

# 10th ANNUAL SENIOR AND DISABLED Mobility Workshop

October 7, 2013 at the Ed Robert Campus, Berkeley, CA



## Highlights:

**Presentations** on *Starting a New Decade, Use of New Technology to Improve Accessible Transportation, Integrating Universal & Sustainable Design at the Ed Roberts Campus, and Accessible Parking Policy in San Francisco*

**Discussion** on facilitating mobility for seniors and people with disabilities through the use of Mobility Managers

**Resource Fair** to help attendees become their own "mobility managers"

## **BUILDING** Healthy, Mobile Independent Communities

On October 7, the Alameda County Transportation Commission (Alameda CTC) and its Paratransit Advisory and Planning Committee (PAPCO) celebrated its tenth year of providing specialized transportation for seniors and people with disabilities in Alameda County. The workshop's themes were keeping seniors and people with disabilities functioning with maximum independence, and encouraging health and social networks. Presentations focused on how new technology and innovative design offer new opportunities for mobility, and explored changes in policies that will affect people with disabilities. Nearly 100 people attended the workshop, which included presentations, a resource fair, a self-guided tour of the Ed Roberts Campus, and a prize drawing.

# Starting a **NEW DECADE**

**Matt Todd**, *Principal Transportation Engineer, Alameda CTC*

**Sylvia Stadmire**, *Chairperson, PAPCO*

**Bonnie Nelson**, *President, Nelson\Nygaard Consulting*

The workshop began with opening remarks from **Matt Todd**, Principal Transportation Engineer for the Alameda CTC. Matt set an optimistic tone by recognizing that the 2000 Measure B has provided substantial funding for transportation for seniors and people with disabilities. This funding has allowed for volunteer driver programs, shuttle programs, travel training, same-day transportation programs, and numerous grants. While Measure B did not pass last Fall, the Alameda CTC is still committed to providing these important services, and hopes all the attendees will follow future ballot efforts to increase transportation funding.

**Sylvia Stadmire**, Chairperson of PAPCO, gave an overview of their activities over the last year. PAPCO completed their first competitive Gap Grant call for projects in five years, and recommended funding 12 grants from throughout the County that will support travel training, shuttles, volunteer driver programs, and more. In addition to their primary responsibility advising the Alameda CTC on paratransit funding, they scored applications for 5310 vehicles and provided input on the region's Coordinated Public Transit—Human Services Transportation Plan Update.

**Bonnie Nelson**, President of Nelson\Nygaard Consulting with the Alameda CTC's paratransit coordination team for the last decade, reviewed the current “State of the System.” Since its passage, Measure B funding has funded 25% of all Alameda County trips for seniors and people with disabilities through city-based programs and non-profit organizations, as well as three ADA-mandated paratransit programs: East Bay Paratransit, Union City, and WHEELS. Last year, nearly \$10 million in tax revenue was allocated to provide over 900,000 trips by the end of 2013. For each of the past nine years, Alameda CTC has sponsored a mobility workshop to update the community on changing policies, technologies, services, and opportunities for seniors and people with disabilities.





# Presentation:

## Use of New Technology in Improving Accessible Transportation

**Bonnie Nelson**, *Nelson \ Nygaard*

**Paul Supawanich**, *Nelson \ Nygaard*

**Will Shepherd**, *City CarShare*

Recent technological developments are opening up new opportunities in transportation for seniors and people with disabilities. This panel explored the ways these technologies can fill gaps, focusing on smartphone-based services and driverless cars.

**Smartphone-based services.** Seniors are rapidly adopting technology, with more than half using the internet and email, a third using social media such as Facebook, and almost 70% owning a mobile phone. Of those phones, about half are “smartphones,” able to connect to the internet.

Seniors and people with disabilities need to have access to a safe and comfortable transportation option that can be arranged on the same day as the trip and get them to their destination on time. While Alameda County offers a robust menu of services, there is still room for improvement in this arena which technology might be able to address. Using a smart



phone, seniors and people with disabilities can arrange to share a ride or get short-term access to a car. Discussion revealed that these applications may have more applicability for seniors than people with disabilities. Four examples were explored.

