



**SACRAMENTO REGIONAL TRANSIT DISTRICT
MOBILITY ADVISORY COUNCIL
ACCESS & INFRASTRUCTURE (A & I)
STANDING COMMITTEE MEETING MINUTES
March 24, 2022**

CALL TO ORDER:

The meeting was called to order at 2:30 P.M.

INTRODUCTION OF COUNCIL MEMBERS AND STAFF:

Present Members: Eugene Lozano, Alan Ruzich, and Jeff Thom **Other MAC Members:** Margie Donovan and Frank Trujillo **RT Staff:** Priscilla Vargas, Sue Bianchi, Jenny Niello, Carmen Alba, Craig Norman, and Christopher Hoang **Guests:** Stephanie Watts and Regina Marie Brink

APPROVAL OF MINUTES:

Chair Lozano moved to approve the **September 9, 2021, A&I meeting minutes** since no changes were presented by the **A&I members**.

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, 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:

No public comment was given.

CHAIR REPORT:

Chair Lozano provided a brief overview of the agenda and the items to be discussed.

OLD BUSINESS:

No Old Business was discussed.

NEW BUSINESS:

A. Low-Floor Light Rail Platform Design Update

Craig Norman, Director, Engineering & Construction provided an update on the Gold Line light rail stations being raised 8 inches to accommodate the new S700 vehicles. The station modifications are currently out to bid, and they should receive the bids on Monday, March 28, 2022.

The current modifications are only the phase one modifications which will raise enough of the platform to accommodate a two-car S700 train. Once phase one is complete, SacRT will begin utilizing the S700 trains. Phase two will accommodate a three car S700 train and once all the Gold Line is able to accommodate three-car S700's, SacRT will begin construction of the Blue Line.

Mr. Norman asked **Chair Lozano** if he would like to discuss an e-mail thread they had discussed

prior to the meeting, with a focus on the design of the platform. **Chair Lozano** opened the discussion to the A&I members to ask questions regarding the thread. **Jeff Thom** raised concerns regarding the door indicators and signage. **Chair Lozano** raised a concern regarding three different levels of light rail platforms for passengers to access for at least 12 months. He also raised concerns with the graded area, two-car raised area, and the mini-high platform. He asked how these areas will be separated and whether passengers will be able to understand which platform to use and where to stand. **Frank Trujillo** also informed everyone that he has concerns regarding the lack of floor indicators. **Chair Lozano** then asked whether members of the public have any concerns or questions as well. **Stephanie Watts**, with the ACB Capital Chapter of the California Council of the Blind, stated her concern for the three levels of platforms and how they will work for visually impaired passengers. She asked how they would position themselves to get onto the light rail and how they will know which train type is coming. **Regina Brink**, with the ACB Capital Chapter of the California Council of the Blind, agreed with the concerns regarding the lack of door indicators. **Jeff Thom** asked that **Chair Lozano** begin the discussion with the different platform levels. He then asked **Mr. Norman** how these platforms will be designed and how will they be used by a variety of passengers or will some passengers be unable to use certain light rail platforms.

Mr. Norman stated that SacRT will be implementing a dynamic passenger announcement system which will have an audible and visual alert to inform passengers of which train will be approaching the station. This announcement will alert the passengers to the specific platform to use and where the platform is positioned. While this system is being implemented, SacRT will have staff deployed on site and the S700 trains will not be utilized until a system is in place. The raised platform will generally be in the center and will contain sloped ends, but some light rail stations may have a step off with a handrail. All trains will be available for boarding from the 8-inch raised platform. **Chair Lozano** asked about the unraised platform and how people will board the S700 from there, **Mr. Norman** informed him that the S700 will only stop at the raised platform and only the legacy fleet will continue to utilize that graded area so people may board from any of the three different platform levels.

Alan Ruzich asked whether there will be passenger training on how to board and **Mr. Norman** stated that SacRT is still figuring out staffing the stations and the dynamic announcement systems to assist passengers.

Chair Lozano asked whether the announcement would state how many cars the train has, and **Mr. Norman** informed him that he is unable to answer that question right now, but SacRT does plan to run three-car only trains in the future.

Frank Trujillo raised a concern about trip hazards and whether the raised platform will have a railing. **Mr. Norman** stated there should not be any concern for trip hazards since the area is sloped and is only raised 8 inches. **Stephanie Watts** asked how much time there would be between the announcement and the actual train arrival and clarification on when the S700s will arrive and what to expect in the time before that the train arrival. **Ms. Watts** also asked what 'Top of Rail' means since it was mentioned earlier in the meeting. **Mr. Norman** defined it as, where the wheel touches the ground and how far above the ground the platform must be to accommodate the bridge plate. He then answered her question regarding the announcement timing, he does not have specifics yet and is unable to answer; however, he stated that SacRT will ensure there is ample timing for passengers to reach their train.

