

**ADA ACCESSIBILITY REVIEW BOARD
MINUTES
November 26, 2013
Commission Room, City Hall
10:15 A.M.**

Disclaimer: The ADA Accessibility Review Board is a citizen board volunteering their time to give necessary feedback on projects of the City which may have an impact on Title II of The American's with Disabilities Act. The intent of the review is not to evaluate complete compliance with an accessibility standard, but to ensure overall programmatic accessibility. The Board is not presented all the information and is not given sufficient time for a thorough review. The Board's review is merely cursory and should only be considered a recommendation of the Board. The Board recommendation should not be considered a certification that the project meets ADA standards. The Board only reviews the project based on The American's with Disabilities Act Accessibility Guidelines and other U.S. Access Board guidance and does not address any local codes, such as any building codes or fire and safety codes. Any conflicts in local codes should be addressed by the appropriate parties.

CALL TO ORDER

Chairperson Hoy called the meeting to order at 10:15 a.m.

Board members present: Roseann Burkett, Helen Hartmann, Doug Hoy, Patti Monson, Troy Osterloo, Matt Pruner, and Eric Kritzmire

Board member(s) absent:

Staff present: Colleen Moran, City ADA Coordinator and Carol Garry, Human Relations Technician

Guests present: Sam Trebilcock, City Transit Planner, and from Sioux Area Metro, Tierza Lanham – Paratransit Manager and Eric Meyerson – General Manager.

APPROVAL OF MINUTES

Hartmann moved to approve the minutes from the October 29, 2013, meeting; Osterloo seconded. Motion passed by unanimous vote.

UNFINISHED BUSINESS

Sanford has installed an automatic door for Osterloo (and others) to use out at the Pentagon.

Kritzmire contacted the PVA regarding help with fundraising and support for naming the 60th Street North/Sioux River fishing area after Joel Niemeyer. They are in!

Hoy had contacted Jasper Stone Company regarding costs for signage for the 60th Street North Sioux River fishing area. He was quoted \$900, which seems affordable and should be easy to raise the money with the participation from all the interested parties.

Garry will check again with Tory Miedema from Parks and Shannon Ausen from City Engineering on when they are planning to develop that area. Parks were waiting until the improvements were made to 60th Street North.

NEW BUSINESS

Review of Paratransit Service – Sam Trebilcock, Ti Lanham, and Eric Meyerson Sioux Area Metro - SAM

The para in paratransit stands for parallel – the service provided is similar to the service provided by fixed route system for those who cannot access the fixed route.

Twelve fixed routes cover a portion of the city. Some routes are expanding that will include additional frequency. The night service that runs on paratransit buses had few riders and charged \$4 per ride but significantly pushed up operating costs. Soon night service on five of the frequently used fixed routes will be provided (routes 5, 3, 7, 6, 9, &10).

Capital funding through Federal Transit Administration is being cut requiring taking a hard look at where the money is being spent. By 2020 SAM will be in the red \$20 million if continuing in the same manner. They are looking at cost saving measures. Paratransit service will remain, but may have to make changes in the service. Some costs saving plans include:

- The trolleys are due to be replaced and are considering privatization.
- School Bus Inc. is taking over two of the school tripper routes.

Paratransit is a continuing and growing demand. It costs SAM \$25 per ride versus \$3.50-4 on fixed route.

Other cities' services have been reviewed. Most fund their paratransit services at 25% vs. Sioux Falls where it is 50/50 for para and fixed route.

SAM is looking at other ways to provide services differently. The City Council set up a transit task force to come up with some ways to make the service sustainable for the future.

A newly adopted coordination plan established the following priorities:

- Travel training – for those who need extra training to use the fixed route bus.
- Coordination of non-profit community transportation. – Project Car for medical and work trips for non-wheelchair trips. Looking into non-federal funding i.e. United Way
- Coordination of paratransit public transportation. Currently service is provided within the city limits. SAM is only required by federal law to provide service within 3/4's of a mile from the fixed route bus system. With expected additional demands may have to change this. Also, working to coordinate numerous trips from the same location to the same destination to occur at the same time to avoid repeat trips. Also, plans to work with service agencies to maybe provide a driver to use the agencies' vehicles.

