

**AIRPORT FUTURES  
LAND USE / TRANSPORTATION SUBCOMMITTEE MEETING #3  
MEETING NOTES**

<b>Date and Time:</b>	<b>9/30/08, 3 - 5 PM</b>
<b>Location:</b>	<b>Portland International Airport St. Helens Room</b>
Attendees:	Mitchell Berck, Flightcraft John Griffiths, Trimet Jennifer Grunest, student Laura Hudson, City of Vancouver Nancy Hendrickson, City of Portland BES Jim Howell, invited by Fred Stovel Barry Hennelly, Metro Dick Walker, Metro Andrew Johnson, ODOT
Staff:	CF Booth, Jacobs Consultancy Bronwyn Buckle, Portland Planning Bureau Chris Corich, Port of Portland, Project Manager John Gray, Portland Office of Transportation Jamie Jeffrey, Portland Office of Transportation Scott King, Port of Portland Sean Loughran, Port of Portland Andrew Stryker, Parsons Brinkerhoff Jay Sugnet, City of Portland Project Manager Gavin Duncan, Jacobs Consultancy Alan Snook, DKS Associates
Unable to attend:	Bob Sallinger, Audubon Andy Cotugno, Metro Catherine Ciarlo, Portland Planning Commission Fred Stovel, CNN Vicky Thompson, CNAC John Weigant, AIR Erwin Bergman, CNN

**1. Opening and Introductions – Scott King**

Fred Stovel, Chair was unable to attend. Scott King thanked everyone for coming to the meeting and there was a brief round of introductions. He then reviewed the agenda.

*Hand Out: Meeting Agenda*

Scott reviewed the meeting notes from the previous Land Use and Transportation Subcommittee meeting. There were no edits.

**2. Transportation Model**

Andrew Stryker gave an overview of the Air Passenger Demand Model. His firm is updating Metro's portion of the regional transportation model associated directly with passengers at PDX. Dick Walker from Metro mentioned that this detailed modeling work will help improve the region wide model and that coordination is essential.

Andrew provided an overview of what is exactly travel demand forecasting, how it applies to the Portland region, and finally the model itself.

Questions:

Jim Howell asked if the model factors in the lack of transit service early in the morning when many airport employees need to arrive at work? Andrew said the model does factor the operating schedule of MAX as an assumption. One possibility is to model an earlier start time of MAX to measure its effectiveness.

Jay asked how the cargo forecasts done as part of airport futures gets incorporated into the model? Andrew said this is specifically a passenger demand model and that freight movement is factored into the larger metropolitan transportation model.

Laura asked how seasonal variation is factored into the model. Andrew said that an average week in August (the busiest month) is the basis. The model does not assume the highest traffic volume, such as Thanksgiving or Christmas, but rather an average.

Barry asked about other peak traffic. The airport peak is different than the regional peak and both are different from the freight peak. Andrew said this does get factored in to a certain extent. The airport peak is not an issue for the regional system in the early morning, because it is well before the commuting peak of 7-9 am.

*Handout: Powerpoint Presentation titled "Air Passenger Demand Model Overview"*

### **3. Introduction to Traffic Impact Analysis – Alan Snook**

Alan was asked to present an overview of a typical Traffic Impact Analysis (TIA). Alan explained the purpose of a TIA, the elements of a typical TIA, the type of data collected, the tools available for the analysis portion, and the specific questions that can be asked and answered in a TIA.

*Handout: PowerPoint Presentation titled "Air Introduction to Traffic Impact Analysis"*

### **4. Outline of the PDX Traffic Impact Analysis – Jamie Jeffrey**

Jamie is from the Portland Office of Transportation and provided an outline of the specific elements staff anticipates will be part of the PDX TIA. Jamie talked about the overall Airport Futures planning process and the creation of the Plan District as a related element. She described the area conditions, safety analysis, terminal options analysis, and the capacity analysis. She concluded with a description of the possibly recommendations from the TIA, specifically the recommended mitigation projects and timing of those projects.

Jamie also distributed a handout from the Metro's Transportation Element that shows performance measures for regional streets that will guide the recommended mitigation projects. Staff is currently in the process of writing a scope of work for the Airport TIA and Scott asked if anyone is interested in helping staff develop the scope and select the consultant.

*Handout: Table 11.1 from the Metro's Transportation Element*

*Handout: PowerPoint Presentation titled "Transportation Impact Study Basic Outline"*

### **5. Next Steps**

Scott asked again for volunteers to help with the PDX TIA consultant selection process and Laura Hudson graciously offered to help.

Jay mentioned that the next meeting will focus again on Land Use and an outline of the City's Land Use Plan along with a more detailed schedule of work to come.

#### Next Meeting

The next meeting will occur in late October. It will be held again at PDX, but this time in the evening.

Staff Follow Up