



TRANSPORTATION IMPACT ANALYSIS

Assumptions and Initial Future Results

PAG Meeting #15
May 19, 2009

Presented by Alan Snook
DKS Associates

AIRPORT FUTURES

CHARTING A COURSE FOR PDX

Applicable Policies

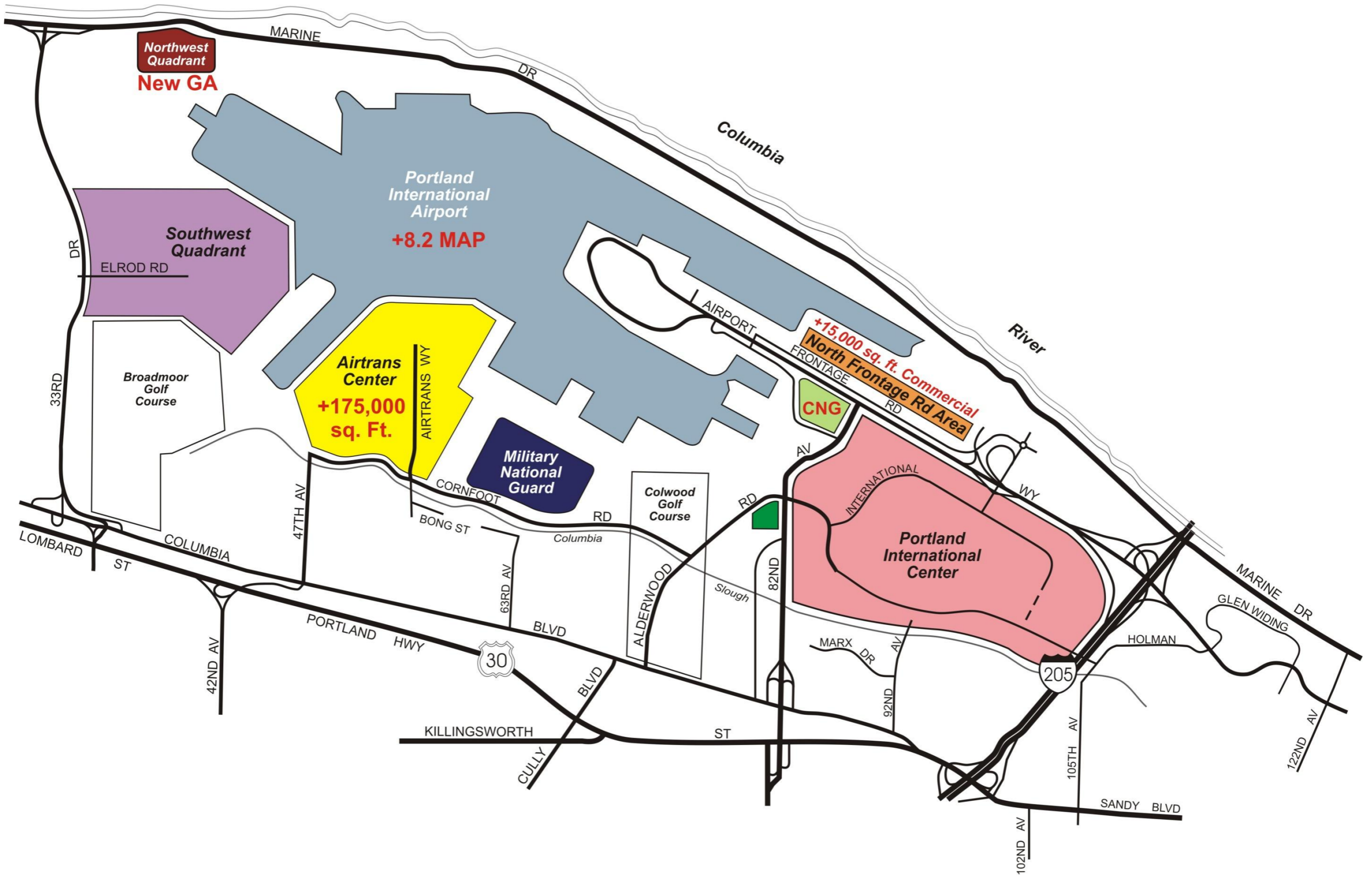
- Transportation Planning Rule
 - ✓ What is it?
 - ✓ “Significant Effect”
- City of Portland
 - ✓ Goal 6
 - ✓ Goal 11
- Oregon Department of Transportation
 - ✓ Oregon Highway Plan (OHP)
 - ✓ Ramps vs. Roads



