

**TPAC Committee Meeting**  
**Approved Minutes**  
**July 28th, 2021**

**Attendance:** Deane Funk, Susan Pearce, Carol Gossett, Tina Mc Nerthney, Ryan Guy Hashagen, Julie Bennett, Chris Mathieu, Andre Lightsey-Walker, Adam Zucker, Janet Grayson, Mike Sellinger, Ted Hendryx, Juliana Lukasik, Steve Bozzone, Monique Gaskins

**Excused:** Ted Hendryx, Juliana Lukasik, Steve Bozzone, Monique Gaskins

**Guests:** Kathryn Doherty-Chapman - PBOT, Michelle Sprague - Hosford-Abernethy Neighborhood Association.

**Advisors:** Kristin Alldrin, Darin Lund, Chris Armes, Andrew Plambeck

**Staff:** Kate Merrill, Nyla Clark, Adrienne Chaille, Avery Morris

**Welcome, Approval of Minutes**

DFunk welcomes the Committee to the meeting.

*CGossett motions to approve the June 2021 meeting minutes. TMcNerthney seconds the motion. The motion to approve the minutes passes unanimously.*

**Public Comment**

DFunk opens for public comment. MSprague asks about replacing a street sign taken down due to construction. KAlldrin will connect HAND with PBOT to address.

**Updates**

**CEIC Diversity, Equity, & Inclusion Working Group:** AChaille shares the Diversity, Equity, & Inclusion Working Group is developing a new recruitment and retention strategy for the CEIC board, based on a model from TPAC recruitment. She continues that the working group participated in a [Portland Means Progress](#) training; Racial Equity Theory Into Action. AChaille Invites TPAC members to attend those ongoing trainings and join DEI Work Group, as it aids in developing theories of change and creating action items. AChaille concludes by sharing board approved \$15,000.00 for a racial equity consultant in Winter 2022.

**CEIC Staffing:** AMorris introduces herself to the group as new CEIC Administrative Assistant. AChaille reminds the group that her maternity leave will begin soon, and that during her leave NClark will facilitate TPAC meetings.

**TPAC Membership:** AChaille welcomes new member Andre Lightsey-Walker.

ALightsey-Walker introduces himself to the group & shares he is happy to join.

**Permits:** KAlldrin provides an update on permits - 2,250 sold for this permit year since mid-March. Sales are down from usual, but KAlldrin reminds the group that 2021 permits are still for sale, and may see increased sales due to large employers returning to in-person work in Fall 2021. Predicted 600,000 sales for the next year and have surpassed that.

**TPAC/PBOT Memorandum of Understanding:** KMerrill shares that CEIC is still negotiating TPAC's Memorandum of Understanding (MOU) with PBOT. The current MOU was for three years, ending 2021. Originally the agreement was after three years to switch funding TPAC from including permit surcharge to only net meter revenue. For 2020 & 2021 this presented a challenge as net meter revenue was not sufficient to staff TPAC. AChaille states CEIC will keep TPAC members updated as the negotiations progress. CGossett asks about the time frame, KMerrill responds that this negotiation is coinciding with [Central Eastside Together](#) ESD renewal talks, and ideally will be resolved within the next two months. Negotiations with Commissioner Hardesty's office will pause in August due to summer vacation. RHashagen asks to add time on the next TPAC agenda to discuss MOU, and asks how TPAC members can support. DFunk + KMerrill agree that TPAC members can help, and will provide more information at the next meeting.

