



**LOS ANGELES WORLD AIRPORTS
ADA ADVISORY COMMITTEE MEETING
JUNE 21, 2017**

**Flight Path Museum
6661 W. Imperial Hwy
Los Angeles, CA 90045**

CALL TO ORDER

Acting Chairperson Myrna Cabanban called the meeting to order at 1:00 p.m.

ITEM 1. ROLL CALL

Cabanban called for the roll:

ADA Committee Members – Community Representatives

- Myrna Cabanban: Present
- Ruthee Goldkorn: Present
- Louie Herrera: Present (arrived after roll call)
- Jody Schinnerer: Absent

ADA Committee Member – Airline Representative

- Joe McGlynn: Absent

ADA Committee Member – TSA Representative

- Danielle Bean: Absent

ADA Committee Members – LAWA Representatives

- Brian Haig: Absent
- Heidi Harmon: Present
- Brandy Welch: Present

ADA Committee Liaison

- Kerrin Tso – Excused

ADA Committee – Staff

- Larry Rolon, Administrator: Present
- Darcy Driscoll, Secretary: Present

ITEM 2. WELCOME

ADA Advisory Committee (Committee) Acting Chairperson Myrna Cabanban welcomed everyone to the meeting. Cabanban then announced with a heavy heart that Chairman Sam Overton passed away on June 11. She recommended that today's meeting be closed in his honor and that the Committee should continue to do its best to act in his honor with respect.

ITEM 3. CONSENT CALENDAR

Due to not reaching a quorum, the Consent Calendar was not approved.

ITEM 4. PUBLIC COMMENTS

Mary Benson from LAWA's Parking Services introduced herself and announced that a new ADA Shuttle Service Request dispatch system and website is in the final stages of beta testing and is expected to be deployed for all ADA shuttle service requests in July. She indicated that the tablet-oriented system will help reduce the amount of time it takes customers to summon a shuttle, and improve traffic in the CTA by providing reduced time for pick-up and delivery. Benson also introduced Tamara and Asgedom from ABM Parking Services, which operates the ADA shuttle service.

ITEM 5. CHAIRPERSON'S REPORT

Rolon advised the Committee that with the passing of Sam Overton, the position of Chairperson will need to be filled. He suggested that the Committee have an acting Chairperson until the Committee has a vote on a new Chairperson. The Committee then decided that Myrna Cabanban would serve as Acting Chair. Rolon suggested that it was prudent to fill the three vacant positions on the Committee before a vote is taken to fill the Chairperson's seat. Rolon said that the subcommittee did interview some individuals and will make suggestions at the July 2017 meeting on whether or not those individuals should be nominated to the Commission on Disability for their approval.

Regarding the by-laws, Rolon said he would send the most current edition of the bylaws (as last edited by Overton) to the Committee so that they can review them and add or subtract anything they see appropriate.

The next item that Rolon brought up was the idea of establishing a public recognition of Sam Overton's service. He stated that Deborah Flint, LAWA Chief Executive Officer, wanted to acknowledge his service and the fact that the ADA Committee is very important to the airport and to the general community. Rolon asked that the Committee come up with some ideas on how Overton can be honored.

Cabanban suggested that perhaps the Committee can do an annual service award in his name. John Rodriguez, ADA Committee Liaison for the Department on Disability (DOD), suggested that the DOD can formally request that the City Council acknowledge Overton and provide a commendation. Goldkorn suggested that perhaps the DOD could go to the Commission on Disability (COD) to request an annual recognition for Overton since he chaired the COD for several years. Richard Ray from the DOD suggested that in addition to an annual award of recognition, LAWA consider naming a room in his honor with a plaque. Everyone concurred that Overton's impact and effect on the City of Los Angeles and the Disability Rights community deserves to be recognized

Lastly, Rolon announced that a sympathy card was circulating around for signatures.

ITEM 6: MIDFIELD SATELLITE PROJECT

David Kim, Project Manager for the Midfield Satellite Concourse (MSC), introduced architect Brett Kelly to provide an overview of the building. Brett Kelly addressed the

Committee and said he appreciated the opportunity to share details about the project, which is the next major component of LAWA's expansion program. Kelly said the MSC is being developed as a component of capital programming and to help improve service and passenger experience at LAX. He said the project will be constructed in two phases but that his presentation will only discuss the north concourse.

