



**Meeting Minutes of the Utah Transit Authority  
Committee on Accessible Transportation (CAT)  
Virtual Online Zoom Meeting  
April 12<sup>th</sup>, 2021 - 12:30 to 2:30 p.m.**

**Voting CAT Committee Members in Attendance:**

Petrine Griffin-Falsone, Chair  
Brandi Lee Lavoie  
Chris Wycoff  
Jamie Cheek

Karolyn Campbell  
Michael Lefevor  
Allison Smith  
Trista Lawrence

**Absent CAT Committee Member(s):**

Ambur Davis

Ron Nelson

**UTA Staff and Special Guests:**

Cherissa Alldredge – UTA ADA Compliance Officer  
Jeff Acerson, UTA Board of Trustees  
Sheldon Shaw, Director of Safety and Security  
Grey Turner, Senior Program Manager/Engineer Project Development  
Katie Matisohn, Communications Specialist  
Marci Warren, Planning Researcher II  
Ryan Taylor, Special Services General Manager  
Christy Allen, Coordinated Mobility Specialist  
Johanna Goss, Civil Rights Compliance Analyst  
Joy Carpenter, Commuter Rail Operations Personnel Supervisor  
Christine Martinez, Special Services Assistant Manager of Service Delivery  
Joey Alsop, Service Planning Supervisor  
Dean Slade, Mt. Ogden Bus Operations Supervisor  
Kathryn Nokes, Customer Service Lead Specialist  
Teresa McElprans, Special Services Customer Service Administrator  
Doraleen Taulanga, Travel Trainer  
Eileen Billings – UTA Senior Office Specialist

**Welcome and Call to Order** – Petrine Griffin-Falsone, CAT Committee Chair:

Chair Petrine Griffin-Falsone called the meeting to order at 12:32 p.m., a quorum was present. Petrine welcomed all attendees to today's virtual full CAT Committee meeting. Petrine requested all attending CAT members introduce themselves and indicate which community and geographical area they are representing.

**Safety Minute – National Public Safety Telecommunicators Week – Sheldon Shaw**

Today begins the National Public Safety Telecommunications Week. This occurs every year on the second full week of April as a time to recognize and thank telecommunications personnel in the public safety communications field. As we honor and recognize those who are rarely seen, but always heard. They are the calming voice in an emergency situation. They are heroes in our eyes as well. We send our sincere thanks to all of our great dispatchers.

**ADA Minute: Section 504 Sit-In – Cherissa Alldredge**

- During 1973 the first federal civil rights protection for people with disabilities, Section 504 of the Rehabilitation Act was signed into law. What section 504 says is “no otherwise qualified handicapped individual in the United States shall solely on the basis of his handicap, be excluded from the participation, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” Essentially it said no program receiving federal funds could discriminate against a person with a disability.
- It is important to know that Section 504 was the precursor to the Americans with Disabilities Act.
- Section 504 was based on the language of previous civil rights laws that protected women and minorities. It recognized that society has historically treated people with disabilities as second-class citizens based on deeply held fears and stereotypes that go way back. Those attitudes had translated into pity and persecution, and later into policies that were based on paternalism.
- People with disabilities, ourselves didn't think the issues we faced in our daily lives were the product of prejudice and discrimination. Disability had been defined by the medical model of rehabilitation, charity and paternalism. If I thought about why I couldn't attend a university that was inaccessible, I would have said it was because I couldn't walk, my own personal problem. Before section 504, responsibility for the consequences of disability rested only on the shoulders of the person with a disability rather than being understood as a societal responsibility. Section 504 dramatically changed that societal and legal perception.

