



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

Recording:

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Password: Sn3zcAwT

CAT Members

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

TriMet

Justin Rossman, Sr. Community Engagement
Joseph Camper, Sr. Analyst Legal
Mary Hicks, Sr. Admin. Asst. for ATP
Clayton Thompson, Community Engagement
Daniel Marchand, Manager Service Planning
Kittie Kong, Community Engagement Coord.
Andrew Wilson, Sr. Analyst LIFT
Donnie Vercher, Interim Mgr. Bus Operations
David Bouchard, Sr. Admin Asst. Service Planning
James Bledsoe, Dir. Rail Equipment Maintenance

Guest

John Merrick-Russell
Elianna Gnoffo, PCC AEDR
Leon Chavarria
Jeremy Mingo

Minutes

A. 9:30 - Call to Order and Introductions – Committee Co-Chair Dave Daley did roundtable introductions.

B. 9:45 - Priority seating on-board trains in regards to bicycles

(and bicyclists) in those areas – ADA Legal counsel was hoping we could have some conversation with the CAT around bikes in the priority seating area.

- Richard Hunter is a frequent E-bike rider concerned about bicyclists in the priority sections of the fixed route.
- Annadiana Johnson – Asked Richard Hunter if he’s ever been challenged for sitting in the priority section with his bike. She shared that DMV will provide him a sticker for his E-Bike as a mobility device. There is an organization called Go Lloyd that does bicycle outreach, and they need to have a bike workshop for our TriMet customers?
- Elianna Gnoffo – There is a wider issue of how integrated our transit system is with bikes. Even Max, which has some room for bikes, is still in that wheel and spoke style. It’s also not feasible for some TriMet riders to lift a bike up into the bike rack and be able to sit and keep an eye on the bike.
- Dave Daley – a discussion regarding bike tires and bus securements which have become obsolete on the bus as many bike tires are too big to fit into most of the TriMet bike racks. This is the standard on the FX. He is unfamiliar with the bike racks and asked the other CAT members about markings for the bike/E-bike on the MAX. The Bay area (BART) bike racks handle more bicycles, and some are secured with destination tags, compared to our 1-2 on the FX. Maybe we need to deal with the standard bicycle because we can’t plan for everything. Those big bikes become a policy consideration because they inconvenience all the other passengers.
- Claudia Robertson – There is history to mobility devices, many years ago the only devices that were legal on the bus, were wheelchairs and walkers. Then buses got front racks for bikes, and the MAX line got internal bike racks. Bikes have become more prolific and riders would stand in the train door-wells and people couldn’t get on/off the train while the doors were open. Don’t know if anyone has talked

about having one type of car for unencumbered passengers and the other for bikes, cargo, strollers etc., they're probably not designing them to be that way but things have grown exponentially since these cars were designed.

- Richard Hunter – talked about Homeless coming on board and stretching out across the seats and will not move when a wheelchair comes on, as well as taking up disabled seat space with big bags of cans. He also mentioned seeing a large dog and dog kennel with the dog not inside of the kennel.
- John Merrick-Russell – Multi transportation options would be great if we could get training at the Jan Campbell Mobility Center for things like this.
- Franklin Ouchida – The problem with people not moving to provide space for the mobility device of a disabled person means it will clog the aisle ways if the space is not provided.
- Jan Campbell – talked about people with disabilities as well as hidden disabilities within the community and their bags and grocery carts that they bring on the bus/Max. It's always been an issue but it's been more difficult lately and people who may need to have more time to get on or disembark must sit closer to the door.
- Daniel Marchand will follow up with information regarding enforcement of riders with too many bags of cans and other space consuming issues.
- Justin Rossman wanted to talk about the flow and he mentioned that the doors are marked on the Max, as to which is a bike door and which is a door for a mobility device. Also, TriMet is installing a bus bike rack at the Jan Campbell Mobility Center (on front of bus) but you just gave me a good idea to install a bike hanger (Max).

C. 10:00 – Bus Catcher Information Display (BCID) – Justin Rossman shared a visual of the BCID and explained that these BCIDs are not very convenient or usable for people with low or no vision. The print is small and our

creative services team is open to new ideas. He would like some feedback to give to our creative services team.

