

Regularly Scheduled Committee Meeting

Wednesday, 19 August 2020 at 12:30 p.m.



Being conducted by Phone Conference (See meeting call-in information below)

Officers*:

Myrna Cabanban
Chairperson

Ruthie Golkorn
Community Member

Kathleen Barajas
Community Member

Louis Herrera
Vice Chairperson

Brandy Welch
Community Member

Iridian Carranza
LAWA Administration

Rodney Thompson
Airport Operations

Joe McGlynn
Airlines

David Banales
TSA

Heidi Harmon
LAWA Engineering

Julia Mockeridge
Community Member

*Voting members

Administrator
Stacy Barnes

Secretary
Vacant

City Attorney
Kerrin Tso

Reporting Divisions:

Oscar Scott - LAFD, Louis Alejandres - LAXPD, Michael Ellars - CASp LAMP, Richard Ray - Dept on Disability, Stacy Barnes - LAWA Emerg Mgt

WELCOME TO THE MEETING OF THE LAWA DISABILITY ACCESS AND ACCOMMODATION ADVISORY MEET

- All documents for public review are on file at the Coordinator for Disability Services Office at 8333 World Way West, Room 305, Los Angeles, CA 90045-528).
- Anyone wishing to speak during public comment or on an item will be required to fill out a speakers slip. Speaker slips must be turned in prior to public comment beginning or before an agenda item is taken up. The Secretary will not accept speaker slips after that time.
- Comments will be limited to 3 minutes. Speakers will be alerted when they have 1-minute remaining and when their time is up. Speakers are then to return to their seats and no further comments will be permitted.
- Remarks from those seated or standing in the back of chambers will not be permitted. All those wishing to speak, including DAAAC members and Staff, need to be recognized by the Authority President before speaking.

The DAAAC meeting begins at 1:00 p.m. on the third Wednesday of every month, unless posted on LAWA's Disability website at FlyLAX.com

DISABILITY SERVICES

Sign Language Interpreters, Communication Access Real-Time Transcription, Assistive Listening Devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability, you are advised to make your request at least 72 hours prior to the meeting you wish to attend. Due to difficulties in securing Sign Language Interpreters, five or more business days' notice is strongly recommended. For additional information, please contact: LAWA's Coordinator for Disability Services at (424) 646-5005 or via California Relay Service at 711.

PUBLIC COMMENT

Public comment can be made for each agenda item at the time each item is considered by the Committee (before action is taken), and is limited to three (3) minutes per person. General comments for items not on the agenda are also permitted, with a three (3) minute per person limit.

The Committee may limit or extend public input on any item, based on the number of people requesting to speak and the business of the Committee. The Committee Chair determines the order in which speakers will be called and the length of time each speaker will be permitted to speak.

Members of the public should direct any questions to the Chairperson rather than to any particular member of the Committee, guest or other participant. At the discretion of the Committee Chairperson or upon a vote of the Committee, any person who is disruptive may be removed from the meeting room.

PROCEDURES FOR ADDRESSING THE COMMITTEE

1. Email LAWA's Office of Disability Services and request to speak on an item in the agenda.
2. Fill out a Speaker's Card which is available at the Committee meeting and hand it to the Committee Secretary prior to the item being brought up for discussion. If you wish to speak on a general item not on the agenda, but related to the work of the Committee, you may do so during the general PUBLIC COMMENT period, after filling out a Speaker's Card.

MEETING CALL-IN NUMBER:

Community members may call-in to the monthly DAAAC meeting by calling:

Call-in toll number (US/Canada): 1-408-792-6300

Attendee access code: 282 250 951

LIVE CAPTIONING INFORMATION

At the time of the call, please click on the link below:

<https://www.streamtext.net/player?event=LAWA>

DAAAC AGENDA FOR SPECIAL MEETING ON WEDNESDAY, 19 AUGUST 2020

ITEM 1.	CALL TO ORDER/CALL FOR ROLL	CHAIR
	ROLL CALL	ROLON
	Myrna Cabanban Heidi Harmon Kathleen Barajas Iridian Carranza Louis Herrera David Banales Ruthie Golkorn Joe McGlynn Rodney Thompson Julia Mockeridge Brandy Welch	
ITEM 2.	INTRODUCTIONS	ROLON
ITEM 3.	CONSENT CALENDAR Minutes for May 2020, July 2020	CHAIR
ITEM 4.	CHAIRPERSON REPORT PRESENTATION OF THE 2019 SAM OVERTON HUMANITARIAN AWARD TO SOUTHWEST AIRLINES 2020 SAM OVERTON HUMANITARIAN AWARD NOMINATIONS	CHAIR
ITEM 5.	PUBLIC COMMENTS	CHAIR
ITEM 6.	PEOPLE MOVER PRESENTATION	TBD
ITEM 7.	LAFD – PLANNED PROCESS FOR EVACUATING PASSENGERS FROM THE PEOPLE MOVER	SCOTT
ITEM 8.	MID-FIELD CONCOURSE OBSERVATIONS	ROLON
ITEM 9.	FIRE EXTINGUISHERS HEIGHT PLACEMENT	ROLON
ITEM 10.	WHEELCHAIR SERVICE IN THE MID-FIELD CONCOURSE	ROLON
ITEM 11.	LAMP PROJECT UPDATE	ELLARS
ITEM 12.	TSA REPORT	BANALES
ITEM 13.	LAWA PROJECTS REPORT	HARMON
ITEM 14.	OPERATIONS REPORT	THOMPSON
ITEM 15.	EMERGENCY MANAGEMENT REPORT	BARNES
ITEM 16.	CITY ATTORNEY REPORT	TSO
ITEM 17.	ADA REPORT	ROLON
ITEM 18.	NEW BUSINESS	CHAIR
ITEM 19.	ADJOURNMENT	CHAIR



Committee Meeting Minutes

Wednesday, 15 July 2020

Meeting held via Teleconference

ATTENDANCE

PRESENT

1. Myrna Cabanban, Chairperson
2. Heidi Harmon, ADA Compliance
3. Julia Mockeridge - Community
4. Iridian Carranza – LAWA Administration
5. Kathleen Barajas – Community
6. Stacy Barnes - LAWA

ABSENT

1. David Banales – TSA
2. Rodney Thompson – LAX Ops
3. Joe McGlynn - Airlines

EXCUSED

1. Brandy Welch – Community Member

Meeting Started at 1:02 p.m.

I. Roll Call.

Mr. Rolon called the roll. A quorum was present.

II. Introductions.

Mr. Rolon reported that there were no introductions.

III. Consent Calendar

No items in the consent calendar

IV. Chair Report

The Chair had nothing new to report

V. Public Comment

No public comments

VI. ADA Van Service During COVID19

Mr. Escamilla reported that ADA van service is at about 90% below normal. He noted that it is noticeable that there are fewer wheelchair attendants. The company is cognizant of needing to maintain social distancing, and no more than nine passengers are allowed in a van at a time.

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25 There have been a couple of instances where wheelchair attendants were not
26 familiar with procedures due to the fact traffic is down around the central
27 terminal area (CTA), van drivers have been able to pickup waiting passengers
28 more quickly.

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30 Problems have been noted at some receiving terminals where due to wheelchair
31 attendant downsizing, there are fewer personnel to assist wheelchair users. This
32 has caused delays in arriving ADA van passengers having to wait longer in the
33 vans before receiving assistance. The company is working with the service
34 providers to remedy the problem.

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36 Delays are most noticeable when drop offs are being made at multiple terminals
37 and wheelchair attendants are not ready to meet their arriving passenger.

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39 A couple of weeks ago there were some international flights that came in with
40 high numbers of passengers needing assistance. When you have clusters of 10 to
41 12 persons who need assistance in the course of one to two hours is when we
42 start having issues.

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45 **VII. LAMP project update and Emergency Evacuation Procedures**

46 (Because of the interest in this topic, the full transcript is provided with minor edits)

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Mr. Ellars, LAMP Project ADA Coordinator reported.

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As part of the automated people mover design project we are working with
LAWA's Department of Emergency Management. There is a committee called
the Operational Contingency Planning Committee. And basically what is going
on is that we are going through and creating plans for lack of a better term for
how different types of emergency operations will happen within or around the
people mover. And one item that has come up is the unlikely event of needing
to evacuate a train at a location other than a station.

