

**TPAC Committee Meeting  
Minutes  
October 27, 2021**

**Attendance:** Susan Pearce, Carol Gossett, Janet Grayson, Ted Hendryx, Mike Sellinger, André Lightsey-Walker, Julie Bennett, Adam Zucker, Ryan Hashagen, Tina McNerthney, Steve Bozzone

**Excused:** Monique Gaskins, Chris Mathieu, Doug Allred, Juliana Lukasik, Andrew Plambeck

**Guests:** Michelle Sprague, Owen Ronchelli, Chris Armes, Gabe Graff, Wilfred Pinfold, Mike Pullen, Steve Drahota, Donald Hunter, Gabe Gradd, Patrick Sweeney, Mike Crabs, Cassie Davis, Peter Finley Fry

**Advisors:** Kristan Alldrin, Darin Lund

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

**Welcome, Introductions, Approval of Minutes**

KMerrill welcomes everyone to the meeting. She informs the committee that TPAC & CEIC Board President Deane Funk has stepped down from both roles, as he is rotating off the CEIC board at the end of 2021 and will be unavailable the rest of the year. CEIC will update TPAC members on the new TPAC & CEIC presidents at the next meeting. *JBennett motions to approve the July & September 2021 meeting minutes, SPearce seconds. The motion passes unanimously.*

**Public Comment**

KMerrill opens for public comment. There is no public comment.

**Updates**

**PBOT MOU:** KMerrill shares that CEIC & PBOT are still talking and looking at projections for the next few years, and will deliberate more before coming to TPAC regarding the MOU.

**Net Meter Revenue Policy:** KAlldrin states that the City Council has accepted the recommended changes to Net Meter Revenue(NMR) policy. Relevant to TPAC is the limit of 25% of NMR allowed for cleaning in the right of way, if matched. PBOT's NMR page [linked here](#).

**PBOT Revenue:** KAlldrin gives update on parking permit and Transportation Wallet (TW) sales, there were 90 TW's sold in September & October, with a total of 517 sold in 2021. 2,715 Parking Permits have been sold this year, 98 in the last month. KAlldrin reminds the committee that on November 1, business permit sales will go to half price. Revenue from Permit Surcharges is currently just under \$750,000, and after October will be just over, in line with predictions. KMerrill clarifies that this is not the MOU, but an amendment to TRM which dictates citywide use of meter revenue. KAlldrin says the MOU outlined how much of surcharge funds could be used, and use of permit surcharge funds ends at the end of this year. KMerrill shares that the ESD can generate up to \$1.3 million as of now, which is not enough to pay for staff, cleaning, safety, and graffiti. RHashagen asks about the overall PBOT policy goals, KAlldrin answers that this is in line with the move towards meter districts rather than permit districts.

**Next Meeting:** KMerrill states the committee needs to pick a date for the next meeting, as we typically combine November and December meetings. The committee selects December 1, 2021 for the November/December meeting.

**Staffing:** KMerrill continues that Adrienne Chaille will return part time as the CET Program Manager starting Nov. 8, AWestling staying on through Mid-November to help with the transition.

### **Parking Management Presentation - Rick Williams Consulting**

Owen Ronchell from Rick Williams Consulting presents about the CEID Parking Master Plan. He shares that Rick Williams Consulting has been doing on street parking data analysis going back to 2010. The objectives of the plan are to look at land use growth patterns and identify where they anticipate parking usage changing. They look also at how to plan for growth and where new parking supply will be necessary, taking EconW's Hot Spots planning and projections into consideration. The plan is in line with working towards the 40% drive alone goal, and evaluating TDM strategies in the District. Finally they consider impacts of findings on CEIC, TPAC. ORonchelli continues that a study by EconW in March 2020 showed trends far exceeding job and residential growth trends, but pandemic impacts have slowed growth. Now, the CEID is better positioned than other parts of the central city for post-covid recovery due to diversity of use. One broad trend is slow growth in office development, and slightly slower growth of residential development. For the past year there was a significant growth trend for on-street parking. ORonchelli shares that RWC samples about 450 block faces for the study. For off-street supply, the study has not been updated since 2010. Roughly 11,000 off street stalls on almost 600 unique parking sites throughout the District Boundary, with most spaces from commercial entities. Land Use research has been completed and updated. They suggest Spring 2022 for Data Collection, and Stakeholder Engagement Early 2022.

