



**SACRAMENTO REGIONAL TRANSIT DISTRICT
MOBILITY ADVISORY COUNCIL
ACCESS & INFRASTRUCTURE (A & I)
STANDING COMMITTEE MEETING MINUTES
September 9, 2021**

CALL TO ORDER:

The meeting was called to order at 1:13 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, and Frank Trujillo **RT Staff:** Priscilla Vargas, Kathy Sachen, Craig Norman, Christopher Hoang, and Montessa Parker **Guests:** Tiffany Manosh and Jeff Tardaguila

APPROVAL OF MINUTES:

Jeff Thom motioned to approve the Minutes of the May 14, 2021, A & I Meeting. **Alan Ruzich** seconded. The Minutes were approved by voice vote, with Jeff Thom abstaining.

MEETING RULES:

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.

PUBLIC COMMENT:

Jeff Tardaguila made some suggestions regarding the scheduling, communication and facilitation of A & I Meetings going forward. Mr. Tardaguila also restated his assertion that a seat will need to be removed on the new LRV cars in order to accommodate 4-wheeled scooters.

CHAIR REPORT.

Chair Lozano expressed appreciation to SacRT staff for the Siemen's visit this past June. He appreciated the opportunity to go through the vehicle in person to examine and determine accessibility.

OLD BUSINESS:

No Old Business was discussed.

NEW BUSINESS:

A. Morrison Creek Light Rail Station update (Craig Norman, PE, Principal Systems Engineer, Sacramento Regional Transit District)

Craig Norman, SacRT Principal Systems Engineer, provided an update of the Morrison Creek Light Rail Station. The station is currently accessible via a pedestrian pathway. Mr. Norman spoke on safety amenities including a security guard, adequate lighting, and 24-hour cameras. **Chair Lozano** asked for confirmation that SacRT will no longer be operating a golf cart at that station, **Mr. Norman** confirmed. **Chair Lozano** reiterated his earlier statement that, should SacRT decide to operate the golf cart, there are resources for carts that are accessible by wheelchair. **Jeffrey Tardaguila** asked for details on the cameras and fare vending machines (FVM's) at this station. **Mr. Norman** advised that we have twice

as many cameras as other stations and that there is one FVM on each direction of travel.

OTHER BUSINESS:

A. Update on SacRT's Equivalent Facilitation Request for the bridge plate - Siemens S700 low-floor light rail vehicles (Craig Norman, PE, Principal Systems Engineer, Sacramento Regional Transit District)

Craig Norman provided an update on SacRT's Equivalent Facilitation Request to the FTA. Mr. Norman advised that SacRT presented information for public comment in August and the window to collect public comments has been extended through September 15, 2021. Once comments are collected and addressed, SacRT will prepare a letter for the FTA. Mr. Norman advised that, at this point, there were not many public comments regarding the bridge plate. Many were about our detectable warning tile (DWT) proposal to go with the modified DWTs with the truncated domes removed. Mr. Norman advised that SacRT will not need to modify the DWTs and therefore remain with the current design. **Chair Lozano** asked if we had heard anything on the bridge plate from sister transit agencies with similar Light Rail Vehicles (LRVs) regarding wheel guards for the ramps and whether they have contrasting color on the face of the ramp so that it will stand out to passengers. **Mr. Norman** responded that the other agencies do not have this. The issue with people tripping on the wheel guards was resolved by replacing the bridge plates with the ones we will be using now. **Chair Lozano** suggested that, as a proactive approach, the A&I and other SacRT entities develop an alternative to prepare for possible future maintenance issues with the DWTs. **Jeff Tardaguila** asked why the one-inch yellow stripe around the ramp is one inch from the edge. **Mr. Norman** advised this is the standard design of the Siemens vehicle. **Chair Lozano** advised this is also a federal requirement.

B. Discuss SacRT's responses to MAC member site visit to Siemens on June 29, 2021. (Craig Norman, PE, Principal Systems Engineer, Sacramento Regional Transit District)

Craig Norman went over the 19-page document that the A&I Committee developed in April 2021 which included comments, input and concerns from riders in Sacramento as well as San Diego. Mr. Norman advised that SacRT was able to address the following questions:

1. How will passengers who are totally blind make the distinction between the entry way detectable directional mats at the low floor segment of the car from those of the elevated entryways?
 - a. Every door opens onto the low-floor portion of the train.
2. Multiple questions regarding the buttons/bezel.
 - a. The buttons are the standard Siemens configuration with raised buttons and bezel which do comply with requirements. . There was a request to have a bezel that is textured and possibly has color to it. Per Siemens, the button is stainless steel, heavy duty but there is an alternative to have a yellow plastic bezel. This, however, would cost about 200k and the material reliability is questionable. Therefore, SacRT is sticking with the same buttons and bezels as it currently has on the door. If a better button becomes available on the market, there is an option to change it out in the future.
3. Request to add locator tone for entryway buttons.

