

HOW MANY STUDIES DOES IT TAKE TO
INSTALL A LIFT?

Best reactions to Easter Seals Society receiving a three year \$3 million dollar grant from UMTA to study accessible transportation: Ralph De La Cruz, Exec. Dir. for Policy - APTA said "APTA needed a front organization to receive the money. Easter Seals was it." Another darker reaction from another observer was "giving Easter Seals money to study transportation is like giving the Nazi party money to study the Jewish question."

ADAPT believes \$3 million of federal money would be better used for lifts than studies.

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INCITEMENT INCITEMENT

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ADAPT GOES INTERNATIONAL

As summer temperatures soar, ADAPT's pressure on APTA is mounting, and preparations for the next confrontation are well under way. This fall's location will be Montreal, Quebec, making this ADAPT's first international action. The second largest city in Canada, Montreal was chosen by APTA for their 1988 convention site, and the Montreal transit system STCUM (Society of Transportation for the Urban Communities of Montreal) is one of several Canadian members of APTA. Where APTA goes ADAPT goes, so September 30th through October 6th Montreal will play host to both groups.

This should prove to be an action not to be missed. Local disability group Movement of Disabled Consumers of Quebec is gearing up to join forces with ADAPT. About 100 local people plan to participate. The french cultural flavor of the city is both exciting and impossible to miss. Bilingual demonstrations, or "manifestations" as they are called in Montreal, will be another added twist.

Montreal itself provides interesting contradictions in that the city has one of the best system of curb cuts (over 90% of the curbs have ramps) but extremely limited access to privately owned but publically used places (like shops, restaraunts, motels, etc.) In addition the local transit for people with disabilities is based solely on paratransit, or adapted transit as it is ironically called in Quebec. The Metro, Montreal's subway system, is not accessible; when six new stations were built a few years ago requests weremade to make these accessible...but these requests were ignored.

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GREYHOUND'S DISCRIMINATORY POLICIES ATTACKED ADAPT SAYS TO GREYHOUND: DISCOVER ACCESS

ADAPT's demand for access to mass transit has been broadened this summer to include intercity buses, specifically to target Greyhound Lines and Greyhound Corporation. Demonstrations in nine cities across the country started Friday July 8th in Hartford CT and will continue every week through Monday September 5th, when there will be nine simultaneous protests. Over 100 ADAPT members in Hartford CT, Atlanta GA, Louisville KY, Chicago IL, Dallas TX, Denver CO, Colorado Springs CO, El Paso TX, and Los Angeles CA are protesting Greyhound's policy of lack of accessibility. Specifically the issues are:

- 1) Greyhound buses in the United States do not have lifts, though ironically Greyhound's interprovincial buses in Canada are lift equipped.
- 2) Greyhound policies do not allow transport of motorized wheelchairs.

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This action calls for some additional preparation and your involvement will make a major difference. Together we can show APTA we will not be shaken off and that NOUS SERONS TRANSPORTES!

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GREYHOUND *(continued from page 1)*

3) Disabled people who cannot board and deboard on their own must travel with an attendant (the "helping hands" program) according to Greyhound policies.

4) Greyhound requires a letter from a doctor to verify a disabled person's ability to travel.

ADAPT began negotiating with Greyhound Corporation in February 1985 at a meeting in Phoenix AZ. Nothing came of these initial negotiations and street actions began soon after. Since then Greyhound Corp. has sold Greyhound Lines, Inc but still owns approximately 25% of the stock. ADAPT is calling for all stockholders of Greyhound Corp and Greyhound Lines, Inc to divest themselves of their holdings until Greyhound changes their discriminatory policies toward disabled people in the US.

Ken Herd, ADAPT organizer from Denver recently received a favorable determination from the Colorado Civil Rights Division. It stated that Greyhound Trailways Bus Line's policies of not transporting electric wheelchairs and requiring an attendant travel with disabled riders violate his civil rights under the states civil rights statute. Negotiations to resolve the discrimination are currently being conducted. What does your state civil rights law say?

Over 200 ADAPT members formed a line from one foot of the St. Louis arch to the other to begin the onslaught on yet another APTA convention. The "Gateway to the West", the arch, was ADAPT's gateway to a week long series of successful and hard hitting demonstrations on the importance of accessible transit for people with disabilities.

Tension filled the streets as ADAPT moved on APTA whoes members had smugly entrenched themselves in their opulent fortress. Their eastern regional convention was held at the Omni Hotel, which along with a swank shopping mall was housed in St Louis' historical Union Station, a renovated train station. Local police were out in force and expecting a melee. Local disabled people had previously conducted televised training sessions for the police at which the disabled trainers swung their wheelchair footrest in the air as if brandishing a club, and claimed ADAPT had thrown rocks at police. Internal security documents prepared by APTA (of which ADAPT later obtained copies) required police to sweep APTA's meeting rooms each day looking for bugs and explosives. As in the children's game of telephone, shouts and sit-ins had been translated into bombs and riots.

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Around The Nation

Chicago, IL - The Chicago Transit System, after four years of stalling and trying to negotiate a way out of complying with a court injunction not to buy any new buses that are not accessible to disabled people, has finally given in. They are submitting a purchase order for new buses with lifts. This is a major victory for the Chicago disability community, which has been fighting in the streets and the courts for the last five years.

Atlanta GA - A threatened protest by disabled delegates at the Democratic National Convention has brought about a commitment for some long needed reform. At issue is the continued inaccessibility of the activities and facilities of the convention to disabled participants. The threatened protest prompted Paul Kirk, Chairperson of the Democratic National Committee, to issue a press release recognizing accessibility difficulties at the '88 Convention, and committing the DNC to full access at all future conventions. The statement also urged the federal government to pass legislation prohibiting discrimination against people with disabilities.

