

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
2150 Webster Street, Oakland, CA 94612, P.O. Box 12688, Oakland, CA 94604-2688
510-464-6000

**NOTICE OF MEETING AND AGENDA
BART ACCESSIBILITY TASK FORCE (BATF)**

August 24, 2023

2:00 p.m.

A regular meeting of the BART Accessibility Task Force (BATF) will be held on Thursday, **August 24, 2023**, starting at 2:00 p.m. to 4:30 p.m. The meeting will be held at East Bay Paratransit's location at 1750 Broadway, Oakland, California 94612, 1st Floor conference room. The facility is served by public transportation. The nearest BART Station is the 19th Street BART Station and there are multiple AC Transit routes to the meeting site.

Please note that this meeting will be held in person in the East Bay Paratransit, 1st Floor conference room, Oakland, CA 94612 with an option for public participation via teleconference.

Presentation materials will be available via Legistar at <https://bart.legistar.com>

You may attend the Committee Meeting in person or join the Committee Meeting via Zoom by calling **1-833-548-0282** and entering access code **885 6667 9040**; logging in to Zoom.com and entering access code **885 6667 9040**; or typing the following Zoom link into your web browser:

<https://us06web.zoom.us/j/88566679040>

If you wish to make a public comment:

- 1) Submit written comments via email to **evanloo@bart.gov**, using “public comment” as the subject line. Your comment will be provided to the Committee and will become a permanent part of the file. Please submit your comments as far in advance as possible. Emailed comments must be received before 12:00 p.m. on **August 24, 2023**, in order to be included in the record.
- 2) Appear in person and request to make a public comment.

- 3) Call **1-833-548-0282**, enter access code **885 6667 9040**, dial *9 to raise your hand when you wish to speak, and dial *6 to unmute when you are requested to speak; log in to Zoom.com, enter access code **885 6667 9040**, and use the raise hand feature; or join the Committee Meeting via the Zoom link (<https://us06web.zoom.us/j/88566679040>) and use the raise hand feature.

Public comment is limited to two (2) minutes per person.

Please refrain from wearing scented products (perfume, cologne, after-shave, etc.) to these meetings, as there may be people in attendance susceptible to environmental illnesses.

BART provides services/accommodations upon request to persons with disabilities and individuals who are limited English proficient who wish to address Committee matters. A request must be made within one and five days in advance of Board/Committee meetings, depending on the service requested. Please contact the Office of the District Secretary at (510) 464-6083 for information.

Meeting Location
East Bay Paratransit, 1750 Broadway, Oakland, CA 94612
1st Floor Conference Room

1. Roll call of BATF members. (Information) 5 minutes
Self-Introductions: Staff and Guests.
2. Public comment. (Information)
An opportunity for members of the public to comment on items not on the agenda.
Public comment is limited to two (2) minutes per person
3. Approval of July 27, 2023 meeting minutes. (Information/Action) 5 minutes
4. Safe routes to BART, Cycle 3. (Information/Action) 15 minutes
5. Title 6 overview. (Information/Action) 15 minutes
6. Accessible transportation overview. (Information) 15 minutes
7. New committee member nominations. (Information/Action) 10 minutes
8. Member announcements. (Information) 5 minutes
9. Staff announcements. (Information) 5 minutes
10. Chairperson announcements. (Information) 5 minutes
11. Future agenda topics – Members suggest topics.
Next meeting scheduled: September 28, 2023, Thursday 5 minutes
12. Adjournment.

BATF

Approval of July 27, 2023
meeting minutes

AGENDA 3

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
2150 Webster Street, P.O. Box 12688, Oakland, CA 94604-2688

BART ACCESSIBILITY TASK FORCE
Committee Meeting **DRAFT** Minutes
July 27, 2023

1. Roll Call of Members:

1. Anita Ortega
2. Catherine Callahan - ABSENT
3. Clarence Fischer
4. Don Queen
5. Emily Witkin - ABSENT
6. Herb Hastings (2nd Vice-Chair) - ABSENT
7. Janice Armigo Brown
8. Larry Bunn - ABSENT
9. Randall Glock (Chair)
10. Roland Wong
11. VACANT
12. VACANT
13. VACANT
14. VACANT
15. VACANT
16. VACANT
17. VACANT
18. VACANT

Quorum of six in-person BATF members. Six (6) BATF members in total attended in-person. "Just Cause," was not used for this meeting.

BART Customer Access and Accessibility Department Staff:

Elena Van Loo
Bob Franklin

BART Director (s), BART Staff, Speakers, and members of the public:

Director Robert Raburn
Katherine Alagar (BART Staff)
Sabrina Baptiste (BART Staff)
Katie Arioli (Captioner)

Mayra Perez (Captioner)
Daveed Mandell (Guest)
Hilary Brown (Guest)
Corvin Bazgan (Guest)
Shira Leeder (Guest)
Carolyn Yu (Guest)
Bruce Yow (Guest)
Natalie Maxwell (Guest)
Aleeta Dupree (Guest)
Roger (Guest)
Jerry Grace (Guest)
Sara Desumala (Guest)

2. Public Comments

Aleeta Dupree introduced herself and shared that everyone should be accepted and accept who she is.

