

S.C.R.T.D. LIBRARY

S.C.R.T.D. LIBRARY

TRANSITION PLAN
FOR SECTION 504 ACCESSIBILITY

REFERENCE COPY

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Human Relations Department

June 12, 1980

TRANSITION PLAN FOR SECTION 504 ACCESSIBILITY

Table of Contents

Introduction	iv-v
I. SCRTD's Role within the Los Angeles Area Transportation Network	1
II. SCRTD's Current System Accessibility	1
A. Vehicles	1
1. Roster of Present Fleet	5 -13
2. Bus Purchase Schedule	14
B. Service	15
1. Type	19 -32
2. Hours	19 -32
3. Frequency	19 -32
4. Fares	19 -32
5. Peak/Base Requirement	19 -32
C. Fixed Facilities	33
1. Stops and Zones	35
2. Divisions	37 -41
3. Stations	42
4. Ticket Offices	43 -45
5. Park and Ride Lots	45 -48
D. Policies and Practices	49
1. Safety and Emergencies	51
2. Sensitivity and Personnel Training	52
3. Accommodations for Aides	54
4. Intermodal Coordination	55
5. Coordination with Agencies and Institutions	56
6. Marketing Considerations	57
7. Leasing, Rental and Procurement Practices	59
8. Planning Practices	60
9. Regulatory Constraints	61
10. Management Supervision	62
11. Maintenance and Security	63

Table of Contents
(continued)

12.	Labor Agreements	64
13.	Insurance Coverage	65
III.	Review of SCRTD Current Plans and Programs for Accessibility	66
A.	Chronology of District Policy on Accessibility	66
B.	Current and Projected Plans	69
1.	Vehicle Replacement	69
2.	Accessible Service	73
3.	Facility Construction and Improvement	83
4.	Policy and Practice Modifications	85
C.	Fulfillment of UMTA Requirements by 1982	87
IV.	Action Plan for Fulfillment of Accessibility Requirements	88
A.	Actions Needed	89 -95
B.	Implementation Schedule for Projects	89 -95
C.	Project Responsibility	89 -95
V.	Citizen Participation in Transition Plan Development	96

LIST OF TABLES

Table 1:	Bus Fleet Distribution	4
Table 2:	Bus Fleet Inventory	5 -13
Table 3:	Bus Purchase Schedule	14
Table 4:	Service Characteristics by Bus Line	19 -32
Table 5:	Accessibility of Fixed Facilities	37 -48
Table 6:	Policies & Practices Related to Accessibility ...	51 -65
Table 7:	Accessible Buses in Peak Hour Service	72
Table 8:	Line Descriptions for Accessible Service	77 -82
Table 9:	Action Plan for Accessibility	89 -95
Table 10:	Citizens Advisory Committee on Accessible Transportation.....	99
Table 11:	Recipients of Board of Directors' Meeting Notification.....	100-102

INTRODUCTION

The Rehabilitation Act of 1973 was enacted by Congress to guarantee equal opportunity and independent living for handicapped individuals. Most of the sections of the Rehabilitation Act address employment opportunities for disabled persons. However, Section 504 deals with nondiscrimination under Federal programs. Section 504 states that handicapped individuals are not to be "excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." In 1978, the Secretary of Health, Education and Welfare issued guidelines to Federal agencies for implementation of Section 504. In response to these guidelines, the U. S. Department of Transportation (DOT) issued its 504 regulations for recipients of DOT funds.

The Southern California Rapid Transit District (SCRTD), as a recipient of DOT funds, must comply with the Department of Transportation's 504 regulations. DOT's regulations mandate that transportation systems must become accessible to handicapped individuals. The regulations also mandate that Transition Plans must be prepared which describe actions to be undertaken in order to achieve system accessibility.

The SCRTD Transition Plan for Accessibility has been developed in fulfillment of that mandate. RTD's plan will be submitted to the Los Angeles County Transportation Commission for incorporation into

INTRODUCTION (continued)

the Commission's Transition Plan for the Los Angeles area. The Commission will then submit their plan to the Urban Mass Transportation Administration of the U. S. Department of Transportation.

RTD's Transition Plan has been prepared under the direction of David D. Dominguez, Manager of the Human Relations Department, by Nancy Leon, Management Assistant.

I. SCRTD's Role within the Los Angeles Area Transportation Network

The Southern California Rapid Transit District (RTD) provides bus service to the metropolitan Los Angeles area. RTD serves 185 cities and communities in Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. While a number of other carriers also serve portions of these counties, RTD provides approximately 90% of all public transit service within the area. RTD carries 344,700,000 passengers over 101,826,000 bus miles annually.

II. SCRTD's Current System Accessibility

As a first step in planning for and complying with the U. S. Department of Transportation's 504 Regulations, the RTD performed an analysis of its current system accessibility. In order to perform this analysis, the system was divided into four major components: vehicles, service, facilities and policies. The analysis of these components is contained in the sections that follow:

A. Vehicles

RTD owns a fleet of 2608 buses. Most of these buses are conventional standard and intermediate sized transit coaches. The District's fleet also includes 59 minibuses, 30 articulated buses and two double-deck buses. Approximately 2050 of RTD's

2608 buses are in service during peak hours. The remaining buses are either used for training purposes, as spares, or inactive storage. Table 1 shows the use distribution of the District's bus fleet.

The RTD bus fleet is composed of a variety of vehicle model types. Table 2 shows the District's fleet grouped by make and model number. The table also identifies the year of manufacture, the year placed in District service and the RTD number series, as well as any special features for passenger comfort and accessibility. These features include air conditioning, wheelchair lifts, kneeling features, public address systems, grab bars and priority seating.

An examination of Table 2 reveals that the majority of the District's buses are old and lack special features. Only 200 buses (the AMG - 102408-8) contain all of the accessibility and comfort items mentioned above. Two hundred and ten buses (the 200 AMG's plus 10 of the GMC - T8H - 5307A) have public address systems; 1337 buses are air-conditioned.

Because of the age of the fleet and the lack of special features, the RTD is undertaking a massive bus purchase program. The District has placed orders for 1170 buses to

12

be delivered within the next two years. All of these buses contain the comfort and accessibility features discussed above. Additional bus purchases also have been scheduled beyond the next two years. Table 3 shows the purchases now planned for fiscal years 1980 through 1985. According to the table the District will purchase 2090 buses during this period. Of the 2090, 2000 will contain wheelchair lifts, tie downs, kneeling features, public address systems and grab bars.

Nine hundred and forty of the accessible buses which have been purchased by the District (shown on Table 3 for delivery in 1981) contain the wheelchair lift in the rear door. The District's Citizen Advisory Committee on Accessible Transportation (CACAT) has expressed their concerns over the rear door lift placement in these buses. The District has forwarded these concerns to the manufacturer (General Motors Corporation) and to the Urban Mass Transportation Administration. GMC has advised the District that a front door lift is not feasible in their bus design. UMTA supports this position by their continued funding of the rear door lift buses.

13

TABLE 1

Southern California Rapid Transit District
Bus Fleet Distribution
FY 80-81

Total Fleet		2608
Inactive Storage	-	145
Training Use	-	<u>24</u>
Active Fleet		2439
Peak Hour Operation	-	<u>2050</u>
Spares		389
Spare Ratio		16%

TABLE 2

Southern California Rapid Transit District
Bus Fleet Inventory

Make and Model of Bus	Number of Vehicles	Year Placed in Service	Year of Manufacture	RTD Series #	Special Features			
					AC	WC	KF	PA
AMG Man. SG-220-18-3A	30	1979	1978	9200	X			
AMG 102408-8	200	1978	1978	8000/8100	X	X	X	X
FLX F2D6V-401-1- AC	15	1976	1961	5700	X			
GMC TDH-5301	22	1976	1961	5300	X			
GMC TDH-5301	1	1976	1960	5300	X			
MB MBS-3034	40	1975	1975	1100				
FLX 5310Z-8-1	200	1975	1975	7300	X			

Special Features:

AC = Air Conditioning

WC = Wheelchair lift

KF = Kneeling Feature

PA = Public Address System

Source: SCRTD Short-Range Transportation Plan FY 80-81

Southern California Rapid Transit District
Bus Fleet Inventory

Make and Model of Bus	Number of Vehicles	Year Placed in Service	Year of Manufacture	RTD Series #	Special Features			
					AC	WC	KF	PA
GMC TDH-5105	39	1975	1958	6600				
GMC TDH-5105	5	1975	1958	6600				
GMC TDH-5105	1	1975	1956	6600				
GMC T8H-5307A	190	1974	1974	3100/3200	X			
GMC T8H-5307A	10	1974	1974	3200	X			X
NEO N-122/3	2	1974	1974	9900	X			
GMC TDH-3501	1	1974	1967	1400				

Special Features:

AC = Air Conditioning

WC = Wheelchair lift

KF = Kneeling Feature

PA = Public Address System

Source: SCRTD Short-Range Transportation Plan FY 80-81

Southern California Rapid Transit District
Bus Fleet Inventory

Make and Model of Bus	Number of Vehicles	Year Placed in Service	Year of Manufacture	RTD Series #	Special Features			
					AC	WC	KF	PA
GM TDH-3501	3	1974	1966	1400				
GM TDH-3501	2	1974	1965	1400				
GM TDH-3501	2	1974	1964	1400				
GMC TDH-4512	2	1974	1958	2200				
GMC TDH-3714	4	1974	1958	2500				
GMC TDH-4512	17	1974	1957	2200				
GMC TDH-5105	16	1974	1957	6500				
GMC TDH-4512	15	1974	1956	2200				
GMC TDH-3714	2	1974	1956	2500				
GMC TDH-4512	21	1974	1955	2200				

Special Features:

AC = Air Conditioning

WC - Wheelchair lift

KF = Kneeling Feature

PA = Public Address System

Source: SCRTD Short-Range Transportation Plan FY 80-81

Southern California Rapid Transit District
Bus Fleet Inventory

Make and Model of Bus	Number of Vehicles	Year Placed in Service	Year of Manufacture	RTD Series #	Special Features			
					AC	WC	KF	PA
GMC TDH-4512	4	1974	1953	2200				
GMC T8H-5307A	99	1973	1973	1000	X			
FLX 111-DD-D06-1	42	1973	1973	4300	X			
FLX 111-CC-D06-1	77	1973	1973	7200	X			
GMC TDH-5103	1	1973	1949	6500				
GMC TDH-4510	1	1973	1951	6500				
FLX 111-DD-D5-1	4	1972	1968	4200	X			
FLX 411-GD-C2-1	4	1972	1966	4000	X			

Special Features:

AC = Air Conditioning

WC - Wheelchair lift

KF = Kneeling Feature

PA = Public Address System

Source: SCRTD Short-Range Transportation Plan FY 80-81

Southern California Rapid Transit District
Bus Fleet Inventory

Make and Model of Bus	Number of Vehicles	Year Placed in Service	Year of Manufacture	RTD Series #	Special Features			
					AC	WC	KF	PA
GMC TDH-4512	2	1972	1958	2200				
GMC TDH-3714	1	1972	1953	2500				
MB-2592D	19	1971	1971	1100				
FLX 111-CC-D6-1	100	1971	1971	7000	X			
FLX 111-CC-C3-1	100	1971	1971	7100	X			
GMC TDH-3301	4	1971	1970	1200				

Special Features:

