

**AGENDA PACKET
AC TRANSIT
ACCESSIBILITY ADVISORY COMMITTEE (AAC)
REGULAR MEETING
TUESDAY, JANUARY 12, 2016
1:00 P.M.**

INDEX OF ATTACHMENTS

1. **Minutes from December 8, 2015**
 2. **Lines F and J: New Alternatives for Future Service**
 3. **Line 275 & Line 48 Demand Responsive Flex Service Pilot**
 4. **Lift/Ramp Road Call Report**
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MEETING LOCATION

**East Bay Paratransit Office
1750 Broadway
Oakland, CA 94612
1:00 P.M.**

Transit to AAC Meeting

**All AC Transit bus lines service downtown Oakland stops within walking distance of the meeting location.
This site can also be reached via BART to the 19th Street Oakland station.**

For additional information about the Accessibility Advisory Committee, contact Tammy Kylo, Secretary to the Committee, at 510-891-7175.

AGENDA
ACCESSIBILITY ADVISORY COMMITTEE (AAC)
EAST BAY PARATRANST OFFICE
1750 BROADWAY, OAKLAND, CA 94612
1:00 P.M., TUESDAY, JANUARY 12, 2016
REGULAR MEETING

AAC MEMBERS:

JANET ABELSON

SHIRLEY CRESSEY

STEVE FORT

JIM GONSALVES

LISAMARIA MARTINEZ

JAMES ROBSON

MARINA VILLENA

SCOTT BLANKS, CHAIR

PAMELA FADEM

SALEEM SHĀKIR GILMORE

YULI JACOBSON

DON QUEEN

WILL SCOTT

HALE ZUKAS, VICE CHAIR

1. Roll Call and Introduction of Guests
2. Order of Agenda
3. Approval of Minutes for December 8, 2015 [Attachment 1]
4. Follow-up on Draft 2016 Advocacy Programs (Estee Sepulveda)
5. Lines F and J: New Alternatives for Future Service (Michael Eshleman)
[Attachment 2]
6. Line 275 & Line 48 Demand Responsive Flex Service Pilot (John Urgo)
[Attachment 3]
7. Chair's Report
8. Board Liaison Report
9. Review of Lift/Ramp Road Call Report [Attachment 4]
10. Service Review Advisory Committee (SRAC) Report (Janet Abelson)
11. ACTC PAPCO Report (Hale Zukas)
12. Public Comments
13. Member Communications and Announcements
14. Staff Communications and Announcements
15. Set Next Agenda & Meeting Date
16. Adjournment

ATTACHMENTS:

Meeting Minutes: December 8, 2015	[Attachment 1]
Lines F and J: New Alternatives for Future Service	[Attachment 2]
Line 275 & Line 48 Demand Responsive Flex Service Pilot	[Attachment 3]
Lift/Ramp Road Call Report	[Attachment 4]

Staff to the Accessibility Advisory Committee:

Mallory Nestor-Brush, Accessible Services Manager	(510) 891-7213
Kim Ridgeway, Accessible Services Specialist	(510) 891-7261
Tammy Kyllo, Administrative Coordinator	(510) 891-7175

ALTERNATIVE FORMATS: AC Transit will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and preferred alternative format or auxiliary aid or service to Linda Nemeroff, District Secretary, AC Transit, 1600 Franklin Street, Oakland, CA 94612. Written requests will be honored for the calendar year in which the request was made, but must be renewed after January 1 for the next calendar year with the same information listed above.

SIGN LANGUAGE INTERPRETER: A sign language interpreter will gladly be provided for persons with a hearing impairment. If an interpreter is needed for a specific meeting, please call (510) 891-7175 at least **five days** prior to the meeting.

NO SCENTED PRODUCTS: Please refrain from wearing scented products at the meeting, as there may be persons present with environmental illnesses.

PUBLIC SPEAKERS: Speakers wishing to address subjects not listed on this agenda will be invited to address the committee under the “public comments” section of the agenda. Speakers who wish to address a specific agenda item will be invited to address the committee at the time the item is being considered. Time limitations: Individuals addressing the committee should limit their comments to three (3) minutes.

