

Minutes of the REGULAR MEETING OF THE TAAC COMMITTEE

Wednesday, April 06, 2016

Committee Members Present: Chair Kjensmo Walker, Julianne Bina, Christopher Bates, Adora Sage, Ken Rodgers, Robert Platz, Kari Sheldon, Nichole Villavicencio, Pamela Zimmerman, Bob Anderson, Margot Imdieke Cross, David Fenley and Patty Thorsen.

Committee Members Absent: Heidi Myhre.

Committee Members Excused: None.

Council Staff Present: Dan Pfeiffer, Sarah Ghandour, Kim Zliment, Shelley Miller and Pam Steffen from Metro Transit, Dana Rude, Andy Streasick, Leslie Kandaras, Katie White, Sheila Williams, Jonathan Ehrlich and Alison Coleman.

Public Present: Joe Kapper and Loren Olson

CALL TO ORDER

A quorum being present, Committee Chair Walker called the regular meeting of the Council's TAAC Committee to order at 12:30 p.m. on Wednesday, April 6, 2016.

APPROVAL OF AGENDA AND MINUTES

It was moved by Bates, seconded by Thorsen to approve the agenda. **Motion carried.**

It was moved by Bates, seconded by Thorsen to approve the minutes of the March 2, 2016 regular meeting of the TAAC Committee. **Motion carried.**

BUSINESS & INFORMATION

1. Legislative Update

Lesley Kandaras spoke to the TAAC committee. She works in the Government Affairs department of the Metropolitan Council. This is a shortened session. It started the first week in March and will adjourn on May 23. They are not in a budget year. They are in a bonding year. The Council has bonding requests that are in the governor's budget. None of them are directly related to transportation. Governor Dayton released a supplemental budget proposal which does include his comprehensive transportation funding bill. He does support a metro area sales tax that would be dedicated to the capital and operation costs of expanding and maintaining our metro area transit system. The governor did put forward that idea for the session as well. Up to this point the legislature has not engaged in sustained conversation around the supplemental budget but that is a factor that will be part of the session and will be something the Council staff will be watching carefully. Since it is a supplemental budget request they are not required to act on it. The government won't shut down if they don't pass it.

Other elements they are watching right now is at the end of the 2015 session the Transportation Committees in the House and Senate leave open their conference committee on their transportation bill. They opted to do a lights on bill in 2015 with the thought that they would come back and pass a more comprehensive transportation solution this year. The sales tax is one piece of the legislation. The House and Senate have their own solutions as well.

In March the Transportation Conference Committee met to walk through each side's position and get a sense of where each side left off in 2015. They have not currently scheduled another conference committee meeting. That is something the Council staff are watching closely. The House side would have really changed how transit funding was handled and would have decimated our funding for the regular route bus system. The

Senate position would have a sales tax and many other new funding mechanisms for transit. So they are in very different places. That is another element that they expect will evolve in the coming weeks.

In terms of other things the Council staff are watching from a broader Met Council perspective are some governance proposals that are not directly related to transit but would affect the way some Metropolitan Council members would be selected and the length of their terms. There is a blue ribbon commission that the legislature would pull together that would study how the Metropolitan Council governing structure works. Whether the members are chosen correctly, whether their terms are the right length, whether they are covering the right breadth of work. There is a bill in the House that would actually move forward and change the membership criteria for the Council. Whether it would go back to staggered terms, structure and also would require that the members are locally elected officials.

The Citizens League has put forward their recommendations based on a task force that they have convened. So they are a vocal player in this as well. This afternoon the Senate State and Local committee will hear a proposal by Senator Dibble that would move forward some of the Citizen League recommendations. This would include going back to staggered terms structure as well as changing the selection committee that gives input to the governor in the selection process of the Met Council members.

There might be some interest in Senate File 2569 by Senator Schmidt and it's House companion 3325 by Representative Hamilton, which is the autonomous vehicle task force and demonstration project. This bill has moved faster through the Senate. It would establish a task force to study autonomous vehicles and the Metropolitan Council would be one of multiple entities that would designate one member of the task force. The task force would also set up a demonstration project to test the validity of autonomous vehicles. If it were to become law the Metropolitan Council would appoint one of the task force members. They are tracking its progress.

