

**Advisory Committee for People with Disabilities (ACPD)**  
**May 19, 2022 – 2:00 pm – 3:30 pm**  
**Microsoft Teams Remote Meeting**

## MINUTES

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### Welcome and Opening Comments

Committee Chair Jaime Lewis called the meeting to order at 2:02 p.m.

### Virtual Protocol/Roll Call

Jamie Lewis, reminded the committee of the virtual meeting protocols and performed the roll call.

In Attendance:

1. Advisory Committee for People with Disabilities:  
Jamie Lewis; Aaron Pasterz; Earl Lee; Greg Martinez; Brenda Carney; Doug Wooley; Aly DeWills-Marcano; Tex Elam
2. RTD Staff:  
Kathryne Grove; Erin Vallejos; Henry Stopplecamp; Dave Jensen; Maux Sullivan;  
Michael Karol-Chik; Michelle Merz-Hutchinson; Tameka McMillian; Jessie Carter

### Safety Moment

Jamie Lewis reminded the attendees of proper precautions during spring snowstorms.

### Public Comment Period

No public comment.

### Updates for ACPD Committee:

- **83L @ Denver Health – Status Update**

Maux Sullivan, Senior Planner, RTD Service Planning, revisited the feasibility of adding a stop at Denver Health on the Route 83L. Maux provided the current closest 83 L stops to Denver Health: Broadway and 9th Ave - Eastbound, and Lincoln and 7th Ave - Westbound. Other routes do serve Denver Health directly; specifically the Route 52, and the Route 0. Maux stated that Service Planning did review both the Eastbound and Westbound routes for new stop options, but there were no suitable locations closer due to operational constraints, grade and slope of the location, and conflicts with emergency vehicle and hospital traffic. The current stops for the Route 52 were also reviewed for potential stops, but those stops were ruled out; this was because the proposed changes to route would produce situations in which operators would have to complete difficult, and potentially dangerous, maneuvers to rejoin traffic. Upon review of the westbound route - there is no

place to provide a stop closer to Denver Health. The only way to increase service on the westbound route would be to reroute the 83L, which would lengthen the route.

Maux provided a handful of alternatives: such as taking the H line to Alameda station, and then transferring to the Route 52; as well as transferring to the Route 3 at Alameda and Colorado, riding to Alameda station, and then transferring to the Route 52. Maux Stated that while although we are unable to provide the service change now, in the future new development may provide opportunities to install new or improved stops. The service planning department will stay engaged with the city and county of Denver and Denver health too move this project forward should the opportunity arise.

Earl Lee, ask whether using these smaller 8000 series non articulated buses would mitigate issues with turning radii. Maux Stated that unfortunately the use of in articulated buses will not mitigate the issue as the 8000 series bus has a larger turning radius than the articulated bus. Greg Martinez asked if rerouting the bus onto 7th and Delaware would work. Maux stated that a rerouting would produce many of the same issues, including increasing route time on the limited route. Jamie Lewis asked if Denver Health had been consulted regarding the stop, as the only feasible stop is in front of the emergency entrance. Maux stated that Denver Health was not contacted as the proposed location would still not be feasible, but that she would follow up with RTD Engineering to get a definitive answer. Jamie Lewis stated that the locations by the emergency entrance was attitquate from the perspective of the committee. He asked Maux to let the committee know what the minimum standards were for a bus stop.

- **APAC Update**

Tex Elam, APAC liaison, provided an update on the business of APAC. A wayfinding survey is prepared to roll out at the beginning of June, and Gabe Christie, RTD ADA Manager, is planning to distribute it to groups and organizations that work with persons with disabilities. Tex stated that if there is any suggestions on how to broaden the scope of the survey, to please reach out to Gabe Christie. Jamie Lewis asked text if there was consideration for business partnerships in the wayfinding survey, To provide signage to their respective businesses. Tex stated that he could not answer that question.

Tex provided an update on the Uber pilot program now called for Access on Demand. The Uber pilot became Access on Demand in March and had a 16% increase from the trial period prior to March 1. Access on Demand experiences a 34% Wheelchair Accessible Vehicle (WAV) vehicle usage increase. 30 to 50 persons a day are joining the service currently. Paratransit is aiming to finalize the Access on Demand program by October.

Tex stated that vendor RFP's will be distributed to vendors to continue service. Once vendors reply to the RFPs, three members of the APAC will serve on the vendor review board. Jamie asked if there were any current vendors at RTD who are no longer going to be considered due to performance metrics. Henry Stopplecamp stated that he was not aware of any vendors who are barred from doing business with RTD.

The fare equity survey is currently taking place, with the first stage having already been completed. The second stage will begin in May and be completed during the summer, The third phase will be completed during the fall . The survey aims to be completed by 2023.

Paratransit and MTM are reviewing a proposal for a permanent eligibility process. Q-Ride software has been selected to replace the Route Match software, and is planned to roll out as an improvement before the end of 2022.

