

Elderly and Disabled Advisory Committee
Transportation and Land Use Subcommittee

March 4, 2010
9:15 - 10:15 AM
Staff Conference Room, 3rd floor
101 Eighth Street, Oakland

AGENDA

1. Introductions
2. Discuss and Approve Draft Memo
3. Other/Comments
4. Adjourn

Elderly and Disabled Advisory Committee
Transportation & Land Use Subcommittee

**Recommended Action Items for MTC
and the new Policy Advisory Council**

March 4, 2010

MTC's Elderly & Disabled Advisory Committee (EDAC) Transportation & Land Use Subcommittee offers the following suggestions of action items we believe would be appropriate for inclusion in the Work Plan of the Policy Advisory Council.

- I. General Practice: Include in the Work Plan of the appropriate subcommittee or, in the absence of an appropriate subcommittee, appropriate members, the task of supporting the Commissioners and Staff in actions affecting TOD housing. The advisors tasks should include advising on provisions for accessibility of the residential and general areas of the housing from nearby transit.
- II. The Policy Council should continue support of ongoing efforts of the EDAC Transportation & Land Use Subcommittee get legislation passed which would increase the number of housing units near transit that are accessible to people with disabilities, seniors, and other "vulnerable populations". At present AB 2516 has been introduced in the State Legislature as a step in this process. It will be necessary to continue to advocate for this legislation to insure that it will be passed with appropriate content.

This effort is an outcome of our survey of the accessibility of housing near transit which is summarized in the report "*Transit Oriented Developments, A Review of Accessibility*". The survey led us to recognize that some TOD housing included many inaccessible townhome units near major transit hubs. These units occupied land that could have been used for housing that

would allow members of vulnerable populations to live near transit. This reduction in the stock of accessible (or adaptable) housing is especially worrisome in the face of the demographic reality that with the aging of the Baby Boomer generation, the percentage of persons over the age of 65, and the numbers of people who need accessible housing if they are to be able to live independently are rapidly increasing in the Bay Area and in the entire U.S.

An initial step in correcting this shortcoming was the recommendation by MTC staff and the subcommittee that the Commission adopt policy that favors proposed TOD projects that include a significant number of accessible (or adaptable) housing units. This recommendation was accepted by the Commission in 2009.

III. Available Housing Inventory

As we were learning about the way accessible housing is marketed we became aware of a serious problem that impairs the ability of people with disabilities, seniors, and other “vulnerable populations” to locate accessible/adaptable housing. The problem is the lack of clear, concise, accurate listings of such housing when it is on the market. There is a definite need for uniform, concise nomenclature describing the salient features of such housing and for lists of available units that are conveniently available to prospective buyers. We recommend that MTC take the lead in making sure that such listings are available for all TOD housing in the Bay Area. By assuring that such a list will be available, MTC will make a significant contribution to improving the access to this class of housing by those who really need it. Two good allies in such an effort would be Joshua Abrams, AICP, [510-761-6001, abrams@bdplanning.com], and Bill O’Brien, S.F. Redevelopment Agency [415-749-2428, Bill.O'Brien@sfgov.org].

Elderly and Disabled Advisory Committee
Mobility Management

**Recommended Action Items for MTC
and the new Policy Advisory Council**

March 4, 2010

MTC's Elderly & Disabled Advisory Committee (EDAC) recognizes the demographic reality that with the aging of the huge Baby Boomer generation, the percentage of persons over the age of 65, and the numbers of people with a disability are rapidly increasing in the Bay Area as in the entire U.S. This major demographic shift brings with it the reality that an increasing percentage of this aging population for safety reasons will no longer be able to drive their own automobiles. In order to remain productive members of society, they will need alternative forms of mobility to access employment, health care, goods and services, and social activities. Consistent with MTC's 2035 Plan (p. 67), EDAC recognizes that a program of Mobility Management focusing on coordinating and providing transportation services in response to individual consumer needs, could, if planned and funded appropriately, play a major role in meeting the challenge of mobility for our aging population.

