

From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: FW: Question regarding item 9 on the June 8 MTC Policy Advisory Council agenda
Date: Tuesday, June 7, 2022 4:02:18 PM

From: Kara Vuicich <kvuicich@bayareametro.gov>
Sent: Monday, June 6, 2022 9:01 PM
To: Frank Welte [REDACTED]
Cc: Martha Silver <MSilver@bayareametro.gov>; Kì-Nam Miller <kmiller@bayareametro.gov>
Subject: RE: Question regarding item 9 on the June 8 MTC Policy Advisory Council agenda

Dear Mr. Welte,

By requiring adherence to MTC's Complete Streets' Policy, the draft TOC Policy incorporates the Complete Streets Policy's design standards and guidelines which directly address access for people with disabilities. The draft TOC Policy's Transit Station Access and Circulation requirement (please see p. 17 of 18 of Attachment A for Agenda Item 9) states that, to comply with the TOC Policy, jurisdictions must "Adopt policies and design guidelines that comply with MTC's Complete Streets Policy and prioritize implementation of the regional Active Transportation Plan and any relevant Community Based Transportation Plans."

The Complete Streets' Policy's design principles and standards include best practices for pedestrians and ADA accessibility at transit stops and also require that the [Proposed Public Rights-of-Way Accessibility Guidelines \(PROWAG\)](#) by the U.S. Access Board be referenced during facility design.

The draft TOC Policy does not include any provisions that would require local jurisdictions to adopt policies that would require or incentivize the development or maintenance of wheelchair-accessible dwelling units.

Yours,
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From: Frank Welte [REDACTED]
Sent: Monday, June 6, 2022 5:51 PM
To: Kara Vuicich <kvuicich@bayareametro.gov>
Cc: Martha Silver <MSilver@bayareametro.gov>; Kì-Nam Miller <kmiller@bayareametro.gov>

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External Email

What explicit provisions does the Transit Oriented Communities plan include to ensure accessibility and accommodation for people with disabilities?

Does the plan have any provisions to ensure that transit oriented communities will be fully wheelchair accessible, so disabled residents who live in those communities can actually get to transit stops/stations?

Are there any provision to require the development or maintenance of wheelchair-accessible dwelling units? Since people who require wheelchair accessible housing are also likely to require accessible transportation, it stands to reason that the TOC plan should place a strong emphasis on increasing the supply of accessible housing units in these communities. There is a severe shortage of wheelchair-accessible housing in the Bay Area as it is, so placing many more accessible housing units in transit oriented communities needs to be a high priority.

In the report I read a reference to the use of complete streets design principles in TOCs. Do the existing complete street standards provide a high level of accessibility for people with mobility and other disabilities? What incentives does the TOC plan contain to ensure that accessible street design practices are implemented?

After living in the Bay Area for more than 30 years, I'd say there are more curb cuts at intersections, and we're gradually seeing more audible traffic signals, but otherwise, I see no evidence that our streets and sidewalks are any more accessible now than they were when I moved here in 1987. I suspect that the vast majority of sidewalks in our region have received no significant maintenance in at least a generation. What good is a curb cut or an accessible pedestrian signal if the pathway to that intersection is inaccessible?

Frank Welte