

SAN FRANCISCO BAY AREA TRANSIT DISTRICT ACCESSIBILITY TASK FORCE

Minutes

September 25, 2014

1. Self-Introductions of Members

Members present: Randall Glock; Janet Abelson; Janice Armigo Brown; Peter Crockwell; Hale Zukas; Clarence Fischer; Gerry Newell; Herb Hastings; Alan Smith; Larry Bunn; Roland Wong; Marina Villena; Megan O'Brien; Brandon Young;

Members not present: Don Queen; David Jackson

Staff: Ike Nnaji; Bob Franklin, Crystal Raine; Elena VanLoo; Mark Dana; Mike Forte; Zecharias Amare; Ric Rattray; Fred Edwards

Directors, Speaker(s), Guest Staff, and Guests of the Public: Jerry Grace; Robert Raburn

2. Public Comments

Jerry Grace thanked BART Police for helping him out during a recent incident at BART.

3. Approval of Minutes of August 28, 2014 Meeting

Alan Smith recommended two changes:

- A. MacArthur Garage: There are more parking spaces than what is required. Mr. Smith said it was more ADA parking spaces than what is required.
- B. Warm Springs: There will be minor grooves in the concrete before the slope down to the curbcut.

Clarence Fischer moved the approval, Herb Hastings seconded the motion. The approval passed unanimously, with Gerry Newell abstaining.

10. Project Status Report – General Disability Awareness

Crystal Raine introduced the new Community Service Officer from Contra Costa County.

4. eBART Security Issues

It will be 3 years until the station is open. The planning and concept is being developed now. An animation video was shown. It displayed the artwork of the delta by Antioch, a pedestrian overcrossing to get to the train. The DMU train has 1-3 cars, based upon demand. From Pittsburg/Bay Point, the train headed 5 miles east, where passengers would arrive at Railroad Avenue. Passengers enter at grade and go down to the platform.

At Antioch, there are accommodations for parking and buses, with ADA accessible pathways and parking, taxi stands, and ADA drop-off zones.

At Antioch, there is an entryhouse, with an overcrossing. There will be provisions in place for escalators in the future. The facility will have a police room and

restrooms. There will be about 1000 parking spaces, with Closed Circuit video cameras, which will also cover the faregates.

Concerning safety: it will meet BART Police Department's standards, with additional police coverage during the evenings. Cameras will be visible by Antioch Police, BART Police, and eBART maintenance. There will be 9 courtesy phones and 6 emergency call boxes. There will not be a station agent, but will be an overlay of staff. Bathrooms will be open only during peak hours. BART Police added Beat 27 for North Concord/Pittsburg-Bay Point/Antioch.

Gerry Newell was concerned about security and the lack of staffing. Staff said that passengers can call the agent if there is a Clipper problem and also access the new BART Watch App for problems.

Megan O'Brien asked why there weren't escalators. Staff responded that in the Light Rail Model, there are no escalators due to the forecasted demand.

Janice Amigo Brown said that the platform is open, airy and loud. How do you use a phone if loud? TTY phones will not currently be available on site.

Roland Wong said elevator use will be a lot. One per side will be a concern.

Clarence Fischer had security concerns. There station agents taken away at a few BART stations (North Berkeley, Rockridge, and West Oakland), but then reinstated. He advocated to put in a station agent.

BART staff explained the communication system. eBART will have its own control center, but will be in contact with BART's operation control center. When trains arrive and depart, there will be timed transfers in all scenarios.

Hale Zukas asked about the location of the elevator. BART staff explained it is in the middle, on both sides of the overpass.

Janet Abelson said there is a high failure rate for Accessible Faregates. She asked for a reader since there is no Station Agent. What happens when Clipper fails? She also asked about the bus bay capacity for buses and on trains. Fred Edwards said there will be enough capacity, and can add a 3rd car if necessary. Each train can hold up to 600 passengers, with a 15 minute headway.