2. Green Line Extension Workshop Recap & Next Steps

Dan Pfeiffer and Sarah Ghandour spoke to the TAAC committee. He is the Assistant Manager of Public Involvement for the SouthWest Light Rail Project and the Metro Blue Line Project. SouthWest Light Rail along with the Metro Blue Line Extension are proposed LRT extensions to the metro system. So the Metro System is the all-day frequent service light rail BRT system that the Metropolitan Council and Metro Transit are planning to build out. The Blue Line (Hiawatha Line) opened in 2004. The Green Line opened almost two years ago in 2014. SouthWest is an extension of the Green Line. It runs from Minneapolis through Saint Louis Park, Hopkins, Minnetonka and Eden Prairie. It is 14.5 miles long. It has 15 new stations with one deferred station (the Eden Prairie Town Center Station). It was deferred during the cost cutting. They wanted to bring the cost down. They currently anticipate 34,000 daily rides. If you were to get on the LRT at the SouthWest Station in Eden Prairie, the last stop would be Union Depot in Saint Paul. If you want to change to the Blue Line, you could use any of the five downtown stations, Target Field to the US Bank Stadium Station.

Beginning in 2013 the SouthWest Light Rail project began public engagement on a number of topics. There was a lot of looks at alignment in Eden Prairie, freight rail, station location, station design, environmental impacts, landscaping in Kenilworth. They started looking at potential trail detours and started to also discuss how they would communicate construction to the general public.

Sarah is the design lead for the project at the SouthWest Project Office. They have learned that consistency in station layout is important. More space to ease circulation on the platform is needed. Adequate shelter space for waiting passengers on the platform is important in this climate. More bench seats versus leaning rails is desired. LRV door indicators on the platform are desired. Guide barrier needed at the end of the platform access. Good sight lines and adequate lighting at track crossings are important. Design track crossings as perpendicular to the track as possible. Use barrier-free best practices for designing walkways and circulation spaces.

Safety aspects are to provide clear views to and from the platform, provide safe illumination levels and security cameras. They are planning to use detectable/tactile warning, guardrails, signage and fencing to discourage passengers from walking on the tracks.

For aesthetics they are planning to create stations that have unique identity, while maintaining a corridor identity/consistency of platform elements.

SWLRT Station Design Features. The center platform that has the tracks on the outside of the platform. Thirteen of the 15 stations do have center platforms on the SouthWest LRT. That gives a high level of consistency along the corridor. It is easier to use. The SWLRT platforms will be one foot four inches wider. That will make platforms more comfortable and allow passengers to move more easily.

Two of the 15 stations have side platforms. That is where the platform is on the outside of the tracks. You need to know what direction you are going so you will be able to get on the right platform. The Royalston Avenue/Farmers Market station has a layout similar to Union Depot and Stadium Village on the Green Line. A more unique design was needed for SouthWest Station to accommodate SouthWest Transit bus service.

There are no split platforms on the SWLRT. Snelling Avenue is an example of a split platform station on the Green Line. It is so they can accommodate vehicles making a left turn.

Some of the design features are tactile features that provide detectable warning along platform edge that is two feet deep. In addition, directional bar mats are at first LRV car doors; four feet wide by two feet deep. Other design features are station enclosures. The narrow shelter opening is less susceptible to wind and weather and provides denser heat coverage. There are no barriers to prevent the flow of people from shelters to the light rail vehicles. They also address station furnishings. They have 12 total enclosures in a platform. In the workshop they discussed having four enclosures with benches, four with a leaning rail and four are open.

Other design features are track crossings. There is a guide barrier at the end of the platform access. The crossing is as perpendicular as possible to the tracks and refuge space in crossing between freight rail and light rail with active warning devices at the crossings.

Workshop activities. They had mocked up at their offices a platform with tactile features and enclosure furnishings and layout. They had a second activity that focused on station access. They used either a tactile map or a more visual map to talk through how you might access a particular station. This station had park and ride and bus connections.

What they heard: SWLRT platform width and size of enclosures: the platform width can accommodate two people passing in wheelchairs comfortably without crossing detectable warning edge. The enclosure size/layout can accommodate two benches and a person using a wheelchair comfortably. Furnishings: not in favor of leaning rails. They would like more benches. They wanted to provide an armrest on the outside edge of the benches which would be helpful and provide flexibility.

Directional bar mat to indicate LRV doors. They liked having something to indicate the door location for the first LRV. This doesn't help all people that are blind or have low vision, however, it would be helpful for people that have limited mobility or other disabilities. The tactile bars should be perpendicular to the LRV and parallel to the boarding direction for people using a wheelchair. The directional bar mat should be a color other than yellow.

