

Transit Paratransit Coordinating Committee

MEETING AGENDA

September 19, 2017 – 1:30 p.m.

Sonoma County Transportation Authority
SCTA Large Conference Room
490 Mendocino Avenue, Suite 206
Santa Rosa, California 95401

ITEM

1. Introductions
2. Approval of Meeting Notes: July 18, 2017 - **DISCUSSION / ACTION***
3. ADA Accessibility Specifications for Transportation Vehicles– Discussion*
 - 3.1. Priority Seating Signs on Buses (§38.27)
 - 3.2. Interior Circulation on Buses (§38.29)
4. Roundtable Updates
 - 4.1. Transit / Paratransit Operators
 - 4.2. Mobility Partners
5. Public Comment
6. Other Business / Comments / Announcements
7. Adjourn - **ACTION**

*Materials attached

**Materials to be handed out

The next **SCTA/RCPA** meeting will be held October 9, 2017

The next **TPCC** meeting will be held November 21, 2017

Copies of the full Agenda Packet are available at www.scta.ca.gov.

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TRANSIT PARATRANSIT COORDINATING COMMITTEE MEETING NOTES

Meeting Notes of July 18, 2017

ITEM

1. Introductions

Meeting called to order at 1:36 p.m. by Chair Dennis Battenberg.

Members: Dennis Battenberg, Chair; Stan Gow, Vice-Chair; Joe Rye, Petaluma Transit; Steven Schmitz, Sonoma County Transit; Yuri Koslen, Santa Rosa CityBus; Bob Cuneo.

Guests: Bettina O'Brien.

2. Approval of Meeting Notes: May 16, 2017 - DISCUSSION / ACTION*

Approved as submitted.

3. Proposed Updates to Bylaws

Dana Turrey explained the committee's bylaws, and an interest to update them. They are unchanged from the initial proposal presented at the previous TPCC meeting.

A vote on the proposed updates to the bylaws was requested and it was approved unanimously.

4. ADA Access to transit stops

Dana Turrey recalled a previous discussion on ADA access at transit stops and sidewalks. Yuri Kolsen presented information on this topic, adding this can be an ongoing conversation.

Yuri Kolsen outlined the ADA Act, and the requirements and tools available for transit operators.

The committee discussed safety issues, protocols, and shared ideas/experiences with one another.

5. Paratransit pick-up/drop-off at SMART - discussion

Stan Gow shared a recent experience where paratransit drivers were unaware of the SMART stations.

Jon Gaffney noted a challenge at the San Rafael SMART station is the limited space available for paratransit vans; for comparison, most other SMART stations have the space available.

It is best to direct paratransit pickups and drop offs to the Santa Rosa Downtown SMART station, as opposed to the Santa Rosa North station.

6. Round Table Updates*

6.1. Transit / Paratransit Operators

Santa Rosa CityBus:

Yuri Kolsen announced that the transit service reconfiguration with Reimagining was regarded as smooth and no major issues have been identified. Busses are on target for on time performance.

Additionally, bus stop configurations are in place.

Mr. Kolsen discussed the new kiosk at the Transit Mall kiosk and reported that Clipper usage and sales has increased, and overall, the kiosk is in the right location to assist passenger questions.

Sonoma County Transit:

Steven Schmitz announced the SMART connector/shuttles have been introduced.

Ridership is currently low, specifically Route 56, as we await SMART service. There is more ridership

on east-west connector routes, which supplement existing service.

Golden Gate Transit:

Jon Gaffney reported to the committee the SMART shuttle between the San Rafael station and Larkspur ferry will have a four-minute transfer window between disembarking the train and boarding the shuttle bus.

Senior/disable cards should be purchased before SMART service begin, because these cards are not on the platforms.

Additionally, Mr. Gaffney noted the San Francisco marathon is this weekend and the northbound span of the Golden Gate Bridge will be closed to vehicle traffic.

Petaluma Transit:

Joe Rye spoke on the recent changes to the bus service, which has been in place for a few weeks now. The connections are tight between SMART and Petaluma Transit, and there's a tentative schedule change.