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Essentially outside of a fairly unlikely set of circumstances, any time a train would
need to be evacuated it would be taken into a station and you would exit
normally. But there are certain circumstances -- the planning team has had a
difficult time coming up with concrete examples of when this might occur, but
they would be something like a catastrophic earthquake that causes damage to
the guideway structure. A 7.9 earthquake that they are talking about. Or
catastrophic failure of the vehicle itself or the track system renders a train unable
to move for some reason.

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If someone pulls the emergency button in the train, the train will continue to
the nearest station. It doesn't just stop on the tracks. So this is only in the event

69 the train has to be stopped and people have to be off loaded from that train not
70 at a station.

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72 The first thing that the planning team, the operations team, is going to do is send
73 someone out to the train to see if they can get moving again or if it's safe to
74 move again. The scenarios we are looking at happen well after it becomes
75 evident that the train is not capable of moving itself anymore. It can't be
76 restarted and so on and so forth. In that context, there are a series of scenarios
77 that require evacuation from the train. But due to the nature of how the
78 guideway is constructed, the evacuation path, our the emergency platform is
79 relatively narrow and because it has to cross cross-over points, and uneven
80 ground along that path that are simply unavoidable. You can't have that system
81 and have the emergency walkway level for the whole way. This is only in
82 scenarios where the train is not capable of being moved to a station and
83 nonetheless people need to be evacuated off the train to go somewhere else.

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85 So the question has come up, since the pathway is not necessarily wide enough
86 to handle all types of mobile devices and there are more likely to be stairs at
87 some point, and also if the train happens to stop on a curve the walkway can be,
88 12 inches away from the train, there are times when someone may need to be
89 separated from their mobility device. So that is the origin of the situation.

90 I have been asking, because the teams that we are working with, particularly the
91 train manufacture team and system operator Bombardi, have done this on
92 several projects including Sacramento and they have actual experience on
93 handling this in locations, and the answer is they don't provide really detailed
94 information on what to do in that scenario. So what I am looking for is advice
95 from this committee on how we can advise the other committee operation
96 contingency plan committee on the best procedures to cope with the
97 unfortunate scenario of having to separate something from their mobility device.
98 So the questions I had asked the committee the operations committee, and that I
99 am now asking this advisory committee is what happens to the person when they
100 are separated from their device?

101 We have coordinated with police and fire department, and they will be on call to
102 assist with any in person evacuation that needs to happen in one of these
103 scenarios. But that does not necessarily answer the question of what happens to
104 the person after they're evacuated if their device is sitting in a machine 30 feet in
105 the air. What happens to them? It may not be feasible to immediately reunite
106 the wheelchair passenger with their device. So what happens in the mean time?

107 The third question bringing those points together is how do we reunite someone
108 with their device? What is the best method for that?

109 So the contingency team started talking about these scenarios, and I had them
110 do a time out, let's ask people that might be personally effected on what the
111 best scenario is rather than speculating. I am here to ask this committee for
112 advice on what are the best options to proceed with? To give some additional
113 context, in the event of a train evacuation where the train was somehow
114 damaged or immobilized it would likely be taken with all its contents to the
115 maintenance and storage facility which is outside the central terminal, but almost
116 adjacent to the metro yard, on 98th Street, just east of Airport. From that point on
117 it is not clear what happens to the contents? If people evacuate they don't take
118 their luggage.

119 Not just wheelchairs would be left on the train, but tons of luggage as well. All
120 that needs to be removed for various reasons. What is the best way to do that
121 particularly if you have a highly customizable device? It may not be something a
122 lay person is easily able to deal with so I would like to illicit input on the subjects.
123 So I guess we can start with the first question what happens to the person when
124 they are separated by the device?

125 So your evacuated by the fire department. The fire department vehicles have
126 stair chairs or stair evacuation chairs which allow a person to be carried down a
127 flight of stair, so the assumption is that would be the primary means of moving
128 someone off a disabled train to a safe point. Just not clear what happens at that
129 safe point? Are they sat on a bench, the ground, back of a car? I am interested
130 in knowing the best options at that point. For example would it be good to have
131 a series of regular wheelchairs like you might find in the terminal buildings that
132 can be brought out so your at least sitting in something.

133 Committee member. Hell no.

134 Mr. Ellars. I expect there to be opinions did not think that would be the best
135 answer.

136 Unidentified speaker. Sorry I thought I was on mute.

137 Mr. Ellers. No, please, Ruthee, I want to hear from you I am very sensitive to the
138 idea of someone being separated. My late father was in a wheelchair much of
139 his later life, and the few times we flew with him it was really not a good
140 experience. So I want to make sure that we are not creating conditions where
141 we have not thought about it until it happens. The whole point of these planning

142 meetings is that we are writing out procedures for what should be done. Right
143 now the procedure is passengers that are thought able to self evacuate will be
144 evacuated by the fire department. To me that is not good enough I would like to
145 have more detail in there.

146 Ms. Goldkorn Really scary thought just bring a bunch of wheelchairs. I have a
147 couple ideas that may create a situation where a train in midair may need to be
148 evacuated. One obviously the earthquake. Does not take a 7.9 sometimes the
149 vibration can disrupt an electric current. I grew up in Chicago and the electric
150 cars and the red cars, that is a lot of electricity and quite a bit of times there may
151 be interruptions. Maybe temporary but there is interruption. And there is active
152 shooter where the train is going.

153 There might be something going on, we have to plan ahead for that. And it just
154 seems that, and Larry, are you on this committee as someone representing our
155 interests on that committee? Because, again, like, we appreciate your coming
156 back to us, but forethought, and this sounds like a serious design flaw. You can't
157 have an emergency plank people walking off just sounds like a design flaw and
158 not surprised in the least bit that Bombardi and other associates are not discussing
159 the lawsuit against Sacramento for this specific reason and other reasons. No,
160 they are trying to get an emergency evacuation out of anybody was like pulling
161 teeth.

162 A judge had to say cough it up intervene to find the evacuation plans
163 (Sacramento) for not just the entire airport but also the people mover. So that
164 does not surprise me. It is a shame, it is sad. Pretty pitiful not sharing information
165 about what works what does not. What changes were made as time has gone
166 on. So I think that, if you have someone with a severe disability and their oxygen
167 tank is attached to their chair, or have someone who is full on quad and their
168 puffer is on their chair, you can't separate that person you just can't. If you have
169 people who have CP, and they don't have control of their limbs, this kind of
170 training and evacuation scenarios have to be practiced.

171 Ms. Carranza. Pointed out that there were some comments in the chat box.

172 I can read them. So earlier this problem is probably resolved but DANTE was
173 asking if we could hear feedback, not at this time. And Kathleen had a
174 comment on the situation, she said a stretcher should be available for those who
175 cannot sit up. I am sure paramedics can provide this. Stacy says LA paramedics
176 do have that equipment, yes. And Kathleen was asking if someone could read
177 her comment that was all in the chat box.

178 Ms. CABANBAN: Okay thank you. First of all I wanted to thank you Mike for
179 bringing this to us. It seems it was already an on going conversation without our
180 representation. And I really do thank you for bringing this to our attention. I have
181 always been kind of bothered when ever this term that I realize that there are
182 circumstances where yeah we may have to be not together with our, especially
183 in my case speaking for my self, with my mobility device.

184 But when I hear this separation of the device and the person. I just wanted, you
185 know, to be understood this is not, like, we are not two units. We are actually one
186 unit, because you know, so when ever this separation and device thing it always
187 kind of bothers me. The terminology being used at the moment, but that is
188 something we really do have to really consider.

189 But I think there has to be a coming together with this committee and the actual
190 people who will be providing for this one. I mean one of the things that also
191 bothers me, when people start making policies for us instead of having us within
192 the creating these policies. This is why we run into these situations, and worse it
193 might actually happen. So. Again thanks for bringing it over. I would like to see
194 us be present during meetings as they do develop. So if that is something that we
195 can make feasible I would really appreciate that.

196 Ms. Goldkorn. Well I think first Mike I don't know if you have the answer or Larry or
197 anyone else now who is deeply involved with the construction projects going on,
198 but when is the people mover construction to be completed. How far out are
199 we, and is it past the point of critical mass that we can ask for at least a partial
200 redesign?