Land Uses

| Sub-Area | CUMP (2003) Approved Land Use Maximums/Assumptions | AF 2035 Proposed Additional Land Use Maximums/Assumptions |
|-------------------------|--|--|
| PDX Terminal | 18.6 million annual passengers 300,000 sq. ft. office space | 26.8 million annual passengers |
| AirTrans Center | 151,500 sq. ft. air cargo | + 175,000 sq. ft. air cargo |
| Alderwood Area | 26,500 sq. ft. light industrial 9,500 sq. ft. maintenance | - |
| North Frontage Road | 103,000 sq. ft. business aviation 264,000 sq. ft. office/hotel 140,000 sq. ft. airside/air support | + 15,000 sq. ft. commercial |
| Southwest Quadrant | 103,000 sq. ft. business aviation 981,000 sq. ft. cargo facilities | - |
| Military/National Guard | - | - |
| South Airport Way | - | Compressed Natural Gas fueling facility |
| Northwest Quadrant | - | New general aviation |

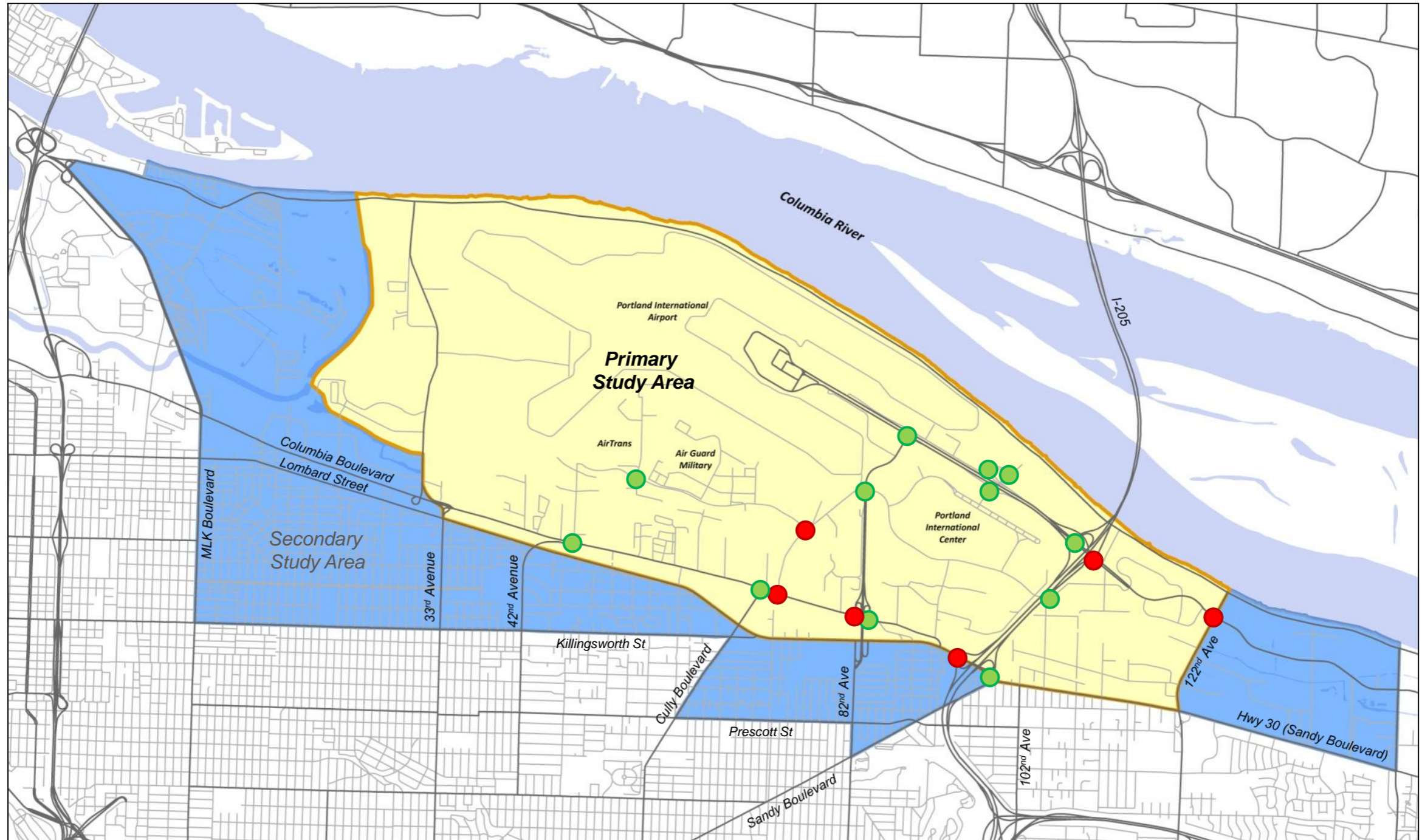




Trip Generation

| Sub Area | 2013 Forecasted Trips (CUMP) | 2035 Forecasted Trips (Airport Futures) |
|-------------------------|---------------------------------|--|
| PDX Terminal | 4,320 | 6,480 |
| AirTrans Center | 820 | 1,070 |
| Alderwood Area | 170 | 170 |
| North Frontage Road | 720 | 980 |
| Southwest Quadrant | 1,390 | 1,390 |
| South Airport Way | - | 190 |
| Military/National Guard | 360 | 360 |
| Northwest Quadrant | - | 220 |
| Airport Subtotal | 7,780 | 10,860 |

Existing PM Peak Hour Study Intersection Performance



- - Meets Jurisdictions Performance Standards
- - Does not meet Jurisdictions Performance Standards

