

## ATTACHMENT A

### MINUTES OF THE COMMITTEE ON ACCESSIBLE TRANSPORTATION September 18, 2013 9:00 a.m. – 12:00 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**

Attendees: Jan Campbell, Chair; Trish Baker, Dr. T. Allen Bethel, Leon Chavarria, Harold Cheeks, Jim Jackson, Patricia Kepler, Beth Nagy-Cochran, Arnold Panitch, Zoe Presson, Claudia Robertson, Terry Watson, Chris Walker

Staff: Corrinna Griffis, Alan Lehto, Meg Metcalf, Allen Morgan, Jeff Owen, David Trimble

Guests: Teresa Christopherson (Clackamas County Social Services), Adam Kriss, Joel Panitch, Kathryn Wood, Lt. Eric Schober and Sgt. Schoenfeld (Transit Police)

#### **APPROVAL OF THE AGENDA AND MEETING**

Jan Campbell, Chair, asked for approval of the July 17 meeting minutes.

Zoe Presson noted one correction and said that the date of the June minutes was incorrect on the first page.

**Trish Baker made a motion to approve the July 17 meeting minutes with the correction as noted. The motion was seconded and passed with two abstentions (Beth Nagy-Cochran and Claudia Robertson).**

#### **ANNOUNCEMENTS FROM THE CHAIR**

Jan announced that Arnold Panitch and Claudia Robertson would represent the CAT at the OTA Conference, October 6-9 in Bend. Trish Baker will also attend representing another organization.

## **WRITTEN COMMUNICATIONS**

There were no written communications received.

## **STAFF COMMENTS**

Allen Morgan reported that TriMet is training 24 new bus operators every six weeks in preparation for the PMLR opening in 2015. As service is restored, the number of operators may increase to 32 every six weeks. There will be two-three new trainers hired as well.

## **PUBLIC COMMENT**

Adam Kriss commented on the closure of the elevators at the Hollywood Transit Center in July. He said that any closure is very inconvenient for people with disabilities and there's needs to be improved communication about options available for all customers who can't use the stairs. Adam also commented on the location of the elevator and on the need for improved lighting for security. He suggested that future elevator locations should have improved lighting and accessibility features.

Jan commented that in the past, shuttles had been used to transport customers when the elevators were out of service.

Allen responded this particular incident had been the result of an electrical outage and not a closure for routine maintenance. Whenever possible, routine maintenance closures are completed in the early morning hours.

Patricia Kepler asked if customers are notified of elevator closures by email. Allen indicated he would follow-up to determine what notice was provided.

All agreed that there needs to be improved communication in such instances and that a shuttle system of some type would be beneficial for all customers.

Arnold Panitch asked for follow-up on the status of the west elevator at Washington Park station. Allen will follow-up and report back.

## **CAT Business Meeting Minutes**

**September 18, 2013**

**Page 3**

### **TRANSIT POLICE REPORT – Lt. Eric Schober and Sgt. Lynn Schoenfeld**

Lt. Schober reported on a recent incident where a customer had his iPad which he used for communication stolen from him on an early morning trip on MAX. Through the use of the cameras on MAX, a suspect has been identified and the investigation is underway.

He also commented on the fatality at the MAX Station and NE 7<sup>th</sup> and Holladay. Nearby construction noise most likely made it difficult to hear the oncoming train and it appears the customer only looked in one direction before crossing the tracks. He reminded committee members to look both directions before crossing the tracks. The construction company has since installed a sound wall but the noise level is still high.

Lt. Schober introduced Sgt. Schoenfeld who is with the Clackamas County Sheriff's office and assigned to the Transit Police Division. He supervises the South Precinct and also serves as the defensive tactics instructor.

Sgt. Schoenfeld made a presentation on the standard of self-awareness which includes three parts including tactical, physical and mental. Highlights of the presentation included:

#### **Tactical awareness**

- Train and condition yourself to perceive a threat or a danger.

