



2014 PORTLAND INTERNATIONAL AIRPORT BICYCLE & PEDESTRIAN MASTER PLAN



Mission: To enhance the region's economy and quality of life by providing efficient cargo and air passenger access to national and global markets.



September 5, 2014

Welcome to the 2014 Portland International Airport (PDX) Bicycle and Pedestrian Master Plan update. This plan updates PDX's 2003 plan, which at that time, was the first bicycle and pedestrian master plan completed by a U.S. airport.

Over the last decade, the Port of Portland has made significant progress on many of the plan's key recommendations. In 2006, a multi-use path with direct access into the main airport terminal was developed with secure, covered bike parking. In 2007, the Port added a connection between the Airport and the 40-Mile Loop, a major regional trail system.

As both bicycle tourism and commuting continue to grow in the Portland region, we felt it was important to offer these facilities to our customers and airport employees. More recent improvements include additional bike parking and a bicycle assembly stand near the Airport MAX light rail station. This year, PDX will add even more bike parking and a second assembly stand to keep pace with demand. The combination of these amenities, along with on- and off-roadway improvements made since 2003 have made it easier and safer for commuters and recreationalists to move through the airport area.

Our public website reflects the importance of bicycling at PDX. The site features a Bicycle Resources section on par with similar sections for Ground Transportation and Parking.

While PDX has done much to create and improve bicycle and pedestrian facilities on airport property, we still have to plan for the future. While updating this plan, we heard community stakeholders say they would like direct and safe connections between the airport and areas south of the airport in Northeast Portland. We also worked closely with our agency partners at the City of Portland, the City of Vancouver, Oregon Department of Transportation, TriMet, Metro, Oregon Health & Science University, and Portland State University. We will work with our partners to make these improvements a reality.

PDX continues to push the envelope when it comes to providing innovative customer service amenities and first class facilities. Thank you for your interest in this plan and for making PDX the best airport in the country!

Sincerely,

Vince Granato
Chief Operating Officer

7200 NE Airport Way Portland OR 97218
Box 3529 Portland OR 97208
503-415-6000

TABLE OF CONTENTS

- 1. Plan Scope**
- 2. Introduction**
- 3. Planning Background**
 - » 3.1 Cascade Station/Portland International Center Plan District
 - » 3.2 East Airport Area Bike and Pedestrian Study
 - » 3.3 City of Portland Transportation System Plan (TSP)
 - » 3.4 PDX Conditional Use Master Plan (CLUMP)
 - » 3.5 Airport Futures
 - » 3.6 Federal Aviation Administration (FAA) Issues
 - » 3.7 Other Related Port Initiatives
- 4. Outreach**
 - » 4.1 Employees of the Airport, Portland International Center, and the General Public
 - » 4.2 Port of Portland Employees
 - » 4.3 Port of Portland Police
 - » 4.4 External Bike and Pedestrian Planning Professionals
 - » 4.5 Other Outreach and Civic Engagement
- 5. Existing Facilities**
 - » Table 5.1 Existing Facilities by Type
 - » 5.1 Mixed Use Paths, Bike Lanes, and Sidewalks
 - » 5.2 Bike Parking
 - » 5.3 Oregon Welcome Center
 - » 5.4 Bicycle Assembly Area
 - » 5.5 Wayfinding Signage
- 6. Plan Policies**
 - » 6.1 Bicycle and Pedestrian Planning Policy
 - » 6.2 Bicycle and Pedestrian Facility Policy
- 7. Plan Maps**
 - » 7.1 PDX Bicycle Facilities
 - » 7.2 PDX Pedestrian Facilities
 - » 7.3 PDX Bicycle and Pedestrian Facilities Inset
 - » 7.4 Jurisdictional Bicycle and Pedestrian Facilities
- 8. Plan Projects**
 - » Table 8.1 Planned Facilities by Type - Projects
- 9. Areas of Concern**
 - » Area A Terminal Infield Access
 - » Area B NE 82nd Ave./NE Airport Way Intersection
 - » Area C I-205/NE Airport Way Southbound On-Ramp
 - » Area D Access from Points South
- 10. Plan Implementation**
 - » 10.1 Funding Sources
 - » 10.2 Plan Amendments
 - » 10.3 Follow on Activities
- 11. Appendices**
 - » Proposed Airport Terminal Bike Parking
 - » Public Outreach Survey
 - » Public Outreach Survey Responses
 - » Public Outreach Additional Comments
 - » City of Portland Transportation System Plan Maps

1.0 PLAN SCOPE

This plan updates the 2003 PDX Bicycle and Pedestrian Plan and follows a decade of investments by the Port of Portland (Port) in bicycle and pedestrian facilities at Portland International Airport (PDX). It is intended to address bicycle and pedestrian facility and circulation needs on the landside of airport property. This area includes Port owned lands, Port owned roadways, and City streets within and abutting Port property. This plan is not intended to address land on the airfield or with limited exceptions within the terminal building. The PDX Bicycle and Pedestrian Plan consists of policies, strategies, maps, and projects that define and support the bike and pedestrian network and guide its continued development.

Consistent with all plans for improvements at PDX, all future facilities in this plan reflect the Port's best current understanding and intent of how to address the Port's identified future needs. All future projects are subject to modification based on many factors, including but not limited to airport growth, policy changes at the federal, state, local or internal level, funding, or significant changes in assumptions about airport facilities.

New elements in this plan update that were not addressed in the 2003 plan include:

- » A review of new facilities completed since the 2003 plan;
- » A summary of the public outreach conducted as part of this update;
- » New policies, facilities, and programs;
- » A project list;
- » An implementation plan; and
- » An appendices section with information on public outreach and proposed bike parking.

2.0 INTRODUCTION

Bicycle and pedestrian planning was for many years a low priority in transportation planning in the United States. This was especially true at commercial airports, including PDX, where it was deemed an unnecessary element of the airport landside access system. The reasons for this included the belief that these modes were inconvenient for travelers with baggage in terms of time, distance, and effort, and that the Federal Aviation Administration (FAA) does not provide funding for, nor encourages spending money on, construction of these modes.

Significant changes in the planning for these modes began in the early 1990s. Changes to legislation at the federal level (Intermodal Surface Transportation Efficiency Act of 1991) and state level (Oregon Transportation Planning Rule) shifted the transportation focus from building highways to developing and implementing multi-modal transportation systems that offer transportation choices to people, reduce congestion, improve air quality, and save money. By the mid- to late 1990s this policy shift had become well integrated into transportation planning and financing at the federal (except FAA), state, regional and local levels. At the same time, public awareness about, demand for, and use of these modes (especially bicycles) increased significantly in the Portland region.

At PDX, there was an increasing demand, mostly from the many airport employees, to provide safe and convenient bicycle facilities to the terminal. In addition, there was increasing demand to add pedestrian connections between various on-airport activity nodes, especially between on-airport hotels and the terminal as well as to the light rail stations.

By 1998, the Port determined that it should develop its own plan for implementing bicycle and pedestrian improvements at the airport, based on the following drivers:

- » To address the increasing demand for bicycle and pedestrian facilities at PDX by employees and the general public.
- » A need to demonstrate that the Port was fully committed to multi-modal transportation planning, beyond cars, trucks, airplanes, and ships. Even though bicycle and pedestrian transportation planning was not mandated on the Port by any federal, state, regional, or local policy or regulation, the Port

deemed this an appropriate role as a major transportation agency in the region.

- » To be consistent with a newly created PDX Alternative Modes Strategy.
- » The Port's conditional use permit from the City of Portland (City) was set to expire in 2003 and the City could have potentially required alternative transport mode planning as a permit condition.
- » The Port had a number of upcoming large access projects (Airport MAX light rail, Airport Way Widening, Cascade Station and Mt. Hood Avenue Interchange) and needed a plan to provide bike and pedestrian guidance while designing and constructing those improvements.

By early 1999, the Port had commissioned its first bicycle and pedestrian planning study.

3.0 PLANNING BACKGROUND

The following major initiatives have informed the development of this plan.

3.1 Cascade Station/Portland International Center Plan District

In 1998, the City initiated the planning work necessary to adopt a new Cascade Station/Portland International Center (CS/PIC) Plan District. The plan district supported mixed use development that would accommodate light rail transit investments for the Airport MAX light rail extension from Gateway Transit Center to PDX. The CS/PIC Plan District was adopted by City Council in February 1999. One element of this plan district was a pedestrian and bicycle circulation system that called for bike lanes and sidewalks along the interior public street corridors supplemented by three mixed use trails that connect Ambassador Pl. with NE 82nd Ave., connect NE Alderwood Rd. (near NE 92nd Dr.) with the Mt. Hood Avenue light rail station, and connect the Cascade Parkway east circle with NE Airport Way near the I-205 southbound on-ramp.

In October 2000, Portland City Council adopted amendments to the CS/PIC Plan District that included the removal of the mixed use trail connection

between the Cascade Parkway east circle with NE Airport Way near the I-205 southbound on-ramp. The City action stated that this facility was removed because, "...that connection was hazardous, because it required crossing a ramp of I-205."

In 2005, the CS/PIC Plan District was amended further. The City added a section to address pedestrian connectivity between the Mt. Hood Avenue MAX Station Area and the intersection of NE Airport Way and NE 82nd Ave.



West entrance to the Columbia Slough trail that parallels the slough and runs adjacent to the PDX Employee Parking Lot.

Also in 2004, proposed changes to the CS/PIC Plan District to allow greater retail development within Cascade Station triggered an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA). The EA was completed in 2006; one of its findings was that existing and planned trails within the area were considered to be transportation facilities rather than recreational facilities.

3.2 East Airport Area Bicycle and Pedestrian Study

In 1999, the Port commissioned Browning/Shono Architects to conduct the East Airport Area Bicycle and Pedestrian Study. The goal of the study was to identify, analyze, and provide solutions for pedestrian and bicycle gaps in ground access to the airport terminal and its adjacent facilities. Study objectives included 1) identify critical gaps in pedestrian and bicycle access, 2) map existing and proposed routes, 3) develop a phasing plan, 4) identify implementation issues, and 5) determine bicycle parking and end-of-trip facility needs.

Study stakeholders included the Oregon Department of Transportation (ODOT), Metro, the City, the Bicycle Transportation Alliance (BTA), the Willamette Pedestrian Coalition, and the Columbia Corridor Association. Stakeholder participation in the process varied. While the City provided excellent input from the City Bicycle Coordinator, the City Pedestrian Coordinator position was vacant at that time of the study. In addition, the Willamette Pedestrian Coalition representative was not able to attend project meetings. As a result, the pedestrian element of this study was under-represented. Conversely, the bicycle element of this study had extensive participation, review, and was enthusiastically supported by agency representatives and bicycle interest groups.

The study focused on the “front door,” or east end, of the airport where the vast majority of trips occur. Existing needs on the south side of the airport (NE Alderwood and NE Cornfoot roads) and future needs at the west end of the airport (NE 33rd Ave. corridor) were not considered. Priority destinations for the study included the terminal building, Portland International Center (particularly light rail stations), Frontage Rd. properties, and connections to the existing regional pedestrian and bicycle network.

The study reviewed all possible connections between priority destinations and other activity locations and ranked them using the following criteria:

- » Mode Benefit – How many modes would the facility benefit and to what degree?
- » User Benefit – What is the relative number/category of potential users?
- » Local Destinations Service – Does the facility provide connectivity to one or more priority local destinations?

- » Network Connections – Does the facility represent a system addition for one or more modes?
- » General Performance – How good is the relative safety, convenience and ambiance of the facility?
- » Traffic System – To what degree will project degrade traffic performance?

