

# SAN FRANCISCO BAY AREA TRANSIT DISTRICT ACCESSIBILITY TASK FORCE

## Minutes

October 24, 2013

### 1. Self-Introductions of Members

**Members present:** Randall Glock; Janet Abelson; Janice Armigo Brown; Peter Crockwell; Don Queen; Hale Zukas; Clarence Fischer; Gerry Newell; Herb Hastings; David Jackson; Katrina McCurdy; Alan Smith; Larry Bunn; Roland Wong.

**Members not present:** Jane Lewis; Jim Gonsalves; Mary Fowler.

**Staff:** Ike Nnaji; Bob Franklin, Crystal Raine; Aaron Weinstein

**Directors, Speaker(s), Guest Staff, and Guests of the Public:** Marina Villena; Deb Vergara, Murly Wong; Cyndi Sharp; David Strohl; Lyenell Marquez; Linda Drattell; Jerry Grace; Robin Earth; Guy Thomas; Brandon Young.

### 2. Public Comments

The next two meetings will be on November 13, 2013 and December 11, 2013.

### 3. Approval of Minutes of September 26, 2013 Meeting

The approval was delayed until the next meeting.

### 4. Fleet of the Future

A Fleet of the Future presentation was made by BART staff member Aaron Weinstein. It focused on the doors, hand-holds and armrests.

Don Queen and Katrina McCurdy had a question about what happens if the door opens. Aaron answers that the train either comes to a stop or does not move if open.

Gerry Newell asked if the doors could detect a cane tip. They will be able to detect anything greater than ½" in width.

Clarence Fischer asked if the doors were similar to the pocket doors on SF Muni. The doors are electric and do not extend as far out as the doors on the Muni light rail vehicles.

Alan Smith said that the armrests are helpful keeping passengers on the seat. Janet Abelson stated that the pole in the doorway is a problem for passengers in wheelchair, because people congregate around the door.

Katrina McCurdy suggested 2 armrests per seat, to assist people in standing up. Staff reported that they were seeking input on the middle armrest now.

Gerry Newell asked if the center pole extended from the top of a seat, but staff reported that it stands independently in the clear area near the entrance to the car. He also wanted to know about the next outreach, which will be in March or April of 2014.

Clarence Fischer stated that a center pole will delay trains, with people trying to navigate around the poles.

Herb Hastings inquired about the middle armrest, as it is challenging for a tall person to get in between the longitudinal accessible seat and the adjacent perpendicular seat. Staff responded that they are looking to expand the gap to make it easier to access the window seat.

Roland Wong asked if the armrest was liftable, which is prone to breaking. He also expressed concern for the security of objects behind a wheelchair, if the wheelchair space was not back protected.

Linda Drattell requested that ASL be added to the 7 language on the LED screen scheduled to display information inside cars.

Nancy Thomas addressed wheelchairs issues, and asked if there are 6 bike spaces in the wheelchair area. She asked, where is the wheelchair area and is there more area? Staff responded that there will be 3 doors, with the area for wheelchairs near the end doors. The designated bike racks would be near the middle doors.

Hale Zukas stated that the pole would create a conflict between passengers standing by the pole and passengers in wheelchairs. It would be up to the Board of Directors to decide between the groups.

Sondra Solvay said that the armrest makes the seat inaccessible for women with larger hips who need a seat. Having only the aisle seat available puts stress on one hip.

Jerry Grace asked if the bike racks block the doors.

Robin Earth stated the the pole is helpful, but problematic for others in large wheelchairs. AC Transit and airlines have liftable armrests. Access is more important than "likes".

Lynee Ellen Marques stated that travel scooters are not safe on BART and that people don't pay attention to signs.

Daya Schwartz said that riders in wheelchairs travel together and there needs to be space to accommodate two wheelchairs.

Carol Squires said she can't sit in a seat with an armrest and is difficult to ask people to move.

Cyndy Sharp asked where the poles would be located and if they would be at all 3 doors and if there would be straps. She also asked if poles would be at the end of the seats and that the pole in the center is an obstacle.

Guy Thomas said that the armrest is useful to push up, but not so for the middle of the seat. He also said that the pole encourages people to stand in the doorway.

Lynn Escuelera said she is attacked on train because of her size. The pole will create resentment and the armrest would prevent her from taking BART.

Marilyn Wan said there is no place to sit on these new cars.

Dr. Deb Bergard wanted the car to be welcoming to diverse needs and why are the seats just one size?

David stated that the armrest is not needed. The pole clutters up the aisle, there is a need for more than 3 bike racks and he can't see how 2 passengers in wheelchairs could travel together.

Hale Zukas wanted to know what was the reason for the armrest – to prevent people from lying down?

Randall Glock said that most comments here were also made to the BART Board.

## **5 Balboa Park Update**

This update was postponed until the November 13 BATF meeting.

## **6. Priority Seating Signs**

Bob Franklin led the discussion about additional priority seating signs. The color was discussed – to be the current powder blue or to have them be in ADA blue. BART will be producing the signs and installing them once the design is complete.

Gerry Newell asked if the sign indicating the area for passengers with wheelchairs would be the same size. Staff responded that it would be 3 times larger.

Jerry Grace stated that people don't pay attention to the signs.

## **7. Adopt New Project Questionnaire**

Alan Smith let the discussion. Randall Glock added an introduction. The questionnaire was to be a pre-project checklist for capital projects at BART, so project managers and engineers can know upfront some of the issues that make BART more accessible.

Larry Bunn asked if at Union City BART if the new east side detectable pathway would be the same as the one on the west side. He wanted to get in on this topic before construction takes place.

David Jackson stated that this questionnaire should always be updated.

Alan Smith said staff should bring in projects when they are at a 30% design phase.

Janet Abelson wanted to add ramps to pedestrian crossings and requested accessible paths of travel for wheelchairs and a process for changing mistakes and rules.

Roland Wong said new projects must be ADA compliant.

Alan Smith said these are not BART Facility Standards, but to pose questions in advance.

Moved by Alan Smith. Seconded by Gerry Newell. The item passed unanimously.

## **8. Project Status Reports**

### General Disabilities Awareness Booklet Preparation:

[No update at this time.]

### Stair Tread Color Contrast Project

[No update at this time.]

### eBART Project

[No update at this time.]

### Richmond Intermodal Project

[No update at this time.]

### Warm Springs Station

[No update at this time.]

### VTA - Berryessa/Milpitas Stations

[No update at this time.]

## **9. Chairperson Announcements**

No announcements

**10. Staff Announcements**

No announcements.

**11. Member Announcements**

Janet Abelson announced the travel around the bay event using Clipper, on Caltrain and BART, except Capitol Corridor.

Katrina McCurdy stated that she is having problems with her Clipper card.

Members also had questions about Clipper cards for Jim Gonsalves and Mary Fowler.

**12. Future Agenda Topics**

- Priority at Elevators for passengers with wheelchairs before passengers with bikes.
- Escalator reversal policy
- Warning if entering an area that doesn't have an exit, with a phone at the location.

**13. Adjournment**

The meeting adjourned to the next regularly scheduled meeting of **Wednesday, November 13, 2013, at 2:00 p.m.**