



CITY OF OAKLAND
Mayor's Commission on Aging (CoA) and
Mayor's Commission on Persons with Disabilities (MCPD)
Joint Access Compliance Advisory Committee, (ACAC)
Joint East Bay Bus Rapid Transit (BRT) Project Access and Functional
Needs (AFN) Subcommittee
With the AC Transit Accessibility Advisory Committee
April 16, 2014
MINUTES

- I. Call to order at 10:10 a.m.
- II. Roll Call
 - Quorum: Yes
 - See Exhibit A1
- III. Public Comments
 - Ms. Sheila Killian, private citizen and disability activist introduced herself.
- IV. Commissioner's Announcements
 - Commissioner Wright announced that AC Transit and Center for Independent Living, CIL has partnered to install free tether straps on wheelchairs.
 - Ms. Nestor, AC Transit Accessibility Manager encouraged all users of wheelchair and/or motorized scooters to install tether straps as a safety measure.
- V. Approval of Minutes
 - Motion to approve March 19, 2014 minutes
 - Motion/Second: Commissioner Hurd/Commissioner Blanks
 - Motion approved by consensus
- VI. Agenda Modification and Approval
 - April 16, 2014 agenda approved by consensus
- VII. Chair Report; *Scott Blanks*
 - Appreciates AC Transit giving report.

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

A. Old Business:

1. AC Transit's Response to Comments Received from the AFN Subcommittee on Vehicle Design; Mallory Nestor Accessible Services Manager, AC Transit reported that AC Transit is considering a demonstration bus that will be configured to AC Transit's proposed interior design. Both the Access Advisory Committee of AC Transit and the joint ACAC have made requests for such a demonstration.
2. Ms. Nestor responded to questions from commissioners regarding entrance/exit onto the bus by wheelchair users.

B. New Business:

1. Station Accessibility and Safety 65% Design Phase Review; Mitra Moheb, BRT Project Engineer, Manager of Special Projects, AC Transit provided a project update.
2. Mr. Thomas Kronemeyer, Associate Principal of Community Design & Architecture; and, Mr. Chris Downey, Architecture for the Blind, consultants on the BRT, gave a detailed presentation on the 65% station design. (See Exhibit A)
 - The presenters requested suggestions from the participants on the placement of raised letter and braille signage. What is the best location for these signs around the BRT stations? The committee's suggestions will be considered and presented at a future date.
 - Mr. Kronemeyer, Mr. Downey, the joint committee members and the public participated in a question and answer period regarding the BRT station and way-finding design components, such as.
 - The platform height will be lowered by one inch. This will lower the sloping of the ramp.
 - Hand rails will be dual with one handrail in either direction.

- MTC has established standards as to what the location maps will look. There will be maps showing the customer's location and will have directional maps to various key destinations within that particular station.
 - Received a preliminary review from the US Access Board regarding their designs and are incorporating its suggestions into the design.
- Here is the AC Transit response to certain other issues:

1. What is the frequency of bus arrival audio announcements on the platforms?

Answer: As it was mentioned in the meeting the District has made a decision to continue using the Next Bus system at the BRT platforms. However, the details on how the audio announcement will work and how frequent it will be are still under review. We will share the information as soon as they become available.

2. How many curbside platforms have small canopies? Can they be replaced with medium sized canopies?

Answer: There are a total of 24 curbside stations along the corridor (including San Leandro) of which 14 of them are going to have small canopies. The decision on size of a canopy at each platform was based on ridership data which showed that only 1 or 2 people may be waiting at these stations. Considering that the BRT bus will be at the station every 5 minutes and the small canopies are 16-foot long, there will be ample room left for anyone in a wheelchair to safely maneuver on the platform and wait under the canopy for weather protection.

3. Why does the median station in San Leandro have dual access to the platform?

Answer: The design team had originally proposed a single access point to this median station just like any other median station in Oakland. However, at the 40% design review stage the City of San Leandro requested that the station platform to be redesigned to provide dual access since the proposed station location is in a short block that has existing 2 crosswalks on either sides.

They wanted the pedestrians to be able to access the station from both crosswalks.

3. Selected Corridor Strip Maps Highlighting New Pedestrian Access and Safety Improvements; Mitra Moheb
 - Held over.

X. Meeting Evaluation

- Very good information

- XI. Agenda Items for Next Meeting: The next meeting will be held at 1600 Franklin Street, on May 13, 2014. Time to be determined.

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

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