly often.

Sounds overly complex to design at first, if it's not, more options are good.

It's already a busy and congested area.

More options, better experience for passengers and PDX employees

it is kind of out of the way and unsure how this would be divided up

Seems like it might create more chaos. I've never rented a car at PDX, so I don't know what the area feels like and whether this would create dangerous driving conditions for people picking up and returning cars.

Long walk for pax being dropped off or picked up and it wouldn't be used because of the inconvenience

I like this idea but only if it doesn't make picking up a rental car harder

J no

It would be a far longer walk

90 feet of curb hardly seems worth the effort

How do you get people to use it?

It would depend on whether it improves traffic flow and accessibility. If there is good direction, signage, and accessibility for individuals with disabilities, then it is acceptable.

One is closer to the Rental Car Center.

appreciate the rain cover of this area, but im resistant to any accommodations to the traffic problems caused by individual drivers, as it will only encourage continued behaviors of circling and not taking mass transit options

I like the idea of this as a pick-up location, but I have concerns with the logistics of it also being an employee garage parking entrance. If you can work out a better flow of traffic to account for the multiple reasons someone may drive in that area, then it would be a good possibility.

Don't do it. Again, the more locations for pickup/drop off there are the more confusion passengers will experience trying to find their ride. Keep all personal vehicle pickup/drop off areas in one location. Use some of the other locations like the rental car center area for things like employee shuttles and maybe remote parking shuttles.

I think having multiple pick up areas could be very confusing. I think promoting a waiting area like the cell phone lot but closer in the parking garage is a better idea than another curb waiting area.

I think the other options make more sense.

This seems like it could potentially be the most confusing for vehicles and pedestrians

Car rental is a facility for out of town people. Locals don't know it, so where it is/how it connects is a learning curve. Not a ton of potential space.

Why create such a long walk for pick-up and drop-off to the Rental Car Center instead of using the short-term garage?

As a Portland resident I would never rent a car

I wouldn't ever use this.

It's just pretty far away. Still walk-able without a bus ride, which is a plus, but not by much.

Seems likely this remote curb would only be used when congestion of the main curb forces its use, likely requiring drivers to be directed there when approaching terminal

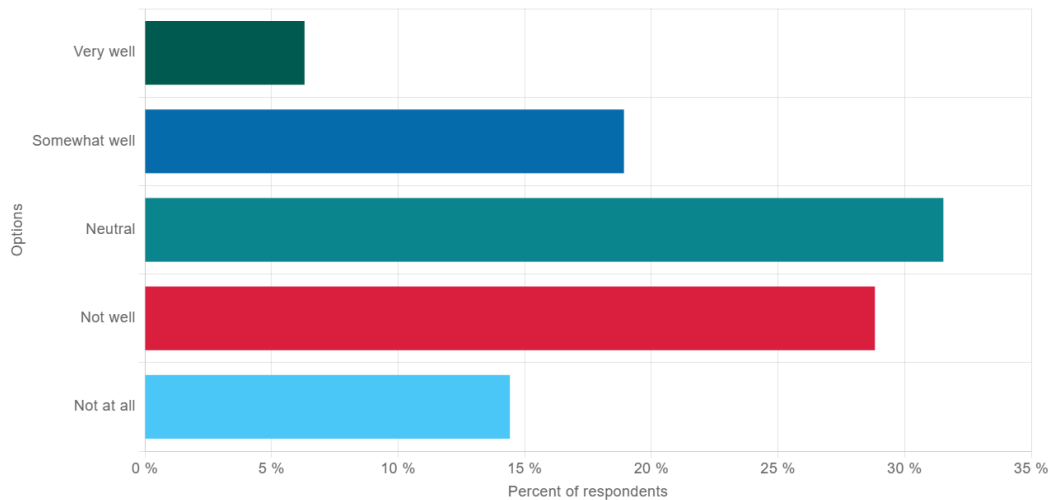
consider bus or people mover

How will you keep the two purposes for the area separate?

Only adding 90 feet and adding extra roadways doesn't seem like a good idea, considering it looks like a more expensive option. Terminal alternate 2 and 4's concourse E expansion would negate the need for this because of the new entrance and likely added curb space.

Get rid of the rental car center entirely and move it off site. Turn the rental car center into long term parking.

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



### Please tell us why this option will not work well for you.

I could see passengers struggling with a lot of luggage and people stress when flying so it may add a level of stress to be this far away, could be difficult for passengers that have a hard time walking.

distance, confusion about when to use or not use

too far from terminal, I don't think the walk would be pleasant

Seems far away

Long walk and people are often time-constrained.

It's very far

this seems so far away

Very far

Too long

6 blocks from the terminal? No way.

Why would I use this?

I'm not willing to walk that area. It seems dangerous. The car drivers tend to be aggressive in these areas. It would depend on how good the direction is for those who are not familiar with the area or speak English, and safety.

Too far away and would want to be dropped off closer.

Travelers are already unhappy with all the necessary walking at the port. Adding more will likely not help.

Personal vehicles are ALWAYS going to default to the location nearest the terminal and ticket counters and bag claim. I doubt there is any incentive to make them change that behavior.

This seems too far away. The pick up area should be in the garage.

Too far from terminal

Way too far away from the main CC.

This sounds like a long walk to take with my luggage!

It's at the beginning of the roadway so another potential choke point for traffic backups keeping you from getting to the terminal.

Confusing on which to use, and when.

Too long of a walk for pick-up and drop-off with luggage

Seems like a long walk. And folks who park and have a shorter walk than folks who are dropped off? The thought of walking by all these parked cars after being parked off would certainly start the customer journey of just ticking them off.

Too long of a walk

To far too walk along with getting to you gates once inside.

Too far

adds very little space for the distance away. Also then have to get to tunnel, walk then up elevator which are all slow.

Adding 3000 feet of inside terminal + 1700 feet of walking to passenger drop-off is concerning

Too far away

Far too much walking to get inside the terminal!

Similar to the rental car, I think the closer to the terminal a drop-off location is the better. I could see that working for rideshare apps but not for locals.

utilize MAX

It's a lot of added walking for a little add.

This gets to be quite far from the main terminal

That wouldn't help with traffic flow.

That's ridiculously far. Stop making pdx more inconvenient! I don't even think curbside congestion is that bad, I don't see a need to change it. You should improve the roadway and traffic flow TO curbside. The signage in airport way heading to pdx is terrible. You don't know what lane to be in for parking, etc, until you're right there.

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

It would be great to add more space, but I think people have a tendency to just go for the closest spot...even if it is crowded. So, how would you make sure people actually use the new, extra space?

As long as all elements of this walk were covered, it sounds like a decent plan!

Seems like a good idea.

Would activate an underutilized area.

Stop making new parking

To drive so close to the terminal and not drop-off/pick-up my passenger right in front of the terminal is not very satisfying. And how would people know it's faster to use it? Would there be a sign showing wait times for curb access? Otherwise, people would feel like chumps if they made their passengers walk so far when there was available access to drive up to the terminal. Maybe this is where Uber/Lyft goes?

Seems great, for locals who want a more rapid drop off and have no mobility issues, its a brilliant option.

I see this as useful if people can redirect when they see the departures/arrivals line up is too long, but this might cause extra backup if passengers have to walk another 5+ minutes to the curb.

Unsure

If c was expanded, this would be more practical

How do you get people to use it

Will it be accessible?

Are there potential liability concerns of having passengers walk through? Or will there be a specific path? walking is healthier, and i appreciate the option for additional choices, to avoid circling behaviors currently happening.

It would create a very long walk for passengers. If messaging were clear that this option is a long walk, then I think this may deter some people with full mobility from using the curbside right next to the terminal.

As previously mentioned use these alternative locations for things like the employee shuttle. I doubt this one would work for economy lot shuttles because passengers will not want to haul luggage that far.

Will the sidewalk be covered? This sort of walk with bags to check in will be much more difficult than the walk in a terminal through an expanded concourse D or E.

Too far.

Out of the rsin!! This works too

Would this not require some major road infrastructure changes?

None

Could be more difficult for passenger wayfinding. Two significantly different pick up locations to find.

I would never use this

It just seems inconvenient relative to other options.

This may be confusing for many passengers

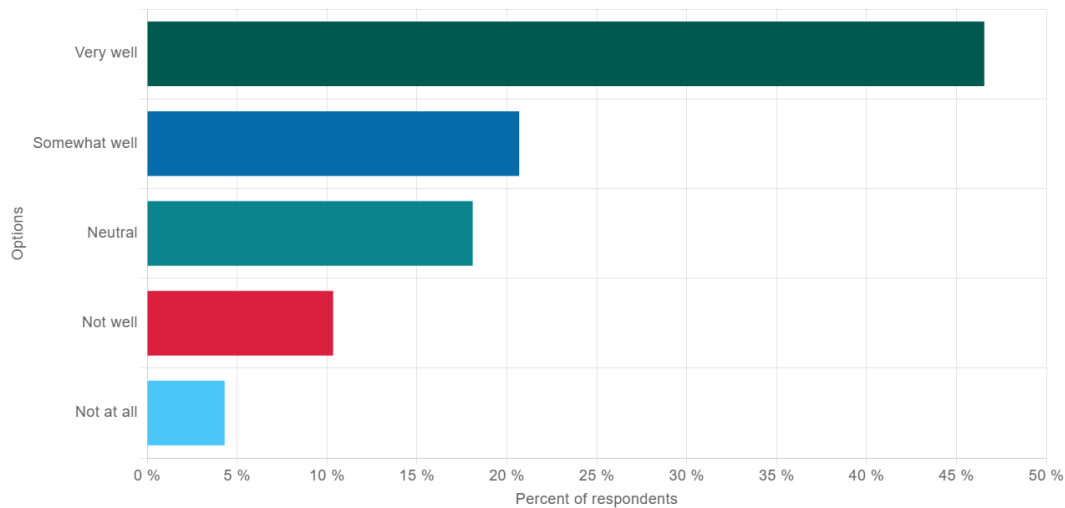
run additional MAX trains to a pick up/drop off area

That wouldn't help with traffic flow. How do you plan to address the sheer number of cars using the same approach?

Most people's mindsets would still have people drop off at the main terminal instead of this new spot, therefore making it look like there was no improvement. Terminal alternate 2 and 4's concourse E expansion would negate the need for this because of the new entrance and likely added curb space.

Make this the access point for the shuttle to the rental car center that is moved off site.

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



### Please tell us why this option will not work well for you.

Prefer to be dropped off closer.

The elevators and escalators to reach the Uber/Lyft area are already a hassle with luggage. This change will motivate me to take Uber/Lyft to Gateway North and take MAX to the airport. (Is that the goal?)

Using these apps help get you to the airport on time

Arriving is time sensitive, while departing isn't.

Change the name so people know what is located in the "Transportation Plaza."

I just like getting dropped off. Its quick.

It is certainly less convenient as we currently have drop off right in front of the airport. Also drop off is more critical as folks are trying to catch their flight and are more time sensitive. Pick-up less so and hence the transportation plaza is acceptable. Although this is becoming the norm (I recall this is what they do in Las Vegas airport).

I regularly take rideshare to the airport and this would be a needless degradation in the experience. Again - why make people go under the street only to come up again is a very poor system even today. To require even more of the same seems like a really bad idea.

Usually departures are more time sensitive

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Usually departures are more time sensitive

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

That is great. Doing whatever to remove congestion would be perfect. This is a minor inconvenience, anyway.

A one stop shop for all ridesharing would make things convenient as long as the path to reach them is clear.

the walk and elevator to the current transportation plaza feels circuitous. maybe a sky bridge from the arrivals level would be better

In general, plan should be thinking about how to make shared rides, transit, etc, more preferential and discourage driving and parking, renting cars, etc. Plan should zoom out and consider the airport as a significant driver of travel behavior in the region, particularly for visitors, so overbuilding vehicular capacity could have negative effects across the board.

I like the location now, getting in via the transportation plaza sounds like a far way to go. I feel like alternative transportation should be rewarded as well (carpool, rideshare, transit). Although if it is moved, it is not the end of the world.

Disastrous. You need to be encouraging ridehailing, which reduces your parking pressure. Making ridehailing more of a hassle encourages more people to drive to the airport.

Not sure why ride-share users should have a harder time than car owners.

That's fine, with prior knowledge I would not care.

I don't know how inconvenient that would be. At other airports I have a difficult time finding where the Uber/Lyft areas. I really don't like it when they are located in obscure locations that are difficult to find.

More vehicles out of the loop (LAX as a example with their remote facility) will definitely help.

How would it be enforced?

I guess drop off and pick up at the same transportation plaza might be good.

it's not a far walk from the transportation plaza, so i guess i'm fine with it

It seems quite reasonable to have a separate area for rideshare cars.

Yes

Yes, please, let's do this

Wayfinding and ease of rolling luggage is critical. Changes to the visibility, wayfinding, ease of access and directness would be helpful. Also brightening it up would be helpful. The Rideshare area feels dingy.

to make it more direct or have better sight lines

Uber users are looking for cheap transportation, they can walk the extra distance.

It makes sense to have them there to pick up the next riders

I would like having pickup and drop off in the same area

Great idea

Its just adding another slot into the first floor of already existing taxi, etc., as long as there is space for it, that's fine.

It's further away from terminal but already using it to pick up.

not sure how you can enforce this, but moving individual cars farther from the terminal (ie exhaust pollution for passengers and workers) seems like a good idea... However, this would change peoples' behaviors & cause fewer people to take rideshares to the airport because it would add time to their commute, be perceived as less convenient, - so they will change from rideshares to going back to asking a friend to drop them off closer to the terminal, which would increase vehicles per hour at the terminal, your plan will backfire!

Ride share apps cause a lot of traffic (much more than personal vehicles), why aren't you doing more to improve bus/MAX service to the station

Similar suggestion would be tipped move the rideshare pick up and drop off location to near to the last Max cascade station stopped, and again creating a fearless zone between the airport and Cascade station and or running a free express train between the airport and the cascade station stops.

[https://maps.app.goo.gl/ur6azvvo4nYaPAyb7?g\\_st=ic](https://maps.app.goo.gl/ur6azvvo4nYaPAyb7?g_st=ic)

It would make a lot of sense for rideshares to pick-up and drop-off in the same location

This makes more sense than trying to get personal vehicles to use areas further from the ticket counters and bag carousels. Can economy and employee shuttles use this area as well? This makes the area look and feel more like a transportation plaza and reinforces that concept for passengers.

The area needs to be "spiffed up" to make it a better experience for users ... more lighting, less industrial look.

Could the Transportation Plaza be moved the the 4th floor of the parking garage to connect with the sky bridges vs tunnels? Then maybe move the employee shuttle to the current Uber/Lyft area?

It seems very fair to me that vehicles picking up arrivals in the Transportation Plaza could also drop off departures there.

I think this is a good idea.

This is s normal process it seems at other large airports

I think it is a great idea to have the rideshare vehicles be in the same general location whether they're dropping off or picking up - this would make it simpler for passengers to locate them, and easier for rideshare drivers to coordinate, especially considering that, similar to taxis, public transport and shuttles, they are as likely as not to pick up a passenger shortly after dropping one off

This makes a lot of sense to me.

Seems fine. Still close, just a different level. It hasn't been in one spot long enough for its location to be a habit.

maybe a healthy compromise is to move the transportation plaza to level 4 so that you just walk across the bridge. I would be much more appealed to the idea of being dropped off at the Transportation Plaza then.

I like this but I think the rideshare Transportation Plaza needs much better lighting and to not feel so dingy and depressing. It's not a good first impression of the airport or city. If the aesthetics were better, I'd love it

Private vehicles driven by private individuals should be de-prioritized relative to transit, ride share, and paying parking customers.

