

**MINUTES OF THE  
COMMITTEE ON ACCESSIBLE  
March 18, 2009  
9:30 a.m.-12:00 p.m.  
WORLD TRADE CENTER  
BUILDING 2, MEZZANINE ROOM 5  
25 SW SALMON, PORTLAND, OR**

**CAT minutes may be obtained in alternate formats by calling TriMet's Accessible Transportation Program Administrative Offices: (503) 802-8200/TTY 802-8058, 8:00 am to 5:00 pm weekdays**

Attendees: Jan Campbell, Chair; Trish Baker, Lina Bensel, John Betts, Teresa Christopherson, Tom Ciesielski, Stan Lewis, Zoe Presson, Claudia Robertson, Albert Rouse

Staff: Josh Collins, Greg Haley, Steve Kautz, Alan Lehto, Kathy Miller, Allen Morgan, Ted Newton

Guests: Leon Chavarria, Tom Ruedy

Jan Campbell, Chair, called the meeting to order.

**APPROVAL OF THE AGENDA AND 02-18-09 MINUTES**

Jan asked for approval of the agenda.

**Trish Baker made a motion to approve the agenda. The motion was seconded and passed unanimously.**

Jan asked for approval of the February 18<sup>th</sup> meeting minutes.

**Tom Ciesielski made a motion to approve the minutes.**

Lina Bensel commented that the minutes stated that she was at the last meeting, and she was not in attendance.

Albert stated that the Braille and embossed signs low on the poles at the transit centers should have also mentioned about the numbers.

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**Tom revised his motion to remove Lina from attendance at last month's meeting, and to include mention about numbers on the Braille and embossed signs at the transit centers.**

### **ANNOUNCEMENTS FROM THE CHAIR**

Jan reminded CAT members to be tolerant and respectful of other CAT members in their comments.

### **WRITTEN COMMUNICATIONS**

None

### **STAFF COMMENTS**

Allen Morgan reported approximately 1,020 attendees have participated in mall training in the first nine weeks including 725 TriMet bus operators, 65 TriMet rail operators, 139 C-Tran operators, and approximately 100 supervisors and managers. He stated that CAT members are welcome to attend and their feedback is important.

Jan asked how the operators have responded about the new mall. Allen replied that operators have been concerned about mall operations, but there have been very few negative comments. There has been a lot of positive feedback about the class and its contents.

Trish requested a schedule of the training class. Allen said he would provide a schedule and that members to provide a day's advance notice if they plan to attend.

Jan reminded CAT members that the training class schedule was included in last month's packet, and that CAT members would be attending as observers.

Kathy Miller reported that the CAT membership recruitment process is underway for terms beginning July 1, 2009. Applications are due by April 13<sup>th</sup>, and all CAT membership terms also expire this year.

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Kathy commented that the annual luncheon would be on June 17<sup>th</sup> immediately following the CAT meeting. She added that the Executive Committee meeting would be held on March 24, instead of March 31, from 9-11 a.m., in Room 6 at Holladay Street.

Albert Rouse inquired about the deadline for CAT applications. Kathy replied that applications are due by April 13 and CAT members should contact her if they are unable to submit their application by that date.

Stan Lewis commented that CAT is not truly representative of the nature of disabilities in the country today. He said that the January-February 2009 publication of the US Access Board includes information on the latest census bureau interpretation of estimating the population of people with disabilities.

Stan suggested that there should be some kind of membership rotation to have more disabilities represented on CAT. He stated he had told the general manager that he felt it would be best for CAT if there was a greater change in membership and he asked other members to give the matter personal consideration. He added that current members would still be able to participate by attending meetings and providing comment.

### **PUBLIC COMMENT**

Leon Chavarria asked if other individuals would be able to attend the mall training classes to observe. Some people with disabilities may find the new mall confusing, and it could help them better understand. Allen replied that public outreach would take place as service returns to the mall and the current focus of outreach is for safely opening the mall.

Jan suggested having training on how to assist people with disabilities, especially assistance for low vision or blind people. Allen agreed and staff will follow-up.

