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**SACRAMENTO REGIONAL TRANSIT**

**MOBILITY ADVISORY COUNCIL**

## MEETING MINUTES

March 21, 2024

**CALL TO ORDER** **ATTACHMENT 1**

The in-person/Zoom meeting was called to order at **2:30 p.m.**

**Present Members:**

Jeff Thom, Charles Johnson, Pam Flohr, Gene Lozano, Margie Donovan, Helen O’Connell, Frank Trujillo, German Ayon, Hugh Lafler, Mariano Rosales

**Absent:** None.

**SacRT Staff:** Priscilla Vargas, Richard Mitchell, Vincent Beatty, Charity Oakley, Carmen Alba, Jamie Poole-Canavari, Jessica Gonzalez, Shawn Reynolds, Kathy Sachen, Austin Greiner, Adam Green, Henry Ikwut-Ukwa, Michael Cormiae, Mohammad Shahid, Katie Clemons, Jim Kaiser

**Guests:** Philip Vulliet, Daniel Polite, Syroun Sanossian, Jeff Tardaguila, Steven Sandhoff, Alicia Brown, Amy Parkin, Barbara Stanton, Joseph Wilson, Regina Brink, Tiffani Scott

**APPROVAL OF MINUTES**

**ACTION:** Mr. Thom motioned to approve the minutes from the February 15, 2024, meeting. Mr. Johnson seconded the motion. The motion was carried by voice vote.

**PUBLIC COMMENT**

Ms. Stanton expressed concern that the current format for minutes of SacRT Board meetings only shows public commentors' names in the Action Summary section, omitting the content of their comments. She has contacted staff about this concern with no response yet. Mr. Tardaguila suggested that the MAC follow up on previous projects that have not been completed.

**CHAIR REPORT**

Mr. Thom reported that the SacRT GO Open House will be held on March 22nd and 23rd.

**OLD BUSINESS**

1. **Public Education & Communication Plan for S700 Trains (Devra Selenis, VP, Communications & Partnerships)**

Ms. Gonzalez reported that SacRT is planning to educate riders in preparation for service with new S700 Trains on the Gold and Green lines starting in Summer 2024. Staff are working on an updated web page, to be released in April, to explain changes. Staff is developing a promotional video that will be available by the beginning of April and will create 5 more videos leading to the launch date. There will also be an online virtual tour of the trains, featuring the new layout, ramp, and priority seating areas. Staff will explore ways to deal with audio limitations to the virtual tour. The tour will be available in May. Also in April, Gold and Green Line stations will feature banners: in the first phase, to inform riders about boarding the new trains, in the second phase, to show the service date, and in the third phase, with Braille, to indicate that the old platforms are blocked and direct riders to board the new trains. Digital message boards and PA announcements will share this information for the leadup and launch of new trains. Staff is developing printed materials and holding pop-ups at stations to share information. Staff will develop virtual and in-person training events for partner groups of SacRT, and will host community events in June. The MAC will be invited to a tour of the new trains in April. During phase two, there will be ground decals at Gold and Green Line stations. Blind/low-vision riders will be informed about door indicator tiles. Downtown stations will feature signage and audio to let Blue Line riders know to still use mini-high ramps. After service begins, How To Ride events will be hosted, and updates for riders will continue to be emailed. Ms. Gonzalez also reported that SacRT has ordered 45 S700 trains; 20 have been delivered and are in testing, 8 more will be delivered in 2025, and the remaining 17 will be constructed in 2025. Construction on the Blue Line for new trains will take place between late 2024 and 2027. Ms. Gonzalez will give further updates at the next MAC meeting about mixed-fleet trains in downtown, bikes on trains, and dates for community events.

Ms. Flohr asked about where printed materials will be distributed. Ms. Gonzalez said they can be distributed at SacRT offices and events as well as by public partners. Mr. Lozano asked to confirm that Blue Line trains remain high floor until 2027. He also asked if videos will be available with captioning and audio/video description. Mr. Lozano suggested including sign language interpreting in videos and asked about Braille and audible information devices to accompany the temporary closure signs; Ms. Gonzalez will discuss the use of Braille and audible information devices with Ms. Vargas. Ms. Donovan asked about the ground decals at light rail stations; Ms. Gonzalez explained that they are a form of signage. Ms. Donovan asked about how high-floor platforms will be blocked off; Ms. Gonzalez explained that there will be barriers and Braille signage at the bottoms of ramps. Ms. Donovan asked about accessible formats for educational materials; Ms. Gonzalez said Accessible Services will assist. Mr. Lozano said that A-frames are not an acceptable barrier for closures of the entrance to the mini-high platforms. He stated signage alone is not adequate to communicate the closure of these platforms and can only be accomplished through an immobile/stable barrier. Ms. Alba said staff is working to propose a plan to the MAC, and that Ms. Vargas will schedule meetings that discuss this, such as with the A&I Committee.

Mr. Tardaguila suggested that placement of signage be standard at each station, and asked about where bicycles will go. Ms. Gonzalez will discuss bicycles at the next MAC meeting. Mr. Sandhoff commented asking if e bikes may be allowed on ramps prior to low-floor vehicles being adopted. Bikes will be discussed at the next meeting. Mr. Wilson from Resources for Independent Living commented that he is interested in being part of outreach efforts. Mr. Thom acknowledged RIL.

