



Accessibility Advisory Committee

600 Fifth Street NW
Washington, DC 20001
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March 5, 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 February 2018. The primary issues we reviewed were (1) Metro's FY2019 Budget, (2) Metrorail Station Lighting, and (3) Station Ahead List Signage.

Issues of the Month

Metro's FY2019 Budget

The AAC remains keenly interested in the financial developments of Metro. To that end, the AAC has developed the following funding recommendations for Metro's FY2019 budget:

- (1) station lighting improvements;
- (2) improved signage type and locations;
- (3) continuation of gap reduction and platform repairs;
- (4) improve slippage safety in mezzanines, platforms, and trains;
- (5) upgrade and maintenance on elevators and escalators;
- (6) improve bus stop accessibility;
- (7) improve bus vehicle accessibility to include mobility device turn around space to exit the bus; and
- (8) honor the promise of allotting funds to complete detectable warnings on the platform edge in 100% of stations.

Metrorail Station Lighting

The AAC received an update on part A of Metro's Station Lighting Improvement project. The project will eventually incorporate lighting changes and improvements to all 48 of Metro's underground stations.

Metro has completed a performance specification for lighting on the platform level(s) at indoor stations. Metro has identified and prequalified manufacturers for the pylons, wall lighting, and track beds. Track bed lighting includes both center platforms and the side platforms. Work on 51 platforms at 48 stations is scheduled to start in July 2018 and be completed in 3 years. Most of the work will be completed at night and/or when stations are closed for track maintenance.

The AAC and other disability stakeholder organizations, especially the National Capital Citizens with Low Vision, remain interested and ready to continue to contribute to this very important initiative.

Station Ahead List Signage

The AAC is very concerned about the continued removal of the station ahead list signs (SAL) from pylons on station platforms. The AAC received an update on Metro's use of SALs as part of its overall signage strategy.

Wholesale removal of SALs is not part of Metro's forward looking signage strategy, however, there are reasons why some SALs have been removed. The primary reason is the challenge SALs have presented since the expansion of the Silver Line. At end of the line or near end of the line stations, SALs become so long that they extend beyond the minimum reach ranges, or the font has to be so small in order to fit all stations. The SALs become almost unreadable. Other reasons a SAL may be removed include damaged pylons, other maintenance issues, and in some cases by theft.

Metro is interested in hearing from customers on SALs and other signage related matters. The AAC is recommending that no further SALs be permanently removed until a clear platform-based alternative is identified.

Sincerely,

Philip Posner
Chair