Tom Ruedy demonstrated a hiking chair he has invented which is 58 inches long with one wheel. He said that LIFT can only accommodate a chair that is up to 48 inches in length chair but the hiking chair would be

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easily secured in the safety tracks with the yellow straps. The chair is lightweight weighing only 57 pounds, and could be carried onto the bus.

Jan commented that currently LIFT customers are unable to carry extra equipment with them unless it is life sustaining. Ted Newton concurred with Jan that the extra chair would not be able to be carried onto the LIFT bus. Jan suggested that Tom work with TriMet for an individual basis on accommodation for his invention.

Stan stated concern about non-verbal persons in wheelchairs during evacuation processes if they were not able to transfer from their wheelchair. He added that TriMet should serve people on an emergency basis if their mobility device breaks down.

Jan stated that Tom uses a motorized device, but has invented a new chair that enables him go travel on trails. He would like to be able to bring his new chair along with him on LIFT, but the chair is too long to be accommodated.

Jim Hansen, a friend of Tom, said the chair requires two people to operate and similar designs are used for rescues. The chair is in Phase I, as an approval concept. The next version should be smaller and more compact. Allen suggested getting pictures and dimensions from the vendor to forward to Ted. Tom stated that he would leave a brochure to be reviewed.

### **REVIEW OF CAT ACTIONS AND RECOMMENDATIONS STATUS REPORT – Jan Campbell, Chair**

None

### **CAT REPORTS – Jan Campbell, Facilitator**

#### **Executive Committee (EC) Meeting**

Stan commented on the discussion at the Executive Committee meeting regarding written correspondence vs. public comment. He stated that anything that is mailed to ATP that is addressed to the CAT committee should be considered public comment. Kathy replied that has been the

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practice but that staff does not always see all of the correspondence in advance of a meeting.

Stan commented that Michael Levine's letter was e-mailed to Jan on February 17, but he did not find any record of the letter in the Executive Committee minutes. He stated that the letter merits discussion on the part of the committee with a higher rating than most standard agenda items.

Stan stated that the procedure has changed in the aspect of vehicle selection. He asked if there had been anybody who previewed the MAX Type IV or the new bus. Jan replied that CAT members have previewed the new vehicles.

Stan asked if CAT was involved in the procurement process of the new vehicles. Jan responded that CAT had been very involved in the design. TriMet staff has share information and designs at the Work Sessions. Kathy commented that CAT had worked with the placement of the buttons on the doors and the floor plan of the vehicles.

Stan inquired if CAT had an opportunity to board the new vehicles before being purchased. Kathy replied that CAT did not have the opportunity to board the new bus. Allen commented that the new 2900 bus is the same as the other buses that have been previously purchased. The only difference is the cap on the end of the bus; everything in the middle of the bus is the same.

Stan stated that in his opinion there are radical differences in both vehicles, and CAT did not have the involvement in the ongoing consideration of the vehicles that were purchased. Jan replied that the discussion on the issue could continue at a future meeting.

Jan commented that any correspondence CAT receives is given to CAT members. The reason that is done is to give responsibility to all CAT members to bring up any issues that should be discussed. If there are issues that members would like to have more in depth discussion regarding Michael's letter, it could be scheduled for a future meeting.

Albert stated that he had identified and reported five separate trip hazards in regards to the new MAX vehicle. Jan ensured him that TriMet staff is

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reviewing the vehicle and will report back. Allen replied that a retrofitted ramp from the vendor of the Type IV will arrive in a few weeks, and it will be brought to the CAT committee for review and feedback.

Stan commented that the largest responsibility the CAT has is to influence the vehicles that TriMet uses. There are vehicles on the road that went through procurement without any CAT influence. He suggested having individuals from fixed route and rail to speak at meetings in regards to the new vehicles. Jan stated that the EC would consider and she reiterated that all members are welcome to come to the EC meetings and they are open to the public.

Jan commented that the Work Sessions would now be called Public Work Sessions to encourage the public's involvement.

