



**TPAC Committee Meeting
Minutes
June 23rd, 2021**

Attendance: Deane Funk, Susan Pearce, Carol Gossett, Tina McNerthney, Ryan Guy Hashagen, Julie Bennett, Chris Mathieu, Ted Hendryx, Juliana Lukasik

Excused: Doug Allred, Adam Zucker, Mike Sellinger, Steve Bozzone, Janet Grayson, Monique Gaskins

Guests: André Lightsey-Walker

Advisors: Kristan Alldrin, Darin Lund, Chris Armes

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

Welcome, Meeting Goals, Approval of Minutes

DFunk welcomes the Committee to the meeting.

TMcNerthney motions to approve the April & May 2021 meeting minutes. SPearce seconds the motion. The motion to approve the minutes passes unanimously.

Public Comment

There is no public comment.

Updates:

CET Information Sharing

AChaillé speaks with the group about [Central Eastside Together](#), and wants to make sure that when out in the community, the Committee feels comfortable sharing information about the ESD and especially [CET Services](#). KMerrill reminds all that through CET's Safety Program, residents or others in the district can request free chaperone services to or from work, home, or transportation.

CEIC Racial Equity Work

AChaillé updates the TPAC on the Diversity Equity & Inclusion Working Group, who is currently working to review CEIC's recruitment practices for Board of Directors, as well as reviewing the HR Manual and bylaws. The Working Group did receive budget approval from the Board to hire a Racial Equity Consultant, which will begin in late fall of 2021. The group has also been working closely with [Portland Means Progress](#) on the equity lens and framework. Portland Means Progress is also hosting a series of webinars on racial equity, and AChaillé will share more information with the TPAC if anyone would like to attend.

Budget

The 2021-22 budget was approved by the CEIC Board of Directors.

Parking Master Plan Timeline

The CEIC continues to work with Rick Williams' Team, who are currently compiling on and off-street data routes, and validating the inventory from 2019. Their goal is to have data collection zone recommendations to the TPAC by August. They will begin collecting data again in October, as it is expected that more folks will be returning to the district by this time. Rick Williams will be using Tyler



Bump of ECONorthwest's updated [Land Use Memo](#) to inform this work. The community engagement process, along with an updated survey and focus groups, will relaunch in 2022.

Planning Meeting

As mentioned in May's TPAC meeting, the committee would like to schedule a planning meeting for the \$300k carryover from the budget, to discuss innovative projects they may like to fund. AChaillé recommends holding off on the planning meeting until the fall, for both staffing reasons as well as strategically timing this along with the Parking Master Plan work. As folks will most likely be returning to the district in the fall, KMerrill says that parking permit revenue can also be revisited again in November for a more accurate snapshot of funding. AChaillé also asks the TPAC's thoughts on combining the November & December 2021 meetings to the first week of December, as has been done historically.

[Frog Ferry Updates \(Susan Bladholm\)](#)

SBladholm provides a brief overview of the Frog Ferry program, a non-profit organization that is working to bring a passenger ferry to Portland and Vancouver. She reviews the [timeline and costs](#) associated with the project, which is currently in Phase 2: a pilot project which will trial service of one (70 passenger) vessel between two locations along the Willamette River (Cathedral Park & RiverPlace) in summer-fall of 2022. Phase 3 of the project would be a public ferry service of 7 vessels to 9 different stops along the River. Frog Ferry has worked in tandem with both PBOT and Metro to determine each of the proposed stops, and the rotation of 7 vessels is based on how long passengers would have to wait for each ferry. The mission and objectives of the program are "to create a safe and sustainable river-friendly public passenger ferry service to better connect people to their river and one another, and help build community livability". In the long-term, there will likely be two different sizes of vessels in order to accommodate congestion and need for certain points along the River. Because there will not be shoreside infrastructure for electric vessels at the start of the pilot project, a diesel engine will be installed and later replaced with an electric system. Hours of operation for Phase 3 are currently being researched, and proposed at 6 days/week, 14 hrs/day of service. The target audience of the ferry would be commuters, locals, visitors, and emergency response & first responders, with an average ticket price per ride of \$5. The pilot project will use 2 existing docks, one at Cathedral Park, and the other at South Waterfront (Riverfront Park). SBladholm will send out a financial plan for the project to TPAC. KMerrill asks what the future of Frog Ferry looks like for the Central Eastside, particularly with OMSI. SBladholm shares that they still need to put together a plan, and are speaking with corporate sponsors, but that there is a lot of support from OMSI. To get involved or stay updated, sign up for the [Frog Ferry Newsletter](#).