Corvin Bazgan introduced himself and expressed to have BART to continue improve accessibility within the BART system for people who are visually impaired and/or hearing impaired.

Daveed Mandell introduced himself and shared he is involved with a few committees that serves people who are blind or visually impaired. He expressed he would like to be a BATF member to advice BART staff to be as accessible as it can be.

Jerry Grace introduced himself. He stated Center for Independence (CIL) is celebrating, “July is Disability Pride Month,” at Ed Roberts Campus in Berkeley.

Hilary Brown introduced herself and mentioned she currently serves as member with Multimodal Accessibility Advisory Committee (MAAC) with San Francisco Muni (SFMTA). She expressed interest to be part of the BATF Advisory Committee.

Director Robert Raburn thanked BATF members and members of the public for their service and welcomed new guests to the meeting.

3. Approval of June 22, 2023 meeting minutes

Clarence Fischer moved approval of the June 22, 2023 meeting minutes. Roland Wong seconded the motion.

- Motion passes with six (6) in favor, zero (0) against, and zero (0) abstention

4. BART Fiscal Year 24 and Fiscal Year 25 budget update

Katherine Alagar presented, “BART FY24 and FY25 Budget update.”

She mentioned in FY24 and FY25, BART will continue to deliver reliable, safe, frequent service with a focus on ridership experience and at the same time, BART is also focused on extending the fiscal runway.

Katherine Alagar shared the FY24 & FY25 ridership outlook. She mentioned return to work has largely flattened and is no longer forecast to be a major drive-in ridership growth. She went over the weekday forecast for FY23, FY24, and FY25:

- End of FY23 about 165,000 riders
- End of FY24 about 185,000 riders
- End of FY25 about 195,000 riders

She stated about 31% of riders live in households with income under \$50,000, about 44% of riders do not have vehicles, and about 67% identify as non-white.

Katherine Alagar went over FY24 & FY25 Operating Revenue and Financial Assistance. She mentioned pre-pandemic, BART was highly self-sufficient, but post-pandemic, BART has received about \$1.6 billion in federal emergency assistance, which is anticipated to last through early 2025.

She went over FY24 & FY25 total expenses and stated FY24 expenses have increased by approximately 7% from FY23.

She went over the FY24 Capital Sources and Uses budget chart and BART’s Fiscal Runway chart.

Katherine Alagar went over the five-year operating outlook starting from FY24 through FY28. She mentioned the main goal is closing the deficit gap by reducing and deferring expenses or minimizing expense increases. She mentioned BART will be increasing revenues with inflation-based fare increases in 2024 and 2025 and parking fee adjustments.

Annie Koruga asked about fare rate increases. Katherine Alagar mentioned that there will two fare rate increases that was passed by the BART Board of Directors. The first fare rate increase of 5.5% will be on January 1, 2024 and the second fare rate increase of 5.5% will be on January 01, 2025.

Clarence Fischer asked to clarify how much BART is in deficit for FY24 and FY25 and Katherine Alagar confirmed the deficit amount for FY24 and FY25 is about \$693 million.

Aleeta Dupree suggested to decrease the discount for seniors and people with disabilities to 50% from 62.5% to help with the deficit and Katherine Alagar stated BART is not going to change the discount for senior and people with disability in the near future.

5. BATF member nomination (s) and elections

Randall Glock introduced Daveed Mandell who is interested in becoming a BATF member.

Daveed Mandell introduced himself and expressed why he is interested in joining the BATF Advisory Committee.

Clarence Fischer moved to recommend Daveed Mandell as a BATF member. Roland Wong seconded the motion.

- Motion passes with five (5) in favor, zero (0) against, and one (1) abstention

6. Consider changes to the BATF By-Laws to simplify new membership requirements

Randall Glock led the agenda item and read part of the BATF By-Laws, Article IV – Membership under, “Nominations and Selection Process”:

- Out of four consecutive meetings, an interested applicant must attend three and then apply for membership. Applicants must be endorsed by the members of the BATF through a majority vote. Their names are submitted by the BATF staff liaison to the BART Board of Directors for final approval. The BATF staff liaison then notifies the applicant of the Board’s decision regarding their application.

Clarence Fischer mentioned he would like to keep the current member’s selection process because this will test whether potential member(s) are serious. Randall Glock and Janice Amigo Brown agreed with Clarence Fischer.

Ronald Wong mentioned attending three out of four meetings takes a long time and he suggested to change to, ‘attend two meetings within three months,’ to speed up the process and keep the potential member(s) interested.

The members did not recommend any change to the By-Laws.

