

INCITEMENT INCITEMENT

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Spring 1987

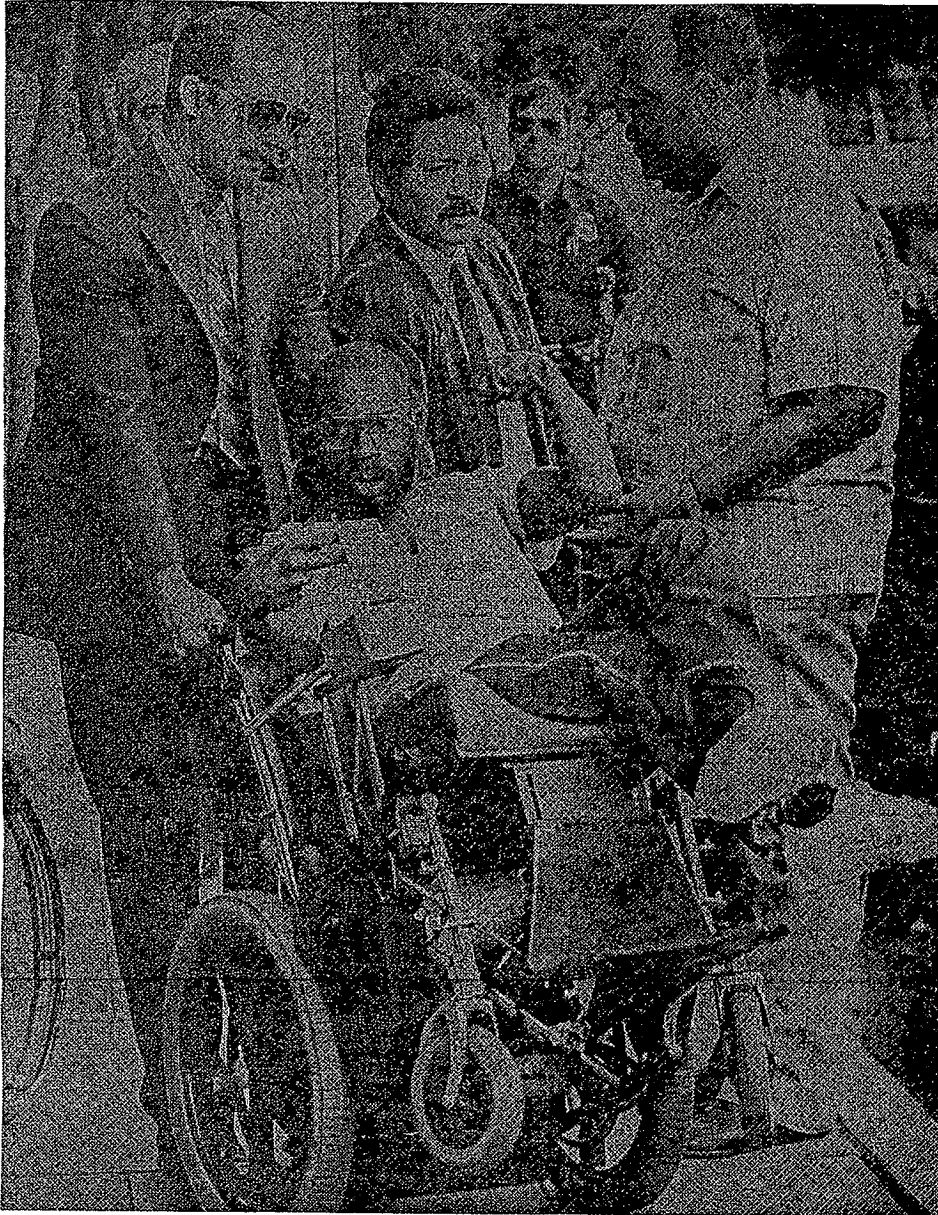


Photo by Rick Glase, The Phoenix Gazette

ADAPT Rides Again In Phoenix

by Stephanie Thomas

WELCOME APTA!

As the American Public Transit Association, APTA, members arrived in Phoenix for their Western Regional Convention it was clear ADAPT was back again. Groups of protesters were located at each terminal in the airport to greet the APTA members the moment they got into town. Armed with signs and chanting "APTA discriminates", "We will ride" and other familiar chants, ADAPT members welcomed APTA to another week of confrontation. Another group of ADAPT members lined the front of the Hyatt Regency Phoenix, the site of the APTA convention, and picketing and chanting they continued the welcome for APTA.

Over one hundred ADAPT activists from across the country gathered in Phoenix April 4th-8th to protest APTA's continued defiance of our right to ride public transit. Arriving a day ahead of the APTA conventioners, ADAPT members attended a grassroots advocacy workshop and planned the general course of actions for the week.

SHOWDOWN AT RUSTLERS' ROOST.

