

**MINUTES OF THE
COMMITTEE ON ACCESSIBLE TRANSPORTATION
World Trade Center, 25 SW Salmon
September 19, 2018
9:00 a.m. – 12:10 p.m.**

CAT minutes may be obtained in alternate formats by calling TriMet's Accessible Transportation Program Administrative Offices: (503) 962-8200/TTY 711, 8:00 am to 5:00 pm weekdays

CAT Members Present: Trish Baker, Lori Bauman, Jan Campbell, Leon Chavarria, Deidre Hall, Annadiana Johnson, Diana Keever (arrived but unable to attend), Patricia Kepler, Adam Kriss, Rebecca Miller, Arnold Panitch, Jerry Pattee, Zoe Presson, Claudia Robertson, and Dr. Ryan Skelton

TriMet Staff Present: Max Calder, Eileen Collins, Cindy Deibert, Brenda Martin, Margo Moore, Grant O'Connell, Patrick Preusser, Paige Schlupp, Tia York

First Transit Staff: Damon Blocker, Byron Bolton, Ricardo Boulware, John Joseph, Mike Marre, Nichole Morrow, Ben Sawyer, Lea Seeber, Blake Vaughn

Visitors: Rachel Andrew, Johanna Brenner, Lydia Corran, Bobbi Earp, Eric Hesse, Chris Meagher, Michelle Marx, Breanne Morton, Cheryl Noonan, Briana Orr, Justin Norton-Kerston, Amy Parker

Jan Campbell, CAT Chair, called the meeting to order at 9:00 am and welcomed operators, staff and other visitors.

Approval of the Minutes. Claudia Robertson made a motion to approve the minutes as written. Rebecca Miller provided a second. Jan Campbell inquired about discussion and requested a vote. The minutes were unanimously approved.

Announcements from the Chair

- Jan noted that the agenda was very full and time would be important. She mentioned the request of some CAT Members to have meetings once a month. She noted that this would be brought to the Executive Committee

for considerations. Further the in between months could be for field trips, ad hoc meetings, etc.

- Max confirmed that the next Executive Committee was being held October 23, 2018 from 2-4 pm at the Center Street facility.
- Jan mentioned the importance of attendance. She advised CAT to be active and noted that attendance was being monitored for all related meetings (e.g. field trips, ad hoc, Exec, full CAT, etc.).
- Max commented that a copy of the Portland Area Workers' Rights Board report and Alan Lehto's Mission, Vision, Values document were provided in CAT packets. The latter is a great opportunity for CAT Members to comment on a document with agency wide influence.
- Max mentioned the Oregon Transit Association (OTA) conference and that Trish Baker and Patricia Kepler were this year's CAT candidates designated to attend.
- Jan noted that she would like a letter sent to the OTA requesting an accessibility overview of selected locations, which ensures appropriate public transportation options. Ryan Skelton moved to approve this and Claudia Robertson provided the second. It was unanimously approved.
- Jan transitioned to Arnie for a report on his experience with the Portland Southwest Corridor Light Rail Community Advisory Committee. This was an 18 month commitment and involved SW corridor expansion analysis for 12 additional miles, 13 stops and 7 park and rides. A focal point for Arnie was to evaluate what is accessible for individuals with disabilities and others. There are three big challenges:
 - How are people going to get from Gibbs and Barbur up the hill to OHSU.
 - How will some type of shuttle service effectively serve staff, faculty and students at Mt. Sylvania Portland Community College (PCC)?
 - The funding is 50% federal and 50% required local match, the latter of which there is a pending 2020 bond issue to affirm or deny.
- Jan noted the almost perfect attendance (she attended one meeting on his behalf) and tremendous effort that Arnie put into.

Transit Police Report – Lt. Rachel Andrew

September is back to school month and that means a lot more student transportation. This leads to a lot of pressure and more enforcement on certain platforms at school exit times. With football games in session, there can also be issues with rivalry games and TPD responds with a heavy presence. There are missions provided at football games with the goal of tempering the atmosphere.

Transportation – Fixed Route Operator Training

Cindi Deibert, Manager, Transportation Training

Cindi Deibert introduced herself and provided some updates. She noted that over the last two months they have increased the number of students to 22 every three weeks, which has led to overlapping classes. The Operator Training class takes about six weeks. This leads to about 44 students in training at all times. There are 30 staff members and 27 training supervisors overseeing this activity. Additionally, retraining efforts are ongoing depending on incidents, accidents and general activity.

One highlight was the recently implemented navigation system for operators that was activated September 1, 2018. This is a turn-by-turn navigation system that allows an operator to either visually observe the navigation system or listen to turn-by-turn instructions.