EDAC also recognizes that in the larger sense the term "mobility management" can apply to meeting the transportation needs of the broader general population beyond those who are seniors or who have a disability. For example, in other countries, what we in the Bay Area call "congestion management" — trying to reduce congestion and pollution by encouraging commuters to use alternative forms of transportation beyond the single occupant automobile — is called "mobility management."

EDAC members know that congestion management efforts in the Bay Area are well-supported and have been in various forms of implementation for many years. EDAC members also believe that a new focus on Mobility Management to meet the transportation needs

of the senior, disabled and low-income populations, will also serve to assist in meeting the Bay Area's congestion management goals.

Therefore, EDAC hereby proposes that MTC adopt, pursue and/or fund the following Mobility Management functions and activities:

1. In recognition that a fractured transit infrastructure -- such as in the Bay Area with 27 transit agencies -- presents a host of barriers to intra-regional travel for all populations of the Bay Area, MTC should work towards consolidation of transit agencies and operating policies so as to result in improved, more cost-effective, and seamless service for the transit consumer.
2. In recognition that a consumer's knowledge and use of alternative modes is often limited by his or her awareness of those choices, MTC should continue to explore alternative ways of providing such information to the Bay Area's travelers. Specifically, MTC should continue to explore alternative usage of the digital signage already in place within the Bay Area's transportation system to educate and inform the public about alternative modes to driving. Examples could include use of freeway Amber Alert signs and transit hub signage to promote older driver safety events and resources, as well as carpooling, discount transit passes, savings one could obtain by using transit, etc.
3. MTC should take a lead role in promoting Mobility Management efforts focusing on improving mobility for the Bay Area's senior, disabled and low-income populations by moving forward with the following initiatives:
 - a. Sponsor and organize a Regional Mobility Management Summit that will feature local and national best practices in this field.
 - b. Fund a pilot or a series of pilot Mobility Management projects.

- c. Develop a long-term sustainable funding source for ongoing Mobility Management operations, comparable and complementary to those funding sources that have funded public transit operations for decades.
4. MTC should take steps to ensure that the region's emerging Mobility Management Centers are included as partners and resources in regional and local planning for disaster and evacuation response in recognition that one of the core functions of mobility management is the inventorying and coordinating of transportation resources in the community.

Elderly and Disabled Advisory Committee
Emergency Preparedness

**Recommended Action Items for MTC
and the new Policy Advisory Council**

March 4, 2010

The Emergency Preparedness subcommittee of EDAC hopes the important work of emergency preparedness will continue and grow as the new Policy Advisory Council sets its goals and objectives. We hope the following will be taken into consideration.

1. **2035 Plan.** Continue to analyze and suggest ways to integrate emergency preparedness inclusive of people with disabilities, seniors and other “vulnerable populations”.
2. **5310 Application Process.** In 2009 for the first time, the Federal Sec. 5310 application process included questions about applicants’ planning and actions to coordinate transportation resources in the event of a disaster. Applications from the Bay Area reflected a wide range of preparedness. Therefore, we urge the new Policy Advisory Council to continue to review the 5310 application process as an indicator of agencies’ preparedness for disaster response.
3. **Regional Tabletop Exercise.** Continued participation by “disabled” advisor members of the new Policy Advisory Council will enable better analysis and policy integration suggestions regarding disability, senior and vulnerable population disaster response planning.
4. **Para-Transit.** Continue advising MTC to incorporate para-transit and other transportation services for people with disabilities, seniors and other vulnerable

populations into disaster and evacuation planning. One example includes the now available Federal Transit Security Grants program.

We believe inroads have begun to be forged regarding identifying opportunities to integrate transportation issues for people with disabilities, seniors and other vulnerable populations in times of an emergency. We hope the new Policy Advisory Council will continue along this path, looking for additional ways to integrate, not segregate, emergency response and planning for transportation. We are available to answer any questions or assist in any way.