This seems like the most straightforward approach, since rideshare drivers would be familiar with the route.

this makes sense. Almost zero cost for a lot of benefit

I think this makes a lot of sense; especially if drivers could also pick up passengers as part of the same motion -- it would save not only trips through the upper roadway but they then have to drive all the way back to NE 82nd to return to the airport. As a frequent rideshare passenger to the airport, I'd be willing to take the slightly less convenient arrival to save all of that traffic from the main plaza. That could also be a reason to invest longer-term in the rideshare experience.

seems logical

This seems like a fair compromise; however I am concerned about the elevators from the tunnel to the transportation plaza getting slammed with people

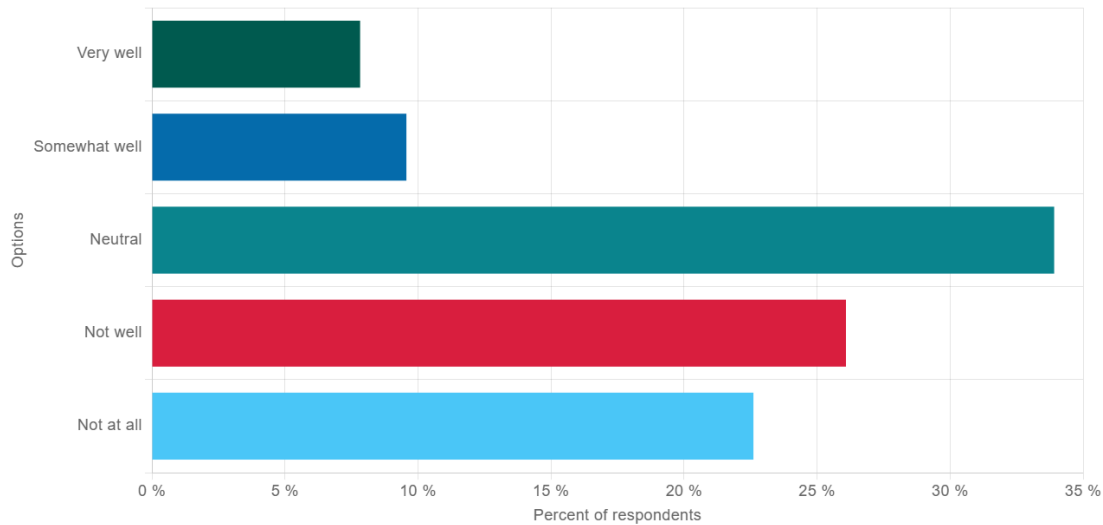
Good signage would be needed. It seems this would reduce congestion significantly.

This would only require a slightly longer walk on drop off, and would probably make pick ups faster (drivers could drop off and pick up without needing to circle back to 82nd Ave). I would definitely trade a slightly longer walk on drop off before a departing flight, in return for a quicker pick after an arriving flight.

Why aren't we doing this already?

This would be a big congestion reducer, but would likely need to be enforced, as not all Ubers are labeled. I have no problem with that. This is done in other airports. If you're concerned about curbside usage, then moving the ride share out of the way is the best, simplest and cheapest solution

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



Submitted respondents: 110  
Total respondents: 115

### Please tell us why this option will not work well for you.

confusion about when to use

way too far, defeats the purpose of someone driving you to or picking you up from the airport

I have zero faith at the shuttles will be run reliably, efficiently, and consistently to make this a reasonable option.

This can be phase two, after other improvements are at capacity. Seems very inconvenient.

Transferring vehicles is a pain.

This adds to our environmental footprint. The buses are old and already slow down traffic significantly.

i can't imagine people would like having to take a shuttle after a long flight. what's their incentive?

Seems like it would waste too much time for the average traveler

It's much harder to plan for enough time to take a shuttle somewhere prior to your flight. It's also really not nice to need to take a shuttle when you're arriving back from a long trip or a delay or your super tired or nauseous

The connection between remote lot and the main airport needs to be automated (MAX) or walkable. This isn't either of those.

More shuttle requirements. Too many shuttles

Getting to the airport is usually time-sensitive, so this would be a stressful option as it adds uncertainty to trip duration

No one will use this

It's no different than those who park in the red/blue lot. If people wanted to use the red/blue lot, they would have already chosen to do so. Most prefer to drop off in front of the terminal, even though taking the shuttle may be quicker. Sometimes, individuals have the misconception that driving to the terminal will be faster than waiting for the shuttle, that if the shuttle is quicker.

It adds additional complexity and friction to getting to/from the airport. It will be seen as inconvenient and likely not adhered to by many people.

People pay a decent amount of money to use a rideshare with the expectation that it drops off next to the door. I think this option would deter people from using rideshare and create a larger need for parking. Unless the current locations become closed to personal vehicles, there is no incentive for people to use a remote area. People with mobility issues would have significant issues with having to change vehicles.

Added travel time to terminal

I would still drive to the terminal, knowing that others had eliminated some of my congestion.

Too far.

I would not use it, but I understand the use case and can see how it might be useful

Portland is too small to deal with this type of hustle.

Too long of a ride, concerned about frequency of shuttle

Might as well drive myself and park in Economy if a shuttle transfer to the terminal is required.

Would rely on busing which is a much less pleasant passenger experience.

Sorry, am I going to Ikea or am I being picked up? Seems like such a hike to just get picked up. I know LAX is doing this but they have train shuttle and their airport is a mess. Surprised this is even an option. You might as well just take me home ;)

This is way too complicated.

Way too much time to get to my flight

Seems too far away, would need to know about it in advance and make plans to go there, and would require significantly more time than other drop-off options

Not convenient.

Much too far and time consuming.

adds too much time

Not at all convenient

Not ideal when adding a bus.

Is this a serious consideration?

I wouldn't use this option.

If I'm being dropped off I don't expect to have to then wait for a shuttle

Shuttles are a generally poor experience and adds another layer of unnecessary travel and transfers to an already busy experience of flying

This is the dumbest idea I've heard of. You've already made pdx really inaccessible for anyone with mobility issues (elderly, disabled, has children, etc). This would just make than a million times worse. Pdx has already gone from being a nice local airport that works well for people who live here, to a ridiculous airport that's trying to be insta-worthy. Just be functional. No one cares about wood ceilings or stupid carpet or trees inside!!!

It just seems disjointed to ask people to get onto a bus with their luggage; We already got away from that with the consolidated rental car facility so now we would just seem to be going backwards.

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

Even though "outsourcing" crowded spots sounds great, I am concerned about how long it would take to reach the shuttle area. Would this be mandatory? If not, I doubt anyone would use it...since it is signing up for, what, at least 5-10 additional minutes?

Not sure that many vehicles would choose this option, but it may be convenient for some.

How would the shuttle itself not get stuck in said congestion? Does it have a exclusive lane or route? hard for travelers in a rush

Defeats the whole purpose of pickup/dropoff. Might as well just have people drop passengers at Gateway North or Cascades.

Think about congestion fees - make it more expensive to drive in close, cheaper or free to go to remote location

This is much better than the extra curb options, but a remote dropoff + MAX or express bus option would be better.

I like the concept but doubt it would be used

If it's shuttle buses, it would be terrible. If it was an automated train system with reliable service, it could be awesome! The benefit to the driver is easy access back onto the freeway compared to having to drive all the way to the terminal and back.

For those that plan ahead, I like this a lot. It will also free up space for everyone else.

What about a train like SeaTac? Could we use the Max tracks for PDX trains too? Maybe if there was a garage near the transportation plaza, a train could be used for those parking there and those getting dropped off so they can get right to the terminal. Valet even????

Too much travel time, I don't think it would be utilized

Unsure

I hate this idea

Reduces congestion west of 82nd/Airport Way

This could use the same shuttle as the garages

No one will use it

If this were to happen it should be similar to what Phoenix Sky Harbor has for their Sky Train and taking the light rail to the airport.

It is a good idea to avoid more cars near the terminal, but I don't think the public would be fond of this idea.

Don't do it.

Seems impractical unless there is a peplemover or more reliable form of transit connection.

This seems like a good idea

see above

I would not choose this but I imagine it would work for some people.

The bus is coming from there already. Seems like a no brainer. Easy to implement at any time. Would need to ensure the buses can handle the additional demand. Frequent. Reliable. Speedy.

Would be great if there was an automated people mover

Allowing people to be dropped off at a MAX station and take the Max for free to the terminal would be a good way to incentive other modes of accessing the terminal without increasing traffic at the terminal I'm already expecting a long travel day, I don't want to take another bus just to get to the curb.

This is the kind of option that I would not use but am indifferent towards, especially since it might motivate others to use it.

This is the least attractive option. and I think the other options presented would all be better than making the car -> airport experience involve this remote lot. I approach PDX from NE 82. This would significantly add to the time required to get to my flight (currently 11 minutes from my house to the lobby).

Not a value-add for me, will not use.

it should be at a MAX stop

great idea for someone other than myself

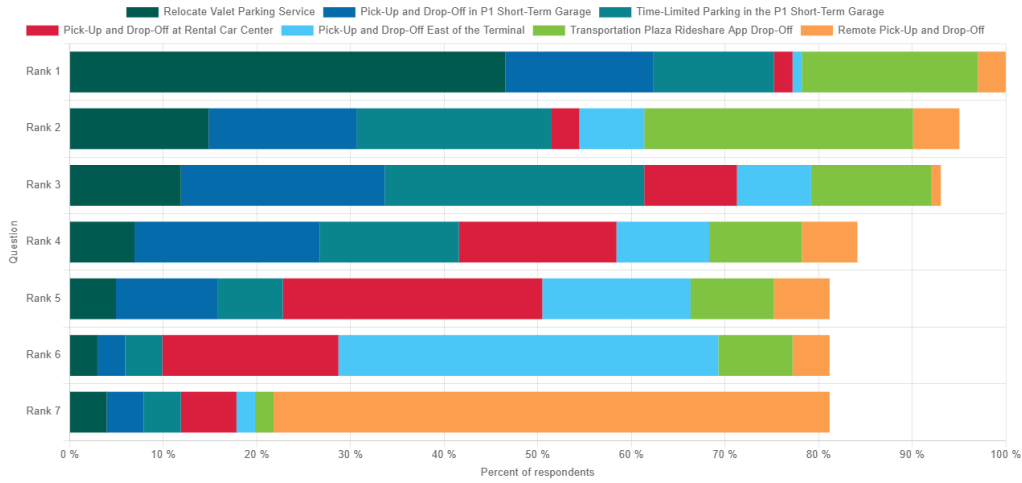
How much additional time would be required to get to the terminal?

The frequency of buses would need to increase, and the mindset of people would still have them to go to drop off at the terminal if there was no other incentive (like cost). The buses may be too crowded with this if its even used. Terminal alternate 2 and 4's concourse E expansion would negate the need for this because of the new entrance and likely added curb space. Changing 82nd ave into an interchange would help Airport way congestion, and adding a 4th auxiliary lane in between that and the terminal would promote better merging, which can reduce congestion.

A remote pick up/drop off area at the Mt. Hood MAX station, the Cascades MAX station, or even Gateway or Parkrose MAX stations would be the most effective way to decrease congestion in the Airport Way loop as all of these other options still encourage cars to go almost the entire length of Airport Way, when we should be trying to limit as much traffic as possible going past the 82nd Ave intersection

You need a people mover that far east of the airport -then build and consolidate to the master plan's desire.

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.



Rank	Options	Average rank
1	Relocate Valet Parking Service	2.27
2	Transportation Plaza Rideshare App Drop-Off	2.92
3	Time-Limited Parking in the P1 Short-Term Garage	3.1
4	Pick-Up and Drop-Off in P1 Short-Term Garage	3.2
5	Pick-Up and Drop-Off at Rental Car Center	4.72
6	Pick-Up and Drop-Off East of the Terminal	4.92
7	Remote Pick-Up and Drop-Off	6.04

# Cargo, General Aviation and Support Facilities

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

What is located in those spaces now? What is the total airport footprint that will be expanded, under these plans? And where is the justification that such additional space will be needed? Again, would be nice to see some justification for the expansion plans before picking options.

I think it is great to provide employees with facilities that support the work they do at PDX with dedicated buildings.

what is wildlife management and why is there so much of it?

Tax the rich! Make sure that general aviation users are paying all costs of their infrastructure and its services.

Are those floating homes near the General Aviation? Are there noise issues for that?? I guess this is a very noisy area overall!

No comments, I think that these are good potential sites for the various facilities.

No new parking, focus on transit!

The Port should make considerations of a third parallel runway in the future. No new facilities should be built in the way of future runway expansion.

The idea of GA being off NE Marine is appealing - less traffic on Airport Way for both PDX travelers and the GA folks. Public Safety at the Maintenance facility seems pretty far away from the terminal. The space by south cargo makes more sense as it provides quick access to Airport Way, the AOA and the travel center - good central location.

Maybe relocate the cargo area to the area where UPS and other carriers are today. Grouping all in one cargo area.

There is a lot of green space that likely absorbs a lot of the water run off from PDX's expansive pavement and roof surface. I would want to know what water management strategies will occur, and how any wetlands would be effected.

None

n/a

fine where they are

There's only one area for cargo

Looks ik

I think it's fine as long as they don't worsen the view or make the traffic and traveling experience more stressful or dangerous. I love the driving in and out. It welcomed me every time.

None

We shouldn't be paving more wetlands

Is the striped area currently where the nature area is?

General aviation facilities need to have convenient and easy access to the ground transportation network for travel to Portland and Vancouver business centers. Cargo operations need to have good access as well.

If general aviation includes the Atlantic Aviation facility, I like the idea of shifting them to the far west of the airport. The additional cargo areas will need better land transportation access.

What roadway improvements are needed to accommodate the extra growth?

Im sure there are competing interests for the large SW parcel. How are different use cases evaluated?

What would the plans be for enhancing road infrastructure on Marine Drive for access to the General Aviation location, and 33rd Ave for access to the SW quadrant multi-use area?

Oddly, the large chunk of land slated for cargo is at this point a wildlife refuge. I would suggest looking at options at your other airports. It is separate from passenger - cargo is no longer putting two boxes of first class letters in the hold of a passenger plane. Also don't put facilities on what may in the future be a 3rd runway, learn from Seattle.

I've seen other airports have viewing areas to watch planes land and takeoff. For us AVgeeks, we would really appreciate that.

I've never flown general aviation out of PDX but I could imagine the two western areas (especially the NW corner option) would be pretty problematic for those users. I suppose people would get used to it but Marine Dr is hard to get to from a lot of directions.

GA terminal w/ access via Marine Drive would be reasonable. PDX should lean in to its ability to be a cargo hub.

Looks good.

If General Aviation moved, it would be important to have some linkage to the rest of the PDX infrastructure without having to go all the way around the airport.

No comment

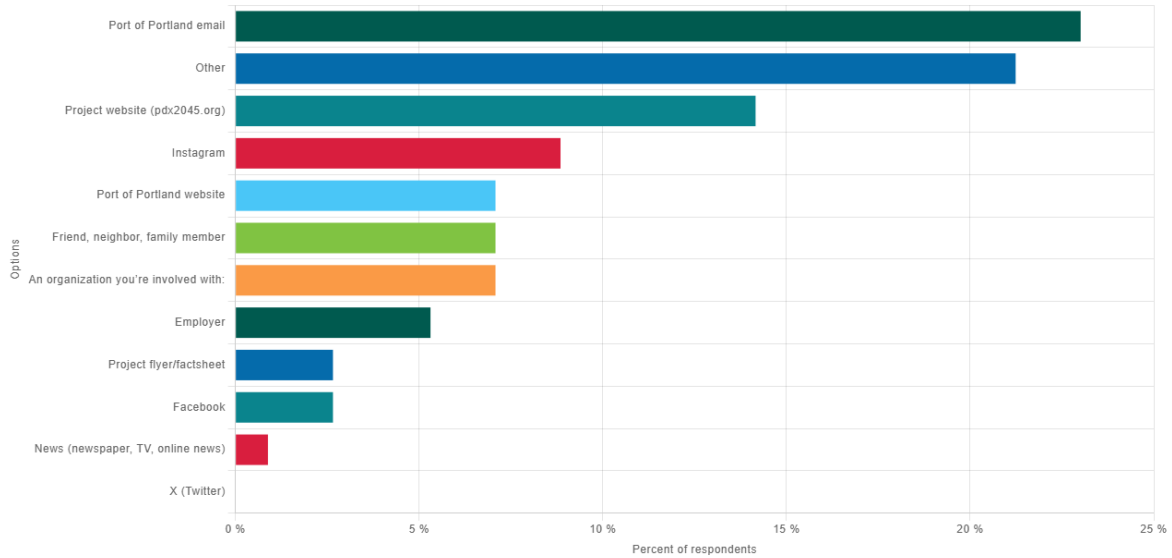
how much of this can be handled at Troutdale or a new facility in Vancouver?

GA should be in the NW part. Relocation of current facilities over there would open up demolition of the current facility for concourse E expansion. An extra parking lot is required. Cargo should be in the SW part due to expansion potential. You could move some buildings from east of B gates to there, and create a satellite B entrance in the long term (thinking 2045-2065 here). Con would be increased semi traffic on the side roads if not managed properly.

Things seem so disjointed in the sense that in 20 years, consolidation will have to happen again.