Kelly explained that the MSC project is unique for LAX in that it is a remote concourse. He said there is no front door to walk into because it is not on a street. He said that makes the project a little bit different in terms of how people will access and use the concourse. He indicated that the architectural concept will carry the same ocean city concept as the Bradley West Terminal that was constructed a few years ago. Kelly said that the design team wants to make sure they can accommodate as many passenger needs as possible while going through the design.

Because it is a remote concourse, Kelly said that the building will be accessed through a tunnel from the Bradley West Terminal. He explained that once people enter into the lowest level or basement level of the building, they make their way through the central core - which is the vertical circulation up. Unlike normal terminals where people walk in off the curb, people will instead go through a tunnel and go vertically up into the building. He said the team provided some flexibility in the design so if the airport needs to bring passengers in via a bus there is a passenger station. Kelly pointed to his PowerPoint presentation and indicated that Level 4, the concourse, is the main floor that everyone will access if they are going to be boarding an aircraft. It is full of the typical things, such as concessions, shopping, restrooms, and other amenities for passengers.

Level 5, the stairwell corridor, will feature airline club space separate from the stairwell area. He also stated that the airport decided it would be nice to add Level 6 which has more club space. Ultimately, Kelly explained, a grand space or main core of open space will be created which will be similar to a town center with neighborhoods featuring concessions and amenities.

Kelly reiterated that in order to get to the MSC, people will have to come out of Tom Bradley International Terminal. Again pointing to his PowerPoint presentation, Kelly indicated that the lowest floor (or tunnel) is where most people will begin their access. People will come down through the tunnel which is below the taxi ways. There will be two colors; the green means people have already gone through security, and pink is international arrivals, indicating people need to access customs. Once people pass through customs, they will come into the hall on the top floor which ties directly into Bradley West where the large retail area is located.

Kelly said it was important to limit people's directional decisions to A or B. Do I go this way or that way? Too many choices make it confusing for passengers. He then addressed a few items from accessibility standpoint. Kelly said that when the design team was looking at the project, they knew that passengers would have to check-in at the Bradley terminal or one of the other domestic terminals and make their way through existing accessible routes. He said when people come to MSC, they will make their way through accessible routes. The connection between Bradley and the MSC is 1,000 feet

long and some people will need assistance. Kelly said he understands multiple modes of accessibility will be required and that they have looked at what is currently used today and that is both wheelchairs and/or mobile carts. He mentioned that the team made sure they have developed the corridors and elevators to accommodate carts, and will have terminal transport vehicles that can accommodate four passengers at a time.

When people come off the plane in the Midfield, they will need to get up to the stair level internationally. The transfer will need to be done through wheelchairs coming off the aircraft as is normal procedure and then get transferred to a cart up on the stair level. In looking at the wheelchair and gate access passenger carts, the design team recognized that we need an oversized elevator. The team also is looking at how we're going to address wayfinding challenges. In addition, the team is reviewing the gate lounges, which are key areas in which most people will congregate before they get to an aircraft. Lastly, the team is reviewing gate counters where people will need assistance and the restrooms in terms of how they are laid out.

In reference to the wheelchair and passenger carts, Kelly indicated that there are two carts that actually work in the Bradley terminal. One is called the terminal transport vehicle (TTV), which is the smaller cart that takes people up and down levels. Then, there is the gate train, which is really a standard golf cart which holds up to 5 passengers and runs up and down the concourse. Kelly said that both types of carts will be utilized MSC.

Kelly stated that the TTV cart serves as the basis of design for mobility access. He said that gate carts are being looked at for use in the tunnel for passengers to use as needed. He explained that passengers would come through security and the cart could make its way into the gateway, into the tunnel, and back up into the concourse. The team designed everything to make sure the cart itself can go vertically or horizontally all the way through the building. Kelly stated that the team has provisions to get the cart into the tunnel and out of the tunnel for services or repairs or anything that's necessary.