**ATTACHMENT 1
DRAFT MINUTES
REGULAR MEETING OF THE AC TRANSIT
ACCESSIBILITY ADVISORY COMMITTEE (AAC)
DECEMBER 8, 2015**

The meeting came to order at 1:01 p.m.

1. Roll Call and Introduction of Guests

AAC members present:

Janet Abelson	Scott Blanks, Chair
Pam Fadem	Steve Fort
Yuli Jacobson (arrived 1:41)	Lisamaria Martinez
Don Queen	James Robson
Will Scott (arrived 1:15)	Marina Villena
Hale Zukas, Vice Chair (arrived 1:07)	

AAC members absent:

Shirley Cressey (excused)	Saleem Gilmore (excused)
Jim Gonsalves (excused)	

Staff:

Mallory Nestor-Brush, Accessible Services Manager
Kim Ridgeway, Accessible Services Specialist
Tammy Kylo, Administrative Coordinator
Beverly Greene, Director of Legislative Affairs & Community Relations
Estee Sepulveda, Legislative Affairs & Community Relations
Mitra Moheb, BRT Senior Project Manager

Guests:

H. E. Christian Peeples, Board President
Catherine Callahan, Center for Independent Living (CIL)

2. Order of Agenda

The order of agenda was approved after the Committee agreed to exchange items 4 and 5, “Bus Rapid Transit Project” and “Report on Draft 2016 State/Federal Advocacy Program” respectively.

3. Approval of Minutes

MOTION: Fadem/Abelson approved the October 13, 2015 AAC meeting minutes. The motion carried by the following vote:

AYES – 6: Blanks, Fadem, Queen, Scott, Villena, Zukas
ABSTENTIONS – 5: Abelson, Fort, Jacobson, Martinez, Robson
ABSENT – 3: Cressey, Gonsalves, Gilmore

4. Bus Rapid Transit Project (BRT) Update

Mitra Moheb, BRT Senior Project Manager, reported on the BRT project with an emphasis on significant changes since the last presentation to the AAC. Items included and overview of curbside stations, median Stations, Accessible Pedestrian Crossings and intersections, Ticket Vending Machines (TVMs), and the Electronic Bus Arrival System.

Mitra explained that the final design was reviewed by the Department of State Architects who explained that there is no provision for truncated domes for BRT; however, if the project is treated like light rail, truncated domes are required. The BRT design will include truncated domes on each of the curbside and median stations. The original design was to have 24” of truncated domes and 36” of directional tiles, for a total of 5 feet. Because there was a concern of mobility devices having to travel and turn on these truncated domes, the truncated domes and directional tiles will be a combined total of 3 feet (2’ of truncated domes; 1’ of directional tiles).

The median stations are 12’ wide. 36 of the 46 curbside stations will have access on both ends. The other 10 will only have access on one side due to various factors (i.e. private driveway). The Electronic Bus Arrival System, which visually announces bus arrival times, will be available on each platform. At this time the BRT team will not activate the voice announcements due to noise concerns.

Mitra completed the presentation by reporting that the Request for Proposal was posted on November 13, 2015 and the Pre-Bid Meeting was held on December 1, 2015. The bid opening is January 6, 2016 and the start of construction is planned for late February – early March 2016 after approval and award by the AC Transit Board of Directors.

The Committee voiced concerns about the decision to not activate the voice announcements on the Electronic Bus Arrival System, including exclusion of the feature from individuals who are blind or low vision. Some suggestions to prevent any noise concerns were:

- Direct the speakers toward the street vs. toward homes/businesses
- Set the volume to louder during commute/peak times and lower at night

The committee would also like to have the public audio announcements on the platform option available along with audio (speakers) on the ticket machines. Mitra stated that she will bring the Committee’s concerns back to the BRT Team and will return to the AAC when there is more information to report.