Paratransit ridership has decreased by about 13 percent intercountry and about four percent in Marin.

The diesel-hybrid buses are saving on costs and are well received.

Efforts are in progress to adjust bus schedule changes to accommodate SMART service.

6.2. Mobility Partners

N/A

7. Public Comment

Paul George, Disability Legal Service complimented the service from Sonoma County Transit.

Bettina O'Brien thanked Yuri Kolsen, Steven Schmitz, and Stan Gow for speaking to the MS support group facilitated by Ms. O'Brien about using public transportation. As well, Ms. O'Brien noted the difficulty of transferring between Santa Rosa CityBus paratransit and Sonoma County Transit paratransit due to service boundaries. Ms. O'Brien added there is an organization called Women Driving Women as an alternative for direct rides.

8. Other Business / Comments / Announcements
N/A

9. Adjourn – ACTION

The meeting adjourned at 2:55 p.m.

(4) *Orientation.* In vehicles in excess of 22 feet in length, at least one securement device or system required by paragraph (a) of this section shall secure the wheelchair or mobility aid facing toward the front of the vehicle. Additional securement devices or systems shall secure the wheelchair or mobility aid facing forward, or rearward with a padded barrier, extending from a height of 38 inches from the vehicle floor to a height of 56 inches from the vehicle floor with a width of 18 inches, laterally centered immediately in back of the seated individual. In vehicles 22 feet in length or less, the required securement device may secure the wheelchair or mobility aid either facing toward the front of the vehicle or facing rearward, with a padded barrier as described. Additional securement locations shall be either forward or rearward facing with a padded barrier. Such barriers need not be solid provided equivalent protection is afforded.

(5) *Movement.* When the wheelchair or mobility aid is secured in accordance with manufacturer's instructions, the securement system shall limit the movement of an occupied wheelchair or mobility aid to no more than 2 inches in any direction under normal vehicle operating conditions.

(6) *Stowage.* When not being used for securement, or when the securement area can be used by standees, the securement system shall not interfere with passenger movement, shall not present any hazardous condition, shall be reasonably protected from vandalism, and shall be readily accessed when needed for use.

(7) *Seat belt and shoulder harness.* For each wheelchair or mobility aid securement device provided, a passenger seat belt and shoulder harness, complying with all applicable provisions of part 571 of this title, shall also be provided for use by wheelchair or mobility aid users. Such seat belts and shoulder harnesses shall not be used in lieu of a device which secures the wheelchair or mobility aid itself.

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§38.25 Doors, steps and thresholds.

(a) *Slip resistance.* All aisles, steps, floor areas where people walk and floors in securement locations shall have slip-resistant surfaces.

(b) *Contrast.* All step edges, thresholds and the boarding edge of ramps or lift platforms shall have a band of color(s) running the full width of the step or edge which contrasts from the step tread and riser, or lift or ramp surface, either light-on-dark or dark-on-light.

(c) *Door height.* For vehicles in excess of 22 feet in length, the overhead clearance between the top of the door opening and the raised lift platform, or highest point of a ramp, shall be a minimum of 68 inches. For vehicles of 22 feet in length or less, the overhead clearance between the top of the door opening and the raised lift platform, or highest point of a ramp, shall be a minimum of 56 inches.

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§38.27 Priority seating signs.

(a) Each vehicle shall contain sign(s) which indicate that seats in the front of the vehicle are priority seats for persons with disabilities, and that other passengers should make such seats available to those who wish to use them. At least one set of forward-facing seats shall be so designated.

(b) Each securement location shall have a sign designating it as such.

(c) Characters on signs required by paragraphs (a) and (b) of this section shall have a width-to-height ratio between 3:5 and 1:1 and a stroke width-to-height ratio between 1:5 and 1:10, with a minimum character height (using an upper case "X") of $\frac{5}{8}$ inch, with "wide" spacing (generally, the space between letters shall be $\frac{1}{16}$ the height of upper case letters), and shall contrast with the background either light-on-dark or dark-on-light.