- Only with section 504 was the role of discrimination finally legally acknowledged. Sen. Hubert Humphrey, who had attempted in earlier years to pass civil rights legislation covering people with disabilities said about Section 504:  
*“the time has come to firmly establish the right of disabled Americans to dignity and self-respect as equal and contributing members of society and to end the virtual isolation of millions of children and adults.”*
- At that time, discrimination existed in education, employment, housing, transportation, access to public buildings and other facilities, access to equal medical care and in many other areas.
- After the law was passed, in order for it to become effective, regulations had to be issued defining who was a disabled person, what did otherwise qualified mean, what constituted discrimination and nondiscrimination in the context of disability etc. Enforcement timelines had to be developed as well as an administrative enforcement mechanism. The regulations would provide a consistent, coherent interpretation of 504’s legal intent rather than leaving it up to any judge who heard a 504 case to interpret what the law meant.
- The Department of Health Education welfare (HEW) was the lead agency, and their regulations would become the guidelines for all the other federal agencies, i.e.; The Department of Transportation, HUD etc. It was crucial that the regulations be strong, because ultimately 504 would cover every area that received federal financial assistance.
- Between 1973 and 1977 no regulations were issued. During that period strong regulations were drafted by attorneys in the Office for Civil Rights, sent to the Secretary of HEW with a recommendation to publish them in proposed form in the Federal Register for public comment.
- During this time, the American coalition of citizens with disabilities (ACCD) a national cross disability was formed. ACCD became deeply involved in leading the effort to get regulations out.
- The really exciting part of today’s ADA minute is that on April 5<sup>th</sup> 1977, the longest sit-in of American history was held. For an entire month disability advocates, led by Judy Heumann, protested the San Francisco Health, Education and Welfare Department because Section 504 was still not signed. The 504 Sit-in was a disability rights protest that began on April 5, 1977. People with disabilities and the disability community occupied federal buildings in the United States in order to push the issuance of long-delayed regulations regarding Section 504 of the Rehabilitation Act of 1973. The historic demonstration was a triumphant. President Jimmy Carter signed Section 504 regulations into law.

- From the Disability Rights Education and Defense Fund (DREDF):
- <https://dredf.org/504-sit-in-20th-anniversary/short-history-of-the-504-sit-in/?fbclid=IwAR3MCWKKrFvXjwzV07Ub2ARk88fLc4UFWYal3D8RHsZh0sJ8OBwRTHKjnRM>
  - In 1973 the first federal civil rights protection for people with disabilities, Section 504 of the Rehabilitation Act was signed into law. What section 504 says is “no otherwise qualified handicapped individual in the United States shall solely on the basis of his handicap, be excluded from the participation, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” Essentially it said no program receiving federal funds could discriminate against a person with a disability.
  - In order for the law to become effective, regulations had to be issued. Over the next few years, there was an ongoing regulatory, legal, and advocacy dialogue about the Section 504 regulations.
- From the Equal Access and Disability Rights Commission:
  - <https://www.equalaccesscommission.org/disability-history>
  - April 5, 1977: The longest sit-in Of American History is held. For an entire month disability activist, led by Judy Heumann, protest the San Francisco Health, Education Welfare Department because Section 504 was still not being signed. The Section 504 regulations were issued. Kitty Cone, a participant said “disability really was looked at as an issue of civil rights rather than an issue of charity and rehabilitation at best, pity at worst”.
  - The historic demonstrations were triumphant, and on May 4, 1977, President Jimmy Carter signed Section 504 regulations into law.

**Approval of January 11<sup>th</sup>, 2021 Full CAT Meeting Minutes** – Petrine Griffin-Falsone

- Allison Smith moved to approve the January 11<sup>th</sup>, 221 full CAT Committee minutes. Brandi Lee Lavoie seconded the motion, minutes were unanimously approved as written.

**General Public Comment** – Cherissa Alldredge:

- Cherissa Alldredge stated that no general public comments were made or requested.

