

RESOLUTION NO. 3127

WHEREAS, the Americans with Disabilities Act (ADA) civil rights legislation was signed into law by President Bush of July 26, 1990; and

WHEREAS, the ADA prohibits discrimination in employment, public accommodations, public transportation, state and local government services, and telecommunication based on disability; and

WHEREAS, the ADA requires the City of Albany assure paratransit services comparable to those services provided by the Albany Transit System fixed route service; and

WHEREAS, the law requires a paratransit plan be submitted by January 26, 1992; and

WHEREAS, the City of Albany has prepared a paratransit plan to meet the federal requirements of the ADA;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Albany, Oregon hereby adopts the paratransit plan dated January 22, 1992.

DATED this 22nd day of January 1992.

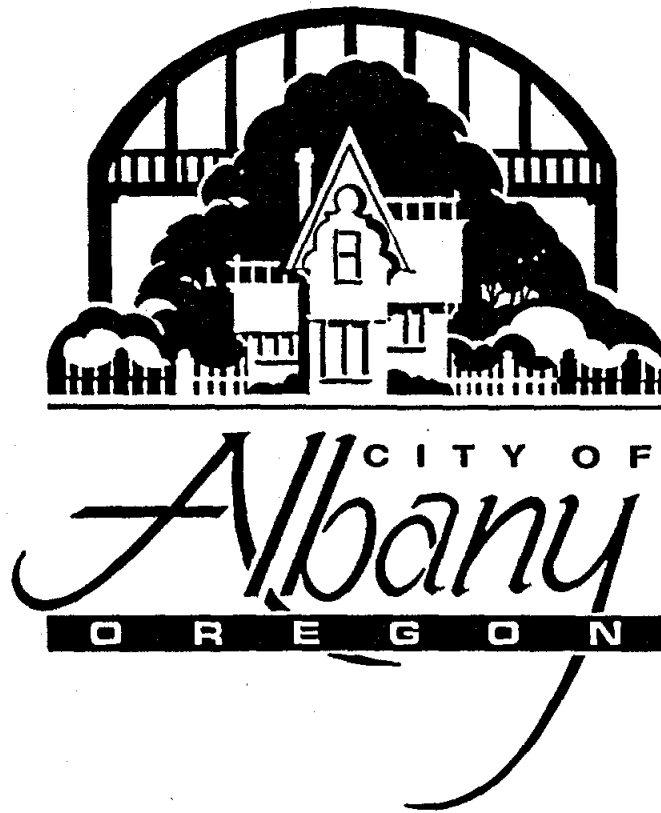


Mayor

ATTEST:



City Recorder



**AMERICANS WITH DISABILITIES ACT
PARATRANSIT PLAN**

for the

ALBANY TRANSIT SYSTEM

January 22, 1992

CITY OF ALBANY/ALBANY TRANSIT SYSTEM
PLAN TO IMPLEMENT THE
AMERICANS WITH DISABILITIES ACT PARATRANSIT REQUIREMENTS

INTRODUCTION

The City of Albany has prepared this Paratransit Plan in response to federal requirements under the Americans with Disabilities Act (ADA).

The ADA is civil rights legislation signed into law by President Bush on July 26, 1990. The final rules were issued September 6, 1991. The ADA prohibits discrimination based on disability in employment, public accommodations, public transportation, state and local government services, and telecommunications. It applies to both public and private entities regardless of whether they receive federal funding.

The ADA requires that Albany Transit System (ATS) assure paratransit services comparable to those services to fixed route patrons be provided to ADA eligible people in Albany. This will require an expansion of paratransit services, improved coordination of existing services, or other appropriate measures.

A Public Hearing to encourage public participation was held on January 7, 1992. Written comments on the plan were accepted until January 15, 1992. The final plan was presented to the Albany City Council for adoption on January 22, 1992.

PLAN SUBMITTAL

The City of Albany is the owner and operator of the Albany Transit System, and is responsible for submittal of the paratransit plan. Correspondence should be addressed to:

City of Albany
P. O. Box 490
Albany, Oregon 97321

Albany is governed by a Mayor and City Council which determine transit policy. The City operates a fixed route system in Albany known as the Albany Transit System (ATS).

DESCRIPTION OF FIXED ROUTE SYSTEM

The ATS operates on a fixed route system and provides service to a population of 33,775 in 16 square miles. This includes a population of 3,860 in North Albany which was annexed to the City in June 1991. Except for North Albany, ATS has routes that are structured to serve within 5 blocks of every residence. ATS operates 2 buses, 5 days a week. One bus runs from 7:00 a.m. until 5:50 p.m. The second bus runs from 10:00 a.m. until 4:00 p.m. ATS provides no Saturday or Sunday service. The fare is 25 cents. Children under 6 ride free.