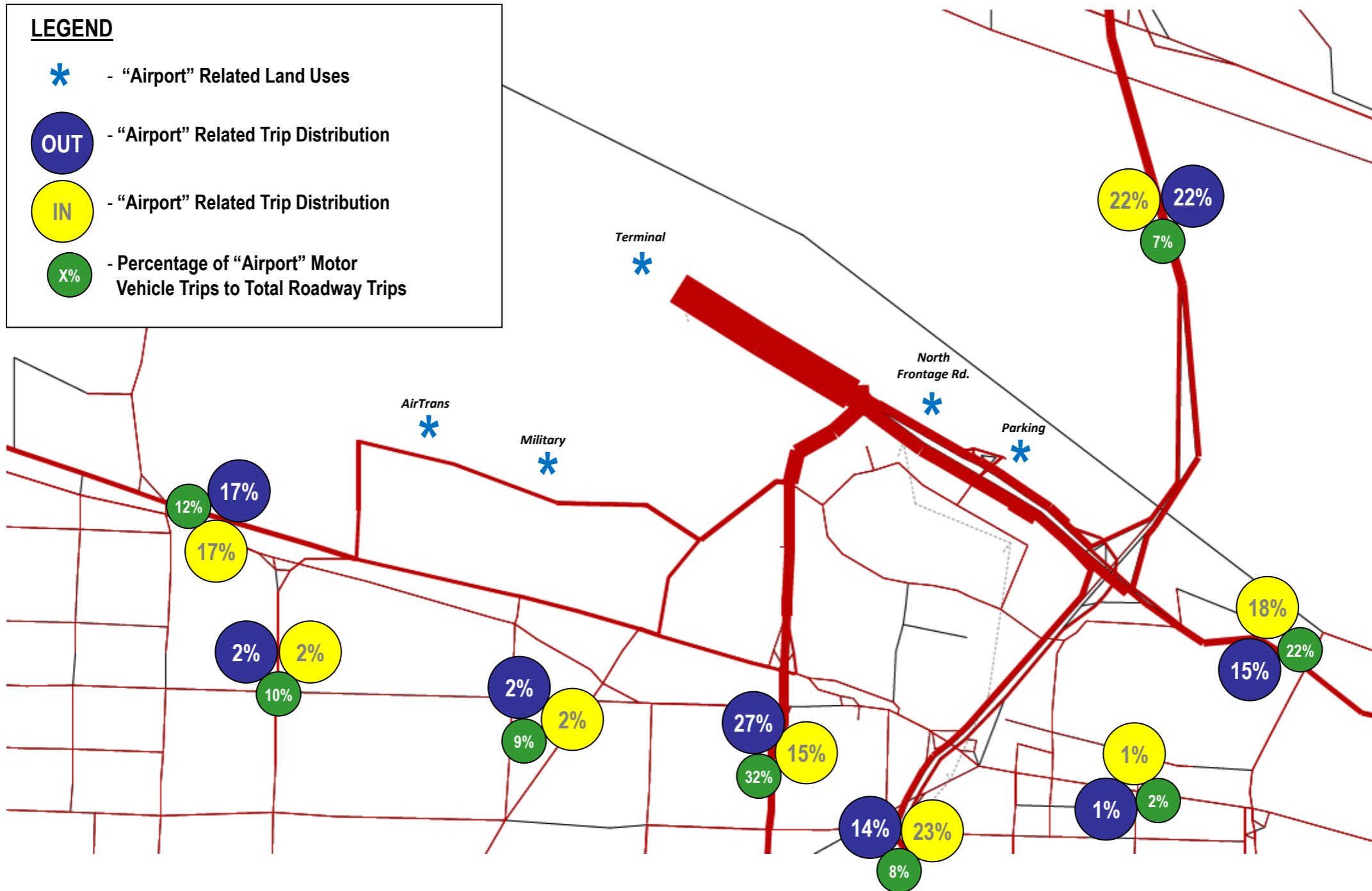


Future (2035) Model

50% Centralized

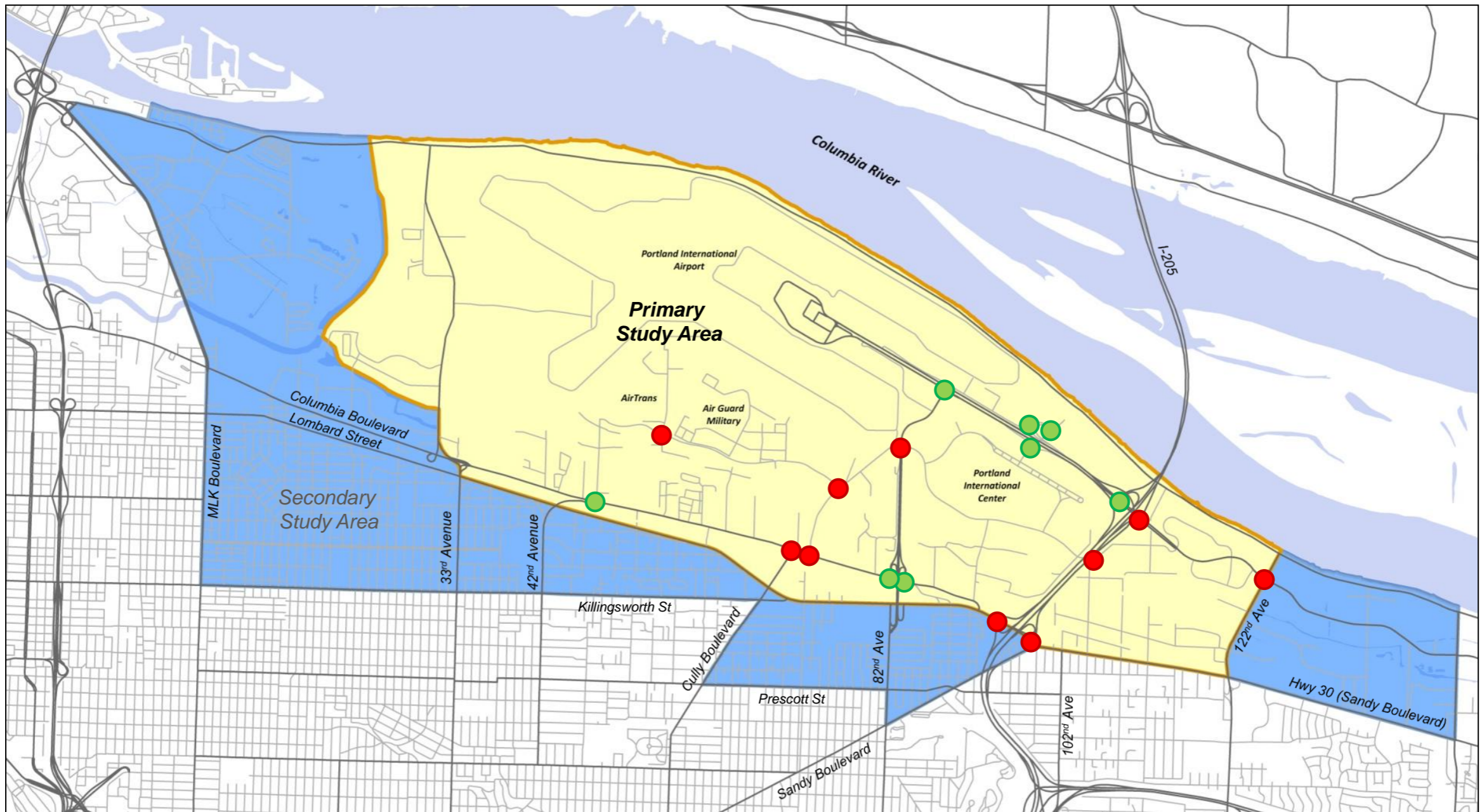
Airport Trip Distribution

PM Peak Hour



Future 2035 No-build 50% Centralized

Study Intersection Performance PM Peak Hour



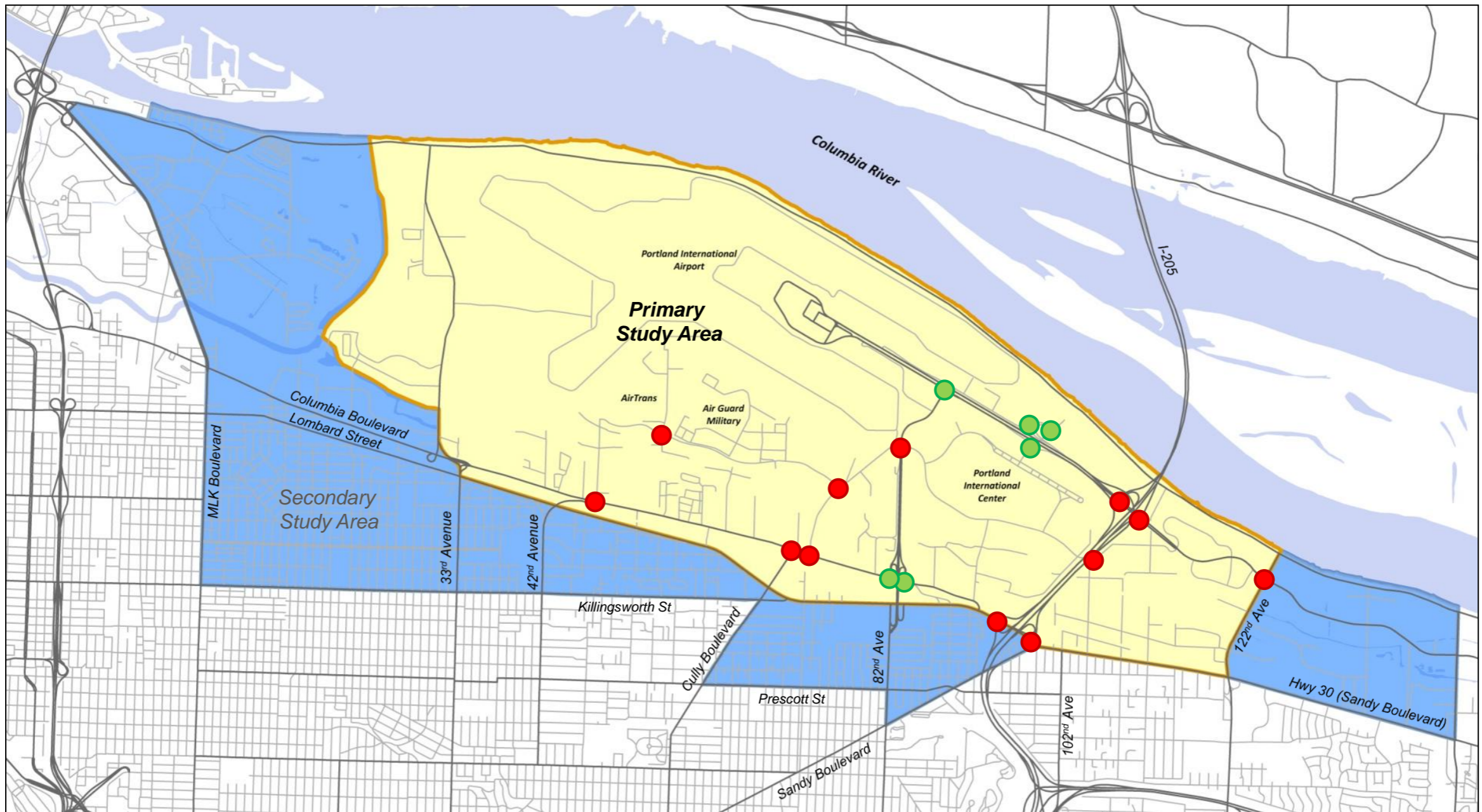
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Future 2035 Build

50% Centralized

Study Intersection Performance

PM Peak Hour



- - Meets Jurisdictions Performance Standards
- - Does not meet Jurisdictions Performance Standards

Next Steps

June 16


PAG Meeting #16

Final Transportation Impact Analysis and
Recommended Mitigations



City of Portland Bureau of
Planning and Sustainability



 **PORT OF PORTLAND**
Possibility. In every direction.

PAG Action

- **Action:** Does the PAG conditionally approve the three DRAFT Land Use Plan background studies (economic development inventory, transportation analysis, and natural resource inventory) for review and discussion at June 4 and 10 Public Meetings?

