

**Minutes**  
**Age Friendly Louisville (AFL) Workgroup – Mobility & Accessibility (M&A)**  
**March 10, 2021**

The AFC Workgroup – Mobility & Accessibility met on March 10, 2021, 2:00 PM, via Zoom virtual meeting due to the Covid19 virus epidemic. Following is a summary of the formal action taken during the meeting (a more detailed summary follows below):

- **We reviewed minutes of our February 10, 2021, Zoom meeting.**
- **Larry Sloan presented a power point reviewing the highlights of the U.S. Dept. of Transportation’s Draft Five Year Strategic Plan on Accessible Transportation. A copy of the Power Point in PDF format follows these minutes.**
- **Our Workgroup’s Goal will be to see which groups our affected members belong to who can have a voice in the planning process.**

Facilitator Larry Sloan promptly called the meeting to order at 2:02pm. The following people attended the meeting:

- Larry Sloan, Co-Facilitator
- Avery Crews, AFL Leadership Coordinator
- David Algood, Center for Accessible Living
- Stephanie Brian, TARC3 Evaluator
- Renie Glenn, TARC3 Evaluator

David Algood pointed out that people with disabilities in rural areas have no opportunity to us public transportation at all and the Strategic Plan has as a goal more equity with rural areas.

Larry Sloan suggested we make a new goal to publicize and offer links to participating in the DOT’s Long Range Strategic Accessible Transportation Plan

Proposed Goal: How does our group help make our Paratransit system more efficient and easier to use in Metro Louisville.

Workgroup meeting was adjourned at 2:35 PM.

TAAC’s next virtual meeting will be announced as TARC would like to change it as it conflicts with a meeting they have at the same time TAAC has been meeting

KIPDA Aging & Disability Council Meeting, 10:00 AM Wednesday, May 12, 2021

**Next AFL M&A meeting: Wednesday, April 14, 2021, 2:00PM (Zoom)**

**Minutes submitted by Larry Sloan, Facilitator, March 11, 2021.**

**M&A ACTION PLAN UPDATE**

**GOAL 1: Work with RMC to ensure that TARC is affordable and maps are accessible and understandable to everyone.**

OBJECTIVE	ACTION	PARTNERS	DEADLINE	METRICS/UPDATE
Have workgroup members on RMC, TAAC to advocate for Goal 1.	1. Our members attend RMC to advocate for Goal 1 and participate in TARC's Comprehensive Operational Analysis. <u>NOTE: RMC HAS NOT MET SINCE FALL OF 2019</u> TARC is considering reactivating RMC.	Potentially Louisville Office for Aging/Disabled Citizens (OADC), AARP, KIPDA	2019	Sarah Teeters, OADC, is currently a member of our workgroup. David Algood is a member of RMC
	2. Have members on TAAC	OADC, AARP, KIPDA	2019	Larry Sloan is a council member of TAAC Sarah Teeters, OADC, attends TAAC meetings.
	3. Collaborate on TARC strategic planning (Comprehensive Operational Analysis).	M&A Work Group, Age Friendly Leadership	2020	<b>Oct 14 2020, Aida Copic, TARC director of Planning, gave a presentation on the upcoming long-term planning process.</b>

**GOAL 2: Improve sidewalks, crosswalks, and signal crossing times/options to ensure everyone can access their communities safely.**

OBJECTIVE	ACTION	PARTNERS	DEADLINE	METRICS/UPDATE
Work with the MPO (Metro Planning Org) to ensure that Age Friendly improvement of sidewalks, crosswalks and signal crossing times and options are included in the MTP (Metro Transportation Plan).	1. Have one member of our group attend mobility and access meetings to communicate to the group his/her findings and strategized on implementing our Goals.	M&A Work Group Potentially Louisville Office for Aging/Disabled Citizens (OADC), AARP, KIPDA, Institute for Optimal Aging	2019	Sarah Teeters, OADC, is currently a member of our workgroup.
	2. Advocate for funding for age-friendly activities and projects, to include city funding allocation, grants, and donation.	M&A Work Group Age-Friendly Leadership	2021	Metric: Amount of funds allocated to age-related projects/efforts.