Detectable warning on platform edge: the detectable warning doesn't work for all people that are blind or have low vision. It does help with identifying the edge of the platform and where people should wait.

They should keep the ends of the platforms barrier-free as possible. They should include audible beacon Ticket Vending Machines so they are easier to locate. Consider Accessible Pedestrian Signals (APS) for pedestrian crossings at LRT/roadway intersections. Sometimes it is hard to distinguish where audible detection is originating from on existing rail Active Warning Devices and APS depending on the environmental factors.

Workshop participants appreciated receiving materials prior to the workshop. They thought the opening presentation was helpful to ground participants with the project. They liked the interactive workshop activities: brought the platform experience to life and made it relevant. They appreciated having other agency/consultant staff in attendance to experience/understand issues first-hand.

Proposed design modifications. Furnishings: No leaning rails. Two additional benches. Armrests on the outside edge of all benches. Consolidate smart card validators with platform structural elements to minimize barriers. Directional bar mat to indicate first car LRV doors. Tactile bars perpendicular to the LRV and parallel to the boarding direction. Color different than tactile edge (not yellow).

Proposed design. Detectable warning on the platform edge per Minnesota Accessibility Code 2015 and FTA/DOT Access Board requirements, detectable warnings are located at the platform board edge at a width of 24 inches wide and comply with code-requirements for dome size, spacing and visual contrast. Active warning devices at pedestrian crossings: Red flashing lights and an electronic bell sound. Design follows

current standards and guidelines for rail crossings. One exception: Royalston Avenue/Holden St. in Minneapolis. Near the proposed Royalston Avenue/Farmers Market Station, pedestrian crossing of LRT tracks and roadway controlled with “Walk – Don’t Walk” indications and Accessible Pedestrian Signals (APS).

Next steps: continued coordination with Blue Line Extension project for consistency in the system. Coordination with the Metro Transit Light Rail Wayfinding Improvements Project. Provide regular updates and receive feedback from TAAC.

Pedestrian crossings of LRT: City of Minneapolis is incorporating APS into intersections. SouthWest Project Office can help coordinate a small group discussion with City staff/advisory committees. Recommend that the Metro Transit LRT Wayfinding Improvement Project explore potential options. There is further discussion needed on audible beacons on Ticket Vending Machines. It was recommended that the Metro Transit LRT Wayfinding Improvement Project explore potential options.

3. Light Rail Wayfinding Improvements for People With Visual Disabilities

Kim Zlimen spoke to the TAAC committee. She is the Principal Engineer for light rail at Metro Transit. The project will focus just on the Light Rail portion of the fixed route transit system. The focus now is on improvements they can make for persons with visual disabilities. The goal is to make recommendations that they could apply system wide. Not only on the existing light rail platforms but as the schedule and budget allows for the Blue and Green Line Extension Projects to incorporate those improvements there as well and to go above and beyond what is required by ADA to provide a safer and more accessible experience for customers with visual disabilities. She showed a map of the existing light rail lines. Between the two lines there are 37 stations that they will be looking at. That includes five shared stations in downtown Minneapolis.

Moving on to customer feedback. What they have heard both through customer service, staff with Metro Transit, as well as the workshop that was held last month with some members of the TAAC and the SouthWest Project Office is there is sometimes non-existent, inadequate cues to accessing and using platforms and boarding and getting off of trains. They heard there is a need for several things. First of all the door indicators for safer boarding. There is also a need for a safe location to wait for trains or vehicles to pass. There is also a need for delineation between platform landing and the street. They are looking for cues for crossing streets or tracks, moving from station landing to platform, purchasing tickets and boarding/exiting trains. The consistency in platform layout is also important. The SouthWest project has the advantage of 13 stations that are very similar in design and layout. It is a challenge with the existing two lines, especially in the downtown areas. They are looking for consistency.

Project Scope and Deliverables. The plan is to have five main parts of the scope. The first is a best practices study. They plan to do some preview of relevant research documents that could include transit cooperative research program, United States Access Board and others. Then to couple that with their review of peer transit agencies. It could be agencies that have light rail systems that are similar in size, it could also be transit systems that have implemented state-of-the-art technologies. Reaching out to them to find out what they have done and what has worked well for them and what hasn’t worked well and what feedback they have gotten from their customers.