7. Review and approve BATF recruitment flyers to hand out during BART's outreach events

Randall Glock led the agenda item.

BATF members reviewed the BATF recruitment flyer to be passed out during BART's events.

BATF members suggested to post the BATF recruitment flyer under bart.gov.

Clarence Fischer motioned to approve the BART recruitment flyer as is. Roland Wong seconded the motion.

- Motion passes with six (6) in favor, zero (0) against, and zero (0) abstention

The motion passed unanimously.

8. Discuss and approve BATF Holiday Reception on December 13, 2023.

Randall Glock led the agenda item.

Clarence Fisher felt that in the past, having the holiday reception has been productive to connect with BART staff along with meeting BART Board of Directors.

Randall Glock confirmed that there will be a one-hour meeting and then the holiday reception would follow.

Elena Van Loo mentioned the holiday reception will be at the BART Headquarters Board Room at 2150 Webster Street in Oakland, near the 19th Street BART station.

Clarence Fischer motioned to have the BATF Holiday Reception on December 13, 2023 at BART Headquarters, Board Room. Roland Wong seconded the motion.

- Motion passes with six (6) in favor, zero (0) against, and zero (0) abstention

The motion passed unanimously.

9. Member Announcements

Clarence Fischer shared the BART Board of Directors approved an item to increase the travel stipend for members of BART Advisory Committees to match the same rate of increase as rider fares. He mentioned the first increase of 5.5% will start on January 01, 2024.

10. Staff Announcements

Director Robert Raburn announced on August 1st, 2023, BART Police will be hosting National Night Out to enhance community outreach and stated everyone is welcome. National Night Out will happen at two different BART Stations - Powell Street and Fruitvale BART Stations.

Elena Van Loo announced that yearly nominations and elections for Chair, Vice-Chair, and 2nd Vice-Chair are scheduled for September. Interested members may reach out to staff.

Elena Van Loo shared that Gerry Newell resigned as a BATF member and mentioned there are now ten (10) elected BATF members with eight (8) available spots.

Elena Van Loo mentioned that July is Disability Pride Month. The Americans with Disabilities Act (ADA) passed in 1990 and celebrating its thirty-third year.

Sabrina Baptiste introduced herself from BART's Office of Civil Rights (OCR).

11. Chairperson Announcements

Randall Glock asked BATF members and members of the public to reach out recruit potential BATF members.

10. Future Agenda Topics – Member Suggest Topics

- Next generation faregate update
- Wayfinding update

11. Adjournment

The meeting adjourned at 3:31 pm until the next regularly scheduled meeting, August 24, 2023 at 2pm.

BATF

Safe routes to BART,
Cycle 3

AGENDA 4



Safe Routes to BART (SR2B) Grant Program Cycle 3 Update

August 24, 2023

BART Accessibility Task Force



BART Station Access Policy Goals



A. Safer, Healthier, Greener

Advance the region's safety, public health, and greenhouse gas (GHG) and pollution-reduction goals.



B. More Riders

Invest in station access to connect more riders cost effectively, especially where and when BART has available capacity.



C. More Productive and Efficient

Manage access investments, programs, and current assets to achieve goals at the least cost.



D. Better Experience

Be a better neighbor, and strive for an excellent customer experience, including on the first and last mile of the trip to and from BART stations.



E. Equitable Services

Invest in access choices for all riders, particularly those with the fewest choices.



