



**Committee on Accessible Transportation
Fixed Route Sub-Committee Agenda**

August 9, 2023

Attendees (CAT): Dave Daley, Annadiana Johnson, Cassie Wilson, Kris Meagher, Mike Sandell, Ryan Skelton, AJ Earl, Jan Campbell, Adam Kriss

Attendees (TriMet & Public): Ben Baldwin, Chuck Slaney, Clayton Thompson, Charlie Clark, Daniel Marchand, David Bouchard, Mary Hill, Joseph Camper, Michelle Wyffels, Shabina Shariff, Tom Mills, Michelle Hemingway (for Jesse Taylor), Lisa Strader (PBOT)

- A. 9:30 - Dave Daley Called the meeting to order at 9:32 a.m.**
- B. 9:35 -** Fixed Route Service Planning – Bus Shelter Redesign Project, Ben Baldwin, Senior Coordinator, Operating Projects

(Presentation provided as attachment to minutes)
- C. 9:50** Questions & Public Comment

Ryan Skelton provided a link to updated the Final Rule published by the Architectural Guidelines for Pedestrian Facilities in the Public Right of Way:
<https://www.federalregister.gov/documents/2023/08/08/2023-16149/accessibility-guidelines-for-pedestrian-facilities-in-the-public-right-of-way>. The purpose of these guidelines, effective September 7, 2023, is to ensure that pedestrian facilities located in the public right-of-way are readily accessible to and usable by pedestrians with disabilities. Despite on-going efforts to improve access, pedestrians with disabilities throughout the United States continue to face major challenges in public rights-of-way because many sidewalks, crosswalks, and other pedestrian facilities are

inaccessible. Equal access to pedestrian facilities is of particular importance because pedestrian travel is the principal means of independent transportation for many persons with disabilities.

Specifically called out are *Transit Stops*: Boarding and alighting areas at sidewalk or street level, as well as elevated boarding platforms, must be sized and situated such that a person with a disability can board and alight buses and rail cars. Pedestrian access routes must connect boarding and alighting areas and boarding platforms to other pedestrian facilities. Transit shelters must have clear space for use by a person in a wheelchair.

Annadiana Johnson – my concern regarding the new Shelters, specifically on Division, is that there is little to no protection for east winds. The reduction of the eastern side panel doesn't allow for that needed protection.

Ben Baldwin – the idea is that we would have the ability to orient glass on the sides of the shelter that are needed. We want to be able to respond to new multi-modal designs and vandalism. Currently spending \$30-\$40,000/mo on glass breakage.

Michael Sandell – I have been particularly bothered by (if you are sitting on a bench) that you are sitting far enough back that the driver can't see you if you're sitting in the shelter. If we could include glass that is transparent and not opaque so people can be seen, that would be ideal.

Ben Baldwin – I think the design will be able to respond to that. Any glazing that we put in may not be transparent all the time. Foggy days, we'll still have condensation on the glass. Best served by making the call to determine whether we have glazing at all.

Ryan Skelton – I don't see any specifics here...what are the specifics about space for mobility devices in shelters? There is

often a conflict between bench placement and space for a mobility device to be accommodated?

Ben Baldwin – there is intended to be space for a bench, and one wheelchair. Moving forward you'll see there is more space moving forward.

Eileen Collins – Referenced the Final Rule listed above and asked for confirmation that these new shelters would, at minimum, meet or exceed these guidelines.

Ben Baldwin – that would be our expectation.

Adam Kriss - Have we thought about changing the colors of the shelters since the dark blue is so hard to see? Have we thought about putting up lights that come on automatically when the sun goes down? It would make it easier to find the shelters, and provide the appearance of increased security?

Ben Baldwin – the color of the shelter is not necessarily part of the scope of this project, but if I had my way, we would not use blue for our shelters. It is the “TriMet Blue” color, to help be recognized as a TriMet facility. It also blends into the background and not detract from area surroundings. The new blue is brighter and calls more attention to the shelters. I'm not qualified to say that the shelter won't be blue, but I am hoping we can do something different. We do currently incorporate LED lighting in some shelters and will also include it in the proposal moving forward, with almost exclusive solar powering, which may make them untenable in heavily tree-covered areas.

Dave Daley – you said this would be funded by STIF? Will this detract from other funding efforts? Are you aware of the Wayfinding recommendation from the other CAT ad hoc?

Ben Baldwin – I would like to hear more about that.

