



**SACRAMENTO REGIONAL TRANSIT DISTRICT
MOBILITY ADVISORY COUNCIL
ACCESS & INFRASTRUCTURE (A & I)
STANDING COMMITTEE MEETING MINUTES
May 6, 2021**

CALL TO ORDER:

The meeting was called to order at 2:30 p.m.

INTRODUCTION OF COUNCIL MEMBERS AND STAFF:

Present Members: Chair Eugene Lozano, Vice Chair Alan Ruzich, and Jeff Thom **Other MAC Members:** Pam Flohr, Dr. William Charles Johnson, Helen O'Connell, and Frank Trujillo **RT Staff:** Kathy Sachen, Carmen Alba, Sarah Kerber, Craig Norman, Sarah Dawson, Rose Patton, Dan Thao, Laura Ham, and Chris Flores **Guests:** Leslie Thom, Margie Donovan, Ruby Edgar, and Jeff Tardaguila **Absent Members:** Patti Johnson

MEETING RULES:

In addition to Robert's Rules of Order, **Chair Lozano** established that all microphones except for that of the current presenter should be muted; after each presentation, comments and questions will be accepted in the following order: A & I Committee Members, General MAC Members, RT Staff Members, and then Members of the Public. Individuals wishing to speak should state their name and wait to be recognized by the Chair before continuing.

APPROVAL OF MINUTES:

Discussion and Approval of Minutes from the February 14, 2020 A & I Subcommittee Meeting were postponed until the next meeting.

PUBLIC COMMENT:

Jeff Tardaguila expressed concern that the modification of stations, particularly regarding the 8-inch height difference between the new trains and the station floor, needs to be discussed by the MAC. **Chair Lozano** responded that that would be covered at a future meeting, but because of the scope of the entire project and the time sensitive nature of requesting any modifications to the S700 cars themselves, it is important to focus on the train cars first.

CHAIR REPORT

Chair Lozano introduced his informal survey for access features to be provided in the Siemens Mobility S700 low-floor light rail vehicles (Attachment 2). He stressed that it was meant to be a non-exhaustive starting point for possible MAC recommendations on best practices for light rail vehicles.

OLD BUSINESS:

No Old Business was discussed.

NEW BUSINESS:

A. Update on Siemens Mobility S700 Low-Floor Light Rail Vehicles

Craig Norman, SacRT Principal Systems Engineer, gave a brief overview of the Siemens Mobility S700 procurement process.

Mr. Norman informed the Committee that he has put together a group to go through the Chair's Report to address the concerns which were listed. Also, they are in contact with Siemens to address some of

the specific access concerns.

The rest of the presentation focused on the specific locations of seating, doors, and the retractable ramp.

Chair Lozano asked for clarification on the location of doors, the location of the buttons, and type of door opening mechanism. **Mr. Norman** confirmed that there are no doors leading directly to the upper seating level; the buttons are on the leading edge of the doors where they close to meet in the middle and the doors slide open along the outside of the vehicle rather than folding or retracting inside.

Helen O'Connell asked how many wheelchairs/scooters can the S700 cars hold at maximum capacity. **Mr. Norman** answered that there will be at least room for four mobility devices where the fold-down seats are, plus more room in the open areas of the car which is more than is currently available in the existing vehicles.

Frank Trujillo asked how far a rider would have to step back after pressing the button to deploy the ramp. **Mr. Norman** answered that they would have to step back approximately 22 inches, there is a beeping sound to alert passengers of the deployment/retraction of the ramp, and the ramp has a sensitive edge causing it to stop and retract as soon as it meets an obstacle.

Chair Lozano expressed concern that stepping back 2 feet and getting out of the way might be a problem for riders with mobility issues. **Mr. Norman** acknowledged that this is a concern and that he is working with Accessible Services to come up with a solution.

Jeff Tardaguila asked how sensitive the doors are to obstacles and if there would be a camera monitoring system for the driver. **Mr. Norman** responded that the doors meet all regulatory requirements and are more sensitive than our current vehicles. His team is looking into cameras and other monitoring solutions.

Mr. Tardaguila asked if some of the seats could be removed to provide more room. **Mr. Norman** informed him that the seats in the lower middle section could not be removed because they sit on top of an elongated wheel well containing necessary equipment.

Mr. Tardaguila asked if the door buttons had been tested for use by individuals in electric wheelchairs and/or those with limited hand/arm mobility. **Mr. Norman** answered that his team is working with San Diego Trolley to find where they ran into problems and possible solutions.

Margie Donovan asked if the mini boarding platforms would still be an option. **Mr. Norman** answered that they will not because the new vehicles do not have doors at that height. There is a team working on how to transition existing stations to accommodate low-floor light rail vehicles.

Ms. Donovan asked how a visually impaired rider would know which is the front car for boarding and if there is a way to open the doors without deploying the ramp. **Mr. Norman** replied that there are two sets of buttons: the door-open buttons on top and the ramp buttons below.