APTA's welcome did not stop as the delegates arrived at their hotel. Following a western theme, APTA had planned a western bar-b-que at Rustlers' Roost for their members the first night. ADAPT planned a showdown. Rustlers' Roost sits atop a hill at the outskirts of Phoenix. There is one road up to the restaurant. ADAPT blocked all incoming vehicles. Only the restaurant vans were permitted to shuttle non-APTA customers to and from the Roost. However, a short reconnaissance mission to the parking lot at the top of the hill revealed an amazing scene. Rather than having to walk through the ADAPT crowd, APTA had driven their city buses over a road which was under construction behind the restaurant. Making their way through grading machines and other heavy equipment, the buses had dropped off their passengers at the foot of the steep hill, which APTA partygoers had had to scramble up as best they could.

ADAPT wasted no time in moving up the hill to greet them at the top. With small groups at every entrance chanting and tapping on the windows, ADAPT reminded APTA what inconvenience is all about. The local police were everywhere and managed to kick one protester down a small flight of stairs in their enthusiasm to keep the APTA members safe. As the sun set ADAPT had a small bar-b-que of our own at our protest sites. This apparently proved too much for the Roost's owners. Suddenly paddy wagons, obligingly supplied by private disability transit services (whose business would no doubt be diminished if decent accessible public transit were available,) arrived on the scene. A small blonde woman representing the Roost, surrounded by big, burly cops dressed in black, began moving among the groups of ADAPT protesters making citizens arrests in a quivering voice.

Twenty seven people in all were arrested and ticketed that night.

SPOUSES EAT THEIR LUNCH, AND ADAPT HAS A STAND OFF AT THE HOTEL

The next day, Monday, was the APTA's spouses' day out on the town, and a special luncheon had been planned at another fabulous location, the Wiggly Museum, situated in the middle of a lake with two bridges connecting it to the shore. ADAPT arrived as the spouses were eating and quietly took up our positions at the two bridges. When it came time for them to leave, the APTA folks were once again reminded what lack of transit can be like. Everyone had to walk out, no vans were allowed through the ADAPT lines. Shouting "APTA discriminates, APTA segregates" ADAPT members reminded them of their spouses' refusal to even consider a resolution on mainline accessibility. With reporters everywhere, newer ADAPT members began to tell their stories of injustice which led them to realize confronting their oppressors was the only way their basic human rights would be addressed.

Once the spouses left for their shopping trip, ADAPT moved back downtown to the front of the hotel. Picketing and chanting, ADAPT covered the front of the building. We were soon joined by local disability advocates, including several from the local independent living center A Bridge to Independent Living, ABIL, and a mother and her disabled daughters. Speeches were made about why we were here and ADAPT members sang the song "We Will Ride" written by Elaine Kolbe for this action. Emotions were running high as we thought of the APTA fat cats sitting inside refusing to stop their segregation and grant us access to transit systems our taxes pay for.

Suddenly we were in a standoff. Several ADAPT folks had been blowing the horns on their chairs in time with the chanting and now they were threatened with arrest. The paddy wagons pulled up, but for some ADAPT members it was too much. Surrounding the vans several ADAPT folks in motorized chairs were repeatedly pulled away by the Phoenix cops (who dressed in plain clothes in some kind of PR ploy so as not to look too mean.) The ADAPT stand worked though, four people were arrested, then the police withdrew. Blocking off the street, the police moved to the opposite side and a strange hush fell over the area. As the church bells tolled six o'clock ADAPT moved out in single file off the sidewalk and down the center of the street in front of the Hyatt.

40 ARRESTED AS BUSES STOPPED.

Tuesday we laid low until the afternoon. Moving out in four groups, we went to four different downtown sites and started blocking buses. Arrests were quick and as our groups grew smaller we congregated at the central downtown terminal where almost all the downtown routes crossed. Protester after protester moved off the sidewalk to take the

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Phoenix

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place of those being arrested. Some were as slow and casual as if they were on a Sunday stroll, others were quick as a wink. The cops were eager to get at us, dragging one man off the sidewalk and breaking a blind guy's cane after they had him in handcuffs. Linking arms ADAPT members chanted at the top of our lungs "WE WILL RIDE. . . LIKE EVERYBODY ELSE" and other people waiting for their buses soon joined in. Chaos continued for what seemed like hours. Then the bull horns started "CLEAR THE CENTRAL AREA. THIS IS PRIVATE PROPERTY. YOU HAVE FIVE MINUTES TO LEAVE THE AREA IF YOU ARE NOT WAITING FOR A BUS. IF YOU DO NOT LEAVE YOU WILL BE ARRESTED." Since those left were the people not wishing to be arrested we marched off single file to the front of the Hyatt to give APTA another round of chanting.

ALL IN AN EVENING'S WORK.