The next step is to go out to the existing platforms and do site evaluations to see what they have and don’t have that works well on the platforms in making them accessible for riders with visual disabilities. Last week she sent out an electronic list of questions that their consultant planned to go through when they do the site evaluations. She asked the TAAC members if there was anything they would want to look at.

The other part of the scope is outreach. They would like to get together with members of the TAAC and get more focused discussion on the project to get their input on the items they will be evaluating on the platforms and get a little more into the detail on the aspects of the projects and the improvements they can make. In addition to that they would like to have a focus group workshop with a broader group of stakeholders that could include the State Services for the Blind. Metro Transit has worked with accessibility specialists in the past who have helped train some customers in using some of the platforms and facilities. They would be open to other suggestions of people they would like to include in the discussion.

A fourth piece of the scope would be taking all of that they have learned from the best practices study and site evaluations and outreach to stakeholders in putting together recommendations that they would try to apply system-wide wherever possible.

Then for the design component to put together standard templates of their various platform designs that would show the infrastructure they would like to make sure they include in future projects on every platform. They might consider a pilot project station.

They would like to get feedback if there are other elements of the platform they should include in the inventory. When they do outreach to other peer agencies. If anyone has been to another city and heard of assistive devices in other systems that you thought worked well, they would like to know that. So they could try to incorporate that into their outreach.

The focus group. Members of the TAAC are welcome to attend this group. She is willing to set down with members of the TAAC and address any of the concerns. She would like to come back to this group when they have put their draft recommendations together.

The purpose is to look comprehensively at all of the stations and improvements they could make.

Imdieke Cross said when a train pulls up in inclement weather the doors will remain closed unless you locate and push the button. People with low vision have trouble locating that button. She asked if they could make that part of the study that there could be something like a sound indicator or a motion detector to locate the button to open the LRT doors to make accessing the vehicle more accessible.

4. Transit Link Service Description

Sheila Williams spoke to the TAAC committee. She is the Senior Project Administrator for the Transit Link dial-a-ride service. Many years ago multiple communities had their own community based dial-a-rides. Many of those dial-a-rides were overlapping regular route services. There were some areas that were getting dial-a-ride services versus other areas that were not getting any service at all. There was a study done prior to her coming on board the Met Council that showed that there was a better way to streamline the process in terms of providing services in areas where those constituents had no transportation service options whatsoever.

There was a study done prior to Sheila coming on board the Metropolitan Council that showed that there was a better way to streamline the process in terms of providing services in areas where those constituents had no transportation service options whatsoever. That being Transit Link. This was started in 2010.

The service mission is to ensure that all who reside within the seven county metro area have at least one transportation option. This is a goal that they have accomplished in bringing Transit Link on board. How they came up with the ideas in terms of operating parameters. They put together a committee called the Coordination Advisory Committee (CAC). There are two representatives from each of the seven counties. One having the experience in transportation or transit department or knowledge and the other has knowledge in the human and social services. There are also three Metropolitan Council staff that sits on this committee, including Sheila.

What the CAC has done is developed all of the operating parameters that are listed in their rider guide. They meet to discuss ongoing refinement of policies and performance monitoring. Currently they have met on an ad hoc basis and have not had many updates to the policies over the past few years. The most recent was in 2013. They are in the process of updating their rider guide to incorporate some changes they are making in terms of forms of payment that they will be accepting.

There are five contractors in the seven county service area. There is a single set of operating rules as opposed to many years ago when each community based dial-a-rides had their own set of rules and did things their own way. They now want to ensure that each service area has a single set of rules and also that they coordinate with each other. If a person wants to go from Dakota County into Washington County there is that coordination effort between the providers in each service area.

Transit Link is open to the general public. There is a single phone number 651-602-5465. The role of Transit Link is to be available for trips where fixed routes are not available. They know that regular route or fixed route is the backbone of the transit system. Every ride request is screened for a fixed route solution. Transfers are made to fixed route hubs when possible. Sometimes they make transfers between providers at grocery stores upon customer request. If the origin or destination is within a quarter of a mile of a regular route or fixed route during the months of November 1 through March 31, then that particular ride request would be denied and the customer would be asked to take the regular route. During the months of April 1 through October 31, the walking distance increases to half a mile. So if the origin or destination is within half a mile that person doesn't qualify. However come winter the person who qualified for a Transit Link ride in the winter months, come

April 1 they will not qualify because that ride is eligible for regular route. The customers that have standing orders for the winter months sometimes have their standing orders cancelled or suspended or put them on hold if they are students until the winter months. They are not cutting people off. They are just grandfathering those folks in that have current standing orders. They cap the standing orders at 75 percent. That means they cannot have more than 75 percent standing orders within a given hour. They want to leave that 25 percent space open for those demand riders.