AC = Air Conditioning

WC = Wheelchair lift

KF = Kneeling Feature

PA = Public Address System

Source: SCRTD Short-Range Transportation Plan FY 80-81

Southern California Rapid Transit District
Bus Fleet Inventory

Make and Model of Bus	Number of Vehicles	Year Placed in Service	Year of Manufacture	RTD Series #	Special Features			
					AC	WC	KF	PA
GMC TDH	2	1971	1969	1200				
GMC T8M-5303A	15	1968	1968	3000	X			
FLX 111-DD-D5-1	25	1968	1968	4200	X			
FLX 111-CC-05-1	174	1968	1968	6100/6200	X			
GMC TDH-4519	3	1967	1967	2600				
GMC TDH-4519	2	1967	1967	2600	X			
GMC TDH-4517	5	1967	1960	2400				
GMC TDH-4512	2	1967	1959	2200				
FLX 411-GD-C2	55	1966	1966	4000				

Special Features:

AC = Air Conditioning

WC = Wheelchair lift

KF = Kneeling Feature

PA = Public Address System

Source: SCRTD Short-Range Transportation Plan FY 80-81

Southern California Rapid Transit District
Bus Fleet Inventory

Make and Model of Bus	Number of Vehicles	Year Placed in Service	Year of Manufacture	RTD Series #	Special Features			
					AC	WC	KF	PA
FLX FDV8C-401-7- UL-AC	24	1965	1965	5600	X			
FLX F2DV8C-401-1	100	1965	1965	6000				
GMC TDH-5303	100	1963	1963	5000				
FLX F2-D6V-40H	98	1963	1963	5800				
FLX F2D6V-401-1	100	1962	1962	5900				
GMC TDH-5301	30	1961	1961	5500				
GMC TDH-5301	79	1961	1961	5400				
GMC TDH-5301	30	1961	1961	5300				

Special Features:

AC = Air Conditioning

WC - Wheelchair lift

KF = Kneeling Feature

PA = Public Address System

Source: SCRTD Short-Range Transportation Plan FY 80-81

Southern California Rapid Transit District
Bus Fleet Inventory

Make and Model of Bus	Number of Vehicles	Year Placed in Service	Year of Manufacture	RTD Series #	Special Features			
					AC	WC	KF	PA
FLX F2D6V-401-1	35	1961	1961	5700				
GMC TDH-5301	25	1960	1960	5300				
GMC TDH-5301	75	1960	1960	5400				
GMC TDM-4515	19	1959	1959	2000				
GMC TDH-4801	98	1958	1958)	2100				
)	2200				
GMC TDH-4801	20	1956	1956)	2300				
)	5100				
GMC TDH-4801	82	1955	1955)	6500				

Special Features:

AC = Air Conditioning

WC - Wheelchair lift

KF = Kneeling Feature

PA = Public Address System

Source: SCRTD Short-Range Transportation Plan FY 80-81

Southern California Rapid Transit District
Bus Fleet Inventory

Make and Model of Bus	Number of Vehicles	Year Placed in Service	Year of Manufacture	RTD Series #	Special Features			
					AC	WC	KF	PA
GMC TDH-4801	97	1954	1954	2100/2300				
GMC TDH-4801	15	1954	1954	5100/6500				

Special Features:

AC = Air Conditioning

WC - Wheelchair lift

KF = Kneeling Feature

PA = Public Address System

Source: SCRTD Short-Range Transportation Plan FY 80-81

TABLE 3

Southern California Rapid Transit District
Bus Purchase Schedule

<u>Bus Type</u>	<u>Accessibility Features</u>	<u>Delivery Year (Fiscal)</u>					<u>Total</u>	
		<u>80</u>	<u>81</u>	<u>82</u>	<u>83</u>	<u>84</u>		<u>85</u>
Standard	X	230	940	0	230	215	215	1830
Intermediate	X				120			120
Interurban				25	25			50
Articulated	X			25	25			50
Doubledecker				20	20			40
Total:		230	940	70	420	215	215	2090

Notes: Assumes a 0 to 2% service increase.

After FY 79, "standard buses" means standard length (40 feet) Advanced Design buses (ADB).

"Accessibility Features" include wheelchair lifts and tie downs, kneeling features, public address systems, grab bars and priority seating. All of the above buses will have air conditioning.

The District will make every effort to procure wheelchair-accessible interurban and double-deck buses if they are available at the time of purchase.

Source: SCRTD Short-Range Transportation Plan FY 80-81

74

B. Service

RTD operates 181 bus lines in regular transit services, as well as a number of special bus lines in subscription, seasonal and experimental service. Table 4 shows selected characteristics of the District's regular lines. The table covers all service on those lines, including accessible service. Accessible service also is shown separately on Schedules A, B and C behind the table. Lines not shown on the table are subscription services, BEEP program and seasonal services such as race track, Dodger Stadium and Hollywood Bowl.

The District currently provides regular transit service accessible to wheelchair users on seven of its bus lines. Those lines are designated on Table 4 with the letter "A" in the Accessibility Schedule column. Accessible service on the seven lines is provided on certain bus runs to which wheelchair lift-equipped AM General buses have been assigned. Because only some bus runs are accessible, headways are greater for accessible service than for all service. However, the District, together with its citizens advisory group, decided that it would be preferable to provide less frequent service but on more lines with limited accessible equipment. Service is provided on weekdays only; however, weekend service is projected when equipment reliability is stabilized.

The District is preparing to implement accessible service on another 15 bus lines when the remaining AM General buses are readied for service. This service should be operational by July 1, 1980. These 15 lines are designated on Table 4 by a "B" under the Accessibility Schedule column.

Planning also is underway for accessible service on a third group of lines. Upon delivery of 230 new, lift-equipped Flexible buses, another 16 lines will provide accessible service. Those lines are marked with a "C" on Table 4. Service on this group of lines should be operational by September 1, 1980. Thus, by the Fall of 1980, the District expects to provide accessible service on 38 of its 181 regular lines. The selection and planning process used for those 38 lines will be discussed later in this report.

The type of service provided on each line also is shown on Table 4. Service is described as either local, limited, express, circulation or park/ride. In a case where two types of service are provided on a single line (i. e., both local and express trips), both types of services are listed.

Hours of service for each line are approximate. "Peak Hours Only" service generally operates between 6 a. m. - 9 a. m. and 3 p. m. - 6 p. m.

26

Headways refer to trunk headways or that portion of the line served by all in-service buses. Substantial short line and branch variations exist which, of course, would have less frequent headways.

Weekday boarding figures are based on passenger checks taken on various dates over the past 24 months. On Accessibility Schedule A, this column has been changed from weekday boardings to "Boardings Per Month," and the numbers given here are the numbers of patrons boarding via the lift feature. Lift ridership has been very low to date; however, the service is new.

Fares listed on Table 4 are the full cash fares (as of March 1, 1980). Elderly, handicapped and student patrons are eligible for reduced fares.

A comparison of Table 4 and the individual Accessibility Schedules shows that hours of service for accessible bus runs are generally the same or only slightly less than for all service. Headways are longer for accessible service since not all runs on a line are assigned the special equipment.

Fares on accessible runs are identical to those charged on other runs. The standard cash fare is 55¢; express increments are charged for freeway service. Handicapped persons,

27
however, are eligible for 20¢ cash fare or a \$4 monthly pass. The reduced cash fare or monthly pass is good during peak, as well as during off-peak hours. Blind persons are carried free of charge.

Data for Table 4 and for the Accessibility Schedules came from Supervisors Summaries for Individual Lines, 4-24 Report for 9-9, Short Range Plan FY 80-81, 4-12 Report Supplement revised 1-27-80, and Memorandum on Deployment of 230 Flexible Buses dated 6-8-79.

TABLE 4
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
SERVICE CHARACTERISTICS BY BUS LINE
ALL SERVICE

Accessi- bility Schedule	Line No.	Type of Service	Approximate Hours of Service (Weekday)	Headways						No. of Buses Assigned					Weekday Boardings	Fare
				Weekday			Sat.	Sun.	Owl	Weekday			Sat.	Sun.		
				Peak	Base	Night				Peak	Base	Night				
A	2	Local	24 hours	5	20	30	12	20	60	19	10	6	11	9	13,180	\$.55
	3	Local	24 hours	3	7	30	7	15	60	36	24	6	23	14	37,359	.55
	4	Local, Limited	24 hours	3	7	30	7	15	60	65	31	10	30	18	43,497	.55
C	5	Local, Express	24 hours	3	10	30	10	15	60	40	20	7	19	12	20,791	.55-.75
	6	Local	24 hours	6	10	30	10	20	60	30	19	6	20	10	27,456	.55
C	7	Local, Express	24 hours	5	15	30	10	15	60	28	15	7	21	14	17,879	.55-.75
	8	Local	24 hours	12	20	30	20	30	60	12	8	5	8	5	8,993	.55
A	9	Local	24 hours	5	10	30	15	20	60	43	23	6	21	15	26,521	.55
	10	Local	6 am - 8 pm	30	30	--	30	--	--	8	7	--	7	--	3,840	.55
	12	Local	24 hours	7	20	30	15	20	60	21	8	5	11	8	17,861	.55
	15	Local	6 am - 7 pm	20	20	--	30	30	--	2	2	--	1	1	910	.55
	16	Local	6 am - 7 pm	45	45	--	--	--	--	3	3	--	--	--	898	.55
	17	Local	6 am - 7 pm	30	30	--	40	40	--	4	4	--	3	3	1,325	.55
	18	Local	6 am - 10 pm	20	20	50	30	40	--	6	4	2	3	2	2,822	.55
	20	Local	6 am - 7 pm	30	30	--	60	--	--	3	3	--	2	--	1,342	.55
	22	Local	6 am - 7 pm	40	40	--	40	--	--	2	2	--	2	--	748	.55

TABLE 4
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
SERVICE CHARACTERISTICS BY BUS LINE
ALL SERVICE

Accessi- bility Schedule	Line No.	Type of Service	Approximate Hours of Service (Weekday)	Headways						No. of Buses Assigned					Weekday Boardings	Fare
				Weekday			Sat.	Sun.	Owl	Weekday			Sat.	Sun.		
				Peak	Base	Night				Peak	Base	Night				
	23	Local	9 am - 6 pm	--	60	--	60	60	--	--	1	--	1	2	52	\$.55
B	24	Local	5 am - 1 am	15	20	60	22	22	--	17	11	3	10	9	8,661	.55
	25	Local	5 am - 1 am	12	15	30	20	30	--	17	9	4	7	5	9,583	.55
C	26	Local	24 hours	3	5	20	5	5	60	48	29	7	36	29	43,907	.55
C	27	Local	6 am - 11 pm	10	20	30	20	30	--	16	10	5	10	7	16,820	.55
C	28	Local	24 hours	4	12	30	10	15	60	34	16	5	16	11	29,761	.55
	29	Local	4 am - 2 am	4	10	40	10	15	60	27	16	5	16	10	23,042	.55
C	32	Local	5 am - 11 pm	20	20	60	30	30	--	7	5	1	4	2	4,709	.55
	33	Local	5 am - 8 pm	12	30	--	30	60	--	9	6	--	5	2	5,018	.55
	34	Local, Express	5 am - midnight	40	60	60	60	60	--	5	2	2	2	2	1,027	.55-.95
A	35	Local, Express	6 am - 11 pm	6	20	50	20	20	--	29	11	4	10	10	10,568	.55-.95
B	36	Local, Express	4 am - 2 am	10	30	60	30	30	120	13	5	2	5	5	2,491	.55-1.15
C	39	Local, Express	5 am - 2 am	7	12	30	20	30	--	18	12	3	8	5	8,744	.55-.75
	41	Local	5 am - midnight	9	12	30	15	15	--	9	7	2	5	5	9,853	.55
	42	Local, Express	24 hours	4	7	15	10	15	60	30	19	6	11	8	20,393	.55-.75
A	44	Local, Express	24 hours	4	10	30	12	20	60	39	20	5	15	9	33,434	.55-.75