201 Mr. Rolon I don't know the status of that I think Mike would be a better person to
202 ask that question.

203 Mr. Ellars. Yeah as far as I know, this is just from publicly available information, it is
204 still on track for I believe either March or May 2023 opening.

205 Ms. Goldkorn. Can we go backwards at all this is a serious design flaw.

206 Mr. Ellars: Well I understand your statement, and I had actually brought up
207 Sacramento, the Sacramento design much earlier. I am in no way an APM
208 designer a people mover designer, so I can't speak to the technical capabilities
209 of it. But based on fundamental requirements of how the APM operates, there
210 has to be cross overs where the train on one track can cross over to the other
211 track. That could be because debris, because a disabled vehicle, could be
212 because they are always running in sort of the right hand orientation moving

213 forward, so when you get to the end you have to be able to cross over to
214 continue in the other direction the way back.

215 So not a right hand one only on the right or left hand only on the left they cross
216 over. So where those cross overs happen you can't have anything elevated, the
217 train has to go through it. I actually spent a lot of time arguing about the options.
218 And it finally took some 3 D drawings for me to understand the issue. I really could
219 not understand, why can't we just make that level? The answer was at some
220 point a train has to occupy that space physically and it can't do that if there is
221 something in that space at the same time. If the train was going between two
222 stations it would be a different situation, but we have 6 stations 7 if you count the
223 maintenance yard.

224 So actually we really tried, I guess, to plastic this as I don't want to use the word
225 accessible. I keep getting a lot of push back when I use that. As useable as
226 possible is I guess is the word I can use without getting in to much trouble. We
227 really try to make this as useable as possible. The actual contract requirements
228 are that trains stop in the middle of stations all the time and people have to
229 evacuate from that point.

230 Over the last couple years we evolved that to trains should never stop between
231 stations. Would take something significant for that to happen. As a lesser
232 earthquake causing it to stop, I think anything less than, I might be off, a 5.3 or 5.9
233 the train does not stop at all. Between that and the catastrophe level the system
234 stops for a system check, but it is designed, if it cannot restart.

235 There is a financial incentive for the trains to never stop and always make it to the
236 next station. If there is a situation like an active shooter or something along those
237 lines, trains would not be evacuated in the middle of the track. They would be
238 taken forward or backwards to the nearest station and people off loaded there.
239 So again it took us a while several discussions and coming through design
240 documents to really find a few scenarios in which the trains might stop between
241 stations.

242 And actually the primary evacuation scenario is to not have people travel down
243 the emergency walkway but rather to pull the train up on the other side of the
244 walkway and transfer people to the other train. So the scenario where someone
245 has to occupy the emergency walkway and take a stair is four or five levels down
246 into the category of worse case scenarios It was not always that way. But we
247 keep coming back to, essentially operationally it is a big deal to have anyone on
248 the emergency walkway outside the train. No one wants that to ever be the

249 case. Again people can want a lot of things, but there is realities, so we are
250 planning for those contingency.

251 To address something Myrna said, and I am trying to be as kind and inclusive as I
252 can with my terminology, I absolutely understand the idea that and your
253 wheelchair device are one, I absolutely understand that. And an analogous
254 question I would have is if you are being transported and there was a car
255 accident such as you needed to be taken to the hospital. Obviously you are not
256 going to be sitting on a gurney or an operating room in your wheelchair, at least I
257 am assuming not, so at some point you would have to be taken out of that. I
258 know if there are currently procedures. Obviously. Ronald is also not a LAWA
259 employee. This is helpful. But Stacy what would be helpful is to include this make
260 sure you have a copy of this the chair content of this meeting. Okay Stacy?

261 Mr. Ellars. If you were in an accident and there had to be a transport. Obviously
262 you are not going to be sitting on a gurney in your wheelchair, so at some point
263 you would have to be taken out of that. Are there currently procedures in place
264 that happens in LAFD? They weren't able to offer any more specific information
265 on that? The scenario we would be looking at is that there is some reason that
266 you cannot be taken with your device as a single unit.

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268 Ms. Goldkorn. The law requires emergency evacuations to include our mobility
269 devices. And whatever other equipment that we have. Any other thing that
270 keeps us alive. And fire departments are required to bring all that with them.
271 Some fire departments have -- and it meets up with us at hospitals. Hospitals had
272 to go through lawyers and judges before they understood we stay with our
273 equipment. Period end of the discussion. So the conversation about and
274 bringing up analogies, absolutely. Let's say that a bus hits your car and it destroys
275 your chair. And it is kapooy, there is a situation that requires from additional
276 thought processes and immediately family members and other people and
277 caseworkers and so on, they are all over it and attend to those issues. So how we
278 get separated, how we get reunited is a discussion that all emergency
279 management people have. Whether it is with a county or a city or an airport.
280 Because if you have to be separated in order for first responders to accomplish
281 that emergency evacuation, yes. And then where does your stuff wind up? And
282 (Indiscernible) is a classic example of where does our stuff wind up and how do
283 we get reunited and this is a continuous question. And everybody has to have a
284 procedure and process for that.

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286 Mr. Ellars. Okay.

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288 Ms. Goldkorn. Quick statement before I finish. It bothers the heck out of me and
289 I'm sure everybody bit their tongue when I used the word "accessible" OMG, I
290 thought we were past that. It has to be accessible. They have to hear the word.

291 They can't choke on it. It is disheartening. Thank you for standing up for us and
292 thank you for understanding 99.9 % of the issues as it pertains to people with
293 disabilities and the APM and getting us the heck out of there and so on and so
294 forth. Thank you.

295
296 Mr. Ellars. Absolutely. I was really hoping that you would have some opinions on
297 this. So please feel free to share them. I'm not trying to stop anything you have
298 to say. This is very educational for me. I have firsthand witness experience. This is
299 not something that I had to personally deal with and so I'm sensitive about trying
300 not to go too far from having (Indiscernible) to actually having to answering
301 questions. I want to hear these comments. It sound like to knuckle down on the
302 fire department on finding out their procedures. They are required to have
303 procedures as it is. So they should know what they are doing and not necessarily
304 have to rely on us inventing something. Which I would appreciate. So yeah, I
305 think that is the direction that we are going here with that then.

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307 Just as an aside in terms of how far we have come, one point, we will just load it
308 and you and take it to lost and found in the terminal. That is not quite (laughing
309 in background).

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311 How do they get to the lost and found and pick it up? Maybe that is not the best
312 idea.

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314 Ms. Cabanban. Whoever made that comment really should not be on that
315 committee I think.

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317 Ms. Goldkorn. No. What would happen to your office if people had to face that
318 situation?

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320 Ms. Tso. Mike I think what may be helpful is when you are describing how this
321 emergency can occur, it might be more helpful if you were able to share content
322 on this at the next meeting as to what the design committee is envisioning. My
323 first question is, I think either Myrna or Ruthee need to respond. Is Larry or Stacy
324 on that design committee?

325
326 Mr. Ellars. I don't believe so. I think I'm the only representative for any kind of
327 accessibility on it.

328
329 Operational contingency planning committee. So we have been talking about
330 emergency procedures for things like who gets called when there is a gunshot
331 (Indiscernible) after several weeks we talked about emergency evacuation
332 procedures which is something we want to really talk about. And we talked
333 about that for three sessions. But it is organized by Bill Stewart. And.

334
335 Ms. Tso. Who chairs the committee?

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337 Mr. Ellars. Bill Stewart chairs the committee.

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339 Ms. Tso. Is he a city employee?

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341 Mr. Ellars. My understanding is that he works for LAWA but possibly not.
342 According to e-mail he has a LAWA.org e-mail address. He has been my primary
343 contact for LAWA contact questions.

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345 I'm not sure about the other people on here. I know there are representatives
346 from the (Indiscernible) and ATM design. LA Fire Department. LA Police
347 Department. The emergency operations John Delgado.