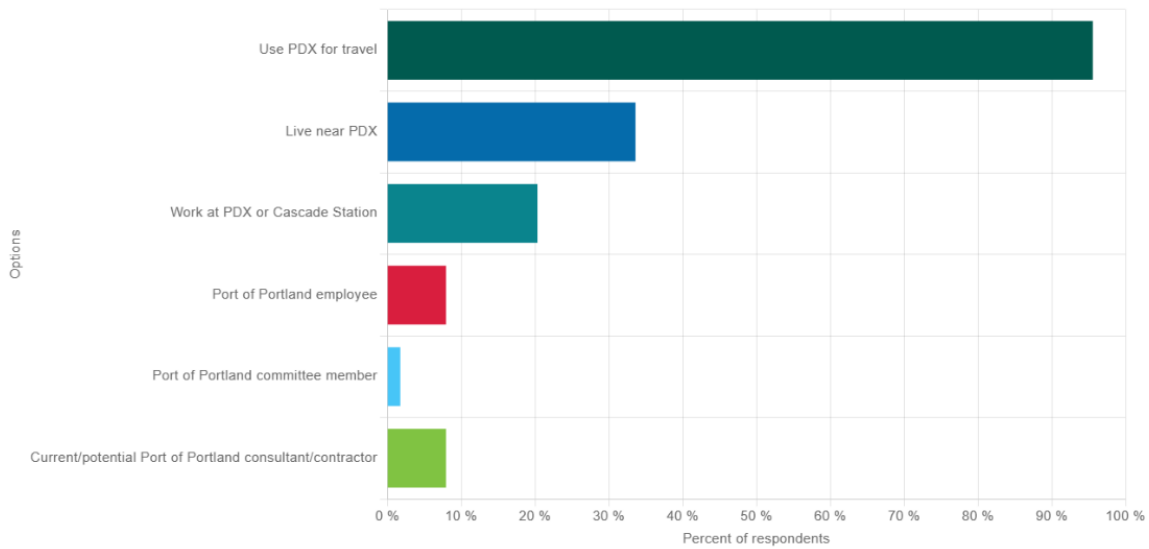
# Tell Us About Yourself

## How did you learn about PDX 2045?



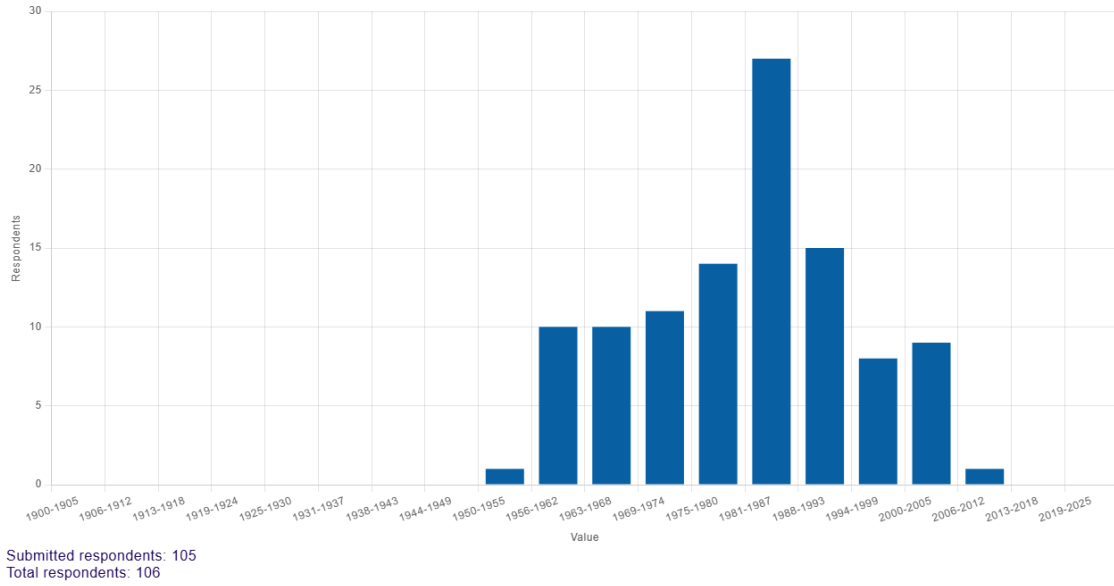
Submitted respondents: 111  
Total respondents: 113

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

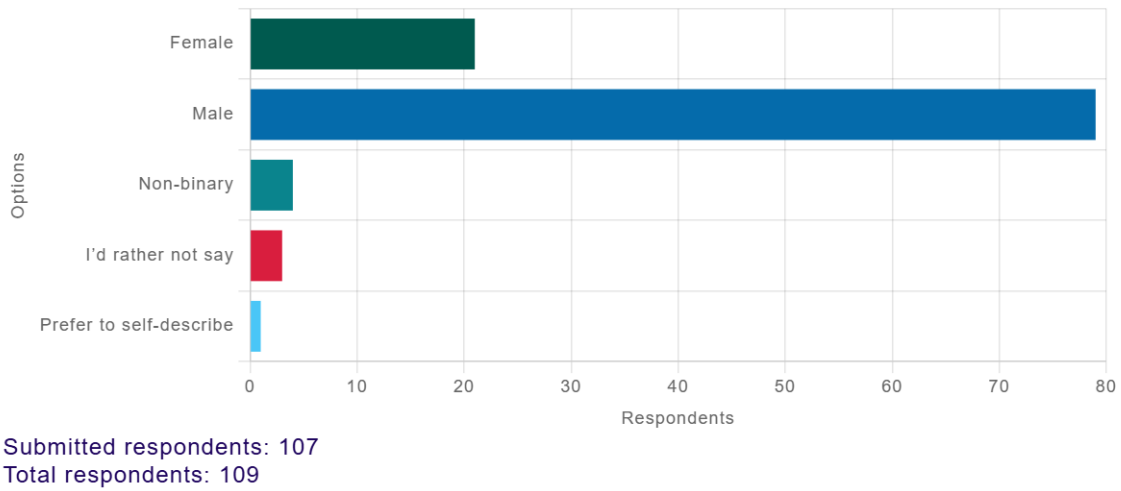


Submitted respondents: 112  
Total respondents: 113

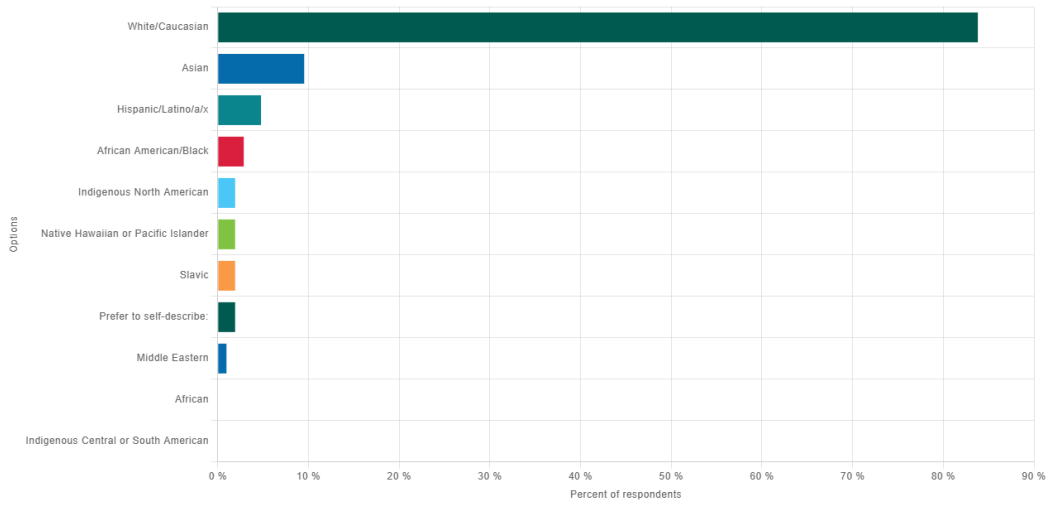
## What year were you born?



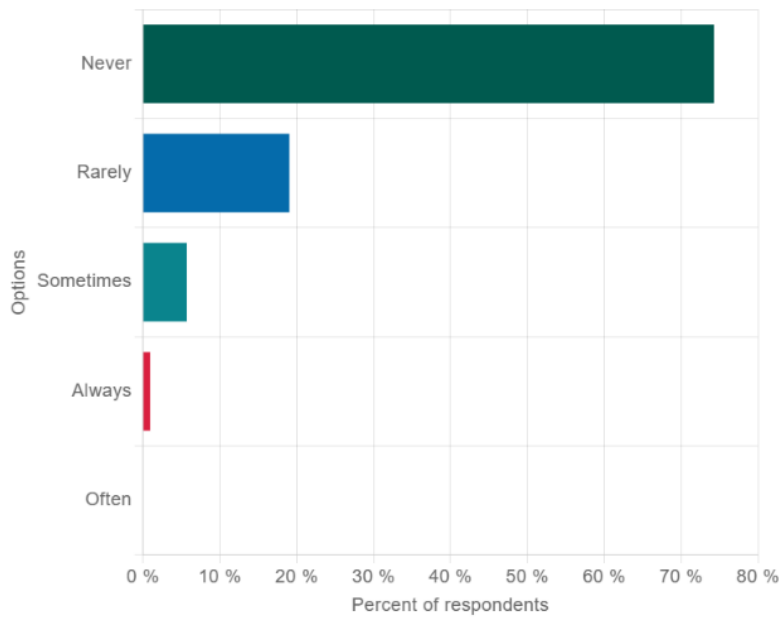
## What is your gender?



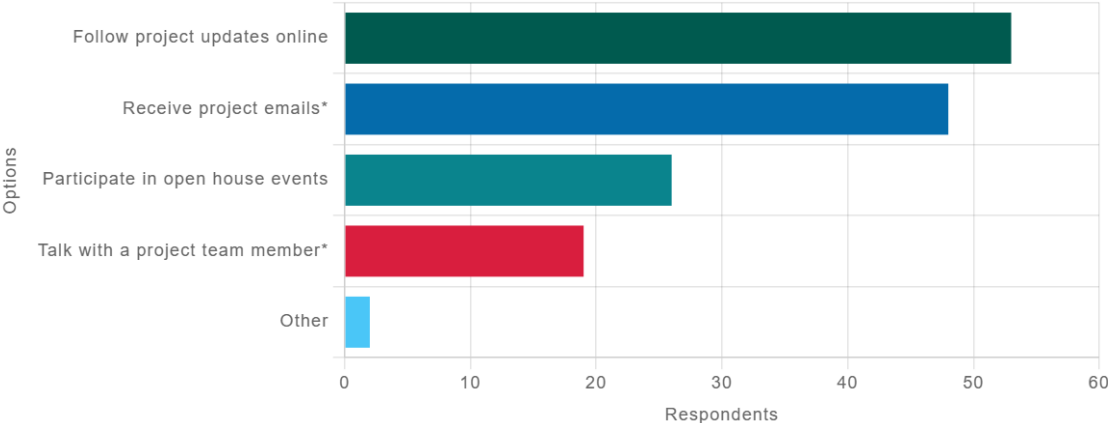
## What race/ethnicity best describes you? (Check all that apply, or leave blank)



## 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?



# How would you like to stay involved? (check all that apply)



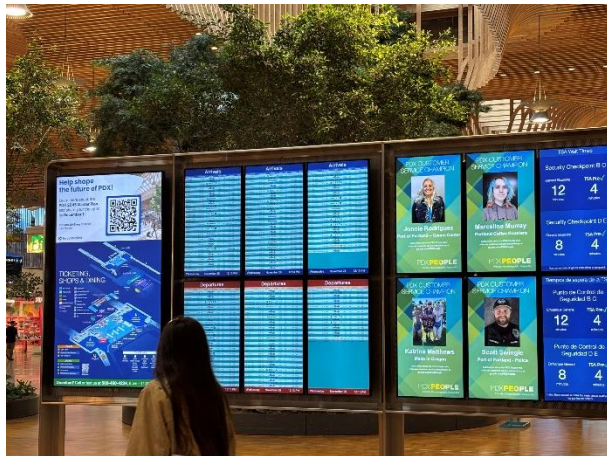
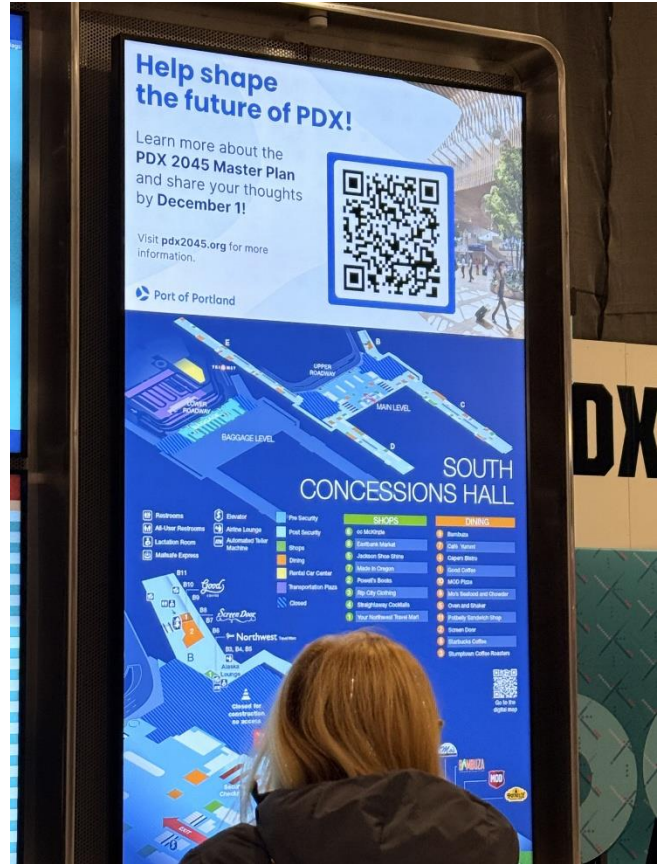
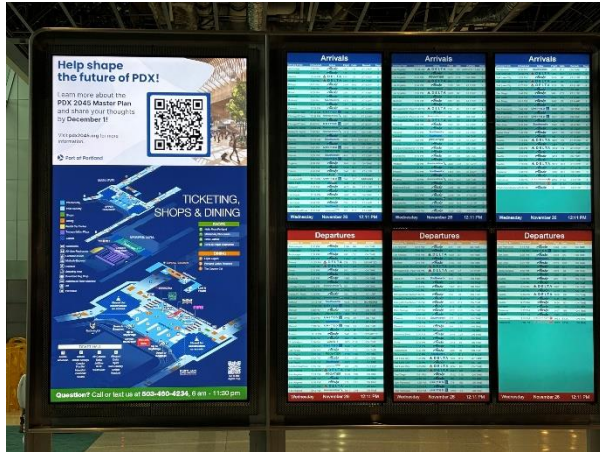
Submitted respondents: 72  
Total respondents: 73



# **Appendix E**

## **Notifications**

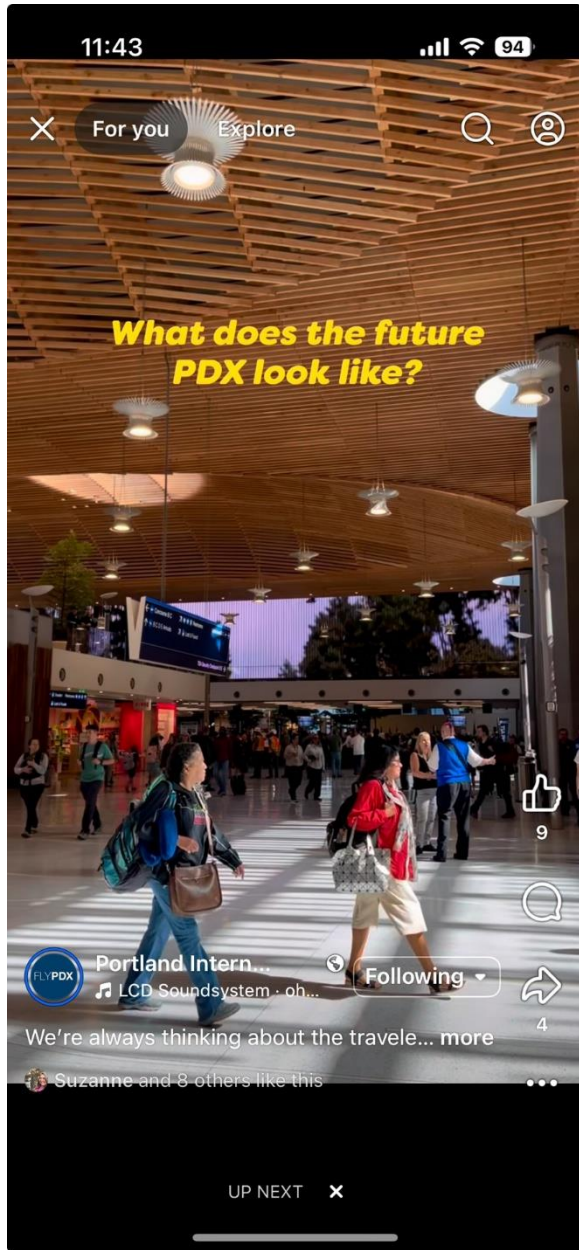
# Advertisements in the Terminal



# Advertisements for Port of Portland Staff Lunch and Learn



# Social Media Posts



**FLYPDX** Portland International Airport 37m · 🌐

While PDX already gets a lot of love (👉 thanks for that), wouldn't you like a say in what comes next?