#### **Physical awareness**

- Involves how one positions themselves in their environment to increase personal awareness of one's surroundings.

#### **Mental awareness**

- Maintaining a high level of mental awareness and alertness to be able to react to a violent encounter.

Sgt. Schoenfeld stressed the importance of maintaining health, being aware of surroundings and keeping one's mind prepared to respond. Many crimes are crimes of opportunity so it is important to provide fewer opportunities by planning one's path of travel, acting as a confident traveler and giving signals to others that one is capable of taking care of oneself.

## **CAT Business Meeting Minutes**

**September 18, 2013**

**Page 4**

If one carries a cell phone, they should be aware of any “dead zones” where the phone may not work. It is important to position yourself to have an escape route if necessary and to travel and wait in the light portion of platforms and the pedestrian pathway.

### **Discussion**

Patricia Kepler commented on a customer who was blind who had his iPhone stolen. She asked if there had been an increase in targeting people with disabilities. Sgt. Schoenfeld said that there hasn't been an increase in targeting people with disabilities but instead an increase nationwide in the theft of phones and electronic devices.

Leon Chavarria suggested posting additional signage or warning lights at the NE 7<sup>th</sup> and Holladay MAX Station regarding the construction noise level. Allen said that staff is evaluating pedestrian traffic in the area to determine next steps.

There was discussion about safety issues on Portland Streetcar. Sgt. Schoenfeld said that the Transit Police do not patrol the Streetcar.

CAT members discussed the value of having similar presentations for citizen groups including people with disabilities. Sgt. Schoenfeld said that he may be able to provide such presentations and interested members should contact the Transit Police.

### **Public Comment**

Adam Kriss asked for any pointers about walking in the evening or in the early morning hours in the dark, particularly at transit locations that may not be well-lit. Sgt. Schoenfeld stressed the importance of increased awareness of one's surroundings.

## **CAT REPORTS**

### **CAT Executive Committee**

The CAT Executive Committee meeting minutes were distributed at the meeting and there were no questions.

**TRIMET REGIONAL PLANNING -- Alan Lehto, Director, Planning and Policy; Jeff Owen, Transportation Planner**

**Transit Investment Plan**

Alan Lehto, Director, Planning and Policy, provided an overview of the regional planning efforts and the process for identifying transit investment priorities.

The update of the Regional Transportation Plan is completed every four years to meet both federal and state requirements. The purpose of the plan is to outline regional understandings between TriMet and the appropriate jurisdictions as to the transportation improvements that are likely to occur in the next 20 years. The Plan considers the potential costs and potential benefits and also ensures that any planned improvements meet the air quality standards from the federal government.

Regional partners have continual dialogue to discuss:

- land use,
- how the cities and counties will look in the future,
- how transportation will be provided to support the jurisdictions,
- how the market will react to development, and
- how the cities refine how they want to grow and how transportation will be reconfigured to meet the need.

Climate smart scenarios are developed as part of the regional effort and part of a state mandate to address greenhouse gas emissions in the region.

Alan said that to meet some of the targets in the Regional Transportation Plan, TriMet would have to double service by 2035 in addition to keeping up with population growth.

Alan reviewed TriMet's goals for FY14 which are to:

1. Continue focusing on rider needs,
2. Enhance financial stability, and
3. Build partnerships for growth.

Highlights of the presentation are listed below.

## **CAT Business Meeting Minutes**

**September 18, 2013**

**Page 6**

1. Continue focusing on rider needs by:
  - a. Creating a culture of safety by implementing a Safety Management System.
  - b. Prioritizing restoration of 15-minute or better service on Frequent Service Bus and MAX lines possibly beginning in March 2015.
  - c. Expand service to relieve crowding and improve service reliability and comfort.
  - d. Expand bus service to enhance local community connections.
  - e. Continue efficient, safe and timely construction on Portland-Milwaukie Light Rail.
  - f. Increase TriMet presence on the system through a focus on fare inspection.
  - g. Continue making customer information improvements.
  