Jeff Thom stated that he has never spoken to SacRT staff while waiting at a station, so he has concerns about the feasibility of hiring new employees to assist at stations due to different passenger traffic times. He also asked whether **Henry Li** is aware of the how difficult it would be for passengers to adjust to these changes and board the train.

Mr. Norman assured him that **Mr. Li** is aware of these problems. He also assured him that SacRT staff are working on making the automated announcement system as detailed and informative as possible and the system contains many customizable functionalities. **Carmen Alba** stated that Mr. Li is aware of the accessibility issues and SacRT management is working diligently to address them.

Regina Marie Brink suggested that SacRT utilize test passengers for the announcement system to ensure it works properly.

Mr. Norman discussed the detectable warning tiles, he stated that the tiles go all around the platform, and this will remain the same once they raise the platform. The only door warning tiles that the stations currently use are for the door at the first car at the mini-high platform. SacRT is going to hold off on implementing more door tiles until one line is fully converted to S700 vehicles. This will allow SacRT to ensure the tiles properly line up with the doors.

Chair Lozano raised a concern regarding staff accommodating passengers if they are busy working with another passenger. A train could be arriving, and the employee may not get the chance to assist all passengers. This could cause visually impaired passengers to have to navigate to the raised platform and slide their hand across the train car to find the door and board. This poses a hazard because there may not be enough time to board and there is always a chance of an operator not seeing a passenger doing this. **Mr. Trujillo** believes these door indicators provide a large amount of assistance for the visually impaired community. He also reinforced **Chair Lozano's** point regarding the passengers having to run their hand across the train.

Chair Lozano emphasized the importance of having the door indicators installed.

Mr. Thom, Mr. Ruzich, Mr. Trujillo, Regina Marie Brink, and Stephanie Watts all agreed with **Chair Lozano**, and they believe this would really resolve most accessibility issues.

Mr. Norman clarified that the door indicator tile is located on the platform side of the detectable warning tile, secondary shorter tile that protrudes slightly from the rest of the detectable warning tile and lines up with the door will alert passengers to determine the location of the door. **Chair Lozano** provided more clarification on the tiles and the details of their appearance and function.

Ms. Watts asked **Mr. Norman** how passengers will figure out where the door is in the future, and she acknowledged that he may not be able to provide an answer right away and she is concerned for people visiting Sacramento who will not understand how SacRT's light rail system works.

Chair Lozano asked **Mr. Norman** if there was any possibility of the door indicator tiles being installed on the 8-inch platform during phase one or two. He also brought up the issue of dealing with installing the tiles further down the line rather than getting it done ahead of time. **Mr. Norman** brought up SacRT's concern of the liability of having door indicator tiles that do not line up with the doors properly.

They both brought up similar concerns of passengers stumbling into the coupler portion that connects the trains. **Chair Lozano** believes having barriers and door indicator tiles can help prevent those situations and **Mr. Norman** is concerned of the possibility of the door indicator lining up with the coupler rather than a door.

Margie Donovan asked for confirmation that the trains will not have any physical, visual, or audible door indicators. **Mr. Norman** confirmed that there is not a door indicator on the train.

Ms. Donovan told a brief story of her visit in Sacramento in the past, she boarded the light rail train

car and got off to meet an acquaintance; however, she got off at the wrong stop, so she attempted to board again but was unable to find the button and the train departed while she was trying to locate the button. She understands SacRT has concerns but she believes it would be negligent to not include a door indicator on the train.

Mr. Thom wanted to ensure SacRT understands that while there may be liability in having door indicators that may not line up; however, there is a bigger liability that occurs from the lack of an indicator.

Chair Lozano requested that tactile signage is added to the 8-inch raised platform that is like the mini-high platform, so passengers receive information on which direction they are heading and what station they are at. **Mr. Norman** agreed and said he would investigate this request.

Chair Lozano also asked if SacRT plans on upgrading the 29 light rail stations with features such as light poles, benches, or upgraded mini-high platforms with more indicators. **Mr. Norman** stated that SacRT only plans on raising a portion of the platform, these changes are not considered a station upgrade or modernization so extra features will not be added.

Mr. Thom asked if there is a temporary solution to the door indicator issue such as a talking sign that indicates the type of train coming. **Chair Lozano** and **Mr. Norman** informed **Mr. Thom** that unfortunately, this isn't an option for the S700 trains, and this holds true for all transit systems using these trains, this information was shared during the previous train tour at Siemens.

Ms. Donovan asked if the SacRT Board is aware of the issues and risk factor of the lack of door indicators. **Ms. Alba** informed her that they are not aware of these issues, and she will take notes on these problems and bring them to the executive management team to discuss them and provide a response to **Chair Lozano** once she has an update.

Regina Marie Brink brought up a possible temporary solution which is a vocal box that she has seen on other transit systems, **Mr. Norman** asked her to provide more details on the technology after the meeting so he can understand it better.