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349 Ms. Tso. That is very helpful. Since you are the primary point of contact to bring
350 up this access, I think the whole point is where you analogizing accessibility with
351 the term usability, that is not the standard. And so I think what we may need to
352 have done is not only to have somebody who represents LAWA's disabled
353 access. If you are representing LAWA, I think what we actually need is somebody
354 to address the accessibility of this design because that is -- if you read this
355 transcript, that is what Ruthee and Myrna has pointed out. There is a transcript
356 now as to what your committee members and what your chairperson is saying
357 with respect to their idea -- the design committee's idea. It would be very useful if
358 you had a shared content meeting. Meaning if you could do it now. For
359 example, you would give us a general description as to what you learned about
360 how the people mover is going to move across the central terminal. So people
361 can see how it is going to move. And then you can take any point along that
362 route where an emergency may occur.

363
364 For example, whoever can give this presentation could say, the route will go from
365 Terminal 1 and this is where the elevators are or the exits. So we get a clear idea
366 of the design of the people mover. The focus this committee will have is respect
367 to emergency evacuations.

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369 So for example, if Ruthee or Myrna or anyone, anyone with a disability, or actually
370 anyone who is riding on this people mover in terms of emergency evacuations,
371 Ruthee or I as a public person who could ride the people mover, 200 feet you
372 leave the first station, an earthquake occurs. We understand they have the
373 design capabilities where the earthquake happens -- if it is 5.0 we don't have to
374 worry. You are 200 feet away from station 1, how does it work? That would be
375 useful in terms of how we approach the next set of questions in terms of what the
376 design committee needs to think about in terms of their emergency evacuation.
377 I hope if you need clarification, I hope I am being clear as to what I think would
378 be helpful in terms of how does the people mover go through the central
379 terminal? Where the stations are? Where can an emergency happen -- where
380 this horrible scenario could occur? And it is not analogous to her being injured in

381 an accident or anyone that is disabled in -- we talking about people after an
382 earthquake who are not injured, but are in their wheelchair and expect them to
383 be evacuated just like everyone else. That is what equal access is. That is what
384 the design committee has to understand. In terms of who needs to be present,
385 rather than naming all of the personal circumstances even though that is helpful,
386 we know that our ADA compliance officer is not on the design committee but
387 who are the LAWA employees that are sitting on this committee? If you can
388 answer that, that would be very helpful. Thank you.

389
390 Mr. Ellars. I just have some e-mails. So I'm not entirely sure of who exactly is on the
391 committee or what their positions are. I don't know if they have a LAWA address
392 -

393
394 Ms. Tso. Could you share the e-mails with us right now?

395
396 Mr. Ellars. Sure.

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398 Ms. Tso. I think that would be useful because then we know who is on the design
399 committee. (Overlapping Speakers).

400
401 Mr. Ellars. It is not really a design committee, it is a planning committee.
402 Operational contingency planning committee.

403
404 Ms. Tso You can share that with us. You can share content.

405
406 Ms. Goldkorn. I just have one other question here. Can representatives of our
407 DAAAC sit on your next committee meeting? Can we be an agenda item to
408 address these people face-to-face, eyeball to eyeball?

409
410 Mr. Ellars. I don't know why not. But I am not -- I am a low level person. I'm not --
411 I'm an invitee to the committee. I'm not in charge of the committee.

412
413 Ms. Tso. Can you represent our interest and say that members of the DAAAC and
414 representatives of LAWA that serve on the DAAAC are very interested in meeting
415 and can we get agendized? Having dealt with -- they are not nice people and
416 they are not cooperative at all. So it would not surprise me if the answer was just
417 no because they don't -- and they run everything. They sit back and in the back
418 of the room or in the back of the bus, but they really do run everything. And this is
419 unfortunate that they have the contract. When I saw that, I thought here we go
420 again. Mike, if you could see to that. And Larry if you could coordinate with
421 Mike. I think that would be helpful for all of us.

422
423 (The list of attendees at the operations meetings was forward by Ms. Barnes to
424 DAAAC)

425

426 Mr. Ellars. I don't know if all of these people show up to the meeting.
427 More people on here than the meeting. There may have been a dozen people
428 actually.

429
430 Ms. Tso. You are a member of this meeting. So I think what needs to be done is --
431 you had a request made by Ruthee a board member to in fact attend one of
432 these meetings. Rather than attend the meeting, I think they need to have
433 representative perhaps come to the next meeting. Unless the next meeting for
434 the -- what do they call it this? Operational contingency planning committee.

435
436 Unknown speaker. This committee had many, many comments about their
437 proposal maybe he should come to the next meeting in order to explain the
438 design and the proposed emergency evacuation of people mover.

439 Mr. Ellars: Okay would like to make a point about jurisdiction and things that
440 become accessible. There is not a blanket requirement that everything needs to
441 be accessible. There is actually a series of exempt items both in the code and
442 the ADA and in state laws that cover accessible. And one aspect of this project
443 is that a, quote unquote, people mover system falls under a separate quote. It
444 does not follow the building code it follows essentially civil engineering code
445 which includes references to accessibility in a general sense, but only at stations.
446 Not at the guide ways between stations, and not in the emergency walkways
447 portion of the facility. And so the reason that I get push back on calling it
448 accessibility is because there is no statutory requirement that anyone has been
449 able to point to that says this absolutely has to be accessible. What I have been
450 knuckling down on is latching on to anything in the code that is refer refer to
451 make sure what we have is as useable as possible in the over all concept of the
452 design. To clarify the point about that.

453 That is the rational. In fact it was Billie Stewart to his credit that highlighted the
454 fact there are contract requirements for the emergency walkway that he
455 specifically asked me to in sure gotten forced. That were not characterized as
456 accessibility requirements but were in the contract as requirements. Things like
457 minimum widths and what not. So that is sort of the basis for me booking my
458 head into this committee everybody was that the emergency evacuation
459 procedures needed to account for people with disabilities. And so, yes, to the
460 latter point about having someone from this committee involved with the other
461 committee. I think that is a fantastic idea. At the end of the day, I would like to
462 think I wield a lot of power on the project but I don't. So. Unless it is something I
463 have to sign off on I don't have much of a stick to enforce compliance. So I
464 could advice a lot but at the end of the day I am just one person. But someone

465 who is from LAWA or from another LAWA organization like this committee and
466 can bring that sort of force of authority to bear I think would be useful in
467 encouraging more thoughtfulness.

468 Unknown speaker. I think we are very fortunate to have you attend our meetings
469 and provide these updates. I think that is very positive in terms of the
470 development of the people mover. But you pointed out a few things, don't
471 have to share them today, but I may want to share the language you
472 referred to in terms of the contract its self. That may speed the process up when
473 committee members and officers of the committee are engaging with the design
474 committee, because they won't have to, they, you will already have focused on
475 a lot of the points of the law in terms of accessibility, and how in fact we use the
476 contract. That is the primary means that LAWA uses in fact to make certain that
477 our people mover is accessible. And we have equal access. But I think you have
478 done a very, very good thing by presenting this at todays meeting and thank you
479 very much.

480 Mr. Ellars. I appreciate the kind words. Again this is not something I have direct
481 experience with and I, I am trying not to necessarily guess at what is the best
482 procedure, but I think there are several comments today that made me go back
483 and reconsider my own thoughts on what we are doing here, and I would like to
484 try to move the needle a little closer to something better.

485 Ms. Tso. And Michael one of the best tools you can use is the fact this committee
486 it is just one of the gold stars of LAWA that we have this committee where the
487 builders of this people mover can get this feedback early on before it is
488 completed then presented to us. If in fact one of those persons who sits on the
489 committee who knows the design can easily in a lay person's terms explain the
490 people mover. Explain that. And then with your knowledge of what the contract
491 says, I think that could be very useful in terms of providing what the contract says,
492 then present it to the committee members as an attachment. And before that
493 meeting occurs, this is something, what the committee wants, but these are just
494 suggestions. I don't represent Michael I am not his attorney. But in terms at
495 looking at the in terms of what the evacuation committee has plans in how to
496 deal with these emergencies in an evacuation.

497 You were spot on in bringing this issue when you heard about it. So I think the
498 committee can only bolster your comments been made. This is why we have this
499 committee to look. Not to say after it is constructed oh there is a design flaw. I
500 don't think anyone wants us in that situation. So focus on the issue, what the law
501 is, what our contract says, and in fact what is required under the contract in terms

502 of emergency evacuation. Does the current design work with the contract. That
503 could be useful to everybody the public as well as members of the committee.

