



CAT LIFT Sub-Committee Minutes
Wednesday, January 8th 2025
9:30 a.m. – 11:00 a.m.
Webex

Recording:

<https://tmshare.webex.com/recording/service/sites/tmshare/recording/55d3ebffb014103db3bdb50c7d01b1/playback>

Password: iJYP2ckP

CAT Members

Claudia Robertson
Franklin Ouchida
Kathryn Woods
TJ Anderson
Tre Madden
Jan Campbell
Annadiana Johnson
Patricia Kepler
Dave Daley

TriMet

Justin Rossman, Community Engagement
Jonathan Lewis, Gen. Mgr. Transdev
Kittie Kong, Community Engagement
Mary Hicks, Sr. Admin Asst. ATP

Visitor

Julie Grice
Jeremy Mingo
Ulysses Garcia

Minutes

A. 9:30 - Call to Order and Introductions – Committee Co-Chair, TJ Anderson hosted the round table introductions.

B. TriMet staff updates

- TJ Anderson asked about the LIFT reporting included in the CAT packets.
 - Justin Rossman explained the new statistics that are being reported per the request of Claudia Robertson. Page 3 of the November 2024 LIFT reporting– seven new statistics are being included around the LIFT eligibility.
 - Claudia Robertson – The report doesn't show unconditional eligibility approvals.

- Jan Campbell – How many appeals and then how many of the appeals were denied and the reason why. She did remind the other CAT LIFT Subcommittee members to please look at these statistics when you receive the reports.
 - Annadiana Johnson suggested that we look at these specific items at each LIFT Subcommittee meeting. She also suggested that it would be important to know what counties these applicants are coming from to get a sense of the diversity of West side vs. East Side regarding eligibility. It's a very long way for people from Forest Grove and Cornelius to travel to the east side in order to get tested for eligibility to ride TriMet LIFT.
 - Claudia Robertson would like to know who is fielding the eligibility denial/appeals. Is it the legal department?
 - Justin Rossman shared about the new pilot project with Virginia Garcia Wellness Center, regarding LIFT eligibility in Washington County. They've opened their conference room and provided space for TriMet to do interviews and on-site assessments.
 - Franklin Ouchida responded that looking at these will help us discover a trend. However, he said the numbers on the November report don't add up. Could this discrepancy in numbers be the unconditional approvals?
 - Patricia Kepler thinks the remote mobility assessments, going out to the person needing the assessment is a great idea, it makes it easier for those who have mobility issues and it is a major reason why people need LIFT.
 - Ulysses Garcia shared that she had just had her recertification interview yesterday and in this interview they talked about lifetime eligibility.
- TransPro survey questions for TriMet LIFT and fixed route, were provided in the email. Justin Rossman shared the questions that were being used in the TransPro survey. There were 7 pages of questions.
 - TJ Anderson asked those attending to look at the information provided and shared that the information was being broken down for those who hadn't heard it before.
 - A few of the CAT members felt the questions were pretty thorough.
 - Language Access Update and language cards discussion. Justin Rossman

C. Committee Member Feedback & Discussion

- Jan asked that the TransPro survey slide about LIFT riders using other TriMet services be brought for discussion. Do we need to have further discussion?

- Justin Rossman read the slide regarding the survey answer percentages.
- Dave Daley asked for clarification regarding if you didn't have to pay for TriMet fixed route would you use it as well as do you currently use TriMet services other than LIFT.
- Annadiana Johnson, Commented on negative Responses and wanted to know was the negative experience related to personal/physical safety. She would like to see that information added in to the fixed route report as well.
- Franklin Ouchida talked about needing the 24 hour scheduling with LIFT, the question on same day LIFT service, would you ride more often if there was same day service?
- Tre Madden – Negative vs. Safety related. Tre Madden appreciates the personalized and support provided by TriMet LIFT services. But finding out the source of negative experience is also important.
- Jan Campbell –What is the process to update this questionnaire for more in-depth questions regarding safety or the negative concerns?
 - Justin Rossman informed CAT members that this TransPro survey is done every two years and we need to let them know what we would like to include.
- Ulysses Garcia, On demand – same day service. What limitations do we have in Oregon for same day LIFT service.

Curb management – Dave Daley relayed that TriMet is looking to establish more of the BRTS which is TriMets FX2. Unintended consequences that have not been positive.

1. Stops are much further apart than they were prior to FX2. TriMet CAT has made reducing the distance between stops a priority.
2. There are multiple facilities along the FX2 route that serve people with mobility challenges and there are instances where there is no place at the curb for LIFT to stop in close proximity without forcing the LIFT operator to straddle the bike lanes.
3. Complaints from businesses that customers have no place for their customers to park and therefore they end up in the bike lane.
4. Vehicles making deliveries to businesses do not have a safe area to unload.

5. The area designated as mobility devices on the FX2 buses has not expanded as part of the conversion to larger, articulated buses. This leads to continual pass ups of mobility passengers needing to board with a mobility device because the bus is already full.

Curb management is a crucial aspect of transit planning. One of the key concepts brought up at the APTA Mobility Conference is the need to conduct a thorough curb inventory to be followed by development of a curb management plan. The goal is to optimize the use of curb space to improve mobility, safety and access for various users. Dynamic management technologies such as sensors, cameras, and real time data can help cities manage curb space based on current demand and usage patterns. At TriMet, one of the challenges is preparation of an effective curb management plan that would require close interaction between TriMet, PBOT, multiple City or County Transportation Officials and sometimes ODOT. Equity and accessibility ensure that curb space is accessible to all, including people with disabilities.

- Open discussion
 - Jan Campbell – LIFT access concerns regarding curb management and how we wanted to carry forth our concerns/comments.
 - Tre Madden – In the past have we had Portland Bikers Alliance to speak with CAT to bring in a fresh perspective regarding LIFT buses and the idea of right of way. Maybe some new insight now with E-bikes.
 - Franklin Ouchida – We really need to push for 3 possible wheelchair tie downs. He also recommended Street Trust, a biking group, would be an excellent group to come speak with CAT.
 - Claudia Robertson – There are not many bikes out here in SE Portland. Having this discussion prior to the 82nd St. Project is probably the best thing as we need to bring people in before as 82nd is going to be a pick and drop line.
 - Dave Daley – FTA clarified the guidance about losing sight of the vehicle. It's not really a violation to lose sight of the vehicle long enough to provide assistance to the passenger.

- Patricia Kepler wanted to talk about standard LIFT Service area issues. She was told TriMet is not required to provide LIFT service.

She feels that LIFT is looking for same day service when people are just trying to get to work. She feels it's not equitable.

- TJ Anderson commented by saying the response made to the comment, was that the specific line isn't within the TriMet area.
- Annadiana Johnson wondered if this person could make an ADA accommodation request so they can get to their place of employment. This is significant to their life and independence.
- Franklin Ouchida shared a multi-district transit trip down to Wilsonville and all the different drops and transfers needed to get him to his destination. It was not very convenient. He's also had issues with Saturday schedules not going to certain places.
- Tre Madden felt, that in this economy, when a disabled person is able to obtain employment, every effort should be made to get that person to their job without experiencing multiple transfers. The $\frac{3}{4}$ of a mile away from fixed route should be looked at.

D. 11:00 - Adjourn

Justin Rossman to send out Dave Daley's report to the CAT group.

Justin Rossman to put the LIFT Boundary conversation on a future agenda.

This page intentionally left blank