### **HIGH CAPACITY TRANSIT STUDY – Alan Lehto – Director, Project Planning, Capital Projects**

Alan Lehto reported on the High-Capacity Transit Plan that is part of the Regional Transportation Plan update and an effort led by Metro with TriMet's cooperation. The purpose of the plan is to develop an understanding of the future needs of the region and what the transportation infrastructure should include. A full range of transportation modes are being reviewed including driving, walking, bicycling, and other transit.

There is also a large list of possible light-rail alignments under consideration for the future and recommendations for alignments for the plan will conclude in July.

The High-Capacity Transit Plan will be updated from now on with each new Regional Transportation Plan update. The Regional Transportation Plan needs to be updated every four years to meet federal requirements. The region takes the plan very seriously to plan for future growth and last major update was in 2000.

The process recognizes that high-capacity transit, especially light-rail, has been successful for the region, and that there are additional alignments that could be successful in the future of the region. High-capacity transit

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includes light-rail, commuter rail, and bus rapid transit that does not travel on the street. It could be thought of as rapid transit as well as high-capacity transit.

Discussions of subway development are not being seriously considered until 2035. Commuter rail is under current consideration. The planning process includes holding a series of public meetings to understand where people have a desire for new high-capacity transit and to map the possibilities.

Thirty-five different possible lines of high capacity modes were identified in the first phase of the process. Some lines are not viable for high capacity, but the process did identify an awareness of public ideas for more bus service.

The first step was to review which lines have the ridership to justify an improvement, and which lines would tie into the region and the jurisdictions of various neighborhoods to allow user access. The end result identified eight possibilities. Land use issues of the area around stations and alignments are also being considered as well as the local plans for future land use.

Metro held a series of meetings with jurisdictions throughout the region to understand that many parts of the region are not built well to accommodate high-capacity transit. Jurisdictions were given an opportunity to envision a future that is different from current projections, and to talk about ideas for making the area more transit friendly. Opportunities of integrating new lines with existing lines with transfer options were reviewed for people that are looking for options to congested roadways.

Multiple factors are taken into consideration in terms of equity when serving different areas with varying income groups and minorities including:

- Safety
- Health
- Environmental issues
- Economic benefits
- Transportation efficiency
- Opportunities of development along alignment
- Capital and operating costs

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Metro has been working with TriMet on some of the operational and integration issues. The initial draft ratings will be available in a few weeks in a list of tiered projects. The top tier would be projects that are promising in the near term that could be seriously considered for high-capacity transit investment. The other tiers of alignments could be considered between now and 2035, or alignments that would need significant changes over time in order to be considered.

There will be discussions in May and June on the tiers in anticipation of the adoption from Metro council by July.

### **Discussion**

Stan inquired if high capacity was referring to the number of riders. Alan replied that high capacity would be recognized in terms of style of transit, and that amount of people that it could carry.

Stan commented that a study was done in 1993 in regards to whether Portland could absorb the introduction of a subway system. The conclusion was that planning a downtown subway was not compatible with the spirit of the people of Portland. In 1994 the Department of Transportation formed DRAC (Downtown Rail Advisory Committee) to consider various factors regarding which would take the most time and cause the most disruption. The outcome of the vote for subway construction was split, and the city put the plan on hold.

He said the police bureau wrote a report recommending the subway option because if something bad were to happen exits could be closed off, unlike light-rail where a perpetrator could simply run away. There could have been 12 different lines going to cities outside Portland every minute and a half through a subway tunnel. High capacity lines are limited downtown. Construction for the subway would have been more expensive, but taken less time. Engineers explained it would have cost a fraction of what TriMet is currently utilizing.

Alan stated that there was a downtown underground alignment as part of the list for consideration.

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Trish asked for a simple summary of what the study entails. Alan replied that it is a 30-year light rail plan for the region, and the possibility of other kinds of high-capacity transit that could be eventually incorporated into the system.

Albert commented that he does not like the idea of having federal tax dollars funding major transit projects and that there are more cost effective options that could be utilized. Jan mentioned that many people agree.