5. Report on Draft 2016 State/Federal Advocacy Program

Estee Sepulveda, External Affairs Representative and Beverly Greene, Director of Legislative Affairs & Community Relations, presented the 2016 Advocacy programs to the Committee. The goal for 2015 was to secure a long term transportation bill. President

Obama signed the Fixing America's Surface Transportation Act (FAST Act) the first week of December, 2015; the focus is now reflected in the 2016 State and Federal Advocacy programs. Some of the key points the Legislative Affairs Department wanted to share with the AAC included:

- Support legislative or administrative action to remove State barriers so that Medicaid transportation funds can be used for public transit services, including ADA paratransit services.
- Support funding and coordination between Health and Human Service (HHS) agencies and other transportation agencies to provide services to HHS clients.
- Support efforts to provide funding for essential services including, but not limited to, services for access to work, school or medical facilities.
- Support FTA and Congressional efforts to make State of Good Repair for transit bus systems a strategic priority and include more funding.
- Advocate for American with Disabilities Act improvements.

Beverly concluded by stating that the Legislative Affairs Department appreciates the opportunity to present and receive feedback from the AAC on these advocacy programs.

6. Discussion of Upcoming AAC/New Bus Operators Classes

Kim Ridgeway, Accessible Services Specialist, reported that the AAC/NBO classes will resume in 2016 with the first meeting being Wednesday, January 13th. Kim said she would email the Committee members for two volunteers for this class.

7. Chair's Report

None.

8. Board Liaison Report

H. E. Christian Peeples, President, AC Transit Board of Directors, reported the following:

- The Service Expansion Plan (SEP) update will go to the Board December 9th. The Board plans to make a decision about implementing the SEP in January 2016.
- The District is applying for grants to procure 14 more Fuel Cell buses to bring the fleet to 26.
- The new CFO, Claudia Allen, was hired effective December 7, 2016.
- The Planning Department is continuing to work on the 51A/51B improvement project.

9. Review of Lift/Ramp Road Call Report

The Lift Ramp road call report covered the period of September 27 – November 28, 2015. There were a total of 14 road calls; 12 of which were chargeable.

10. Service Review Advisory Committee (SRAC) Report

Janet Abelson reported on the following items from the SRAC meeting held Tuesday, November 3, 2015:

- The SRAC received a report on a proposal to allow consumers to purchase paratransit tickets with a credit card. The proposal included a service charge that would be paid by the consumer. The SRAC instructed staff to research other options or companies to avoid a surcharge for the consumer.
- The Interactive Voice Response (IVR) system has been activated and began making night before reminder calls for all demand service paratransit rides in November 2015. No standing order trips will receive a night before reminder.
- The SRAC also received an over view of the new East Bay Paratransit Community Room, which is also the EBP Emergency Operations Center. The SRAC also received information about personal preparedness in an emergency.

11. Alameda County Transportation Commission (ACTC) PAPCO Report

None.

12. Public Comments

None.

13. Member Communications and Announcements

None.

14. Staff Communications and Announcements

Mallory Nestor-Brush, Accessible Services Manager, informed the Committee about the annual recruitment for the AAC and asked for a show of hands as to which member would like to continue for 2016. Each member in attendance answered affirmatively.

15. Set Next Agenda & Meeting Date

The next AAC Meeting will be held Tuesday, December 8, 2015 at 1750 Broadway, Oakland, CA. Agenda items will be discussed and reviewed with the AAC Chair in the next coming weeks.

16. Adjournment

The meeting adjourned at 3:36 p.m.

ATTACHMENT 2
Lines F and J: New Alternatives for Future Service

THE PROBLEM

The existing F line is not working as an efficient route from Berkley to Emeryville or between both those cities to San Francisco. The current line tries to do too many things. It provides a local route around campus; links Berkeley and Emeryville; and acts as a Transbay route for Berkeley and Emeryville. It has become unreliable and difficult to manage effectively.

THE INITIAL PROPOSAL

AC Transit proposed changes to Transbay lines F and J as well as significant improvements to local service in the area.