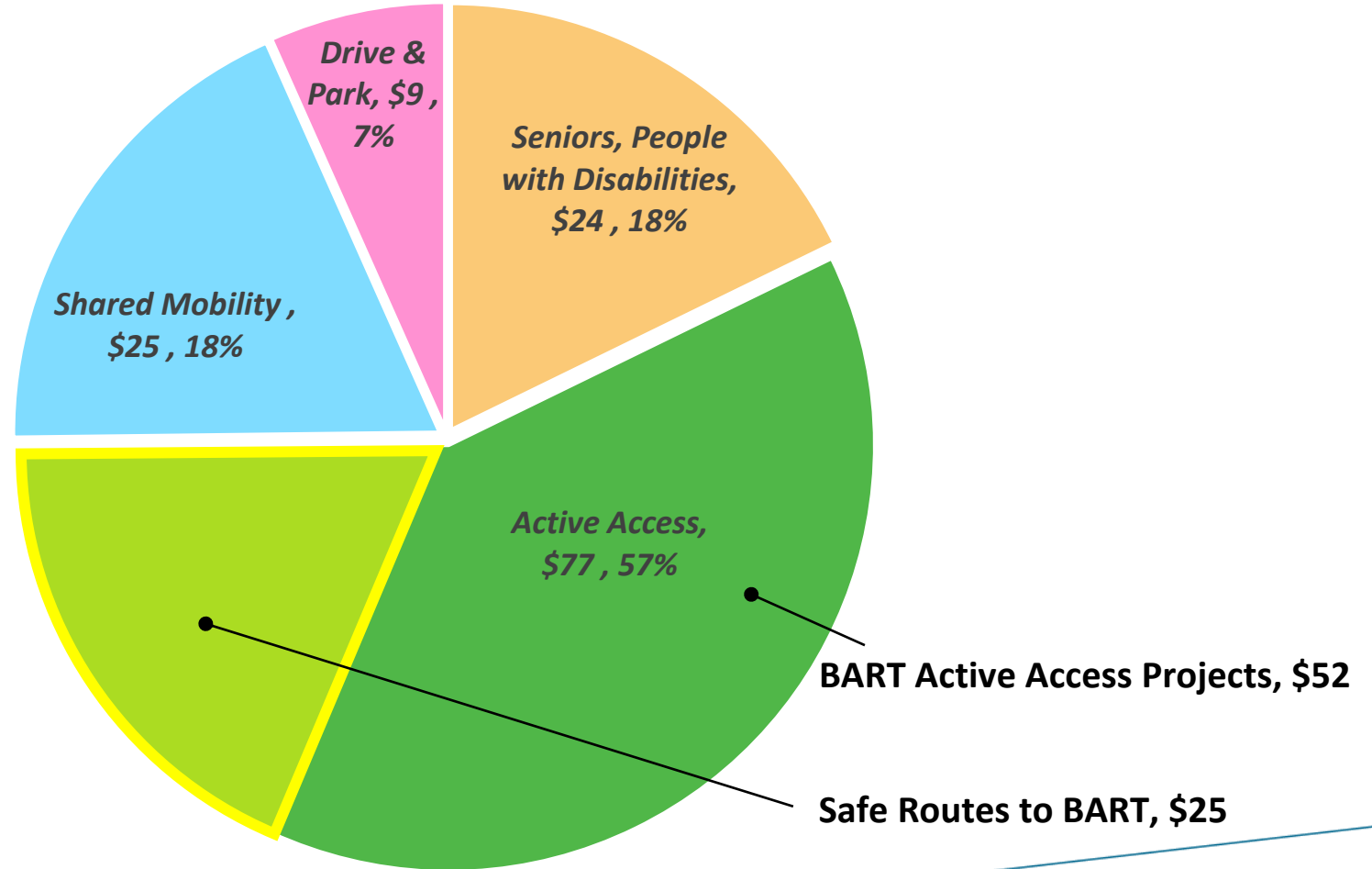
F. Innovation and Partnerships

Be an innovation leader, and establish durable partnerships with municipalities, access providers, and technology companies.

BART Board adopted June 9, 2016

Intended Allocation by Mode (\$135 M)

- Access program is 4% of \$3.5 B Measure RR funds
- Invest to meet:
 - Station Access Policy Goals
 - Mode share targets



Safe Routes to BART Program

- Overview
 - Fund active access capital projects on city and county streets that support BART's Station Access Policy
- Program Goals
 - **Project readiness** to quickly deliver projects that help riders access BART
 - **Leverage** funding from other sources
 - **Connectivity and mode shift** that transitions riders away from driving in favor of walking and biking
 - **Customer experience** enhancements that enrich rider comfort, personal safety, and sense of place
 - **Equitable** access for disadvantaged communities
 - **Complete communities** that promote transit-oriented development
 - **Partnership** with local agencies to create more sustainable communities

SR2B Cycles

Call for projects

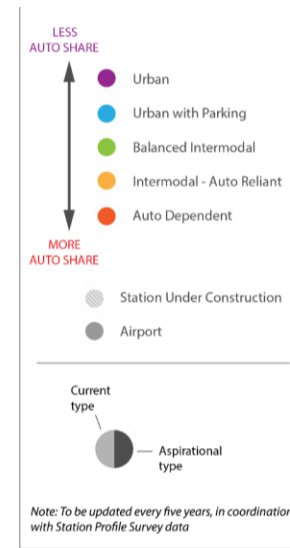
- Cycle 1: May 2020
- Cycle 2: January 2023

Awards: \$500K to \$1.5M

Added requirement in Cycle 2

- Proof of authority over right-of-way to implement project elements

| Cycle | Project | Agency |
|-------|---------------------------------------|------------|
| 1 | Iron Horse Trail Bridge | Dublin |
| 1 | 5th Street Improvement | SFMTA |
| 1 | Ped/Bike Connectivity | Pittsburg |
| 1 | Walnut/Liberty Protected Intersection | Fremont |
| 2 | Complete Streets Improvement | El Cerrito |
| 2 | Walnut Ave Bikeway Phase II | Fremont |



SR2B Cycle 3 Basics

- Funding
 - Cycle 3/Final Cycle: ~ **\$16M**
 - Funding awards between **\$0.5M and \$3M**
 - Funds must be used for **construction or construction management**
- Proposed Project
 - 1 submission/applicant/cycle
 - Co-sponsoring with one or more agencies allowed
 - Project types
 - Walking and/or biking improvements per BART station
 - One intervention that covers two or more stations (lighting is an example)
- Successful applicant's responsibilities
 - Permitting, environmental, construction, operations and maintenance