TABLE 4
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
SERVICE CHARACTERISTICS BY BUS LINE
ALL SERVICE

Accessi- bility Schedule	Line No.	Type of Service	Approximate Hours of Service (Weekday)	Headways						No. of Buses Assigned					Weekday Boardings	Fare
				Weekday			Sat.	Sun.	Owl	Weekday			Sat.	Sun.		
				Peak	Base	Night				Peak	Base	Night				
	47	Local	3 am - 1 am	5	15	30	20	20	--	17	10	4	7	7	10,575	\$.55
	49	Local	5 am - midnight	10	20	30	20	20	--	22	10	5	10	10	15,500	.55
C	50	Local	24 hours	5	12	30	15	20	60	25	12	6	11	8	22,516	.55
C	56	Local, Express	5 am - midnight	6	30	90	60	60	--	18	6	2	3	3	5,255	.55-.95
	65	Local	6 am - 7 pm	35	35	--	35	70	--	2	2	--	2	1	722	.55
	73	Local	6 am - 10 pm	15	20	60	30	30	--	8	7	2	5	5	3,966	.55
C	75	Local	5 am - 1 am	5	15	60	15	15	--	31	14	5	14	13	19,367	.55
	76	Local	6 am - 9 pm	20	65	60	60	120	--	2	2	1	2	1	919	.55
	78	Local	6 am - 7 pm	12	30	--	30	--	--	4	1	--	1	--	1,519	.55
C	81	Local	5 am - midnight	15	20	60	22	22	--	17	13	4	11	11	8,861	.55
A	83	Local, Limited	24 hours	2	4	15	7	10	60	76	55	16	44	33	56,496	.55
	84	Local	5 am - 3 am	4	10	30	10	15	--	28	14	5	14	9	27,526	.55
	85	Local	5 am - 2 am	5	15	30	20	20	--	32	20	9	13	12	33,208	.55
	86	Local, Express	6 am - 11 pm	8	20	90	20	30	--	19	10	2	10	6	6,466	.55-1.15
	87/14	Local	6 am - 10 pm	20	20	60	25	40	--	5	5	1	3	2	1,391	.55
A	88	Local, Express	5 am - midnight	10	15	60	15	15	--	16	14	6	13	13	9,605	.55-.95

TABLE 4
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
SERVICE CHARACTERISTICS BY BUS LINE
ALL SERVICE

Accessi- bility Schedule	Line No.	Type of Service	Approximate Hours of Service (Weekday)	Headways						No. of Buses Assigned					Weekday Boardings	Fare
				Weekday			Sat.	Sun.	Owl	Weekday			Sat.	Sun.		
				Peak	Base	Night				Peak	Base	Night				
	89	Local	6 am - midnight	7	8	20	8	10	--	20	16	6	16	13	20,806	\$.55
	91	Local, Express	24 hours	3	10	20	10	10	60	46	21	9	20	17	32,924	.55-.75
	92	Local	6 am - 2 am	8	10	60	20	20	--	23	13	3	10	10	13,700	.55
B	93	Local, Express	5 am - 1 am	4	15	30	15	20	--	37	17	7	17	12	13,976	.55-1.15
	94	Local	6 am - midnight	8	10	30	20	30	--	18	15	4	8	5	18,647	.55
A	95	Local	24 hours	3	5	20	10	10	60	43	29	9	16	16	29,840	.55
C	96	Local	6 am - 11 pm	15	15	30	20	20	--	12	11	4	7	7	11,485	.55
	114	Local	6 am - 6 pm	30	30	--	60	--	--	3	3	--	1	--	980	.55
	121	Express	Peak hours only	20	--	--	--	--	--	4	--	--	--	--	218	1.35
	122	Local, Express	Peak hours only	8	--	--	--	--	--	4	--	--	--	--	360	.55-.95
	123	Local, Express	Peak hours only	2 trips	--	--	--	--	--	1	--	--	--	--	46	.55-1.55
	142	Local	6 am - 7 pm	30	30	--	40	40	--	3	3	--	2	2	879	.55
	144	Express	Peak hours only	8	--	--	--	--	--	11	--	--	--	--	864	.75
	151	Local	6 am - 10 pm	20	30	60	30	30	--	4	4	2	3	3	1,843	.55
B	152	Local	6 am - 10 pm	20	22	60	30	40	--	10	9	3	6	5	5,648	.55
	153	Local	6 am - 7 pm	30	30	--	--	--	--	5	4	--	--	--	1,053	.55

TABLE 4
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
SERVICE CHARACTERISTICS BY BUS LINE
ALL SERVICE

Accessi- bility Schedule	Line No.	Type of Service	Approximate Hours of Service (Weekday)	Headways						No. of Buses Assigned					Weekday Boardings	Fare
				Weekday			Sat.	Sun.	Owl	Weekday			Sat.	Sun.		
				Peak	Base	Night				Peak	Base	Night				
	154	Local	6 am - 7 pm	22	22	--	30	30	--	8	8	--	4	4	2,544	\$.55
	156	Local	6 am - 7 pm	30	30	--	30	30	--	5	5	--	4	3	2,442	.55
	157	Local	6 am - 10 pm	25	25	60	30	30	--	6	5	2	4	4	4,860	.55
	158	Local	6 am - 7 pm	20	22	--	60	60	--	6	6	--	2	2	2,497	.55
	159	Local	6 am - 7 pm	20	22	--	60	60	--	6	6	--	2	2	1,968	.55
	160	Local	6 am - 10 pm	20	20	60	30	30	--	11	10	2	7	5	3,971	.55
	161	Local	6 am - 7 pm	60	60	--	--	--	--	2	2	--	--	--	267	.55
	162	Local	6 am - 7 pm	22	22	--	30	60	--	9	8	--	6	3	1,926	.55
	163	Local	6 am - 11 pm	22	22	60	30	30	--	10	10	3	7	7	4,748	.55
	164/165	Local	6 am - 10 pm	20	22	60	30	30	--	15	15	2	10	10	9,118	.55
	166/168	Local	6 am - 7 pm	20	20	--	30	30	--	9	8	--	5	5	1,949	.55
	169	Local	6 am - 7 pm	30	30	--	60	--	--	8	6	--	3	--	2,181	.55
	175	Local	6 am - 8 pm	70	70	--	80	80	--	2	2	--	2	2	1,273	.55
	176	Local, Express	Peak hours only	15	--	--	--	--	--	8	--	--	--	--	907	.55-.75
	194	Local, Express	Sundays only	--	--	--	--	--	--	--	--	--	--	1	-----	.35-1.70

-23-

TABLE 4
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
SERVICE CHARACTERISTICS BY BUS LINE
ALL SERVICE

Accessi- bility Schedule	Line No.	Type of Service	Approximate Hours of Service (Weekday)	Headways						No. of Buses Assigned					Weekday Boardings	Fare
				Weekday			Sat.	Sun.	Owl	Weekday			Sat.	Sun.		
				Peak	Base	Night				Peak	Base	Night				
	202	Local Circulator	7 am - 6 pm	16	5	--	4	--	--	7	14	--	10	--	5,112	\$.20
	205	Local Circulator	Fri. & Sat. only	--	8	--	8	8	--	--	--	3	3	--	-----	.10
	206	Airport Circulator	5 am - 1 am	6	7	10	6	6	--	2	2	2	2	2	948	.45
	305	Local	6 am - 9 pm	20	30	45	20	70	--	4	3	--	4	1	1,731	.55
	306	Local	6 am - 6 pm	60	60	--	--	--	--	4	2	--	--	--	463	.55
	354	Local	6 am - 7 pm	30	30	--	30	--	--	2	2	--	2	--	1,559	.55
	356	Local	6 am - 7 pm	25	30	--	40	40	--	3	3	--	2	2	1,182	.55
	359	Local	6 am - 7 pm	40	40	--	40	--	--	3	3	--	3	--	1,044	.55
	420	Local	5 am - 1 am	12	20	60	30	30	--	9	7	2	5	5	6,152	.55
	422	Local	6 am - 1 am	8	20	60	20	30	--	15	9	2	7	5	6,277	.55
B	423	Local	6 am - 1 am	20	20	60	20	30	--	10	10	3	8	6	8,508	.55
	424	Local	6 am - 7 pm	30	30	--	--	--	--	5	5	--	--	--	1,496	.55
	425	Local	6 am - 10 pm	20	30	60	45	60	--	8	7	5	4	3	3,731	.55
	426	Local	6 am - 2 am	12	20	60	30	40	--	13	8	3	5	4	5,515	.55
	428	Local	6 am - 11 pm	10	20	60	30	40	--	12	8	1	5	2	4,433	.55

TABLE 4
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
SERVICE CHARACTERISTICS BY BUS LINE
ALL SERVICE

Accessi- bility Schedule	Line No.	Type of Service	Approximate Hours of Service (Weekday)	Headways						No. of Buses Assigned					Weekday Boardings	Fare
				Weekday			Sat.	Sun.	Owl.	Weekday			Sat.	Sun.		
				Peak	Base	Night				Peak	Base	Night				
B	430	Local	6 am - 8 pm	30	30	--	--	--	--	5	5	--	--	--	1,641	\$.55
	431	Local	6 am - 7 pm	30	30	--	--	--	--	4	4	--	--	--	883	.55
	432	Local	6 am - midnight	20	20	60	45	45	--	8	8	1	3	3	2,232	.55
	433	Local	6 am - 7 pm	20	20	--	60	60	--	7	7	--	2	2	2,397	.55
	434	Local	6 am - 7pm	30	40	--	--	--	--	8	7	--	--	--	1,854	.55
C	435	Local	6 am - 7 pm	30	30	75	40	40	--	6	6	2	4	4	2,469	.55
	436	Local	5 am - 1 am	15	15	30	15	20	--	14	14	7	13	10	10,679	.55
	438	Local	6 am - 10 pm	30	30	60	30	60	--	6	6	2	6	3	3,623	.55
B	440	Local	6 am - 7 pm	30	30	--	30	60	--	8	8	--	5	4	3,406	.55
B	441/443	Local	6 am - 7 pm	60	60	--	--	--	--	5	5	--	--	--	610	.55
	445	Local	6 am - 7 pm	60	60	--	--	--	--	3	3	--	--	--	832	.55-.90
	446	Local	6 am - 7 pm	60	60	--	--	--	--	3	3	--	--	--	701	.55
	447	Local	6 am - 10 pm	30	30	60	45	45	--	3	3	1	2	2	874	.55
	451/453	Local	6 am - 7 pm	30	30	--	--	--	--	6	6	--	--	--	1,387	.55
B	452/454	Local	6 am - 7 pm	30	30	--	--	--	--	5	5	--	--	--	899	.55
	480	Local, Express	5 am - 11 pm	5	20	60	30	30	--	24	11	6	8	8	4,687	.55-1.35