The PDX 2045 open house is your chance to help shape your local airport of the future. Drop by, chat with the team, and share what would make your travel days smoother—from parking and pick-up, to gates and international arrivals.

📍 University of Oregon Portland Library & Learning Center  
📅 Tuesday, Oct. 14, 5–8 p.m.  
📄 More info: [pdx2045.org](http://pdx2045.org)

**PDX 2045 Open House**

Oct. 14, 5 pm - 8 pm

This is an advertisement for the PDX 2045 Open House. It features a background image of the airport terminal with a large red sign that says "PDX 2045 Open House" and a blue sign that says "Oct. 14, 5 pm - 8 pm". The background image shows a busy airport terminal with people walking and a large blue directional sign with icons for Ticketing, Concourse D E, Rideshare, Baggage Claim, Ground Transportation, and International.

9:33

📶 68



Portland International Airport

4h · 🌐

Consider this your final boarding call to PDX 2045!

Our PDX 2045 virtual Q&A is tonight from 7–8 pm. Hop on Zoom, learn what we're planning, and tell us what you'd love to see at your airport over the next 20 years.

Can't make it?

📍 Join us in person at the Vancouver Public Library on Nov. 6, 5:30 – 7:30 pm.

✍️ Or share your feedback anytime through Nov. 14 at [pdx2045.org](https://pdx2045.org)

Your ideas are what help shape what's next for PDX, from smoother pickups to new destinations.



Portland International Airport

5h · 🌐



**Nov. 3 7 pm - 8 pm (Virtual Session)**

**Nov. 6 5 pm - 8 pm (In-Person Session)**

Big things are on the horizon for PDX — and we want you to be part of it. ✈️

Through PDX 2045, we're planning how the airport will grow to serve travelers, families, and neighbors for decades to come. From more gates to easier pickups, your feedback helps us plan for a PDX that works better for everyone.

📺 Zoom Q&A — Nov. 3, 7–8 pm

📍 Open House at Vancouver Public Library — Nov. 6, 5:30–7:30 pm \*\*

✍️ Online survey — open through Nov. 14

Check out [pdx2045.org](https://pdx2045.org) for details and how to register.

\*\* Please note that the time of the Nov. 6th event has been UPDATED to 5:30-7:30pm.

Write a comment...



11:04

📶 📶 96

←

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19,149 followers  
17h · 🌐

Our future travelers are already on the move, so we're planning for the PDX they'll grow up with.

Join us tomorrow for the PDX 2045 Open House — Tuesday, Oct. 14, 5–8 p.m. at the University of Oregon Portland Library & Learning Center — to see what's next for your local airport.

From new gates to easier pickups, and everything in between, we want your input to make sure we're building PDX together. Can't make it? There'll be more chances to share your thoughts soon at [pdx2045.org](https://pdx2045.org)






 John Cárdenas and 33 others 3 reposts

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 **Port of Portland**  
19,234 followers  
5h · Edited · 🌐

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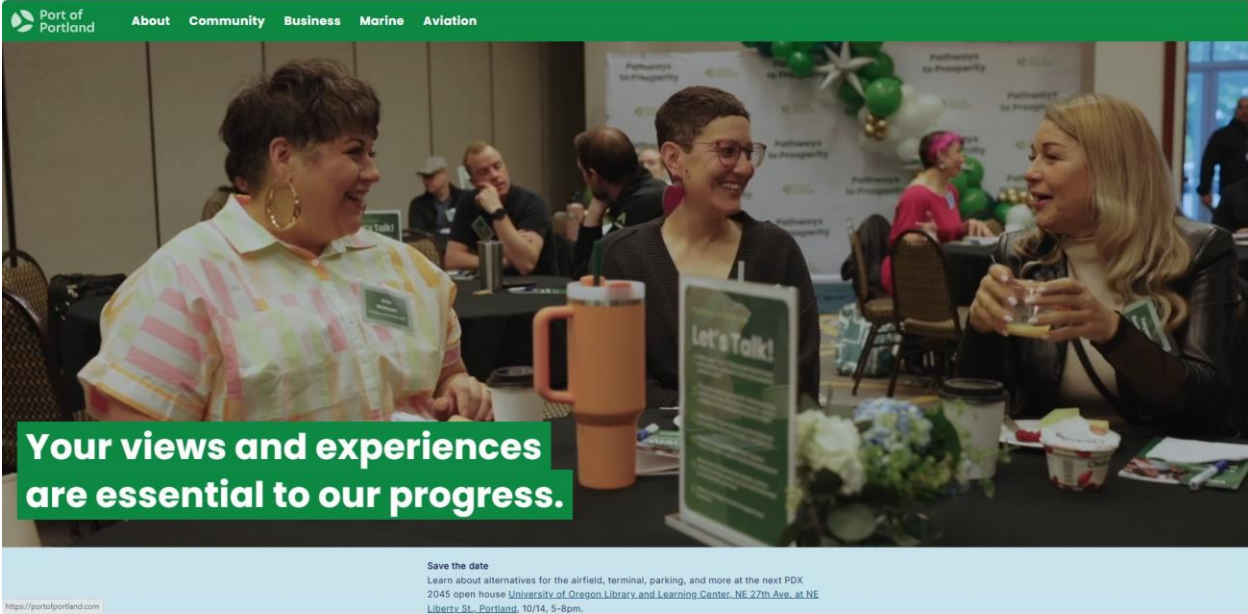
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  Jobs

# Port of Portland Website



The screenshot shows the top portion of the Port of Portland website. A green navigation bar at the top contains the Port of Portland logo and menu items: About, Community, Business, Marine, and Aviation. Below the navigation bar is a large photograph of three women sitting at a table during a community meeting. They are engaged in conversation, and a sign on the table reads "Let's Talk!". A green text box is overlaid on the bottom left of the photo, containing the text: "Your views and experiences are essential to our progress." Below the photo, there is a light blue section with the following text: "Save the date", "Learn about alternatives for the airfield, terminal, parking, and more at the next PDX 2045 open house University of Oregon Library and Learning Center NE 27th Ave. at NE Liberty St., Portland, 10/14, 5-8pm.", and a small URL "https://ports/portland.com" on the far left.

Port of Portland About Community Business Marine Aviation

**Your views and experiences are essential to our progress.**

Save the date  
Learn about alternatives for the airfield, terminal, parking, and more at the next PDX 2045 open house University of Oregon Library and Learning Center NE 27th Ave. at NE Liberty St., Portland, 10/14, 5-8pm.

<https://ports/portland.com>

Emails

[View this email in your browser](#)



# PDX 2045

## Planning the future of PDX

Join us at our open house at  
University of Oregon NE Portland  
Campus



## Event Details

The open house is a drop-in opportunity where you can learn about the PDX 2045 Master Plan Update, talk with the team, and provide input.

**When:** Tue., Oct. 14, 2025; 5-8 p.m.

**Where:** [University of Oregon Portland, Library and Learning Center](#) Event Room, NE 27th Ave. at NE Liberty St., Portland, OR 97211

**Who should attend:** Everyone interested in the future of Portland International Airport is invited!

Attendees are invited to browse various information stations throughout the event time. The project team will give a brief presentation at 6 and 7 p.m. The open house will cover planning options for the airfield, terminal, parking, passenger pick-up and drop-off spaces, and other facilities. You'll be able to talk directly with the team about the project and provide input as they work to identify ways to accommodate expected growth over the next 20 years.

---

## About the Project

PDX 2045 is developing a roadmap for providing the space and facilities to serve travelers from around the world, as well as neighbors, local travelers, airport employees, and businesses that operate at or rely on PDX.

Updating the PDX Master Plan involves forecasting future needs, comparing those needs to current capacity, and analyzing options to most effectively accommodate those needs while meeting the Port's commitment to sustainability, resilience, and shared prosperity.

PDX 2045 will help the Port prepare for emerging opportunities and trends in the aviation industry while also exploring ways that PDX can benefit those who live and work here.

In addition to open houses and other public events, the project is informed by its Planning Advisory Committee (PAC) comprised of community members who encompass a broad range of knowledge, skills, and lived experiences; and the Interagency Advisory Committee (IAC) which brings together representatives from regional agency partners to ensure alignment among regional planning efforts. The team hosted the first round of public meetings for the project in

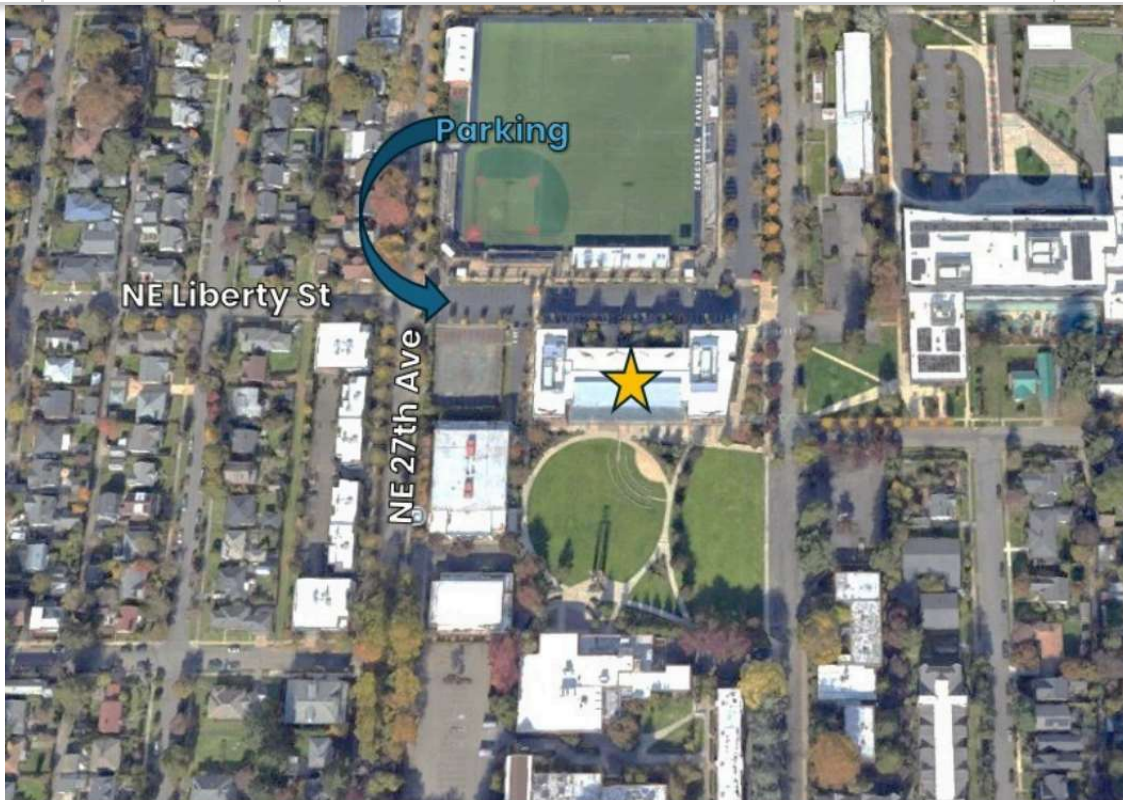
[Visit our website](#)

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## Planning Your Visit

The meeting will be held in the [Library and Learning Center](#) at the University of Oregon Portland campus, located at NE 27th Ave. at NE Liberty St., Portland, OR 97211. The venue is served by TriMet Line 17 (Holgate/Broadway). TriMet Line 75 (Cesar Chavez/Lombard) also stops one block north of the venue.

Free parking for attendees is available on NE Liberty Street between NE 27th Ave. and NE 29th Ave. The event room is fully accessible to people using mobility devices.



Can't make it to the open house? Visit us online at [www.pdx2045.org](http://www.pdx2045.org) beginning Oct. 13 to view the open house information and share your input. We'll announce additional virtual and in-person meetings on [www.pdx2045.org](http://www.pdx2045.org) and through the project email list.

Have a question or need help? Contact the project team at [info@pdx2045.org](mailto:info@pdx2045.org).



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# PDX 2045

## Planning the future of PDX

Join us Oct. 14 at University of Oregon,  
NE Portland Campus



[Event Details](#)

Update, talk with the team, and provide input.

**What:** PDX 2045 Open House

**Hosted by:** Port of Portland

**When:** Tue., Oct. 14, 2025; 5-8 p.m.

**Where:** [University of Oregon Portland, Library and Learning Center](#) Event Room, NE 27th Ave. at NE Liberty St., Portland, OR 97211

**Who should attend:** Everyone interested in the future of Portland International Airport is invited!

The PDX 2045 Master Plan Update guides how the Port will accommodate expected growth over the next 20 years. Attendees are invited to browse various information stations throughout the event time covering planning options for the airfield, terminal, parking, passenger pick-up and drop-off spaces, and other facilities. The project team will give a brief presentation at 6 and 7 p.m., and you will be able to chat directly with the team about the project and provide input.

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efforts. The team hosted the first round of public meetings for the project in March - April 2025, which included an open house at Leodis V. McDaniel High School, an online open house, and a webinar.

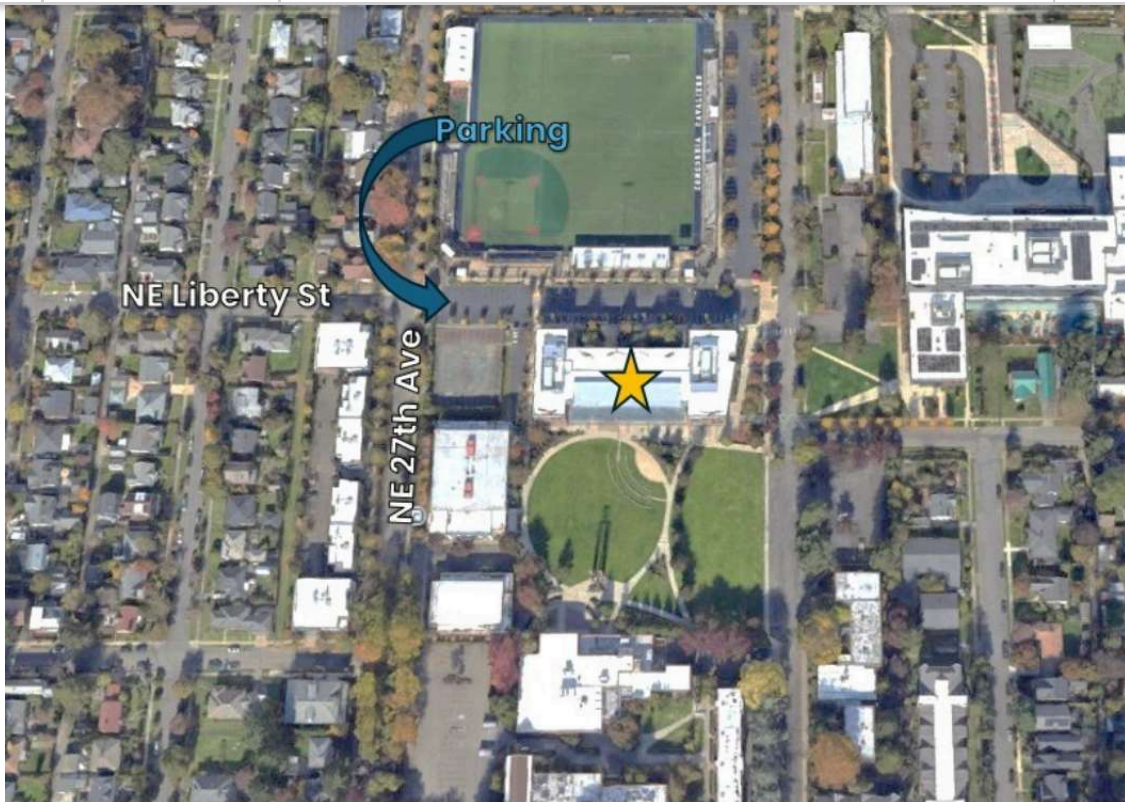


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[Visit our website](#)