Eligibility

- Applicants must:
 - Be public agencies in Alameda, Contra Costa and San Francisco counties
 - Have a **minimum match** for the Proposed Project of **30%**, not including staff time
 - Have proof of authority over elements of Proposed Project requesting SR2B funds
 - Demonstrate support within their agency and from the community
 - Demonstrate support from a Citizen Committee or Advocacy Organization
 - Have a funding plan for the Proposed Project
- The Proposed Project must:
 - Be located fully within Alameda, Contra Costa and San Francisco counties
 - Help meet BART adopted goals and targets
 - Have design review construction documents completed to **at least 35%**
 - Have a delivery plan with schedule and major milestones
 - Up to 3.5 years of award date
 - Up to 1.5 years from construction NTP
- Proposed Projects may be part of a larger project

Eligible Improvements and Examples



Eligible Costs

- Eligible costs
 - Construction only
 - May include construction management
 - Directly related material, equipment rental
 - Fixtures (permanently affixed)
 - Labor charges directly related to construction
 - Permit fees
- Ineligible costs
 - Work conducted prior to funding agreement
 - Feasibility and planning studies
 - Design
 - Operations & maintenance
 - Costs not directly related to construction
 - Equipment that can be moved (computers, chairs)
 - Grant administration

Application Evaluation Criteria

| Selection Criteria | Station Access Policy Goals | Weight |
|---|--|--------|
| A. Project Readiness | C. More Productive & Efficient | 20% |
| B. Leveraged Funding | C. More Productive & Efficient | 10% |
| C. Connectivity and Mode Shift | A. Safer, Healthier, Greener B. More riders D. Better Experience | 20% |
| D. Customer Experience, Safety and Security | D. Better Experience | 15% |
| E. Equitable Access | E. Equitable Services | 15% |
| F. Complete Communities | D. Better Experience B. More riders | 10% |
| G. Partnerships | F. Innovation & Partnerships | 10% |

SR2B Cycle 3 Schedule (Tentative)

- Inquiry Forms were due August 10
- Call for Projects: Late September 2023
- Pre-Application Webinar/Q&A period: October 2023
- Application Deadline: November 2023
- Award notice: Winter 2023/24
- Funding agreements: Winter/Spring 2024

Visit www.bart.gov/sr2b for more info
Email: sr2b@bart.gov



BATF

Title 6 overview

AGENDA 5



OFFICE OF CIVIL RIGHTS

August 2023

Presentation to the BART Accessibility Task Force



Agenda

1. OCR Team
2. Division Purpose
3. Civil Rights Act of 1964
4. Title VI & Environmental Justice Policies
5. Link21 Megaregion Program
6. Discussion

Introductions



OCR Team

BART's Office of Civil Rights

- Maceo Julio Wiggins, Director
- Sabrina Baptiste, Sr. Manager
- Javieree PruittHill, Manager Title VI Environmental Justice
- Tim Lohrentz, Acting Equity Program Administrator
- Jay Jackson, Sr. Title VI & Environmental Justice Analyst
- Trent Alvarado, EEO Analyst II

Division Purpose



Purpose

The equity division of the Office of Civil Rights strives to provide access and compliance to internal and external stakeholders of the BART Community.

Civil Rights Act of 1964 – Title VII



Civil Rights Act of 1964 – Title VII

Equal Opportunity

Title VII of the Civil Rights Act, as amended, protects employees and job applicants from employment discrimination based on race, color, religion, sex and national origin. Title VII protection covers the full spectrum of employment decisions, including recruitment, selections, terminations, and other decisions concerning terms and conditions of employment.

How to effectuate change through compliance

- EEO Program – investigations and training.
- Thought partner to HR and other divisions on Title VII strategies.
- DEIB Initiatives and Strategies:
 1. Equity-Centered Leadership
 2. Workplace Behavior/Norms
 3. Equity Resources
 4. People Operations & Systems
- BART Employee groups
 - Employee Resource Group
 - Equity Task Force

Equity Programs and Initiatives

- Link 21 which is our Megaregion program

Title VI & Environmental Justice Policies



Title VI & Environmental Justice Policy

Title VI of the 1964 Civil Rights Act prohibits BART from spending federal funds on projects in a way that causes discrimination on the basis of race, color, and national origin.

Title VI & Environmental Justice Policy

The Title VI division ensures all of BART's programs and initiatives are accessible to all of our customers, regardless of race, color, national origin, socioeconomic status, or access to language proficiency. Whether it's a major schedule change, a fare increase, a planned service disruption, or even the purchase of BART's new fleet of train cars, our goal is to make sure every person we serve has the ability to participate in BART's decision-making process.