TABLE 4
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
SERVICE CHARACTERISTICS BY BUS LINE
ALL SERVICE

Accessi- bility Schedule	Line No.	Type of Service	Approximate Hours of Service (Weekday)	Headways						No. of Buses Assigned					Weekday Boardings	Fare
				Weekday			Sat.	Sun.	Owl	Weekday			Sat.	Sun.		
				Peak	Base	Night				Peak	Base	Night				
C	482	Local, Express	6 am - 11 pm	30	60	60	60	60	--	12	3	3	3	3	2,316	\$.55-1.15
	483/485	Local, Express	5 am - midnight	7	10	20	20	20	--	19	16	7	8	8	7,552	.55-.75
	484	Local, Express	5 am - 1 am	8	30	60	30	60	--	19	10	5	8	5	5,352	.35-1.50
	486	Local, Express	5 am - 11 pm	12	60	60	60	60	--	11	2	--	2	2	2,067	.55-1.15
	487-489															
	491	Local, Express	6 am - 10 pm	14	15	60	30	60	--	24	9	3	7	4	3,377	.55-1.15
	488	Local, Express	6 am - 7 pm	12	60	--	60	60	--	12	3	--	2	2	2,023	.55-1.15
	490	Local, Express	6 am - 1 am	12	30	60	60	60	--	12	6	2	2	2	2,621	.55-1.15
	492	Local, Express	Peak hours only	20	--	--	--	--	--	4	--	--	--	--	312	.55-1.15
	493	Local, Express	6 am - 7 pm	50	60	--	60	60	--	3	1	--	1	1	665	.55-1.15
	494	Local, Express	Peak hours only	30	--	--	--	--	--	4	--	--	--	--	251	.55-1.15
	496	Local, Express	5 am - 8 pm	60	--	60	60	60	--	7	6	1	6	6	1,313	.35-2.60
	601	Local, Express	Peak hours only	8 trips	--	--	--	--	--	2	--	--	--	--	84	.55-1.15
	602	Express	Peak hours only	20	--	--	--	--	--	5	--	--	--	--	237	.95
	604	Local, Express	Peak hours only	15	--	--	--	--	--	8	--	--	--	--	727	.55-.95
	605	Local, Express	Peak hours only	25	--	--	--	--	--	4	--	--	--	--	221	.55-1.15

TABLE 4
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
SERVICE CHARACTERISTICS BY BUS LINE
ALL SERVICE

Accessi- bility Schedule	Line No.	Type of Service	Approximate Hours of Service (Weekday)	Headways						No. of Buses Assigned					Weekday Boardings	Fare
				Weekday			Sat.	Sun.	Owl	Weekday			Sat.	Sun.		
				Peak	Base	Night				Peak	Base	Night				
	606	Local, Express	Peak hours only	8 trips	--	--	--	--	--	4	--	--	--	--	265	\$.55-.95
	607	Local, Express	6 am - 7 pm	20	30	--	--	--	--	8	7	--	--	--	1,706	.55-.95
	608	Local, Express	Peak hours only	6 trips	--	--	--	--	--	3	--	--	--	--	83	.55-1.15
	609	Local Circulator	9 am - 3 pm	--	60	--	--	--	--	--	1	--	--	--	unavailable	.55
	716	Park/Ride	Peak hours only	15	--	--	--	--	--	6	--	--	--	--	393	1.55
	721	Park/Ride	Peak hours only	15	--	--	--	--	--	6	--	--	--	--	529	1.25
	737	Park/Ride	Peak hours only	10 trips	--	--	--	--	--	4	--	--	--	--	360	1.45
	755	Local, Park/Ride	Peak hours only	10	--	--	--	--	--	11	--	--	--	--	1,014	.55-1.85
	757	Park/Ride	Peak hours only	7	--	--	--	--	--	13	--	--	--	--	1,986	1.50
	758	Park/Ride	Peak hours only	12	--	--	--	--	--	6	--	--	--	--	553	1.35
	760	Park/Ride	Peak hours only	8	--	--	--	--	--	12	--	--	--	--	1,328	1.55
	762	Park/Ride	Peak hours only	10	--	--	--	--	--	8	--	--	--	--	812	1.10-1.90
	764	Park/Ride	Peak hours only	15	--	--	--	--	--	6	--	--	--	--	685	1.55-1.90
	770	Local, Park/Ride	6 am - 10 pm	8	30	60	40	40	--	14	5	2	3	3	2,525	.55-.95
C	800-802	Local, Express	5 am - 1 am	15	30	60	30	30	--	15	9	3	9	9	2,632	.50-1.55
	801	Local, Express	5 am - 11 pm	15	60	60	60	60	--	7	2	2	2	2	1,518	.55-.75

TABLE 4
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
SERVICE CHARACTERISTICS BY BUS LINE
ALL SERVICE

Accessi- bility Schedule	Line No.	Type of Service	Approximate Hours of Service (Weekday)	Headways						No. of Buses Assigned					Weekday Boardings	Fare
				Weekday			Sat.	Sun.	Owl	Weekday			Sat.	Sun.		
				Peak	Base	Night				Peak	Base	Night				
B	810	Local, Express	5 am - midnight	12	30	60	30	30	--	11	7	3	7	7	3,862	\$.55-.95
	813	Local, Express	6 am - 7 pm	30	30	--	30	60	--	9	7	--	5	3	1,496	.55-1.15
	814	Local, Express	Peak hours only	15	--	--	--	--	--	7	--	--	--	--	516	.55-1.15
B	820	Local, Express	6 am - 1 am	6	20	30	20	20	--	23	10	7	10	9	6,638	.55-.75
	822	Local	6 am - 7 pm	60	60	--	--	--	--	3	3	--	--	--	874	.55
B	825	Local	6 am - 7 pm	60	60	--	--	--	--	2	2	--	--	--	622	.55
	826	Local	5 am - midnight	15	18	45	30	30	--	10	8	3	5	5	6,147	.55
	827	Local	6 am - 7 pm	20	20	--	--	--	--	6	6	--	--	--	812	.55
	828	Local	6 am - 1 am	60	60	30	60	60	--	15	14	4	10	10	7,775	.55
	829	Local	6 am - 11 pm	30	30	60	40	60	--	13	9	4	7	6	2,827	.50-.55
	831	Local	6 am - 7 pm	60	60	--	--	--	--	4	4	--	--	--	1,078	.55
	832	Local	6 am - midnight	15	15	60	15	20	--	25	15	6	14	10	14,063	.55
C	834	Local	6 am - midnight	20	20	40	20	20	--	8	6	3	6	6	6,692	.55
	836	Local	6 am - 11 pm	30	30	60	20	40	--	12	11	4	8	6	7,583	.55-1.05
	838	Local	6 am - 7 pm	30	30	--	--	--	--	4	4	--	--	--	1,720	.55
	840	Local	6 am - 7 pm	30	30	--	40	65	--	7	7	--	5	3	2,309	.55

TABLE 4
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
SERVICE CHARACTERISTICS BY BUS LINE
ALL SERVICE

Accessi- bility Schedule	Line No.	Type of Service	Approximate Hours of Service (Weekday)	Headways						No. of Buses Assigned					Weekday Boardings	Fare
				Weekday			Sat.	Sun.	Owl	Weekday			Sat.	Sun.		
				Peak	Base	Night				Peak	Base	Night				
B	841	Local	4 am - 1 am	30	30	60	30	30	--	11	10	4	8	8	6,477	\$.55
	842	Local	6 am - 7 pm	60	60	--	--	--	--	3	2	--	--	--	681	.55
	844	Local	6 am - 7 pm	40	40	--	--	--	--	3	3	--	--	--	756	.55
B	846	Local	6 am - 7 pm	60	60	--	60	60	--	4	4	--	4	3	1,237	.55-1.00
B	849	Local	6 am - 10 pm	30	30	60	30	60	--	4	4	1	4	2	1,629	.55
	860	Local	6 am - 7 pm	60	60	--	60	60	--	4	4	--	4	4	266	.50-1.90
	861	Local	6 am - 7 pm	45	45	--	45	--	--	2	2	--	2	--	472	.55
	867	Local	6 am - 7 pm	60	60	--	60	--	--	3	2	--	2	--	516	.55
	869	Local	6 am - 7 pm	60	60	--	60	--	--	9	7	--	7	--	1,627	.55
	871	Local	5 am - midnight	20	30	60	30	60	--	11	8	4	7	4	3,165	.55
	872	Local	6 am - 7 pm	30	30	--	30	60	--	2	2	--	2	1	643	.55
	873	Local	6 am - 11 pm	30	30	60	30	60	--	10	10	5	7	7	102	.55
	874	Local	6 am - 7 pm	30	30	--	60	60	--	1	1	--	--	--	4,225	.55
	877	Local	6 am - 8 pm	30	30	--	30	60	--	9	7	--	7	3	3,723	.55

-29-

SEE NOTES on the following page.

TABLE 4
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
SERVICE CHARACTERISTICS BY BUS LINE

ACCESSIBILITY SCHEDULE A -- ACCESSIBLE OPERATIONS EFFECTIVE 2/18/80

Line No.	Type of Service	Approximate Hours of Service (Weekday)	Average Headways						No. of Buses Assigned					Boardings Per Month*	Fare
			Weekday			Sat.	Sun.	Owl	Weekday			Sat.	Sun.		
			Peak	Base	Night				Peak	Base	Night				
2	Local	24 hours	20	20	30	--	--	60	10	10	3	--	--	--	Handicapped Reduced Cash Fare = 20¢
9	Local	24 hours	20	20	120	--	--	120	9	9	1	--	--	5	
35	Local, Express	6 am - 11 pm	20	20	40	--	--	--	11	11	3	--	--	8	
44	Local, Express	5 am - 2 am	20	20	120	--	--	--	11	11	2	--	--	9	
83	Local, Express	24 hours	20	20	60	--	--	60	11	11	3	--	--	4	
**88	Local, Express	5 am - 10 pm	40	40	60	--	--	--	6	6	2	--	--	17	
95	Local	24 hours	20	20	60	--	--	--	7	7	3	--	--	11	

* - Based on first month of service
** - Experimental service on Line 88 began in November, 1979.

TABLE 4
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
SERVICE CHARACTERISTICS BY BUS LINE

ACCESSIBILITY SCHEDULE B -- ACCESSIBLE OPERATIONS WHICH WILL BEGIN UPON RECEIPT OF REMAINING AM/GENERAL BUSES

Line No.	Type of Service	Approximate Hours of Service (Weekday)	Average Headways						No. of Buses Assigned					Boardings Per Month
			Weekday			Sat.	Sun.	Owl	Weekday			Sat.	Sun.	
			Peak	Base	Night				Peak	Base	Night			
24	Local	5 am - 1 am	To be determined	To be determined	To be determined	--	--	--	6	6	To be determined	--	--	Not Applicable
36	Local, Express	4 am - 2 am				--	--	--	5	5		--	--	
93	Local, Express	5 am - 1 am				--	--	--	10	10		--	--	
152	Local	6 am - 10 pm				--	--	--	5	5		--	--	
423	Local	6 am - 1 am				--	--	--	10	10		--	--	
432	Local	6 am - midnight				--	--	--	8	8		--	--	
440	Local	6 am - 7 pm				--	--	--	8	8		--	--	
447	Local	6 am - 10 pm				--	--	--	2	2		--	--	
480	Local, Express	5 am - 10 pm				--	--	--	11	11		--	--	
800	Local, Express	5 am - 1 am				--	--	--	9	9		--	--	
813	Local, Express	6 am - 7 pm				--	--	--	9	7		--	--	
820	Local, Express	6 am - 1 am				--	--	--	8	8		--	--	
827	Local, Express	6 am - 7 pm				--	--	--	3	3		--	--	
841	Local	4 am - 1 am				--	--	--	10	10		--	--	
846	Local	6 am - 7 pm				--	--	--	4	4		--	--	
849	Local	6 am - 10 pm				--	--	--	2	2		--	--	

Handicapped Reduced Cash Fare = 20¢

42

C. Fixed Facilities

RTD's fixed facilities include its 11 operating divisions, a central maintenance facility, a headquarters building, five terminals, four passenger stations and 10 ticket offices. In addition, District buses serve 20 park/ride lots and approximately 30,000 bus stops.