[View this email in your browser](#)



# PDX 2045

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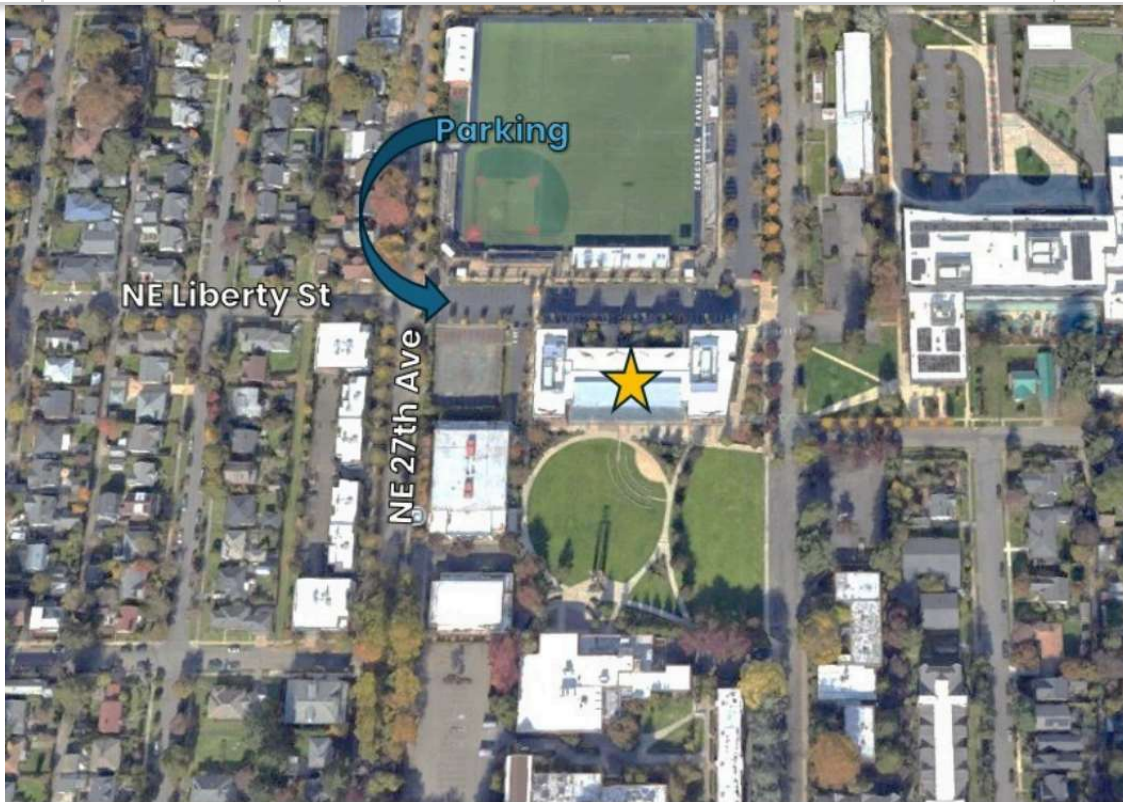
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## About the Project

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Updating the PDX Master Plan involves forecasting future needs, comparing those needs to current capacity, and analyzing options to most effectively accommodate those needs while meeting the Port's commitment to sustainability, resilience, and shared prosperity.

PDX 2045 will help the Port prepare for emerging opportunities and trends in the aviation industry while also exploring ways that PDX can benefit those who live and work here.

In addition to open houses and other public events, the project is informed by its Planning Advisory Committee (PAC) comprised of community members who encompass a broad range of knowledge, skills, and lived experiences; and the

efforts. The team hosted the first round of public meetings for the project in March - April 2025, which included an open house at Leodis V. McDaniel High School, an online open house, and a webinar.

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Contact us!

[info@pdx2045.org](mailto:info@pdx2045.org)

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# PDX 2045

## Planning the future of PDX

Talk to the project team at our  
upcoming Zoom webinar, Oct. 21



## Event Details

**What:** PDX 2045 Zoom Webinar

**Hosted by:** Port of Portland

**When:** Tuesday, October 21, 2025, 7:00 p.m. - 8:00 p.m.

**Where:** Register on [Zoom](#)

This event will include a presentation with an opportunity to ask questions. The discussion will cover alternatives for:

- **Airfield**– Runway considerations, including the possible closure of the Crosswind Runway.
- **Terminal and International Arrivals Facility**– Adding gates and expanding areas for arriving international passengers.
- **Parking**– Meeting future employee and public parking demand.
- **Passenger Pick-Up and Drop-Off**– Strategies for increasing capacity for picking up and dropping off passengers.
- **Support Facilities**– Facility needs for employees, maintenance, cargo, and other airport operations.

We hope to see you there!

Please be sure to view the open house materials and provide feedback online through November 10. Your input is important for shaping the master plan for PDX!

[Visit Open House 2 Online](#)

---

## About the Project

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and work here.

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# PDX 2045

## Planning the future of PDX

Talk to the project team at our  
upcoming Zoom webinar, Nov. 3



**Note:** We have rescheduled the PDX 2045 Zoom Webinar. A reminder email was sent earlier today with the incorrect date and time. The webinar is now scheduled for November 3rd, 2025, at 6:00p. We apologize for the confusion!

## Event Details

**Hosted by:** Port of Portland

**When:** Monday, November 3, 2025, 6:00 p.m. - 7:00 p.m.

**Where:** Register on [Zoom](#)

**Who should attend:** Everyone interested in the future of Portland International Airport is invited!

This event will include a presentation with an opportunity to ask questions. The discussion will cover alternatives for:

- **Airfield**– Runway considerations, including the possible closure of the Crosswind Runway.
- **Terminal and International Arrivals Facility**– Adding gates and expanding areas for arriving international passengers.
- **Parking**– Meeting future employee and public parking demand.
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We hope to see you there!

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[Visit Open House 2 Online](#)

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# PDX 2045

## Planning the future of PDX

Talk to the project team at our upcoming webinar, Nov. 3, or in person in Vancouver on Nov. 6



## Webinar Details

**When:** Monday, Nov. 3, 2025, 6:00 p.m. - 7:00 p.m.

This event will include a presentation with an opportunity to ask questions.

---

## Vancouver Open House Details

**When:** Thursday, Nov. 6, 2025; 5-8 p.m.

**Where:** Vancouver Community Library, Columbia Room, 901 C St, Vancouver, WA 98660 ([map](#))

Attendees are invited to browse various information stations throughout the event time. The project team will give brief presentation at 6 p.m. with staff available for Q&A all evening. You'll be able to talk directly with the team about the project and provide input as they work to identify ways to accommodate expected growth over the next 20 years.

This event will be held in the Vancouver Community Library, located at 901 C St, Vancouver, WA 98660. The venue is served by the Vine Red and Green lines. Free parking for attendees is available off E Evergreen Blvd. The Columbia room is fully accessible to people using mobility devices.

Have a question or need help? Contact the project team at [info@pdx2045.org](mailto:info@pdx2045.org).

---

## Online Open House

Can't make it to the open house or webinar? Visit us online to view the open house materials and provide feedback online through Nov. 14. Your input is important for shaping the master plan for PDX!

We'll announce additional virtual and in-person meetings on [pdx2045.org](http://pdx2045.org) and through the project email list.

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## About the Project

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[Visit our website](#)



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# PDX 2045

## Planning the future of PDX

**Reminder: Talk to the project team at our upcoming webinar, Nov. 3, or in person on Nov. 6**



## Webinar Details

**When:** Monday, Nov. 3, 2025, 6:00 p.m. - 7:00 p.m.

This event will include a presentation with an opportunity to ask questions.

---

## Vancouver Open House Details

**When:** Thursday, Nov. 6, 2025; 5:30-7:30 p.m.

**Where:** Vancouver Community Library, Columbia Room, 901 C St, Vancouver, WA 98660 ([map](#))

Attendees are invited to browse various information stations throughout the event time. The project team will give brief presentation at 6 p.m. with staff available for Q&A all evening. You'll be able to talk directly with the team about the project and provide input as they work to identify ways to accommodate expected growth over the next 20 years.

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Visit our website



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# PDX 2045

## Planning the future of PDX

**Reminder: Talk to the project team at  
our in person open house tomorrow,  
Nov. 6**



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**Vancouver Open House Details**

**Where:** Vancouver Community Library, Columbia Room, 901 C St, Vancouver, WA 98660 ([map](#))

Attendees are invited to browse various information stations throughout the event time. The project team will give brief presentation at 6 p.m. with staff available for Q&A all evening. You'll be able to talk directly with the team about the project and provide input as they work to identify ways to accommodate expected growth over the next 20 years.

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---

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[Visit Open House 2 Online](#)

---

## About the Project

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Visit our website



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# PDX 2045

## Planning the future of PDX

**Don't miss providing feedback at our  
Online Open House, extended through  
Mon., Dec. 1**



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**Online Open House**

input on alternatives for the airfield, terminal, parking and more.

Your input is important for shaping the master plan for PDX!

Visit Open House 2 Online

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## About the Project

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Have a question or need help? Contact the project team at [info@pdx2045.org](mailto:info@pdx2045.org).

**From:** Rabby, Jennifer  
**Sent:** Mon, 6 Oct 2025 21:06:13 +0000  
**To:** Bridger Wineman;Cameron Modjeski;Jenna Johnstone  
**Cc:** Ray, Aaron;Broderick, Jeff  
**Subject:** FW: PDX People Weekly Update: October 6, 2025

Another notification.

**Jennifer Rabby, AICP**

Development Manager | Port of Portland  
*she/her*

**e:** [Jennifer.Rabby@portofportland.com](mailto:Jennifer.Rabby@portofportland.com)

**p:** 503-866-3863 (cell)

**w:** portofportland.com



---

**From:** Port of Portland <portofportland@portofportland.com>  
**Sent:** Monday, October 6, 2025 2:00 PM  
**To:** Rabby, Jennifer <Jennifer.Rabby@portofportland.com>  
**Subject:** PDX People Weekly Update: October 6, 2025

News and resources for airport employees.





## Ash Torgerson Knows Safety is the Foundation of PDX

Ash Torgerson (she/her) with Relay Resources was nominated by her team.

*"Ash Torgerson deserves recognition for demonstrating strong safety awareness and leadership. While working on the Relay Resources floor care team one evening, Ash observed a motorized golf cart entering a pedestrian pathway adjacent to the north loading dock.*

*Recognizing the potential safety hazard, she took immediate action by documenting the issue with a photo, engaging the driver to communicate the concern, and promptly reporting the incident to PDX Airport Operations. As a direct result of Ash's proactive response, we conducted outreach with the driver and will be installing signage to reinforce that this area is designated for pedestrians only.*

*Ash's quick thinking and commitment to safety exemplify the standards we strive for at PDX, helping to create a safer environment for all employees. Thank you, Ash, for leading by example!"*

Want to learn more about PDX People recognition? Check out the [recognition programs](#) and [read about past winners](#) on the PDX People website. You can also nominate an employee who embodies the PDX People values and serves as a shining example of great customer service for next quarter – [submit a nomination now](#).

[Nominate a PDX Employee](#)

## What's New with PDX Next: D/E Checkpoint, Concourse B, and Upper Roadway Closures, Airport Way Work



**D/E Checkpoint:** Now through Thursday, Oct.

9, the D/E Checkpoint will be closed on Mondays, Tuesdays, Wednesdays, and Thursdays from 8 p.m. to 3 a.m. for seismic bracing work in the ceiling. The B/C Checkpoint will remain open.

**Concourse B:** Now through Saturday, Oct. 11, from 10 p.m. to 4 a.m., crews will be installing steel at the TriMet platform area from the enplaning level up through the roof. During these hours, Concourse B and the south pedestrian bypass will be closed, and entry points will be monitored to ensure there's no unapproved access.

**Upper Roadway:** Now through Saturday, Oct. 18, from 11 a.m. to 6 p.m., the upper roadway's north sidewalk, as well as 1-2 curbside drive lanes at the north end, will be closed due to waterproofing work on the east-facing window wall. Additionally, a portion of the north revolving door near the elevators will be closed, although the south side door will remain in service at all times.

**Airport Way:** Now through Monday, Nov. 3, there will be drilling work on Frontage Road and 82nd Avenue. Expect work on westbound Airport Way on Sunday, Oct. 5, through Friday, Oct. 17, from 9 p.m. to 4 a.m., followed by work on eastbound Airport Way on Sunday, Oct. 19, through Monday, Nov. 3 from 11 p.m. to 6 a.m. Only one lane will be closed at a time and traffic control measures will be in use.

Looking for more PDX Next information? We're keeping you in the know on what's new on the [PDX People website](#). Have questions or suggestions about construction?

Email [hello@pdxnext.com](mailto:hello@pdxnext.com) or call the construction hotline at 503.460.4339.



## Government Shutdown: What You Need to Know

While the government shutdown is still underway, we haven't seen major travel impacts at PDX.

To help keep daily airport operations running smoothly, Federal Aviation Administration air traffic controllers and TSA and U.S. Customs and Border Protection (CPB) agents are designated as essential workers and will continue to work through the shutdown. We're closely monitoring the situation and remain committed to ensuring safe, reliable travel for everyone.

As always, we recommend travelers arrive with plenty of time to check in and move through

security. They can find the latest airline schedules and real-time security wait times at [flypdx.com](https://www.flypdx.com).

In an effort to care for our federal colleagues working without pay, concessions operators at The Country Cat, Sizzle Pie, and Jamba are offering a 30% discount (excluding alcohol and PDX employee meal deals) to uniformed federal employees for the duration of the shutdown. Employees should present their PDX security badge and request the federal employee discount. If other concessions would like to join in offering discounts, please [contact Shannon McArthur](#). We'll continue to look for more ways to support the airport community in the days to come.

## MAX Disruptions Coming Next Week

TriMet is preparing for a seven-day, two-part MAX improvements project. From Monday, Oct. 13, to Sunday, Oct. 18, the MAX Red Line will experience disruptions between Gateway/NE 99th Ave Transit Center and PDX. Shuttle buses will replace the closed stations, arriving every 15 minutes. If you're traveling to and from PDX on MAX, please plan for extra time.



## Spread the Word: PDX 2045 Open House

Do you know folks who'd like to learn about and provide feedback on the master plan update for PDX? Invite them to our [PDX 2045 Open House](#) on Tuesday, Oct. 14, at the University of Oregon's NE Portland Campus from 5 to 8 p.m.

The open house is a drop-in opportunity where attendees can learn about the project, chat with the team, and provide input that will help shape how our airport grows. The event will include brief presentations at 6 and 7 p.m. and information stations where guests can learn about planning options for the airfield, terminal, parking, passenger pick-up and drop-off spaces, and more. If someone you know has thoughts on what the Port should consider as we accommodate expected growth over the next 20 years, they can get all the details on the [PDX 2045 website](#).

## PDX Community Solar Provides Renewable Energy to Lower-Income Neighbors and Airport

Something new is shining next to the runways: [PDX Community Solar is officially live](#), bringing clean, local energy to nearly 150 Portland homes and to the airport itself.



Built on Port of Portland property, this project is a smart use of space and shared purpose. With Verde connecting the community, Bonneville Environmental Foundation leading the solar know-how, and the Portland Clean Energy Fund making it all possible, it's a true collaboration. Together, we turned three acres into a power source that lowers bills, supports local jobs, and lights up homes in the Cully neighborhood and Dignity Village. It's the largest community solar project in the city – with more to come. A shared investment in our future. And a reminder that when Portland works together, we build something brighter.



## Bring Your Family to the Hillsboro Airport Block Party

[Hillsboro Airport is hosting a free, family-friendly celebration on Saturday, Oct. 11](#), that invites the community onto the runway to learn more about how the airport works and the jobs it creates. Block

Party at the Airport offers behind-the-scenes access to real business jets, airplane restoration projects and airfield bus tours of Oregon's second-busiest airport. But the fun doesn't stop there: Enjoy a flight simulator, pilot meet and greets, a Kids Zone, live music and food trucks throughout the day. Whether you're a plane enthusiast or just looking for a good time, this is an event for everyone!



## PDX in Pictures

Last week, we celebrated 221 PDX People at the Annual Excellence in Service Awards – a special event that shines a spotlight on employees nominated by their teams for delivering outstanding customer service. Congratulations to the superstars of PDX! You're the heart behind the smiles, the magic in the journey, and the reason our airport feels like no other.