BART's Title VI – Environmental Justice Policy

- BART's Environmental Justice (EJ) Policy - It is the policy of the District that no segment of the population shall, because of race, ethnicity, national origin, or socioeconomic characteristics, bear a disproportionate share of adverse effects, nor be denied equal access to benefits resulting from changes to District's services, capital programs, plans or policies

Link 21 Megaregion Program



Link21: A New Transbay Tunnel

- Transportation through or across the San Francisco Bay is a major impediment to regional transportation
- A new transbay tunnel will provide another link between San Francisco and the East Bay (Oakland) and the entire megaregion
- Could be standard gauge (i.e. Capitol Corridor) or BART gauge

Environmental Justice Process on Link21

- 2023 to early 2024
 - Identify and avoid any serious adverse impacts, among the 6 exploratory concepts, considering environmental, engineering, social, and cultural impacts
 - Identify and advance concepts benefiting EJ Communities
- Mid-2024
 - In-depth work with communities to define the details of the selected concept
- 2025-2026
 - Work with specific communities in impacted areas to identify impacts and mitigation of the project:
 - Minimize or mitigate disproportionately high and adverse human health and environmental effects
 - Co-Creation process
 - Develop a Community Benefits Program

BATF

Accessible transportation
overview

AGENDA 6

Accessible Transportation Overview
Presented By Daveed Mandell
BART Accessible Task Force (BATF)
August 24, 2023

- Member, Transportation and Pedestrian Environmental Access
- Committees, American Council of the Blind (ACB)
- Member, Transportation Sub-Committee, California Department of
- Aging and Community Living Advisory Council (DACLAC)
- Chair, Ad Hoc State Accessible Transportation Definition Workgroup
- Member, Governmental Affairs Committee, California Council of the Blind
- Member, Bart Accessibility Task Force
- Member, General Manager's Access Committee, AC Transit
- Member, San Francisco Senior and Disability Workgroup
- Member, Board of Directors, California Council of the Blind

Introduction: Accessible Wayfinding

First and foremost, accessibility is a civil and human right. For most people with disabilities, accessibility means independence, spontaneity and freedom of movement. When a transit network is fully accessible, anyone should be able to navigate it without assistance. To date, no transit network in this country is fully accessible or universally designed. Regrettably, for the most part, accessibility is too often treated as merely an afterthought. Shockingly, current federal law does not require accessible wayfinding.

There is a legal concept in the Americans with Disabilities Act (ADA) known as effective communication. We believe that effective communication includes accessible wayfinding. All information given to nondisabled people must be provided to people with disabilities. Currently, this is not happening. Most public transit advocates talk about the need for, and the right to, affordable, reliable, frequent and predictable public transit. However, accessibility goes far beyond those requirements. Many questions and concerns come to mind.

Let's first consider fixed-route transit. Later on, we will talk about ADA paratransit:

- Is fixed-route transit available whenever you want or need it? Quite often, transit riders are like Cinderella, rushing to catch the coach before it turns into a pumpkin at midnight.
- Is fixed-route transit easily reachable? Or do you have to walk on sidewalks filled with cracks, and cross a busy 5-lane street filled with potholes, to reach your bus stop? Are there sidewalks where you live? Are bus stops miles apart or fairly close together? Is your bus stop easy to locate?

- Is fixed-route transit easily rideable? How easy is it to find the fare box or card reader? Can you easily find a seat or the exit door? Does your transit agency offer frequent local service and direct routes to many sought-after destinations, such as grocery stores, senior centers and medical buildings?

Can you easily:

- locate subway station entrances?
- navigate the concourse to the fare gates?
- pay for your ride and enter the area that leads to the platforms?
- go from the concourse to the platforms?
- find where to catch your train?
- enter the train and find a seat?
- exit the train and find the correct escalator, staircase or elevator?
- locate the exit gates?
- locate the correct station exit?

Above all, it's important to remember that a transit network starts from your door or origin and ends at your destination's door. It does not start or end at the bus stop or subway station. In other words, a transit network encompasses and includes the neighborhood's infrastructure.

What Is Accessible Wayfinding:

- Websites, mobile applications, printed materials and/or signage, including tactile and large print maps, that provide information and schedules regarding the location of bus stops or routes, subway and train station entrances and exits, and the location and/or status of transit vehicles.
- Textures, electronic beacons, design concepts, or any other product, service or procedure that is utilized to provide navigational assistance to, from or within a transit network.
- Websites and electronically prepared documents must meet all applicable provisions of Section 508 of the Federal Rehabilitation Act, or Level AA success criteria set forth in the Web Content Accessibility Guidelines (WCAG), whichever offers the greatest accessibility for people with disabilities.
- Printed information that is designed to be public-facing, or that is likely to be requested by a member of the public, must be made available upon request of a person with a disability in an alternate format that is accessible to that individual. In accordance with ADA requirements, consideration should be given to providing the

document in the format requested by that individual; but if providing the document in the requested format is not practicable, the agency should work with the individual to provide the document in a format that is accessible.