**NEW GOAL 3: Publicize the new DOT Strategic Long Range Plan for Accessible Transportation**

OBJECTIVE	ACTION	POTENTIAL PARTNERS	DEADLINE	METRICS/UPDATE
Work with aligned organizations who are stakeholders on lobbying for important improvements in accessible transportation	1. Have group members who belong to stakeholder organizations become advocates for getting feedback sent to the DOT.	Associations for the Blind, Deaf, Disabled physically or cognitively.	December 31, 2021	
	2. Put on our website information for giving feedback to DOT on this plan.		ASAP April, 2021	

# United States Department of Transportation Draft Strategic Plan on Accessible Transportation

JANUARY 2021

# INTRODUCTION

- As the U.S. Department of Transportation (DOT or the Department) celebrates the 30th anniversary of the Americans with Disabilities Act (ADA), it recognizes a prime opportunity to build on its accomplishments in expanding accessible transportation for people with disabilities by continuing to remove barriers and enhance the transportation system

# BACKGROUND INFO

- The landmark ADA civil rights law addresses the rights of people with disabilities, including prohibiting discrimination based on disability. The ADA has led to major improvements in transportation across the United States. However, significant barriers still exist—particularly in rural and disadvantaged communities.
- At the same time, the transportation system is experiencing unprecedented innovation. New technologies such as automated vehicles and urban air mobility have the potential to enhance mobility and improve safety for people with disabilities.
- There is an opportunity to leverage numerous new technologies, emerging data sources, and public and private partnerships to identify and address remaining needs.

# BACKGROUND CONTINUED

- In 2018, the Bureau of Transportation Statistics reported that an estimated 25.5 million Americans experience a travel-limiting disability that makes it difficult to participate in activities of daily living.
- Further, the coronavirus disease 2019 (COVID-19) public health emergency has highlighted the critical need for people with disabilities to have access to transportation services that connect them to healthcare, pharmacies, grocery stores, and other essential services.

# BACKGROUND CONTINUED

- DOT is taking steps to make America's transportation system accessible to all travelers. The Department's operating administrations and the Office of the Secretary are pursuing initiatives to enhance accessibility and remove barriers in transportation access for people with disabilities. This strategic plan, which covers fiscal years (FY) 2021-2025, provides a unified vision to guide DOT in its accessibility initiatives.
- The Department will use the plan to address gaps in its accessibility work, enhance coordination of accessibility initiatives across the Department and the Federal government, identify opportunities for meaningful engagement of people with disabilities in its planning and policy processes, and facilitate the efficient use of DOT resources to further accessibility.

# MULTI GOVERNMENT AGENCIES INVOLVED

- The Office of the Under Secretary for Transportation Policy led the development of the strategic plan, which focuses on Department-wide initiatives as well as strategies and actions taken by operating administrations with direct responsibility for accessibility initiatives:
- Federal Aviation Administration (FAA)
- Federal Highway Administration (FHWA)
- Federal Motor Carrier Safety Administration (FMCSA)
- Federal Railroad Administration (FRA)
- Federal Transit Administration (FTA)
- National Highway Traffic Safety Administration (NHTSA)
- Office of the Secretary (OST)



# GUIDING PRINCIPLES

- STAKEHOLDER COLLABORATION
- INNOVATION
- COMPLETE TRIP
- GEOGRAPHIC EQUITY

# STRATEGIC PLAN SCOPE

- This strategic plan sets out Departmental goals and objectives for FY 2021-2025. The plan outlines DOT's principles of removing barriers to accessibility in transportation. For the purposes of this plan, a person with a disability is defined in accordance with the ADA as a person who has "a physical or mental impairment that substantially limits one or more major life activities of such individual; a record of such an impairment; or [a person] being regarded as having such an impairment."
- Three categories of disabilities and potential representative transportation needs are described below. These categories are not mutually exclusive; DOT acknowledges that individuals may fall into more than one of the categories below.

