



TPAC
Approved Minutes
March 24th, 2021

Attendance: Deane Funk, Susan Lindsay, Susan Pearce, Chris Mathieu, Doub Allred, Julie Bennett, Ryan Hashagen, Monique Gaskins, Steve Bozzone, Steve Fisher, Tina Mc Nerthney, Mike Sellinger, Juliana Lukasik

Guests: Lisa Strader (PBOT), Bill Burgel & Peter Finley Fry (Railroad Sub-Committee), Thomas Scharff (TriMet), Ted Hendryx, Victoria Casper, Lisa Strader, Chris Armes, Sarah W, Mo Badreddine, Michelle Sprague, Sarah Innaarone, Linda Nettekoven, William Burgel, Peter Finley Fry, Lynnette Keller, Jill Riebesehl

Staff: Kate Merrill, Adrienne Chaillé, Nyla Clark, Becca Olson Kling

Welcome, Meeting Goals, Minutes

DFunk welcomes all to the meeting and announces today as the last day that SLindsay will be sitting on the TPAC Committee. DFunk & KMerrill thank SLindsay for her time with the TPAC.

Approval of February Minutes:

SLindsay motions to approve the February 2021 meeting minutes. JBennett seconds the motion. The motion to approve the minutes passes unanimously.

Public Comment

MSprague hopes that the removal of the freight loading zone between SE 11th & 12th Avenues will be addressed during the Division Transit Project Presentation.

THendryx of Pacific Coast Fruit Company introduces himself to the group as a new attendee.

Updates:

CEIC Diversity Equity & Inclusion Work

AChaillé provides updates on the CEIC's Diversity Equity & Inclusion Working Group, which is comprised of folks who are a part of CEIC's various committees (including TMcNerthney from the TPAC). The group has developed a draft framework brainstorming document which is still in a working stage, and will eventually be shared with the Committee. The DEI Working Group is working with various partners such as BDS to track certain key indicators in the district and to inform this work. They are also developing an equity lens which will also be presented to the CEIC Board and Committees and will aid in the budgeting process. KMerrill says that the timeline for rolling out the framework and equity lens will depend on staffing, with the goal to fund a racial equity practitioner in August 2021.

Events:



Online permits

AChaillé shares two upcoming parking permit webinars with PBOT, on April 1st from 12-1pm, and April 5th from 4-5pm. PBOT will be presenting on the new online permitting system. These will be hosted with the goal to walk permit holders through the new online process, and to answer any questions about the new system.

Healthy Business Permits

KMerrill shares that the Healthy Business Permit program has been extended through October of 2021. The CEIC continues to receive updates about any large street closures in the district.

Budget

KMerrill provides a brief overview of the draft budget, sharing that the ESD will be paying back the line of credit this year. There will be more time at April's meeting for input on the budget, and Kristan Alldrin of PBOT will also be back from vacation to answer more questions. KMerrill does share that the budget will be a bit tight this year, as we will likely still see a reduced amount of permits.

ADA Title II Transition Plan (Lisa Strader, PBOT)

LStrader, PBOT's ADA Coordinator updates the group on the ADA Act Transition Plan that PBOT is undergoing for the public right of way. She provides an overview of the transportation system elements for the public right of way, which include pedestrian signals, transit stops, sidewalks, on-system parking, and curb ramps. LStrader provides background on the progression of the city's Transition Plan from its adoption in 1993, to present. Part of the plan was the importance of inquiry into public feedback, and LStrader shares some of the most common findings with the group. LStrader shares what the implementation plan will look like, and expresses that if the TPAC has thoughts on where more accessible parking spaces could be located in the Central Eastside, PBOT would like input. LStrader shares that a lot of the implementation of the ADA Transition Plan will be through existing projects.

LStrader opens the presentation to questions, and DFunk inquires about funding of curb ramps, and how much is privately vs. publicly funded. LStrader says that this is likely largely publicly funded. SLindsay expresses concerns about the city not doing enough in the way of the houseless community who's camps often take up part of the right of way. She asks how PBOT will address this equity and accessibility issue, and asks LStrader to bring this concern back to PBOT for discussion.

CEIC Railroad Sub-Committee (Bill Burgel & Peter Finley Fry)

PFinleyFry & BBurgel of the Railroad Xing Sub-Committee join the call and provide a brief overview of the group's monthly meetings and two key proposals that are being drafted. These are still in the draft stage, with the intent to finalize drafts and present to the CEIC and TPAC to see if they would like to advocate for the following:

- A proposal to address the train blockage and subsequent traffic delays (between 45 minutes to 2 hours) in the area of SE 11th & 12th Avenue. The Sub-Committee is working on a \$100k proposal to pave an escape route. The proposal would request that this be paid for by PBOT.
- A proposal to request an alternative analysis of Union Pacific's entire main line from Union Station through the Central Eastside to SE 12th Avenue. This is estimated at \$200k, which would go to Metro for financing. The Sub-Committee would be looking for permission from the Committees to work with Metro to advocate for funding.

Both proposals are still in the early draft phases, and any questions can be sent to AChaillé.

Division Transit Project (Thomas Scharff, TriMet)

TScharff of TriMet provides a brief overview of the Division Rapid Transit Project including: construction updates, and specifically highlighting the SE 10th to 13th Avenue area of the work. The Project as a whole will provide 15 miles of enhanced service from downtown Portland to Gresham Central, and will provide 43 stations with 83 platforms to increase travel times over existing service. The goals of the project are to increase travel times, provide longer busses with greater capacity and 3-door boarding, consolidation of bus stops, as well as 42 stations with weather protection. The project has recently passed the 50% milestone in terms of progress, with the goal of completion in the fall of 2022. TScharff provides an in-depth overview of changes that will be implemented from SE 10th-13th Avenue. There will be a new westbound station at 11th Avenue, and an eastbound station on SE 12th Avenue. Between 10th & 11th, the westbound lane will become one wide lane with parking removal related. There will also be a dedicated left turn signal for autos going westbound that are turning to go southbound on 11th.

TScharff provides an overview of each phase of construction, sharing that the project has started with the westernmost section, and is moving eastward. Work will begin soon at SE 11th & 12th Avenue. TriMet is taking into consideration the minimization of impacts on the community and businesses, and those directly affected in construction areas. In terms of next steps, the first articulated bus will arrive in the Spring of 2021, with shelter installations beginning in the Summer of 2021. The presentation opens to questions, and the group discusses.

CGossett inquires about a timeline for when construction will begin at the OMSI station, and if the shelters that currently exist there will be replaced. TScharff will follow up with specifics, but says that this will likely begin in the later part of 2021, or early 2022, and that the main changes to existing stations tend to be signage related.

MSprague expresses concerns regarding the removal of parking spaces traveling Eastbound between SE 11th & 12th Avenues. There are 9 businesses that use the loading zone between these streets, and SE 13th cannot handle all of this freight loading and unloading. TScharff says that TriMet is continuing to work on the loading zone relocation and to find a replacement site.

SPearce voices similar concern regarding the loss of freight parking, as well as the loss of the left turn lane in the area between SE 11th & 12th Avenue. She says that TriMet has yet to provide a realistic alternative route for traffic in this area. She also expresses concern for the need to resolve the rerouting of the #10 bus onto 7th Avenue.



BBurgel also states the disservice to the community that would be caused by removing the ability to turn left at SE 12th Avenue going Eastbound on Division. Rather than increasing storage for SE 11th Avenue, he would like to advocate for changing the signal to a flashing red, or train occupying the crossing line so that people don't get into a storage situation in the queue.

Public Comment

No public comment.

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