2. Enhance financial stability by:
  - a. Bringing employee benefit costs to a sustainable level in line with other transit agencies.
  - b. Increase employee productivity through attendance.
  - c. Increase fare system efficiency by moving to a “flat fare” structure and preparing for electronic fares.
  - d. Improve operating efficiency by meeting maintenance and replacement needs.
  
3. Build partnerships for transit growth by:
  - a. Engaging customers and constituents through a series of Service Enhancement Plans.
  - b. Continue leveraging jurisdictional partnerships to improve access to transit.
  - c. Continue building new and existing partnerships for priorities identified in the region’s high-capacity transit plan.

### **Discussion**

Trish asked if there would be specific changes to Line 15 increasing evening service. Alan said that staff is completing analysis to determine which changes would benefit the most people. He said that a proposal is in process and may be available within the next few weeks.

Arnold questioned the decisions regarding the Lines 12 and 93 and the requirement to transfer rather than take a single seat ride. Alan responded that

## **CAT Business Meeting Minutes**

**September 18, 2013**

**Page 7**

both frequency of service and on-time performance are considered in the review of routes and balance of customers' needs is a consideration. The Line 12 had low on-time performance primarily because of its length.

Patricia suggested that perhaps the route could be split in downtown Portland so people could travel to either Tigard or Gresham. Alan said that option would require overlapping service and would require resources that might be used to restore frequent service in other neighborhoods. He emphasized that the goal is to balance the use of resources to bring the most benefit.

### **Pedestrian Network Update**

Jeff Owen, Transportation Planner, provided an update on the pedestrian network planning.

Jeff discussed the importance of the analysis to identify the stop areas that have the greatest vulnerability and provide the best opportunities for improvement. He reviewed the following points:

- Everyone wins with investments that make it safer, easier and more comfortable to walk and roll.
- Every transit rider is a pedestrian first and how they get to the transit stop matters.
- Many needs; how does staff focus to get things done that really benefit?
- Staff works with jurisdictional partners to pursue funding to make improvements.

Jeff said that staff reviews ridership and the use of common destinations such as commercial areas, schools, hospitals, employment areas, etc. when considering stop improvements.

The committee reviewed photos of stops before and after improvements were made and Jeff pointed out the improvements which included wider sidewalks, new bus shelters, benches, trash cans, signalized crossings, etc.

Jeff said that the analysis of the network has enabled staff to focus and identify areas for improvements as resources allow. Alan added that the analysis has also been used to work with regional partners to pursue funding for improvements for access to transit, street crossings, bus stops and also for some transit signal property.

## **CAT Business Meeting Minutes**

**September 18, 2013**

**Page 8**

Alan reported that there may be both some regional and state funds available for some improvements in the Powell-Division area, on TV Highway and on Barbur-99W in the near future. The funding would provide about \$16 million for improvements.

### **Discussion**

Claudia asked if the Elderly and Disabled Transportation Plan and Combined Human Services Plan are part of the regional plans. She asked if working on the Regional Plan represents the needs of people with disabilities and/or seniors. Alan said that the plans are all coordinated together and that the committees do include a diversity of the population to represent all needs and age groups.

Claudia asked if the CAT would be included in the planning for any Eastside service improvement planning and Alan said that they would. Claudia commented that there is very little universal access on the Eastside and she would like to ensure that all needs are addressed.

Alan said that Steve Kautz is taking the lead on the Eastside and Southeast Service Enhancement Plans and would be scheduled to make a presentation to the CAT.

Terry Watson complimented staff on the work and encouraged staff to continue to pursue the solutions with other jurisdictions. He asked if there would be any final reports that would be made on the pedestrian network plan. Jeff said there were some reports available and that staff is still working with jurisdictions to identify funding sources.

Beth Nagy-Cochran asked about the possibility of rapid bus service from Forest Grove to downtown. Alan responded that there was some interest in faster service from downtown Forest Grove to MAX connections. The service is not currently under development but was part of plans for future consideration by the region.