Trish asked about discussing training with Cindi in more detail. Jan opened it up to questions.

Arnie asked about particular protocols for training in regards to older adults and people with disabilities. As an example, he inquired about drivers being trained to wait for departure until passengers are seated. Cindi noted drivers are trained to wait for passengers to be stable before taking off.

Adam asked about ramp use etiquette and driver training, which Cindi confirmed is supposed to be as straightforward as just asking for its use. Any challenges with this should be reported so operators lacking this awareness are identified and trained accordingly. Cindi noted that this was good feedback, which she would reinforce with operators. Trish added that attitude has been a problem she has experienced when requesting ramp use. Cindi reinforced the importance of reporting problems so that they can be addressed.

There was discussion about ramp requests and problems that have been experienced. The importance of reporting these incidents cannot be emphasized enough. A general or anecdotal report out at CAT will not ensure the appropriate folks receive the necessary corrective retraining.

Gideon Overcrossing, Brenda Martin, Community Affairs

Brenda Martin provided an overview of the Gideon Overcrossing, which is a pedestrian and bicycle bridge over the Orange Line MAX tracks and the heavy rail Union Pacific tracks near the Clinton Station.

Previously, there was a bridge on 16th before the Orange Line. This had to be demolished to build the Orange Line and part of that project was to build it back. However, the federal funding for that project changed and less money was available for this type of work, so the bridge was not rebuilt. The Orange Line opened in 2015 and since then both the Brooklyn neighborhood and Hosford-Abernethy neighborhood have voiced having this bridge is something that really matters to them. TriMet received permission from the Federal Transit Administration (FTA) to spend remaining funding from the Portland-Milwaukie Light Rail Project, to rebuild this bridge.

TriMet is working closely with the City to make sure the bridge is constructed in compliance with both distinct sets of guidelines. FTA is asking that this project be finished as soon as possible, which should be fall-winter 2019. This project also has to consider the needs of the Union Pacific Railroad. Brenda reviewed the specifics of the bridge construction. TriMet is working with two property owners to mitigate and lessen impacts from this project. Meanwhile, this bridge will have an elevator and stairs. Ramps were considered, but were not a functional fit for this location. The elevators will be similar to Lafayette Bridge and wide enough for bikes with trailers and mobility devices.

These type projects have a milestone process at different parts of design (e.g. 15 percent, 30, 60, and 90) where different decisions get made at certain points. This project is at 30 percent design phase.

Discussion

Ryan Skelton asked about shared use between mobility device users and bicyclists. Brenda mentioned that TriMet learned a lot from the Lafayette Bridge and shared use works there. Due to the 100 feet, cyclists generally are off their bikes to climb the stairs or take the elevator and walk their bikes across the bridge before descending the stairs or taking the elevator.

Rebecca Miller asked about wayfinding and lighting. Brenda noted that lighting will be part of the design at this phase, but wayfinding will be reviewed in that next phase of design. Paige Schlupp, Manager Guideway, noted that TriMet partners with the City of Portland to work on appropriate signage. TriMet will work with the City of Portland to provide everything that would be required. Arnie inquired about a water-proof top, to which Paige mentioned would not be present. The bridge will

not have a roof over the top of it. Arnie then asked about side glass or it being totally wide open. Paige noted that there would be a barrier that is eight-foot vertical with the goal of being un-climbable. It will be built so that people cannot jump off the bridge and unable/profoundly challenged to throw things onto trains. Lori Irish Bauman inquired as to the potential for disruption to Orange Line service. Paige confirmed that the plan is not to disrupt service and that one of the biggest project goals is the minimize service impacts. Adam mentioned that during Orange Light Rail construction, CAT got the chance to go out to the different stations and review the elevator, wayfinding, lighting, etc. Paige noted that getting CAT out before construction, which begins in Spring would be good.

Maurice Henderson Introduction

TriMet's new Chief Operating Officer (COO) introduced himself and noted that he would be in attendance at future CAT meetings. Jan mentioned that she was very impressed with Maurice and that one of his focal points is people with disabilities and older adults.

Division Transit Project, Coral Egnew, Community Affairs

Coral reference a presentation that reviewed the Division Transit Project (DTP). DTP will include roughly 14 miles of enhanced service in Downtown Portland, which is using the Transit Mall, North Terminus, at Union Station, all the way east down Division Street to Gresham, which ends and terminates at Cleveland Park & Ride. Through that 14 miles, there are 42 stations with 83 platforms. This means there platforms in each direction. The service improvement goal is 15-20% in terms of ride time. The transit vehicles will have signal priority, which will facilitate operating speed.