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**Car-sharing.** Car-sharing is similar to car rentals except that the periods of use are typically much shorter – for example, a shared car might be used for a few hours to run errands. City CarShare, a non-profit, has built a system that allows reservation of a car using a smart phone (as well as a touch-tone phone). City CarShare and the City of Berkeley have made the industry’s first wheelchair accessible van available for all members to share. The AccessMobile is currently available at several locations within one block of a BART station at Downtown Berkeley, Ashby, Powell, and Glen Park. The van can accommodate up to two wheelchairs and four additional passengers.



*Photo by Skyler Reid, Daily Californian*

For information on the accessible City Carshare "AccessMobile" vehicle, visit: <https://www.citycarshare.org/goberkeley/accessmobile/>

For more information on carshare providers, see <http://www.zipcar.com> and [www.citycarshare.org](http://www.citycarshare.org).



**Driverless cars.** Google is actively working on a driverless car, and predicts that within a decade, this will be a viable means of transportation. The vehicles utilize technology to track the road, stay away from other cars, and park automatically. There are some barriers, both legal and technological, before this becomes a viable means of transportation. But in time, self-driving cars may open possibilities for those who currently can't drive because of visual impairment or other disabilities. For a video of a vision-impaired "driver" in a driverless car, go to [www.Youtube.com](http://www.Youtube.com) and search for "self-driving car test steve mahan".



# Presentation:

## Integrating Universal & Sustainable Design: The Ed Roberts Campus

Gregg Novicoff, AIA LEED AP, Leddy Maytum Stacy Architects

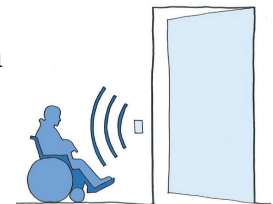


**Gregg Novicoff**, an architect with Leddy Maytum Stacy Architects, the firm that designed the Ed Roberts Campus (ERC), described the design process and the universal design features that were built into the campus as a precursor to a lunchtime “self-guided” tour of the campus.

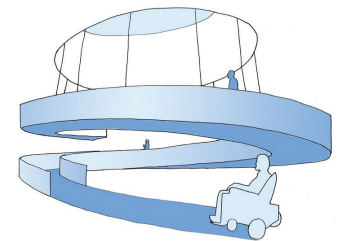
Design of the building started from two core ideas: that design profoundly influences us and our sense of *confidence, comfort, and control*; and that variation in ability is *ordinary*, not special, and it affects most of us for at least part of our lives. From this starting point, the firm combined principles of sustainability and Universal Design to create a space that is inviting and accessible for all users, and is fully integrated with the Ashby BART station. These two approaches are synergistic; both sustainable and universal design principles call for healthy indoor environments, thermal comfort, a reduction in carbon use, and proximity to transit.

This talk highlighted features of the ERC available for exploration during the lunchtime tour. Specific elements of universal design embodied in the building include:

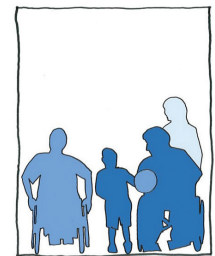
- Direct connection to regional transit within the building
- Generous lobby space
- Large two-sided elevators with floor-level activators
- ADA-compliant helical ramp between floors
- Open unobstructed public areas and 7 ft. wide corridors
- Acoustic landmarks, visible signage, and textured pavement wayfinding
- High indoor air quality, exceeding LEED IAQ1 standards by 50-100%<sup>1</sup>



Automatic Doors



Vertical Circulation



7 ft. wide Corridors

Images courtesy Leddy Maytum Stacy Architects

<sup>1</sup> Leadership in Energy and Environmental Design, Indoor Air Quality standards, developed by the U.S. Green Building Council. <http://www.usgbc.org/leed>

# Presentation:

## Accessible Parking Policy in San Francisco

*Carla Johnson, Interim Director, San Francisco Mayor's Office on Disability*

*Jessie Lorenz, Executive Director of Independent Living Resources Center*



San Francisco's Accessible Parking Policy Advisory Committee, a group of 16 stakeholders gathered by the Mayor's Office on Disabilities and the San Francisco Municipal Transportation Agency, presented an integrated set of recommended state and city policy changes intended to improve parking access for people with disabilities. A majority of the committee members were disability rights advocates. The group worked for six months to identify problems, analyze policies, review best practices from other cities, and come to a broad consensus on their recommendations.