Kelly also said that his team is looking at service phones in the tunnel so that if a person gets into the tunnel and realizes the distance is further than they thought, they can pick up one of the phones, talk to someone to request assistance, and a cart will be provided.

The gate trains or larger carts will run up and down. Kelly said the team also made provisions for the carts to come into the gateway, at which point in time, one of the TTV vehicles could transport to the midfield. On the reverse, it will work absolutely the exact opposite. The carts will be on the upper level, level 5, and can make its way through the elevator into the tunnel and bring passengers straight over to the FIS facility.

Kelly indicated that the design team also made provisions to have a secondary Federal Inspection Service (FIS) facility in the midfield, but that would be a facility which customs will use if they see too much traffic going into the Bradley terminal.

John Rodriguez inquired what will happen in the event that the elevators are down. Kelly responded that the design team built in redundancy where people will have to go up and down. He said that the MSC will have a minimum of 2 elevators, in some cases, 3 or 4 elevators. Rodriguez asked Kelly to clarify whether it was just by elevator, to which Kelly responded yes.

Brandy Welch, ADA Committee member, asked what will happen if there is a fire or other emergency that requires an evacuation and the elevators are not working. Kelly said that the design team made provisions of exterior staircases with areas of refuge as well as some interior staircases with areas of refuge in the event of an emergency where people couldn't physically get out beyond that point.

Ruthee Goldkorn, ADA Committee member, stated that the disability community does in fact call themselves "refuse" because refugee areas typically throw people with disabilities away. She said that the disability community absolutely objects to the concept of an area of refuge. Goldkorn went on to say that people with disabilities will be stuck. She pointed out that there will be stairs and a room to stick people, but that they will essentially be left to hope that somebody comes to get them. There are no emergency exit doors on any of the walls of this tunnel to get us out. She said they will be stuck inside.

Kelly responded by saying that everything that they have done – the tunnel is a good example – has spaces broken between rated areas. He said that by code, what the team has designed is wand doors. He said there are also fire doors that provide separate compartments so that, as an extra measure of safety, people are not in this long corridor with no place to go. Everyone who is in that tunnel will make their way to either building, which, again, once a person is into either building; they will have that rate of separation as well. He emphasized that it is compartmentalized to help with that case, because everyone will all be underground. So from that perspective, people don't have a way to go directly out and up. Kelly said because of the depth below ground, a ramp is not an option.

Goldkorn also inquired whether there will be an audio system that will announce an emergency, advise people that they will be stuck in this room, and tell them that people will eventually rescue them. She said to consider that there will be kids with autism, grownups with autism, and people with various disabilities who will be claustrophobic and scared to death.

Kim responded by saying that there will absolutely be an audio system because the building code mandates a system that works with LAWA. Kim also said that the design team is working with Larry Rolon, LAWA's ADA Coordinator. Kim also said that the team is working on a process to have visual display, not only audio sensor, but also a visual display that leads and guides people to proper ground.

Kelly concurred with Kim and said that an audio system is now part of building code. If there is an area of refuge, there needs to be two-way communication.

Geoffrey Straniere from the DOD inquired about the why of the total distance and rise with the single ramp. He asked why the design team wouldn't have a series of switchbacks for egress and emergencies. Kelly responded by mentioning that the location and amount of space to operate is very limited. He said they have a very small footprint in which they can actually go down into the ground because of all the operational aspects around it. He further stated that the switchbacks in short runs are usually good. But because the project is 29 feet below grade, it would require too many switchbacks and would be very space consuming. It would also be constrained for a user to really be able to make switchbacks all the way up 29 feet.

Rodriguez stated that the DOD dealt with evacuation chairs throughout the city and his sense is that there is a conflict between training of floor wardens and fire drills, and what to do in an emergency. In response, Brett Kelly stated that policy piece for evacuations his beyond his control. He added that he will certainly look at what the building and the architecture would allow.

Goldkorn asked if the project will have moving walkways. Kelly responded that there will be walkways that go in both directions. In response to Goldkorn's question about what communication systems will be in place, Kelly responded that they haven't quite gotten through all the standards for communication devices, but they are looking at both visual and audible communication tools.