Permit Exceptions Request Policy

KAlldrin shares that the new online parking permit system has allowed PBOT to track sales and demographics much more efficiently, and in real time. Since shifting to the online platform in May of 2021, the Central Eastside has sold 2,026 permits, compared to calendar year 2020 of 3,400. In the calendar year 2019, there were 6,300 permits sold. Of those sold in 2021, most have been to businesses, and few daily permits are being sold. KAlldrin provides an update on the 2021 Transportation Wallets- 43 have been sold since January, compared to 369 in 2020. KAlldrin will continue to provide permit sale updates at each meeting.

KAlldrin addresses a recent request from a business owner in the district for a permit exemption, and asks if the TPAC would like to come up with a set of criteria for exemptions that could: 1. Be offered to all

businesses, or 2. Offered only to certain types of businesses. Option 2. would require the criteria to be run by the City Attorney, as singling out businesses could potentially pose an equity issue. For context, KMerrill asks for a comparison of how many special requests the Northwest district receives. KAlldrin says that NW has an estimated 5 businesses per year who were granted more than their allotted 50 permits/month. The NW Parking SAC also has a subcommittee who reviews all special requests (their process can be found [here](#)), which she recommends the TPAC form as well. She suggests the following set of criteria which could be used for reviewing exemptions, and would be listed on the application presented to each business owner:

- Type/nature of business: providing service people come and go, daily or short term stays for clients/participants/students
- Number of permits used at any given time
- Is there business off-street parking nearby? If so, how many are available for our business use
- Number of eligible permits available
- Any transportation options offered to or incentives for clients/customers?
- What is the goal for reducing driving alone trips and parking permit demand in the next year?
- Bike parking on-site?
 - *Is TPAC interested in starting a program for bike parking installation, similar to Lloyd and NW?*

KAlldrin reminds the group that these exceptions are for businesses only, and would not override Zone N parking. The TPAC discusses, and DFunk will take on the role of convening the subcommittee- all interested Committee members should inform him by Wednesday, 6.30. DFunk suggests giving scoring and weight to each of the criteria to aid in final evaluation. TMcNerthney asks if the subcommittee would be able to add criteria which factors in issues related to how each business is striving to promote equity/inclusion in their practices.

2040 Freight Video and Discussion

KMerrill shares updates from a recent Portland Freight Committee meeting, as they have just completed an overview of present conditions in the Portland Metro area, and focuses on freight safety findings in the Central Eastside. The Committee put together a heat map of where major freight trips are originating from, which reflects a lot of density in the district just west of SE MLK & Grand (about 200 trips start in this area). As part of the 2040 Freight Plan, the Committee is looking specifically at truck collisions. As this pertains to the Central Eastside, KMerrill notes the high numbers of collisions during turning movements, especially at the bridge heads as trucks try to cut over at the last minute to access the bridges. Turning radius has also been an issue for many trucks in the district. In looking at the Collision Density Map, the Central Eastside is significantly impacted. The Freight Committee has presented recommendations to alleviate these incidents, including improving visibility and clarity of signage, and also looking at curb space management, truck loading zones, and Eastside bridge approaches to restrict last minute lane changes. Francesca Jones of PBOT will be returning to speak with the TPAC in more granular detail at an upcoming meeting. RHashagen suggests asking Francesca about a freight consolidation center in the Central Eastside. KMerrill also mentions that PBOT will be recruiting a new Freight Manager, and that it would be good to have them speak with TPAC as well.



Public Comment

There is no public comment.

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