These criteria were used to determine a preferred network of bicycle and pedestrian facilities for the east airport area. This preferred network centered around three primary conclusions derived from the evaluation process:

- » NE Airport Way/Frontage Rd. – The basic recommendation for the NE Airport Way corridor was to build parallel facilities for bikes and pedestrians using Frontage Rd., with new pathway connectors at the west and east ends. The primary issue that led to this recommendation was the future plans for a “freeway-like” NE Airport Way with interchanges and braided ramps.
- » Air Cargo Rd. – Provide bike and pedestrian crossings of NE 82nd Ave. at its intersection with Air Cargo Rd. and a terminal connection when light rail and the terminal access roadway were realigned in the future.
- » NE 82nd Ave. – Provide a safe bicycle and pedestrian crossing of NE Airport Way at NE 82nd Ave. and an east-side mixed use facility between NE Airport Way and NE Air Cargo Rd.

The result of the study formed the foundation of the 2003 PDX Bicycle and Pedestrian Plan. Not long after this plan was complete, the NE Airport Way Widening Project looked at incorporating the recommended mixed use facility running east-west on the north side of NE Airport Way between the new Mt. Hood Ave. Interchange and Marine Dr. This facility was found to be impracticable due to the presence of wetlands near I-205. With the input of many on the study stakeholder team, this connection was then replaced on the plan with a north-south mixed use connection between Mt. Hood Ave. and Marine Dr.

3.3 City of Portland Transportation System Plan (TSP)

In 2002, the City was in the final stages of adopting a transportation system plan to conform to the state transportation planning rule requirements. Late in the city's process, the Port learned that the draft city plan was inconsistent with the PDX Bicycle and Pedestrian Study's recommendation against building bike lanes and sidewalks along NE Airport Way. The City and the Port agreed that it was too late in the adoption process to change the system maps, so the following language was added to the plan instead: Reevaluate the pedestrian and bicycle designations between the Portland International Airport terminal and I-205, in conjunction with the update of the airport's conditional use master plan or a legislative action creating a plan district, with the goal of making complete pedestrian and bicycle connections between the terminal, Cascade Station, and Airport Way east of I-205, including through the Airport Way/Mt. Hood Interchange.

The City and the Port agreed that the PDX Bicycle and Pedestrian Plan would be included in the Conditional Use Master Plan application, and if approved through that process, the City would amend their transportation system plan to reflect the approval.

3.4 PDX Conditional Use Master Plan (CUMP)

In the fall of 2002, the Port submitted its CUMP application to the City that included the PDX Bicycle and Pedestrian Plan. Because the pedestrian element of the plan was under-represented during its development, the City and Port agreed that the Port should work with the City Pedestrian Coordinator and City Pedestrian Advisory Committee (PAC) to seek support for the pedestrian element. Any resulting changes to the pedestrian element would supplement the CUMP application for City approval.

Port staff met with the PAC to come to a consensus around a number of changes they proposed to the plan. A major point of discussion centered around planning for a pedestrian crossing of the Airport Way/I-205 southbound on-ramp. The Port did not find that such a crossing would be safe, economically feasible or practicable. The consensus changes added pedestrian facilities between the south side of the terminal along the Air Cargo Rd. corridor to NE 82nd Ave., required bicycle and pedestrian connectivity to be design considerations as the terminal area is expanded, and committed the Port to participate in any future review of a potential pedestrian crossing of the Airport

Way/I-205 southbound on-ramp. The consensus changes were submitted to the City to be considered in the CUMP application.

The revised PDX Bicycle and Pedestrian Plan was approved through the CUMP process by the City Hearings Officer and subsequently City Council with a condition that the Port present to the City six copies of the revised plan within three months. The revised plan was intended to meet that condition as well as provide a complete and understandable plan for Port, other agencies, and the public to use.

3.5 Airport Futures

In 2010, the Port and City completed the Airport Futures project which produced a new master plan for the airport, a new City Plan District for the airport area, and intergovernmental agreements (IGAs) to govern specific issues that cannot generally be well addressed in the City Zoning Code.

The Ongoing Agreements IGA most broadly addresses Bicycle and Pedestrian plans for the airport with the following statement:

“The Port and City agree to continue efforts to promote and improve pedestrian and bicycle access to the Airport and from adjacent residential neighborhoods to the south of the Airport. The Port and City acknowledge that the Port's current Pedestrian and Bicycle Plan is consistent with the City's requirements for bicycle and pedestrian access. The Port supports the development of pedestrian and bicycle plans on Port property – subject to the Port's Pedestrian and Bicycle Plan and consistent with FAA requirements regarding the use of airport funds on and airport lands.”

The Ongoing Agreements IGA also includes the following broader statement regarding regional transportation system improvements which include bicycle and pedestrian projects of interest to the airport:

The Port and City acknowledge that several regional and local transportation system improvements are desired to improve the livability and economic vitality of the areas surrounding the Airport. The Port and the City agree to reasonably advocate for the implementation of these transportation improvements and to seek funding for them when such improvements are appropriate and necessary. The Port and City agree to work closely to coordinate funding requests from state and federal sources when appropriate and available.

The new *Portland International Airport (PDX)* Plan District (City Zoning Code Section 33.565) recognizes that PDX is a unique land use within the City and includes tailored regulations to address a variety of issues, including impacts to transportation. Section 33.565.230 (Pedestrian Standards for Specified Uses) of the Code was included to ensure that new development associated with retail sales and office uses in the industrial zone (most of PDX) are consistent with City requirements for uses in more dense employment zones such as Cascade Station.

Finally, as part of the Airport Futures project the Port completed a Sustainability Report. The report outlines the guiding principles and goals for sustainability at PDX and defines it as, “meeting the region’s transportation needs without compromising the livability and quality of life for future generations.” Sustainability Goal 7 states, “PDX will expand and diversify passenger and employee transportation options, achieve the highest transit mode split in the nation and manage transportation demand to preserve mobility for all modes within the airport area.” Another sustainability goal seeks to “achieve carbon neutrality by 2035 in PDX controlled operations.” As the Port incorporates sustainability in all aspects of business at PDX, bike and pedestrian improvements will help the Port achieve these goals.

3.6 Federal Aviation Administration (FAA) Issues

The FAA specifically does not encourage the expenditure of aviation funds for bicycle and pedestrian improvements at airports. Such improvements are not eligible for federal airport improvement grants, nor are they usually eligible for expenditures of airport generated passenger facility charges. In addition, in

implementing their federal revenue diversion policy, the FAA typically does not support the expenditure of any other locally generated airport funds for bicycle and pedestrian improvements anywhere on airport property that may be used by significant numbers of non-airport users. In 2003, the FAA contacted the Port and asked us to certify that the planned bicycle and pedestrian network on our airport was primarily for airport related users. The Port submitted a written certification, which was subsequently approved by the FAA.

Federal actions that the FAA (and other federal agencies) may take in support of growth and modernization of PDX are subject to review under NEPA. One element of that review includes Section 4(f) which describes potential impacts to lands designated as publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites. In some circumstances, bike and/or pedestrian trails can be considered a “recreational area” or facility. Under federal guidelines, a conflicting use may not be approved for a Section 4(f) facility unless a determination is made that:

There is no feasible and prudent avoidance alternative to the use of land from the property; and the action includes all possible planning to minimize harm to the property resulting from such use; or

There is a determination that the use of the property, including any measures to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a de minimis impact on the property.

For recreation areas, a de minimis impact is one that will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f).

The Federal Highway Administration (FHWA) Section 4(f) Policy Paper (2005) states: If the publicly owned bikeway is primarily used for transportation and is an integral part of the local transportation system, the requirements of Section 4(f) would not apply, since it is not a recreational area. Section 4(f) would apply to publicly owned bikeways (or portions thereof) designated or functioning primarily for recreation, unless the official having jurisdiction determines it is not significant for such purpose.

Other than the potential that a future airport growth need will require the physical taking of the land that a trail occupies, the most likely adverse impact to a trail associated with airport growth would be the potential increase in aircraft noise for users of the trail.

Since development of the initial PDX Bike and Pedestrian Plan in 2003, there have been two major NEPA decisions where trails on or near airport property were reviewed as potential Section 4(f) facilities. In 2006, the FAA issued a Finding Of No Significant Impact-Record Of Decision (FONSI-ROD) for the Cascade Station/Portland International Center Environmental Assessment that included the following finding:

Based on this guidance and existing data, which indicates that the bikeways within the PIC site are used principally for transportation purposes, the bicycle trails within PIC are not considered by the agencies with jurisdiction over them (i.e., Metro, the City, and the Port) to be Section 4(f) lands.

In 2009, the FAA issued a FONSI-ROD for the PDX North Runway Extension that included the following finding: A multi-use path is located north of the Airport along the Columbia River and extends east to west between NE 33rd Avenue and I-205. The path is closed to motorized vehicles and is intended to be a non-motorized transportation link between the Airport and surrounding areas. While this trail's purpose is non-motorized transportation, residents do use it for recreational purposes. The multi-use trail is located adjacent to NE Marine Drive, the main east-west riverfront motorized vehicle roadway between the Columbia River and the Airport. As noted in the 2006 Portland International Center EA, the bike trails in the Airport vicinity are used principally as non-motorized transportation.

To date, bicycle and pedestrian facilities at PDX, including trails, have not been found to be Section 4(f) facilities under NEPA review. The Port anticipates that this issue will continue to be reviewed as future NEPA reviews are conducted.

3.7 Other Related Port Initiatives

Port of Portland Employee Wellness Program

The Port has undertaken a proactive program to increase the health and wellbeing of its employees.

The Port's Wellness Program is multi-faceted and seeks to create a culture of wellness and improve the overall health of Port employees and their families. In doing so, the Port has created a comprehensive strategy that incorporates wellness into every appropriate area of Port business, including:

- » Policy infrastructure;
- » Fitness and nutrition environment enhancement;
- » Improved information; and
- » Incentive programs.

Port of Portland Strategic Plan

The Port's strategic focus areas include being a regional leader in transportation infrastructure, customer service and excelling as a regional steward. As such, the Port advocates for regional transportation infrastructure that is sustainable and meets customer needs. The Port also strives to make PDX the best airport in the country. Providing first class bicycle and pedestrian facilities at the airport helps the Port fulfill these strategic plan goals.

4.0 OUTREACH

In support of the PDX Bike and Pedestrian Master Plan update, the Port conducted outreach to gather input about existing bike and pedestrian facilities and examples of potential future facilities from users of the systems. Outreach efforts are described in more detail in the following section.

4.1 Employees of the Airport, Portland International Center, and the General Public

In March 2013, the Port hosted an open house for airport employees. The event was advertised using an internal employee newsletter, fliers for airport employees, signage in the terminal, announcements at tenant operations managers' meetings and the widely viewed local bike blog, BikePortland.org. The open house also drew some Port employees, travelers and the general public.

Open house attendees identified themselves as airport terminal employees, employees of organizations in nearby Portland International Center or from the general public. The open house provided information on existing bike and pedestrian facilities and examples of potential future facilities. Attendees were encouraged to complete a questionnaire to collect feedback on the bike and pedestrian system serving PDX. The Appendix contains scanned versions of the questionnaires and feedback received.



Alderwood Rd at Columbia Blvd.

From the questionnaires and verbal feedback collected, the following themes emerged during the open house:

- » There is a clear desire for a safer crossing at NE Columbia Blvd. where it intersects with NE Alderwood Rd. and NE Cully Blvd. to increase safety for current cyclists and to remove barriers for new riders interested in commuting by bike.
- » Cyclists identified NE Cornfoot Rd. as an area where safety improvements are needed due to the narrow shoulder along the roadway.
- » Attendees suggested better wayfinding signage on airport property and along the I-205 bike path leading to the airport. They also suggested "Bikes on Roadway" signs for NE Cornfoot Rd.
- » Pedestrians and cyclists alike identified difficulties crossing the intersection at NE 82nd Ave. and NE Airport Way due to the timing of traffic signals, segmented crossings, and sharp angle of the sidewalk that connects to NE Frontage Rd.



NE Columbia Blvd. between NE Alderwood Rd. and NE Cully Blvd. looking west.