**NEW BUSINESS**

1. **ADA Self Evaluation & Transition Plan Update Presentation (Philip Vulliet, Senior Engineer, City of Sacramento Department of Public Works)**

Mr. Vulliet introduced the consulting team from the City of Sacramento on the city’s ADA Self Evaluation & Transition Plan. Ms. Sanossian gave background information on the prevalence of people with disabilities, and on the ADA. The ADA requires that public entities’ transition plans identify physical obstacles, describe methods to make facilities accessible, specify the schedule for steps toward compliance, and indicate the official responsible for implementing the plan, all public input. New buildings and alterations to pre-ADA structures, as feasible, must be accessible and code-compliant. The City has inventoried Public Rights of Way (PROW) in Sacramento. The transition plan will achieve remediation for accessibility through a series of interim steps, including several programs. Project prioritization is for curb ramps, then walkways at government locations, key transportation corridors, commercial and business zones, employer facilities, and other areas. Per the Barden Settlement Agreement, the City makes an annual commitment 20% of funds. An ADA grievance procedure and Community Outreach Questionnaire are available on the city website.

Mr. Lozano asked for clarification that the city met its obligation for a Self-Evaluation & Transition plan in 1990. Mr. Vulliet said that the current plan updates earlier work. Mr. Lozano asked about who would implement the 1.05 Program for Self-Evaluation procedures. Mr. Vulliet clarified that this plan specifically covers accessibility for public right-of-way. Mr. Lozano requested that the detectable warning and accessible pedestrian signal policies be updated, as well as more locatable on the city website. The updates of policies and website access need to have continued public input throughout the ADA Self-Evaluation & Transition Plan process. Mr. Vulliet affirmed that the City is seeking public input, not limited to Sacramento residents, that its website is in transition to ensure policies are available, and that coloration of truncated domes will be remediated. Mr. Tardaguila commented on barriers and blockages by construction projects at 5th/L St and J/I St, and on ADA-exempt areas. Mr. Vulliet said the city is working on plans for temporary pedestrian detours, and is working with DOCO on drop-off areas.

1. **TC&P Committee Meeting Update (Helen O’Connell, MAC TC&P Committee Chair)**

Ms. O’Connell reported that the TC&P Committee discussed the upcoming Open House. They also discussed UZURV issues including payment and PCA charges, which Ms. Sachen is working to resolve. The committee also discussed UZURV decals not being displayed, drivers not coming to doors, service animal issues, and missed pickups. Solutions, such as notification calls, were discussed. Ms. Donovan said the TC&P passed a motion for the MAC to recommend SacRT to provide voiceover instructions for ZipPass and made a motion for the MAC to recommend this to the MAC. Ms. Donovan will meet with Ms. Sachen to further develop instructions. Mr. Lozano seconded. The motion passed with a voice vote. Ms. Brink suggested that instructions be tested by multiple people, both blind and sighted. Ms. Donovan said that another motion had been made, and Mr. Thom suggested it was regarding safety.

Ms. Donovan added that standardization of maps for UZURV drivers was discussed.

1. **A&I Committee Meeting Update (Eugene Lozano, Jr., MAC A&I Committee Chair)**

Mr. Lozano reported that the A&I Committee discussed a suggestion that SacRT explore the feasibility of installing elevated lights that would flash upon approach, presence, and departure of light rail trains for people who are deaf or hard-of-hearing; staff stated that this item could be incorporated in a future skipped stop project. It was confirmed that related concerns from the deaf and hard-of-hearing community can be discussed with Ms. Vargas. Mr. Lozano also reported on a visit by staff to San Diego and found that San Diego MTS does allow bicycles on their S700 low-floor trains, and that they occupy the priority seating area unless the area is otherwise occupied. Staff should examine San Diego’s policy on bikes for next month’s MAC meeting discussion. The A&I Committee asked about the slope of ramps when extended from the underside of vehicles to the platform; these ramps were reported to be too steep for some mobility devices, even though these ramps are compliant with federal access requirements; San Diego’s handling of this will be examined. Concerns about visibility of the internal car ramp depression in the S700 train were also discussed. San Diego outlines the ramp depression with yellow markings that need continuous maintenance. Bollard color changes may be discussed since a contract with Thompson Builders Co. has been approved. The A&I also heard that the Gold Line platform modifications will be completed by mid-June 2024, and may be modified further in 2025 to accommodate 3-car trains. Blue Line modifications will be completed in 2025 and 2027, but high-floor trains and platforms may remain until 2034. Rider navigation issues at temporary stations were also discussed; options for blind/low-vision riders, were discussed, such as. 1) a written narrative description of each station, including how to locate the low- and high-floor platforms; 2) a 3-D tactile layout of each station, including platforms; and 3) a SacRT Orientation & Mobility training program for individuals with vision disabilities, to assist them in their orientation to specific light rail stations.

**OTHER BUSINESS**

Ms. Donovan requested that the next MAC meeting discuss accessible formats. Mr. Thom said this may be discussed at the next TC&P meeting.

**ANNOUNCEMENTS**

None.

**ADJOURNMENT**

Mr. Thom called for a motion to adjourn the meeting. Ms. O’Connell motioned to adjourn. The meeting was adjourned at 4:28 p.m.

NEXT MEETING: The next meeting of the Mobility Advisory Council is scheduled for April 18, 2024, from 2:30 p.m. – 4:30 p.m.