Service Parameters. Service is available Monday through Friday between 6:00 a.m. and 7:00 p.m. They have a 30 minute arrival window. They have curb to curb service with limited assistance. They have door to door assistance for ADA certified riders. They also have a three minute customer window. Rides may be reserved up to five business days in advance. Customers may reserve a ride by calling 651-602-5465 Monday through Friday from 7:00 a.m. to 3:30 p.m. Inform reservation staff where and when you need to travel.

Transit Link fares are distanced based. Riders may pay their fares by using cash (exact change), Transit Link coupons, GoTo cards, transfers from fixed route and any combination. The fares are based on distance traveled. Less than 10 miles is \$2.25 each way. For 10 to 20 miles it is \$4.50 each way. For more than 20 miles it is \$6.75 each way. They are in the process of transitioning from selling Transit Link tickets to GoTo cards or cash only. They will discontinue accepting tickets later in the summer. They will continue to accept previously purchased tickets through June 30, 2017. They are in the process of educating their riders. Within the next couple of weeks they will be sending out some information to each and every Transit Link active rider.

Group discounts are also available. For trips less than 10 miles the return ride is free for four or more riders. For trips between 10 and 20 miles for three or more riders the fare is \$2.25 each way instead of \$4.50. For trips of 20 miles or more for three or more riders the fare is \$4.50 each way instead of \$6.75. Certified ADA riders are capped at \$4.50 each way.

Standing orders are for riders that go to and from the same location at the same time each week. They may submit a written request for the trip to be placed as a standing order after riding for three consecutive weeks. Riders may make up to four changes to an existing standing order each year. Excessive standing order cancellations results in the loss of standing orders for 12 months.

No shows. A rider is documented as a no-show if the ride is cancelled less than one hour prior to the scheduled pickup time. The return ride is automatically cancelled. Two consecutive no-shows results in a suspension of the standing order until contact is made with the customer. No customer contact within 30 days results in a standing order deletion.

Suspension from service. Four no-shows within a rolling 30-day period will result in a suspension. One or two suspensions within 12 months results in no rides for 30 days. Three suspensions results in no rides for 45 days. Four suspensions results in no rides for 60 days. Each suspension above four suspensions will add 30 days to the suspension. Additional no-shows prior to the start of a suspension will extend the suspension by two weeks. If the rider is suspended the standing order will be forfeited.

The rider guides are available in Braille and on the Transit Link website: www.transitlinktc.org You can email Transit Link at transitlink@metc.state.mn.us or contact Sheila Sheila.williams@metc.state.mn.us 651-602-1709.

They say door to door service. If the destination door is locked they will not leave a rider at a location without some contact with a staff member or someone else there to assist them.

They transported 315,000 riders last year. That is a lot more than in 2014. As a result the denials were a lot higher in 2015. They added more hours as a result of that. They try to stay within the four to five percent denial range. In certain counties they see a larger amount of denials. The denials in Washington County are a lot higher than Anoka County. The annual budget last year was about \$5 million. They receive some funding each year from MnDOT's 5311 funds. They said to the counties that if they want to provide more funding, Transit Link will provide services beyond the currently published hours. The fleet consists of 72 vehicles. They added a couple of extra vehicles because of the demand being so high in Washington County in particular.

She wants to encourage the riders to sign up for the IVR so that if they need reminders that system will do that for them. It will call the night before and 10 minutes before the bus arrives as a reminder that the bus is on the way.

5. 2016 Regional Transit On-Board Survey

Katie White spoke to the TAAC committee. She is a Senior Planner in the MTS division of the Metropolitan Council. Her purpose here today is to inform this committee about the Transit On-Board Survey and to obtain TAAC feedback on some of the questions included in the survey itself. The first is to understand the transit travel markets. Where is the demand currently? Where can they project demand? Where is the growth in transit service? They want to improve the transit forecasting model. When they do things like plan on building new projects like the Green Line, Blue Line Extension and Green Line extension they are required to do forecasting to estimate ridership on those routes. And data that comes in from this survey goes into the computer model which gives them those ridership numbers. They also want to investigate the effect of the major new transit service. This is the Green Line primarily. Along with the Green Line, when they started operations with the Green Line a year and a half ago they also changed about six bus routes to better align with the Green Line as well. So they want to see what kind of changes that have been made in ridership patterns as a result of the service pattern change. They also want to respond to FTA guidance. The Federal Transit Administration requires that a survey similar to this be undertaken for most metropolitan areas about every five years.