» Other issues identified by cyclists and pedestrians included:

- A sidewalk gap on NE Alderwood Rd. at McBride Slough.
- Poor visibility at the traffic roundabout near the Economy Lot due to vegetation limiting the sight distance.
- Lack of a sidewalk on the south side of NE Airport Way where pedestrians attempt to travel to the post office and hotels.
- The lack of a bike lane or cycle track on NE 82nd Ave. south of NE Alderwood Rd.



NE Cully Blvd. and NE Columbia Blvd. looking south.

A few members of the public attended the open house at PDX due to the notification on BikePortland.org and many more people provided comments online in response to BikePortland.org's posting about the open house.

Their feedback focused primarily on providing a safer connection at the crossing of NE Columbia Blvd. with NE Cully Blvd. and NE Alderwood Rd. They suggested that improvements in that location could remove a major barrier to connectivity between PDX, jobs centers around PDX and the rest of Portland's bike network to the south.

Others suggested that improvements are needed on NE Alderwood Rd. leading up to the Cully/Columbia/Alderwood intersection due to narrow shoulders, heavy truck traffic, and high speeds.

Some expressed concerns about bike security for flying passengers, while others felt that existing facilities were adequate due to high visibility and a regular police presence.

Other comments directed the Port to look into bike share programs, coordination with local transportation agencies and improved wayfinding signage on Port property.

4.2 Port of Portland Employees

In May 2013, an open house for Port staff was held to provide input on the master plan update. From the questionnaires and verbal feedback collected, the following themes emerged during the open house:

- » Pedestrian and cyclists' primary concern was a lack of a safe crossing of Airport Way to/from the headquarters building that avoids having to traverse several lanes of traffic or go through the terminal building. Some suggested using the existing fire traffic signal for a ground-level crossing.
- » Cyclists suggested that bike lanes, lower speeds, "Bikes on Roadway" signage and improvements to the storm drain grates along various roadways, such as Airport Way, could significantly increase safety and bike commute participation for Port and airport employees.
- » Commenters also identified NE Marine Dr. and crossings of it, as well as NE Alderwood Rd., as areas with safety concerns.
- » Cyclists stated that the multi-use path adds extra time to their commute and is also unsafe due to multiple intersections and pedestrian traffic.
- » Commenters wanted greater connectivity between paths, including safe and efficient routes to the post office, Cascade Station, PDX Maintenance and nearby amenities.
- » Cyclists requested more storage options for extra clothing, food and equipment, particularly for all-season commuters.
- » Pedestrians requested mileage markers to indicate distances along paths surrounding PDX.

4.3 Port of Portland Police

Port police officers provided input on bike usage around PDX as part of this plan update. In the course of their daily work, the police officers both observe

users of the bike and pedestrian facilities and are themselves users of them, particularly when conducting bike patrols. They offered the following comments:

- » Port employees crossing Airport Way when exiting the headquarters building is a major safety concern for Port police due to the high rate of distracted drivers in the area.
- » There are opportunities for improved directional signage. “Bikes on Roadway” signs on NE Cornfoot Rd., which may be helpful.
- » Pedestrian improvements are needed between hotels east of I-205 and Cascade Station, as pedestrians often make unsafe crossings at the I-205 southbound on-ramp.
- » The construction gate along NE 82nd Ave. is an area of potential bike/vehicle conflict due to a high volume of trucks in that area.

4.4 External Bike and Pedestrian Planning Professionals

In April 2013, the Port hosted a meeting and tour for local bicycle and pedestrian planning professionals from around the region. Attendees included representatives from the CityMetro, ODOT, TriMet, City of Vancouver, Portland State University and Oregon Health Sciences University.

The goal of the meeting and tour was to share information on the update of this plan, get input on issues to consider and to take a look at existing airport facilities and areas for improvement. The same group also offered valuable input and review of this document.

4.5 Other Outreach and Civic Engagement

Portland PedalPalooza

In past years, the Port has supported organizers of a ride to the airport as part of the annual bike event PedalPalooza, which takes place throughout the month of June each year. The purpose of the ride is to show people that the Portland airport welcomes bicyclists and it is accessible by more than one route. It has also been a chance to provide information to people about bike parking at PDX and how to travel by air with your bicycle. In 2013, the ride was instead offered by the City’s Bureau of Transportation Portland By Bicycle program and called the Wheels and Wings Ride.

Travel Oregon

The Oregon Welcome Center at PDX is operated by the State’s Tourism Commission (i.e. Travel Oregon) and serves as the airport’s tourist information office. The Welcome Center has been a supporter and advocate for the PDX bicycle and pedestrian program. The Welcome Center is also where travelers can go to check out bicycle tools and a tire pump for use at PDX.

PDX Citizen Advisory Committee (CAC)

The CAC is a bi-state, regional and diverse committee whose purpose is to support meaningful and collaborative public dialogue and engagement on airport planning and development matters that impact the surrounding community. The CAC meets quarterly and all meetings are open to the public. Port staff has briefed the CAC on the 2013 PDX Bicycle and Pedestrian Plan Update. The CAC will continue to review and comment on bicycle and pedestrian improvements at PDX in 2014.

5.0 EXISTING FACILITIES

Since the development of the 2003 PDX Bicycle and Pedestrian Plan a number of key facilities have been added to supplement other limited bicycle and pedestrian facilities at and around the airport. This section quantifies the facilities existing either on or directly serving airport lands by type, size and jurisdiction. For non-Port facilities off of airport lands, this plan has selected only certain key links that are critical to serving the airport.

This section includes descriptions and photos of key facilities serving bicycles and pedestrians around the airport.

Existing facilities include:

- | | |
|-----------------------------|--------------------------------------|
| » Multi-use paths | » Light Rail |
| » Bike lanes | » Bicycle assembly area |
| » Sidewalks | » Bike tool check-out |
| » Bike/auto shared roadways | » Directional and wayfinding signage |

Table 5.1 - Existing Facilities By Type

Multi-Use Path	Link	Length (miles)	Jurisdiction
Terminal Connector	East Terminus of Frontage Road to Terminal	0.60	Port
Marine Drive Connector	Frontage Rd. to Marine Drive	0.42	Port
82nd Avenue (east side)	Air Cargo Rd. to Frontage Rd.	0.19	Port
MEPS Connector	Ambassador Place to Embassy Suites Road	0.10	Port/City Easement
Mt. Hood Avenue (east side)	Eastbound Ramp Intersection to Frontage Road	0.10	Port
Mt. Hood Avenue (east side)	Cascades Parkway to Eastbound Ramp Intersection	0.19	City
Columbia Slough Trail	Glass Plant Road to 92nd Drive	0.55	Port/City Easement?
Columbia Slough Trail	92nd Drive to Alderwood Rd.	0.33	Port/City Easement?
Alderwood Road	Glass Plant Road to I-205 Trail (105th Avenue)	0.09	City
Marine Drive Trail	I-205 to 33rd Avenue	4.83	City
I-205 Trail	Marine Drive to Columbia Slough	0.66	ODOT

Bike Lane	Link	Length (miles)	Jurisdiction
82nd Avenue	Air Cargo Road to Alderwood Road	0.30	Port
Frontage Road	Mt. Hood Avenue to Avis Driveway	0.21	Port
Alderwood Road	Cornfoot Road to Glass Plant Road	1.75	City
Mt. St. Helens Avenue	Cascades Pkwy. To Alderwood Road	0.28	City
Cascades Parkway	Alderwood Road to East Terminus	1.11	City
92nd Drive	Alderwood Road to Columbia Slough Trail	0.09	City
AirTrans Way	Cornfoot Road to Northern Terminus	0.47	Port
33rd Avenue	Marine Drive to Columbia Blvd.	1.84	City

Shared Roadway	Link	Length (miles)	Jurisdiction
Frontage Road	Avis Driveway to Western Terminus	0.91	Port
Embassy Suites Driveway	82nd Avenue to MEPS Trail	0.06	Port
Ambassador Place	Cascades Pkwy to Terminus	0.08	City
Air Cargo Road	82nd Avenue to Western Terminus	0.62	Port

Table 5.1 - Existing Facilities By Type (Continued)

Sidewalk	Link	Length (miles)	Jurisdiction
Frontage Road (north side)	Mt. Hood Avenue to Western Terminus	1.12	Port
82nd Avenue	Alderwood Road to Air Cargo Road	0.30	Port
Mt. Hood Station Connector	82nd Avenue to FBI Bldg.	0.23	Port
Embassy Suites Driveway (south side)	82nd Avenue to MEPS Trail	0.06	Port
Cascades Pkwy	Alderwood Road to East Terminus	1.11	City
Mt. St. Helens Avenue	Cascades Pkwy. To Alderwood Road	0.28	City
Alderwood Road	82nd Avenue to Glass Plant Road	1.32	City
Ambassador Place	Cascades Pkwy to Terminus	0.08	City
92nd Drive	Alderwood Road to Columbia Slough Trail	0.09	City
Airport Way (south side)	Holman to Westbound to Southbound On-Ramp	0.47	ODOT
Alderwood Road (intermittent)	Cornfoot to 82nd Avenue	0.42	City
AirTrans Way (east side)	Cornfoot to Northern Terminus	0.47	Port
Cornfoot Road (north side)	AirTrans Way to 47th Avenue	0.38	City

Bicycle Parking & Other	Type	Capacit (spaces)	Jurisdiction
Lower Roadway – South End	Ribbon Racks (3)	30	Port
Lower Roadway – North End	Ribbon Racks (1)	10	Port
Inbound Roadway – Employee	Inverted “U” Racks (10)	20	Port
Inbound Roadway – Public	Inverted “U” Racks (10)	20	Port
Port of Portland Offices	Storage Room with Bike Hangers	30	Port
Lower Roadway – South End	Bicycle Assembly Station	1	Port
Port of Portland Offices	Bicycle Assembly Station	1	Port



Terminal Multi-use Path looking inbound (west) near Concourse E.



The beginning of the Terminal Multi-use Path at the west end of NE Frontage Rd.

5.1 Mixed Use Paths, Bike Lanes, and Sidewalks

Terminal Connector Multi-use Path

This 0.6 mile separated path was completed in 2006. It connects the airport terminal with the north side of NE Frontage Rd.



Light rail trains provide storage space for bicycles.

Airport Light Rail

The Trimet MAX light rail line to PDX opened in 2001 and carries 3,500 riders to and from the airport daily. With a station adjacent to the terminal, MAX is utilized by many cyclists for a portion of their trip.

Marine Drive Connector Multi-use Path

This multi-use path was completed in 2008 and connects Marine Dr. west of I-205 with the Mt. Hood Ave. Overpass and NE Frontage Rd. This path allows better access to PDX for people coming from the west along Marine Drive, as well as those wanting to access the multi-use path at the Glenn Jackson (I-205) Bridge.



The Marine Drive Connector multi-use path looking west. The crossing of Marine Dr. to the right was installed along with the Connector project.



The Marine Dr. Connector looking north as it passes along the west side of the PDX Economy Parking Lot.



Frontage Rd. looking east.

NE Frontage Rd. Shared Facility and Sidewalk

NE Frontage Rd. parallels NE Airport Way for about 1.0 mile between the PDX Economy Parking Lot to its terminus near Atlantic Aviation. The Terminal Connector Multi-use Path then continues on to the terminal. When the road was rebuilt in 2006, a sidewalk was added on the north side to serve the businesses that front it. Because of the relatively low (2,200/day vs. 50,000-60,000/day on Airport Way) traffic volumes on this road, it is designated as a shared bike and automobile facility.