### **Public Comment**

There was no public comment.



## **CAT Business Meeting Minutes**

**September 18, 2013**

**Page 9**

### **MOUNTAIN EXPRESS SERVICE EXPANSION – Teresa Christopherson, Administrative Services Manager, Clackamas County Social Services (CCSS)**

Teresa Christopherson, Administrative Services Manager, CCSS, reported on the Mountain Express Service which is a commuter shuttle type bus service that has operated for ten years in the Hoodland area between Sandy and Rhododendron which is one of the unincorporated communities in that area.

The service was started by a local group to address the needs of youth needing transportation to and from afterschool and evening activities. In 2006, Clackamas County got involved when the area became eligible for public transit and rural transportation dollars and needed a governmental entity as a financial partner to assist them.

The service is called point deviated fixed route service which means that it has multiple stops through the communities but also deviates off the highway to pick up riders at their homes where appropriate. It has been highly utilized and ridership has been about 24-25,000 for the last two years serving a community of approximately 7,000 people.

Teresa provided an overview of the Mt. Hood Multi-model Transportation Plan which is underway to review all types of transportation options including freight transportation, public transit, and recreational transit options. Another transportation plan has been underway to review how to address the short-term needs within the next three to five years.

The Mt. Hood Transportation Alliance was formed and included a variety of public and private partners including representatives from BLM, Mt. Hood National Forest, City of Sandy and Hood County. Private partners have also been represented including the ski resorts, Government Camp and the CPO.

The group applied for a Paul S. Sarbanes Transit in Parks Program grant and was able to secure funding for two new 40-passenger buses with two wheelchair stations. There will also be a bike trailer to use for mountain bikes in the summer and specialized racks and equipment to haul skis and snowboards during the winter season.

A second source of new funding has been through the Federal Lands Access Program (FLAP). This is the first time that transit operations became an eligible

## **CAT Business Meeting Minutes**

**September 18, 2013**

**Page 10**

service for grant funding. There was recognition on the federal level that there's a real need for public transit access to parks, federal lands, and public lands.

The current service is a commuter type service with very limited stops and most are designated around Park and Ride locations or for those commuting to work. It starts at the Sandy Transit Center, which it allows it to connect to SAM service to Gresham, which connects to the MAX and TriMet services.

Teresa reported that FLAP grant funding has been received which will enable the service to expand to serve Government Camp and Timberline and stops along the way. Stops will now include Snow Park/Mt. Hood Ski Bowl, Government Camp, Collins Lake, and Timberline. The local community will continue to be served using flag stops and two circulated runs that will weave through the communities six days a week.

The service will also include stops at Park and Ride locations at the Hoodland Senior Center, the Resort at the Mountain and the Dorman Center which is close to Rhododendron.

Service to the Mt. Hood areas will run seven days a week and begin October 1. Initially, 22-passenger buses with mobility device stations and Rogue Valley Transit District has donated three older 44-passenger buses that are accessible and include ramps and should be available within a couple of weeks. New buses are on order and should be available by next summer.

Teresa reported that information regarding the new service is available on CCSS's website and also on the City of Sandy's website. A permanent website for the service will be launched within the next couple of weeks. She distributed a copy of the new service schedule.

Teresa acknowledged the private businesses that have joined forces to provide the local match to expand the service. She also gave a special thanks to Julie Stephens and Joyce LeDoux from Sandy Transit who provided assistance with the service development. She added that Sandy Transit has also received part of the grant funding to expand their city's service and that the expanded service will match with Mountain Express Service.

Teresa said that by combining the use of the all transit services, the new service expansions enable one to travel from Hillsboro to Timberline.

**CAT Business Meeting Minutes**  
**September 18, 2013**  
**Page 11**

Jan congratulated Teresa on her efforts and on all the partnering work with other jurisdictions to complete the project.