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[Portland, OR | 97208-3529 US](#)

[This email was sent to jennifer.rabby@portofportland.com.](#)  
[To continue receiving our emails, add us to your address book.](#)

**From:** Ray, Aaron  
**Sent:** Thu, 30 Oct 2025 22:56:47 +0000  
**To:** Ray, Aaron  
**Subject:** PDX 2045 Open House & Survey (open until 11/14)

Hello PDX Community Advisory Committee and PDX 2045 Interagency Advisory Committee members-

I wanted to share community input opportunities that are occurring through mid-November as we evaluate alternatives under consideration in the PDX 2045 Master Plan Update project:

- We're currently holding an online open house and collecting community input through November 14. Learn more about airfield, terminal, international facility, parking, passenger pick-up and drop-off, and support facility alternatives on our [project website](#), and share your feedback with the team.
- For those who have questions or want to learn more, we're holding a Zoom webinar this Monday, November 3, at 6pm (register [here](#)).
- If you'd like to join us in person, we'll host an open house Q&A session at the [Vancouver Community Library](#) on Thursday, November 6, from 5:30-8pm (presentation at 6pm).

We'd appreciate it if you could share these opportunities in your network, and please join us if you're able to! Thanks as always for your insights and participation.

**Aaron Ray, AICP**

Senior Manager, Aviation Long-Range Planning | Port of Portland

[he/him](#)

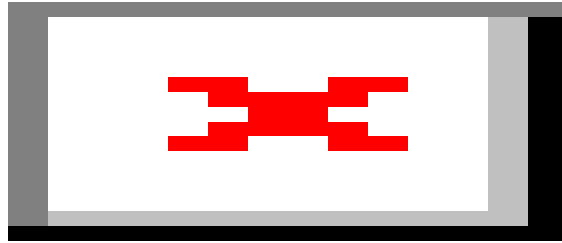
**e:** [aaron.ray@portofportland.com](mailto:aaron.ray@portofportland.com)

**p:** 503-415-6570

**w:** [portofportland.com](http://portofportland.com)

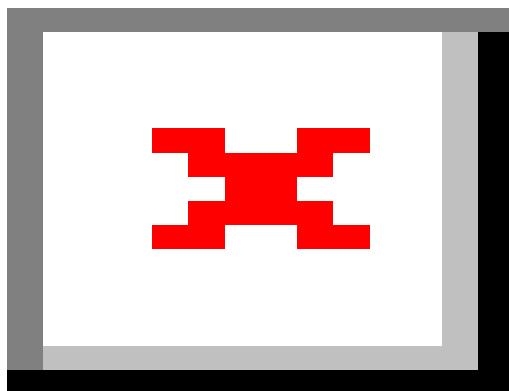


**From:** PDX People Communications  
**Sent:** Mon, 3 Nov 2025 21:30:14 +0000  
**To:** Rabby, Jennifer  
**Subject:** PDX People Weekly Update: November 3, 2025



**NO PDX PEOPLE NEWSLETTER NEXT WEEK**

We'll be back on Monday, Nov. 17.



*PDX People winners at the October, 2025 Customer Service awards  
Photo credit: Juan Flores, Relay Resources*

## PDX People Honored at Customer Service Awards

Behind every smooth trip through PDX are people who make the impossible look easy. They're the calm in the chaos, the problem-solvers, and the everyday heroes turning challenges into bright moments. From rescuing a lost teddy bear to reuniting travelers with forgotten bags (and even cars!), PDX People keep proving that small acts can make a big difference.

To recognize actions that truly stand out as extraordinary and support our core values, we host the PDX People customer service awards each quarter. [Read about the employees we recognized from July through September 2025.](#)

Want to learn more about PDX People recognition? Check out the [recognition programs](#) . You can also nominate an employee who embodies the PDX People values and serves as a shining example of great customer service for next quarter – [submit a nomination now.](#)

Nominate a PDX

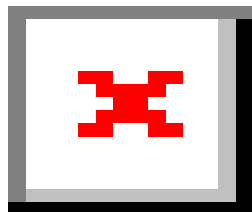
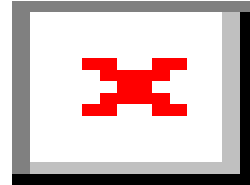
## What's New with PDX Next: North Escalator Closure and Loud Work

**North Escalators:** From midnight on Monday, Nov. 3 to 4 a.m. on Tuesday, Nov. 4, the north escalators will be closed. The elevators will be operational.

**Loud Work in Ticket Hall and Baggage Claim:** On Wednesday, Nov. 5, from 7 – 10 a.m., expect periodic elevated noise levels in the ticket lobby as crews work on the FID structure.

Now through Thursday, Nov. 13, from 6 a.m. - 4 p.m., loud noise and vibrations from concrete cutting and chipping will be present in the south ticket hall and south baggage claim. Noise mitigations will be used as much as possible and crews will monitor noise levels.

Looking for more PDX Next information? We're keeping you in the know on what's new on the [PDX People website](#). Have questions or suggestions about construction? Email [hello@pdxnext.com](mailto:hello@pdxnext.com) or call the construction hotline at 503.460.4339.



*Smoking area location*

## Be Respectful: PDX Employee Smoking Area

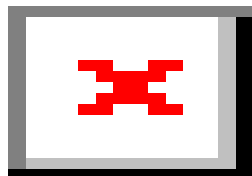
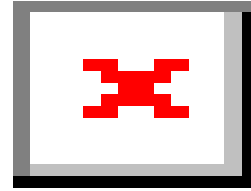
There's a smoking area airside, just east of Gate C4. The space is marked with a painted outline and there are two receptacles available.

Being respectful is a PDX People core value, and that includes your actions toward travelers, other airport workers and even shared spaces. With that in mind, a few reminders: Please use the designated bins for cigarette butts and trash, no eating in the area, and no chairs, buckets,

and coolers. If the cigarette bin is full, call 503.460.4683 for service. Need a comfier place to take a break (with no smoking)? [Head to the PDX Community Room instead!](#)

## New Feature Ensures You Won't Forget Where You Parked at PDX

This just in: We recently launched a new feature on FlyPDX.com – a [tool to help travelers remember where they parked](#) and get step-by-step directions back to their vehicle. For now, it's a "soft launch" for the long and short-term garages, with a goal to expand to the economy lots soon. Travelers will soon spot signage near each elevator bank with QR codes to scan that will prefill most of the user's info. From there, they'll simply hit save or send themselves an email with directions. Upon return, they can click the "Get Directions" button and we'll provide a path back to their vehicle from anywhere in PDX.



## Spread the Word: PDX 2045 Open House

Do you know folks who'd like to learn about and provide feedback on the master plan update for PDX? Invite them to our [PDX 2045 open house on Thursday, Nov. 6](#) at the Vancouver Community Library. The open house is a drop-in opportunity where attendees can learn about

the project, talk with the team, and provide input that will help shape how our airport grows. You can also attend a [Zoom Q&A session today, Monday, Nov. 3, at 7 p.m.](#) And if you can't make these dates – don't worry! Between now and Friday, April 25, you can participate in an [online open house and community survey](#) through Friday, Nov. 14.

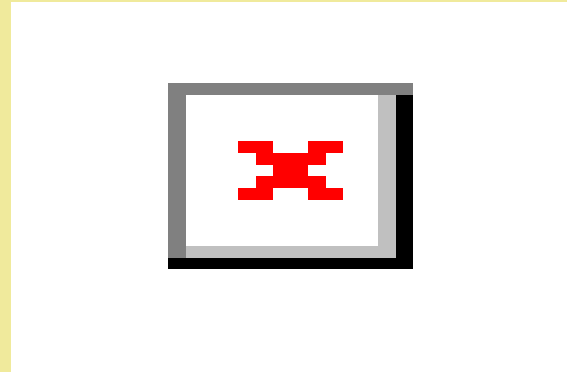
If someone you know has thoughts on what the Port should consider as we accommodate expected growth over the next 20 years, please pass along the [PDX 2045](#) website so they can learn more.

## National Disability Employment Awareness Month

October is National Disability Employment Awareness Month (NDEAM), and we teamed up with Relay Resources to help spread the word.

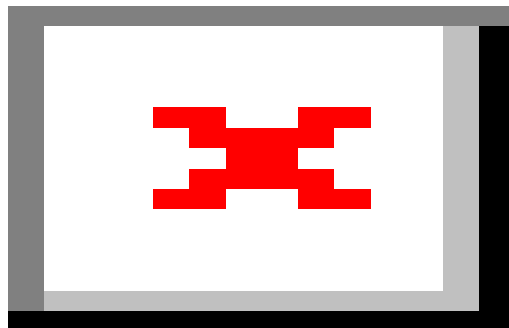
[Check out their video on Instagram](#) to see how Relay and PDX make our airport more inclusive and accessible for everyone.

This year's NDEAM theme is "Celebrating Value and Talent," and we couldn't agree more. To mark the occasion, Relay Resources and the Port of Portland hosted a seminar with guest speaker Dr. Jennifer Luebke, Relay's CEO. She shared practical ideas for recruiting, hiring, and supporting disabled employees and showed how inclusion in the workplace benefits all of us.



*Dr. Jennifer Luebke presenting  
at the NDEAM workshop*

*Photo credit: Juan Flores, Relay Resources*



**PDX in Pictures**

Boo! Just when you thought the scares were over, we're bringing you a spirited wrap-up of Halloween at PDX. Thanks to everyone who brought a little festive flair to the workday!

## Stay Connected



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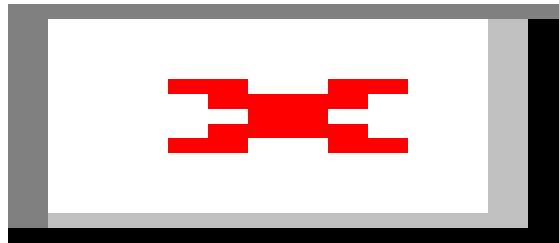
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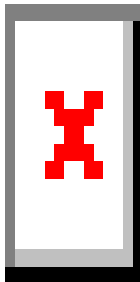
P.O. Box 3529  
Portland, OR | 97208-3529 US

This email was sent to [jennifer.rabby@portofportland.com](mailto:jennifer.rabby@portofportland.com).  
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**From:** PDX People Communications  
**Sent:** Mon, 17 Nov 2025 21:30:15 +0000  
**To:** Rabby, Jennifer  
**Subject:** PDX People Weekly Update: November 17, 2025



## Lourdes Tapia Faria Uplifts with Respectful Service



Lourdes Tapia Faria with Volaris Airlines was nominated by two PDX travelers.

*"Lourdes treated us with kindness and respect. She was patient when we didn't know how to fill out an immigration form and helped us complete it. She brought my husband a wheelchair to the ticket counter and made sure an agent came to wheel us through TSA. Overall, our experience in Portland was wonderful thanks to this kind young lady. Good job, PDX."*

*"I have a broken leg and couldn't stand for long, let alone roll my luggage. This kind and patient young lady saw me and asked if I needed help. She didn't care whether I was flying on her airline – she just helped. She went searching for a wheelchair, helped me with my bags, and it turned out I was on the Frontier flight she was working. She connected me with an agent to help me get to the gate and moved my seat so I'd be more comfortable on the plane. She was kind, patient, and so sweet. We need more people like her. Thank you."*

Want to learn more about PDX People recognition? Check out the [recognition](#)

[programs](#) and [read about past winners](#) on the PDX People website. You can also nominate an employee who embodies the PDX People values and serves as a shining example of great customer service for next quarter – [submit a nomination now](#).

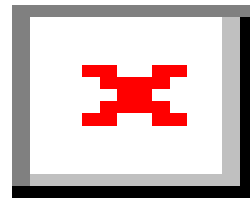
Nominate a PDX  
Employee

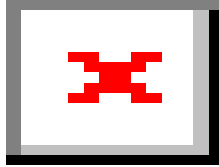
## What's New with PDX Next: Parking Garage Work and D/E Bypass Closure

**Parking Garage Work:** Starting today through Thursday, Nov. 20, from 10 p.m. to 4 a.m., some of the helix ramps in the short-term parking garage will be closed for concrete monitoring and conduit installation. Impacts include possible backups onto Airport Way during busy times and closure of one of the three ticket dispensing lanes. During this time, vehicles parked on affected levels won't be able to change levels internally, however they can still exit the garage.

**D/E Bypass Closure:** On Wednesday, Nov. 19, through Friday, Nov. 21, from 11:59 p.m. to 3 a.m., crews will use cranes to place materials on the roof. During this time, the north pedestrian bypass will be closed, and the Concourse E alternate exit route will be in use. This route is exit only and access to Concourse E is through Door E12002.

Looking for more PDX Next information? We're keeping you in the know on what's new on the [PDX People website](#). Have questions or suggestions about construction? Email [hello@pdxnext.com](mailto:hello@pdxnext.com) or call the construction hotline at 503.460.4339.





## PDX Surveys: We Want to Hear From You!

As PDX People, you're the heart (and honestly, the brains) of our airport. No one knows this place better than you – which is exactly why we need your voice.

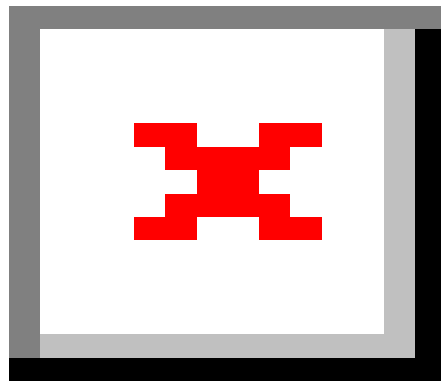
We've got two important ways for you to help influence what's going on at PDX:

### [Shape the Future of the PDX People Program](#)

Take the PDX People survey and help us make workplace programs even better – from training and recognition to the way we communicate with you. It's short (about 5 to 10 minutes), totally anonymous, and the first 500 people who complete it receive a \$5 incentive after the survey closes. Deadline: Sunday, Nov. 30. [Take the survey now.](#)

### [Help Plan the Future of the Airport](#)

Big picture: PDX is growing. Over the next 20 years, aviation activity is expected to nearly double. The [PDX 2045 Master Plan Update](#) is our roadmap to make sure we're ready – and we want your perspective as we evaluate different strategies and improvements. Your feedback helps us understand how these potential changes might affect you and how we can best support your work and our community as PDX evolves. Deadline: Monday, Dec. 1. [Take the survey now.](#)



## Annual Public Safety and Security Awards Honor Excellence, Leadership

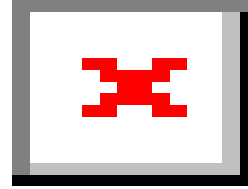
The Port of Portland Public Safety and Security team recently held their [annual awards breakfast](#) where they honored employees for their hard work, leadership and other notable accomplishments.

Karyl Larson and Jan Childers, with the Port of Portland Police, were both recipients of the 2025 Award of Excellence.

Karyl passed away in August and is deeply missed: "Karyl's absence is profoundly felt, not only for the work she did but for the person she was. Her legacy of service, humility, and compassion continues to inspire us every day."

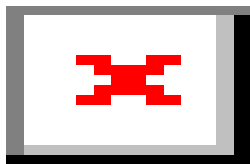
Jan was recognized for her commitment to inclusivity: "Jan fosters positive relationships with underrepresented groups and promotes cultural understanding and awareness within the department, ensuring equitable treatment and access to services for all community members."

## Spread the Word: Shop and Dine at PDX and We'll Cover Parking with Purchase



Know someone who loves the PDX experience but doesn't have travel plans? Tell them our holiday parking promotion is back – and now runs seven days a week!

Now through Wednesday, Dec. 31, visitors can enjoy two hours of free parking with a minimum \$20 purchase from any pre-security shop or restaurant. Customers showing receipts with a total of \$20 or more will receive a coupon pre-loaded with two hours of validated parking; any additional time will be charged at \$4 per hour. It's the perfect excuse to pick up local favorites, sip a delicious beverage, and end the shopping spree with a tasty bite. Thanks for your help spreading the word!



## Honoring Native American Heritage Month

Held in November, the theme for this year's Native American Heritage Month is "Lessons in Resilience, Story and Difference."

Native American stories hold powerful lessons in resilience reminding us of the strength found in community, the wisdom carried through generations, and the beauty of difference as a source of learning and connection. This month, find a Native story, and listen for the beauty, morality, and imagery to unfold and come alive for you.