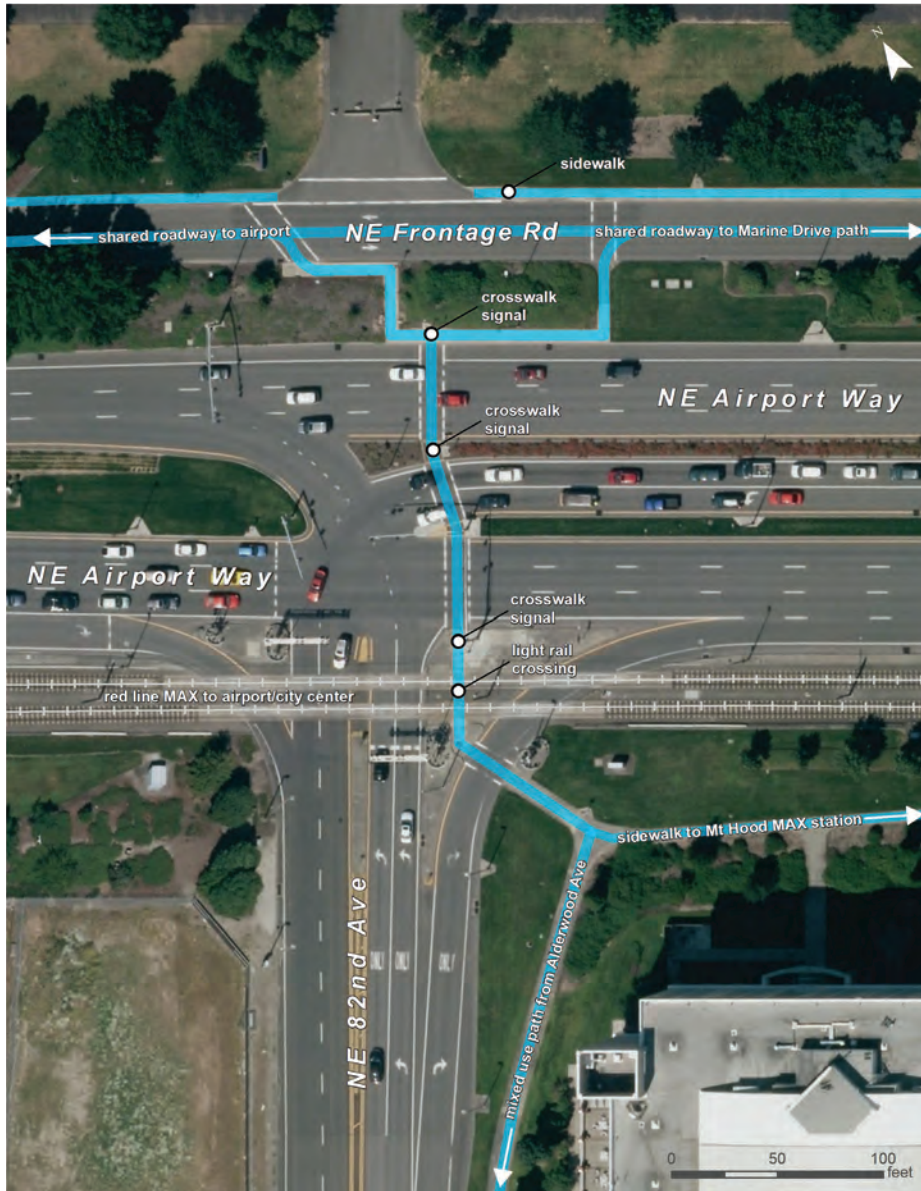
The at-grade pedestrian and bicycle crossing of NE Airport Way at NE 82nd Ave., looking north.



The multi-use path along NE 82nd Ave. looking north toward NE Airport Way.

NE 82nd Ave. Sidewalks and Bike Lanes

As part of the project to rebuild of NE Frontage Rd. described above, the Port also built sidewalks and added bike lanes on both sides of NE 82nd Ave. from NE Air Cargo Rd. to NE Alderwood Rd. A multi-use path was installed on the east side of NE 82nd Ave. between NE Air Cargo Rd. and NE Airport Way as part of the Airport MAX light rail project in 2001.



Bicycle and pedestrian crossing of NE Airport Way at NE 82nd Ave.



Sidewalks exist on both sides of NE 82nd Ave. between NE Alderwood Rd. and NE Air Cargo Rd. This photo looks south along NE 82nd Ave.



The sidewalk that connects the intersection at NE Airport Way and NE 82nd Ave. with the Mt. Hood Avenue Station light rail stop, looking east.

Mt. Hood Avenue Station Connector

As previously mentioned, this multi-use path is being built as development occurs. It connects the pedestrian intersection at NE Airport Way and NE 82nd Ave. with the Mt. Hood Avenue MAX station. As of this update, approximately 1,400 feet of the 2,000-foot alignment has been paved.



Looking south across the Mt. Hood Avenue Overpass.

Mt. Hood Avenue Interchange

The Mt. Hood Avenue Interchange was finished in 2001 and replaced a traffic signal, formerly at that location on NE Airport Way. It connects Cascade Station with NE Frontage Rd. and the Marine Dr. Multi-use Path. The overpass has a 10-foot wide multi-use path.



The Mt. Hood Avenue Overpass from the multi-use path.

Columbia Slough Trail

This 4,700-foot trail runs along the south edge of the Portland International Center. It is on airport property and is part of the City trails inventory; however, the Port has maintained it for many years. In 2013, the entire path was completely rebuilt.



The Columbia Slough Trail in Portland International Center. Rebuilt by the Port in 2013.



A typical street section in Cascade Station.

Cascade Station/Portland International Center

The Cascade Station development is well served by a combination of bicycle lanes, sidewalks and two MAX light rail stations.



The multi-use path connecting Cascade Station to NE 82nd Ave. at the U.S. Military Entrance Processing Command Station (MEPS).

Military Entrance Processing Command (MEPS) Connector

This multi-use trail connects Cascade Station to NE 82nd Ave. adjacent to the MEPS facility and provides enhanced connectivity within Portland International Center.



Bike parking near the Airport MAX light rail platform on the south end of the lower terminal roadway.

5.2 Bicycle Parking

Terminal South Side

Three ribbon racks are located outside the terminal building on the lower roadway near the MAX light rail platform. This area can accommodate approximately 30 bikes.



Secure employee bike parking and additional parking for the general public near Concourse E, lower roadway.

Terminal North Side

Two bike parking areas are located on the north side of the lower roadway at the terminus of the Terminal Connector Multi-use path. One is a secured area for airport employees and the other is an unsecured area for general use. Together, these two areas have space for approximately 40 bicycles. There is also one additional ribbon rack near the front of the terminal on the north side of the deplaning level.



The Oregon Welcome Center operated by Travel Oregon checks out bicycle tools and a bike pump to cyclists.

5.3 Oregon Welcome Center

Travel Oregon, part of the State of Oregon tourist information department, operates a visitor information center in the baggage claim area of PDX. Cyclists can check out bike repair tools and a bike tire pump there.



The bicycle assembly area at PDX near the Airport MAX light rail platform, baggage claim and the elevator to the ticket lobby.

5.4 Bicycle Assembly Area

The assembly area allows those flying in or out of PDX a place to assemble or disassemble their bicycle. It can also be used by airport employees for minor repairs. The Port is planning to install an additional assembly stand in this area with tools and a tire pump attached.



Directional signage at the Airport MAX light rail platform.



Directional signage in the airport baggage claim area.

5.5 Wayfinding Signage

Bike Assembly

In 2010, the Port added the Bike Assembly Area to its wayfinding signage in the baggage claim area.



Typical directional signage installed and maintained by the City of Portland in the airport area.



Typical directional signage installed and maintained by the City of Portland in the airport area.

Typical Pathway Directional Signage

The City has installed bicycle destination signage on Port facilities around the airport.

6.0 PLAN POLICIES

Policy 6.1 BICYCLE AND PEDESTRIAN PLANNING POLICY

IT IS THE POLICY OF THE PORT OF PORTLAND TO PLAN FOR BICYCLE AND PEDESTRIAN ACCESS AS ALTERNATIVE ACCESS MODES FOR PORTLAND INTERNATIONAL AIRPORT

- 6.1.1 Include bicycle and pedestrian access and circulation as an element in broader facility planning at Portland International Airport. Examples include Master Plan updates and major airport access planning studies.
- 6.1.2 Participate at Metro in bicycle and pedestrian planning as part of any amendments to Active Transportation Plan and the West Columbia Corridor Sub-area of the Regional Transportation Plan.
- 6.1.3 Participate at the City of Portland in bicycle and pedestrian planning as part of any amendments to the Northeast and Far Northeast Transportation Planning areas of the City of Portland Transportation System Plan.
- 6.1.4 Ensure that planned bicycle and pedestrian facilities on airport property are consistent with the FAA Revenue Diversion Policy, and any other FAA regulations or requirements.
- 6.1.5 Participate as a stakeholder in any future review of the feasibility of a pedestrian crossing of the southbound on-ramp to I-205 from Airport Way. Other participants should include ODOT, PBOT, and commercial lessees in Cascade Station Development Company. Such a review should balance the need for direct pedestrian connections with the policy, operational, safety, and financial impacts of such a crossing.

Policy 6.2 BICYCLE AND PEDESTRIAN FACILITY POLICY

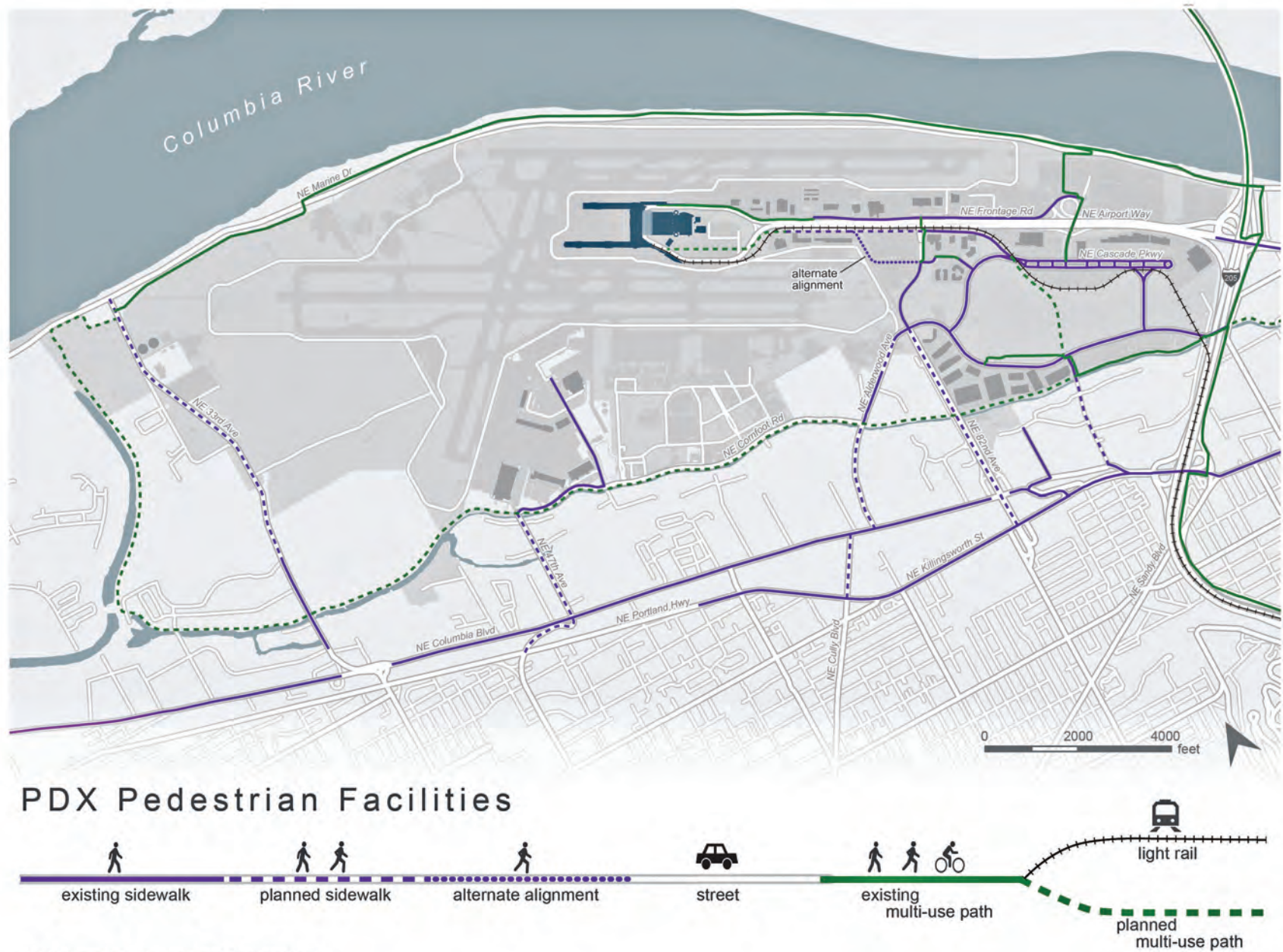
IT IS THE POLICY OF THE PORT OF PORTLAND TO ENCOURAGE AND SUPPORT BICYCLE AND PEDESTRIAN ACTIVITY ON THE LANDSIDE OF PORTLAND INTERNATIONAL AIRPORT BY PROVIDING FACILITIES THAT ARE SAFE, CONVENIENT, AND CONSISTENT WITH THE UNIQUE CHARACTER AND REQUIREMENTS OF THE AIRPORT