Stan stated that from the standpoint of the federal government it is concerned with the service of transit to people in certain areas of the country. This area is a region under the political administration, planning, and other services of Metro. The Regional Transportation Plan is available for free, which includes all analysis for a 40-year period. CAT's efforts with TriMet are part of the Regional Transportation Plan, which works with the government and Metro to use government funds to build the region.

Jan asked Alan to return to CAT to speak about timelines. Alan agreed.

Jan asked if the new rapid rail program in Eugene is being considered. Alan responded that it is considered to be rapid bus transit, which uses a larger bus.

### **SEPTEMBER SERVICE CUTS PROPOSAL – Josh Collins, Manager, Operations Communications; Steve Kautz, Manager, Service Programs**

Josh Collins reported that the initial proposal for September 2009 Service Cuts has been reviewed through a series of public informal open houses, and a second proposal is being prepared for the formal public hearings.

Of the 12 lines that are proposed for discontinuation, three would potentially impact the LIFT service area. TriMet's practice has been to modify the ADA LIFT boundary at the same time that it modifies its fixed route service. The boundary extends three-quarters of a mile on each side of a fixed service line. The potential reduction in service area that could result would be the largest impact TriMet has incurred in recent history.

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The lines that would specifically impact service are:

- Line 60 – Leahy Road, which is in the Northwest section of the city. A change to the Cedar Mill shuttle to fixed route service would actually net an increase of the LIFT service area.
- Line 153 – South End Loop and Line 157 – Happy Valley would reduce the LIFT service area. These service discontinuations would impact approximately 31 who live in the area, and 62 who travel to the area from elsewhere. Trips into the area would also be LIFT eligible due to the new boundary.

Josh emphasized that the decision has not yet been made on which lines are to be cut and public hearings will be held on April 6, 7, and 8. An updated proposal will be sent to CAT once the decisions have been made.

Steve Kautz said that Fred Hansen and the leadership team will make the decisions about revisions to the service proposal that will be distributed in advance of the public hearings, and all of the information will be provided to CAT. As soon as decisions are made about any impacts on the LIFT service area boundary, individual LIFT customers who would be potentially impacted by the change will be contacted and notified of their service alternatives.

Josh stated that when there are service reductions, TriMet has informed customers in writing as to the ADA guidelines for the LIFT service area. The leadership team felt strongly that staff should provide outreach to those who would be impacted, making sure they are connected with TriMet's partners and so that their issues are fully understood.

Steve emphasized that TriMet is still unaware if there would be an impact on the LIFT boundary. If the lines go forward for discontinuation there would be discussions with the individual customers, and the assessment of those conversations would be shared with leadership prior to any decision being made.

A summary of the public comment that has been received so far was included with the CAT packet. There has been good attendance at the four open houses. Over 300 written comments were turned in at the open houses and approximately 900 comments have been received on the

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phone and e-mail comment lines. Lines that have received the most comments are:

- Line 33 – Fremont = 400 comments
- Line 63 – Washington Park = 100 comments
- Line 55 – Hamilton = Close to 70 comments
- Line 74 – Lloyd District = 66 comments
- MAX service proposal = About 70 comments

TriMet staff is reviewing the comments and potential modifications to the proposal are under consideration. The total amount of savings represented in the proposal is \$8.4 million annually. The final revised proposal will be a slightly lower number, but it is still uncertain what the number may be.

It is being considered to continue the service for Line 33 – Fremont as a peak in midday service on weekdays, and to continue as a line that would go from Gateway to at least Emanuel Hospital. This would allow connections to be made at both destinations with buses that run more frequently in the area. Comments have been received from people using the line for work and school purposes.

The three public hearing dates for the revised proposal are April 6, 7, and 8. On April 22, the TriMet board will be considering the final plan for the fall. The second and final consideration by the board will take place on May 27.

Overall there have been many good and constructive comments from the community and riders. Customer service staff has been riding on the buses that have proposed discontinuation to receive comments from riders.