## **New Business:**

- **SB175 Driver Distraction Bill – Letter of Support**

Jamie Lewis stated that although this topic was to be discussed, SB175 , the driver distraction bill, died in session on the calendar. Jamie has spoken with the sponsors and they intend to reintroduce this bill early in the next legislative session.

- **Enhancements and Turnstiles at Denver Union Station**

Henry Stopplecamp, Assistant General Manager of Capital Programs, stated that RTD is looking for enhancements to manage the flow of traffic within Denver Union Station. Henry stated that there is motivation to close the center Light Rail platform Elevators and the corresponding stairs at Denver Union Station. This will leave three locations to enter the concourse via stairs and elevators Most elevators will stay in use. There will be marking on the floor to provide directional guidance. Capital Programs is reviewing options for barriers, one inside and one outside. The intent is to provide a mechanism that will limit access within the entry area, along with an attendant who will be able to provide control the elevator. The proposed outer barriers would extend the entry port , with a payment check kiosk available at the front.

Earl Lee asked the concourse an exclusively paid fare zone, where would then people purchase their fares as all fare purchase locations are located on the concourse. Henry stated that fair machines are being proposed to be installed within the vicinity of the light rail and bus platforms. There will need to be considerations for how customers will Access pass purchasing, book ticket purchasing, as well as the lost and found; as well as a more universal fare medium. A consultant is being commissioned to determine the appropriate placement of any ticket vending machines. Earl stated that he also wanted wheelchair access to be considered for ticket vending machines.

Greg Martinez asked if the intent is to have someone to watch and ensure that customers have paid to enter the elevator and if that will be an issue with profiling. Henry stated that this should be addressed via the technical response to the new fare medium, but the project has not yet reached this point.

- **Restroom Repair at Denver Union Station**

Henry stated that restrooms at Denver Union Station will undergo change period currently the restrooms or set up with an open doorway, but the doorways are currently blocked. Facilities has replaced and/or deep cleaned the mirrors, doors, toilets, paper dispensers, sinks, grout, tiles, etc. The plan is to insert doors which will remain open while the concourse is open. When restrooms are being cleaned these doors will close to ensure the safety of cleaning staff. Once the fare paid zone comes into effect these doors will either be removed or remain open. The doors will be compliant with the ADA. Henry then provided diagrams of the new restroom doors. There has yet to be a decision regarding the need for restroom attendants, which was suggested to RTD by Denver Police Department. The cost of a Restroom attendant would be over \$300,000/year. Jamie asked what the timeline for Restroom repair would be, Henry stated that the contract has been awarded, but the contractor is working to locate materials.

Earl Lee stated that he has been in the restroom during security situations, including threats of violence directed at him and stated that he is unsure what could be done to protect customers and staff. He asked what the timeline from design to completion of the Fare Paid Zone is. Henry stated the Fare Paid Zone should come into effect within twelve to eighteen months. Henry's goal is to get the bathroom to usable conditions. there was a request for single occupancy rest rooms which was explained as difficult to implement. Henry mentioned several methods RTD has employed to mitigate bathroom security issues and sought suggestions from the committee.

Greg Martinez asked if a camera was feasible to let people know they were being filmed. Henry stated that unless the camera is monitored there is no way to determine occupancy.

Jamie asked if there is value in providing an emergency button in the bathroom for incidents. Henry stated that the difficulty of providing an emergency button is maintenance and repair.

Tex Elam asked that although is there has been great emphasis placed on safety on the bus concourse, would there be any emphasis placed on improving the walkability of the above ground concourse specifically the Denver Union Station and the Western Light Rail station. Henry stated that RTD has replaced all the light fixtures for which it is responsible and has reached out to community partners like HOAs to ensure their lighting is repaired as well. Denver Police Department has also stationed a patrol car on the concourse to ensure safety.

Jamie asked if there were consideration for public restrooms or portable toilets by the light rail? Henry stated that this was considered but involves risks which include becoming a space for people to occupy. There are also logistical issues with servicing and maintaining portable restrooms.

Doug Wooley advocated for the humanity of those experiencing homelessness and asked how much is RTD partnering with local advocacy groups. Henry stated that he, and RTD, have no problems with people experiencing homelessness but does have a problem with criminal and violent elements who are destroying the facilities and limiting their use for patrons and staff. Henry stated that RTD and local organizations have worked together to

provide access to local organizations of support. Doug suggested that efforts be taken to distinguish between people experiencing homelessness from the criminal element.

Jamie asked if the Union Station hotel has public Restrooms. Henry stated this has become a point of contention as they claim they do not but there are reports that there is a public restroom. Jamie worries that not providing a bathroom, the hotel may damage the reputation of the City.

Greg asked if there was any law that prevents having a line of sight to the sinks in the restroom. Michelle Merz-Hutchinson stated that there is likely not a law that is on the books that bars this but it would take additional consideration.

### Closing Comments

Meeting Adjourned at 3:26 pm – Jaime Lewis