Strategies:

- 6.2.1 Plan for and build facilities that provide reasonably direct connections between activity nodes on-airport and provide connections to the surrounding regional system.
- 6.2.2 When constructing bicycle and pedestrian facilities, use City of Portland and/or State of Oregon construction standards whenever practicable.
- 6.2.3 Avoid placing bicycle or pedestrian facilities along Airport Way except in the terminal area. Use parallel roadway corridors for bicycle and pedestrian facilities.
- 6.2.4 Include bicycle and pedestrian connectivity within the terminal area as a design consideration in future roadway, parking and terminal area development.
- 6.2.5 Include safe and convenient bicycle and pedestrian facilities in the design of the future interchange at the intersection of Airport Way and 82nd Avenue.
- 6.2.6 Require new airport tenant development to construct planned pedestrian and bicycle facilities whenever practicable.
- 6.2.7 The passenger terminal is the primary airport destination for bicycles and pedestrians. Serving the needs of the airport passenger has priority over providing bicycle and pedestrian facilities for airport employees.
- 6.2.8 Advocate for City and State bicycle and pedestrian projects on facilities that provide direct access to, or a critical link to airport land uses.

[illegible]

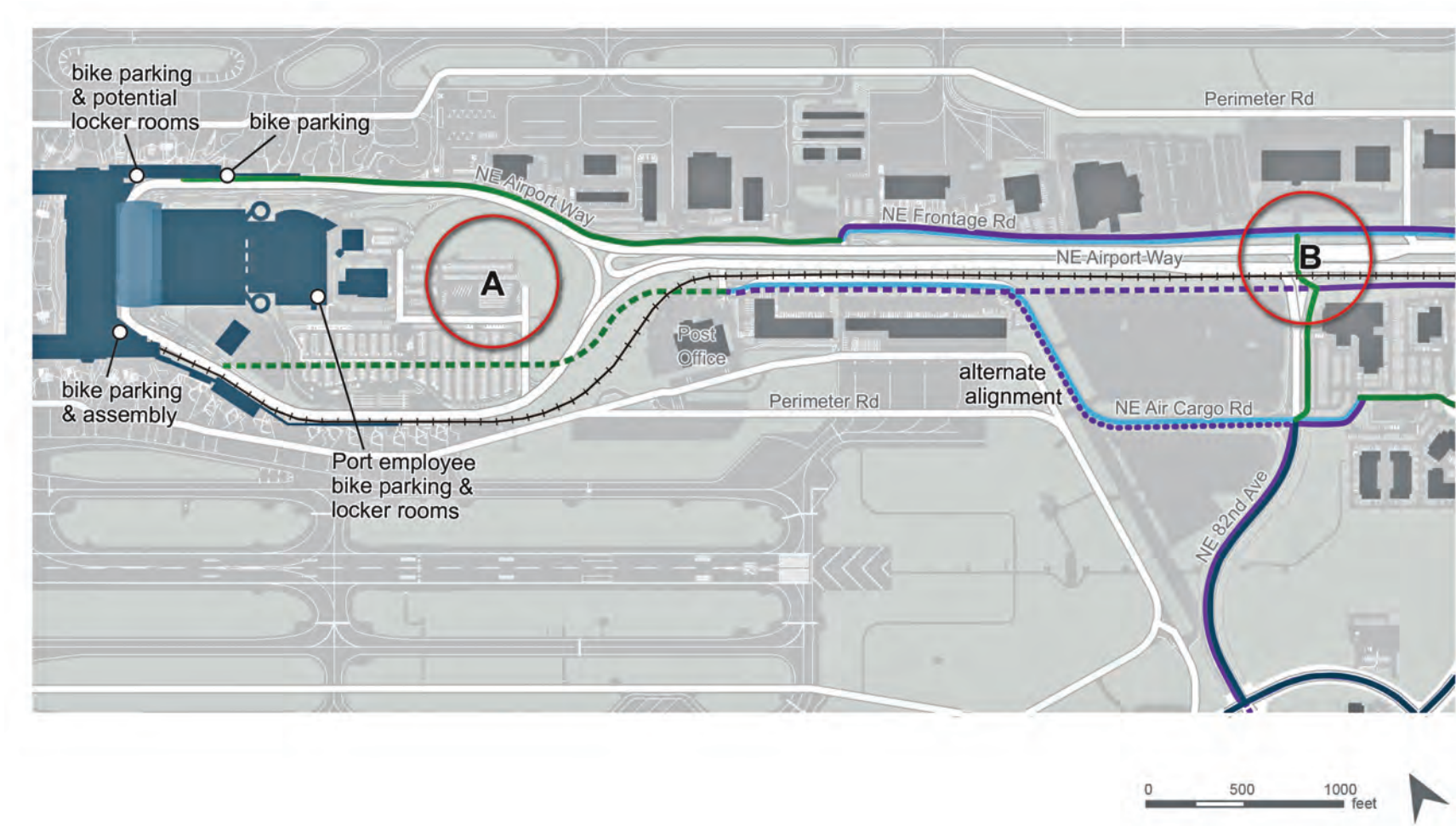
7.2 PDX Pedestrian Facilities



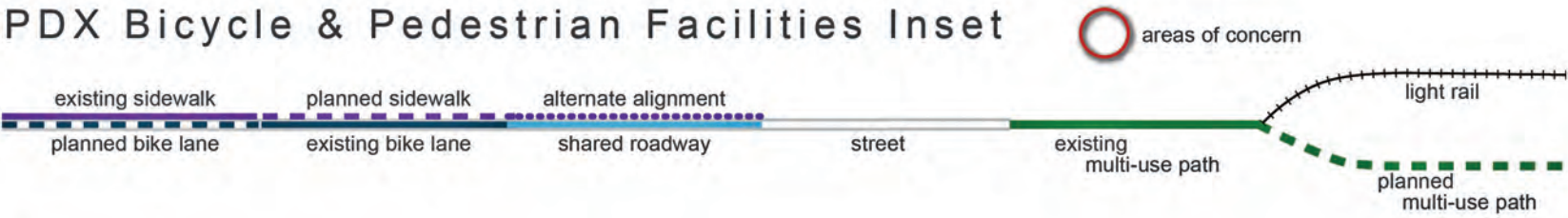
PDX Pedestrian Facilities

PDX Bicycle & Pedestrian Master Plan

7.3 PDX Bicycle and Pedestrian Facilities Insert



PDX Bicycle & Pedestrian Facilities Inset



7.4 Jurisdictional Bicycle and Pedestrian Facilities



PDX Bicycle & Pedestrian Master Plan

8.0 PLAN PROJECTS

The following tables include future projects that should be completed to provide a complete system bicycle and pedestrian facilities serving PDX. The Port will only have control over projects that are identified as “Port” in the tables. Projects identified as “ODOT” or “City” are the responsibility of those agencies, however the Port shall be advocating for and helping to secure funding for those projects whenever possible.

Table 8.1 - Planned Facilities By Type - Projects

Multi-Use Path	Link	Length (miles)	Jurisdiction
Terminal Trail – South Side	West Terminus of Air Cargo Road to Terminal	0.52	Port
PIC Connector	Alderwood Road near 92nd Drive to Mt. Hood LRT Station	0.56	Port
Cornfoot Road	Alderwood Road to 47th Avenue	1.50	City
Columbia Slough Trail	47th Avenue to Peninsula Slough	1.76	City
Marine Drive Trail	33rd Avenue to Peninsula Slough	0.33	City
Peninsula Slough Trail	Marine Drive to Columbia Slough	1.33	City
Bike Lane	Link	Length (miles)	Jurisdiction
82nd Avenue	Alderwood Road to Columbia Slough	0.40	City
82nd Avenue	Columbia Slough to Webster Street	0.71	ODOT
Alderwood Road	Cornfoot to Columbia	0.44	City
Cornfoot	Alderwood to 47th Ave.	1.50	City
47th Avenue	Cornfoot Road to Columbia Blvd.	0.47	City
Cully Blvd.	Columbia to Lombard	0.25	City
Sidewalk	Link	Length (miles)	Jurisdiction
Air Cargo Road (LRT alignment)	82nd Ave. to western terminus	0.54	Port
Air Cargo Road (alternate alignment)	82nd Ave. to western terminus	0.62	Port
Mt. Hood Station Connector	FBI Bldg. to Mt. LRT Station	0.11	Port
82nd Avenue	Columbia Slough to Webster Street	0.71	ODOT
82nd Avenue	Alderwood Road to Columbia Slough	0.40	City
Alderwood Road (Gaps)	82nd to Cornfoot	0.32	City
Alderwood Road	Cornfoot to Columbia	0.44	City
47th Avenue	Cornfoot to Columbia	0.47	City
33rd Avenue	Elrod Drive to Marine Drive	1.25	City
Cully Blvd.	Columbia to Lombard	0.25	City
Other	Type	Amount Needed	Jurisdiction
Lower Roadway – South End	Bike Parking Racks	As needed	Port
Lower Roadway – North End	Bike Parking Racks	As needed	Port
Lower Concourse E	PDX Employee Locker Room	TBD	Port
Lower Roadway – North End	Bicycle Assembly Station	1	Port
Terminal Area	Enhanced Wayfinding Signage	TBD	Port
Airport - not at Terminal	Enhanced Wayfinding Signage	TBD	Port

9.0 AREAS OF CONCERN

Four major unresolved issues have been identified as part of this plan. Two of them are primarily related to safety and the other two are primarily related to convenient access to the airport. Each of these issues will require special attention to resolve. The locations of these areas are shown on the Jurisdictional Bicycle and Pedestrian Facilities Map and have been identified as Areas of Concern A through D.

Area A: Terminal Infield Access

This is an issue associated with employee access to offices located in the terminal infield area. Affected employees are primarily associated with Port headquarters but also apply to the FAA Tower Offices and employees of the Port's Airport Parking operator.

The PDX terminal trail provides direct, convenient and safe access to the terminal which is the primary destination for all air passengers and the large majority of airport employees. In contrast, the route is more circuitous for employees that work in the terminal infield area located inside the terminal loop road. For these infield employees the Port recommends that users continue on the terminal trail to the terminal and then use the tunnels under the P1 and P2 garages to access their offices. While this recommended route is safe, it is also out of direction. As a result, some infield employees choose to cut across the vehicular lanes on the terminal loop road.