**UTA Board of Trustees Update:** Trustee Jeff Acerson –

- Trustee Jeff Acerson stated that it is refreshing to see a collection of such wonderful individuals that are dedicated to making transit accessible to everyone. He stated that UTA's Board and Executive team is also dedicated to that same goal. Trustee Acerson feels it is a great privilege to be a part of the CAT Committee group and he appreciates all the good work that each individual member does to bring awareness to UTA regarding how the Authority can better serve everyone. Hopefully, the more riders UTA gets the better the service will be. Trustee Acerson stated that he is here and accessible to work with and assist the CAT members. His door is always open and his phone is always available. He promised to actively respond to any concerns or suggested made by the CAT Committee and always be a champion of their cause.
- This morning UTA's Board of Trustees sent out a message requesting and encouraging people to apply for CAT Committee membership. UTA's inclusive transportation services are offered to a diverse rider community and geographic areas. Involvement on the CAT is encouraged by individual representing various race, color and national origins. Person representing various age and disability groups have specifically been identified as key to CAT member categories. The CAT needs members who are willing to participate and be a part of helping to plan and utilize UTA's services in a way that is beneficial to all.

**Special Services Presentation:** Ryan Taylor and Christine Martinez

- Special Services plans to implement a test project that will seamlessly connect people from Via micro-transit to UTA's Paratransit service:
  1. UTA has partnered with Via, a leader in on-demand shared rides, and launched a micro-transit pilot service in southern Salt Lake County.
  2. Microtransit is an innovative form of on-demand transportation that connects riders with other transit serves as well as to other local destination in the community. Via's technology matches multiple riders headed in a similar direction into a single vehicle, with routing that allows for quick and efficient shared trips without lengthy detours or relying on fixed route schedules.
  3. Microtransit is a service like Uber or Lyft, however it is public transit. You can request this service from an app on your smartphone or you can call their number from you cell or landline phone.
  4. Your trip must start and end within the designated micro-transit service area. After booking a ride, the app will display the pick-up location where the vehicle will meet you. Via is a corner-to-corner service, so you'll be picked up and dropped off close to your final destination. Riders who use mobility

devices can request a ride from an accessible van by selecting wheelchair accessibility in their profile. Your trips will then be booked for an accessible vehicle and you may be picked up at your curb.

5. This new service is for individuals who are paratransit eligible and would utilize micro-transit to travel to and from the location, such as a TRAX or Front/Runner station, where they would transfer to their scheduled paratransit trip.
6. Special Services has been working very closely with Via over the past 9 months in developing the technology on how to do this because micro-transit and paratransit run a different system. To determine both origins and destinations, riders would be required to schedule their trips at least a day in advance.
7. Having riders test this program will help Special Services determine the best way to make effective seamless connections between the two service modes.
8. If a paratransit eligible rider cannot be left alone, the driver of the current transportation mode will wait with the customer until the next vehicle arrives.
9. Ryan Taylor and Christine Martinez are requesting volunteer for this new test program. Both Petrine Falsone and Chris Wycoff agreed to volunteer. They will schedule their trips during the first part of May.
10. Volunteers will then give feedback and suggestions on how the program is working and what additional steps may be taken to make it more beneficial.
11. Anyone volunteering to help test this program will travel at no cost.
12. Volunteers may contact Cherissa and she will refer them to Ryan or Christine in Special Services.

#### **CAT Committee Participation in UTA Disability Sensitivity Panel Training – Cherissa Alldredge**

- The CAT is currently looking for new participants. This will be an opportunity to represent your specific disability.
- The panel takes place on the 2nd Monday of each month, starting at 11:15 a.m.
- Before the COVID-19 pandemic, the Disability Sensitivity Panel gave a presentation at UTA's New Employee Orientation on a monthly basis. During COVID, including today, this presentation has been an online video. The video is now more than a year old and is featuring some CAT members who are no longer on the committee.

- Cherissa discussed with the CAT how to move forward with the Disability Sensitivity Panel whether they felt comfortable to start meeting again in person or continue with virtual online meetings.
- Some of the members stated they were ready to resume meetings in person and others felt like virtual meetings remained the safest way during the current time. Cherissa requested that each CAT member contact her with their preference.
- For the near future, Cherissa suggested that meeting could be a combination of some members meeting in person and others joining through Zoom. When meeting in person all safety precautions will be taken, such as wearing masks and social distancing.
- A time could be scheduled for anyone who are interested on being on the panel to participate in a Zoom meeting. A virtual interview would be conducted and recorded. This would also allow an opportunity for anyone to share their own experiences. If anyone is interested in participating on the panel or has additional questions, please contact Cherissa Alldredge.
- Action Item: After today's meeting, Cherissa Alldredge will email the video regarding the Disability Sensitivity Panel training to all CAT members for their review. This will allow the opportunity for each of them to watch it again or watch it for the first time.