504 Ms. Goldkorn. Can we get a copy of the contract are we allowed to see that.
505 What authority you have accident you of course would have to share with the
506 powers that be including Larry and Stacy and people from the humanity
507 department. I would like to see Mike have the power and authority of this
508 committee behind him, for him to go back to the committee there and say look, I
509 made a presentation to the -- and you unfortunately have to report to you, you
510 were not well received.

511 There are serious deficiency pointed out, and we need you working with the DAC
512 and as the spoke person to the DAC I have to tell you I stand with them. Do we
513 have the authority to do that. Mrs. Myrna could you -- to Mr. Stewart and tell him
514 be are now aware of some very, very serious deficiency and conditions as it
515 relates. It is still under construction still under design. Do have you the authority to
516 write that letter and have other signatories from Larry and to sign off on it and
517 make it very clear that Mike presented their position and their statements, and
518 the design very costly, and we very clearly go, um no thank you!

519 Ms. Cabanban. Thank you for everybody's comments. And again Mike I really
520 want to thank you for bringing this to our attention. You know, sometimes people
521 think that they get scared when they bring up problems to our committee not
522 knowing that really we are here to help things go smoother. So we really thank
523 you for bringing this up to date. As far as my authority, in my head I have a lot of
524 authority but we have to see what can be done. But I believe as a committee
525 having this brought up to us we can I am sure draft at least something to show,
526 you know, our great concern for these upcoming designs they are doing. I
527 believe we as a committee have the right to do that. Maybe we can draft
528 something or send that to LAWA executives that we are aware of this, and you
529 know, being an advisory board we are chiming in on it. So maybe Stacy with that
530 issue.

531 Unidentified speaker. I think the language, we have an obligation to make sure
532 we have done our job to address any and all deficiencies and misuse that comes
533 to our attention we have that obligation.

534 Ms. Cabanban. We will include that language thank you Mike. I will set you free
535 unless there is any further comments from the group.

536 Mr. Ellars. I want to say I am in the process of drafting an e-mail to Bill to ask him
537 to invite someone. Do we know who that someone would be? Or someones in.

538 Mr. Rolon: What is the memo in reference to?

539 Mr. Ellars. I am writing to bill giving a brief recap of the meeting AKA it did not go
540 as well as it might have and the committee has requested representation the
541 DAAAC has on the operational design committee. So I don't think he will have
542 any problem inviting people to the meeting we are doing everything virtual right
543 now, but he will want to know great who so.

544 Mr. Rolon. I think it should be Stacy since I am retiring soon, and she will still be
545 around Stacy has a bit of knowledge now about ADA but also from an
546 emergency management perspective as it relates to evacuations and ADA. So I
547 think she is the one that should be our representative. With that said I really find it
548 amazing there has been no invitation to emergency management on this one
549 committee, especially since they are the ones that look at plans have to approve
550 them, and evacuation routes identify them, and the ADA office that ensures they
551 are in compliance to operate in the airport. So for them not to be included to
552 me is amazing.

553 Mr. Ellars: Okay I will put Stacy's name in my e-mail and copy her on the message
554 I am sending to Bill so at the very minimum you should receive an outlook invite
555 from Bill.

556 Ms. Barnes: Perfect thank you.

557 Mr. Ellars. Wish I could say they meet regularly roughly every first or second
558 Wednesday of a month, but met three times last month, and last year we met
559 twice the whole year. So very inconsistent in terms of when we are meeting. I
560 usually get an invite a we be or two before the meeting happens. I will make sure
561 your on his radar for the next invite.

562

563 **VIII. TSA Report**

564 TSA representative was not present at the meeting.

565

566 **IX. LAWA Projects Report**

567 Ms. Harmon. Nothing to report.

568

569 **X. Operations Report**

570 Operations representative was not present at the meeting.

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XI. Emergency Management Report

Ms. Barnes. We are in contact with the team working on the construction. We are not done with the plan yet evacuation plan but it is still on my radar to arrange a tour once we are able to do that.

XII. City Attorney Report

Ms. Tso. Nothing to report.

XIII. ADA Report

Mr. Rolon There is not much going on at the airport. those Telecomm types -- because we can't travel. It is the second meeting that we have. In addition to that, I learned from the city -- my official retirement will be the 29th of August. So my last official meeting will with the August meeting.

XIV. New Business

There was no new business.

XV. Adjournment

Chairperson Cabanban asked for a motion to adjourn. Ms. Harmon moved for adjournment, it was seconded by Ms. Mockeridge.

Chairperson Cabanban called for the vote. The motion passed unanimously.

The meeting adjourned at 2:24 p.m.

Minutes were presented to the Disability Access and Accommodation Advisory Committee (DAAAC) for approval at its regularly scheduled meeting on 19 July 2020. The minutes of the 15 July 2020 meeting were approved/not approved by DAAAC.

Secretary

Date



LAX

Los Angeles World Airports



ADA REPORT 03-20

DATE: 11 August 2020

FROM: Lawrence J. Rolon, LAWA ADA Coordinator

TO: Honorable ADA Committee

SUBJECT:

OBSERVATIONS OF THE MIDFIELD CONCOURSE BY LAWA'S ADA COORDINATOR

PURPOSE:

Brief the Disability Access and Accommodation Advisory Committee (DAAAC) on the ADA Coordinator's walk through of the Midfield Concourse on 10 August 2020.

BACKGROUND:

DAAAC is responsible for advising LAWA management on the impact new construction or remodeling may have on travelers with disabilities and older travelers. As part of accomplishing this mission, management has key project personnel brief DAAAC on proposed work to be done, provide status reports, and related informational sessions. In turn, DAAAC provides valuable insight on issues that may be encountered by disabled travelers and older guests, and provides suggestions to remedy observed problems.

DAAAC advice has proven indispensable and has resulted in fixes that could otherwise have been expensive to correct.

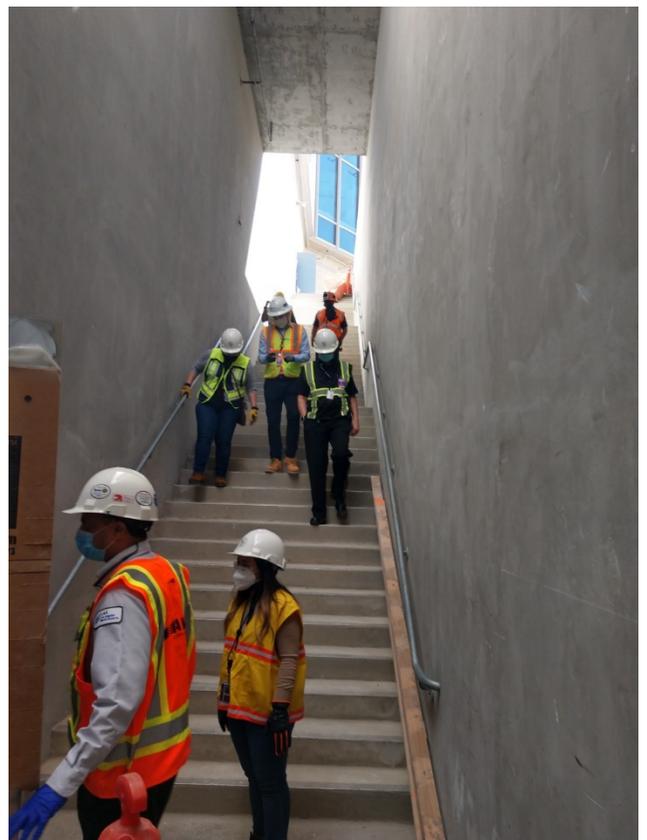
DAAAC provided input on the kind of furniture that works best for persons with disabilities and older travelers.

DISCUSSION:

LAWA's ADA Coordinator participated in a walk through of the Midfield Concourse on 10 August 2020, and makes the following observations.



Picture provides a view from the tarmac of the stairs leading down to an exit people will use to evacuate the Midfield Concourse in the event of an emergency.



Picture shows people walking downstairs from the airfield into the Midfield Concourse entrance

This is a stairway that will be used to evacuate passengers from the Midfield Concourse.