TRANSBAY

As part of the Service Expansion Plan (SEP), we proposed more direct local service between Emeryville and Berkeley and a quicker, higher frequency all-day connection from both Berkeley and Emeryville to San Francisco. Berkeley and Emeryville generate by far the highest ridership on lines F and J. That said, this proposal meant the loss of all-day Transbay service along 40th St. in Emeryville and Market St. in Oakland.

LOCAL SERVICE

To alleviate the loss of service along Market St. and 40th St., AC Transit will be significantly improving local service, though this will require some customers to transfer in order to use Transbay service off-peak and during weekends.

- L22 – The proposed new line provides a direct 20 minute frequent service between Bancroft Way in Berkeley through to Christie St and Hollis St in Emeryville. This route provides a strong local service between Berkeley and Emeryville.
- Line 52 – Increases in frequency to every 20 minutes in the off peak, providing better all day service around UC Campus.
- Line 57 – The existing route will extend to Public Market in Emeryville. This will create a 15 minute frequent service along 40th St and will connect with the Transbay route proposed route in Emeryville.

NEW ALTERNATIVES

Alternative 1: Modified Existing

Line F: Modified slightly to serve the area around 64th and Shellmound before getting on the freeway to cross the bridge. It will serve the same area in the reverse direction before continuing on its current path. There will be no loss of service along 40th or Market.

Line J: No changes.

Alternative 2: Current Proposal.

Line F: Will travel southwest from Berkeley along Adeline before turning west on Alcatraz and 65th then south on Shellmound to access the freeway. Market and 40th will retain peak-hour Transbay service and have enhanced local service to access BART and Line F.

Line J: From Berkeley, will travel south along Sacramento and Market to access the freeway via Macarthur Blvd.

Alternative 3: Stanford/Powell

Line F: The loop around UC Berkeley will be eliminated with the trip starting adjacent to campus near Center/Shattuck. From there, Line F will travel to Emeryville via Adeline and onto Stanford/Powell. Prior to entering the freeway, it will loop north along Christie Ave. to 64th then Shellmound. It will do the same upon exiting the freeway in the reverse direction. Market and 40th will retain peak-hour Transbay service and have enhanced local service to access BART and Line F.

Line J: From Berkeley, will travel south along Sacramento and Market to access the freeway via Macarthur Blvd.

Alternative 4: Split F

Line F: Split Line F into a Transbay route originating in Emeryville with direct access to the freeway. The remainder of the current Line F will become a local line that will provide timed connections with Line F. Areas currently served by Line F will continue to either have direct all-day Transbay access or will have all-day local service with a timed connection to all-day Transbay service.

Line J: No changes.

THE PROCESS

AC Transit has received more than 700 comments regarding the initial proposals for Routes F and J. We are delaying a decision on these routes. We will be working with Emeryville, Oakland, and UC Berkeley to adjust the initial proposal to create a new proposal which will better meet the needs of the areas being served. Staff will discuss the problem with attendees and seek input on alternatives.

Meetings to gather input will be held at the following times:

- January 11th at 6:30 pm at St. Columba Church, 6401 San Pablo Ave. Oakland.
- Proposed Emeryville date: Saturday January 9 at 10:30 am at Council Chambers
- Proposed Berkeley date: Feb 4th AUSC meeting

ATTACHMENT 3
Line 275 & Line 48 Demand Responsive Flex Service Pilot

Purpose

The pilot will test the viability of replacing a very low-frequency route with a demand responsive service. Switching from a fixed route to demand responsive will allow AC Transit to increase frequency at major transfer points (e.g. BART stations and shopping centers) and serve demand where and when it occurs, enhancing the passenger experience and making for a more efficient use of operational resources. As demand responsive services grow to occupy more of the transportation market share, the pilot will test how and whether this type of service can be integrated within AC Transit's service types and unionized environment.