Back at the hotel, a quick assessment showed 40 people had been arrested, and it seemed the cops intended to hold everyone. A late night vigil was planned and before the dust had settled we were loaded into vans and heading for the Maricopa County Jail for a vigil. As the ADAPT vans turned from the unlit, unmarked, rutted dirt road onto the paved parking lot road which encircled the facility our single cop car tail was joined by four others making a full fledged escort. They were not happy to see us. Under the orange street lights we could see, through the barbed wire fence, the last of our people being unloaded and taken inside. Too far away to speak, we waved and they waved back.

Having established the parking lot was a public area, and since



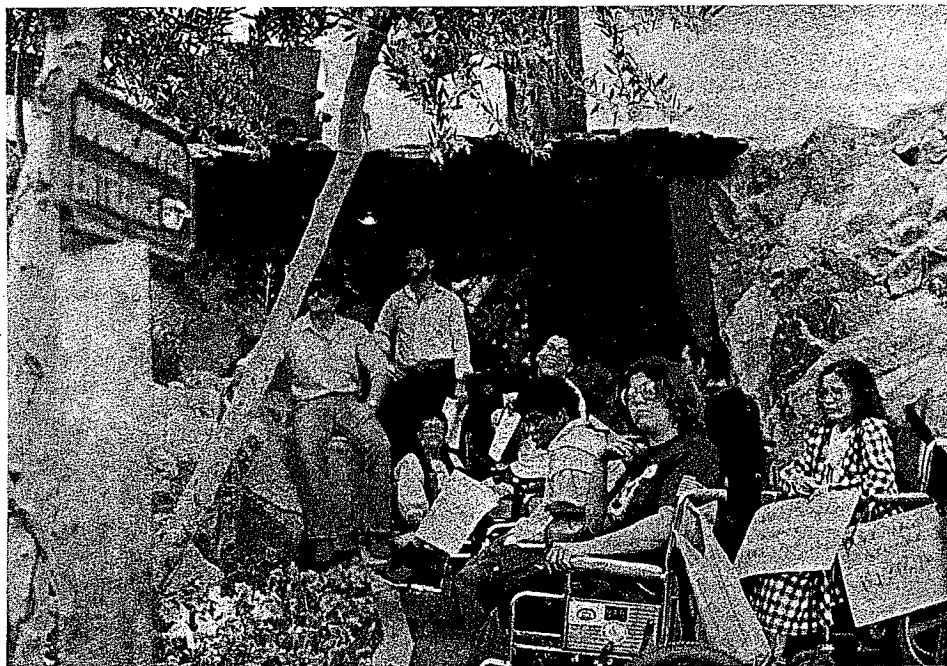
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PME ADAPT ATTN DENISE LABIEQUE, DLR
ARIZONA BRIDGE TO INDEPENDENT LIVING, DLR
1229 E WASHINGTON
PHOENIX AZ 85034

SIX MONTHS AGO YOU OFFERED US LEADERSHIP AND INSPIRATION WE HAVE "NOT" FORGOTTEN. WITHIN THE NEXT SIX MONTHS WE WILL DO OUR UTMOST TO MAKE THE D-DOT ADAPT TO ALL PEOPLE WHO SURELY WILL PROCLAIM "WE WILL RIDE."

MAKE YOUR WORK IN PHOENIX ADVANCE OUR COLLECTIVE STRENGTH.

SINCERELY,

JUSTIN RAVITZ, MICHIGAN PUBLIC TRANSPORTATION TASK FORCE "MPTTF"
ADAPT, DETROIT CHAPTER

1705 EST

IPM13AZ

the media was there, we were allowed to stay if we were quiet. Forming a single line we set our vigil candles on the ground. Chanting in American Sign Language and singing the *We Will Ride* song, we waited as the spokespeople tried to find out if our people were getting their medications, catheters, etc. The jail staff assured us they were (but as we later found out they had once again lied.)

SWITCH TO THE INSIDE.

After spending the night in the holding section where not enough beds were provided and no medication was dispensed, it was a relief to be transferred down the street to a facility that had been, in their minds, converted to hold us for a few days. The women were separated from the men and located in another building. We were all put in "pods", a section of a building holding approximately 30 people. Each pod had four tables in a common area, a phone (collect calls only) and a T.V. Trustees did our attendant care. Toilets and showers were inaccessible. A Physician's Assistant interviewed most of us, but as usual medication was slow in coming. Each of us was given an I.D. card.

Communication was a problem. On Thursday morning three of the men who needed bowel care assistance were transferred to the Madison Infirmary where they were kept in one person cells. We could not contact them nor they us. The women after being lied to and told the group had bailed out decided to bail out. Information from the outside was hard to get



since the hotel where the other ADAPT members were staying would not accept our collect calls. No lawyer visited us until Friday afternoon.

Friday's visit from the court appointed attorney came shortly before our "trial" of sorts. We had some tough decisions to make. Maricopa County officials, finally aware they did not have adequate facilities, had decided they would let us out with time served, no additional fines. After a long debate on strategy we negotiated an additional no probation. "Three days served!" With that pronouncement by Judge Wilson, the remaining seventeen ADAPT members were freed and ADAPT's most successful demonstrations came to an end.