We advise that passengers with mobility issues and older travelers shelter in place inside the building until individuals without mobility issues evacuate the building. We take the following reasoning for this suggestion:

- In an uncontrolled evacuation, older passengers and persons with limited mobility are likely to slow evacuation, causing people to trip over one another, potentially causing injury and death.
- People with limited mobility and older passengers will have a difficult time evacuating through this route because of the many steps that must be climbed.

- It will allow for disabled passengers and older travelers to be better assessed and allow for an orderly evacuation based on individual needs.
- Disabled passengers and older travelers can be safely evacuated once the majority of travelers evacuate. It will be necessary to have designated airport community personnel assigned to remain and assist at the shelter in place location. The most qualified individuals may be wheelchair ambassadors.
- It will provide an opportunity to identify alternative evacuation routes for people in the shelter in place area.



Pictured is a very long corridor, which is part of the Passenger Tunnel (PAX). To the right is a movable walk and to the left is a walkway for persons who want to walk the distance from Bradley West to the Midfield Concourse. On the wall to the right are panels where messaging and advertising will be located.

The Passenger Tunnel (PAX) is quite long and may prove a challenge for some people with hidden disabilities, and older travelers to take without the assistance of the movable walk or ADA Cart.

It needs to be pointed out that some people with cognition difficulty will have difficulty in using the movable walk, as will older travelers, and some people with limited mobility. These groups will have to rely on the ADA Cart for assistance.

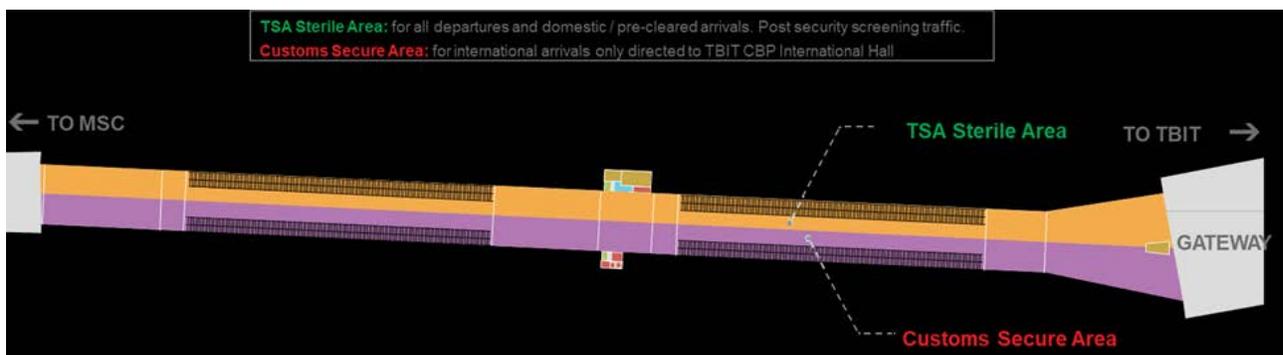
The ADA Office advised project planners that a dedicated tunnel or lane needed to be installed to accommodate departing and arriving passengers. The ADA Office was assured that the walkway would be wide enough to accommodate passengers and carts. On viewing the site, we question the accuracy of that statement.

Both departing and arriving domestic passengers will use the same tunnel, as will pre-screened arriving international passengers. (It needs to be noted that some passengers will be bused from the airfield to and from the terminal.)

We are not aware of any study having been done to estimate the number of disabled and older travelers who are likely to request the use of an ADA cart because of the tunnel distance, and their inability to take advantage of the moving walk. The ADA Office suspects the demand for ADA carts will eventually exceed expectations. The added demand for carts will hamper the flow of passengers through the tunnel.

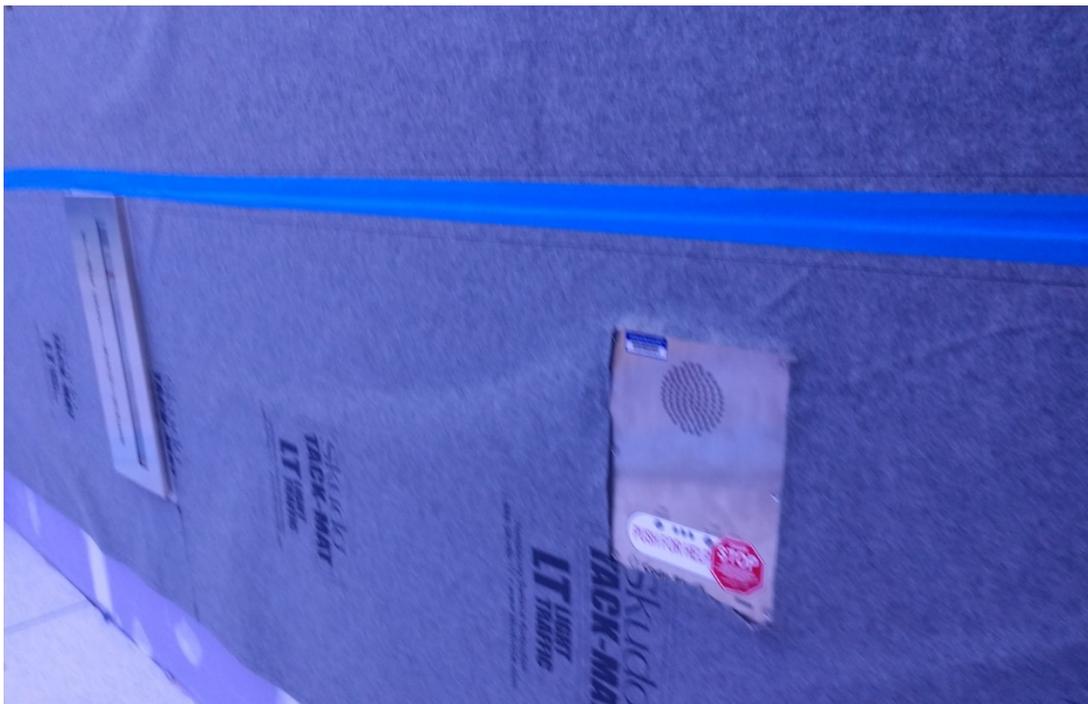
Arriving domestic passengers and departing passengers will be using the same tunnel. The ADA Office suspects that combining foot traffic and anticipated demand for cart service will make it difficult for carts to maneuver the tunnel safely.

Below is a diagram showing the tunnel from TBIT on the right end to the MSC on the left end. The two brown areas are moving walks. The butterscotch colored area is for departing passengers and arriving domestic passengers, and persons who have cleared immigration and customs prior to arrival at LAX.



The area in purple is the tunnel that will be used by arriving passengers who need to clear immigration and customs. Traffic will flow one way. The sterile tunnel leading to immigration and customs also has moving walkways.

Emergency call boxes will be placed strategically between the end of moving walks and start of moving walks so that people can call for assistance if necessary.



Pictured is a wall. On the wall is a call button and speaker for people to call for help. To the left of the call box is a fire extinguisher box. Both the call box and fire extinguisher are at a height that is easy for someone in a wheelchair to use.