Traffic using the roads in this area is a mix of users that include pick up/drop off, taxis, and shuttle buses. These users include but are not limited to: 1) private vehicles that are deciding their lane choice to either long term parking, short term parking, the arriving (lower) roadway, or departing (upper) roadway, 2) rental car return customers, 3) commercial vehicles such as taxis, limos, and shuttles, 4) airport parking buses, 5) drivers leaving the airport from the parking exit plaza. Cyclists and pedestrians making the crossings in this area are generally doing it in an area with an "S" curve in the roadway, and significant traffic weaving from the terminal return roadway.

Crossings of the terminal road continue to occur despite efforts to dissuade cyclists and pedestrians from making them. The Port should continue to educate

employees on the dangers of crossing in this area and seek opportunities to make improvements that will increase safety and connections for all transportation users in this area.

Area B: NE 82nd Ave./ NE Airport Way Intersection

This intersection affects convenient access to the airport and applies to all cyclists and pedestrians accessing the terminal area and NE Frontage Rd. area from NE 82nd Ave.

The intersection of NE 82nd Ave. at NE Airport Way has very high traffic volumes, an at-grade light rail crossing, and a signalized bike and pedestrian crossing of NE Airport Way on the east leg. Accommodation of all this traffic has necessitated a three-cycle bicycle and pedestrian crossing of NE Airport Way at the intersection. Strict adherence to the pedestrian signals can result in the crossing taking up to four minutes. This length of time is understandably unacceptable to bike and pedestrian users and invites them to disregard the signals. Allowing more passage time for the bike and pedestrian movement would result in unacceptable levels of service for vehicles at the intersection. Because auto volumes are very high and bicycle and pedestrian usage is very low, autos are prioritized in signal timing.

In the short term, the Port should continue to look for ways to improve crossing times at this intersection. In the even shorter term there may be a way to add a separate signal for bikes allowing a single phase crossing. In the longer term, the airport master plan has identified a need to provide an interchange at this location. Design of that facility should include a focused effort to improve crossing times for cyclists and pedestrians.

Area C: I-205 /NE Airport Way Southbound On-Ramp

This is a safety issue primarily related to pedestrians walking between the offices and hotels on the east side of I-205 and the Cascade Station retail areas on the west side of I-205.

When the I-205/NE Airport Way Interchange was originally built by ODOT in the 1980s, it included sidewalks along the south side of NE Airport Way between NE Holman Rd. and the eastbound to southbound on-ramp. At that time the NE Airport Way corridor was largely undeveloped on both sides of the freeway resulting in virtually no pedestrian activity. Over time, significant commercial

development occurred on the east side of I-205, while lands on the west side remained largely undeveloped. During the 1999-2001 timeframe, significant investment in transportation infrastructure occurred in support of the Airport MAX light rail project and associated Cascade Station development. One of these projects was the widening of NE Airport Way which included the widening of the eastbound to southbound on-ramp from one lane to two lanes. At that time the City took the pedestrian crossing of the ramp out of the zoning code based on a finding that it was “hazardous” (see Section 3.1). As the Cascade Station commercial area continued to develop and provided a significant pedestrian attractant for the many people staying in hotels or working in offices on the east side of the freeway. Currently, pedestrians make many crossings each day of the two-lane, high-speed, free flow southbound on-ramp. Despite the obvious safety concerns, both ODOT and the City have been reluctant to remove the sidewalk in the interchange area that leads people to this crossing. The crossing is not on Port property and therefore the Port has little or no control of this situation. The Port remains concerned about this significant safety issue and will continue to suggest changes to the City and ODOT.

Area D: Access From Points South

This is a convenient access to the airport area that applies to all cyclists and pedestrians wishing to access the airport area from the neighborhoods south of NE Columbia Blvd.

Since the late 1990s, the Port has worked diligently to complete a bicycle and pedestrian system within the boundaries of airport property. The few remaining projects on the airport are associated with future development. While the on-airport system is developed, direct connections to the remainder of the city is lacking. Transportation corridors leading to the airport without bicycle and pedestrian facilities include NE 82nd Ave. (city and state jurisdiction), NE Cully Blvd. through NE Alderwood Rd. (city jurisdiction), and NE 47th Ave. through NE Cornfoot Rd. (city jurisdiction). Indeed, the most common complaint in the public outreach element associated with this plan update was the lack of facilities at the intersections of NE Columbia Blvd./NE Cully Blvd. and NE Columbia Blvd./NE Alderwood Rd.

Section 3.3 of the Airport Futures Ongoing Agreements IGA states:

The Port and City acknowledge that several regional and local transportation system improvements are desired to improve the livability and economic vitality of the areas surrounding the Airport. The Port and City agree to reasonably advocate for the implementation of these transportation improvements and to seek funding for them when such improvements are appropriate and necessary. The Port and City agree to work closely to coordinate funding requests from state and federal sources when appropriate and available.

Consistent with this statement, the Port will continue to advocate for and seek funding opportunities for improvements to these connections.

10.0 PLAN IMPLEMENTATION

10.1 Funding Sources

While there are a number of funding sources available to airports generally, many of these funds are reserved for improvements that directly impact the safety, capacity and operation of aircraft at the airport. With the exception of Passenger Facility Charges (PFCs), the use of airport funds that need airline approval or any FAA grants may not be considered to fund any of the improvements anticipated in this plan. The following revenue sources are available for funding improvements in this plan:

- » Port Cost Center – This funding source is comprised of airport funds generated predominately by airport parking and rental car revenues. With the exception of federal revenue diversion regulations, these funds are controlled by and can be used at the sole discretion of the Port. Most of the bicycle and pedestrian improvements in the plan will likely be funded from this source.
- » Developer – In some limited cases, facilities in this plan will be constructed associated with on-airport land development. For example, the mixed use facility in Portland International Center that connects NE Ambassador Pl. with NE 82nd Ave. was built by a private developer who leased the abutting land to build. Construction of the mixed use path was a requirement of the lease. No airport money is used in these cases.
- » Passenger Facility Charges (PFCs) – This funding source consists of fees imposed by an airport on enplaned passengers when they are departing or connecting the airport. The fees are then used by the airport to fund FAA-approved projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition. While PFCs will not be approved for standalone bicycle or pedestrian projects, it is possible that they can be used to fund some of these elements as part of a larger airport access project such as a new or realigned airport access road. The Port will seek PFC funding for bicycle and pedestrian elements whenever possible.

10.2 Plan Amendments

The Port is not required to adopt plans that address and are consistent with Oregon's statewide planning goals. Therefore, there is no state-mandated public involvement or adoption process that must be followed to adopt or amend this or any other Port plan. The Port does, however, conduct extensive planning to address its future needs, and voluntarily includes a strong public involvement component. The 2003 PDX Bicycle and Pedestrian Plan had extensive public involvement through its initial completion and subsequently through the Airport Futures process. This involvement was key to the City acknowledging in the On-going Agreements IGA that the Port's plan was consistent with the City's plan. The 2014 update of this plan also had extensive public involvement, as described in Section 4.0.

The Port will employ the following steps when it considers changes to this plan:

- » Consult with and consider the input from the PDX Community Advisory Committee on potential amendments.
- » Check with the City to see if the proposed change is consistent with the City Transportation System Plan.
 - If yes, then consult with the City Bicycle Coordinator, Pedestrian Coordinator, and/or ODOT Bicycle & Pedestrian Coordinator, as appropriate, to get input on issues to consider prior to implementation. Implement the change with any appropriate modifications.
 - If no, then consult with the City about the process needed to amend the City Transportation System Plan consistent with the proposal including stakeholder and public involvement processes. Based on this input, the Port would then make a decision about whether to proceed with a request to change the City Transportation System Plan. While not required, the Port expects that any significant changes will be supported by a study.

10.3 Follow on Activities

Based on outreach and needs identified in this plan the Port should conduct the follow-on activities to include:

10.3.1 Facility Enhancements

1. Continue to work with external stakeholders to seek ways to enhance access to the airport area from NE Portland, particularly via the NE Cully Blvd. / NE Alderwood Rd. intersection and along NE Alderwood Rd.
2. Work with internal and external stakeholders to investigate potential ways to improve the signalized bicycle and pedestrian crossing of NE Airport Way at NE 82nd Ave.
3. Ensure completion of the pathway from the NE Airport Way/NE 82nd Ave. intersection to the Mt. Hood Avenue Light Rail Station.
4. Satisfy bicycle parking demand at the airport terminal building as it occurs.
5. Enhance wayfinding signage for bicyclists and pedestrians throughout the airport area on Port owned property including:
 - a. Directional signage at the terminal;
 - b. "Bikes on Roadway" signage for various roadways; and
 - c. Evaluating the feasibility of replacing the existing stop signs on the terminal connector multi-use path with yield signs
6. Work with external stakeholders to explore feasible pedestrian and bicycle improvements along NE 82nd Ave. south of NE Alderwood Rd.
7. Work with external stakeholders to assess the potential for developing bicycle and pedestrian facilities along NE Cornfoot Rd. from NE 47th Ave. to NE Alderwood Rd.

8. Assess the potential for developing a locker room for airport employees - intended for cyclists - on the lower level of the E Concourse near the existing secure bike parking area.
9. Work with external stakeholders to address the safety hazard at the de facto at-grade pedestrian crossing of Airport Way at the southbound off ramp to I-205.

10.3.2 Programs

1. Once a year, Planning and Landside Operations staff should meet with Port Police to evaluate current bicycle and pedestrian facilities, discuss enforcement issues - including theft - and identify any needed facility improvements.
2. Working with the Port Research and Customer Service departments, consider developing a process to survey airport employees on a periodic basis to gauge satisfaction with existing bike and pedestrian facilities and programs.
3. Explore the potential for a Transportation Management Association (TMA) at PDX.
4. Develop a PDX bicycle and pedestrian newsletter to be published bi-annually and distributed to airport employees. The primary audience for the newsletter will be airport employees.
5. Explore incentive programs to encourage bicycling and pedestrian activity at PDX. Potential models include those at Portland State University and Oregon Health Sciences University.
6. Report out once a year, or as needed, to the PDX Citizen Advisory Committee on the state of bicycling and pedestrian activities, facilities, and programs at PDX.
7. Explore concessions opportunities related to bicycling to include options such as an airport bike concierge offering bike repairs, bike related retail items, bike boxes and box storage, maps and travel information for visitors.

8. Conduct periodic outreach to Port employees regarding the safety concerns associated with crossing NE Airport Way at the Port headquarters building. Work with cyclists to educate and encourage use of the parallel facilities where they exist.

¹ Including, but not limited to the City ODOT, Metro, TriMet, and the PDX Community Advisory Committee.

