



CITY OF OAKLAND
Mayor's Commission on Aging (CoA) and
Mayor's Commission on Persons with Disabilities (MCPD)
Joint Access Compliance Advisory Committee, (ACAC)
East Bay Bus Rapid Transit (BRT) Project Subcommittee
Wednesday, May 15, 2013

MINUTES

- I. Called to order: Regular ACAC Meeting at 10:10 a.m.
- II. Roll Call
 - Quorum: Yes
 - See Exhibit 1A
- III. Public Comments
 - None
- IV. Commissioner's Announcements
 - None
- V. Approval of Minutes
 - ACAC April 17, 2013
 - Approved by consensus
- VI. Agenda Modification and Approval
 - May 15, 2013
 - Approved by consensus
- VII. Chairs Reports:
 - None
- VIII. Staff Reports
 - None
- IX. Special Order of Business: East Bay Bus Rapid Transit Project Access and Functional Needs Subcommittee with the AC Transit Accessibility Advisory Committee; Thomas Kronemeyer, Associate Principal, Community Design and Architecture, Christopher Downey,

Architect, Architecture for the Blind, David Wilkins, AC Transit BRT Project Director, and Garrett Gritz of RBF Consulting, BRT Project Manager for the City of Oakland

A. Roll Call

- Reconvene at 10:15 a.m.
- Quorum: Yes
- See Exhibit 1A(2)

B. Mr. Kronemeyer provided a brief introduction on the current phase of the BRT project:

- The following is a partial list of the federal, state and local standards used for developing the BRT project. (The BRT project is currently at the 35% level.) U.S. Department of Justice, DOJ, 2006 Federal Standards for Transportation Facilities. The 2010 U.S. DOJ Standards for Accessible Design. Caltrans Bulletin 82-04, Pedestrian Accessibility Guidelines for Highway Projects, 2010, which is now the standard for the State of California.
- A detailed Power Point presentation narrated by Mr. Kronemeyer was shown to the committee.
 - Displayed a corridor map of the entire BRT route. The stations from uptown to 14th avenue will be curbside. The stations beginning at 20th Avenue have stations located in the median of International Boulevard to the San Leandro border.
 - The curbside stations will feature: landscape strip along the platform backside that will feature two trees, on either end, different from any other trees in the corridor that will be station signifiers. This will aide with station recognition and way finding.
 - There will be surface finish differentiation, a sandblasted area that will be identifiable by service animals or cane users. This will provide way finding assistance to the station entrances.
 - There will be a sloped path with a 6 inch high and wide curb edge at the roadway side, that it can be caned against and prevent wheelchair fall offs.
 - Hand rails and windscreens will define the entire back edge of the platform toward the landscaping to prevent drop offs from the station platform.

- The median stations will start at 20th Avenue and International Boulevard. They will be 12 feet wide and 60 feet in length.
- The median stations will have similar surface treatment areas, sandblasted, as described above. However, at the median stations they will provide direction to the crosswalk which will lead directly to the ramp which will access the station platform.
- The access crosswalks will be signalized with one or more signals. The crosswalk areas will have bollers along its side lines to prevent vehicles from entering the crosswalks. There will be 4 ½ feet on either side of the bollers to accommodate wheelchair users.
- The median stations will have ready areas which will be landscape. This will provide way finding assistance to people who uses canes.
- Both stations designs will use tactile treatments to assist with way finding.
- The median station design is exploring the installation of hand rails. There are a few design options for handrails at the median stations. (Curbside stations have a set handrail design.)
- There will be audible signal systems for the entire BRT system. There will be count-down timers, pedestrian push signals and traffic calming amenities.
- AC Transit has reached out to various companies to make digital maps for the BRT stations.

C. Scheduling and agenda items for next subcommittee

- Design of ticket vending machines
- Design of actual BRT vehicles.

D. Adjourn Special Subcommittee

- 12:15 p.m.

X. Meeting Evaluation

- Very good informational report regarding BRT. Great much better had on this project that it will be sufficient and assist for everyone.

XI. Agenda Items for Next ACAC Meeting

- To be determined

XII. ACACA adjourned at 12:15 p.m.

NOTE: THE COMMISSION MAY TAKE ACTION ON ANY ITEM
ON THE AGENDA

♿ This meeting is wheelchair accessible. To request materials in alternative formats, or to request an ASL interpreter, captioning or assistive listening device, please call Adriana Mitchell 238-5219 (V) or 238-2007 (TDD) at least three, 3, business days before the meeting. Please refrain from wearing scented products to this meeting so persons who may experience chemical sensitivities can attend. Thank you.