Herb Hastings asked why there aren't there any escalators? The capital costs and the maintenance were the reasons that escalators have not been added to the initial design.

Clarence Fischer wanted to know the capacity and size of the elevators. Staff responded that they are large enough to accommodate wheelchairs and passengers.

Hale Zukas asked how many cars were ordered. Staff said 8 cars.

5. Video Phone Presentation

The Deaf expert for the Video Phone did not attend and this item will be re-scheduled.

6. Passenger Communication

Fred Edwards provided an update.

Why don't Train Operators let passengers know if the doors open on the left or right? The operators announce when there is a difference, other than the normal procedures.

Randall Glock asked what controls door openings? Staff responded that doors open when auto mode. If the train is not in auto mode, the cab car goes to the end of the platform, so that no cars are overhanging the back of the platform and the doors cycle in a manual mode.

Fred Edwards responded to questions from Gerry Newell. If the train arrives at another platform than usual, the train operator is instructed to make announcements, as well as to tell how to get to the transfer location and which side the doors will open on.

Hale Zukas asked if DC Metro tells you which side the doors open on. Staff responded that they didn't know, although Atlanta and New York do not tell. Larry Bunn asked if the intercom is connected to speakers and if the speakers are not working. Staff said to go to the intercom and ask the train operator if they are making announcements. You can also report the car number to the train operator so that they can report the problem.

Clarence Fischer had questions about the Digital Sign System (DSS) for the deaf. Staff said that if an audio announcement is made from central, then message is also visually displayed on the platform train destination sign. When a train arrives at an out of the ordinary platform, the train operator does hold the train until all passengers have boarded.

Clarence also asked when the train is in manual mode with only 3 or 4 cars, why does the train operator pull the train to the end of the platform? Staff said it is for safety reasons, and a CPUC requirement, so that all cars can off-board onto the platform and that there is no chance that any cars will be "hanging" past the back end of the platform.

Staff also said that a train operator can speed up a door closing by up to 5 seconds, but can't move if passengers are still entering and exiting the trains.

Megan O'Brien said she relies on the DSS. Can BART use a message board to communicate with passengers? Staff said that there is too little time to manage all the changes, as when re-routing occurs, there are many changes that occur quickly. The new fleet will have wifi and will be able to display messages on the train.

Gerry Newell asked what to do if he had any complaints. Staff said you can call customer service or communicate with the station agent, who has forms for complaints.

7. District Accessibility Project Manager

Carl Orman was introduced as the new District Accessibility Project manager. He spoke about his background. He graduated from Rutgers University with a civil engineering degree in 1992. He has a professional license, with experience in Highways, bridges, Rail, and Airports. He has been at BART for 15 years, including 7 years in civil engineering. He worked with his predecessor, Jeff Garcia, on ADA issues: paths, compliance, ADA issues, area enclosures and the Orinda retrofit.

He wants to come to the BATF during early stages of the projects, including BATF updates.

He spoke about the Daly City new platform edge tiles, with a new code for in-line truncated domes. He had a working group with Scott Blanks, Sarah McIntire, Alan Smith, Elena Van Loo, Randall Glock, and Bob Franklin. Scott Blanks said he was unable to differentiate between the in-line truncated dome pattern compared to the diagonal design.

The directional bar tiles are 1' x 3' now at the 4 center doors.

He is also working on a hearing loop / t-coil pilot, which he will be bringing back to the BATF committee.

Roland Wong asked him to bring samples of the tiles when he presents next about the new ADA requirements, per California standards.

Carl Orman also said that the new design for the truncated dome pattern has the domes more widely arranged, which will make it easier for wheelchairs to traverse.

Hale Zukas strongly objected to the expansion of the directional bars being expanded from 1' x 3' to 3' by 3', as it will create a barrier for wheelchairs.

Janet Abelson also said that it is very difficult for wheelchairs to go over the directional bars.

Hale Zukas questioned the interpretation of the code. Carl Orman said that he would relook at the code.