LAST BUT NOT LEAST

National coverage of ADAPT's issue was made this time. Linda Ellerby on her TGIF segment on Good Morning America showed clippings of the Tuesday actions and commented, in Phoenix the paddy wagons have lifts, but the buses do not.

The support from ABIL and the disability community in Phoenix was the strongest ADAPT has received at our national actions. It was their negotiations combined with the fear of ADAPT which brought about a resolution from the Regional Transit Authority to only buy buses with lifts. After the Convention, with their negotiations and ADAPT's actions, the City of Phoenix committed to making 50% of its city buses accessible by 1990. During the days after the Convention they participated in the march, press conferences and strategy sessions. They helped with communications, fundraising and the many other nuts and bolts activities that allow ADAPT actions to take place. Working together, great strides were made.

RESOLUTION

SEPTEMBER ALLIANCE FOR ACCESSIBLE TRANSIT

WHEREAS all members of the public have the right to use public transportation, including all disabled and elderly people, and

WHEREAS the most effective means for providing bus services to all mobility-impaired riders is to combine an accessible (lift-equipped) bus fleet with specialized paratransit services where needed, and

WHEREAS research as well as the experience of a number of cities with such systems demonstrates that fully accessible public transit systems are quite feasible, and

WHEREAS a national mandate requiring all newly purchased bus and rail equipment to be fully accessible is necessary both to require access in the majority of communities where it does not exist and to promote the availability of more reliable, lower cost, standardized bus equipment so accessibility will be more easily achievable in all communities, and

WHEREAS such a national mandate once existed in 1979 but was vigorously opposed and successfully eliminated through the lawsuit and lobbying efforts of the American Public Transit Association, which represents the transit districts nationally, in alliance with bus manufacturing corporations which opposed the mandate because of the need to retool their equipment, and

WHEREAS the American Public Transit Association has the power to encourage its member districts to provide accessibility and to promote the production of accessible equipment, but in fact has refused even to publicly debate and vote on the issue, and

WHEREAS California law requires that newly-purchased bus and rail equipment be accessible, and this requirement must be protected from attack and fully implemented in both its letter and spirit throughout California.

THEREFORE BE IT RESOLVED, that

1. The American Public Transit Association go on record supporting the restoration of the civil right of disabled and elderly people to have access to all bus and rail systems used by the general public.
2. The American Public Transit Association urge the federal government to reinstate the requirement that all newly-purchased bus and rail equipment be fully accessible.
3. All lawmakers, public officials, and organizations concerned with transportation and/or the welfare of their communities, urge the American Public Transit Association to adopt policies restoring to disabled and elderly people the civil right to have access to all bus and rail systems used by the general public.
4. All lawmakers, public officials, and organizations concerned with transportation and/or the welfare of their communities, also urge the federal government to reinstate the requirement that all newly-purchased bus and rail equipment be fully accessible, and ensure the State of California shall maintain such a requirement.

For information contact: Marilyn Golden (415) 654-5580

ADAPT Goes to Washington

Thirty of ADAPT's experienced activists travelled to Washington DC this spring to protest APTA's legislative workshop. Though small in number, these activists got inside the APTA meeting hotel, had an impromptu meeting with civil rights activists Dick Gregory and Hosea Williams in front of the White House, had a chance to speak at a committee hearing on transportation, met with Speaker of the House Jim Wright (D-Texas) for thirty minutes, and had an hour long meeting with Presidential hopeful Senator Bob Dole (R-Kansas). Not bad for a "street organization."

ADAPT's style of lobbying was somewhat different from what Washington is used to. No attache cases, no power suits, just thirty folks bent on being heard. It worked but it took being carried up a flight of stairs to Speaker Wright's office when they would not let any more people up the elevator. It took thirty people sitting in Senator Dole's office demanding to have a meeting; after 3 hours the meeting was

scheduled. It took speaking up at a committee hearing when the chairperson would not recognize us; we were heard.

What was accomplished? First APTA knows we won't go away. We will be there at any meeting. Second, Speaker Wright leaned about the issue of accessible public transportation first hand. He learned that his city, Fort Worth, has a transit system that has locked down 29 of its lifts. He also is going to investigate the possibility of having hearings on accessible public transportation. Third, Senator Dole heard the needs of people who used the system. ADAPT members spoke their minds in an open dialog with the Senator. He seemed to listen and his letter to the chairs of the Democratic and Republican parties about accessibility (specifically referencing transportation) shows the impact that meeting had.

The DC trip reinforced the power of the "ADAPT style." Thoughts of an ongoing presence in Washington have begun.