In 1979, ATS purchased three 23 passenger, lift-equipped, mid-size buses. ATS then began operation of the current fixed route system. Current ridership is about 74,000 passengers annually. The system operates 4,400 hours and 63,252 miles a year. The third bus serves as a backup vehicle.

ALBANY CALL-A-RIDE (PARATRANSIT PROVIDER)

Albany Call-A-Ride (ACAR) provides paratransit service within the city limits except for North Albany. ACAR is part of and is funded by Albany Transit System.

ACAR began operation in 1982. It is operated under the direction of Albany Senior Center staff and has over 25 volunteer drivers and dispatchers. ACAR operates 2 vehicles, a sedan and a lift-equipped 12 passenger van. Current ridership is over 10,000 passengers annually. ACAR determines eligibility through a screening process. The person requesting service must be a resident of the City of Albany, over the age of 55 or handicapped, and unable to use conventional transit systems.

ACAR operates paratransit service from 9:00 a.m. until 3:30 p.m. weekdays. No service is offered on Saturday or Sunday.

ACAR asks for a 75 cent donation for service.

There are no other major providers of paratransit within the ATS service area. Some organizations such as Center Enterprises and the State of Oregon Department of Human Resources' Volunteer Program (DHR) provide paratransit to clients that need special care which ACAR is unable to provide. DHR's program provides transportation to locations out of the ATS service area, mainly for medical purposes.

PROPOSED COMPLEMENTARY PARATRANSIT SERVICE

ACAR will provide paratransit service for ATS. The service will be provided in the ATS basic service area and to that area in North Albany that is within the city limits.

The City of Albany proposes to comply with ADA regulations by providing increased ACAR service as described below.

- Expand the service area to 3/4 of a mile outside the fixed route boundaries.
- Expand hours to match ATS fixed route service hours.
- Purchase additional vehicles for increased capacity to provide next day service.
- Adjust fare structure so that fares are no more than twice that of the fixed route.

The schedule for providing this service is shown on the Summary of Milestones chart.

DEMAND RESPONSE

The population of Albany's basic service area is estimated at 35,000. Nationally, about 1.5% of the total population either cannot board a fixed route accessible bus by themselves (category 1) or are prevented by their disability from reaching the bus stop (category 3). In addition, about 1% can board a fixed route accessible bus when one is available (category 2). Because ATS is 100% accessible, category 2 will not need to be addressed.

About 3% of Oregon's total population is disabled. This compares with about 3.5% of the nation's population. Therefore, a factor of 0.86 should be used when calculating the numbers of disabled people in Oregon from national estimates.

In Albany's service area, 1.5% of the population equals 525 people. The estimate of the ADA eligible population in categories 1 and 3 is 452 people (0.86 times 525).

Estimates of trip-making by disabled people vary between 1 trip per person per month and 4.4 trips per person per month, based on studies across the nation. Albany's general population generates trips at the rate of 1.6 rides per person per month.

By using these national figures as a guide, the Albany ADA eligible population in categories 1 and 3 may generate from 5,424 trips per year (low) to 23,865 trips per year (high). ACAR currently provides over 10,000 trips annually.

COST ESTIMATE

There are approximately 17 square miles in Albany's service area. Nationally, in a city the size of Albany, 1.6 ADA eligible trips per hour will be generated. This equates to 7,000 ADA eligible trips per year based on a 4,400 hour annual transit operating schedule.

The average productivity of Oregon's dial-a-ride services is about 4 trips per hour. ACAR productivity is 5.9 trips per hour (10,000/1,690 hours). Therefore, the number of total hours of service may range from 1,356 hours (5,424 trips/4 trips per hour) to 14,916 hours (23,865 trips/1.6 trips per hour).

Additional service might be provided by recruitment of additional volunteers for drivers and dispatchers. If volunteers cannot be recruited, the cost to provide additional paratransit service, based on an estimated \$17.00 per hour operating cost, may range from \$23,052 (1,356 hours x \$17 per hour) to \$253,572 (14,916 hours x \$17 per hour). In addition, the service may require from two to five vehicles.

ATS has no funding to provide required paratransit service. Funds will be pursued through the Special Transportation Fund (STF) Grants and other sources. If funding is not obtained, ATS may be forced to make service reductions on the fixed route service or discontinue transit service in its entirety.

ELIGIBILITY


As outlined in the ADA handbook, the City will screen applications for service, provide identification to ADA eligible applicants, and will provide ACAR with names of ADA eligible individuals. Visiting ADA eligible riders will be welcome. The process for developing application materials and the process for administrative appeals have not yet been finalized.