In order to determine the accessibility of the District's fixed facilities, each was surveyed by the Bus Facilities Engineering Department. The results of that survey are shown on Table 5. The Engineering Department examined both the public and the employee areas of the buildings, as well as any attached parking lots. Employee areas were defined as any portion of a building where jobs not requiring a special physical ability are performed. Under this definition, for example, drivers' locker rooms are not included in employee areas since certain physical abilities are necessary to the performance of the job. However, the District will be undertaking a survey of the physical abilities, if any, required to perform each job. Should the survey determine that certain jobs do not require physical abilities where these abilities previously had been specified, the areas where these jobs are performed also would be made accessible.

43

The criteria used by the Engineering Department to evaluate facilities for accessibility are those specified by the American National Standards Institute (ANSI).

Where the Engineering Department determined that a facility did not meet the criteria for accessibility, they set forth the specific actions necessary to achieve accessibility. Those actions are shown on the table.

A number of the actions necessary to make District facilities accessible already have been programmed as part of the planned renovation of certain older District structures. Where actions necessary to achieve accessibility are not part of a planned renovation, the Engineering Department will evaluate the scope of the modifications necessary and determine the appropriate actions.

The accessibility of the 20 park/ride lots served by District buses was evaluated by the Bus Planning Department. The results of that evaluation can be found on Table 5. In order to be fully accessible, many of the lots will require minor modifications such as the construction of a ramp. While the District cannot undertake such construction itself because it does not own these facilities, RTD is committed to

44

working with the public and private owners of the lots to urge them to make these facilities accessible. As new park/ride lots are created, the accessibility of those lots will be stressed.

In addition to the fixed facilities listed in Table 5, District buses serve approximately 30,000 bus stop facilities. In order to judge the accessibility of these stops, the following criteria were established:

- 1) curb height;
- 2) presence of unimproved roadway;
- 3) access to bus zone area;
- 4) presence of ramps or curb cuts;
- 5) presence of obstructions such as benches, newspaper racks or trees;
- 6) limited space on or access to medians
- 7) grass, weed or ivy obstructions in area;
- 8) sprinkler heads or other dangerous protrusions in area;
- 9) presence of gravel, rock or sand in zone;
- 10) access to stops requiring a level change (free-way stops);
- 11) roadway with a high crown; and
- 12) presence of other physical conditions judged to be beyond the mechanical limitations of the lift.

Prior to commencing accessible service on the original seven lines, a team from the District's Stops and Zones Section

45

inspected each of the bus stops along the routes of line. They applied the above criteria to each bus stop to determine its accessibility. Each stop found to meet the criteria was identified with the international accessibility symbol of the white wheelchair against a blue field. The symbol was placed directly beneath the RTD triangle on the bus stop pole. Accessible stops were identified also on the individual line stop lists maintained by the District. As accessible service is expanded to additional bus lines, the above procedure will be repeated to identify and designate accessible stops along each line.

Since the District itself has no jurisdiction over the stops, it cannot undertake the improvements necessary to bring inaccessible stops into conformance with the criteria for accessibility. However, the District can and will encourage local jurisdictions to make such changes in a timely manner.

TABLE 5
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
ACCESSIBILITY OF FIXED FACILITIES

Facility	Location	ACCESSIBILITY			** Actions Necessary to Achieve Accessibility	Actions Planned to Achieve Accessibility/ Anticipated Date of Completion
		Building		Parking Lot		
		Employee Areas	Public Areas			
<u>DIVISIONS</u>						
<u>1</u> Transportation	1016 East 6th St., L.A.	Projected	Yes	Projected	Modify entrance & exits Provide public utilities, toilet & lavatory facilities, parking stalls and auxiliary features	Start: 2/11/80 Complete: 11/5/80
Maintenance		Projected	Yes	Projected	Modify entrance width Provide public utilities, toilet & lavatory facilities, parking stalls & auxiliary features	Estimate to complete FY 82
<u>2</u> Transportation	720 East 15th St., L.A.	Projected	Yes	Projected	Provide public utilities, toilet & lavatory facilities, parking stalls & auxiliary features	Start: 7/14/80 Complete: 4/10/81
Maintenance		Projected	Projected	Projected	Modify entrance & exits, interior stairs, provide public utilities, toilet & lavatory facilities, parking stalls & auxiliary features	Start: 4/1/81 Complete: 10/1/81

* See attached "Guide to Determine Fixed Facilities Accessibility to Handicap"

TABLE 5
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
ACCESSIBILITY OF FIXED FACILITIES

Facility	Location	ACCESSIBILITY			** Actions Necessary to Achieve Accessibility	Actions Planned to Achieve Accessibility / Anticipated Date of Completion
		Building		Parking Lot		
		Employee Areas	Public Areas			
<u>DIVISIONS</u>						
<u>3</u> Transportation	630 West Avenue 28, L.A.	Projected	Yes	Projected	Modify entrance from parking lot, provide public utilities, toilet & lavatory facilities, parking stalls & auxiliary features	Start: 10/20/80 Complete: 7/13/81
Maintenance		Projected	Yes	Projected	Provide public utilities, parking stalls & auxiliary features	Estimate to complete FY 82
<u>5</u> Transportation	2300 West 54th St., L.A.	Projected	Yes	Projected	Provide public utilities, toilet & lavatory facilities, parking stalls & auxiliary features	Estimate to complete FY 81
Maintenance		Projected	Yes	Projected	Provide public utilities, toilet & lavatory facilities, parking stalls & auxiliary features	Implementation schedule to be determined prior to FY 82
<u>6</u> Transportation	100 Sunset Ave., Venice	Projected	Yes	Projected	Provide public utilities, toilet & lavatory facilities, parking stalls & auxiliary features	Start: 1/2/80 Complete: 6/20/80

**See attached "Guide to Determine Fixed Facilities Accessibility to Handicap"

TABLE 5
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
ACCESSIBILITY OF FIXED FACILITIES

Facility	Location	ACCESSIBILITY			** Actions Necessary to Achieve Accessibility	Actions Planned to Achieve Accessibility/ Anticipated Date of Completion
		Building		Parking Lot		
		Employee Areas	Public Areas			
<u>DIVISIONS</u> (cont'd)						
<u>6</u> Maintenance	100 Sunset Ave., Venice	Projected	Yes	Projected	Modify interior stairs, provide public utilities, toilet & lavatory facilities, parking stalls & auxiliary features	Implementation schedule to be determined prior to FY 82
<u>7</u> Transportation	710 N. San Vicente, L.A.	Yes	Yes	Yes		
Maintenance		Yes	Yes	No	Provide parking stalls at ground level	Implementation schedule to be determined prior to FY 82
<u>8</u> Transportation	14557 Sherman Way, Van Nuys	Projected	Projected	Projected	Modify entrance & exits, halls & corridors, provide public utilities, toilets & lavatory facilities, parking stalls & auxiliary features	Implementation schedule to be determined prior to FY 82
Maintenance		Projected	Yes	Projected	Provide public utilities, toilet & lavatory facilities, parking stalls & auxiliary features	Implementation schedule to be determined prior to FY 82

**See attached "Guide to Determine Fixed Facilities Accessibility to Handicap"

TABLE 5
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
ACCESSIBILITY OF FIXED FACILITIES

Facility	Location	ACCESSIBILITY			** Actions Necessary to Achieve Accessibility	Actions Planned to Achieve Accessibility: Anticipated Date of Completion
		Building		Parking Lot		
		Employee Areas	Public Areas			
<u>DIVISIONS</u> 9 Transportation	3449 N. Santa Anita Ave., El Monte	Projected	Yes	Projected	Provide ramp @ entrance, public utilities, public lavatory & toilet facilities parking stalls & auxiliary features	Implementation schedule to be determined prior to FY 82
Maintenance		Projected	Yes	Projected	Provide public utilities, toilet & lavatory facilities parking stalls & auxiliary features	Implementation schedule to be determined prior to FY 82
<u>12</u> Transportation	970 Westchester Place, Long Beach	Projected	Projected	Projected	Modify entrance, provide public utilities, toilet & lavatory facilities, parking stalls & auxiliary features	Implementation schedule to be determined prior to FY 82
Maintenance		Projected	Projected	Projected	Modify entrance, provide public utilities, toilets & lavatory, parking stalls & auxiliary features	Implementation schedule to be determined prior to FY 82
<u>15*</u> Transportation	11409 Penrose St., Sun Valley	Projected	Yes	Projected	Provide public utilities, toilets & lavatory facilities parking stalls & auxiliary features	Implementation schedule to be determined prior to FY 82

** See attached "Guide to Determine Fixed Facilities Accessibility to Handicap"

* Leased

TABLE 5
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
ACCESSIBILITY OF FIXED FACILITIES

Facility	Location	ACCESSIBILITY			** Actions Necessary to Achieve Accessibility	Actions Planned to Achieve Accessibility Anticipated Date of Completion
		Building		Parking Lot		
		Employee Areas	Public Areas			
<u>DIVISIONS</u> (cont'd)						
<u>15</u> Maintenance		Projected	Yes	Projected	Provide public utilities, toilets & lavatory facilities parking stalls & auxiliary features	Implementation schedule to be determined prior to FY 82
<u>18*</u> Transportation	777 West 190th St., L.A.	Projected	Projected	Projected	Provide public utilities, toilets and lavatory facilities, parking stalls & auxiliary features	Implementation schedule to be determined prior to FY 82
Maintenance		Projected	Yes	Projected	Provide public utilities, toilets & lavatory facilities parking stalls & auxiliary features	Implementation schedule to be determined prior to FY 82
<u>CENTRAL MAINTENANCE FACILITY</u> <u>14</u>	375 East 55th St., L.A.	Projected	Projected	Projected	Provide public utilities, toilets & lavatory facilities parking stalls & auxiliary features	Implementation schedule to be determined prior to FY 82
<u>TERMINALS</u> <u>16*</u>	RTD-Greyhound Station Lower Level 631 S. Maple Ave., L.A.	No	Yes	No	Provide public lavatory & toilets, parking stalls & auxiliary features	Anticipated that lease will not be renewed

**See attached "Guide to Determine Fixed Facilities Accessibility to Handicap"

*Leased

TABLE 5
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
ACCESSIBILITY OF FIXED FACILITIES

Facility	Location	ACCESSIBILITY			**Actions Necessary to Achieve Accessibility	Actions Planned to Achieve Accessibility/ Anticipated Date of Completion
		Building		Parking Lot		
		Employee Areas	Public Areas			
<u>TERMINALS</u> (cont'd)						
<u>17</u>	Bus Layover - Maple Lot 632 S. Maple Ave., L.A.	No	N/A	N/A	No Action necessary Open only to Bus Drivers	N/A
<u>22*</u>	Overnight Bus Storage 504 East 3rd St., Santa Ana	No	N/A	N/A	No action necessary Open only to bus drivers	N/A
<u>23*</u>	Overnight Bus Storage Southeast corner I-10 and Towne Ave., Pomona	No	N/A	N/A	No action necessary Open only to bus drivers	N/A
<u>28</u>	Bus Layover 111 West 18th St., L.A.	No	N/A	N/A	No action necessary Open only to bus drivers	N/A
<u>PASSENGER STATIONS</u>						
RTD-Greyhound Station	Lower Level 631 S. Maple Ave., L.A.	No	Yes	No	Provide toilets & lavatory, parking stalls & auxiliary features	Anticipated that lease will not be renewed after 1982