There are several regional benefits to conducting this kind of a survey. This survey provides origin and destination and demographic information for all routes and providers. Forecasting improvements will directly support all planned regional transitway projects. This includes everything that might be on rail. A lot of our new and exciting bus projects as well. The data will be used to provide fitted information to support market research, Title VI analysis, etc. That is where they get a lot of the demographic information from. They do a lot of continuous data work on a daily basis at the Metropolitan Council and Metro Transit and suburban providers as well. They do a lot of data heavy work. This is just one of the bigger activities that happens every five years. It all gets rolled in together. This one project is unique on its own.

She showed a map with all of the routes in the seven counties to show the coverage of the survey. They are surveying all of the regional fixed routes bus and rail. This is not Metro Mobility service. With Metro Mobility service they know exactly where you start your trip and exactly where you end your trip. With fixed route service they know where people get on the bus and they might know where people get off of the bus but they don't know where they started their trip. They are trying to get at the full trip they are taking not just the bus or rail portion of it.

They are surveying all transit providers including the suburban transit providers. They have been good partners with the survey so far. The survey comes in two parts. This week they are surveying on trains. Then next week they will be surveying on buses. It is the stop to stop count. This provides data on boarding to alighting flows. They know that the East Bank Station on the Green Line is the station where there is the highest ridership. The most number of people who use any station across the Twin Cities most of them are getting on at the East Bank Station. But they don't know what happens when they get on at East Bank or the rest of their trip.

About 20 percent of all transit trips taken over the next six weeks or so will be surveyed using this on to off method. Routes with daily ridership greater than 3,000 per day will be surveyed with this method plus the Red Line and Northstar. The on to off will occur in the fall for service impacted by the A-Line. They have the A Line Bus Rapid Service starting June 11. It will be a big service change for St. Paul and the east side of town. So they don't want to create some numbers in the spring that won't be valid in the fall because of a new service improvement that is coming in June.

On rail this on to off count involves a surveyor coming up to a passenger and saying that at what point did you come on the train, at what stop, and what stop will you be getting off? For the buses it looks a little different. It will be a little more involved. There will be two surveyors on the bus. When you enter the front door of the bus the surveyor will give you a card the size of a credit card and the card will have a barcode on it. The surveyor will take a barcode reader, scan it, and it is GPS coordinated. It will say we know exactly where you are when you got on this bus. The surveyor will hand you the card and tells you to hand the card back to them when you leave the bus. The surveyor will then ping the card with the GPS reader and then they will know exactly where you got on and off of the bus.

The second half of the process is the on board survey that comes this fall. They are looking to get nine percent of all passengers to complete this survey. It is about 27,000 completed surveys. This means they need to get over 30,000 people to get in contact with. It takes about five minutes to complete. For this survey it will be

administered not on paper but on a tablet. The surveyor will walk up and randomly select a person to take the survey. The surveyor will read the questions to the passenger and ask for the person's responses. The surveyors will have a blue vest with a Metro Transit logo on the front and on the back. All the data will be collected by the end of this year. At which point they will do a report and a summary. There will be a press release and rollout from what they learned from this survey sometime in March or the spring of 2017.

The questionnaire that was passed out to the TAAC members is mostly complete. They do it to comply with the Federal Transit Administration guidance. They have the final say on the questionnaire and what is asked and what they are going to get out of it. She asked the TAAC members for feedback on the questions. There are four questions that deal with persons with disabilities.

The TAAC members offered some suggestions.

On #4 Change motorized cart to power chair or scooter. Wheelchair could also cover both.

Put walk unassisted instead of just walk for those who use a walker or cane.

Put walk with assistance: cane, walker, etc.

With the assistance of a mobility device.

On #14 disabled veteran should be service connected veteran

On # 15 Change disabled to limited mobility device

On # 29 Change question to: Do you consider yourself a person who lives with a disability?

PUBLIC COMMENT

None.

ADJOURNMENT

Business completed, the meeting adjourned at 2:33 p.m.

Alison Coleman
Recording Secretary