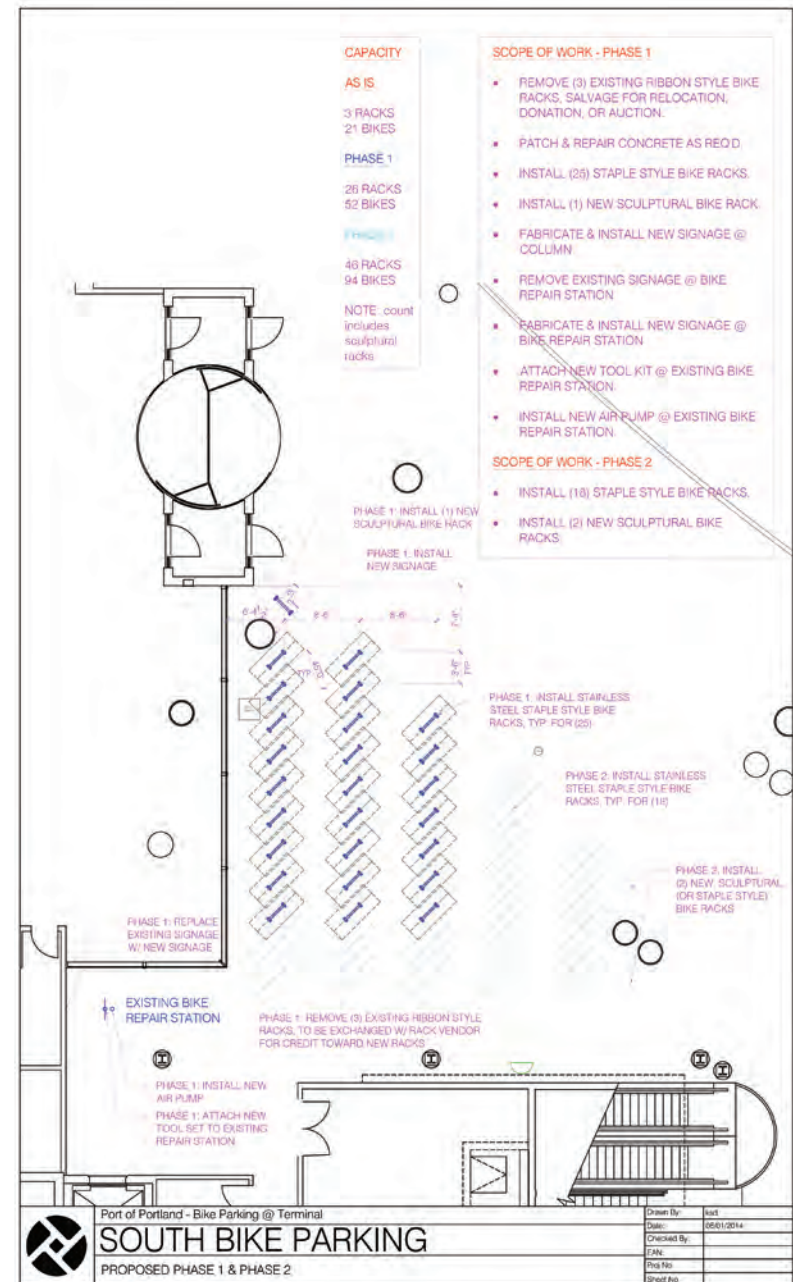
APPENDIX

Proposed Airport Terminal Bike Parking

Public Outreach

- » Open House Survey
- » Open House Survey Responses
- » Open House Survey Additional Comments

City of Portland Transportation System Plan Maps



PUBLIC OUTREACH

Open House Survey

**Portland International Airport
Bicycle and Pedestrian Master Plan Update Survey**

Please complete this voluntary survey to help us learn more about your walking and cycling habits and preferences around PDX. Your responses are anonymous and will be combined with others for analysis. Once you complete this form, fill out a ticket to enter a raffle to win a \$25 PDX concessions gift card!

Walking

Pedestrian facilities at PDX include the multi-use path originating at the terminal building, sidewalks along Airport Way, Frontage Road, NE 82nd Avenue, the ML Hood overpass and the signalized pedestrian crossing at NE 82nd Avenue and Airport Way.

1) Please select the option that best describes how you use PDX pedestrian facilities.

- I use pedestrian facilities at PDX as part of my route of travel to work. **IIIIII**
- I use pedestrian facilities at PDX to travel between work areas during the course of my work day.
- I use pedestrian facilities at PDX for exercise or leisure on my breaks at work. **III**
- Other (please specify)
 - Never
 - I live too far away to walk to work
 - Would like to use for commute, concerns around 82nd safety to trails to airport.
 - I don't walk at PDX (2).
 - Usually during summer months (bike).

2) Please select the option that best describes how frequently you use PDX pedestrian facilities.

- Almost every day. **III**
- Once or twice per week. **I**
- A few times per month. **IIII**
- Seasonally – I use pedestrian facilities most often when the weather is favorable. **III**
- Other (please specify)
 - Never (3)

3) What would improve your walking experience at PDX?

- Crossing Airport Way is a hassle. Signal box is out of line of sight, tricking pedestrians into obeying the middle signal.
- Option to somehow get to the bike path or post office safely from HQ/Port offices.
- Mile markers
- Safer cross at 82nd and Airport Way
- Better signage
- I wouldn't – the distance is too far.
- A sidewalk on the south side of Ne Airport Way-Eastbound-many peds try to walk on side of roadway.
- I enjoy having a sidewalk at the terminal. Repaving the area around the United express area - it needs to be smoothed (it's lumpy).

Cycling**1) Please select the option that best describes you as a bike commuter.**

- Interested but Concerned - *I feel uncomfortable around fast-moving traffic and where there are few bike routes. I would ride more often if auto traffic posed less of a hazard and bike routes were more prevalent.* **IIII**
- Enthusiastic and Confident - *I am comfortable on busy streets with bike lanes. I ride frequently and in most weather conditions.* **IIII**
- Strong and Fearless - *I will ride anywhere and in any weather condition. I ride confidently on roads without bike lanes and may even prefer such routes.* **IIII**
- Other (please specify)
 - Enthusiastic and strong – I ride in all weather, but I am scared of riding with semi-trucks. I ride daily to near the airport despite this. I ride on roads with lanes, but I fear the crossing at Alderwood/Cully across Columbia.

2) What are the most important reasons you choose to bike commute to PDX? (Select all that apply.)

- | | |
|--|---|
| <input type="checkbox"/> Saves commuting time: IIII | <input type="checkbox"/> Car ownership is prohibitively expensive II |
| <input type="checkbox"/> Offers more flexibility in travel: IIII | <input type="checkbox"/> Parking a vehicle at PDX is inconvenient I |
| <input type="checkbox"/> It is fun and enjoyable: IIIIIIIIII | <input type="checkbox"/> Dislike using an automobile: IIII |
| <input type="checkbox"/> Promotes health and fitness: IIIIIIIIII | <input type="checkbox"/> Do not own a car |
| <input type="checkbox"/> Decreases environmental impact: IIIIIIII | <input type="checkbox"/> Public transit is too expensive I |
| <input type="checkbox"/> Encouragement from friends/coworkers | |
| <input type="checkbox"/> Other (please specify) | |

- Saves money.
- Cost efficient
- I current do not bike to PDX
- Saves money (gas consumption) – 2
- Dislike riding the employee bus.

3) What would encourage you to cycle more often and/or improve your cycling experience? (Select all that apply.)

- ☐ More information/education about cycling **I** ☐ Individualized route planning and/or advice **I**

PUBLIC OUTREACH

Open House Survey

- | | |
|---|--|
| <input type="checkbox"/> More bike lanes/routes to PDX: IIIIIIIIII | <input type="checkbox"/> Bicycle encouragement programs: II |
| <input type="checkbox"/> Safer bike routes to PDX: IIIIIIIIII | <input type="checkbox"/> Locker and shower facilities II |
| <input type="checkbox"/> Bike repair classes: II | <input type="checkbox"/> A bike buddy to help increase my confidence and knowledge |
| <input type="checkbox"/> On-site professional bike repair: I | <input type="checkbox"/> Better weather: IIIIII |
| <input type="checkbox"/> Bike safety classes | <input type="checkbox"/> Nothing would encourage me to cycle more |
| <input type="checkbox"/> More convenient bike parking III | <input type="checkbox"/> Nothing would improve my cycling experience |
| <input type="checkbox"/> More covered bike parking I | |
| <input type="checkbox"/> More secure bike parking III | |
| <input type="checkbox"/> Other (please specify) _ | |

- Fewer flat tires

4) What are the primary challenges you've encountered with cycling to the airport? (Select all that apply.)

- | | |
|--|--|
| <input type="checkbox"/> Bad weather: IIIIII | <input type="checkbox"/> Uncertainty about best route to/from airport I |
| <input type="checkbox"/> Maintaining a professional appearance for the work day I | <input type="checkbox"/> Concern about bike theft or vandalism |
| <input type="checkbox"/> Concern about safety while cycling: IIIIIIIIII | <input type="checkbox"/> Bike repair and maintenance problems |
| <input type="checkbox"/> Traffic and automobile hazards: IIIIIIIIII | <input type="checkbox"/> Lack of available bike parking |
| <input type="checkbox"/> Lengthy travel time: III | <input type="checkbox"/> Difficult to find bike parking |
| <input type="checkbox"/> Lack of bike paths/routes: IIIIIIII | <input type="checkbox"/> Difficult to bring bike on board Airport MAX |
| <input type="checkbox"/> Other (please specify) | |

- Not safe crossing Airport Way to get to parking garage.
- Head winds

5) On average how often do you take your bike aboard Airport MAX for all or part of your trip?

- | | |
|--|--|
| <input type="checkbox"/> Frequently (once or more per week): I | <input type="checkbox"/> Seldom (less than once per month) IIII |
| <input type="checkbox"/> Occasionally (1-4 times per month): II | <input type="checkbox"/> Never IIIIIIII |

6) Where do you usually park your bike?

- | |
|--|
| <input type="checkbox"/> At the bike racks by the MAX platform |
| <input type="checkbox"/> At the single bike rack near the terminal on the north side of the lower roadway I |
| <input type="checkbox"/> In the secure, fenced bike parking area on the lower roadway next to Concourse E |
| <input type="checkbox"/> At your work location inside the main airport terminal III |
| <input type="checkbox"/> At your work location in a building outside the main terminal: IIIIIIII |
| <input type="checkbox"/> Other (please specify) |

- Work has bike parking.
- N/A
- Airport post office

7) A bike concierge is a one-stop service for cyclists that may perform services, such as bike repair, trip advice, parking and storage, shipping and maps. Would you use this service if it was provided?

- ☐ Yes: **IIIIII** ☐ No: **IIIIIIIIII**

8) What services and amenities would you like to see offered from a bike concierge?

- Minor bike repair (2)
- Those stated above (2)
- Shuttle pick up in case of flat tire/issue so I can get to work.
- Emergency bike repair supplies for borrowing or purchase.

9) Please provide any other suggestions or comments regarding bike commuting to and from PDX.

- The Cully/Alderwood/Columbia intersection is dangerous. Bike lanes needed leading to and from it (3)
- Nice to have a dedicated bike path
- Change stop signs to yield signs near the FBO
- Enforcement of no parking on the bike path/crosswalk at the north ramp gate (2)
- This survey is designed primarily for employees of Port owned land.
- Bike share in connection with the local hotels.
- Better signage.
- Better cooperation with government entities that have routes to airport.
- I work at Fed in Airtrans Center. There are no trails/bike lanes to this area. Safer access on Alderwood-47th-Cornfoot would encourage more people to ride to work. I hope that this plan will help address access problems to the whole airport.
- Fixing Alderwood/82nd curb extension (forces bikes into south bound 82nd travel lane)
- Fix 82nd/Airport Way crossing.
- Improved facilities (bike lane, cycle track) on 82nd.
- I would like to see a bike lane outbound from the baggage claim area to the post office. It's difficult to walk my bike down the sidewalk or through bag claim to bike lane access on north side (I work at the B gates).
- My main complaint is the location of the bike assembly station next to the smoking area. The smoke hangs in there, so maybe a fan would help.

PUBLIC OUTREACH

Open House Survey Continued

About You

10) Which best describes you?

- ☐ Airline employee **IIII**
☐ TSA employee
☐ Concession/Retail employee **I**
☐ Port of Portland employee: **IIII**
☐ Airplane passenger **I**
☐ Visitor to PDX **II**
☐ Other (please specify)
- Government
 - Cascade Station
 - Interested in Bike Ecosystem in Portland
 - Employee on Port owned land, not a PDX employee

11) What is your age?

- ☐ 18-24 years old
☐ 25-34 years old **I**
☐ 35-44 years old: **IIIIII**
☐ 45-54 years old **IIII**
☐ 55-64 years old **IIII**
☐ 65-74 years old
☐ 75 years or older

12) What is your gender?

- ☐ Female **IIII**
☐ Male: **IIIIIIIIII**
☐ Decline to respond

Thank you for participating. Don't forget to fill out your raffle entry.

You may also take this questionnaire with you to complete at a later time, but please return to the PDX Conference Center front desk by Tuesday, March 26th. You may also fill out a raffle entry at that time.

If you have any questions about this survey, or how the results will be used, please contact Jason Gately (jason.gately@portofportland.com), at 503-415-6570.