This project has passed 30% design phase and is hoping to achieve 60% in January 2019 and 90% in Fall of 2019. An axiom of the project is "To ensure Division Transit's Station platforms are legible, universally accessible, and related the surrounding urban context. Deliver a valued transit project that provides an equitable service that is safe, dependable, and easy to use." DTP has worked with a CAT Ad Hoc Committee, Oregon Commission for the Blind, the Bicycle Advisory Committee, Pedestrian Advisory Committee, Portland Commission of Disabilities and others to review this project. Universal Accessibility and Safety are high priorities for TriMet. Circulation (passenger boarding/deboarding and movement), education and training are also very important.

There was discussion regarding CAT Action, which was deferred to the November Meeting and will be taken up then.

Patrick Preusser, Executive Director Transportation, Updates

Patrick provided clarifying information in regards to bus kneeling. Buses cannot kneel and deploy the ramp simultaneously. Vehicles must kneel first, then deploy the ramp. Additionally, there had been questions about operator safety panels. There is an effort underway to retrofit 300-plus buses with those operator safety panels. Additionally, all new buses will be equipped with operator safety panels beginning this fall with 64 buses.

Shared Electric Scooter Pilot Project, Brianna Orr, PBOT

Brianna provided an overview of the material being covered, which included reasons the pilot is being done, permanent regulations that have been put in place, what sort of public engagement and evaluation is being performed, and provide a little bit of information on what has been heard so far and next steps. The shared electric scooters can go up to 15 miles per hour and are designed as a point-to-point vehicle. Users can pick them up where they're starting their trip and park them at the end of the trip. PBOT is aware of the conflict this creates on sidewalks and they are working actively to manage that with the companies. The companies include Bird, Lime and Skip.

The current scooter activity is the result of a four month pilot that terminates on November 20, 2018. As part of this pilot, a goal was to review the potential role of these scooters in long-range transportation planning. This includes questions such as are E-scooters contributing to reducing private vehicle use, are they contributing to climate goals, are they improving access to transit and other places that people need to go and are they preventing fatalities and injuries on area roads. Highlights of the pilot include 20 percent of the fleet has to be deployed in East Portland and the requirement for companies to provide trip data to show how people are getting around the city with them.

There have been public engagement events informing people about the rules of the pilot and E-scooter use. This has included a safety event and helmet giveaway. Brianna noted a city-wide survey to be conducted. Initially, seven weeks into this pilot, there have been more than 283,000 trips taken on 2,000 E-Scooters in the city. There have been 1,600 online complaints and 600 people have use the feedback form to provide feedback and complaints. PBOT is aware

that people are often observed riding on the sidewalk, riding without helmets and riding in city parks (all rule violations).

Discussion

Patricia Kepler noted the ubiquitous absence of riders wearing helmets. Briana noted that the 3 companies were required to hold their own helmet events. Zoe mentioned the number of under-age riders and seeming absence of any enforcement of the rules. Meanwhile, Trish echoed support for Zoe's comments and added the danger people are in when E-Scooter users recklessly ride through pedestrians on sidewalks. Further, she commented that she has seen them in parks and observed many users riding recklessly and behaving rudely (e.g. responding with profanities when asked to ride on the street where they should legally be).

There was group discussion regarding reporting violations and requests for removal. Further, a copy of the presentation will be sent to CAT members and made part of the public record for this CAT meeting. Adam pointed out the desire to have the discussion in a large venue, to which an Ad Hoc session was suggested and determined to be scheduled (Occurred on October 16, 2018). Claudia summarized the issue of E-Scooters being left singularly or in groups and the impediments this causes for access.

Eric Hesse with PBOT mentioned how much he appreciated this opportunity and recognized the disruption that the E-Scooters have caused. However, these new technologies and companies are some of the biggest, fastest, capitalized companies on the planet and they often ignore the laws. The pilot is attempting to navigate this tricky space. On balance there will be a difficult decision to be made as far as the benefits and consequences of E-Scooter presence longer term. There was acknowledgement that there could have been earlier inclusion of Disability Interest groups in the region in this decision making and evaluation process. Eric emphasized that he heard the message of concern loud and clear and wanted to continue the means of communication and inclusion going forward.

Rebecca Miller recommended a motion to the City of Portland to stop the pilot project due to the impact to people with disabilities and older adults. Trish Baker seconded this motion. Patricia added that there have been 13 injuries reported and that when people start getting hurt, it is time to discontinue it. Ultimately the motion carried with one member opposed (Claudia Robertson). It was determined

that this matter would be discussed further in an issue focused Ad Hoc setting to be scheduled (i.e. previously reference October 16, 2018 session).