Carmen Alba answered that the Operations team is currently considering how and where to implement a designated boarding area; she also added that the operations team is preparing a Q&A for riders and that they plan on sharing all operating procedures with the MAC before finalizing them.

Ms. Donovan asked if the door buttons would have tactile markings or braille; **Chair Lozano** said that his Chair Report recommends using both raised symbols and braille.

Pam Flohr asked if there is a different sound notification for the doors opening than for the deployment of the ramp and how visually impaired riders would know that the doors were open. **Mr. Norman** answered that he believed that there is a shorter set of beeps for the doors being open and would confirm with Siemens.

Jeff Thom asked if any research had been done on whether there could be an app for riders to deploy the ramp without physically pressing the button. **Mr. Norman** answered that the Chair Report suggests a key fob of some kind and that his team is looking into several possible options with Siemens.

Chair Lozano asked if there is a way to add a locator tone inside the vehicle to direct visually impaired riders to the location of the open-door entryway while boarding so to make a distinction from the open space between vehicles.

Mr. Lozano asked if there would be a way for riders with limited use of their upper extremities to get technology or operator assistance in lowering the folding priority seating. **Mr. Norman** responded that these issues will be included in the operating procedures being developed by Operations and Accessible Services.

Mr. Tardaguila asked if there is an audible indicator to notify the visually impaired of a door malfunction and if there is a way for a rider to notify the operator of a malfunction. **Mr. Norman** answered that operating procedures are currently being developed for those types of scenarios.

Mr. Tardaguila asked how effective the PA system will be and if the operators will have control over the doors. **Mr. Norman** replied that the new system will be similar to the current system.

William Charles Johnson asked how much discretion RT has to request physical modifications to the S700 cars. **Mr. Norman** answered that his team is currently researching what changes can be made; the nature of the agreement with Siemens and San Diego means that “limited changes” can be made to the design, but they are looking into what can and cannot be done.

Chair Lozano asked for an estimate as to when the first cars would begin being manufactured, when they would be delivered and become operational. **Mr. Norman** said the current estimated timeline is for RT to begin receiving the first cars in August of 2022. Once they are received, there is an extensive testing and preparation period, meaning they will not be operational until late spring of 2023. Part of this preparation process is the addition of 15-minute service to Folsom and station modifications to accommodate the low floor vehicles.

Kathy Sachen announced that additional comments and questions can be directed to her at 916-556-0238 or by email at ksachen@sacrt.com.

B. Update on the Elimination of the City of Folsom’s Dial-A-Ride Service

Dan Thao, SacRT Director, Community and Contract Bus Services, gave a brief overview of RT operation of Folsom Service and SacRT GO. He provided a Q&A regarding the planned transition in August 2021 from Dial-A-Ride (DAR) to a combination of SacRT GO and expanded SmaRT ride services.

Ms. Donovan stated that she had four main concerns regarding the proposed transition:

1. That there has not been an outreach program to reach out to current DAR riders and that RT should perform due diligence and reach out to Folsom residents.
2. There seems to be an assumption that DAR passengers began increasingly using SmaRT ride beginning in June 2020. She would like a study to verify that the increased SmaRT ridership is

from DAR passengers.

3. This transition would push some riders out of the system because they need more assistance than SacRT GO will be able to provide.
4. There has been a push from RT to use SmarT Ride over DAR, but that is not always a viable solution, especially for things like medical appointments that have strict time schedules.

Additionally, **Ms. Donovan** wished to acknowledge that RT has done away with the 90-minute scheduling constraint for DAR and SacRT GO trips. **Mr. Thao** responded that RT has pushed back the date for taking this transition to the Folsom City Council from May to June to consider concerns about communication. **Ms. Alba** added that they will work with RT's Marketing team to come up with an outreach plan.

Chair Lozano stated it is his understanding that SmarT Ride Scheduling is same day and SacRT GO scheduling is one to two days in advance, while DAR scheduling is between one and fourteen days in advance. He asked if there is a way to implement DAR's extended scheduling period for SacRT GO. He suggested the window of opportunity for making advance call-in requests for rides be referred to the Training, Communications, and Policies Standing Committee for discussion and recommendation to the MAC.

Mr. Thom also suggested bringing the issue to the Training, Communications, and Policies Standing Committee, which should then make a report to the full MAC.

ACTION: Jeff Thom made a motion for the Training, Communication & Policy Subcommittee to research expanding the scheduling timeframe for SacRT GO. The motion was seconded by Helen O'Connell. The motion was approved by a voice vote.

OTHER BUSINESS:

None.

ANNOUNCEMENTS/COUNCIL MEMBER REQUESTS FOR INFORMATION:

None

ADJOURNMENT:

The meeting was adjourned at 4:18 p.m.