Myrna Cabanban emphasized that prior to doing work they should consider implementing the feedback from the Committee. Kelly said they welcome feedback and will try to look at what they can include. He said some things are the owner's decision and that they are just the vehicle to get them there. He said they are certainly open to having these dialogues.

Straniere said that he would like to have the project be a model of accessibility - not an afterthought. Kelly stated that he agrees and that they will try to do that.

ITEM 7. WAYFINDING/SIGNAGE ISSUES AT LAX MYRNA CABANBAN

Cabanban informed the Committee that she attended a focus group to review the signage around LAX. She said that while touring around the airport, she came across signage that was confusing and insufficient. She also pointed out that with construction there was actually no passageway to get between Terminal 1 and Terminal 7. Cabanban said she felt inconsequential to view a sign featuring an ADA symbol that was tiny and barely visible.

Cabanban went on to say that the signage intended to guide persons with disabilities was inaccurate and that existing markings to alert disabled travelers was too small. She further said that the disability markings used as cues for disabled travelers gives an impression that people with disabilities are an afterthought.

Heidi Harmon responded by saying that most of the signage that Cabanban referred to is no longer posted. She said that the signs were temporary while construction was taking place. Harmon said she will talk to the people responsible for designing the

signs and investigate what can be done in the future to prevent similar markings from appearing.

ITEM 8. UNITED AIRLINES TERMINAL SEATING

Item was postponed to July 2017 meeting

ITEM 9. ADULT CHANGING STATIONS

Item was postponed to July 2017 meeting.

ITEM 10. DRIVERLESS SHUTTLE

Item was postponed to July 2017 meeting.

ITEM 11. DMV DISABILITY PLATE ENFORCEMENT AT LAX

Rolon introduced Airport Police Officer Kevin May to discuss LAX's enforcement of handicap placards. Officer May indicated that most offenders come from employees. He mentioned that he has a stack of over 50 placards that he confiscated in six months alone. He stated that it is a misdemeanor citation and that he has impounded over 100 vehicles in the past year. Officer May said he writes down every single placard in his service area, goes back to his police car, and runs the plate. If the plates appear to belong to elders born after 1930 or 1920, he wonders what they are doing in the LAWA employee lot. He indicated that he tracks down the employee that parked there, has them move his/her car, and writes a ticket.

Officer May said he runs about 100 placards in a single day. He said that if the plates come back reported as lost, stolen, or that the person is deceased, he automatically impounds the car. Officer May clarified that if the person is in the car, he can't impound the car. Since most offenders are in the car, then he said he inquires who the car belongs to.

Ruthee Goldkorn thanked Officer May for his presentation and expressed appreciation for his diligence.

ITEM 12. TSA REPORT DANIELLE BEAN

No report was provided due to the absence of the TSA representative.

ITEM 13. LAWA PROJECT'S REPORT

Harmon reported that construction began on June 19 at the Flight Path Museum and will take about 5 or 6 weeks to complete.

ITEM 14. CITY ATTORNEY REPORT

No report was provided due to the absence of the City Attorney.

ITEM 15. ADA COORDINATOR REPORT

Rolon brought a picture to the Committee's attention that showed an individual in a wheelchair who was being pushed down the corridor with a walker around his neck.

Rolon said he made the assumption that the walker was around the person's neck because, for whatever reason, they did not provide somebody to assist with the "luggage." Rolon said it was totally unacceptable and that he was in the process of investigating.

ITEM 16. NEW BUSINESS

Cabanban expressed concern about the level of absences from Committee members. She said that she wants to know why people aren't advising Larry that they won't be attending the Committee meeting or at least sending someone else to stand-in for them.

Rolon said that he believes most people are good at sending staff. He suggested that sometimes -- when it comes to the fire department, for example - they have so many commitments that it is very difficult for them to show up.

ITEM 17. ADJOURNMENT

Meeting was adjourned in Sam Overton's honor at 2:58PM.

Minutes were presented for approval to the ADA Advisory Committee at its ~~16 August~~ 2017 meeting. Minutes for 21 June 2017 were approved / not approved.

D. Duff 8-16-2017
Secretary Date