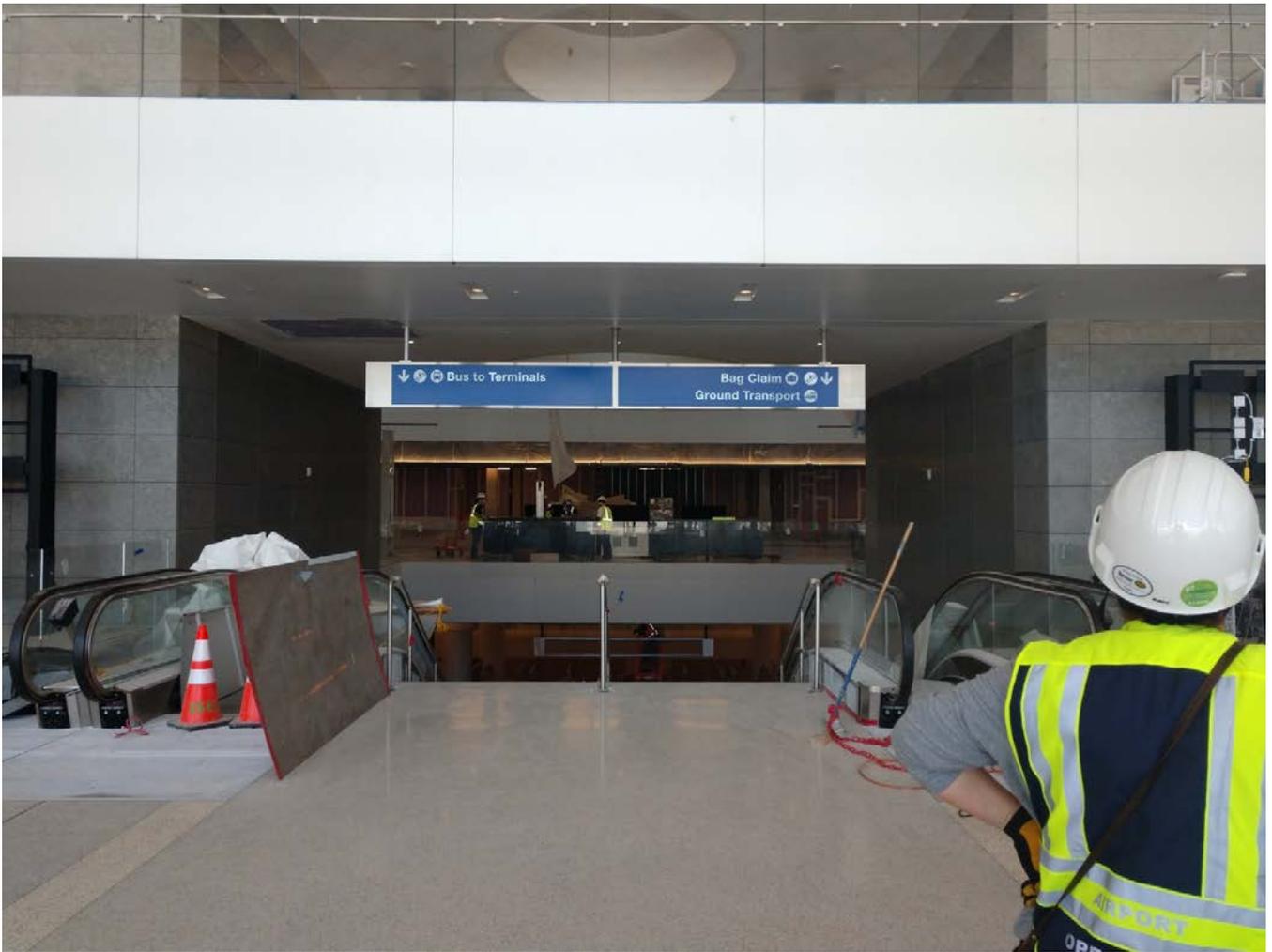


Pictured are two escalators and support beams in the center between the escalators. Escalators are under construction as are the beams and surrounding area is wrapped waiting for work to be done.

Pictured above are escalators that will lead from the walkway to the main hall of the Midfield Concourse. There are elevators for use by persons in wheelchairs.

We asked if the elevators will be able to accommodate ADA Carts, but no clear answer was provided.

The importance of having elevators accommodate ADA Carts with passengers was brought up to the project planners' attention prior to the start of construction.



Pictured is a view from the main concourse looking at signage that directs arriving passengers to baggage claim, ground transportation and connecting terminals. Stairs are in the center with one escalator on either side of the stairs.



Pictured above are workers walking along the corridor which leads to gates. Overhead you can see the frame for a display board, and above that a passage way for arriving passengers going to customs. Part of the floor is covered by construction paper.

Once a person arrives in the main corridor, they can go left or right to their respective gates.



Pictured is a view of the gate corridor. There is seating to the right which is covered in plastic. There is a blue work cart and furniture gurney. The floor is carpeted in browns and grays.



Pictured is a row of three seats. The middle seat is marked with the International Symbol of Accessibility (ISA symbol). Behind is a second row of seats with the ISA on the right seat. All seats are wrapped in plastic.

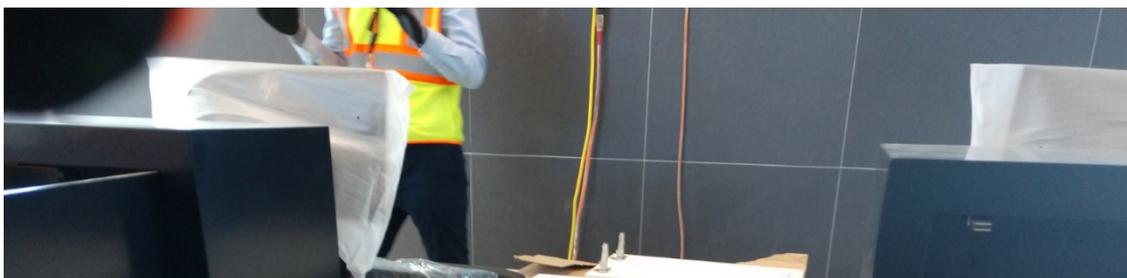
We did not have the ability to look at the furniture to see if it complied with DAAAC's recommendations on accessible seating since everything was wrapped. DAAAC will have the opportunity to look at the furniture during its onsite ADA walkthrough.



Pictured above is a workman kneeling at the left corner of the picture. Also shown is a check-in counter that is in the process of being installed. The picture shows a middle counter that can easily be approached by a wheelchair user and a higher counter on either side of the middle counter. A window and jet bridge are visible in the background.

Unlike at TBIT West where there was a failure to consult with the ADA Committee, until after the majority of work was completed, the check-in counters at the Midfield Concourse demonstrate what can be done when the airport consults with the disability community. The picture shows how under universal design, everybody benefits. The counters allow for wheelchair users to use a frontal approach and not have to look up at someone for assistance. The lower counter is deep enough to allow a wheelchair user to take advantage of the table for writing. (We did not measure the depth of the lower counter).

Below is a closeup view of a counter.



Close up view of a check-in counter.



Pictured is a door and sign to the right of the door stating the room is an adult changing room.



Pictured are boxes inside a white colored room. In the lower right is a grab bar and panic button box.

The Midfield Concourse will have one adult changing room in the departure level. The changing table and other amenities are not installed yet.

The adult changing room will have a panic box (see arrow). Like other panic boxes, calls go to airport police dispatch. Police dispatch is best equipped to send the level of assistance necessary to assist the caller.



Pictured above is the accessible stall in one of the restrooms. The walls are covered by wood. A grab bar is visible above the toilet. To the left is a panic box with button for emergency calls if needed.

Restrooms are still being worked on. The picture above shows an accessible stall. Notice the panic box and button (arrow).



Pictured is the escalator leading to immigration and customs.

Within the secured area, arriving passengers take an escalator to immigration and customs. Elevators are available for wheelchair users.

Conclusion:

As a result of the walk through of the Midfield Concourse on Monday, 10 August 2020, we have come to the following preliminary conclusions:

With the current stage of construction, it is not safe for the committee to take a tour of the facility at this time. However, conditions will be very different in the next 30-60 days.

The ADA Coordinator should evaluate conditions in 30-60 days to see if DAAAC members can safely take a pre-opening on site evaluation of the facility at that time.

The primary way of getting around the terminal at this time is by using stairs. The facility is not conducive to wheelchairs.

Work material is strewn throughout the terminal, making it impossible for wheelchairs to get passed.

Furnishings are wrapped or in boxes.

No equipment or furnishings are situated to see how they will function in an active terminal.

Emergency call boxes in accessible restrooms appear to be at around 15" .

There is one Adult changing room in the departure level. This complies with the minimum requirements of California State Law. The ADA Office believes that it would have been advisable to include one adult changing room at opposite ends of the terminal.

The Passenger Tunnel (PAX) leading from Bradley West to the Midfield Concourse is long. There are two moving walks to assist for part of the travel through the tunnel.

The ADA Office had expressed its concerns about the length of the tunnel prior to construction. The Office suggested that the tunnel should be widened to allow for two-way transportation of ADA passenger carts while allowing safe passage by pedestrians. Ideally, having a dedicated tunnel for carts would have been preferred. The Office was advised that the tunnel width was wide enough to accommodate passenger traffic and carts.

It appears there will be a heavy dependence on electronic messaging and information kiosks. The ADA Office is concerned that designers may have failed to consider the issues faced by persons with cognition issues, and travelers as they age. There needs to be a way to address the needs of people who will have difficulty using technology for information and wayfinding because of age and cognition.