**CAT Subcommittee Reports:** Cherissa Alldredge -  
Planning and Community Outreach Subcommittee:

- Cherissa reported the Subcommittee Chair Roger Downing has resigned from the CAT Committee for a good reason. He just received a new job opportunity that conflicts with his CAT meeting schedule.
- Membership Recruitment: The subcommittee has been working hard on membership recruitment. Currently there are five (5) CAT member positions to be filled. Recruitment documents to support recruitment have been finalized and updated information placed on the CAT Committee page of the UTA website. That page now contains all current CAT member bios, as well as access to minutes, meeting/event schedules and the Charter. The hope is that individual considering application for CAT Committee membership can see for themselves that CAT is having a positive and productive impact on the work that UTA is doing. Some of the benefits of being a CAT member include:
  1. Making a Positive Difference: Members of the CAT feel great knowing they are part of the process to improve transit services.



2. Networking: CAT members have the opportunity to meet and work with others from the disability community.
  3. Transit Pass: Each CAT member in good standing receives a complementary Transit Pass each month.
  4. CAT Member Responsibilities:
  5. Training: Attend annual CAT member training.
  6. Attend Full CAT Meetings: The full CAT meets quarterly during the months of January, April and October, the second Monday of the month and in July for the ADA Anniversary Celebration.
  7. Attend Sub-Committee Meetings: Each CAT member will serve on a subcommittee which meets approximately once a month between September and June (approximately ten times a year).
  8. Annual Americans with Disabilities Act (ADA) Celebration: As a CAT member, you help plan the annual ADA Celebration, which takes place each year in July to commemorate when the ADA was signed into law during 1990.
- Initial ADA Annual Celebration Planning:
    1. Depending upon the status of Covid-19 during July, both a virtual event and an open-house type of event are currently being planned. The open-house will better allow for social distancing.
    2. Event is tentatively scheduled for Monday, July 26<sup>th</sup>, 2021.
    3. The subcommittee approved the idea of watching *"Lives Worth Living – The Right of All Handicapped."* This movie is both a historical documentary about the Disability Rights Movement and one man's struggle to survive.
    4. Book Club: A suggestions was to read two (2) books for this year's celebration. The second book recommended was *"Being Heumann: An Unrepentant Memoir of a Disability Rights Activist"*. This book was written by Judith Ellen Heumann. She is an American disability rights activist who is recognized internationally as a leader in the disability community
    5. Once the CAT members have read the books, a virtual online discussion could be part of the ADA annual event. Another idea is to hold community book clubs to discuss these books.
    6. The Disabled Rights Action Committee (DRAC) also plans to have their annual celebration on July 26<sup>th</sup>. Cherissa stated that the CAT will support DRAC with their event and not overlap or supersede it.
    7. If anyone has any celebration event ideas or suggestions regarding speakers, please send them to Cherissa.