### **Portland Streetcar**

Andrew Plambeck, Public Affairs Manager from Portland Streetcar, Inc. presents to the group on recent happenings, programs, & updates. The Streetcar is currently running about 5,000 rides per day, down significantly from about 15,000 per day pre-pandemic. They anticipate an increase in ridership Fall 2021 as PSU is back in session and people return to work. As of March 2021 the Streetcar has returned to full service. July 2021 was the 20th anniversary of the Portland Streetcar, and they had a celebration at Jamison Square. APlambeck shares findings from pre-covid [ridership survey](#), and reports Streetcar team is pleased with results hitting accessibility, equity, and climate goals. In Summer 2021 the Streetcar received a federal grant for COVID-19 safety updates which included cloth seats replaced with easier to clean vinyl, updates to reader boards with LED TV-style screens, and new Rider Ambassador positions. These positions, in partnership with OPAL, provide assistance to riders including helping with trip logistics, and assisting riders experiencing mental health challenges. In the Central Eastside Portland Streetcar worked on the [Rose Lanes project](#). The Grand Avenue Transit Lane has been successful in stopping Streetcar/transit stoppages during rush hour. APlambeck then informs the group of the new [Art on Board Program](#), which consists of the Streetcar paying local artists to use their art on full vehicle wraps. Next, APlambeck turns to the proposed [Montgomery Park streetcar extension](#), funded by a 2019 grant from the Federal Transit Administration. The project has been mostly focused on Land Use considerations up to now, and is turning towards transportation considerations. The latest proposal includes extending the NS line to do a loop up and down NW 23rd to Forest/Montgomery Park.

### **PBOT 5-Minute Drop Off Pilot**

KDoherty-Chapman presents to the group about new [5 Minute Fast Stop parking spaces](#). These spaces are to be used by quick pickup drop offs, for ride shares, delivery drivers, and quick trips. The motivation for the program was to support businesses through COVID, but also to increase safety by reducing double parking and cars stopping in crosswalks & bike lanes. Additionally these will help reduce greenhouse gas emissions by reducing time spent circling for parking. The Pilot Project is being rolled out now, and PBOT wants to use it to develop data-informed policy, rules, and regulations for expanding the program in the future. PBOT will

define success as having more data on curb use, reduction of vehicles stopping in lane, crosswalk, bike lane, and increased pedestrian access to business and services. The target is 5 vehicles per hour in each space, with an occupancy rate of 55%-75%. KDoherty-Chapman continues that PBOT will put out qualitative user surveys to businesses, pedestrians, gig-workers to collect data on usage & success. The Pilot Program is taking place at the following locations:

- 1 space on NW 23rd Ave. at Savier St.
- 2 spaces at SW 11th & SW Harvey Milk St.
- 5 spaces on N Mississippi Ave. near Failing St.
- 1 space on SE Stark at SE 80th Ave. in Montavilla.
- 5 spaces on Division between 31st & 36th avenues.

PBOT has produced marketing postcards with a map of new spots. They will review findings later this fall to review the program, then write a new chapter in the Parking Management Manual. The group discusses, and KDoherty-Chapman shares each space will be 20 feet/one car length in size, will not replace loading zones, and enforcement will work the same as other time-limited unmetered parking.

### **Permit Exceptions Request Policy**

ACHaille shares that the Permit Subcommittee (DFunk, CGossett, JBennett) has been created. DFunk shares the policy that the subcommittee drafted, stating KAlldrin was helpful. DFunk & KAlldrin discuss how the subcommittee borrowed from the NW Parking District's exceptions policy. KAlldrin encourages DFunk & Subcommittee to make the criteria for expectations specific due to the online permitting system. The group discusses this challenge of moving from the paper permitting process to online. The group decides more work will need to be done to define permit exceptions, then that KAlldrin will work with programmer to add to the system. The group moves on to discussing how CEIC informs business & employees about multi-modal transit options in the District.

### **Public Comment**

DFunk opens for public comment. MSprague shares that Trimet fare instructors have been riding the Max from Clinton Station to downtown, and that this has improved the feeling of ridership. KMerrill updates the group that Apple will not be moving into 7 SE Stark, but instead to Beaverton. 7 SE Stark is currently vacant and has three floors of parking. The group wishes AChaille luck and best wishes for her new baby.

### **ADJOURN**