**See attached "Guide to Determine Fixed Facilities Accessibility to Handicap"

*Leased

TABLE 5
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
ACCESSIBILITY OF FIXED FACILITIES

Facility	Location	ACCESSIBILITY			** Actions Necessary to Achieve Accessibility	Actions Planned to Achieve Accessibility Anticipated Date of Completion
		Building		Parking Lot		
		Employee Areas	Public Areas			
PASSENGER STATIONS (continued)						
El Monte Station	3501 N. Santa Anita Ave., El Monte	Yes	Yes	Yes		
University Busway Station	El Monte Busway at Cal State University, L. A..	Projected	Bus service only Yes	N/A	Provide toilet & lavatory facilities, auxiliary features	Implementation schedule to be determined prior to FY 82
Medical Center Sta.	El Monte Busway at County/USC Hospital	Projected	Bus svc. only Yes	N/A	Provide toilet & lavatory facilities & auxiliary features	Implementation schedule to be determined prior to FY 82
TICKET OFFICES						
Arco Plaza	505 S. Flower St., L.A. 90071	Yes	Yes	Yes		
El Monte Station	3501 N. Santa Anita Ave., El Monte 91731	Yes	Yes	Yes		

**See attached "Guide to Determine Fixed Facilities Accessibility to Handicap"

TABLE 5
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
ACCESSIBILITY OF FIXED FACILITIES

Facility	Location	ACCESSIBILITY			**Actions Necessary to Achieve Accessibility	Actions Planned to Achieve Accessibility/ Anticipated Date of Completion
		Building		Parking Lot		
		Employee Areas	Public Areas			
<u>TICKET OFFICES</u> (continued)						
Headquarters Office	425 S. Main St., L.A. 90013	Projected	Yes	N/A	Provide access to toilet and lavatory facilities	Implementation schedule to be determined prior to FY 82.
Hollywood Office	6249 Hollywood Bl., L.A. 90028	Projected	Yes	N/A	Provide toilet & lavatory facilities	Implementation schedule to be determined prior to FY 82
Long Beach Office	18 Long Beach Blvd. Long Beach 90802	Projected	Yes	N/A	Provide toilet & lavatory facilities	Implementation schedule to be determined prior to FY 82
San Fernando Office	14500 Wyandotte, Van Nuys 91405	Projected	Yes	N/A	Provide toilet & lavatory facilities	Implementation schedule to be determined prior to FY 82
South Bay Office	1811 Hawthorne Bl., Redondo Beach 90278	Projected	Yes	N/A	Provide toilet & lavatory facilities	Implementation schedule to be determined prior to FY 82

**See attached "Guide to Determine Fixed Facilities Accessibility to Handicap"

TABLE 5
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
ACCESSIBILITY OF FIXED FACILITIES

Facility	Location	ACCESSIBILITY			** Actions Necessary to Achieve Accessibility	Actions Planned to Achieve Accessibility Anticipated Date of Completion
		Building		Parking Lot		
		Employee Areas	Public Areas			
<u>TICKET OFFICES</u> (continued)						
South Central Office	5425 S. Van Ness Ave., L.A. 90043	Projected	Yes	N/A	Provide toilet & lavatory facilities	Implementation schedule to be determined prior to FY 82
Terminal 16/ Greyhound	208 East 6th St., L.A. 90014	No	Yes	No	Provide toilet & lavatory facilities and parking stalls	Anticipated that lease will not be renewed after 1982
Wilshire Office	5738 Wilshire Bl., L.A.	Projected	Yes	N/A	Public toilet & lavatory facilities	Implementation schedule to be determined prior to FY 82
<u>PARK/RIDE LOTS</u>						
Serving Line No. <u>35</u>	Ventura Bl. & Riverton Ave., Studio City				One curb and alighting platform	

* See attached "Guide to Determine Fixed Facilities Accessibility to Handicap"

TABLE 5
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
ACCESSIBILITY OF FIXED FACILITIES

Facility	Location	ACCESSIBILITY			**Actions Necessary to Achieve Accessibility	Actions Planned to Achieve Accessibility/ Anticipated Date of Completion
		Building		Parking Lot		
		Employee Areas	Public Areas			
<u>PARK/RIDE LOTS</u> (continued) Serving Line No.						
<u>716</u>	Fallbrook Ave & Cruiswel St., Canoga Park	-	-		One curb cut	
<u>716</u>	Topanga Canyon Bl. & Victory Bl., Woodland Hills	-	-		One curb cut	
<u>721</u>	Roscoe Bl. & Noble Ave., Van Nuys	-	-	Accessible		
<u>721</u>	Shirley Ave. & Plummer St., Northridge	-	-	Accessible		
<u>737</u>	Battery St. & Gaffey St., San Pedro	-	-		Alighting platform and gate	
<u>737</u>	Hamilton Ave. & Torrance Bl., Torrance	-	-		Alighting platform and parking lot resurface	
<u>755</u>	Ximeno Ave. & Pacific Coast Highway, Long Beach	-	-	Accessible		

**See attached "Guide to Determine Fixed Facilities Accessibility to Handicap"

TABLE 5
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
ACCESSIBILITY OF FIXED FACILITIES

Facility	Location	ACCESSIBILITY			** Actions Necessary to Achieve Accessibility	Actions Planned to Achieve Accessibility/ Anticipated Date of Completion
		Building		Parking Lot		
		Employee Areas	Public Areas			
PARK/RIDE LOTS (Continued) Serving Line No.						
<u>757</u>	Orangethorpe Ave. & Magnolia Ave., Fullerton	-	-	Accessible		
<u>758</u>	La Mirada Bl. & Ocaso Ave., La Mirada				One curb cut	
<u>758</u>	Freeway Dr. & Alondra Bl., Santa Fe Springs			Accessible		
<u>760</u>	Citrus Ave. & Foothill Bl., Glendora				One curb cut and 5 ft. of sidewalk	
<u>760</u>	Barranca Ave. & Workman, W. Covina				One curb cut and widened alighting platform	
<u>762</u>	Central Ave. & Philadelphia St. Chino				One curb cut and ramp	
<u>762</u>	Azusa Ave. & Pepperbrook Way, Rowland Heights			Accessible		

-47-

See attached "Guide to Determine Fixed Facilities Accessibility to Handicap."

TABLE 5
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
ACCESSIBILITY OF FIXED FACILITIES

Facility	Location	ACCESSIBILITY			** Actions Necessary to Achieve Accessibility	Actions Planned to Achieve Accessibility/ Anticipated Date of Completion
		Building		Parking Lot		
		Employee Areas	Public Areas			
PARK/RIDE LOTS (continued) Serving Line No.						
<u>764</u>	Monte Vista Ave. & Moreno St., Montclair				Two curbs cut and ramp	
<u>764</u>	McKinley Ave. & Canon Way Pomona			Accessible		
<u>764</u>	McKinley Ave. & Garey Pomona				One curb cut	
<u>770</u>	Pasadena Ave. & Union St., Bl., El Monte			Accessible		
BUSWAY/LINES	Santa Anita Ave. & Ramona Bl., El Monte			Accessible		
HEADQUARTERS BUILDING	425 South Main St., L.A.					

** See attached "Guide to Determine Fixed Facilities Accessibility to Handicap"

D. Policies and Practices

The District began the process of examining its program policies and practices early in 1979 in anticipation of the commencement of its accessible bus service. Table 6 outlines the District's policies and procedures related to accessibility.

These policies and procedures are grouped according to the following thirteen areas:

- 1) Safety and Emergency Procedures
- 2) Sensitivity and Personnel Training
- 3) Accommodations for Companions or Aides of Handicapped Passengers
- 4) Intermodal Coordination
- 5) Coordination with Agencies and Institutions
- 6) Marketing Efforts Considerate of Handicapped Needs
- 7) Leasing, Rental and Procurement Practices
- 8) Planning Practices for Other Accessible Services
- 9) Regulatory Constraints
- 10) Management Supervision
- 11) Maintenance and Security
- 12) Labor Agreements and Work Rules
- 13) Insurance Coverage

59

Table 6 shows the District's current policies, procedures or projects in each of the thirteen areas. The table also shows the barriers to program accessibility or potential deficiency related to each policy area. The District has enlisted the help of the Citizens Advisory Committee on Accessible Transportation (CACAT) in identifying the potential barriers and in suggesting policy changes. CACAT's input on barriers to accessibility is integrated into the table along with input from RTD staff and management.

Finally, Table 6 shows future policies and recommended changes which resulted from the examination of current policies and potential barriers. Many of these future actions will be in greater detail in the sections that follow.

TABLE 6

I. SAFETY & EMERGENCY POLICIES AND PRACTICES

Current Policy, Procedure or Project	Potential Deficiency or Barrier to Accessibility	Future Policy or Recommended Change
<p>A. Patron evacuation in emergency situations is detailed in the District's New Operator Basic Training Course. Regular procedures have been developed for Radio Dispatchers' use in directing emergency situations such as a disabled bus or an inoperable lift. Proper handling of all passengers including those with mobility impairments is directed by Radio Dispatchers and Road Supervisors in emergency situations.</p> <p>B. Emergency evacuation plans have been developed for RTD employees. Under these plans, provision of assistance to handicapped employees by designated fellow employees in emergencies has been assured.</p>	<p>Lack of specific knowledge of disabilities may lead to inappropriate handling of disabled persons in an emergency situation.</p> <p>None identified.</p>	<p>Lesson plan for operator training will be reviewed and revised as necessary.</p> <p>Update roster of handicapped employees and assisting employees.</p>

TABLE 6
2. SENSITIVITY AND PERSONNEL TRAINING

Current Policy, Procedure or Project	Potential Deficiency or Barrier to Accessibility	Future Policy or Recommended Change
<p>A. During the initial training for operators, special attention is given to operator/passenger relations. Courtesy and helpfulness are stressed for all passengers; however, the extra needs of the elderly and disabled are emphasized. Student operators are taught to recognize all types of bus passes in use. They are shown samples of all passes including the Braille Institute student pass.</p> <p>B. Braille Institute representatives have periodically conducted sensitivity sessions to familiarize student operators with the problems experienced by blind patrons in using buses. The session consists of a lecture and a slide presentation which is given during RTD's initial operator training.</p> <p>C. An eight hour Operator-Passenger Relations Training Program is being given to all operators on a division-by-division basis on how to deal effectively with the public. Two hours of the courses are specifically devoted to dealing with special population groups including elderly and handicapped passengers. The two-hour session includes a slide tape presentation and discussion of specific disabilities; how to recognize them, and how to effectively help passengers with these disabilities. The program which began in 1975 has been given to approximately 4500 operators.</p>	<p>Braille Institute identification cards are not recognized by some operators.</p> <p>None identified.</p> <p>Lack of knowledge of various disabilities may lead to inappropriate response by District personnel to persons with disabilities. People with cerebral palsy and other disabilities which impair motor functions are often perceived by others as being drunk. Supervisors, drivers, and telephone information operators need specific sensitivity training in this regard</p>	<p>Continue operator training practices. Citizens Advisory Committee on Accessible Transportation will have the opportunity to view operator training lesson plan.</p> <p>Work with Braille Institute to incorporate this program into the District training course as a regular item.</p> <p>Continue Operator-Passenger Relations Training Program.</p>

