



CAT Fixed Route Sub-Committee Minutes
Wednesday, October 9th, 2024
9:30 a.m. – 11:00 a.m.

Link to meeting

<https://tmshare.webex.com/recordingservice/sites/tmshare/recording/playback/d83456a76889103dbffe6683157ba37b>

Password: TfGPusM2

CAT Members

Dave Daley
Jan Campbell
AnnaDiana Johnson
Franklin Ouchida
Stella Moore
Jason Jablow
Sky McLeod
Patricia Kepler
Richard Hunter
Claudia Robertson

TriMet

Justin Rossman, Community Engagement
Bernadette Le, Community Affairs Coord.
Jess Zdeb, Metro TV Hwy Proj. Mgr.
Eileen Turvey, Dir. Accessible Transportation
Daniel Marchand, Service Planning Mgr.
John Gibb, Mgr. Bus Maintenance
Kittie Kong, Community Engagement Coord.
Andrew Wilson, Sr. Analyst LIFT
Joseph Camper, Sr. Analyst Legal
Jennifer Koozer, Dir. Community Affairs
Jonathan Plowman, Sr. Transit Planner
David Bouchard, Admin Asst. Service Planning
David Aulwes, Capital Planning

Minutes

- A. 9:30 - Call to Order and Introductions** – Committee Co-Chair Dave Daley, STIF process, reached out to AARP regarding transportation. Panel meeting at 1:45 pm at Clackamas Community College Virtual/In person meeting. Justin will be forwarding out the email invitation that came from the Governor’s Commission on Senior Services and AARP, the link to join will be in the email.

Annadiana Johnson, Would like to add some discussion soon regarding Trashcans being dropped near bus shelters. There is not enough distance between cement trashcans and bus shelters. Let's please add this to our conversations about fixed route.

B. 9:40 - Frequent Express (FX) Standards Update -

Jonathan Plowman, TriMet Engineering & Construction Sr. Proj Manager
Would like to thank you for your commitment of time to the FX on Division and other projects that you support.

Today's presentation on Frequent Express (FX) Standards Update, goals and how decisions are made. They have heard the feedback that CAT has provided and then some of the FX process, standards and next steps that are relevant to you as well as lessons learned from other cities. There will be a focus on the standards that are really related to the feedback that you've been giving and the things we've been talking about in our previous conversations.

Station Spacing: We've heard from CAT that you prefer shorter distances between stations. Target spacing is 1/3 mile, minimum spacing is 1/4 mile preferred. Conditions of sidewalk and crosswalks, (Safe and accessible) as well as unique conditions. Every station will have an accessible road crossing and will be dependent upon road width and traffic/conditions. The target "through zone" (sidewalk width with no obstructions) is 6 feet. The minimum is 4 feet. However, TriMet is not the only agency involved in making these standards.

Spacing will also encompass how many people are boarding with/without mobility devices. (CATs preference is at all vehicle doors.) Boarding at the front door should accommodate walkers, strollers and mobility devices. A Bridge plate comes out from bus but the curb has to be fairly high, at 12".

Securement on vehicles – most riders prefer front facing securement. Rear facing seating does not allow you to currently see the reader board. CAT proposes three mobility device securements and TriMet says 2 is the minimum and 3 is preferred. At least one securement must be forward facing.

Tactile paving: these are plastic pavement components that are raised bumps, in a high contrast color for those who are sight impaired. This paving is located at the edge as a warning that this will lead you to the bus

door. Also, tactile paving will be used as a warning that the curb is high, and to be careful.

Braille information at FX stations – consistent information including route number and direction of travel. TriMet wants this to be consistent in its placement so they would like for it to be located at or near the tactile pavement.

Partner with government agencies (Fall Winter 2024-2025)

Request Broad public feedback.

Reliability/speed important considerations – for Federal Grant money.

C. 10:00 – Questions

Annadiana Johnson: Observed an increasing number of people using the front door with strollers, personal shopping carts and mobility devices. People with mobility devices also have problems with the seats being too close together, if mobility devices need to get towards the middle of the bus, people can't always get down the aisle between the seats.

Jan Campbell: 1/3 of a mile spacing, how many blocks is that _ 6 ½ blocks, based on 20 blocks per mile. What is the measurement/space at the front door. What is the Color that works best for high contrast and what doesn't work? CAT advocates for yellow however this is a larger agency decision beyond FX Standards.

Claudia Robertson: Spent many years getting yellow as the high contrast color for tactile, but now it's not in TriMet's historical data. Line 73 on 122nd is a stop and drop not a commuter line. The middle door was supposed to be for people with large mobility devices to just roll right in. But 2 Bikes take up a huge amount of space, there should be a different way to load bikes so there is more room for passenger seating.