Scope

The District has contracted with DemandTrans Solutions to procure the technology platform that will handle vehicle scheduling, routing, and passenger reservations. DemandTrans will coordinate the purchase and installation of the onboard tablet computers and other necessary hardware; oversee software installation and integration; provide system and user training for operators, call-center staff, and other key personnel; and provide ongoing technical support.

Assumptions/Constraints:

- Anticipated soft launch January 25, 2016
- Project will start in the Line 275 and Line 48 service area with the existing Line 275 and Line 48 running concurrently for at least the first two months
- Service will be bus stop to bus stop, not door to door
- There will be two "schedule points" (Union City BART and Lido Faire Shopping Center) where passengers will be able to board at scheduled times without prior reservation
- Degree of functionality (e.g. allowing unscheduled passenger boardings) will be limited by level of operator interaction with the technology platform
- System as a Service (SaaS) – DemandTrans will host platform and provide ongoing technical support and system modifications
- Flex service zones may expand to Castro Valley and Warm Springs during pilot period if pilot proves viable
- "Dial a ride" service requires system sign-up as per contract (likely June 2016)

ATTACHMENT 4
 Lift /Ramp Road Call Report
 November 28, 2015 – January 2, 2016

Coach Series	Type	Date	Coach #	Line #	Operator Length of Service	Problem Reported	Problem Found <i>* Indicates Chargeable</i>	Pax Received Ride?
3500 (ELD-Ricon)	Lift	12/4/15	3501	46L	60+ mos.	SCH REG/RTE	Ground sensor switch arm broken.*	YES
1000 (VH-Ricon)	Ramp	12/12/15	1015	72R	60+ mos.	SCH TO DEADHEAD TO 2ND & CLAY	rpr arms. wo#01722885*	YES
1000 (VH-Ricon)	Ramp	1/1/16	1025	72	25-60 mos.	SERVICE	Chg W/C latch assembly (1728464)*	YES
1200 (VH-Ricon)	Ramp	12/14/15	FC15	51B	60+ mos.	unable to repair on road/exchange c-1088	found broken shafts w/o 1722889*	YES
1300 (Lift U)	Ramp	12/3/15	1356	72	60+ mos.	SERVICE	Changed pull ring assembly. wo # 1718810*	YES
1300 (Lift U)	Ramp	12/27/15	1362	72	7-12 mos.	OP. UN ABLE TO STOW LIFT. C-1094	lift repair W/O #1727468*	YES
1400 (Lift U)	Ramp	12/6/15	1458	76	25-60 mos.	SCHED REL DH TO RICHMOND BART	Changed lift pull ring. w.o # 1720440*	YES
1400 (Lift U)	Ramp	12/7/15	1416	22	60+ mos.	B/O LIFT OPERATION	Straightened latch and lube. *	YES

Operator Length of Service Totals:

0-6 Mos: **0** Operator; 7-12 Mos: **1** Operators; 13-24 Mos: **0** Operators; 25-60 Mos: **2** Operators; 60+ Mos: **5** Operators
 (63) (27) (131) (163) (866)

Series	Year Added	Type	Qty
1000	2003	True Low Floor Standard (40 ft.)	87
1200	2008	True Low Floor Standard (40 ft.) <Van Hool>	27
1300	2013	Standard Low Floor (40 ft) Gillig	65
1400	2014	Standard Low Floor (40 ft) Gillig	68
2000	2003	True Low Floor Articulated	29
2100	2006-2009	Suburban Articulated	33
2200	2013	Standard Low Floor (60 ft.) <New Flyer>	23
4000	2000-2002	Standard Low Floor (40 ft.) <NABI>	39
3500	2015	Eldorado Small Transit Vehicle	2
5000	2006	Low Floor Standard (30 ft.)	51
5100	2009	Low Floor Standard (30 ft.)	39
6000	2000-2003	Commuter Coaches <MCI>	46
6100	2013	Commuter Coaches (40 ft.) <Gillig>	54
FC	2010	Fuel Cell Standard (40 ft.)	12
<i>Total</i>			<i>575</i>
<i>* Please note the 7200's are classified as 4000 series buses.</i>			