



CAT Fixed Route Sub-Committee Minutes

Wednesday, April 10th, 2024

9:30 a.m. – 11:00 a.m.

Webex

CAT Attendees: Dave Daley (CAT), Annadiana Johnson (CAT), Claudia Robertson (CAT), Adam Kriss (CAT), Patricia Kepler (CAT), Richard Hunter, Kathryn Woods,

TriMet Staff: Chuck Slaney, Clayton Thompson, Dan Marchand, Donnie Vercher, Gaylord Salisbury, Justin Rossman, Shawna Huffman, David Bouchard, Joe Camper, Marti Magee, Eileen Collins Turvey

Public: Lisa Strader (PBOT)

A G E N D A

A. 9:30 - Call to Order and Introductions – Committee Co-Chair

B. 9:40 - Blue Light phones – Shawna Huffman - Manager, Project Management, Safety & Emergency

- a. Blue Light phones will be replacing pay phones (about 119 phones).
- b. They will connect directly to TriMet's Security Operations Center 24/7
- c. Will have Braille indicating it is a security phone
- d. Call button is 40 ½" off the ground.
- e. Pilot for 90 days on MAX platforms (Only MAX for the pilot) between Gateway Transit Center and Rose Quarter Transit Center, only on TriMet property – specifically for TriMet purposes.
- f. Would like CAT field trip for review, and wayfinding suggestions
- g. Installation should begin in July-August timeframe (13 phones in pilot)
 - i. Concerns:
 - 1. red background with white font on Phone boxes

2. what is the effort to advertise these phones prior to the pilot
3. Would like to look at them before they're installed
 - a. Shawna can make arrangements to review them before they're installed
 - b. They will be internally and externally publicized about how they work and what the result of the call will be.
 - c. Need public affairs to build a campaign about how the phones work
 - d. Where will the phones be placed for the pilot?
They will be placed where the previous pay phones were.

C. 10:00 - Questions & Public Comment

D. 10:15 – Open and pending topics – TriMet staff

- Skidmore Fountain closure - CAT response and concerns
 - Anna in support of drafting a letter that the closure was not reviewed by CAT and CAT is not in support of the closure.
 - Claudia – one of the main issues with the proposed closure, years ago, was that there were social service agencies all around that stop, and we do not know if those agencies are still there. We wanted to hear that there was an evaluation and the results predicated a need to close the stop.
 - Dave – Portland streets are not as safe as they once were, and having further distancing between stops now makes that more problematic.
 - Clay Thompson – all three stations, Skidmore, Kings Hill, Yamhill 3rd/4th – Skidmore was not closed in 2019 when the others were. As the pandemic progresses, it was difficult to analyze. Working with the social service agencies (mercy Corps and DHS office- was moved), each of those agencies were part of the outreach and we have continued to work with them throughout. The conversations have picked up over the past year; particularly with the Burnside Bridge project. They spoke with Saturday Market – initially very concerned. With the Burnside Bridge construction and temporary

- movement – it will all move closer to Oak Street. The outreach was not done the way we normally do. Additional concerns about safety and security. Dave had asked what kind of safety and security initiatives have been undertaken for that station, and what happens when our security is no longer on that platform?
- Anna – I am concerned about the non-disclosure of this change in all of the recent presentations on service changes?
 - Responses from fixed route meeting 2/14/24
 - Blue Octagonal poles added to more stops. 85% of bus stops have those poles, they are the standard for new stops, and are #9 on the wayfinding priority list.
 - Dave – concerns about far-side stops (specifically Cesar Chavez and Division) & 122nd/Division & East bound 148th/Division. 122 – has a far side stop that blocks traffic lanes, creates hate and discontent. 148th – near side stop with TSP. Never see a conflict between bus and cars – see it at 122 frequently. We should not replicate automatic far side stops on 82nd when that project gets underway. I suspect that the draft list of stop closures for 82nd already exists, and if so, this committee would like to see it.
 - Claudia – Stops get moved 122/Stanton always far-side, but then PBOT came in, extended the sidewalks and put in the beacon (at Russell and Stanton. There are three ways to get into that neighborhood, primarily at Stanton, horrible placement of that bus stop. Makes it unsafe and really tricky to get into the neighborhood. Wish there was better coordination between PBOT and TriMet.
 - Dan Marchand – Claudia and Dave – these are great observances. There is coordination that occurs. 122/GLisan is a bottle drop, and mid-block stops are never good. Dan will work with Michelle Wyffels to learn more about some of those changes. To my knowledge, the stops/stations on 82nd have not been decided.
 - Kathryn – I live on 82nd and take the 72. That route is not a commuter corridor like FX2 Division. It is a on and off social service, shopping, hop on/hop off, is how that is used and must be maintained as such. Making this into an FX corridor

would eliminate the possibility of courtesy stops. The conveniences for TriMet become the nightmares for passengers. What are the stops on the chopping block?

- Justin – it is early in the project, this will be on the FY25 fixed route priority list. Still a little ways out.
 - Dave – if we wait until they have a draft list of the stops – their ability to change the list is almost impossible, instead of waiting until the draft concept comes out.
 - Claudia – During the Division Transit Project – I attended the steering committee meetings, and they were already far enough along on their design that the proposed stop locations/consolidations were already
- Subcommittee priority list overview – not covered

E. 11:00 - Meeting Adjourned