- **Annadiana Johnson** – QR code is on the bottom corner, needs to be in the main part of the display.
- **Claudia Robertson** – The small print is hard to read -
- **Dave Daley** – you need to be a transit geek to be able to understand this. Let's emphasize real time information.
- **Franklin Ouchida** – If you have a mobility device at the Oregon City platform there are 3 of the BCIDs there, right together and you can't square up to them, there's just not enough room. The reader boards are fantastic – they tell you when the bus/Max is coming.
- **Richard Hunter** – This was the original line of defense for TriMet. Before there were smart phones or electronic readers. It's like a dinosaur or a museum piece.
- **Claudia Robertson** – Likes the old printed schedules.

D. 10:15 – MAX Single Cars – James Bledsoe, Director Rail Equipment Maintenance - In a past CAT meeting there were comments regarding why are we seeing so many single car Max trains. James Bledsoe shared that because of a **30%** labor shortage we have to keep up on our preventative maintenance by not sending the second car. It's a very specialized field and we have to hire national hiring firms as well as needing to revamp our training process to get more journeyman rail maintenance people.

- Dave Daley asked how do you choose which lines will be single car runs? And once you choose, does that information get to a trip planner so you can tell people electronically that they're going to be on a single car train.

James Bledsoe - The single train runs were calculated by the least amount of ridership which was on the orange, yellow and green lines.

- Franklin Ouchida - Asked, when the series 6 are released, is that going to solve a lot of your problems or will it be an ongoing thing.

James Bledsoe – The only thing that’s going to solve the problem is getting more people trained as mechanics.

- Elianna Gnoffo,– PCC has a mechanics program. Can we have our trade programs at PCC start producing our own trades like journeyman contractors to help maintain the TriMet system for Bus Maintenance?

James Bledsoe – PCC has 3 courses for those we hire who don’t have a lot of previous mechanical experience. They get some outside training for electronics and then they come into our program and we give them specific training on our vehicles.

- Jan Campbell – At an operator training, we talked about patience. A wheel chair symbol at the top of the driver, the first vehicle, means that the accessible seating and ramp is at the front of the train.
- Dave Daley asked Daniel Marchand if there was a way to make a service alert that the next train is a single car.
- Justin Rossman was chatting online during this meeting with the director of rail about slowing down at stations when operating the single cars and why it’s important. They have a rail meeting coming up and she’s going to share this conversation with the team.

James Bledsoe –shared that there are \$7,500 hiring bonuses for journeyman mechanics if they come from the outside and referral bonuses for our internal people who refer mechanics that get hired. We are working to upgrade and streamline the training program and make it a better program.

E. 10:30 - Comments & Questions

F. 10:45 - Committee Member Discussion

- Claudia Robertson was on a type one Max, it was whistling. Those type 1 cars are cold. Also, the stop announcement display was not working and the audio was spotty at best. This makes it really

difficult when its dark and people can easily miss their stop and have to back track.

- Annadiana Johnson – Informed the group that according to ADA requirements both the reader board and the audible messages need to be working. If not, the bus service has five days to comply.
- Franklin Ouchida –Says there needs to be an SOP for them checking securements. He feels that some drivers don't understand the equipment as he has had to show the operators how to use the securements. It only takes a minute to verify that the equipment is functional.
- Sky – If the visual display is broken and not displaying stops. Is there a way for the operator to augment that? Do you have to hold down a button on the microphone to talk into it? Would the drivers have an issue trying to drive and speaking into the microphone at the same time?
 - Donnie Vercher – explained that the microphone is right there by the driver. They don't have to hold it – it's just a switch. Also, securements are part of the pre-check. They should all be functioning before the driver pulls out.
 - Richard Hunter - My safety is important so I don't want the driver to have too many distractions.
 - Dave Daley – We've had buses for 40 years before we had reader boards and the operators had to call out all the stops, so it can be done.
 - Richard Hunter – Described how the landscaped has changed over those 40 years.
 - David Bouchard – The visual display is only within the last couple of years. Audio announcements are part of the software and can be programmed for every stop but they are not required. Hardware and speakers may differ per bus. It's an add-on.

- Claudia Robertson – Before ASA the operators did not call out the stops. The operators were required but they did not do it and we tried to get that changed, but weren't able to change it. However, if you had the audio at every stop it would be a constant distraction for riders and operators.
- Jan Campbell – explained that just because folks are talking about history it just means they are telling you some of the points that were brought up for historical reference. It doesn't mean we agree or disagree it's just providing background.
- Justin Rossman – Wanted to share that the wayfinding committee last week found out that 11% of our bus routes now automatically call all stops and by the end of 2025 our goal is that every line will automatically call every single stop. If there are any lines that need to be prioritized, please pass those along.

G. 11:00 - Meeting Adjourned

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