PUBLIC PARTICIPATION

City staff met with other providers at a special public hearing sponsored by the Linn County Special Transportation Fund. Further input was received informally from other advocates and disability groups. A public hearing on the draft paratransit plan was held January 7, 1992. Updates of this plan will be made after giving notice and holding additional public meetings to solicit input.

EXISTING PARATRANSIT SERVICE SURVEY

This is to certify that the CITY OF ALBANY has conducted a survey of existing paratransit services as required by 49 CFR 37.137 (a).



Signature

Steve Bryant

Name of Authorized Official

City Manager

Title

January 23, 1992

Date

SUMMARY OF PARATRANSIT MILESTONES - ALBANY TRANSIT SYSTEM

SUBJECT	JULY 91 - JUNE 92	JULY 92 - JUNE 93	JULY 93 - JUNE 94	JULY 94 - JUNE 95	JULY 95 - JANUARY 96
Service Area	Establish ADA boundaries	Provide service to North Albany. 9:00 - 3:30	Provide service to total area: 9:00 - 3:30		Provide service to total area: 7:00 - 6:00 FULL COMPLIANCE
Eligibility	Adopt visitor, attendant and companion policy	Establish eligibility, formal appeals process and implement	Fully implement eligibility screening FULL COMPLIANCE		
Response Time	Evaluate current reservation policy	Implement new reservation policy	Implement scheduling service (dispatch) FULL COMPLIANCE		
Capacity	Evaluate current capacity	Evaluate vehicle need to reduce denials	Evaluate vehicle need to reduce denials	Evaluate vehicle need to reduce denials	Add service to meet demand FULL COMPLIANCE
Fares	Establish fare policy	Implement new fare FULL COMPLIANCE			
Cost	Evaluate cost of program	Evaluate cost of program	Evaluate cost of program	Evaluate cost of program	Evaluate cost of program



ALBANY TRANSIT SYSTEM

will hold a

PUBLIC HEARING

to present a draft plan to implement the

Americans with Disabilities Act

Transportation Requirements in Albany.

January 7, 1992 ■ 9:30 a.m.

Albany Senior Center
489 Water Avenue NW ■ Albany

♿ *Wheelchair Accessible* ♿

AMERICANS WITH DISABILITIES ACT

**Public Hearing
Summary of Minutes
January 7, 1992**

**City of Albany, Oregon
Senior Citizens Center**

INTRODUCTIONS

The meeting was called to order at 9:40 a.m. by Michael J. Corso, Transportation/Building Supervisor for the City of Albany. A copy of the attendance roster is attached as a portion of these minutes.

It was noted that interested persons could add their names to the City of Albany mailing list and receive information on all upcoming ADA meetings and events.

Americans with Disabilities Act (ADA) - Legislation/Mandates

Mr. Corso stated the Americans with Disabilities Act (ADA) final regulations were issued on September 6, 1991, mandating that all transit providers must be in compliance with the regulation. The ADA prohibits discrimination based on disability in employment, public accommodations, public transportation, state and local government services, and telecommunications.

Mr. Corso reviewed, in detail, the effects of ADA and how the regulations will change the service provided by Albany Transit System and Albany Call-A-Ride (fixed route bus service and paratransit service). In regards to paratransit, Mr. Corso discussed what kind of service must be provided under the new regulations, who will be eligible for the service, and cost of service for the patrons.

PUBLIC COMMENTS

- Q. Were other service providers in the community contacted about this public hearing?**
- A. Yes.**
- Q. Because of capacity restraints, changes in current system may leave out present riders who are not ADA eligible.**
- A. Much of the current ridership is probably ADA eligible, however, every effort will be made to maintain transportation for non-ADA.**
- Q. Plan is excellent, but since there is no funding to implement it, how can it work?**
- A. Every effort will be made to secure adequate funding.**
- Q. Changes to existing system will overload the volunteers and may require paid personnel.**
- A. Volunteers will be actively recruited, however, because of reservations requirement of the ADA, we may have to hire a dispatcher. This issue will be addressed at future meetings.**
- Q. Since volunteers are in short supply, there is concern about overlapping services. Some effort is required to mesh existing service.**
- A. There is the possibility of creating a clearinghouse. This will be investigated.**
- Q. Can weekend service be expected for either fixed route or paratransit?**
- A. Not in the near future. Lack of funding.**
- Q. Can the fixed route be made more flexible and accessible to limit the impact on Call-A-Ride?**
- A. We can work on revising the schedule, however, we still expect a significant impact on Call-A-Ride.**
- Q. Will there be additional hearings?**
- A. Yes, public hearings will be held annually.**

ADJOURNMENT

Public Hearing was closed at 10:45 a.m.