### Services Subcommittee Report:

- TRAX external announcement data indicates a 95% plus reliability. Reports indicates an ongoing improvement regarding the reliability of external announcements.
- TRAX Seat Replacements:
  1. The current cloth seats on TRAX will be replaced with a textured vinyl.
  2. New vinyl seats will be slightly padded for additional comfort
  3. Because the vinyl is textured, it will be less slippery for passengers
  4. The seat colors have been approved by UTA's Executive team:
    - a. Blue vinyl for the non-priority sections
    - b. For the priority seating area, the vinyl covering will be grey with the international symbol of accessibility embossed on the back of the seat in white with a blue background. Once the final design has been approved, Kyle will send Cherissa a copy of the design, with full descriptions, to be shared with the subcommittee members. The CAT Committee will then have an opportunity to give feedback regarding the accessibility design.
- TRAX Communication System Upgrades:
  1. When the light rail vehicles are connected, they will actually talk to each other through the computer system.
  2. The signage will also be upgraded and more visible.
  3. The upgraded signage will be for both inside and outside of the vehicle.
  4. The speaker system is also being upgraded. These upgrades will make the announcement easier to understand.
- ADA Bus Stop Improvements
  1. UTA has 6,045 stops. The improvements made during 2020 for signs, poles and/or timetables represent 4.4% of all bus stops. The average number of stops that UTA plans to improve and make accessible compliant is 81.3%.
  2. The target 20 2021 is to improve approximately 100 bus stops.
- Route 2 Virtual Tour:
  1. Route 2 was selected as the first route to receive end-to-end improvements regarding the new 8 sided poles and signage.
  2. Route 2 has 39 stops and all stops have updated signage.
  3. Thirty-seven (37) stops are ADA compliant
  4. Thirty-five (35) of these stops have the new bright blue heavier eight-sided poles installed. These are the only eight-sided poles you will find along the Wasatch Front. This shape quickly communicates to people who are visually impaired that they are in the right spot to catch the bus.

5. Braille information is being added/embedded on the top portion of timetable cases at major stops in the near future. These cases will also be attached to the new blue 8-sides poles.
- “Secure Here” Stickers:
    1. UTA requires securement on all fixed bus routes for individuals who use a mobility device. It is often challenging for operators to know where to secure the customer’s mobility device.
    2. A recommendation was moved forward to provide stickers to be placed on each mobility device showing the operator where to attach the securement. These stickers would say in bold black lettering “SECURE HERE”. They would then be placed on the mobility device to show operators exactly where attach the securement.
  - Review Draft Online Reduced Fare Application for Accessibility:
    1. UTA currently has a reduced fares program. The Civil Rights team has been working with the Fares Department to make that process easier in a lot of ways.
    2. UTA will be shifting to an online application in the near future.
    3. The Fares Department is currently drafting an online application. Tyler displayed a draft copy of the online application.
    4. Persons with disabilities will be required to upload a Medicare card or submit a health care professional verification form. If you submit a Medicare card, you can take a picture of it and upload to the application. That will prove your eligibility. If you do not have a Medicare Card, then have a healthcare professional complete the verification form and submit it with your application.
    5. This project is still in the development state. It will be finalized and thoroughly tested before it goes online. This is currently scheduled to roll out before the end of April 2021
  - TRAX High Block Boarding Signage:
    1. The goal of the new signage is twofold. One is to clarify that use of the high-block is authorized for people with disabilities. The signage also informs people with disabilities regarding the location designated for them to board the vehicle, specifically if the rider require a mobility device.
    2. The new signage states: *Accessible Boarding*. The signage is large enough to read easily. The international symbol of accessibility in white with a blue background will be on the signage. This section of the signage is on a gray background with *Accessible Boarding* in black print.

3. Below that, the next 1/3 of the sign has an image of a TRAX vehicle. It is a white TRAX vehicle on either a dark blue, red or green background
  - a. If the vehicle is on a dark blue background signifies the blue line train. To the right of that the sign will say it is the Blue Line and passengers should board on the ramp. The signage will be placed at the first entrance point to the high-block.
  - b. A white TRAX vehicle displayed a green background indicates it is for the Green Line TRAX Service. The signage will say it is the Green Line and passengers should board on the platform.
  - c. A white TRAX vehicle displayed on a red background indicates it is for the Red Line service. The signage will say it is for the Red Line and passengers should access the vehicle from the platform.