If you are looking for local events to attend during this month, check out these opportunities:

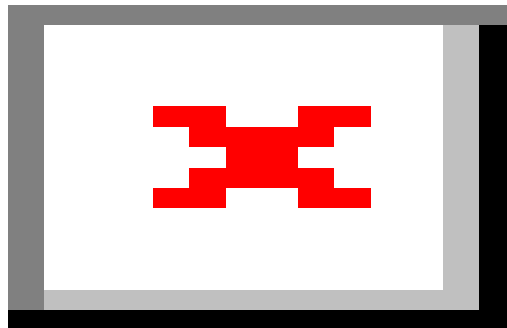
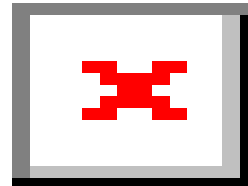
- [Portland Indigenous Marketplace on Nov. 28 and 29, and Dec. 5, 6, and 7](#)
- [Native American Heritage Month Celebration on Saturday, Nov. 22](#)
- ...and more [Native American community events](#) happening in November and throughout

the year

## Rip City Clothing Co. Pop-Up Lands at PDX

We teamed up with the Portland Trail Blazers to bring the new PDX City Edition 2.0 collection straight to where the carpet lore began.

Now through Friday, Jan. 2, swing by the Rip City Clothing Co. pop-up – located just past security in the south hall – to check out the full drop and grab a very PDX carpet photo op...plus enjoy a 10% employee discount!



## PDX in Pictures

Over the weekend, we hosted an event to honor and support the Deaf community, giving attendees a chance to explore PDX, meet community partners, and try out accessibility tools

[including Aira ASL.](#)

Missed it? Here's a highlight: Aira ASL is a free tool that travelers and employees can use while at PDX that connects Deaf and hard of hearing individuals with a live ASL interpreter through their phone.

[Download the Aira ASL app](#), tap "Call Interpreter," and you're instantly connected via video to a professional ASL interpreter who can help with real-time conversations – whether it's navigating TSA, answering questions at a restaurant, or getting info at the Rental Car Center.

## Stay Connected



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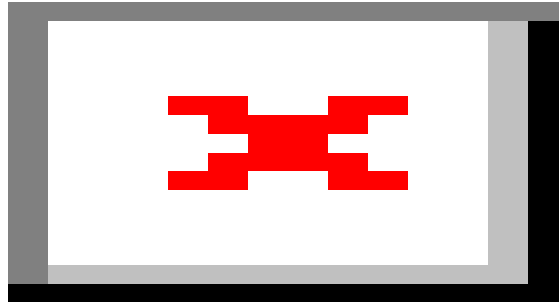
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**From:** Employee Communications  
**Sent:** Fri, 21 Nov 2025 19:25:11 +0000  
**To:** Rabby, Jennifer  
**Subject:** Portsmouth Weekly Update: Nov. 21 - Dec. 5



**Nov. 21 - Dec. 5**

**NO PORTSMOUTH NEXT WEEK!**  
See Navigator for announcements  
or post your news on [Viva Engage](#).



**Engagement Survey:** Share your thoughts on workplace culture before today's extended deadline (look for the survey in your PROPS notifications list)

## What's Coming

Nov. 24 - Dec. 21

[Columbia Pass for Port Employees](#)

Tuesday, Nov. 25

[PDX Holiday Market \(Concourse C\)](#)

Tuesday, Nov. 25

## [What's New with PDX Next Virtual Forum](#)

**Tuesday, Nov. 25**

[Wellness Class: Cello and Yoga Experience](#)

**Thursday, Nov. 27**

Port Observed Holiday - Thanksgiving Day

**Friday, Nov. 28**

Port Observed Holiday - Day After Thanksgiving

**Tuesday, Dec. 2**

[Guest Speakers: Regional Real Estate and Capital Markets](#)

**Tuesday, Dec. 2**

[Wellness Workshop: Creative Expression](#)

**Dec. 2 - Dec. 4**

[E4E Gift Wrapping Fundraiser](#)

**Wednesday, Dec. 3**

[PDX Holiday Market \(Concourse E\)](#)

**Thursday, Dec. 4**

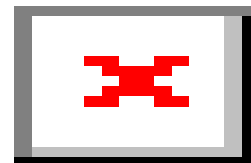
[Chair Massage at HQ](#)

For details and more upcoming events, see the [Navigator calendar](#).

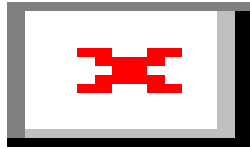
# Our Business Updates

## **PORTshare Payout Now Approved**

Last week, our Fiscal Year 2024-25 financial performance and audit were presented to the Port Commission, and our performance against our PORTshare targets was reviewed by commission officers. With this step complete, Antoinette Chandler confirmed that a PORTshare payout is approved, and checks are already out for eligible administrative and marine security employees who opted for a full award. For those employees who opted for purchased leave or a full or partial contribution to deferred compensation or a Port Health Savings Account, these elections will be



reflected on the Dec. 4 paystub.



### [PORTshare Dashboard Gets Update](#)

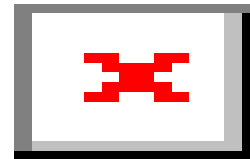
Speaking of PORTshare... With the first quarter of FY 25-26 behind us, the PORTshare dashboard has been updated with the latest numbers. As of Sept. 31, we're in the green zone for General Fund, and yellow for PDX Net Improvement and Support Services. We expect this to be a challenging financial year and ask that you be vigilant in

managing operating expenses – limiting optional spending and finding savings where you can – and increasing revenues. On the non-financial side, as of Oct. 31, we're at 2% (goal of 70%) on the core values metric, 2% (goal of 70%) for wellness, and 78% (goal of 85%) for safety. Those numbers may seem low, but we're just getting started: You have until June 30 to complete a preventative exam with your primary care physician or at a Quest service center; participate in at least three enriching experiences and learning for 30 mins or more; and help report safety hazards for corrective action. You can [check your status on the core values metric](#) at any time, then [fill out the participation form](#) to document your engagement.

### **PDX Green Plate Program Serves Up Sustainability**

It's official: The Green Plate program will start in early December at PDX! To take advantage of the full dine-in experience with real plates and utensils, head to Concourse C and place your order at Bambuza Vietnam Kitchen, MOD Pizza, or Mo's Seafood & Chowder. How does it work? Just follow

these simple steps: 1) Place your order and employees will ask if you'd like to dine in. 2) Enjoy your food! 3) Drop off your dirty dishes in the bus tubs by the trash and recycling stations and leave food waste on the dishes – we'll take care of composting. Relay Resources will monitor the carts, clean the dishes, and return them to the kitchens. 4) Share your thoughts! If you have feedback that could make the program better, [email the PDX Waste Minimization team](#).

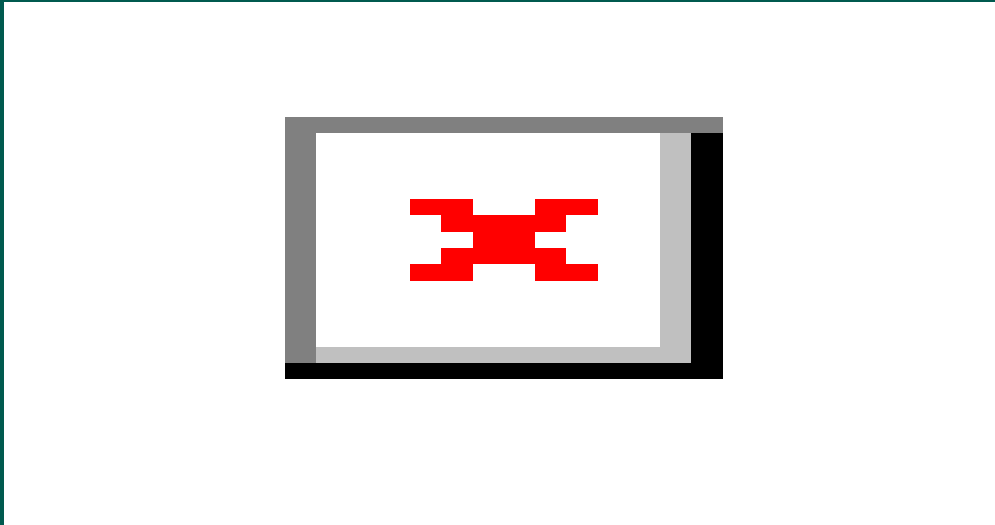


### [November Port Commission Meeting and Executive Director's Report](#)

Missed the November Port commission meeting? Watch the recording, which includes Curtis Robinhold's Executive Director's Report, the annual audit, and the PDX Master Plan update.



# Your Tools & Tips

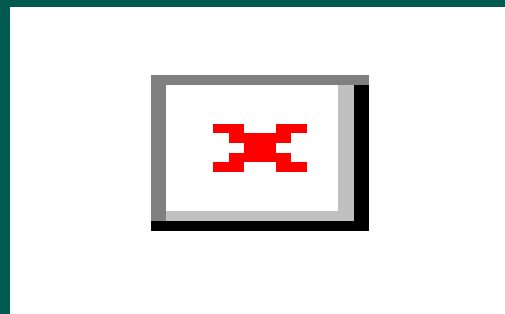


## **Taking Time Off Next Week? Fill Out Your Timecard Now**

It's nice to have money to spend during the holidays. One way to ensure that happens? Fill out your timecard! With the Thanksgiving and Day After Thanksgiving holidays, timecards need to be completed by employees and approved by managers no later than noon on Wednesday, Nov. 26. This will ensure you get paid on Thursday, Dec. 4. A heads up that you can take care of this important business right now: Just [head to Workforce](#) and, if needed, advance to the next pay period by clicking the arrow next to the date range at the top of the page.

## **Don't Forget to Log Out of Shared Computers**

Using a shared computer? Don't forget to log out! While Windows does its best to make sure you get a usable PC upon login, if multiple people stay logged in – and each new person uses the “switch user” option – the system could run out of system memory, making the experience slower and more error prone. Logging out also helps minimize file synchronization issues: If you access the same file from multiple locations, you increase the risk of Windows getting “confused” when syncing changes.



## **What's New with PDX Next (Week of Nov. 24)**

As construction continues to impact the terminal, we'll bring you updates on everything from noise

to temporary closures. The monthly What's New with PDX Next series will come to an end after the final two forums on [Tuesday, Nov. 25](#), and [Tuesday, Dec. 30](#). With the north and south nodes set to open in the new year, it's a natural point to wrap up the series, which has been a great way to share project milestones and progress with the airport community.

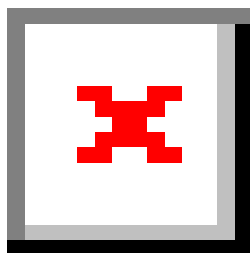
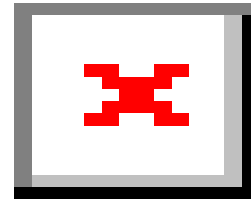


## Your Perks

### Free Registration Available for the Holiday Half

Carolers, cookies, and costumes! Get in the seasonal spirit with the Holiday Half on Sunday, Dec. 14, Portland's favorite winter Half Marathon, 15K, 10K, and 5K. All races start and finish at the Daimler Truck North America campus on Swan Island and feature carolers, holiday music, and a cookie station. Reach the finish line and enjoy even more festivities with a beer garden, food trucks, and free hot chocolate. [Free registration is](#)

[available for Port employees](#), with [discounted registration for your friends and family](#).

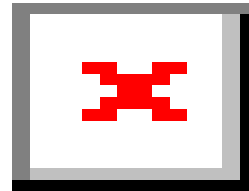


### Your Holiday Shopping – Done! – at PDX

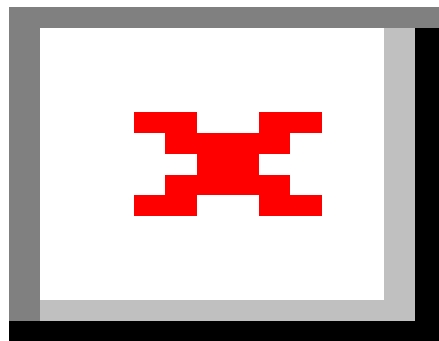
Get your shopping done early at PDX! With our street pricing commitment and bounty of local products, you can find something for everyone and all at street pricing. Even better, you'll enjoy an [employee discount](#), which can mean up to 20% off. And, if you're in the mood for more festive fun, watch for lovable llamas and "real" reindeer (aka our canine therapy teams) and music at the PDX Holiday Markets, which start next Tuesday, Nov. 25, on Concourse C. Need help picking the perfect PDX present? [The Oregonian suggested 11 great gifts](#) you can grab at the airport.

## Rip City Clothing Co. Pop-Up Lands in South Hall

Whether you're a Trail Blazers fan or a PDX carpet enthusiast, take advantage of a 10% employee discount at our newest pop-up: Rip City Clothing Co.! They're fully stocked with carpet-themed jerseys, lanyards, key chains, sweatshirts, hats, and beanies from the new PDX City Edition 2.0 collection, and there's a Rip City sign that's perfect for selfies. The pop-up is located in the south hall just past security and is open from 8 a.m. to 4 p.m. now through Friday, Jan. 2.



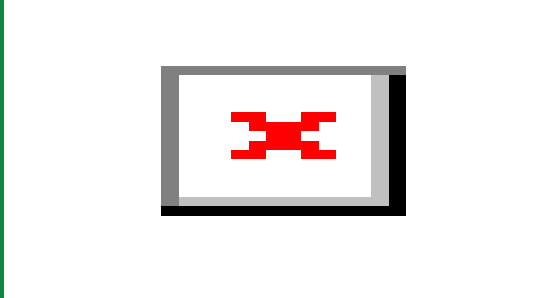
# Our People & Culture



## People and Culture Collaborative Ready to Help with Your Ongoing Development

Couldn't make the OnePort Learning launch party? We've got the rundown on all the resources available for your ongoing professional development. Head to the [OnePort Learning SharePoint site](#) to find individual development plan resources, learn about the educational benefits we offer, or get the scoop on courses including DiSC Fundamentals, Manager as Coach, Giving and Receiving

Feedback, Leadership Foundations, and Leadership Academy. Questions? The People and Culture Collaborative team (pictured above) can help guide you to the right offerings to meet your needs.



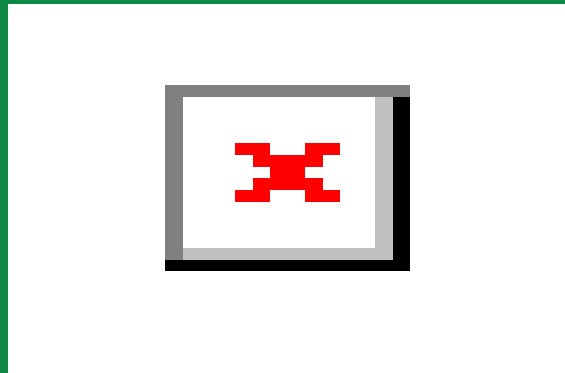
### Meet the PDX 2045 Team and Get Your Questions Answered

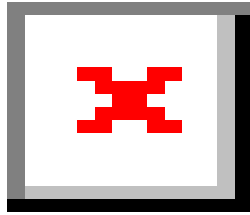
Want to learn about the future of PDX and provide input on how the airport might develop in the next 20 years? Bring your lunch to HQ's Columbia Gorge conference room on Wednesday, Dec. 3, to learn more about [PDX 2045](#), the airport master plan currently in development. While construction

on the PDX series of projects will wrap up in the first half of 2026, we're looking out 20 years to consider where future facilities might be located and how to accommodate anticipated growth. Stop by and chat with our Planning and Development team about different airfield, terminal, cargo, and landside transportation options and get your questions answered.

### Get Your Gifts Wrapped for a Good Cause

Are you terrible with tape? Does everything you wrap turn out wrong? If so, E4E has you covered! For just \$5 per gift, your colleagues will wrap up your presents of all shapes and sizes and make them look perfect for giving. What's more, all proceeds go to scholarships for the children of Port employees. Look for our gift-wrapping pros in the HQ atrium on Tuesdays, Wednesdays, and Thursdays, from noon to 1 p.m. starting Dec. 2 through Dec. 18.





### Help Plan 2026's Bring Your Child to Work Day

It's still 2025, but we're already planning for our 2026 Bring Your Child to Work Day! This fun event inspires, encourages and motivates the children of Port employees by giving them the opportunity to hear from members of our team about their careers and daily work. Since the event won't happen until April, there's plenty of time to plan an informative and engaging day of activities, but we need your help. If you'd like to be part of the team of volunteers planning the programming, [email Juliet](#)

[Panganiban](#) by Friday, Dec. 12. As a bonus, this volunteer activity qualifies for PORTshare core values credit.