TABLE 6
2. SENSITIVITY AND PERSONNEL TRAINING (continued)

Current Policy, Procedure or Project	Potential Deficiency or Barrier to Accessibility	Future Policy or Recommended Change
<p>D. The Accessible Bus Training Program is a four-hour course for operators of the specially-equipped buses. In addition to learning to use the lift and kneeling features of the bus, they have a 45-minute sensitivity training session which includes using a wheelchair to board the bus. Operators also view the District's award winning film "The New Mobility" and participate in a discussion on the myths and facts of being disabled. All Radio Dispatchers and all Road Supervisors who work with the accessible service also have participated in the Accessible Bus Training Program.</p>	<p>None identified.</p>	<p>Continue to train operators under the Accessible Bus Training Program. The District's goal is to train all its extra-board and all operators bidding accessible lines.</p>
<p>E. Sensitivity training also has been conducted for PAX Information Operators. Their training included viewing the film and discussing how they can recognize and help persons with different disabilities.</p>	<p>None identified.</p>	<p>Continue to offer sensitivity training to all new Radio Dispatchers, Road Supervisors and PAX Information Operators.</p>
<p>F. Develop methods of sensitizing the entire riding public to the needs of disabled passengers.</p>	<p>None identified.</p>	<p>Investigate the possibility of showing "The New Mobility" film on television.</p>

TABLE 6
3. ACCOMMODATIONS FOR COMPANIONS OR AIDES OF HANDICAPPED PASSENGERS

Current Policy, Procedure or Project	Potential Deficiency or Barrier to Accessibility	Future Policy or Recommended Change
A. Traveling companions or aides may ride RTD buses under the same fares and restrictions which apply to all passengers.	None identified	Continue current procedures
B. Disabled persons in wheelchairs using the new, lift-equipped buses are encouraged to bring along a companion for the first few trips in case they experience difficulties in boarding.	None identified	Continue current procedures
C. Blind persons are allowed to bring seeing eye dogs onto RTD buses.	None identified	Continue current procedures
D. RTD regularly provides a bus and an operator to 4-H groups who are initially training perspective seeing eye dogs.	None identified	Continue current procedures
E. RTD also provides buses to the Braille Institute on an as needed basis for training their students in the use of public transportation.	None identified	Work with Braille Institute to establish program on a regularly scheduled basis, should the Institute desire to do so.

- 5 -

TABLE 6
4. INTERMODAL COORDINATION

Current Policy, Procedure or Project	Potential Deficiency or Barrier to Accessibility	Future Policy or Recommended Change
<p>A. RTD Line 88 now provides accessible service to Los Angeles International Airport. The bus stop at the entrance to the airport was relocated so that it is now fully accessible and convenient to the Department of Airports (DOA) shuttle. DOA has an accessible vehicle on call.</p>	<p>None identified.</p>	<p>(Same as Item B., below)</p>
<p>B. RTD now operates Line 206, Airport Circulation Minibus within the terminal area. The service duplicates that operated by DOA.</p>	<p>The RTD Minibus Shuttle is not accessible.</p>	<p>RTD wishes to work with DOA in the development of a joint parking lot, accessible shuttle and shelter to be operated by DOA.</p>
<p>C. RTD Line 24 serves Hollywood-Burbank Airport.</p>	<p>The line is not yet accessible.</p>	<p>Line 24 will receive lift-equipped buses during the second phase of accessible service (Accessibility Schedule B).</p>
<p>D. RTD Line 5 and 813 which serve Union Station have been designated to receive lift-equipped buses. (Union Station is accessible as are some passenger cars, but access into and out of trains is still difficult.)</p>	<p>No accessible service is currently provided to Union Station.</p>	<p>Line 813 will add accessible service during the "B" phase; Line 5 is in the "C" phase.</p>
<p>E. Planning is now underway for transit centers at major transfer points.</p>	<p>Facilities such as accessible telephones are desirable at major transfer points.</p>	<p>The West Los Angeles Transit Center will provide convenient transfers between RTD and Culver City Lines. The shelter will be accessible, as will be any facilities such as telephones which may be added.</p>

TABLE 6
5. COORDINATION WITH AGENCIES AND INSTITUTIONS

Current Policy, Procedure or Project	Potential Deficiency or Barrier to Accessibility	Future Policy or Recommended Change
<p>A. Establish coordinated transfer points between RTD and accessible dial-a-ride and fixed route services. An attempt is made to meet as many as possible of the criteria set by the Paratransit Advisory Committee for these transfer points. To date, coordinated stops have been established with Montebello Dial-a-Ride, Glendale Memorial Hospital and Get About Transportation systems.</p> <p>B. Establish interagency transfer agreements with fixed route dial-a-ride operators. Under such an agreement, all passengers would pay the originating system's fare and a 10¢ transfer charge. (This charge is, of course, subject to change.) RTD has established such agreements with local municipal operators. In addition, agreement has been reached with La Mirada, Claremont, and Compton dial-a-rides.</p>	<p>Inaccessible transfer points</p> <p>Transferring between RTD and other systems can be costly; some paratransit systems are restricted to registered residents of their area.</p>	<p>Expand current policy to include coordinated stops with other interested systems.</p> <p>Enter into a transfer agreement with nine dial-a-ride programs run by the City of Los Angeles. Establish a priority list of systems for transfer agreements. Work with the systems identified according to priority.</p>
<p>C. RTD telephone information operators are able to use the Alternative Services Guide to refer callers directly to the appropriate dial-a-ride in their area.</p>	<p>Lack of information about existing services</p>	<p>Continue current practice.</p>
<p>D. RTD works with the Los Angeles City School System in the development and delivery of a training program which teaches trainable mentally retarded students how to use buses. RTD periodically provides a demonstration bus and instructor for student training sessions.</p>	<p>Disabled mentally retarded students may need a special training in order to use a bus.</p>	<p>Work with other school systems who express interest in such a program.</p>

- 56 -

TABLE 6
6. MARKETING CONSIDERATIONS

Current Policy, Procedure or Project	Potential Deficiency or Barrier to Accessibility	Future Policy or Recommended Change
<p>A. Public information services presently offered by the District include a brochure, "The New Mobility," which gives helpful information on how to use RTDs accessible bus lines and a map insert. Additionally, a 20-minute film was produced which carries the theme of the brochure and is used by the Community Relations Unit and the Training Department.</p>	<p>Lack of information about accessible service</p>	<p>As accessible service is added to additional lines, the map insert will be revised and updated.</p>
<p>B. Public timetables for lines with accessible service are clearly marked on the front with the international symbol for accessibility. Accessible bus runs on each line also are clearly distinguished.</p>	<p>Accessible lines and trips should be identified. Bus schedules should be available on each bus.</p>	<p>When accessible service is expanded to additional lines, the timetables for those lines will be reprinted as discussed.</p>
<p>C. RTD is experimenting with several different methods of providing more line information at bus stops. The Bus Stop Information Program is evaluating information cubes which fit on bus stop poles, and contain fare, route and schedule information. The On-Site Bus Stop Information Provision to the Visually Disabled Program will attempt to determine the simplest, most cost-effective means for delivering this information.</p>	<p>Disabled (and able-bodied) passengers may not have adequate means of obtaining line information at the bus stop.</p>	<p>Evaluate the effectiveness of various methods of providing bus information.</p>
<p>D. Toll-free TTY service is provided by the Telephone Information Office as an aid to hearing-impaired individuals who desire information on routes, schedules and fares.</p>	<p>Hearing impaired individuals need access to bus information.</p>	<p>Continue to offer TTY service.</p>

TABLE 6
6. MARKETING CONSIDERATIONS (continued)

Current Policy, Procedure or Project	Potential Deficiency or Barrier to Accessibility	Future Policy or Recommendation
<p>E. Public information materials are not prepared in Braille.</p> <p>F. The District's Community Relations Unit periodically demonstrates the use of the lift equipment on accessible buses to groups of disabled persons.</p> <p>G. RTD's Marketing & Communications Department has just published a new booklet entitled "A Guide for the New Bus Rider." The booklet contains a section on how to make a complaint or suggestion. All complaints and suggestions are investigated; patrons who give their name and address receive a reply as to the disposition of the matter.</p>	<p>Blind persons currently have limited means of consulting SCRTD schedules.</p> <p>None identified.</p> <p>Patrons need information on how to make effective suggestions or complaints.</p>	<p>RTD will explore the possibility of applying for an UMTA grant to develop a means of providing schedule information to blind patrons.</p> <p>Continue present practice.</p> <p>Continue present policy.</p>

TABLE 6
7. LEASING, RENTAL AND PROCUREMENT PRACTICES

Current Policy, Procedure or Project	Potential Deficiency or Barrier to Accessibility	Future Policy or Recommended Change
<p>A. RTD leases buses to private charter service providers and other companies. The leasee is given the choice of equipment, based, of course, upon availability. Accessible equipment may be leased upon request.</p>	<p>None identified.</p>	<p>Continue current policy</p>
<p>B. The District currently does not offer charter service.</p>	<p>None identified.</p>	<p>The District anticipates it may be providing charter service within the current fiscal year. Accessible equipment will be provided upon request to groups wishing to charter a bus.</p>
<p>C. RTD operates circulator service on a contract basis in downtown Los Angeles, Westwood and Covina. Non-accessible equipment (Minibuses) are used on these routes.</p>	<p>Non-accessible equipment.</p>	<p>The District plans to re-evaluate the provision of these contract services. This study will be undertaken in 1981. The study will focus on whether or not RTD should continue to operate contract service, and if so, with what type of equipment.</p>

TABLE 6
8. PLANNING PRACTICES FOR OTHER ACCESSIBLE SERVICES

Current Policy, Procedure or Project	Potential Deficiency or Barrier to Accessibility	Future Policy or Recommended Change
<p>A. RTD provides only fixed route transit service. The District has studied the feasibility of providing accessible dial-a-ride service. However, the large service area and widely spaced trip destinations make the provision of such a service prohibitively expensive.</p>	<p>None identified.</p>	<p>Continue to provide fixed route transit service.</p>
<p>B. SCRTD is working with other providers of accessible services in planning overall services and facilities. The location of common bus stops, schedule intercoordination and transfer agreements are actively being pursued.</p>	<p>None identified.</p>	<p>Maximize coordination efforts wherever possible.</p>
<p>C. Preliminary engineering studies will be undertaken for the Rapid Transit Starter Line in the Wilshire Corridor. Line specifications will include all necessary considerations to make the system fully accessible. These considerations include (but are not limited to) elevators in stations, ramped entrances to stations, train cars with wheelchair spaces and tie downs, and platform texture changes near the track edge.</p>	<p>None identified.</p>	<p>Continue to incorporate planning for accessibility into the Rapid Transit project.</p>