- Maintenance and expansion of the fixed route system. The most affordable way to provide service is through the fixed route system.

The task force is responsible for putting together a plan including a long term funding plan to make the service sustainable well into the future. Target date is to be in time to be part of the City's 2015 budget planning in the spring.

Moran asked about travel training.

SAM has a class once a month that provides travel training for free. It covers the basics of riding the bus. They also offer a one-on-one training for those individuals that need a more focused training.

Moran also asked how much violence is on the fixed route bus. There isn't any reported violence. The proposed buddy system could provide some reassurance concerning safety concerns from some individuals – in traveling to/from the bus stop and when riding fixed route.

The fixed route system is fully accessible. It provides two wheelchair spaces. If there are already two wheelchair users on the bus, if a paratransit vehicle is available, it will be dispatched or if on a 30 minute cycle route, they could wait for the next bus.

Bike racks are on the front of the bus so you can ride your bike to the stop and take your bike along with you on the bus (racks are on the outside).

Osterloo asked what changes might be made to the night service for individuals who work past the time the buses run. Meyerson explained that some of the fixed routes will run later beginning next year – the last inbound route would be 9:15pm, two hours later. Paratransit will run on the same schedule and within the 3/4 mile of the fixed routes.

Osterloo wanted to know how many riders over capacity they have. Meyerson said there are none on fixed route and on paratransit is a time issue, not so much the number of riders.

Hoy brought up another issue that is not so much a SAM issue, but is a transportation issue – no wheelchair accessible taxis. It seems that if a taxi company buys a new vehicle, it needs to be accessible. To get around this issue, the taxi companies buy used vehicles. The accessible on demand services charges \$50 for a round trip ride. Mini vans equipped with a ramp in the back aren't that expensive and are used in most places that have taxis. Kritzmire asked if someone would bring this to the attention of the Transit Task Force.

Burkett asked if an incentive program could be developed to encourage the taxi companies to provide accessible vehicles.

Lanham explained the process to apply for paratransit services. The individuals come to the paratransit office where they are interviewed by staff and then the occupational therapist does a cognitive and physical assessment of the individual's ability to perform

the tasks necessary to ride the fixed route bus. Determinations are made from these assessments, though more information can be requested from the individual's doctor or medical professional.

There are different eligibilities – ineligible, conditional, and unconditional. Ineligible means that even with their limitations, they are able to travel to/from the bus stop and board, ride and disembark. Conditional eligibility allows individuals to ride paratransit when certain conditions exist that prevents them from accessing the fixed route bus. Unconditional eligibility is for those individuals who are unable due to their functional limitations to use the fixed route system. Eligibility is renewed every three years. Temporary eligibility is available for people with temporary impairments.

Burkett wanted to know if transit will be extended for event center programs. The route serving that area will do the last pick-up at 9:30 p.m. and will stop at the downtown bus stop. The last outgoing from the downtown bus stop will be 8:45 – two hours later than previously scheduled.

Hartmann wanted to know if it would be possible to use the vehicles from the nursing homes/assisted living centers for evening transportation. Trebilcock said this would be part of their focus to coordinate with the non-profits and other community organizations. Liability issues are a big hurdle in these situations.

Task force meetings are open to the public. The next one is scheduled for Wednesday, December 4 at 3:30 p.m. at the Carnegie.

Trebilcock said the taxi cab issue will be brought to the task force at a future meeting.

The Board felt this was a good meeting: good rapport/good exchange of ideas. And they would like a report from the Task Force when they are done.

Any more ideas can be passed on to the Task Force.

PUBLIC COMMENT

No public comment.

ADJOURNMENT

Having no further business, Kritzmire moved to adjourn, seconded by Osterloo; the meeting was adjourned at 11:38 a.m.

Respectfully submitted by Carol Garry