APTA to Meet in San Francisco

ADAPT Packing The Wagons to Head West

GO WEST YOUNG MAN/WOMAN! Is the call of ADAPT organizers around the country as they plan to attend the APTA International Public Transit Expo '87 Sunday, September 27th through Wednesday, September 30th at the Moscone Center in San Francisco, CA.

ADAPT, working with the September Alliance for Accessible Transit, SAAT, (see resolution this issue) will be planning the largest turn out of disabled activists to protest APTA's Expo '87. This is a golden opportunity for ADAPT to

make its position known to over 11,000 transit leaders, from the US and some 50 countries, who will attend.

Our goal is 300 people in wheelchairs. We have the momentum. APTA is feeling the pressure. WE NEED YOU. Start planning now. Make a commitment to your and everyone's future now.

For more information on plans for San Francisco ADAPT '87, contact:

Mike Auberger/Wade Blank
4536 East Colfax
Denver, CO 80220
303/393-0630

United States Senate

WASHINGTON, DC 20510

April 6, 1987

Frank J. Fahrenkopf, Chairman
Republican National Committee
310 1st St., S.E.
Washington, D.C.

Dear Frank,

In September of 1984 the Congress of the United States passed and the President signed into law the Voting Accessibility for the Elderly and Handicapped Act. The Act promotes the fundamental right of disabled and elderly citizens to vote in Federal elections by requiring States to improve their access to registration facilities and polling places. This was a beginning. It was also a challenge to the political parties of this country to improve access for disabled and elderly citizens to the entire election process.

Our party has worked hard to remove obstacles that may exist to the full participation of disabled and elderly citizens in society. We must work just as hard to improve their participation in the entire election process. Certainly we can ensure that our campaign offices and convention facilities are accessible and that there are interpreters available for deaf persons and brailled materials for visually impaired individuals. We can hire qualified persons to work as members of the staff, and we can actively encourage disabled citizens to vote in primaries and elections, to volunteer in our campaign offices, to become delegates to our national convention and to run for elected office as members of our party.

It is my understanding that New Orleans has not in the past adequately accommodated the needs of disabled persons for public transportation services. I would urge you to talk with officials in the city about their present and planned efforts to make their transportation system accessible.

Over 37 million Americans have a disabling condition. Many of them are eligible to participate and, from my experience, they want to participate in the election process. It is up to us to give them that opportunity.

Sincerely,

BOB DOLE
United States Senate

Spring 1987 Incitement 3

Whose Side is PVA On? Paralyzed Veterans Declare War Against ADAPT

The Paralyzed Veterans of America have taken action that now prohibits their membership from "... any further associations with ADAPT..." This came about when the Texas chapter of PVA sent six of their members to Detroit to advocate for accessible public transportation. They did this under the belief that PVA supported the fight for accessible public transportation.

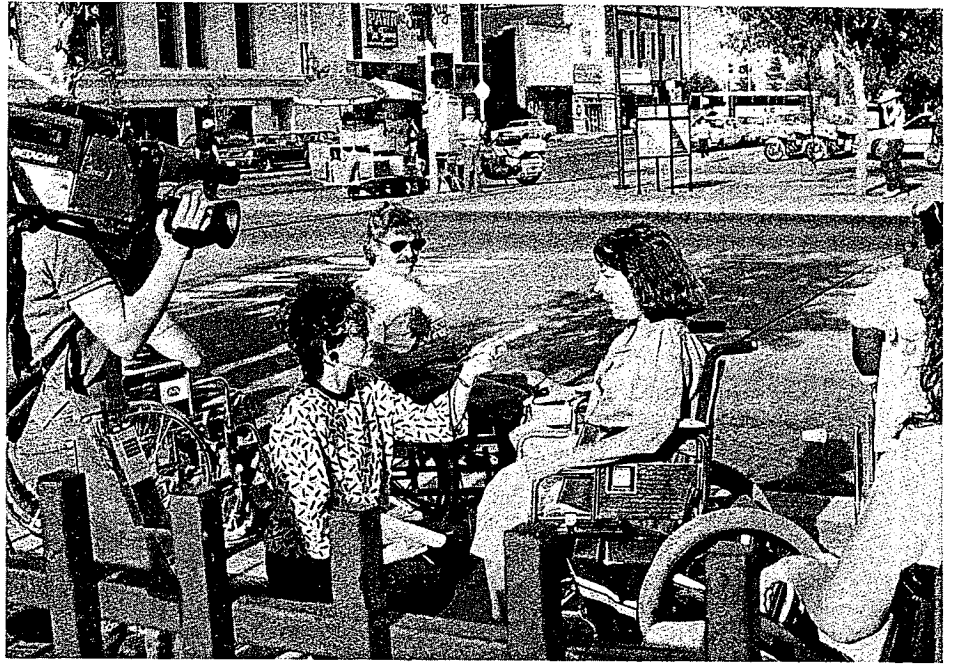
However, PVA, it seems, was more concerned with their "professional" image and fund-raising prowess than they were with the rights of people with disabilities. Their Executive Com-

mittee passed a resolution prohibiting further association with ADAPT, or any other group practicing "illegal civil disobedience."