### **Central Eastside Access & Circulation - Gabe Graff, PBOT**

Gabe Groff from PBOT shares that the project is approaching final design, and finishing up new traffic signals going in. This is to cut down on traffic congestion and improve mobility across MLK & Grand. The bulk of the work is expected to start summer 2022 and lead time is about a year. GGroff continues that the project is mostly not making curb extensions, and that there will be a new crossing at Irving & 16th; no impact on Franz. This signal will address congestion to 84E. Other at Sandy, 11th, Ankeny; The project will also adjust median islands for safer crossings and bike access. They will change circulation to separate 11th from Burnside and restrict left turns from Sandy to Ankeny to mitigate waiting while maintaining Ankeny as a bike street. At Grand & Washington, no real changes, just an update to ADA ramps. Signal at SE Salmon at MLK & Grand - provide better bike connection to the waterfront on Salmon. Reach out to [gabriel.graff@portlandoregon.gov](mailto:gabriel.graff@portlandoregon.gov). with any questions.

### **Burnside Bridge Project**

Mike Pullen shares that the project is proposing Long Span replacement bridge. Due to rising costs they are looking at narrowing the bridge, but need to focus on Earthquake Safety. The project also imagines the Burnside Bridge as essential for emergency services in the case of an

environmental disaster. MPullen continues that in the last year prices have spiked for this project due to the rising costs of labor and materials. They have \$300 million in funds from the Vehicle Registration Fee, and the goal is to shave \$200 million off of the \$900 million projections. ODOT has extended the timeline to 2030 to allow for finding savings. They are waiting for federal approval in 2022, and construction could start in 2024. Preferred Alternatives for cost-saving are to move forward with a long-span replacement alternative, since a new bridge is cheaper than updating old bridge. Other cost saving measures include keeping the opening mechanism and profile the same as now. The biggest way to reduce cost is to narrow the bridge and reduce bike/ped space..

### **Parking Enforcement**

Mike Crebs from PBOT presents. When the pandemic first started PBOT had a reduced number of parking enforcement officers on the street for 8/9 months. These officers focused on violations that created hazards or individual problems for that time. In the past year they began to come back to normal with enforcement, except for registrations due to State mandate. This mandate had an impact on abandoned vehicles. They also gave an extension of 72 hours for abandoned autos. He is seeing that officers are being more understanding, and citations are down significantly. Donald chimes in that the number of staff is down due to budget cuts, and Pre-pandemic there were 6 officers in the CEID, now there are 2-3. They always make telephone service requests a priority. Regarding abandoned autos and VIT (people living in vehicles) they have a 2,000+ list of open cases. KMerrill asks for clarification about how they approach people living in cars. MCrebs answers that as of now the City and PBOT are allowing people to live in their vehicle on the street, unless the vehicle is blocking a driveway, stop sign, bike lane, no parking zone, or blocking sight lines. PBOT works to have outreach for people in cars and has a contractor that helps with cleanup and trash removal. KMerrill asks what happens when someone reports camping in a vehicle to One Point of Contact? mCrebs answers that report goes to both Impact Reduction Team and PBOT Abandoned Autos. They are focusing on large camps right now, and its hard to respond to single autos. The committee commends Mike and Donald on theirs and their team's work.

### **Public Comment**

MSprague asks about the Hawthorne and Madison updates, stating they appeared to be done with the Rose Lane Project. She finds the street striping strange and confusing here, and is wondering if meters which were purchased will be installed soon? KAlldrin answers they will need to ask someone from Capital Projects and Rose Lane Project. KAlldrin continues that she wants to tell TPAC about the Holiday Parking Kitty Program, which allows businesses to give parking kitty validation during the holiday season to customers who have \$25 in purchases, free parking that can be used twice. KMerrill thanks the committee and ends the meeting.

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