PUBLIC OUTREACH

Open House Survey Responses

Bicycle and Pedestrian Master Plan Update Survey					
Walking					
I use pedestrian facilities at PDX to	Frequency	What would improve your walking experience?	Bike commuter self-assessment	Reasons to commute	What would encourage/improve cycling?
travel to work, exercise & leisure	Almost every day	Enjoy having a sidewalk to the terminal and the leisure [to?] the opportunity that the project of the sidewalk that is there. Reopening the area around United Express area. It needs to be smooth its lumpy.			
			Strong and fearless	It is fun and enjoyable, Promotes health and fitness, Decreases environmental impact, Dislike using an automobile, Dislike riding employee bus	More bike lanes/routes to PDX, Safer bike routes to PDX, Bike repair classes, On-site professional bike repair, More convenient bike parking, More secure bike parking, Locker and shower facilities, Better weather, Other: fewer flat tires
			Other: Enthusiastic + Strong. I ride in all weather, but am scared riding with semi-trucks. I ride daily [?] near the airport despite this. I ride on roads with lanes but fear the crossing at ???	Offers more flexibility in travel, It is fun and enjoyable, Promotes health and fitness, Decreases environmental impact	More bike lanes/routes to PDX, Safer bike routes to PDX, Bike repair classes
travel to work	Almost every day		Interested but concerned	Saves commuting time, It is fun and enjoyable, Other: saves gas!	Bicycle encouragement programs
travel to work, other: usually during summer months (bike)	Seasonally	n/a (a sidewalk on the south side of NE Airport Way - eastbound - many peds try to walk on side of roadway)	Interested but concerned	It is fun and enjoyable, Promotes health and fitness, Other: saves money (gas consumption)	More bike lanes/routes to PDX, Safer bike routes to PDX, Better weather
Other: don't walk at PDX	Don't walk	Wouldn't walk, distance too far	Strong and Fearless	Promotes health and fitness, Decreases environmental impact	More bike lanes/routes to PDX, Safer bike routes to PDX
travel to work	A few times per month	Better signage for both cars + bikes where to go on facilities	Strong and Fearless	Saves commuting time, Offers more flexibility in travel, It is fun and enjoyable, Promotes health and fitness, Decreases environmental impact	More info/education about cycling, Individualized route planning and/or advice, More bike lanes/routes to PDX, Safer bike routes to PDX, More convenient bike parking, More secure bike parking (covered)
exercise/leisure, other: would like to use for commute, concerned around 82nd safety to trails to airport	Once or twice per week	Mile markers, Safer crossing at 82nd/Airport Way, Overall safety 82nd for running, biking traffic	Interested but concerned	It is fun and enjoyable, Promotes health and fitness, Decreases environmental impact	More bike lanes/routes to PDX, Safer bike routes to PDX, More convenient bike parking, More covered bike parking, Locker and shower facilities
travel to work, exercise & leisure	Seasonally		Enthusiastic and confident	It is fun and enjoyable, Promotes health and fitness	More bike lanes/routes to PDX, Safer bike routes to PDX, Better weather
exercise/leisure (only occasionally)	A few times per month, Seasonally	Option to somehow get to the bike path or post-office safely from HQ/port-office	Enthusiastic and confident	Saves commuting time, Promotes health and fitness, Decreases environmental impact, Other: car use is expensive	More bike lanes/routes to PDX, Safer bike routes to PDX
I live to far away to walk to work	Never		Enthusiastic and confident	It is fun and enjoyable, Promotes health and fitness, Car ownership is prohibitively expensive	More bike lanes/routes to PDX, Safer bike routes to PDX

Cycling						About You		
Primary challenges	Frequency boarding Airport MAX w/Bike	Parked	Use bike concierge?	Concierge services/amenities desired?	Other suggestions	Which best describes you?	Age	Gender
						Airline employee	35-44	Female
Traffic and auto hazards, Other: head winds	Never	At work location inside main airport terminal	No		My main complaint is the location of the bike assembly station next to the smoking area. The smoke hangs in there, so maybe a fan would help.	Airline employee	55-64	Male
Concern about safety while cycling, Traffic and auto hazards	Frequently	At work location in a building outside the main terminal	Yes - Awesome idea	Emergency bike repair supplies for borrowing or purchase		Port of Portland employee	35-44	Female
Bad weather	Seldom	At work location inside main airport terminal	No		I would like to see a bike lane outbound from the baggage claim (by max train) to post office. It's difficult to walk bike down sidewalk or through baggage claim to bike lane access on north	Airline employee	35-44	Male
Bad weather, Maintaining a professional appearance for work day (50/50), Concern about safety, Traffic and auto hazards, Lack of bike paths/routes	Never	At work location inside main airport terminal	No (I would use bike repair)			Port of Portland employee	35-44	Male
Concern about safety, Traffic and auto hazards, Lengthy travel time, Lack of bike paths/routes, Uncertainty about best route to/from airport	Seldom	Airport post office	No		Improved facilities (bike lane, cycletrack) on 82nd	Visitor to PDX	25-34	Male
Concern about safety while cycling, Traffic and automobile hazards, Other: ok so took path to terminal to pick up car my travelor [sic] used to get there earlier. Has to dash across lanes - not very safe to get to parking garage.	Seldom		No			Airplane passenger	55-64	Female
Concern about safety, Traffic and auto hazards	Never	n/a	Yes	Above		Concession/Retail employee	35-44	Female
Bad weather, Lack of bike paths/routes	Never	At work location in a building outside the main terminal	No		Fixing Alderwood/82nd curb extension (forces bikes into s.bound 82nd lane), fixing 82nd/Airport Way crossing	Port of Portland employee		
Concern about safety while cycling, Traffic and auto hazards, Lack of bike paths/routes	Never	At work location in a building outside the main terminal	Yes	1. Pick up in case of flat tire or mechanical problems to assure getting to work. 2. Flat tire and/or mechanical repair during weekday (if ever needed)		Port of Portland employee	45-54	Male
Traffic and automobile hazards, Lack of bike paths/routes	Never	At work location in a building outside the main terminal	No		I work at FedEx on the south side of the airport. There are no bike lanes/trails to this area. Safer access on Alderwood - 47th - Cornfoot would encourage more people to ride to work. I work on Airport Property & I hope that PDX will help address the access problems to the whole airport	Airline employee	45-54	Male

PUBLIC OUTREACH

Open House Survey Additional Comments

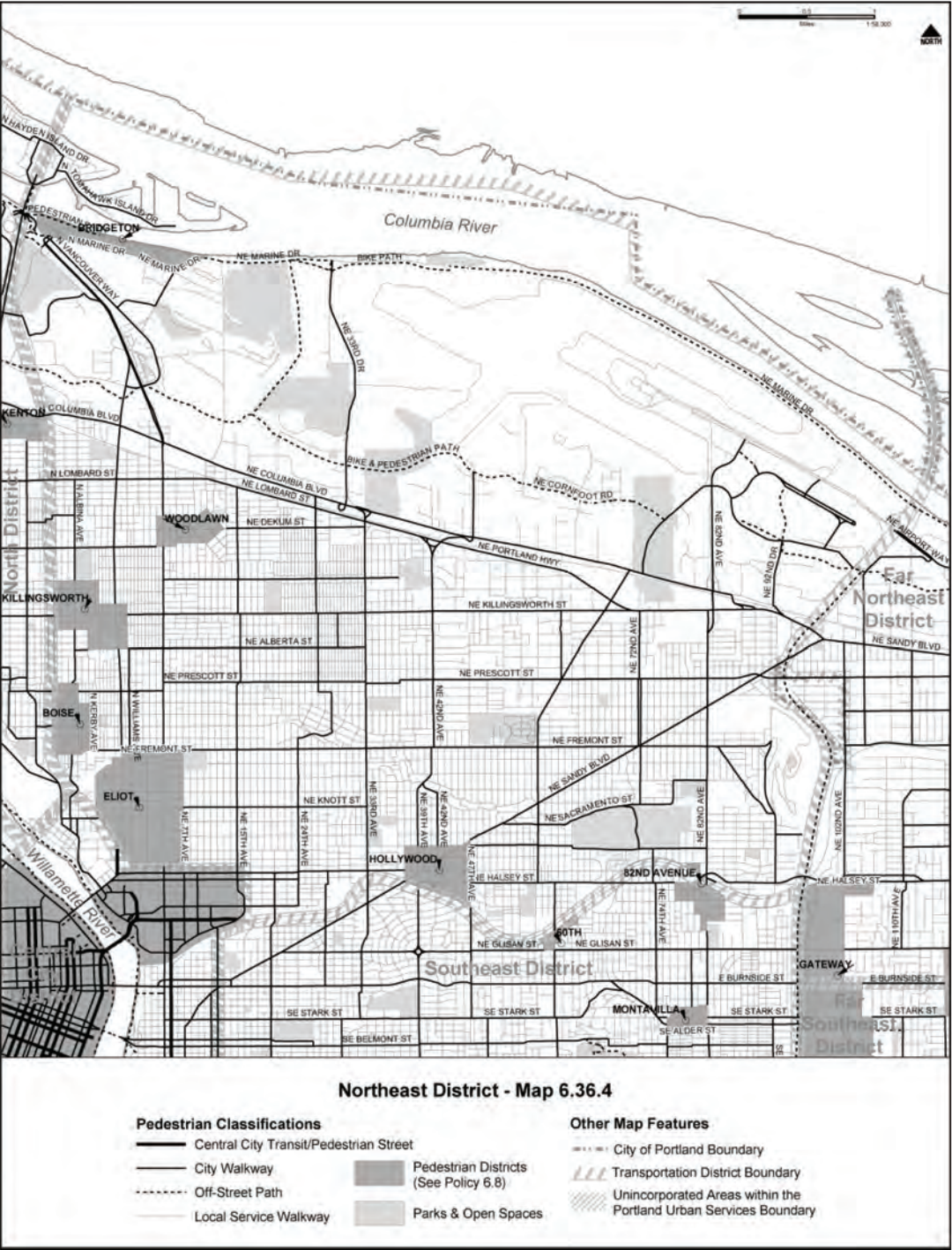
Comments
Would love to see more bike/ped paths on the south side of Terminal. Perhaps the expansion of the rental car wash/gas facility (QTA) provides an opportunity?
Want a safer crossing of Columbia Blvd & Alderwood/Cully
Improvements to NE Alderwood @ NE Cornfoot to Columbia (currently no shoulder, high speed & narrow).
Multi-use path on north side of NE Cornfoot Rd. from NE Alderwood to NE 47th Ave. Improvement- to shoulder/road on NE 47th from NE Cornfoot to NE Columbia & up to NE Holman (designated bike blvd.).
Slow the traffic on NE Marine Drive and improve safety of crossings
Better signage off 205 bike path to terminal both north and south bound
Columbia Blvd & Cully - a mess to cross columbia
There is a sidewalk gap on Alderwood at slough/canal/ditch between 82nd & Cornfoot
Coming off marine drive. Economy lot unto Frontage Road by circle. Cars, buses - transit shuttle won't see us. Prefer to not have to cross to east sidewalk then against traffic [illegible] to Airport Way. Its awkward. Being on wrong side of road then getting back to [?] and Alderwood
Sean. Contact ALOFT regarding their bicycle program for customers: -amount of use (# of bikes available?), - do they provide route information?, - where do people typically ride?
Safety education
Baker: -Cornfoot Rd signage: Cyclists on roadway, - Alderwood/Cornfoot, - 47th/Cornfoot. Major safety concern - cyclists departing HQP2 & crossing APW[?] near post office. Opportunity for impaired directional signage. Ped. Improvement needed between hotels east of 205 to cascade station.

TSP

City of Portland Transportation System Plan 6.36.3



TSP
City of Portland Transportation System Plan 6.36.4



2014 PORTLAND INTERNATIONAL AIRPORT
BICYCLE & PEDESTRIAN MASTER PLAN

