



Accessibility Advisory Committee

600 Fifth Street NW
Washington, DC 20001
202-962-6060

January 2, 2018

Dear Chair Evans and Members of the Board,

It is my pleasure to present you with the Accessibility Advisory Committee (AAC) report for the month of December 2017. The primary issue we reviewed was Metro's development of the 8000-Series Rail Car design.

Issue of the Month

8000-Series Rail Car Design

The AAC was provided an update on the 8000-Series rail car design, and response from staff to some of the AAC's recommendations for the Metro's future rail car. The 8000-series cars will replace the 2000 and 3000-series cars, both of which are reaching their 30-year life cycles. The project is now in the stakeholder review phase will last until the end of February 2018.

The AAC has five recommendations for the 8000-series still outstanding or under review by the Rail Engineering team. They are:

1. Install Arm Rests on the first set of door facing seats.
2. Move the Wheelchair Parking Locations to each end of the cars instead of the center door.
3. Add two additional Priority Seats per car.
4. Install larger Maps in the cars.
5. Improve audio messaging and cueing.

The AAC was informed that items 4 and 5 were not engineering design-related requests. The AAC will follow-up with the appropriate Metro departments on these two items.

Rail Engineering expressed agreement with other AAC recommendations for the 8000-series. Those include the following:

1. Return to the traditional Inter-Car Barriers: The AAC recommends returning to traditional chain inter-car barriers between all cars in a train set.
2. Return to the traditional "No Bicycle" Sign Location: The AAC recommends moving the "No Bicycle" signs back to their traditional location; on the window of the center doors. The 7000-series cars have them on the side of the body next to the center doors.
3. Adopt the 7000-Series Pole and Handrail Design.
4. Install Non-Slip/Weather Proof Flooring.
5. Improve Platform Visibility for Rail Operators: The 8000-series will include cameras and a monitor that will give operators a view of the entire length of the train.

The AAC is also requesting to have an opportunity to view a life-size mock-up of the final proposed 8000-series rail car prior to Metro committing to an official final design, much like the opportunity that was afforded to the AAC during the development of the 7000-series rail car.

Other Issues

Travel Initiative

The AAC has begun to follow-up with staff on recommendations developed from the first round of Travel Initiative trips. The primary recommendation staff is investigating involves the feasibility of installing detectable warning or contrast strips on the edge of each step in Metrorail stairwells.

The AAC again thanks the members of the Board who have already participated in the Travel Initiative, and looks forward to traveling with other members of the Board, and developing other recommendations aimed at improving the safety and accessibility of Metro services.

White Boards in Metrorail Stations

The AAC was provided an update on the status of white boards in the Metrorail stations, and future efforts to improve communication between staff and customers who are deaf/hard of hearing. Last January Metro deployed white boards with markers and pre-printed messages at each kiosk at all of our stations, along with instructions for Station Managers on how to use them and for what purpose. Since that time, some of the white boards have been misplaced. In those instances, Metro staff attempts to replace the white board as soon as possible. Metro is now looking at going to the next generation of communication with the installation of larger pre-printed message boards on mezzanines. Metro is also pursuing the purchase of “tear-off” information messages. The new “tear offs” will be coming soon.

Sincerely,

Philip Posner
Chair