### Ask Me Anything

[New security procedures at HQ?](#)



### Job Opportunities

[PDX Building Maintenance Mechanic](#)

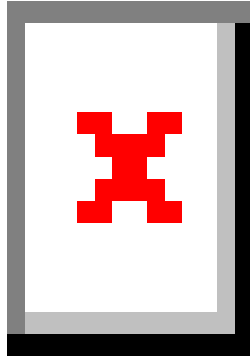
[Aviation Noise Program Manager](#)

[Construction Manager](#)

Stay in the know about new Port postings – [sign up for job alerts](#).



## Our Community



### [The Shutdown is Over, Here's How We Helped](#)

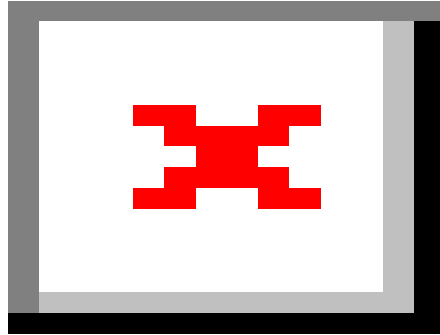
This week, federal government employees received their back pay following the end of a 43-day government shutdown, the longest in history. During this time, we saw Port and PDX employees, airport concessions, and our Portland community step up and show support in a big way – catering evening meals; donating cheese, chowder, and cold brew; offering deep discounts; and contributing household goods that kept a PDX pantry fully stocked (and staffed!). In fact, TSA attributed the lower-than-average callouts at PDX to our community's incredible generosity. A heartfelt thanks to everyone who helped in ways big and small – you had an impact on team member morale and on keeping our airport staffed and safe.

### [You're Invited: Regional Real Estate and Capital Markets Panel](#)

The region's industrial real estate market faces a challenging environment due to a combination of limited land availability, a softening market with rising vacancies, broader economic uncertainties, and a complex landscape. Addressing these concerns is crucial for the county and region to remain competitive and attract needed investment and jobs. Our Trade and Economic Development team invites you to HQ's Chinook Room on Tuesday, Dec. 2, to hear from a panel representing the brokerage, capital markets, and industrial development industries. Panelists will address nationwide trends, with a local zoom-in to Portland and Multnomah County – what's happening on the ground and how the Port can plan for future industrial development.



## Media Highlights



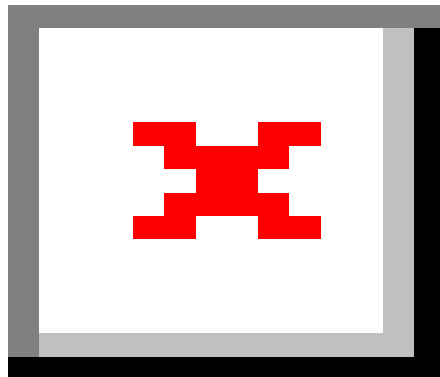
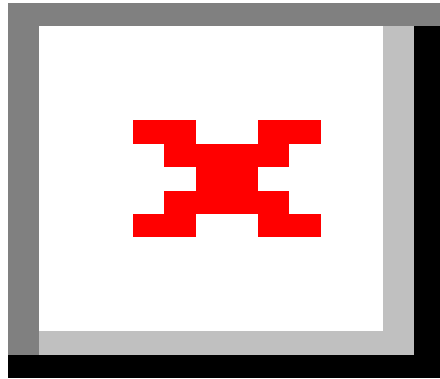
### **[KPTV: Governor Kotek's Asia Trip Promises Trade Boost for Oregon](#)**

After a week in Japan and South Korea and roughly 100 meetings, Governor Tina Kotek – along with Curtis Robinhold, Kimberly Branam, Andy Reed, and Port Commissioner Katy Coba – returned to Oregon having laid the groundwork for the future. As Curtis shared, "Our meetings in Korea and Japan strengthened important relationships and renewed our shared commitments to international trade and travel. These conversations also opened doors for future investments – from expanding shipping options for Oregon businesses to re-establishing nonstop flights between Asia and PDX."

[Read more about the trade mission](#) and meetings with SM Line and Delta Air Lines.



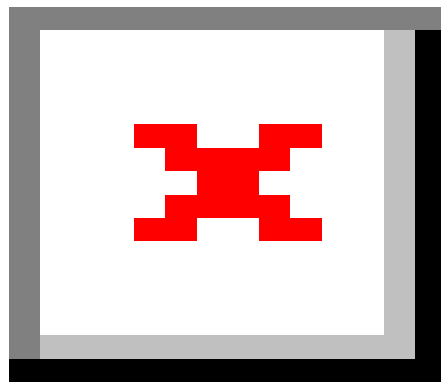
## **Photos of the Week**



For a third year, our Marine team spent the morning assembling more than 300 care packages for seafarers on the cargo vessels that call on our terminals. The process was smooth and steady: The

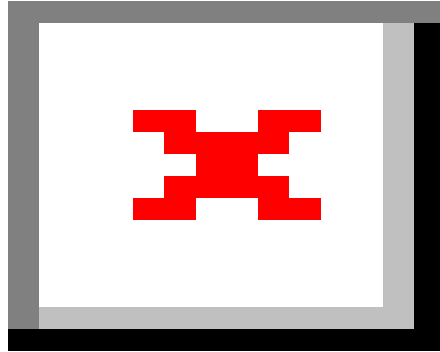
group unpacked boxes stocked with gloves, toothbrushes, hats, lip balm, and socks, set up a staging area, then filled individual bags to be gifted.

The reward for all this good work? A family-style potluck and photo on the steps of Terminal 6. As **Randy Fischer** reported, "I'm still smiling ear-to-ear over the event, as it went really well, and everyone had a great time."



One more example of community caring from a Port team: Airport Operations recently volunteered on a build site with Habitat for Humanity. **Cheranda Curtis** shared that "much fun was had as everyone got to know each other better while helping build a family their future home."

If your team is volunteering, donating, or giving back in other ways this holiday season, snap a pic and [share it on the Port Photostream!](#)



Last weekend, we hosted an event to honor and support the Deaf community, giving attendees a chance to explore PDX, meet community partners, and try out accessibility tools including [Aira ASL](#).

If you're not familiar, Aira ASL is a free tool that travelers and employees can use while at PDX that connects Deaf and hard of hearing individuals with a live ASL interpreter through their phone. Just download the app, tap "Call Interpreter," and you're instantly connected via video to a professional ASL interpreter who can help with real-time conversations – whether it's navigating TSA, answering questions at a restaurant, or getting info at the Rental Car Center.

Big thanks to everyone involved with this event that helped the Deaf community feel welcome and more confident navigating the airport.



#### **Submit Your Photo**

Have a good photo of the week? Post it on the [Port Photostream](#) and we'll consider it for Portsmouth and our social media channels.

#### **Stay Connected:**



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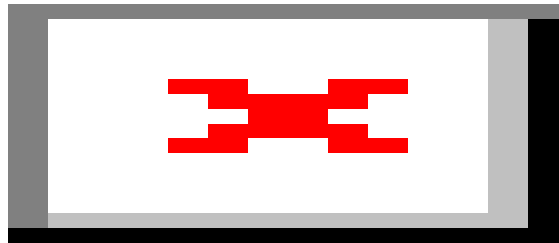
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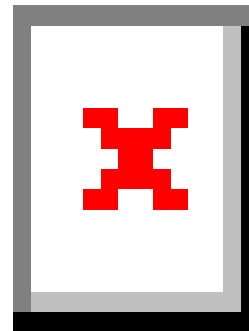
## Ken Holland Goes the Extra Mile for Travelers

Ken Holland with SP Plus was nominated by a PDX traveler.

*"I would like to take this opportunity to recognize Ken Holland of your airport parking services for his professionalism, patience, and ability to deescalate the anxiety I had over my inability to find my car.*

*To set the scene: My departure from Portland was early morning. It was pitch black before sunrise and I was in a rush. Upon my return, I managed to forget the parking marker by my car, but had what I thought to be a vivid memory of the surroundings.*

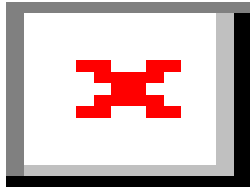
*After going to where I was convinced my car was parked, that sinking feeling of uneasiness kicked in when I discovered my car was not there. After walking up and down the lot a few times, convinced that's where I parked my car, I saw a white truck with a flashing yellow light. Ken*



*pulled over, was polite, calm, and professional, took me in, and we began the search for my car together. I was convinced my car had been stolen, but Ken remained positive, stating that theft was a very rare occurrence. After calmly and persistently retracing my arrival to the lot, we eventually found my car."*

Want to learn more about PDX People recognition? Check out the [recognition programs](#) and [read about past winners](#) on the PDX People website. You can also nominate an employee who embodies the PDX People values and serves as a shining example of great customer service for next quarter – [submit a nomination now](#).

Nominate a PDX  
Employee



## What's New With PDX Next: November and December Forums

**PDX Next Forums:** The monthly What's New with PDX Next series will come to an end after the forum on Tuesday, Dec. 30. With the north and south nodes set to open in the new year, it's a natural point to wrap up the series, which

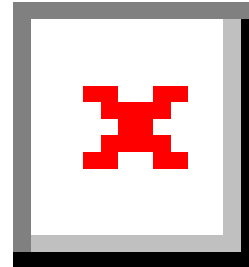
has been a great way to share project milestones and progress with the airport community. To catch the penultimate forum on [Tuesday, Nov. 25](#), email [PDX People Communications](#) today for the meeting link. After the forums end, we'll still provide updates here and on the digital signage while construction work continues.

Looking for more PDX Next information? We're keeping you in the know on what's new on the [PDX People website](#). Have questions or suggestions about construction? Email [hello@pdxnext.com](mailto:hello@pdxnext.com) or call the construction hotline at 503.460.4339.

## PDX Surveys: We Want to Hear From You!

As PDX People, you're the heart (and honestly, the brains) of our airport. No one knows this place better than you – which is exactly why we need your voice.

We've got two important ways for you to help influence what's going on at PDX:

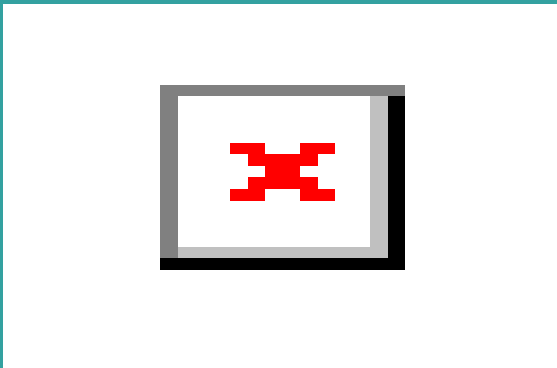


### [Shape the Future of the PDX People Program](#)

Take the PDX People survey and help us make workplace programs even better – from training and recognition to the way we communicate with you. It's short (about 5 to 10 minutes), totally anonymous, and the first 500 people who complete it receive a \$5 incentive after the survey closes. Deadline: Sunday, Nov. 30. [Take the survey now.](#)

### [Help Plan the Future of the Airport](#)

Big picture: PDX is growing. Over the next 20 years, aviation activity is expected to nearly double. The PDX 2045 Master Plan Update is our roadmap to make sure we're ready – and we want your perspective as we evaluate different strategies and improvements. Your feedback helps us understand how these potential changes might affect you and how we can best support your work and our community as PDX evolves. Deadline: Monday, Dec. 1. [Take the survey now.](#)



## Be Knowledgeable: Drone Safety at PDX

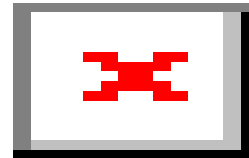
Do you know what to do if you look up and spot something buzzing in the sky that shouldn't be there? At PDX, drone – or [Unmanned Aircraft Systems \(UAS\)](#) – operations are allowed, but only when they're properly coordinated and authorized by the FAA. Anything outside of that

can put aircraft and people at risk, so if you see something, say something.

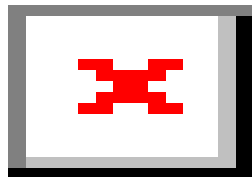
If you notice a drone and aren't sure it's an approved operation, call the PDX Communications Center non-emergency number at 503.460.4747 and be prepared to share as many details as you can: your location, where the drone is flying, its direction, size, color, etc. If you have questions about drone rules or want general info, reach out anytime to [drones@portofportland.com](mailto:drones@portofportland.com).

## PDX Green Plate Program Serves Up Sustainability

It's official: The Green Plate program will start in early December at PDX! To take advantage of the full dine-in experience with real plates and utensils, head to Concourse C and place your order at Bambuza Vietnam Kitchen, MOD Pizza, or Mo's Seafood & Chowder.



How does it work? Just follow these simple steps: 1) Place your order and employees will ask if you'd like to dine in. 2) Enjoy your food! 3) Drop off your dirty dishes in the bus tubs by the trash and recycling stations and leave food waste on the dishes – we'll take care of composting. Relay Resources will monitor the carts, clean the dishes, and return them to the kitchens. 4) Share your thoughts! If you have feedback that could make the program better, send it to the [PDX Waste Minimization team](#).



## Building a Strong Airport Safety Management System

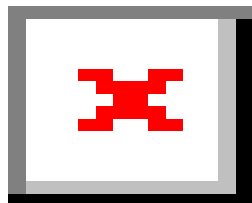
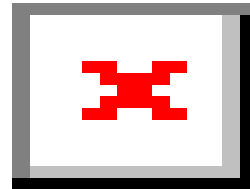
At PDX, safety guides everything we do. To strengthen this commitment, we're implementing an airport Safety Management System (SMS) – a proactive approach to identifying and managing risks in the Air Operations Area (AOA).

While SMS is required under FAA regulations (14 CFR Part 139), our goal is to go beyond compliance and build a strong, collaborative safety culture that protects everyone who works at or travels through PDX. What does that mean for you? In the near future, we'll launch a confidential – except as required by Oregon Public Records Law or other applicable law – hazard reporting system, making it even easier to share safety concerns.

For now, if you notice a potential safety concern in the AOA, reach out to our SMS team at [SMS@flypdx.com](mailto:SMS@flypdx.com). Every report is reviewed and helps us improve how we operate, and your input is essential to keeping PDX safe for everyone. [Learn more about SMS](#).

## Your Holiday Shopping – Done! – at PDX

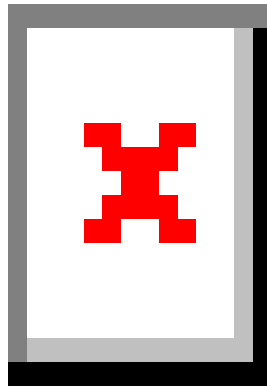
Get your shopping done early at PDX! With our street pricing commitment and bounty of local products, you can find something for everyone and all at street pricing. Even better, you'll enjoy an [employee discount](#), which can mean up to 20% off. And, if you're in the mood for more festive fun, watch for lovable llamas and "real" reindeer (aka our canine therapy teams) and music at the PDX Holiday Markets, which start [Tuesday, Nov. 25](#), on Concourse C. Need help picking the perfect PDX present? [The Oregonian suggested 11 great gifts](#) you can grab at the airport.



## Artist Nick Stokes Celebrates Oregon's Film History

A new [large-scale mural by Portland artist and designer Nick Stokes](#) is now on view in Concourse B, celebrating more than a century of filmmaking in Oregon. The vibrant piece features nearly 60 films and invites you to

discover dozens of hidden easter eggs highlighting iconic moments, locations, and behind-the-scenes stories from productions across the state. Stokes – whose playful, film-inspired style reflects his deep Oregon roots – created the digital illustration as a colorful tribute to the crews, creatives, and landscapes that power Oregon’s film history.



## PDX in Pictures

Last week, federal government employees received their back pay following the end of a 43-day government shutdown, the longest in history. During this time, we saw PDX employees, airport concessions, and our Portland community [step up and show support in a big way](#) – catering evening meals; donating cheese, chowder, and cold brew; offering deep discounts; and contributing household goods that kept a PDX pantry fully stocked. In fact, TSA attributed the lower-than-average callouts at PDX to our community’s incredible generosity.

A heartfelt thanks to everyone who helped in ways big and small – you had an impact on team member morale and on keeping our airport staffed and safe.

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