ADAPT asks you to write a personal letter to
Jack Powell, Executive Director
PVA

801 18th St. NW
Washington, DC 20006
Tell Jack what you think of this resolution. Below are some of ADAPT's reactions.

One final note. PVA will be in Denver, home of National ADAPT, July 26-August 1st for their National Convention.



ADAPT

Mr. Jack Powell, Executive Director
Paralyzed Veterans of America
801 Eighteenth Street, N.W., Washington, D.C. 20006

Dear Mr. Powell:

This letter is to inform the Paralyzed Veterans of America, no matter what the outcome of your internal policies concerning chapter or individual behavior of PVA members; ADAPT has no choice but to address your resolution requiring all PVA members and chapters to disassociate themselves from ADAPT. We will not permit this type of McCarthyism tactic to go unchallenged.

It is incomprehensible to ADAPT, how the PVA, could bully its chapters and members into disassociating themselves from ADAPT, by threatening to pull their charters, memberships, and financial support if they choose to disregard the PVA's orders. What the PVA has chosen to view as an internal issue is clearly a matter of public concern, when the PVA chooses to decide what groups or individuals its organization can associate with. This is clearly a violation of individual and group rights. The PVA has made ADAPT, an outlaw organization in spite of our national stature and accomplishments. The PVA's position of disassociate or else; can only be perceived the same way that friends of communist party members were viewed in the fifties by Joe McCarthy and his henchmen. If you associate with one, then you are one. There have been PVA members who have been to our demonstrations and have not been arrested and have furthered our cause by their participation. The PVA, resolution not only smacks of McCarthyism but also lends its self to fascism.

ADAPT, can only conclude that the next logical step in the PVA's attack of ADAPT, is to intimidate those organizations or individuals, which the PVA financially supports or contributes to and force them to disassociate themselves from ADAPT or lose the PVA's financial support.

ADAPT is amazed that the PVA's abhorrence to civil disobedience could cause the PVA to outlaw an organization because the PVA does not embrace the philosophical position that one hundred percent accessibility is more important than our tactics. Therefore; we can only conclude that during the sixties and even today, PVA could not support the black civil rights movement, Rev. Martin Luther King's, and the Southern Christian Leadership Conferences, because they used Confrontational civil disobedience to publicize the black man's plight.

This obviously left them allied with the KKK and the other oppressors because they did not like the tactics of the black man.

It is much clearer now to ADAPT that the PVA is more concerned with its public image, its power, and domination than creating change or a more accessible country.

Therefore; the PVA has clearly no problem allying itself with the McCarthy era and the racists, who did not like the tactics of Martin Luther King, or the black man's civil rights movement.

The PVA has left ADAPT no alternative but to make this challenge to the disability movement a public issue. Unless the PVA reverses its position and remedies its obvious assault on ADAPT, ADAPT has no choice but to treat the PVA as an oppressor such as American Airlines, Continental Airlines, and Eastern Airlines once were. ADAPT would prefer to resolve this issue amicably but we will leave the choice to the PVA as we have others in the past who have tried to oppress us. ADAPT is more than capable of addressing this issue publicly and make everyone aware of your oppressive tactics.

Respectfully,

M. W. Auberger
M. W. Auberger
ADAPT/ORGANIZER

"Therefore be it resolved, that any further association with ADAPT or organizations advocating illegal civil disobedience will not be allowed or tolerated by the organization, and shall cease and desist immediately."

Quoted from a letter written by Richard D. Hoover,
National President, PVA



DID YOU KNOW—The American Disabled for Accessible Transportation (ADAPT) demands that all publicly funded transportation be wheelchair accessible? Hundreds of people who use wheelchairs for mobility have gone to jail seeking their right to ride public transit. ADAPT has also been demonstrating against the American Public Transit Association because APTA openly opposes access to all public transit.

DID YOU KNOW—The Paralyzed Veterans of America (PVA) has taken the following position: "any further association with ADAPT or organizations advocating illegal

civil disobedience will not be allowed or tolerated" and called upon members to "cease and desist immediately".

On the other side of the coin, the PVA meets regularly with the American Public Transit Association and attends their conventions. While the PVA rejects their brothers and sisters in wheelchairs who are willing to go to jail for their right to ride public transit; they "hang out with" APTA who opposes equal access. The American Public Transit Association openly declares their friendship with the PVA as proof that people with disabilities prefer separation.

IF YOU'RE A MEMBER OF P.V.A.



SEE

NO A.D.A.P.T.



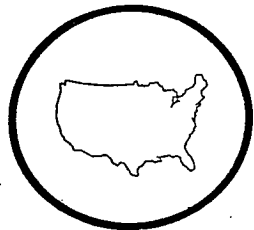
HEAR

NO A.D.A.P.T.