8. Election of Chair and Vice Chair

After discussions, the vote for Chair occurred, with Alan Smith receiving 11 votes and Gerry Newell receiving 1 vote.

For Vice Chair, Janice Amigo Brown declined nomination. Randall Glock was unanimously elected Vice Chair.

Herb Hastings complemented Randall Glock on his 3 years as Chair. Alan Smith said that Randall was a wonderful mentor. Peter Crockwell said that both Alan Smith and Randall Glock have done a fabulous job.

9. Platform Orientation Training

Randall Glock asked if we want to do this.

Roland Wong said yes and began the discussion of where this could occur. 19th Street is the usual location, but SFO was also suggested, as it has an unused platform.

Janet Abelson said SFO is too far away and 19th Street is central.

Clarence Fischer suggested 12th or 19th Street.

Brendan Young and Gerry Newell also suggested SFO is too far.

Ike Nnaji said the whole safety department is involved.

10. Project Status Reports

Oakland Airport Connector: Mike Forte from BART staff provided an update.

There will be a long escalator with a canopy and a large elevator. There will also be an art glass installation, which is now complete, with embedded graphics.

The travel distance is 3.2 miles with 18-20 seconds in the middle as the connector switches cables. There will be 3 accessible faregates and 8 other faregates. Staff provided an overview of the wayfinding, as well as a schedule for

when the system would be open to the public, currently scheduled for mid-December. BART is working with the Oakland Airport to coordinate wayfinding at the Airport station, with wayfinding on pillars and overhead signs. The path from the connector to the airport will share a common crosswalk between the station and the terminal.

There will be a dynamic station sign with real time departure information. A 4"x20" dynamic sign will be in each car that will match public address announcements.

A picture of the new train was displayed, which is 70', the same dimensions of a BART car.

Randall Glock asked for an early tour. Staff said that the PUC had to approval the system for public safety first.

Alan Smith asked for an early tour by November. Staff said that just the platforms will be available for viewing by that time.

Gerry Newell asked if the new system would accept Clipper. Staff said that the fare medium was the same as for BART, so yes, Clipper would be accepted for fare payment.

Herb Hastings asked if there could be a station by the wheelhouse.

Janet Abelson asked if there was a pause at this wheelhouse.

Staff responded that there was an 18 second delay.

Hale Zukas made a grammatical correction of the sign that read "1 minutes."

Clarence Fischer asked if you can buy tickets at the Coliseum and at the Airport. Staff said that there will be announcements made at the station and on the train and in posters on the train.

19th Street: The canopy project has started, with signs in the station. The 18th Street exit needs more tape to hold up the sign. The completion date is late December. Ike Nnaji said blind passengers were hitting the easel. Gerry Newell had a complaint about a hanging sign at Subway.

eBART: The request for grooves before stairs will happen according to BART staff.

Walnut Creek: The red curb in the front of the station has faded to pink. Crews are scheduling the repainting of the curb.

Union City: Shirley Ng is working on the path of travel and wayfinding during the construction.

Macarthur: The gate by ADA parking will be rolled up all the time. The decommissioned ADA parking stall by the exit has been fenced off. Curbs by the crosswalk from the garage to the station will be painted. The stairs have not been painted yellow yet. The new painted red line in front of the yellow curb. The paint should be removed.

Berryessa: The station is going up. There are black truncated domes on city property. Randall Glock and Alan Smith want that changed to yellow truncated domes to conform with BART's color. Will discuss this on October 8.

11. Chairperson Announcements

With the email system in place, the BATF yahoo group will be disbanded.

12. Staff Announcements

Bob Franklin said he would contact Subway about their sign hanging about which Gerry Newell had complained.

13. Member Announcements

Brandon Young told about an event at Center for Independent Living on October 27, 2014 at 10am for GOTV. He has the flyer.

14. Future Agenda Topics

Elevator signage

15. Adjournment

The meeting adjourned to the next regularly scheduled meeting of **Thursday, October 23, 2013, at 2:00 p.m.**