- a. Siemens does not have that option on any of its vehicles.
4. Request to possibly have a speaker at each door that could give specific warnings or information for individual doors.
 - a. This is not an option available to us. There are only the interior speakers and exterior speakers for the public.
5. Ramp deployment warnings.
 - a. Ramp deployment warning is only on the interior of the train. MTS uses the same tone for the door and the ramp. We have opted to use a separate tone for the door and for the ramp/bridge plate.
6. How long do the doors stay open and can the time be extended if the person needs more time?
 - a. If a ramp is deployed, the doors will remain open. The doors also have a sensitive edge that detects if there is an obstruction in the doorway, preventing it from closing until the doorway is clear. The ramp cannot retract if there is weight on it.
7. How will the priority seats be moved up when someone needs the space for their wheelchair or scooter?
 - a. The seats are spring loaded to be lifted from the bottom or pushed down from the top.
 - b. The seats in the center of the train are located over the top of the vehicle machinery and cannot be flipped up.
8. The request for the grab bars to be made the same color yellow as the stanchion bars was able to be accommodated. However, we were unable to make the grab bars on top of the seats the same color.

Chair Lozano asked for more clarification on the buttons. He asked what the color of the buttons are and what color the ADA symbol is. **Mr. Norman** will provide this later as he did not have this information immediately available. **Chair Lozano** also brought up concerns regarding the change of the level of the floor within the train, noting that he has heard feedback that depth perception could be a problem for some, and that additional contrast may be in order. Lastly, Chair Lozano asked if, when the lower-level seats are occupied, there is enough aisle space to navigate a scooter or wheelchair through that area. **Mr. Norman** will investigate this as well. **Frank Trujillo** and **Dr. William Charles Johnson** advised that the space issue seemed to be a concern from their observations as well. **Mr. Norman** did advise that we went with the widest available aisle possible. **Tiffany Manosh** asked how many wheelchairs can be accommodated. **Mr. Norman** advised that the vehicle is designed to accommodate a minimum of two wheelchairs per section. **Ms. Manosh** asked about the location of the button as it is very low for someone with dexterity issues to be able to reach. **Mr. Norman** advised that this might be addressed in the public education portion of the meeting. **Jeff Tardaguila** asked about using the outside speakers to provide information and asked about sending a 4-wheel scooter to the Citizen's academy Siemen's visit to see if the train is able to accommodate a 4-wheeled scooter. **Mr. Norman** re-stated that there currently is no functionality for the speaker to act as a door locator. **Chair Lozano** clarified that no pole or stanchion is blocking the doorway as well as clarified that there are multiple ways to bring the ramp down and opening the door.

C. Existing and New Station Modification Update and A&I participation. (Craig Norman, PE, Principal Systems Engineer, Sacramento Regional Transit District)

Craig Norman shared and described the plans for platform modifications necessary to accommodate the new light rail vehicles. A portion of the platform will be raised with concrete to make it 8 inches

above the platform in order to work with the new LRV's as well as meet all ADA requirements. The platform will initially be able to accommodate up to a two-car low floor vehicle. These modifications will be made at all 29 gold line stations. **Chair Lozano** expressed the desire to make sure stations do not have art, benches and other obstacles that could cause difficulty navigating the station for visually impaired riders; he also spoke on ensuring that there is adequate texture and contrast on surfaces at stations. **Jeff Tardaguila** asked if new stations will have the 8-inch platforms, **Mr. Norman** advised they will.

D. Discuss operations policies and procedures for the Siemens S700 vehicle and A&I participation. (Craig Norman, PE, Principal Systems Engineer, Sacramento Regional Transit District)

E. Discuss creation of marketing campaign and public education/training program for the Siemens S700 vehicles. (Craig Norman, PE, Principal Systems Engineer, Sacramento Regional Transit District)

Craig Norman spoke on both items D and E. Mr. Norman discussed his goals with working with implementing the new vehicles, station modifications, etc. He now plans on pulling a team together to explore avenues to address issues brought to SacRT the MAC and others. Public education is one method that will be used in order to assist our customers in transitioning from the older to the newer vehicles. Mr. Norman also advised that we are working on a "smarter" PA system that will be able to announce which type of vehicle is approaching, for example. New vehicles will begin to be used around late spring of 2023. **Chair Lozano** asked for a video with audio description and captioning to assist with marketing and training. He also asked if an actual car or a life-sized replica could be made available for riders to explore and possibly even be used to educate riders on using the new train. **Mr. Norman** thinks we can at least consider this and may be able to provide this opportunity prior to the roll out of the new vehicles.

Doors for high platforms vs. low platforms, operator and station announcements, the ability of operators to open doors, door indicator sensors and door locator tones were also discussed and will be detailed, examined and addressed later. **Mr. Norman** also clarified that high floor and low floor trains cannot be interlined, and that the doors for the low floor trains will not line up to where the doors for the high floor trains are located. Additional input from the MAC and others will be needed to help mitigate the effects this may have on riders with visual impairments.

ANNOUNCEMENTS/COUNCIL MEMBER REQUESTS FOR INFORMATION:

Priscilla Vargas reminded attendees that the SacRT GO Mobile Application is available for use.

Jeff Tardaguila announced the Citizens Transit Academy, a four-class course designed to educate and engage residents, business and community leaders about SacRT's planning process and how transit shapes our communities. Classes will be held once a week over a four-week period and are designed to include discussion, presentations, interactive group exercises and field trips.

Chair Lozano requested a copy of a memo for both A&I as well as the full MAC sent by James Drake to the County Department of Transportation regarding physical access issues and bus stop locations.

ADJOURNMENT:

The meeting was adjourned at 2:54 p.m.