B. Watt/I-80 Transit Center Improvements

Jenny Niello, Principal Civil Engineer, provided a presentation on the Watt/I-80 transit center improvements. She indicated that these designs are only at 30%, so many of these ideas are in a preliminary stage. The goal is to increase safety and security and the current scope includes improvements to Watt Avenue and access from Watt Avenue to the light rail station.

Watt Avenue Improvements

- Squaring off the corners at the intersection of the freeway on/off ramps to provide more pedestrian safety, since the current turn is curved, and automobile drivers do not have to slow down to turn.
 - A & I Recommendation:
 - All signalized pedestrian crossings at these intersections, need to be equipped with accessible pedestrian signals and detectors (APS). APS will communicate to pedestrians with vision disabilities information about the "WALK" and "DON'T WALK" intervals at these specified intersection crossings in nonvisual formats, including audible tones, speech messages, and vibrotactile surfaces.
- Installing a new center divider fencing will be installed on Watt Avenue which may help to prevent jaywalking.

- Installing class 2 bicycle lanes along both sides of Watt Avenue.
- Widening the bus stop plazas on both sides of Watt Avenue. Some of the other improvements to be made to these plazas are canopies over the waiting areas, bollards to separate waiting passengers from vehicular traffic, and new streetlighting along Watt Avenue.
 - A & I Recommendations:
 - Bollards are to be federal yellow and approximate FS 33538 of SAE AMS-STD-595A.
 - Install uniform lighting coverage of the passenger waiting area at the enlarged bus stop plazas.
 - Install uniform streetlighting along both sides of Watt Avenue.

Station Improvements

- Replacing the existing enclosed and curving stairways with open design concept to provide visibility of stairway users and improved safety. The new stairways will be straight and shall have the upper approach and all treads marked by a stripe providing clear visual contrast.
 - A & I Recommendations:
 - Install uniform lighting to cover the upper approach and the full length of each stairway.
 - Design stairways to provide sufficient warning to passengers with vision disabilities of their presence, prior to descending.
 - Stair striping is to be federal yellow and approximate FS 33538 of SAE AMS-STD-595A.
- Adding lighting, cameras, and fencing under the Watt Avenue overcrossing to enhance security.
- Adding new fencing with art around the station for beautification and will only be accessible to SacRT staff.
- Installing specialty color-contrasting concrete pavement along with a linear series of circular-embedded lights to provide guidance for passengers to navigate the light rail station.
 - A & I Recommendations:
 - The color-contrasting concrete pavement is to have at least 70 percent minimum contrast with adjacent walking surfaces.
 - Alternative to the series of circular-embedded lights, which are embedded into the specialty color-contrasting concrete pavement, install a series of lights that are line segments with an arrowhead at each end of each segment. It is our belief the arrowheads will help passengers more easily understand their meaning as a directional guidance system through the station.
 - Install within the specialty color-contrasting concrete pavement and parallel to the embedded lights, a continuous linear tactile pathway made up of flat top bar tiles corresponding to the specifications found in the California Code of Regulations Title 24, Part 2, Chapter 11B, Section 705.2. The bar tiles are to be federal yellow and approximate FS 33538 of SAE AMS-STD-595A. These bar tiles serve as a directional guidance system for those who cannot benefit from the embedded lights, such as passengers with vision disabilities.
- Other proposed improvements are a SacRT monument, bike racks, and trash cans. Trees and shrubbery are being considered, although due to an already existing pigeon issue at the station, their installation may be avoided.

The design work has been submitted to Caltrans and the County; however, Ms. Niello wanted to reiterate that this is only a 30% preliminary design stage.

Chair Lozano asked that SacRT include an accessible pedestrian signal on Watt Avenue because the

station has a lot of noise pollution from the freeway and main street.

He also asked that when positioning the stairs to take into consideration the noise level as well and ensuring low vision passengers can navigate them easily. In addition, the bollards should be painted yellow to stand out for low vision passengers and drivers.

The final consideration he raised was that the fences to be rounded without sharp edges in case low vision passengers may need to use them for guidance.

Mr. Ruzich asked if the issue of homeless people using the stairwells as living areas will be addressed. Ms. Niello stated that the open concept stairs will assist in deterring this from happening along with providing improved security and visibility of the area.

Mr. Thom appreciates the addition of bench and bollard amenities, but stressed that the positioning of these amenities do not become obstacles. ensures at for traveling passengers with visual impairments and mobility devices. don't become obstacles.

Chair Lozano asked if the in-ground lighting that guides passengers throughout the station be glare free. He also would like SacRT to consider adding a tactile pathway adjacent to the lighting.

OTHER BUSINESS:

No other business was discussed.

ANNOUNCEMENTS/COUNCIL MEMBER REQUESTS FOR INFORMATION:

ADJOURNMENT:

The meeting was adjourned at 4:21 P.M.