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§38.29 Interior circulation, handrails and stanchions.

(a) Interior handrails and stanchions shall permit sufficient turning and maneuvering space for wheelchairs and other mobility aids to reach a securement location from the lift or ramp.

(b) Handrails and stanchions shall be provided in the entrance to the vehicle in a configuration which allows persons with disabilities to grasp such assists from outside the vehicle while starting to board, and to continue using such assists throughout the boarding and fare collection process. Handrails shall have a cross-sectional diameter between $1\frac{1}{4}$ inches and $1\frac{1}{2}$ inches or shall provide an equivalent grasping surface, and have eased edges with corner radii of not less than $\frac{1}{8}$ inch. Handrails shall be placed to provide a minimum $1\frac{1}{2}$ inches knuckle clearance from the nearest adjacent surface.

Where on-board fare collection devices are used on vehicles in excess of 22 feet in length, a horizontal passenger assist shall be located across the front of the vehicle and shall prevent passengers from sustaining injuries on the fare collection device or windshield in the event of a sudden deceleration. Without restricting the vestibule space, the assist shall provide support for a boarding passenger from the front door through the boarding procedure. Passengers shall be able to lean against the assist for security while paying fares.

(c) For vehicles in excess of 22 feet in length, overhead handrail(s) shall be provided which shall be continuous except for a gap at the rear doorway.

(d) Handrails and stanchions shall be sufficient to permit safe boarding, on-board circulation, seating and standing assistance, and alighting by persons with disabilities.

(e) For vehicles in excess of 22 feet in length with front-door lifts or ramps, vertical stanchions immediately behind the driver shall either terminate at the lower edge of the aisle-facing seats, if applicable, or be "dog-legged" so that the floor attachment does not impede or interfere with wheelchair footrests. If the driver seat platform must be passed by a wheelchair or mobility aid user entering the vehicle, the platform, to the maximum extent practicable, shall not extend into the aisle or vestibule beyond the wheel housing.

(f) For vehicles in excess of 22 feet in length, the minimum interior height along the path from the lift to the securement location shall be 68 inches. For vehicles of 22 feet in length or less, the minimum interior height from lift to securement location shall be 56 inches.

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§38.31 Lighting.

(a) Any stepwell or doorway immediately adjacent to the driver shall have, when the door is open, at least 2 foot-candles of illumination measured on the step tread or lift platform.

(b) Other stepwells and doorways, including doorways in which lifts or ramps are installed, shall have, at all times, at least 2 foot-candles of illumination measured on the step tread, or lift or ramp, when deployed at the vehicle floor level.

(c) The vehicle doorways, including doorways in which lifts or ramps are installed, shall have outside light(s) which, when the door is open, provide at least 1 foot-candle of illumination on the street surface for a distance 3 feet (915 mm) perpendicular to the bottom step tread or lift outer edge. Such light(s) shall be shielded to protect the eyes of entering and exiting passengers.

[56 FR 45756, Sept. 6, 1991, as amended at 63 FR 51697, 51702, Sept. 28, 1998]

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§38.33 Fare box.

Where provided, the farebox shall be located as far forward as practicable and shall not obstruct traffic in the vestibule, especially wheelchairs or mobility aids.

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§38.35 Public information system.

(a) Vehicles in excess of 22 feet in length, used in multiple-stop, fixed-route service, shall be equipped with a public address system permitting the driver, or recorded or digitized human speech messages, to announce stops and provide other passenger information within the vehicle.

(b) [Reserved]

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§38.37 Stop request.

(a) Where passengers may board or alight at multiple stops at their option, vehicles in excess of 22 feet in length shall provide controls adjacent to the securement location for requesting stops and which alerts the driver that a mobility aid user wishes to disembark. Such a system shall provide auditory and visual indications that the request has been made.

(b) Controls required by paragraph (a) of this section shall be mounted no higher than 48 inches and no lower than 15 inches above the floor, shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the