An observation, 122nd and division. Far side stops are at least a block away from the transfer spots. Braille – standardize where the pole is.

Sky McLeod: Is there consideration for audible crosswalks, if there's a light with a walking man, there needs to be an audible cue, but I don't know if that is part of the standard.

Eileen: We currently announce every major destination and major intersections consistent with the ADA requirements. I also know that the customer experience team is doing a pilot to announce every stop and they're evaluating on a line that has stops both close to each other as well as that are further apart. We have also asked them to prioritize bus lines that serve Oregon Commission for the Blind, knowing that we have folks impaired who ride those lines.

Franklin Ouchida: Please clarify that on a 60" bus the standard minimum must be at least room for 2 mobility devices. He feels that there should be 3-4 for mobility devices. I can't see why there wouldn't be more. On C Tran they have 4 spots. 2 of them are strapped seats that fold away.

Annadiana Johnson: Please avoid the safety crossing with white flashing lights. Please budget for the safest crossing you can install which includes a red light with it.

Dave Daley: Bus boarding, and was told the reason bikes are inside is to speed up boarding. We don't board that many bikes. We are losing 8 seats and one of them could be for a mobility device. How many mobility devices per bus. The saddest thing is there should never be any passups for the FX2 for mobility/wheelchair riders. We have increased the size of the bus so it's just not fair to those people, it's not equitable.

It was also good to hear that PBOT says their new best practice is to have tactile markings from the through side walk to the front of the bus door. I hope we can get this through to other jurisdictions so we can eventually standardize on tactile markings.

David Aulwes: We are going to set some expectations. One is about the signals and rapid flashing beacons versus the red signal hawk. These allow us traffic signal priority and the jurisdiction is the one that dictates the

actual signal type. Unfortunately we don't have a lot of control over that but we will advocate.

D. 10:15 – TV Highway Transit Project –

Bernadette Le, TriMet Community Affairs and Engagement Coordinator
Jess Zdeb, Metro TV Hwy Project Manager

Project Overview: Improve safety and travel experience along line #57 bus.

Project Status and Timeline: Planning – Design Phase – Construction.

Metro is the lead agency and starts the design and TriMet takes over.

Project Partners: Metro, TriMet, ODOT, WA. CO., Beaverton, Hillsboro, Cornelius and Forest Grove. There is a steering committee and partners provide project guidance during this phase.

Establish an advisory committee including a representative from CAT.

Transit Needs and Improvements: Line 57 - over ½ the stops do not have shelter stops, seating or lighting. The fatal crash rate along this route is nearly twice our regional average. More than half the fatal crashes between 2017 -2021 involve pedestrians near transit stops.

Station Planning & Design: Improve access for people with disabilities.

Pedestrian crossing nearby every station. Eliminate partial pullout stops.

Station platforms with curbs and waiting areas. The real time arrival signs will tell you when the next bus is arriving. The FX bus would arrive every 12 minutes. All amenities would be installed to include shelters, seating and lighting.

Station location Criteria: Criteria considered for stops. High ridership stops, as well as stops where new development is happening, and transfers that cross TV Hwy north and south. Looking at ramp deployment to determine mobility rider as well as community identified priorities access to grocery stores etc.

Proposed Station Locations: Seeking feedback on station locations, especially in downtown Cornelius locations. There are 41 station pairs along the corridor. 79% of riders will continue to be served in the same general location.

Station Accessibility Analysis: Online survey open until Sunday 10/13.

Screen reader availability. Please take survey (Link <https://arcg.is/GXW8r>)

10:35 – Questions

- **Annadiana Johnson:** I would like to volunteer to be on this committee.
- **Claudia Robertson:** 1. Tactile strips were way ahead of where the bus stopped. Please make sure those are located where the bus stops. 2. How long is Line #57 - 16 ½ miles long. 3. What the funding source is – apply for FTA funds – small starts grant program, ½ the project thru federal funding and the other half thru regional fund partners, also significant contributions by the State legislature.
- **Patricia Kepler:** Concern over train tracks that run by the south side of TV Hwy. No safe paths/sidewalks etc., due to the train tracks. Development is growing but the train tracks won't be moving.
 - **David Aulwes:** sidewalk height / Railroad is a huge challenge. We are paying attention to how people need to get to the stops and so sidewalk improvements are part of the project.
- **Dave Daley:** Good to have some detail especially the stop locations. Wondering about bike paths and the complexities with mixing the bike path with transit stops.
 - **David Aulwes:** Some locations would be similar, where the bike lane comes up to the curb height and runs between the station and the bus lane itself. There are two different designs, but there will be a mix between the configurations. There's not a lot of space in this corridor.

11:00 - Meeting Adjourned