# DEFINITIONS OF PEOPLE WITH DISABILITIES

- PEOPLE WITH MOBILITY IMPAIRMENTS
- include people who use assistive devices such as wheelchairs, walkers, crutches, or canes, and people who have difficulty walking, climbing stairs, lifting heavy items, or grasping objects. Some of these individuals who are drivers need after-market modifications, such as hand controls, wheelchair ramps, and lifts. Generally, in part because of the ADA, people with mobility impairments can use public transportation, such as most buses and trains.
- However, factors such as lack of ramps, poor customer service, or chronic under-maintenance of equipment such as elevators may affect the ability of people with mobility impairments to use certain stops and stations. For navigation, these individuals need information about the physical accessibility of sidewalks (e.g., if curb ramps are present), including any construction that may prevent them from safely traveling to the stop or station.

# DEFINITIONS CONTINUED

- PEOPLE WITH SENSORY IMPAIRMENTS
- include those who are blind or visually impaired, and people who are deaf or hard of hearing. Driving a car is generally not possible for people who are blind or who have significant visual impairments. Audible walking directions and accessible pedestrian signals can help people with visual impairments navigate to transit hubs. GPS applications should identify and georeference stations and stops so individuals with visual impairments can find them more easily. Any information presented visually also needs to be announced audibly for accessibility to people with visual impairments.
- This information could include indicators that the bus has arrived, a stop has been reached, a train is going in a specific direction, airplane boarding has started, and other information that helps the traveler identify and locate their stop, board the correct vehicle, and exit at the intended destination. Similarly, airports, buses, and rail transportation entities should transmit audible announcements and notifications to visual displays to inform individuals who are deaf and hard of hearing of travel announcements and alerts at airports, on trains, and on buses.

# DEFINITIONS CONTINUED

- PEOPLE WITH COGNITIVE DISABILITIES
- include individuals with intellectual or developmental disabilities, traumatic brain injury, and/or autism. Individuals with cognitive disabilities may benefit from travel information that is presented in plain language, visualized information, and supportive technologies, such as wayfinding, that assist with navigation.
- Travel training may assist an individual with a cognitive disability in successfully reaching their desired destinations. Trip planning features that allow an individual with a cognitive disability to practice making the trip virtually may reduce apprehension and uncertainty, preparing the individual to make the complete trip successfully.

## GOAL 1. REMOVE UNNECESSARY BARRIERS FOR PEOPLE WITH DISABILITIES TO SEEK LICENSURE FOR, OPERATE, AND/OR RIDE IN PASSENGER AND COMMERCIAL MOTOR VEHICLES

- New technologies such as Automated Driving Systems have the potential to increase mobility options for people who cannot or choose not to drive, or for whom public transit is not available.
- DOT is committed to working with industry and persons with disabilities to promote accessibility in emerging transportation technologies. In addition, people with disabilities who can safely operate passenger and commercial motor vehicles should be able to obtain the requisite licensures.
- The Department and its operating administrations will continue to work with State Driver Licensing Agencies (SDLAs) to prevent discrimination; make reasonable modifications in policies, practices, or procedures; and ensure program access to enable people with disabilities to obtain licenses.

## GOAL 2. REMOVE UNNECESSARY BARRIERS TO MULTIMODAL ACCESSIBILITY OF PUBLIC RIGHTS-OF-WAY

- Public roadways and pedestrian facilities in public rights-of-way are critical resources that provide access to multiple modes of transportation, from walking to rail. DOT is committed to working with local communities to enhance the accessibility of the public right-of-way. As a result, more people with disabilities will be able to use means of transportation to successfully complete trips from starting point to destination.
- This goal includes the following targeted objectives:
  - Objective 2.1. Data and Deployment
  - Objective 2.2. Civil Rights
  - Objective 2.3. Standards
  - Objective 2.4. Public Participation
  - Objective 2.5. Workforce Development

## GOAL 3. ENHANCE OPPORTUNITIES FOR PEOPLE WITH DISABILITIES TO WALK, ROLL, CYCLE, AND USE MICROMOBILITY SERVICES<sup>6</sup> AND OTHER INNOVATIVE MOBILITY TECHNOLOGIES TO THE GREATEST EXTENT POSSIBLE