It is important that signage be strategically situated that shows distances between different points along the passenger's journey.

As pointed out by the U. S. Census Bureau persons with disabilities are traveling more than ever. We believe this trend will continue to grow. The same holds true for older travelers. We mention this because of the believe there was a failure to fully consider the needs of these populations. We suspect there will be a higher demand for cart service than expected by the planners. If more carts are required than anticipated, how will they impact pedestrian traffic in the tunnels? Where will the carts be housed? How will adding carts impact traffic flow in the tunnels in the event of an emergency evacuation? (These are points for DAAAC to consider as they prepare for their walk through).

We leave the committee with this thought:

DURING THE NATURAL PROCESS OF AGING, FROM INFANCY TO DEATH, PEOPLE EXPERIENCE PERIODS OF VARYING ABILITY AND DISABILITY. BECAUSE OF HEREDITY, INCOMPLETE DEVELOPMENT, PREGNANCY, DISEASE AND, INEVITABLY OLD AGE, ALL PEOPLE WILL AT SOME TIME BE DISABLED.

A DISABILITY DOES NOT RESTRICT ONE'S ACTIVITIES OR CAPABILITIES UNTIL THE ENVIRONMENT POSES OBSTACLES. ATTITUDINAL BARRIERS COMBINE WITH ENVIRONMENTAL BARRIERS TO SEVERELY LIMIT THE ACTIVITIES OF PEOPLE WITH DISABILITIES AND PERPETRATE THE MYTH THAT DISABLED PEOPLE ARE INFERIOR, DEPENDENT, AND IN IN NEED OF CONSTANT CARE.

ARCHITECTS, ENGINEERS, ADMINISTRATORS, DESIGNERS AND OTHERS WHO MAKE ENVIRONMENTAL DESIGN DECISIONS INADVERTENTLY CREATE BARRIERS. THE PHYSICAL ISOLATION RESULTING FROM SUCH BARRIERS HAS SEVERE SOCIAL AND PSYCHOLOGICAL CONSEQUENCES AND CONTRIBUTES TO MISCONCEPTIONS AND NEGATIVE ATTITUDES TOWARD THE DISABLED WHICH FURTHER SEPARATES THEM FROM THE MAINSTREAM OF SOCIETY.

Barrier Free Environment, Inc. Design for Disability. 1974. In Hamraie, Aimi, Building Access: Universal design and the politics of disability. University of Minnesota Press, 2017. [p. 146].

DISCLAIMER: This document was prepared by LAWA's ADA Office to address a disabilities related matter. It was not prepared by lawyers and is not intended to serve as legal advice.

CONTACT INFORMATION:

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LAX
Los Angeles World Airports



ADA REPORT 02-20

DATE: 11 August 2020

TO: Honorable ADA Committee

FROM: Lawrence J. Rolon, LAWA ADA Coordinator

SUBJECT:

Height Regulations for fire extinguishers in the City of Los Angeles, California

REFERENCES:

- (a) City of Los Angeles Municipal Code §57.906.2.5 Mounting Height
- (b) 2010 ADA Standards for Accessible Design
- (c) California Building Code (Title 24 CA Code of Regulations)

PURPOSE:

Brief the Disability Access and Accommodation Advisory Committee (DAAAC) on the new City of Los Angeles Ordinance for fire extinguisher heights.

BACKGROUND:

The City of Los Angeles has implemented a policy allowing fire extinguishers to be as low as 4" off the ground. We do not have a date for when this policy went into effect.

DISCUSSION:

The City of Los Angeles has incorporated the following policy into the city's municipal code (Reference (a)):

“SEC. 57.906.2.5. MOUNTING HEIGHT.

Portable fire extinguishers having a gross weight not exceeding 40 pounds shall be installed so that the top of the extinguisher is not more than 5 feet above the floor. Extinguishers having a gross weight greater than 40 pounds (except wheeled type) shall be so installed that the top of the extinguisher is not more than 3 1/2 feet above the floor. In no case shall the clearance between the bottom of the extinguisher and the floor be less than 4 inches.”

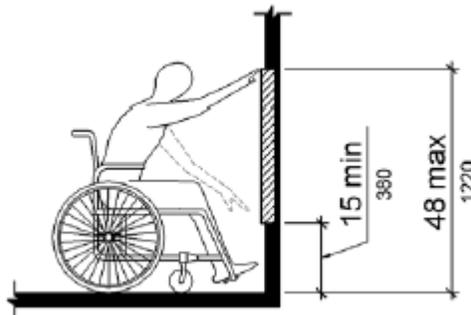
Note the minimum height for fire extinguishers is now 4” off the ground, with a maximum height of 5 feet (60 inches).

The mounting height regulations fails to address minimum and maximum heights for accessing door handles, and functional parts of the fire extinguishers. It only requires that the equipment be no less than 4” or more than 60” off the ground. In theory, accessible parts can be less than 15” from the ground or higher than 48” off the ground (not to exceed 60”).

To comply with the ADA, references (b) and (c), set a minimum height of 15” and a maximum height of 48”, for both forward reach and side reach. The accessible portion of the item/equipment being accessed must be within the 15”/48” range. See below:

308.2 Forward Reach.

308.2.1 Unobstructed. Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.



308.3 Side Reach.

308.3.1 Unobstructed. Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach

shall be 48 inches (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

EXCEPTIONS:

1. An obstruction shall be permitted between the clear floor or ground space and the element where the depth of the obstruction is 10 inches (255 mm) maximum.
2. Operable parts of fuel dispensers shall be permitted to be 54 inches (1370 mm) maximum measured from the surface of the vehicular way where fuel dispensers are installed on existing curbs.

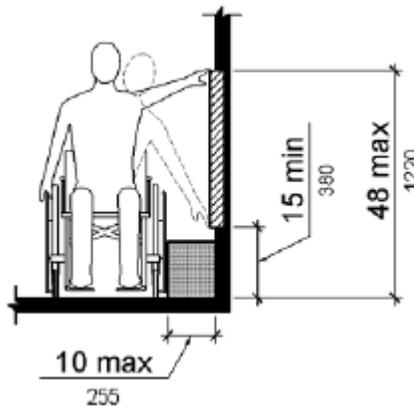


Figure 308.3.1 Unobstructed Side Reach

Los Angeles World Airports (LAWA) desires to be compliant with all federal, state, and local regulations.

Reference (a), allows considerable leeway for contractors to place fire extinguishers at heights that conflict with references (b), and (c). It is reasonable to assume that the writers of the code failed to take the ADA into consideration. As written, the code would allow for contractors to place fire extinguishers at a height greater than 48", which would be in conflict with the ADA.

To address this, LAWA should include language in its building standards manual that specifies the minimum and maximum reach heights for all emergency equipment that is accessible to the general public. This includes fire extinguishers, automated external defibrillators (AEDs), and other equipment that may be located on airport property.

Conclusion:

We must consider the compelling public interest in making our evaluation. Disabilities is one such compelling interest. Sound public policy enjoins the interest of the able bodied and disabled individuals into uniformed standards as illustrated in references (b), and (c).

The rule of thumb is that when two or more regulations are in conflict, public agencies should go with the more stringent policy. In this case, references (b), and (c) are more stringent than reference (a), and therefore provable.

Both references (b), and (c) fall within the parameters of reference (a). Therefore, complying with reference (a) is not at issue. To guide contractors in determining allowable heights, LAWA needs to update its building construction standards to incorporate language requiring fire extinguishers, AEDs, and other emergency equipment placed for immediate access by the general public, require a minimum height of 15" and maximum height of 48", to the accessible portions of the equipment being reached for. For example: the door handle to the fire extinguisher, and handle to the operating part of the extinguisher must be within the aforementioned range.

It is suggested that DAAAC recommend to LAWA's Chief Executive Officer that all fire extinguishers, AEDs , and other emergency equipment placed for immediate access by the general public be at a height in the range of 15" minimum from the ground, and 48" maximum from the ground, in accordance with references (b), and (c). And that said standards be incorporated into LAWA's building standards manual.

DISCLAIMER: This document was prepared by LAWA's ADA Office to address a disabilities related matter. It was not prepared by lawyers and is not intended to serve as legal advice.

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