SPEAK

NO A.D.A.P.T.



Around The Nation

ATLANTA -- ADAPT members have been active in their organizing efforts and their hard work has paid off. The 504 plan of Metropolitan Atlanta Rapid Transit Authority, MARTA, commits to 100% mainline access by the year 2000 and a 50% lift equipped fleet by 1992. In addition to this victory, the plan includes a temporary increase in the paratransit system to meet interim needs and then maintain a system at a level sufficient to "meet the needs of many of the more severely disabled." MARTA held four public hearings at which 113 statements were heard and at which 331 people were present. Thanks to ADAPT of Atlanta for this great organizing.

DETROIT -- The letter began "Dear Heroes and Heroines. . . This case was an excellent example of strength in unity. . ." With these glowing words, Justin Ravitz notified those arrested in Detroit that charges had been dropped. Ravitz, a National Lawyers' Guild attorney, and Neal Bush handled ADAPT's cases, and clearly handled them well. Our thanks to them both.

The aftermath of ADAPT's action in Detroit did not stop with legal concerns. In a letter to the editor of the *Disability Rag* (March/April issue) Frank Clark, Chair of the Detroit Based Coalition for the Human Rights of the Handicapped, tells of the "conversion" of Detroit's disability community. While at first critical because of misinformation about ADAPT's safety record, they have now formed an ADAPT chapter in Detroit. In his letter Clark goes on to say "I urge my handicapped brothers and sisters to join with ADAPT during their spring demonstration in Phoenix and their fall demonstration in San Francisco. The American Public Transit Association and the citizens of this country need to know that the ability to ride a public transit vehicle is a civil right that cannot be denied any person." And Clark has proved as good as his word. April 4th 100 disabled marched in Detroit -- in solidarity with the Phoenix action.



WASHINGTON DC --The Department of Transportation has appointed an advisory committee to develop a report including recommended rulemaking on the Air Carriers Access Act of 1986. Their first meeting will be June 3-4th in DC and they will meet every two weeks through the summer. Groups represented include: Department of Transportation, Paralyzed Veterans of America, Air Transport Association, National Association of Protection and Advocacy Systems, National Air Taxi Association, National Air Carrier Association, Association of Flight Attendants, National Federation of the Blind, Regional Airport Authority (based in Standiford Airport in Louisville, KY, the only group not from the Washington DC area), Regional Airline Association, American Council for the Blind, National Council on Independent Living, Society for Law and the Deaf, and the Architectural and Transportation Barriers Compliance Board.

Senator Alan Cranston has submitted an amendment to the Urban Mass Transportation Act of 1964. The amendment would prohibit implementation of the regulations which discriminate against mentally handicapped persons and which put a limit on the amount transit systems must spend to eliminate discrimination against disabled riders. In addition it would allow a private right of action for violation of certain anti-discrimination laws and regulations. Also supporting this legislation, S. 1077, are Senators Stafford, Riegle, Simon, Kerry, Weiker and Harkin. ADAPT is negotiating with Cranston's people to include specific reference to lifts. Cranston may be holding public hearings on this legislation this summer.

DENVER --The President's Committee on Employment of the Handicapped, for the first time in its 40 year history, met outside of Washington DC this year. Denver, Colorado was chosen as the site since it is a model of accessibility for disabled persons. No



Bob Conrad hauled off the sidewalk by Phoenix's finest plainclothes police.

small part of this access is the public transit system which easily accommodates wheelchair users on the mainline system, and it got rave reviews from conference goers. ADAPT was asked to give two workshops at the national conference (The Right to Ride . . . The Right to Work, and Grassroots Organizing). In addition ADAPT had a booth in the infamous PCEH Exhibit Hall. Elaine Kolb, author of the latest hit "We Will Ride" gave a command performance at one of the social events. Another command performance was given by a number of mainline access supporters at the General Session when several of the speakers inspired chanting from some of the audience, which numbered over 1,000 people.

BROWARD COUNTY, FL --Broward County Mass Transit Division has recently purchased 25 new lift-equipped buses. The new buses will mean 142 of the 223 but fleet have "features for the handicapped" according to the local people. Now when we head south for

spring break we can travel from Fort Lauderdale to Deerfield Beach or Pompano Beach.

CINCINNATI --Once again Cincinnati has done the amazing. Amazingly stupid, that is. The city transit system has made another major purchase of accessible buses and bolted down the lifts. This is the second time in about a year. One can only hope this will lead to some street actions or some kind of reaction.

CHICAGO --The windy city has made a major purchase of buses, 500 or so, and refused to buy them with lifts, despite a pending lawsuit. An attempted injunction got local activists nowhere, as the court decided not to stop this atrocity. Disability activists took to the streets and buses were held for over an hour at key downtown locations, and one ADAPT activist was arrested. Thanks to the Chicago ADAPT chapters for giving the transit people something to sour their PR.