Dave Daley – it is critical that you understand the efforts already undertaken.

David Bouchard – I have attended most of the Wayfinding meetings, and I can schedule some time to cover what has been covered there. Recent discussions have focused on digital wayfinding. There is a matrix. There have been field visits. As far as sign placement and other amenities, we can get you up to speed.

Annadiana Johnson – STIF (State Transportation Improvement Fund) versus Special Transportation Fund (STF).

Dan Marchand – Resurrect the general fund funding for shelters. In the recent past, the general fund resources have been depleted, and the use of STIF funds can re-energize those efforts. STIF is allowing us to get the shelter program back up off the ground.

Annadiana Johnson – Seating is critical at shelters. At varying heights so that older people who have more challenges getting up from a bench or seat, can elevate more easily. Varying heights would better serve the public.

Ben Baldwin – We haven't developed the bench yet. We are focusing on the shelter first. It is part of the project to determine what type of bench to use. It is an opportunity for CAT to provide input as well. The seat we choose may be height adjustable. Maybe we should determine a different seat height or multiple seat heights within one bench.

Michael Sandell – I noticed in the 3-D rendering – It looks to me that the shelter does not open into the street, someone would have to walk around the shelter to get to the bus.

Ben – yes, in that rendering it is situated blocking the street, but it could be flipped.

Mike – AS someone who has been splashed multiple times, I appreciate the “barrier”, but it would also be more difficult to be seen and for mobility device users to navigate around it. For consistency, it is best to have one shape, one orientation, so people don’t have to determine at each stop, how to get to the bus.

Ben Baldwin – about 50% of our 1,000 bus shelters have the street facing orientation. In this particular example, you could still place the shelter on a pad, but further removed from the street. Considerations for tree placement in the sheltering zone, etc. There isn’t a perfect answer, but hopefully, we can find flexibility to make the best solution for the most users.

Jan Campbell- On the benches, when you get ready to make that decision, can you come back to CAT to review? Did I hear you right there is going to be LED lighting in these structures?

Ben – yes, but I don’t think it will be in every shelter.

Jan – individuals on the autism spectrum can have issues with LED lights. Can we check into that a little bit more? Maybe how you direct that light might make a difference?

Ben Baldwin – LEDs are low-power draw, that we can use more effectively. But to your point, a filter or lens can make a big difference and not have exposed LEDs.

Cassie Wilson – clarifying question. Timeline – does this include downtown bus mall sized shelters? I am most excited about standing under cover and not getting wet.

Ben – This does not include the bus mall, just our other free standing shelters. If we allow filtered light in, it provided better visibility, and also everything else that is stuck on the roof. The idea is to have a reflective ceiling to relieve from UV radiation and keep you dry.

Cassie Wilson – you mentioned that you will make a prototype of the shelter. Can CAT see that?

Ben Baldwin – Absolutely, yes. We will bring this back to CAT when we are at the prototyping process.

Ryan Skelton – if there is going to be LED lighting, we consider having a signal button to signal to the driver that you are in the shelter waiting for the bus, that might actually help operators.

Ben – I think that’s a good thought, on poles instead of shelters. We have explored it previously, and I will add it to the list of considerations.

D. 10:20 Update on Bus Operator Training Engagement – Jan Campbell & Kris Meagher

Kris Meagher – I loved being able to share with the operators about my experience as a low-vision, blind woman boarding the bus, and getting their help. They asked great questions about how they can and should help. Great questions, great discussion. I felt the camaraderie.

Jan Campbell – I was very pleased, too. I thought this was one of the better ones for asking questions. Kris and I decided to give a brief overview and then really open up for questions. They asked some great, great questions, They seemed sincere and made it clear that they wanted to be welcoming and accommodating to all riders. Also a very diverse audience.

Mike Sandell – Congratulations! I am so glad you were able to go. How can one get involved in future trainings.

Eileen – will resend the template for additional members who want to participate.

Chuck Slaney – every 7 weeks – last day of training, ADA training day, securement day. A really great opportunity, right

before the operators go out on the road. Lots of comments from operators about how much they appreciated the input from Jan and Kris about how people want to be spoken to and assisted.

E. 10:40 Committee Member Issues

Dave – Lisa have you had a chance to digest the new final rule mentioned earlier?

Lisa Strader (PBOT) – PBOT just received the final rule announcement yesterday when it was released. Still digesting the information but happy to come back and discuss when we know the impacts.