Based on their studies of other cities with successful programs, the goals of the

recommendations are to make it easier for people with disabilities to find blue zone parking, make it easier for everyone to find parking in general metered spaces, and reduce placard misuse. The recommendations are:

- Increase the number of blue zones by 70%
- Allow blue zones in peak-hour tow-away areas but include time limits
- Explore options to improve and increase placard enforcement, including increasing the number of parking control officers that enforce placards, increasing stings, conducting outreach, and considering a volunteer program.
- The DMV should upgrade its database to verify legitimate authorizing signatures, clarify eligibility criteria, and add photos to records for placard holders.
- Remove the meter payment exemption
- Channel funds from metered blue zones into accessibility improvements
- Establish reasonable time limits at regular and blue meters and green zones

For more information on the recommendations, visit [www.SFMTA.com/parkingaccess](http://www.SFMTA.com/parkingaccess) or call 415-701-5380.

# Discussion:

## Panel on Facilitating Mobility

**Richard Weiner & Cathleen Sullivan**, *Nelson\Nygaard*

**Paul Branson**, *Transportation Authority of Marin, Office of Mobility Management*

**Kristen Mazur**, *Transit Program Manager, Metropolitan Transportation Commission*

**Naomi Armenta**, *Alameda CTC*

Mobility Management is a flexible approach to providing special needs transportation by focusing on the individual traveler and providing a wide variety of options to suit individual needs. Agencies aim to provide an optimized, simplified, and highly understandable user experience for those seeking transportation options.



This panel of Mobility Management practitioners gave an overview of the state of Mobility Management in the Bay Area and Alameda County, and measures they have implemented to improve mobility.

As part of the update of the Coordinated Public Transit—Human Services Transportation Plan, MTC held a Regional Mobility Management Summit in early 2013, soliciting input from a broad range of key stakeholders from around the region. Suggestions for MTC’s role in advancing Mobility Management included requests for increased special transportation services and access to information, and help from MTC to enact legislative changes at the state and federal level to remove barriers to coordination and provide greater resources for services.

The Bay Area Regional Mobility Management Group is an ad hoc committee comprised of 30+ members from a broad range of interested agencies focused on improving and advocating for human services transportation. The Group has developed a specific set of recommendations for MTC to improve coordination and

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human services transportation on a federal, state, regional, and local level. Branson, one of the panelists and a member of the group, has also implemented a voucherless discount taxi service

in Marin County that provides ~800 low or no cost rides per month, and a one-stop information and eligibility service, available on line or by phone.

Alameda County's Mobility Management efforts, spearheaded by Alameda CTC and AC Transit, have continued to build from a foundation of consumer focus and provider

coordination. One example is the growth of the Alameda County Travel Training Group which shares best practices and resources across the county. Leveraging programs already in place, the county is exploring the implementation of a one-call/one-click service for expanded access to information. Working in partnership with AC Transit and Eden Information and Referral, an enhanced web site to provide one-call/one-click service may be available as early as Spring 2014.



The mission of the Alameda County Transportation Commission (CTC) is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. For more information, visit the Alameda CTC website ([www.AlamedaCTC.org](http://www.AlamedaCTC.org)).

PAPCO is a community advisory committee to the Alameda CTC made up of paratransit consumers. PAPCO meets monthly to address funding, planning and coordination issues related to Americans with Disabilities Act-mandated and city-based paratransit services in Alameda County.

For more information about the Alameda CTC Special Transportation Program or PAPCO, contact Naomi Armenta, Alameda County Paratransit Coordinator at 510-208-7469 or [narmenta@alamedactc.org](mailto:narmenta@alamedactc.org).

For more information about accessible transportation services in Alameda County, visit [www.accessalameda.org](http://www.accessalameda.org) or call the Alameda County Paratransit Information Line at 1-866-901-PARA (7272). Online information is available in English, Chinese, Farsi, Spanish, Tagalog and Vietnamese.

All workshop presentations can be found at <http://www.alamedactc.org/events/view/12177>