INCITEMENT NEEDS YOUR HELP. Our grant is running out and we need your support to keep *Incitement* on the streets. *Incitement* is the voice of disabled activists interested in protecting the civil rights of all people. Any assistance will be appreciated and used for the publication and distribution of *Incitement*. Thank you.

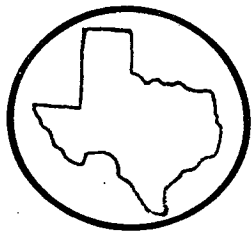
"Brother/Sister Can You Spare A Dime?"

- \$100 Freedom! Equality! Justice!
- \$50 - Access is a civil right!
- \$25 - Lifts on Buses!
- \$15 - We Will Ride!
- \$10 - What do we want? Access! When do we want it? Now!
- \$5 - Don't mourn. . .organize.
- \$1 - My civil rights are important to me.



Incitement wants news/articles from you. Let us know what is happening in your city - good or bad. Incitement is your paper.

Many thanks to Mark Johnson for all the information you shared with us for this issue.



Around The State

Dallas

DART CONSIDERS 100% ACCESSIBILITY. There is no doubt the most exciting story to be told in Texas these days is in Dallas. The Dallas Area Rapid Transit, DART 504 plan includes 100% mainline accessibility as a key factor for compliance. This will be voted on June 9th and as of this writing we have our fingers crossed. The inclusion of 100% mainline accessibility is a tribute to the hard work of the Atlantis/ADAPT regional staff, and an incredible turn around for DART. People power does work. (See next issued for update and details.)

504 RALLY HELD. 150 people joined in a march and rally May 9th to celebrate the 10th anniversary of Section 504 of the Rehabilitation Act. The march went from Ferris Plaza to the City Hall Plaza. ADAPT members played a key role in organizing the event. In a show of strength

and solidarity, groups from throughout the city joined together to put on a tribute to what once was called "the disabled persons civil rights act." The theme of the day, 504 . . . Work for More, should be echoed around the state.

El Paso

EL PASOANS MARCH TO CELEBRATE 504. An enthusiastic crowd marched from the San Jacinto Plaza to the downtown El Paso Court House May 1st to celebrate the 10 year anniversary of the signing of Section 504 of the Rehabilitation Act. Stretching along downtown streets marchers chanted and sang as they made their way to the central rally point. Speakers included Terry O'Rourke, deaf activist, Representative Jim Goldmen, and Bob Geyer, Past President of CTD, among others. As in Dallas, ADAPT of El Paso members played a key role in pulling the event off.



Austin

ATTORNEY GENERAL OPINION FAVORABLE. Texas Rehabilitation Commissioner Vernon "Max" Arrell asked for an Attorney General's opinion on the language in the Texas Human Resources Code relating to accessible public transit. In a vague but favorable ruling, the Attorney General stated that public entities (including public transit services) cannot deny access to persons with disabilities. The opinion was careful to point out that public, in this code, does not refer to funding but to use. However, the ruling does not define access and will need further clarification.

NEW EXECUTIVE DIRECTOR HIRED BY CAPITAL METRO. Anthony Kouneski formerly of the Southwest Ohio Regional Transit Authority (*Incitement* readers should remember SORTA transit from the Cincinnati actions) took over Capital Metro June 1st.

Kouneski, rumor has it, is not strong on mainline access. Austin ADAPT has their work cut out for them.

HB330 DIES, BUT NOT WITHOUT A FIGHT. HB330, a bill that would have mandated access to all new transportation facilities and vehicles in Texas died in the House Calendars Committee as the 70th Regular Legislative Session ended. This bill was favorably voted out of the Transportation Committee after much support from ADAPT Members and other supporters across the state, which caused transit bureaucrats to sit up and take notice. It was a controversial bill from the beginning and set the battle lines for rounds yet to come. The bill was promoted by the Coalition of Texans with Disabilities and CTD will be building on the already strong statewide support for another try in the 71st Session.



WE WILL RIDE!!!

by Elaine M. Kolb
March 27, 1987 - 6:30 a.m.-8:10 a.m.

1. Far too many people
Have been suffering too long
We won't accept excuses
Right is right and wrong is wrong
And it's wrong to try to keep us
Waiting for some charity
So, let's get ourselves together
Here and now--you and me.

CHORUS:
We will ride, we will ride
With the strength of truth
And justice on our side
By the grace of God above
Our battlecry is love
And we will ride--we will ride!!!

2. Some of us are inconvenienced
By some disability
Still, we count ourselves as citizens
And we're aiming to be free
Riding public transportation
As one way to get around
Backed by federal regulations
Hear us now--we're freedom-bound.

CHORUS:
3. By the thousands and the millions
We lift our voice to say
That it's time to practice what we preach
And live it day by day
Every kind of people share
The power to be free
We will live & learn & work & move
And love (and vote) with dignity.

CHORUS: (repeat many times)

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