### **UTA Staff Reports:**

#### Joy Carpenter, Commuter Rail Operations Personnel Supervisor

- UTA is requesting any ideas that you may have to recruit more transit ridership. Joy asked if there is anything particularly for the disability community that would be meaningful. The CAT members offered the following suggestions:
  1. Reassure people that all health and safety protocols are still in place.
  2. UTA supports CDC face mask requirements. UTA continues to provide complimentary face masks to riders who need them.
  3. Vehicle, station and facility cleaning: In addition to regular daily vehicle, facility and station cleaning, UTA has implemented extra disinfecting measures to keep riders, employees and the community safe while reducing the spread of the COVID-19 coronavirus.
  4. Physical distancing on transit for both passengers and operators.
  5. Hand sanitizer is available on UTA's vehicles.
- Along with many other transit agencies across the county, UTA has experienced a significant reduction in ridership due to impacts of the COVID-19 pandemic. UTA's Executive Director, Carolyn Gonot, has assembled a task force within the agency to develop a customer-centric service restoration plan as UTA looks ahead and prepares to recover from the COVID-19 pandemic.
- Starting campaign efforts to promote riders to return to transit: UTA currently has a campaign running on both television and social media to create awareness regarding the myriad of safety measures UTA continues to do on a daily basis. This is a major goal to bring riders back to transit.

- Fare Promotions: New fare promotions, with specific plans and timelines, are currently in discussion. UTA has a goal to be bold and confident with their messaging that UTA's services are safe and they are ready to bring transit customers back.
- UTA has a goal to focus on previous riders, new riders, and to target the general public as a whole.
- Chris Wycoff suggested a "welcome back free ride day" for ADA riders.
- CAT members were encouraged to send any additional ideas regarding ridership recruitment to Cherissa. She will forward all suggestions on to Joy.
- Currently FrontRunner is experiencing a staff shortage. FrontRunner plans to hire and train new personnel in the near future and move forward with planned rail improvements.

#### Christy Allen, Coordinated Mobility Specialist

- Christy has sent CAT membership application to her LCC partners.
- UTA's Coordinated Mobility program makes affordable transportation available for those who need it most – seniors, low-income individuals, and persons with disabilities.
- UTA works with local coordinating councils to define strategies that will meet identified mobility gaps of disadvantage groups and develop transportation programs that meet local needs. Councils have been formed in Salt Lake, Tooele, Utah and Weber/Davis Counties.
- Coordinated Mobility help local coordinating councils in Salt Lake, Utah, Weber and Davis counties facilitate, write mobility service and strategic plans, which are updated each year.
- During the fall of 2019, Coordinated Mobility conducted extensive outreach and worked with the CAT Committee on a comprehensive plan that is now called the Comprehensive Specialized Transportation Plan.
- Federal Transit Administration 5310 Fund: Many of the services provided through the Coordinated Mobility program have been made possible by FTA 5310 grant funds. UTA administers this program for Utah's large urbanized areas. Due to the set-backs caused by the pandemic, this grant will be providing additional operational funding for those organizations who serve disadvantage groups.
- UTA's Travel Trainers are currently helping with the Via/Paratransit connections test runs.

#### Joey Alsop, Service Planning Supervisor

- The Service Planning Department is working through plans for August Change Day. Two potential changes will be discussed with UTA's Executive Team. After that discussion, these changes will be discussed with all UTA staff and taken out for Public Hearings.
  1. Due to COVID-19 and the uncertainties that came with the pandemic, it is critical to focus on stabilizing service in the near future.
  2. Prioritize service improvements and service change that could be made during August 2022.

Kathryn Nokes, Customer Service Lead Specialist

- The Customer Service Department and social media team has been working on improving notifications to customers. Customers can go to UTA's website and sign up for service notifications based on the routes they ride. Recently staff had added notifications when a route goes on detour.
- The verbiage for detours is available and recently a program has been added displaying a map of the detour.
- Kathryn requested feedback from CAT members who are receiving these notifications and are also using them to determine what the detour is for their route. Kat requested that you email her regarding your experiences with the notification system. You may also contact us on our website.