- Facilities and signage must meet applicable guidelines set forth in the ADA Accessibility Standards, as promulgated by the US Access Board, and/or California Title 24 — whichever standard offers the greatest accessibility. Other products and technologies must meet all appropriate and applicable accessibility standards. However, at this time there are no comprehensive legal national accessible wayfinding standards in this country. There are only guidelines.

What Are Some Components of Accessible Wayfinding?

I have only scratched the surface in this presentation. It is important to understand that no transit agency in this country strictly adheres to the following requirements. We people with disabilities have much work to do.

Bus Stop Placement: Bus stops should be placed near accessible, safe intersections. They should be easy to locate, and should not be jammed up against news racks, parking signs, trees, garbage cans and other obstacles. They should have clear paths of travel and should not be placed in congested areas. We still don't know how to easily identify floating bus stops that are placed near boarding islands in the middle of the street. Some jurisdictions are installing accessible audible beacons to allow blind people to cross safely to these bus stops. Transit agencies must insist that all jurisdictions within their service areas comply with these requirements. It is the ultimate responsibility of these agencies to ensure that riders have easy and efficient access to all bus stops. Finally, transit agencies must provide one standardized pole for all bus stops.

Bus Stop Displays: All bus stop displays should be easily reachable and fully accessible. They should provide both visual and audible information. The audible information should be identical to what is offered visually. Information should be provided in several languages.

Bus Stop and Train Locations: Customer Service agents must be adept at giving clear, accurate information about where bus stops and train stations are located, including transfer points, entrances and exits. Wherever possible, they should provide cardinal compass directions. They must also give information about transferring from one vehicle to another, and at which stops and/or stations.

Automated Computer/Phone Information Systems: In addition to accessible websites and mobile applications, several transit authorities offer automated computer/phone information systems, such as Transportation Authority of River

City (TARC) in Louisville, KY, and Minnesota Valley Transportation Authority (MVTA) in Minneapolis. Using such systems, riders can obtain a list of all routes, choose a route and follow it virtually in either direction, and choose a stop to hear expected arrival times. Those systems are available 24/7/365.

Tactile Bus Stop Indicators in the Built Environment: Countries, such as Australia, have for decades embedded tactile directional bars in sidewalks to alert blind people that they have reached a bus stop. These bars, which are easily felt under foot or cane, lead to adjacent bus stop poles that contain accessible displays. The U.S. is just beginning to adopt these essential tactile bus stop indicators.

Smart Phone Applications: Many countries, and several U.S. transit authorities, have adopted smart phone applications that map bus stops, light rail and subway stations digitally and convert this data into easy-to-follow, accurate audible directions for locating bus stops, light rail stations, and subway entrances and exits. These directions guide people within and around stations, to and from platforms, and surrounding points of interest, such as stores and coffee shops.

The Washington (DC) Metropolitan Area Transportation Authority (WMATA) is currently making its entire Metro system and one thousand bus stops fully accessible, thanks to a digital mapping application called Waymap, developed in the UK, which requires no internet, Bluetooth, Wifi, or GPS. It is intended for everyone, not just people with disabilities. Waymap (www.waymapnav.com) relies only on the sensors built into smart phones.

Accessible Websites and Mobile Applications: It is essential that websites and mobile applications be fully accessible and work with all screen readers and magnification programs on computers, tablets and smart phones.

Braille and Raised Print Placards: It is essential to affix braille and raised print placards on bus stop displays for people who are deaf-blind. Because braille and raised print take up much more space than regular print, the most pertinent and relevant information must be included, such as bus numbers, which is not an easy decision to make. These placards should be affixed to all bus stops.

High-Contrast Indicators and Large Print: People with low vision require high-contrast bus stop indicators and large print information on bus stop displays.

Signage for Wheelchair Users: Bus stop signage should be low enough to allow wheelchair users to easily read it. In most cases, redundancies should be provided, so that ambulatory riders don't have to bend down to read it.

Bus Stop Information for Cognitively Disabled Individuals: Some people with cognitive disabilities require symbol- or pictorial-oriented bus stop information.

Bus Stop Information for Deaf People: Many deaf and hard of hearing people

prefer video-oriented bus stop information, as opposed to document-oriented information.

Let's turn now to ADA paratransit. Paratransit riders gave up their lord to spontaneity when ADA paratransit was established. That's because paratransit riders can't come and go whenever and wherever they wish. In fact, ADA paratransit has many glaring inequalities:

- Only paratransit riders have to make advanced reservations. No same-day rides for them!
- Only paratransit riders have to pay at least twice as much as nondisabled fixed-route transit riders.
- Only paratransit riders have no predictability. They never know exactly when they will be picked up or dropped off. They don't know how many people will share the ride with them, or how long it will take to reach their destinations.
- Hundreds of thousands of disabled people throughout the country are routinely denied paratransit altogether if they don't live or work within 3/4 of a mile of a functioning bus route or rail line.

