

## **Cincinnati Fire Department**

**DATE: June 4, 2001**

### **ATTENDEES:**

Erin Peterson – Parsons Brinckerhoff  
Mike Eidlin – Parsons Brinckerhoff  
Bill Long – Cincinnati Fire Department  
Robert Becker – Cincinnati Fire Department  
Chip Tappan – Skyloop Committee  
Sam Lott – JKH Mobility Services  
Bill Martin – City of Erlanger Fire/EMS  
Bob Brodbeck – Skyloop Committee

### **1) Introduction**

- a. Chip Tappan and Mike Eidlin explained that this meeting would focus on the safety issues of all of the technologies and that we were here to get input from the fire department.
- b. Bob Brodbeck gave a brief introduction of Taxi 2000 and the proposed loop circulator alignment.
- c. Mike Eidlin spoke briefly about the LRT/Vintage Trolley alignments and the technology.
  - i. Question: It will be necessary to shut off the power to the LRT/Vintage Trolley system in the event of an emergency and cut the overhead catenary wires to facilitate the use of a ladder. How would the fire department/emergency officials shut off the power quickly? Answer: Emergency disconnects would be spaced along the system.

*(The remaining questions were in regard to the Taxi 2000 Sky Loop system.)*

### **2) Questions and Answers**

- a. *Will there be fire extinguishers on the vehicles?*
  - i. Yes, they will be required on each vehicle.
- b. *Rescue/Evacuation of passengers?*

- i. There are several ways to evacuate passengers. 1) with a traditional truck and ladder, but this method is not acceptable with the handicapped.
  - ii. With a cherry-picker type system provided with the TAXI 2000 installation. This system would need to be modified to accommodate handicapped persons, possibly with a basket.
  - iii. TAXI 2000 recommends sending passengers to the next available station where they can exit via the station platform
  - iv. It is important to recognize that the control center is in communication with the vehicle at all times.
- c. *What about an emergency walkway?*
- i. Emergency walkways will be provided at the river crossings
  - ii. Sam Lott related that most incidents will occur within the vicinity of the stations offsets. He stated that it may be best to consider emergency walkways along the length of each station offset. This would allow vehicles that are in trouble, or smoking for example to stop just short of a station and then evacuate or receive attention. These walkways would prevent disabled or dangerous vehicles from entering a station within a building. It was decided that these emergency walkways at stations should be part of the overall design.
- d. *Will station landing areas be sprinkled?*
- i. Yes
- e. *Sam Lott stated that non-transit and transit uses will be separated by a fire wall. For example a station within a building. The station or transit use area would be fire wall separated from the rest of the building or non-transit use area. This complies with NFPA 130 standards.*
- f. *Does the passenger have any control of the vehicle after it leaves a station? For example if a building was on fire and the passenger did not want to go near that building.*
- i. The passenger has no control, but may contact central control via voice system within the vehicle. Also, central control will close a station if a problem such as a fire occurs.
- g. *Chip Tappan stated that building owners would be responsible for the design and cost of the stations. There would be an operating agreement with building owners.*

- h. Because some stations are within buildings, it is assumed that some stations will be closed "after hours", will there be enough public stations that passengers can go to anytime during the event of an emergency?*
  - i. There will be several public stations through out the system.
- i. Station Evacuation? Is it acceptable to treat a station as an elevator lobby.*
  - i. That would be acceptable to the fire department.
- j. Will there be emergency ventilation within the vehicles?*
  - i. Yes, smoke within a vehicle can be cleared.
- k. Will there be CCTV in vehicles or in stations?*
  - i. The stations will be monitored by close-caption TV and possibly the vehicles as well. CCTV in-vehicles could prove helpful in an emergency.
- l. Will the materials within the vehicle be fire retardant or fire resistant?*
  - i. The materials and padding (seats, dashboards) would be of the same category as is used in airplanes, therefore they would be designed to be fire resistant/retardant.
- m. What provisions would the fire department need in the event of a bomb threat within a vehicle?*
  - i. It would be necessary to try to isolate the vehicle if possible, maybe in a non-public station such as a vehicle storage station. It may also be helpful to have CCTV within the vehicles to help identify if a package is visible and in what vehicle.

The meeting closed and it was decided that meeting notes would be distributed by Erin Peterson.