**Discussion**

Jim Jackson asked if the deviated route system would serve requests for stops at specific locations such as Oral Hull or locations in Sandy. Teresa responded that Mountain Express Service would not provide service to those locations because they are not within its service area. She said that the City of Sandy has its own transit service which includes SAM for fixed route and STAR for the dial-a-ride service and suggested that customers contact those services for any suggestions on additional stops.

Beth asked about the length of the trip from Quatama Station at 205th in Hillsboro to Mt. Hood. Teresa said that she didn't have the information with her but that a day trip would be possible using multiple transfers from all the systems. She added that staff is working to get the information on Google maps and transit service information.

**ORENCO STATION PLATFORM DISTRICT – Jay Higgins, Planner, Transit-Oriented Development Group; Tim Clemens, Walker-Macy**

Jay Higgins reported on the redevelopment of the Orenco Station area which is located on the MAX Blue Line. Staff has been working with developers on the project for almost a year and the discussion today will be regarding the public plaza area.

Tim Clemens, Walker-Macy, reviewed a site plan that included an aerial view of the new development at the platform district in Orenco. The development is on the north side of the existing Orenco Station stop. The proposal includes a plaza and then to the north will be six-story buildings. There will be two entries points to the plaza, one on the east near some existing oak trees, and then one on the west side.

Tim reviewed the plans for pedestrian use in the area and access to the plaza and platform areas. The intent is that the plaza will be available for public events and so the goal is that the area will be very accessible and have flexible uses.

**CAT Business Meeting Minutes**  
**September 18, 2013**  
**Page 12**

Tim reviewed the accessibility features of the plaza and the plans including the specifics of walkways. The plaza area will also include a water feature on the east side of the project and restrooms.

**Discussion**

Trish asked how Orenco Station was chosen for the development and about the existing pathways at the station. Gary Vance, Walker-Macy, responded that the choice was made because of the dynamic opportunities that exist in the area, primarily due to Intel's growth and employment in the area. He added that the existing sidewalks would remain.

Arnold asked about the name of the area. Gary responded that the area is called the Platform District at Orenco and the plaza space will be called Orenco Plaza. The area will also include a city park which will have a unique name.

Arnold also asked about funding and policing of the area. Gary said that the public plaza is funded by credits by the developer which will be offset by credits that are owed to the City of Hillsboro for parks. Instead of paying the City for parks system development charges, the plaza will be built at this location and the land will be dedicated to the City of Hillsboro. TriMet is selling the land to the City through an intergovernmental agreement.

Gary added that the area will be monitored by Hillsboro Parks and Hillsboro police would respond to any incidents in the area.

Allen asked about the location of the bus stop and if the stop would be signalized. Gary pointed out the stop location and said it would include a signal.

Gary reported that the groundbreaking will take place within a few weeks and the project is expected to be completed in summer 2015.

**Public Comment**

Adam Kriss asked how a distinction would be between the park and platform area to prevent loitering on the platform. Jay said that staff recognized that would be a challenge and was working on a way to enhance the platform area and possibly move the ticket vending machines.

## **CAT Business Meeting Minutes**

**September 18, 2013**

**Page 13**

Tim added that the platform area would be separated by a planting area that's eight feet wide and also include a fence.

Claudia commented it was good to see that this project was underway. She asked if TriMet owns the property between Cascade Station and Alderwood on the MAX Red Line. She had observed working beginning in the area. Tim responded that he believes the work there is being completed by the Port of Portland.

### **CAT MEMBER COMMENTS**

Leon Chavarria suggested that instead of using medians in the middle of a wide road, maybe the area could be painted a different color to provide more visibility of pedestrians crossing the street or pathway.

Chris Walker said that he has received many comments about the accessibility at the Hillsboro Hops Stadium and other issues in Hillsboro. He suggested that CAT might take a trip to the area.

Jan commented that Washington County has an advisory committee comprised of seniors and/or people with disabilities that might be able to address any issues. Beth commented that they do have a newsletter and Jan asked her to forward the information to staff for follow-up.

### **ADJOURNMENT**

The meeting adjourned at 11:55 a.m.