Action Item (Eileen) - Platform Field Trip – Provide to Eileen the locations of the most problematic platforms, and Eileen will schedule and coordinate with Lisa to get the field trip on the books. (add to FY24 CAT Work plan)

- By Multnomah County offices east of MLK on Hawthorne – floating platform issue.
- FX2 Stops
- Zicla Platforms
- Weidler stop. (Ask Claudia)

F. Meeting Adjourned at 11:00 a.m. by Dave Daley

Comments From Chat:

from Michelle Hemingway (privately): 9:32 AM

Hi, I can't speak right now but just in case they ask who I am- I'm listening in for Jesse Taylor who can't make it

from Cassie Wilson she/her to everyone: 9:34 AM

Was there an agenda sent out for this meeting? I couldn't find anything in my email

from Eileen Collins to everyone: 9:35 AM

@Cassie - Yes, I just sent it again this morning, but I will forward it to you again.

from Michelle Hemingway to everyone: 9:35 AM

I can't introduce but I'm the SAA for bus maintenance listening in for the director.

from Michelle Hemingway to everyone: 9:35 AM

Director*

from Michelle Hemingway to everyone: 9:36 AM

Thank you!

from ADAM to everyone: 9:38 AM

Good morning everyone, I'm Adam Kriss from the CAT-I came in late but looking forward to hearing everything

from ryan to everyone: 9:39 AM

Good morning everyone I thought I would post a link here that is relevant to our work. It's a recent federal regulation regarding pedestrian right-of-way transportation that was passed yesterday. Here is the link

<https://www.federalregister.gov/documents/2023/08/08/2023-16149/accessibility-guidelines-for-pedestrian-facilities-in-the-public-right-of-way>

from ADAM to everyone: 9:43 AM

I'd really like to see more shelters that are consistent because I'm seeing too many inconsistencies with some with benches, some without benches etc

from Mike Sandell he/him to everyone: 9:45 AM

^^this, and also the design as it exists currently seems to prioritize making the shelters unusable for houseless people to make shelter there rather than giving disabled riders a place to wait for the bus. Which is a very backwards priority.

from ADAM to everyone: 9:51 AM

One thing we have to understand is unfortunately not everything is going to work for everyone

from ADAM to everyone: 9:53 AM

to Mike's point, maybe we should be looking at a different color than dark blue

from Mike Sandell he/him to everyone: 9:57 AM

Especially for the stops that are just a pole. Those are really hard to see

from ADAM to everyone: 10:03 AM

If solar power is going to be an issue in some areas then don't use it

from ADAM to everyone: 10:05 AM

What about reflected strips

from ADAM to everyone: 10:08 AM

What is the timeline on this project

from ADAM to everyone: 10:09 AM

will this project need to work with PBOT as they control sidewalks, etc

from Mike Sandell he/him to everyone: 10:21 AM

To be clear, I think this design is just fine IF the issue of the visibility/opacity of the glass is fixed. I'm def tired of being splashed lol

from Mike Sandell he/him to everyone: 10:22 AM

I can speak to that if folks are interested

from ADAM to everyone: 10:30 AM

What about the stops currently on the bridges

from Eileen Collins to everyone: 10:30 AM

I will provide the feedback from the wayfinding group to Ben and the Service Planning team.

from Daniel Marchand to everyone: 10:30 AM

BRB

from Michelle Hemingway to everyone: 10:30 AM

I have to disconnect from the call, but if there any matters relating to Bus Maintenance please email them to me. Thank you!

from Ben Baldwin to everyone: 10:31 AM

Thank you Everybody!

from Mike Sandell he/him to everyone: 10:32 AM

Was there an email that went out inviting folks to that? I didn't see anything and I really wanted to participate...

from ADAM to everyone: 10:35 AM

Dave: its great that we are getting at the beginning of this process; this is an important priority and I hope this continues to be a focus

from Mike Sandell he/him to everyone: 10:38 AM

Eileen, I agree with your point regarding a diversity of persepectives. I don't mind being the token autistic person at all lol

from ADAM to everyone: 10:39 AM

I don't use the bus a whole lot so I'm not sure what my prospective would be however I'd be interested in learning more

from Mike Sandell he/him to everyone: 10:40 AM

No yeah that's awesome timing

rom Mary Hill to everyone: 10:56 AM

I have to drop. Thanks all!

from ADAM to everyone: 10:57 AM

Ill send my availability today

from ADAM to everyone: 10:59 AM

What is the status of the elevator committee