Grey Turner, Senior Program Manager/Engineer Project Development

- Due to the light winter with little snowfall, Capital Development has been able to continue their construction projects at full speed.
- Groundbreaking for Ogden BRT is scheduled this week. The contractor has already started the project and UTA has received several grants from the federal government.
- The re-design on the Murray station crosswalk between the TRAX station and FrontRunner platform has been started. The CAT Committee originally brought this project to Capital Development. The crosswalk will be straightened and amenities added to better accommodate individuals who are hearing and visually impaired. These improvements will make it easier for the public to get across the parking lot. The goal is to have this completed by mid to late summer.
- Capital Development continues to push forward and complete bus stop improvements. Several bus stops have been completed in Davis and Weber Counties and another dozen or so will begin in Utah County in the next several weeks.

- UTA received significant funding from the state legislature during this last session. There was a special appropriation to transportation for the construction of numerous projects. Transit is very popular and people want more of it.
- With so much construction going on right now, UTA is trying to manage the actual construction costs. Building materials continually increase in price and there are many shortages, such as concrete and resin required to make PVC pipe. UTA is doing their best to coordinate with other contractors and construction projects.

#### Marci Warren, Planning Researcher II

- Seating/Signage at the North Temple Station:
  1. The North Temple Station is historically very busy. It basically takes up most of the downtown commuter traffic. Therefore, the platform is often overcrowded and seating is very limited. Originally there were only 16 seats available for passengers on the entire platform. UTA has recently doubled the seating, making 32 seats on the platform. There is space authorized for mobility devices under the platform shelter and Customer Experience is looking for a way to designate that space that would be meaningful and beneficial for the community that uses it. To ensure the area authorized for mobility devices is available, the subcommittee recommended implementing both suggestions listed below:
  2. Paint two (2) international accessibility logos on the platform cement at each location that has been authorized for the 2 mobility devices. This will help ensure space for both devices.
  3. Place two international accessibility stickers mid-high on the shelter's glass, just behind both spaces authorized for mobility devices.
  4. The North Temple Station will be the pilot for other stations. If the logos and stickers are effective, they will be implemented at other stations.
- Orders for the new TRAX high-block signage has been placed. Once it has been installed, any feedback regarding this signage would be appreciated.
- Additional wayfinding signage has been added to the Layton station to help riders find the entry points to the FrontRunner platform.
- The new airport TRAX station opens later this year. It will have a full rollout of all the new signage.

#### Sheldon Shaw, Director of Safety and Security

- September is National Suicide Awareness Month. UTA is proud to announce our recent partnership with the Utah Suicide Prevention Coalition. UTA is first and

foremost a transit provider, and we understand that this role is about more than just getting people from place to place. We also have the social responsibility to the community that we serve. We care about you, and we want our work to reflect that. UTA is always dedicated to the suicide prevention efforts that are underway across our state. UTA has a number of instructors across our organization who are offering classes to our employees. The Authority is trying to be a part of the solution to help prevent suicide. Another program UTA has implemented is our “close call reporting system”. This program gives employees an opportunity to call in to a hotline and report any hazards or close call they see.

- Utah has partnered with Nevada and Idaho to form a Rail Safety Alliance. Each year, Rail Safety Alliance trains volunteers to conduct free presentation of rail safety education for both large and small audiences across Nevada, Idaho and Utah.
- UTA continues to support the CDC’s effort for mask requirements, cleaning, sanitizing and social distancing.

#### **Outgoing CAT Member Recognition – Cherissa Alldredge**

As of this July, Petrine Griffin-Falsone and Trista Lawrence have completed their term on the CAT Committee. Cherissa and the committee gave special thanks and recognition to them for all their hard work and valuable contributions. They will be formally recognized, including a certificate and small gift, during the July ADA annual celebration.

#### **New Topics for Consideration – Cherissa Alldredge**

- Depending upon the future status of the pandemic, it was the general consensus of the committee that in-person meetings resume late in 2021.

#### **Meeting Adjourned – Petrine Griffin-Falsone**

At 2:05 p.m. Michael Lefevor moved to adjourn. Chris Wycoff seconded the motion and the full CAT Committee meeting was adjourned.

**Next Meeting:** The next full CAT Committee meeting has been scheduled for July 26<sup>th</sup>, 2021 (time TBD).

**Meeting Report Transcribed By:** EiLeen Billings, Senior Office Specialist

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