- Equal access to non-vehicular transportation modes is key to achieving a fully accessible transportation system that promotes complete trips for all. Research and innovation will remove barriers and create an environment that permits and supports access to non-vehicular modes.
- Objectives include: •
- Objective 3.1. Implementation of Innovations
- Objective 3.2. Bicycle and Pedestrian Accessibility
- Objective 3.3. Micromobility Access



# MICROMOBILITY

- Strategy 3.3.2. Help stimulate innovation that promotes equitable deployment and provides safe and comfortable use of emerging mobility devices for people with disabilities.
- Example: The FHWA Micromobility Research Agenda includes Standards for Equity with Micromobility as a high-priority research topic. FHWA could build on micromobility typology graphics to demonstrate the range of accessible micromobility vehicles (e.g., adaptive scooters and/or e-bikes) and accessibility devices (e.g., wearable sensors) that accommodate a range of people with disabilities.

## GOAL 4. SUPPORT THE NATION'S PUBLIC TRANSIT SYSTEMS AND MOBILITY PROVIDERS IN ENHANCING ACCESSIBILITY FOR PEOPLE WITH DISABILITIES

- Public transit is critical to mobility for people with disabilities. However, the rider experience varies considerably based on an individual's disability, geographic location, and access to different services.
- DOT will promote initiatives to improve service delivery and collaborate with stakeholders and Federal, State, and local entities to explore standards and provide oversight.
- The Department is also committed to exploring how new service models may further enhance mobility; these efforts include innovative research and partnerships focused on harnessing new technologies to provide services to people with disabilities.

# GOAL 4 TARGETED OBJECTIVES

- Within this goal area are four targeted objectives:
- Objective 4.1. Transit Facilities
- Objective 4.2. Improved Service
- Objective 4.3. Vehicle Standards
- Objective 4.4. Mobility Innovation

## GOAL 5. ADVANCE ACCESSIBLE AIR, MOTORCOACH, AND RAIL INTERCITY TRANSPORTATION SYSTEMS FOR PEOPLE WITH DISABILITIES

- Linking our Nation's cities and regions with accessible transportation systems will provide the widest range of options to ensure every member of our community can participate in economic, recreational, and social opportunities. This goal covers efforts to improve accessibility in our Nation's aviation, motorcoach, and rail transportation.
- Objectives related to intercity transportation include:
  - Objective 5.1. Air Transportation
  - Objective 5.2. Motorcoach
  - Objective 5.3. Passenger Rail

# CONCLUSION

- Over the next five years, the Department looks forward to furthering the work of removing unnecessary transportation barriers for people with disabilities and enhancing accessibility across the transportation system.
- To coordinate implementation of this Accessibility Strategic Plan and evaluate progress toward achieving the plan's objectives and strategies, the Department will regularly convene an internal Accessibility Working Group (Working Group) with representation from every operating administration.
- The Working Group will discuss implementation activities in support of the plan, assess whether strategies identified in the plan are on track to be accomplished, highlight milestones achieved, and identify implementation risks and develop mitigation strategies.
- Discussions through this Working Group will promote greater program transparency and accountability and may lead to follow-up actions to address barriers to implementation.

# CONCLUSION CONTINUED

- The ADA and other legislative milestones have led to major improvements in transportation across the United States. However, significant barriers to accessing our transportation system still exist for people with disabilities.
- The Accessibility Strategic Plan outlines the Department's vision for a more inclusive and accessible transportation system and establishes clear strategies to make that vision a reality.
- **In implementing the strategies identified in this plan, DOT is guided by four cross-cutting and enabling principles: fostering strong relationships with internal and external stakeholders, promoting innovative technologies, supporting complete trips for all travelers, and advancing geographic equity.**
- By working together, we can help ensure that the dream of a new era of freedom, inclusion, and mobility becomes a reality.

# DOT FOLLOW UPS

- CHECK WITH LOCAL ORGANIZATIONS TO WHICH YOU BELONG TO LEARN HOW THEY PLAN TO GIVE THE DOT THEIR INPUT.
- WHAT ARE THE BIGGEST PROBLEMS WITH ACCESSIBLE TRANSPORTATION YOU FACE?

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