The trend now is to offer paratransit on demand through a transportation network company, such as Uber, Lyft or a TNC specifically designed to provide paratransit, such as Uzurv.

Some transit agencies offer supplemental paratransit on demand, while others are trying to replace the current extremely inequitable and outmoded ADA paratransit model with paratransit on demand. The Transportation Research Board, which is affiliated with the National Academy of Sciences, has recently published a report on 18 jurisdictions that offer paratransit on demand.

Conclusion: Final Thoughts

Please keep in mind that ADA requirements are minimal and inadequate. They are the floor, not the ceiling. We must expect and demand that all local and regional transit agencies throughout the Bay Area and the nation provide programs, services, facilities and vehicles that are well above ADA requirements, and nothing less.

All wayfinding information technologies and strategies, whether based on products, services or procedures, must be developed with ongoing input from all communities intended to be served by transit agencies, including traditionally underserved communities, communities of color, economically disadvantaged communities, older adults, people with disabilities, individuals and organizations that provide support or services within these communities, and professionals with expertise in areas relevant to accessible wayfinding.

The Bay Area's and the nation's public agencies can and must do better in promoting and providing full public transit accessibility and insuring equity for people with disabilities and older adults. As eminent accessibility consultant Ron Brooks has stated, people with disabilities should be able to take all forms of public transit with no more effort, time and cost than people without disabilities.

In closing, it is time for the public transit industry to accept the fact that only we people with disabilities, who comprise some 20 to 25 percent of the nation's, the Bay Area's and San Francisco's population, have the necessary lived experience and the knowledge of what is required to make the world fully accessible to us.

BATF

New committee member
nominations

AGENDA 7

BART ACCESSIBILITY TASK FORCE (BATF)

MEMBERSHIP APPLICATION FORM

Name of applicant: **Annie Koruga**

3. EXPERIENCE AND SKILLS

3.a. Names and purposes of boards, commissions, or task forces you currently serve on or have served on and its relevancy to serving on BART's Task Force (BATF). Please indicate dates of service and the positions you held, if any:

- Young Democrats of America — National Disability Caucus, Executive Board (2023-present)
- Student State Senate of California Community Colleges — Board of Directors (2023-present)
- Associated Students of Ohlone College — Senior Senator of Social Sciences (2021-present)
- Fremont for Everyone — Steering Committee Member (2021-present)
- Fremont Unified School District: SRO Review Taskforce — Member (2020)
- Fremont Youth Advisory Commission — Member (2019-2020)

3.b. Why do you want to serve on and what skills do you bring to the BART Accessibility Task Force (BATF):

I have been deeply involved in both governance and advocacy work and understand the sometimes difficult and complex process of realizing the values we all hold so dear, while working through the realities of often complex and slow-moving governance procedures. On the governance side, I have previously served on both Fremont Unified School District and City of Fremont commissions. I am a proud former member of the Fremont Youth Advisory Commission.

Additionally, I am the Legislative Affairs Director for Region IV and a member of the Board of Directors for the Student Senate of California Community Colleges. I serve as a Senior Senator of Social Sciences at Ohlone College and sit on the Curriculum Committee and Faculty Senate. During my time in these positions at Ohlone College, I have worked to ensure equitable practices in curriculum adoption procedures, adequate data collection for the Student Equity Plan, and that the student cafeteria accepts CalFresh.

On the other hand, I understand that passionate advocates must sometimes urge governance structures to take a more just approach, more expediently. To that end, I have served in many capacities as an advocate. I sit on the Steering Committee of Fremont For Everyone, a housing advocacy organization in our community which has recently engaged on Fremont's Draft Housing Element, respectfully suggesting tweaks and additions to that document, especially around mobility, and transit integration. I also am a member of the Alameda County Coalition for Fair Redistricting, an organization which seeks to end gerrymandering, Urban Forest Friends, a local urban forestry organization, and serve as the secretary of Niles Discovery Church's Ministry of Social Concerns.

3.c. How would your membership assist in establishing communication with the disability community:

I am interested in exploring accessibility in broader terms, especially in economic terms and for students. If BART fares are not affordable, BART is not accessible. If BART does not run when certain riders (such as those who work the night shift) need it to, BART is not accessible to them. If BART does not coordinate transfers with other systems to ensure riders can get where they need, BART is not functionally accessible to many would-be riders.

Many of these systemic issues disproportionately impact marginalized communities who rely on BART, and other public transit services as their main method of transportation — including the disability community. I have deep ties to, and involvement in communities where many rely on public transit, such as the student community. Additionally, I have ties to the disability community, though my being on the Executive Board of the YDA Disability Caucus.

Signature of Applicant: Annie Koruga **Date:** 08/10/23

NOTE: This page will be shared with BATF Advisory Committee Members and Members of the Public