Ahtens GA - "I'm not going to be railroaded, and I'm not going to be sidelined" - Warren Groves. In April '88 David Bliss, a freshman at the University of Georgia, UGA, leaped and climbed up the steps of the Academic Building to present UGA officials a list of demands. Bliss, Groves and nine other students were protesting the inaccessibility of many buildings on the campus, including the student services office. Within two days of Bliss' climb UGA President Charles Knapp had agreed to meet two of the demands and had called a meeting to negotiate a timeline for compliance with the remaining demands.

El Paso TX - Disabled El Pasoans celebrated a victory over a newly constructed and inaccessible Sound Warehouse, when the turnstyle which blocked access for people in wheelchairs and baby carriages was removed. Over 20 protesters showed up at the Sound Warehouse and demanded that the turnstyle be removed. This quick victory (the demand was met in a matter of a few hours) came after months of legal negotiations which had come to no resolution and no action. Several more protests are planned for the near future.

Los Angeles CA - Two separate protests over the portrayal of a disabled person in the movie "Monkey Shines" took place in early August. The general public attending the film received leaflets stating that disabled people are tired and angry over being portrayed as helpless, horrifying, evil or directed by animals. The movie theater was picketed, but no arrests were made.

Spokane WA - Another movie theater was picketed by a group of protesters because the theater refused to sell a ticket to a woman with cerebral palsy. Because her speech was difficult to understand the theater would not sell her a ticket, but implied they might sell it to her if she had an attendant along. A suit has also been filed under WA state civil rights statute against the theater.

Austin TX - You can now get a corned beef sandwich and a knish any time you feel the urge. Katz's Deli, which was picketed by ADAPT last spring, put in a ramp and held a televised ribbon cutting ceremony on July 4th.

CORRECTION - In the last issue of Incitement the actions of the Oklahoma ADAPT chapter were mistakenly attributed to Okalahoma City. This chapter is really working in Tulsa.

ADAPT's arrival at Union Station was greeted by even more police and security guards as well as a bright orange bus (no lift) which was to serve as the police onsite mobile command post. Undaunted ADAPT broke into small groups and entered the Union Station. Chants echoed through the cavernous building as ADAPT blocked entrances and crawled up stairways to reach the APTA conventioners. The protests received national as well as local media coverage.

46 arrests were the result of the days efforts, but there was a new twist, protesters were detained over night on this first offence. St Louis did something else differently too. While being booked protesters were given blood tests, and several people who refused the tests for medical reasons, were physically held down by guards and attempts were made to draw blood. (ADAPT's lawyers have filed a lawsuit.)

Those ADAPT members not arrested held a vigil that night, and Monday morning on their way to the court hearing went back to Union Station for another face off with APTA. Eight foot fences had been erected around the building and a line of police surrounded the hotel and its "precious" contents.

Due to the authorities' poor paperwork handling, the initial 46 charges were thrown out of court when the hearing finally took place Monday afternoon.

Tuesday's protest centered on a new target, Greyhound, an APTA member which practices a somewhat different variety of discrimination against people with disabilities. Picketing and protesting Greyhound's policies, (see related article) ADAPT moved into the street to capture the first two incoming Greyhound buses and blocked the terminal's exits and entrances. Greyhound tried to reroute buses but eventually had to bring them into the terminal where ADAPT blocked fourteen bus bays. Over 40 people were arrested and slowly carted off to jail in some of

the few accessible city buses (which had been equipped with extra tie-downs for the occasion.)

This time the county jailers wanted nothing to do with ADAPT, and processing was streamlined to a minimum.

Wednesday, the last day, was ADAPT's day in court. On route to the courthouse ADAPT stopped off to sing APTA the Parker's classic take-off "Oh Jack Won't You Buy Me a Mercedes Benz." Gilstrap did not dare to show his face. Then ADAPT was off to court singing Kolb's "We Will Ride" and chanting "access is a civil right", etc.

St. Louis should be ashamed of: Debbie Phillips and her cohorts for their misinformation training; Bi-State Transit and R.R. D'Adamo for claiming neutrality in the APTA/ADAPT confrontation and then specially outfitting buses for the arrests, and for forcing transit union drivers to drive protesters to jail.



APTA TASK FORCE SAYS "YES" ON
ACCESSIBILITY
(... BUT WHAT ABOUT THE EXECUTIVE
COMMITTEE?)

The APTA task force which was appointed last October in San Francisco to study the issue of accessible transit for disabled people met for the third time on June 21st in Long Beach CA. At that meeting the task force drafted and approved a resolution "... to promote total accessibility and mobility for all elderly persons and individuals with disabilities." The resolution also called for the federal government to establish a national policy that all new purchases of buses be accessible.

The task force will meet again August 23rd in Washington DC to write the preamble to the resolution. Six other committees will review the resolution before it goes to the Executive Committee, and most ADAPT members feel the resolution will be watered down to meaninglessness by that time, and that APTA is using the task force as a diversion.

At a transportation conference held in Milwaukee WI in mid-July, Mr. De La Cruz, describing himself and APTA as "the Evil Empire", publically read from the resolution but described a January 5th time table for its review by the Executive Committee. When asked why this time table was not moved up so APTA could have the Montreal convention without demonstrations by ADAPT, he said "I don't give a rat's ass about ADAPT's demonstrations."



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AND THE SUIT GOES ON

The Department of Transportation, DOT, has appealed the ADAPT court victory in which Judge Katz ruled to overturn the 3% cost cap in the DOT 504 regulations. ADAPT has filed a cross appeal, as has EPVA. We shall see.