### **Discussion**

Claudia Robertson asked if people who live outside of the boundary would be able to receive rides if they are able to get inside the service area. Josh stated that they would.

Claudia clarified that people that currently do not have to transport themselves to get a LIFT ride in that area would have to figure out how to get inside the new boundary to receive a ride. Steve stated that was correct.

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Lina inquired if any of the public comment meetings would be available to people in the areas that may be affected by line discontinuation. Steve replied that none of the three public hearings are being held specifically in those areas. Since the customers have already been identified, TriMet could have personal conversations with those people to ensure they understand the proposal and have an opportunity to ask questions or make comments.

Stan stated that the best thing TriMet can do is continue its equitable approach, considering all of the factors resulting in cuts that will affect the least number of people. It is important to remain realistic because whenever there is a decline in services, there are going to be people that could have a decline in their quality of life. The loss of the lines would equate with losing a community of people that may need to utilize the LIFT service at some point. Enforcement of fare collection could help the situation, and getting revenue out of Fareless Square would be terrific.

Trish asked which area Lines 153 and 157 serve. Steve replied that Line 153 is the South End Loop, which comes south out of the Oregon City transit center along Highway 99E, going towards Canby, and turns on South End Road. It is a loop that goes south of Oregon City, and then loops back. Line 157 – Happy Valley, goes out Sunnyside Road, to SE 122<sup>nd</sup>, and up to King Road. It is east of Clackamas Town Center and north of Sunnyside Road. Steve commented he is hopeful to have the follow-up information early next week, and it will include a map to show the specific areas that are impacted.

Trish inquired if the public comment phone line is 238-RIDE. Steve confirmed that is the number to call to give comments.

Trish queried if the proposed changes are meant to be temporary until the economy comes back. Steve responded that TriMet would consider adding service back as conditions improve. It would be reviewed through the Transit Investment Plan that is given each year.

Jan asked what kind of rides LIFT users are taking in the proposed cut area if it is for employment reasons. She said that when there was past service cut in Hillsboro, an individual lost his job. Jan agrees with Stan, but the difficulty with LIFT riders is that they often don't have many options. She

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wants assurance that there would be enough notification for CAT to testify if the lines are discontinued that would affect LIFT riders.

Theresa Christopherson commented that there is restricted service in much of Clackamas county, and there has been a lot of concern about service reduction. There are community-based service providers that are a part of the Clackamas County Transportation Consortium, and there is concern about the impact of being able to transport those who need the program. Josh assured Theresa and Jan that the information will be shared with CAT as soon as it is available.

Jan inquired if CAT could still come up with a recommendation for the proposal. Josh responded there is still time, but it would have to be done at the next meeting to be considered. Steve agreed that the April work session would be the best opportunity to put a recommendation together. More information would be available at that point to provide more input in the decision.

Trish asked for clarification regarding comments being made about lines that do not have proposed changes. Steve responded that the list includes the lines with service reductions as well as the lines for discontinuation.

Claudia commented that Line 86 was not on the list. Steve said he would update the information. Josh stated that some of the lines being proposed for change did not receive any comments.

Zoe Presson asked what the proposed changes are for Line 15 – Belmont. Steve replied that the proposal would be to end service at Gateway, and it would no longer go to Parkrose Transit Center.

Lina mentioned that Line 70 was not listed either. Steve responded that he would verify and update the list.

Albert inquired when is Line 14 going to change to return back both directions on the Hawthorne Bridge. Steve replied the route change would take place as a part of the back-on-the-mall changes for May 24<sup>th</sup>.

Albert asked if Line 71 would continue with its detour once construction is finished. Steve stated that the plan is to restore the route to its prior

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configuration as soon as the city fully completes their paving work, which should occur sometime in the fall.

Jan stated at the CAT would formalize any recommendations at the Work Session to go to the Board. She also requested that any CAT members that have concerns regarding the bus that was reviewed to forward those on to Kathy to ensure that Josh receives all of them.

### **ADJOURNMENT**

The meeting adjourned at approximately 12:00 p.m.