House Bill 2017

Tom Mills, Manager Service Planning, Planning and Policy

House Bill 2017 was passed last July, 2017 and it created a new payroll tax for Oregon residents, some of which was for TriMet. Previously, TriMet relied on the employer payroll tax and the HB 2017 included employees as well. The amount is 1/10th of 0.1 percent, or \$1 for every \$1,000 people earn. Meanwhile, that money goes to the state, and they distribute it to TriMet based on the amount that was collected in the TriMet district. The tax went into effect on July 1, 2018 and TriMet will begin seeing the money next year. HB 2017 has a Citizen Advisory Committee (CAC) that has been working since last October developing a plan for this money.

The expected return after a full fiscal year is approximately \$49 million of funds that can go to service improvements, fare mitigation and things like that. The plan is to take \$12 million (24 percent) for a Low Income Fare program (LIF). This program actually launched in July, which is a reflection of how confident TriMet is of that portion of the plan being passed by the CAC and TriMet Board. Meanwhile, the plan calls for \$28 million (57%) of the funds to go toward service expansion. This will be new bus service throughout the metro area. This will included new bus lines, increased frequency, more weekend service, additional late night service and other improvements determined by circumstance to ensure the most appropriate delivery option(s). Meanwhile, and responsive to legislative requirements, the CAC took \$3 million for improved connections to destinations outside the district. There is another \$3 million for last mile connections.

The CAC is required to dedicate 0.1 percent (\$490,000) for student transportation, which is being put toward passes for students on free or reduced lunch programs. Additionally, there is \$1 million dedicated to improved service for older adults and people with disabilities. This would be more Ride Connection type services. It could be Ride Connection or another provider. Finally, there is \$5 million per year toward a new electric bus pilot program.

There is also about \$50 million in one-time money. That breakdown includes \$28 million in electric bus infrastructure, \$10 million toward bus stop amenities, \$10 million for transit priority improvements and \$2 million toward security improvements.

This plan must be submitted to Oregon Department of Transportation (ODOT) on / by November 1, 2018 to get the funding. This has to be approved by the TriMet Board prior, which will be October 24, 2018. Jan confirmed that it would be a conflict of interest for CAT / CAC members or designees to send an official letter of support for one project over another. Individuals can comment and support whatever they prefer though. Comments may be submitted online at trimet.org/hb2017.

There was a question about LIFT improvements to which Tom mentioned every service expansion (temporal or geographic) includes additional LIFT within $\frac{3}{4}$ mile as required under the ADA.

Claudia took over from Jan who had to leave. Claudia thanked Tom and transitioned to Grant O'Connell for the next agenda item.

MAX Station Closures, Grant O'Connell, Planner II, Policy and Planning

Claudia noted how busy the agenda was and mentioned that this item may need to be scheduled on an Ad Hoc basis or pushed to the next full CAT.

The close proximity of MAX stations downtown has been a bit of a critique that folks have shared, especially as the original system was designed more downtown centric, but as employment centers have developed out on the west side, and continued to do so, there's a growing audience of folks looking to use MAX to get out to the suburbs in addition to coming to Portland. Therefore, there has been a request to evaluate the same level of service in Portland with MAX being sustained, but also to try to speed up incrementally the travel times through downtown to get folks to the jobs in the western region suburbs. Informed by the ADA regulations and FTA guidelines, the reasonable metric of distance traversed to get to a station was up to about a quarter a mile.

The proposed station closures include King's Hill / Southwest Salmon Street; Mall / Southwest 4th; Mall / Southwest 5th; and Skidmore Fountain. Claudia mentioned how difficult the maps were read and that they were almost illegible. So, if asked to come back a better rendering is requested. Max noted that Tom wanted to get to CAT early and that the intent was a much deeper dive than the available time remaining. Claudia apologized for not having the time available at this meeting to get into this item. Trish commented that Skidmore Fountain should be reevaluated and not having a stop where Saturday Market resides, is a bad decision. Adam questioned whether Kings Hill / Salmon Street is near Providence Park and that it is closed during Timbers games. Grant confirmed that is in fact

the case due to it being the only station downtown with an island style design that artificially limits capacity thereby meaning there are safety concerns.

Arnie mentioned that the gain of two minutes from these closures is ridiculous. The pressure these closure will put on other stations from a volume standpoint will result in no time saved and worse service. Furthermore, a similar assessment was made by Streetcar to expedite service that ultimately resulted in operation than prior to the station closure. Grant acknowledged the concerns and noted that finding the right balance between appropriate service delivery, operating speed and accessibility is the ultimate goal. Max noted that this item will get a fair and full evaluation at an upcoming CAT meeting.

Adjournment

The meeting adjourned at 12:10 pm after a motion by Claudia Robertson, Second by Patricia Kepler and unanimous approval.