TABLE 6
9. REGULATORY CONSTRAINTS

Current Policy, Procedure or Project	Potential Deficiency or Barrier to Accessibility	Future Policy or Recommended Change
<p>A. SCRTD is attempting to remove certain regulatory constraints which hamper the efficient transportation of the elderly and handicapped. Elimination of boarding restrictions along streets which both the SCRTD and the other municipal operators utilize would tend to reduce the forced transfer along streets where duplicative services exist.</p> <p>B. SCRTD must accept the low bidder on a purchase such as accessible equipment.</p>	<p>Transferring between buses or bus systems can be difficult for passengers with certain disabilities.</p> <p>Because the lowest bidder on the 940 accessible bus purchase offered only rear door lifts, the District had to accept them.</p>	<p>Continue to work with LACTC and area operators to remove regulatory constraints which hamper accessibility. (Boarding and alighting restrictions on RTD's Line 83 west of Federal Avenue will be lifted on June 15, 1980.)</p> <p>The Citizens Advisory Committee on Accessible Transportation will study regulatory constraints which may hamper accessibility, such as low bidder requirement.</p>

TABLE 6
10. MANAGEMENT SUPERVISION

Current Policy, Procedure or Project	Potential Deficiency or Barrier to Accessibility	Future Policy or Recommended Change
<p>A. All Radio Dispatchers, Road Supervisors and Instructors who work with accessible bus lines receive the four-hour Accessible Bus Training Program.</p>	<p>None identified.</p>	<p>Continue to train Radio Dispatchers, Road Supervisors, Instructors and PAX Supervisors.</p>
<p>B. All PAX Supervisors participate in the sensitivity and awareness of disabilities training program given to PAX Information Operators.</p>	<p>None identified.</p>	<p>Continue current practice.</p>
<p>C. Operators are currently closely supervised in wheelchair operation. Operators are instructed to call the Radio Dispatch Center whenever they use the lift apparatus to assist handicapped passengers. Road Supervisors are trained and dispatched to handle situations which may require manual operation of the lift.</p>	<p>None identified.</p>	<p>Evaluate the effectiveness of calling the Dispatch Center for every boarding. Should the practice be discontinued, the Dispatch Center and the Road Supervisors would, of course, continue to provide supervision as necessary in non-routine cases.</p>

TABLE 6
11. MAINTENANCE AND SECURITY

Current Policy, Procedure or Project	Potential Deficiency or Barrier to Accessibility	Future Policy or Recommended Change
<p>A. RTD has developed an inspection and repair program for its current AM General lift-equipped buses.</p>	<p>None identified.</p>	<p>As additional accessible equipment is obtained, similar maintenance programs will be adopted to fit each type of vehicle.</p>
<p>B. When accessible equipment must be replaced (in service) with another vehicle, it is replaced with another accessible bus whenever possible.</p>	<p>None identified.</p>	<p>Continue present practice.</p>
<p>C. Operators are instructed to test the lift equipment before leaving the bus yard each day by running the lift through one full cycle.</p>	<p>None identified.</p>	<p>Evaluate the effectiveness of this procedure and revise if necessary.</p>

TABLE 6
12. LABOR AGREEMENTS AND WORK RULES

Current Policy, Procedure or Project	Potential Deficiency or Barrier to Accessibility	Future Policy or Recommended Change
<p>A. The District's current labor agreements have been examined for barriers to accessibility.</p> <p>B. Special provisions are included within the Operating Employee's Service Guide in regard to the assisting of handicapped passengers. In addition to the overall requirements for information provision and general good customer relations, special recognition of the need of boarding and alighting assistance for disabled persons is mentioned. Operators also are instructed to call out bus stops and transfer points. This information should aid both handicapped and able-bodied patrons to utilize the bus system.</p>	<p>Nothing in the agreements was identified which might hinder accessibility.</p> <p>Calling out of bus stops and transfer points is beneficial for all passengers, but very helpful for blind patrons.</p>	<p>Future labor agreements are not expected to contain any provisions which might negatively impact system accessibility.</p> <p>Continue present practice, and stress the helpfulness of calling out stops.</p>

TABLE 6
13. INSURANCE COVERAGE.

Current Policy, Procedure or Project	Potential Deficiency or Barrier to Accessibility	Future Policy or Recommended Change
<p>A. RTD's current insurance program provides complete coverage for public liability and property damage claims filed against the District.</p>	<p>There are no policy restrictions which single out or diminish the legal rights of handicapped individuals.</p>	<p>Continue current insurance program.</p>

III. Review of Current Plans and Programs for Accessibility

The District's first step in planning for and complying with the Department of Transportation's 504 Regulations was the analysis of its current system accessibility which is contained in the previous section of this report. Once this assessment was completed, the second step could be taken. This second step consisted of a review of the District's current plans and programs for accessibility. The results of that review are contained in this section. The section contains a chronology of the District's policies, its plans for accessible vehicles, service, facilities and practices as well as an analysis of District compliance with the regulations.

A. Chronology of the District's Policies on Accessibility

The Southern California Rapid Transit District was the first major transit operator to adopt a policy of systemwide accessibility through the operation of full-sized buses on regularly scheduled fixed route service. On October 22, 1974, the District's Board of Directors voted unanimously to adopt a policy stating that all new vehicles to be purchased were to be accessible to elderly and handicapped persons, including those in wheelchairs. RTD then attempted to solicit bids on 200 wide-door, low floor accessible buses. The District's attempts to purchase accessible vehicles were unsuccessful

for two years. Finally on October 13, 1976, the District awarded a contract to AM General for 200 buses. The vehicles were equipped with a wide door, kneeling feature, fold-down seats, wheelchair lift and securement space for two wheelchairs. The buses ~~did not~~ have the low floor feature that the District originally hoped to obtain.

The first of the AM General buses arrived in December, 1977. However, manufacturing delays and various defects found in the bus and the lift delayed the arrival of the entire order for more than two years. The last of the 200 buses was received in April, 1980.

While the District was attempting to obtain accessible buses, it also was moving forward in other areas toward its goal of system accessibility. In April, 1975, the District established its Citizens Advisory Committee on Accessible Transportation (CACAT). The Committee was composed of representatives of the California Association of the Physically Handicapped, the California Department of Rehabilitation, the Los Angeles Council of the Handicapped, and several other advocacy organizations of the disabled. The CACAT group was one of the first efforts in the nation to involve handicapped consumers in planning for the provision of an accessible transportation system. In 1979 the group was expanded and reorganized.

CACAT also participated in the review of this document.

In addition to enlisting the input of the CACAT group, the District also sought the advice of a disabled consultant. From February 1975 to October 1979, the consultant studied and monitored a number of District programs for accessibility.

Yet another District effort on behalf of disabled persons was the creation of the Paratransit Advisory Committee by the Board of Directors in March, 1977. The Paratransit Advisory Committee was comprised of District representatives, paratransit operators, taxi operators, municipal carriers, regulatory agencies and elderly and handicapped consumers. Major responsibilities of this committee were to develop a comprehensive information base on paratransit operations, to investigate coordination and consolidation of funding services, and to provide a forum for discussion of issues concerning coordination of paratransit and transit operators.

In March of 1978, the Committee prepared a set of recommendations on paratransit in the County. The District, acting on the Committee's recommendations, has begun contacting dial-a-ride operators in an attempt to coordinate transfer locations between the District's accessible fixed routes and dial-a-ride services. The Paratransit Committee, having successfully completed its responsibilities, is not active at this time.

Today, the District is continuing and intensifying its efforts toward the goal of total system accessibility articulated by the Board of Directors in 1974. RTD's current and projected plans for the achievement of this goal are described in the sections that follow.

B. Current and Projected Plans

1. Vehicle Replacement

RTD's current bus fleet is composed of 2608 buses. Two hundred of these buses are equipped with wheelchair lifts and other features for accessibility. According to the District's bus purchase plan, 2,000 additional accessible vehicles will be obtained between fiscal years (FY) 1980 and 1985. These buses, along with the 200 accessible vehicles the District currently owns, will bring RTD's total number of accessible buses to 2,200 by the end of FY 1985. Current projections indicate that the District's fleet will number 2620 vehicles at that time. According to these figures, 84% of the fleet will then be accessible. This information is shown on Table 7.

Table 7 indicates the number of vehicles in the District's fleet during the 8-year period from FY '78 to FY '85. Fleet, as it is used in this table, is defined as the active fleet. In addition to the active fleet, RTD hopes

to establish a reserve fleet of 300 to 500 buses. The estimates on the table for number of vehicles in the fleet, number of bus purchases, and number of vehicles in peak-hour service are all based upon a 2% per year projected growth in service.

Table 7 indicates on a year-by-year basis the number and type of accessible vehicles which will be purchased. The different types shown are AM General (AMG), Advanced Design Bus (ADB), intermediate-sized bus (Intmed) and articulated (artic) bus. Also shown on the table is a year-by-year cumulative total of the number of accessible vehicles and the number of all vehicles in peak-hour service. This data comes from the District's Short Range Transportation Plan for FY 80-81. The last two columns on Table 7 give the percent of accessible vehicles within the total bus fleet, as well as projected percentage of accessible vehicles in peak-hour service.

It is difficult to determine the number of accessible buses which will be in peak-hour service during the next five years. Since most of these vehicles have not yet been received, their maintenance characteristics cannot be precisely predicted. Also unknown at

this time is the District's future staffing level of mechanics. Both vehicle maintenance characteristics and mechanic staffing levels are important in determining the spare ratio of buses which must be maintained. For the purposes of Table 7, the number of accessible buses in peak-hour service was assumed to be the number of accessible buses owned minus 15% for spares.

The U.S. Department of Transportation's regulations for Section 504 implementation mandate that at least 50% of a transit operator's buses in peak-hour service must be accessible in order to achieve program accessibility. Program accessibility must be achieved by July 1, 1982, or interim alternative service must be provided. According to Table 7, the District should not only meet, but exceed the federal requirement of 50%. By July 1, 1982, 67% of RTD's vehicles in peak-hour service are projected to be accessible.

TABLE 7
 SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
 ACCESSIBLE BUSES IN PEAK-HOUR SERVICE
 FY 1978 TO 1985

Year*	No. of Vehicles in Fleet	No. of Vehicles Accessible		No. of Vehicles in Peak-Hour Service	Percent of Total Fleet Accessible	Percent of Vehicles in Peak-Hour Accessible Service
		Total	Purchases			
FY 1977-78	2,621	0	0	1,915	0%	0%
FY 1978-79	2,612	200	200 (AMG)	2,000	8%	0%
FY 1979-80	2,612	430	230 (ADB)	2,050	16%	18%
FY 1980-81	2,600	830	400 (ADB)	2,110	32%	33%
FY 1981-82	2,600	1,490	540 (ADB) 120 (Intmed)	2,150	57%	59%
FY 1982-83	2,600	1,720	230 (ADB)	2,190	66%	67%
FY 1983-84	2,600	1,960	215 (ADB) 25 (Artic)	2,230	75%	75%
FY 1984-85	2,620	2,200	215 (ADB) 25 (Artic)	2,280	84%	82%

*As of July 1 of each fiscal year

2. Accessible Service

The District began providing accessible fixed route bus service in November, 1979, for a three-month experimental period. Service was offered on selected bus runs of RTD's Line 88. In February, 1980, the District began accessible service on Line 88 on a regular basis, as well as service on the following six additional lines: 2, 9, 35, 44, 83 and 95. These seven routes are part of an original 22-line system chosen for deployment of the 200 AM General buses. However, due to delays in delivery of the buses, the District decided to implement a phased deployment of the equipment. The 15 remaining lines in the 22-route system will offer accessible bus runs as soon as the remaining AM General buses are readied for service. The District hopes to undertake this second deployment phase in July, 1980.

Sixteen additional lines have been selected for a third deployment phase. Selected bus runs on these lines will receive the 230 lift-equipped Flexible buses which have been ordered. It is anticipated that this deployment will take place in September, 1980.

In order to determine the lines chosen for each deployment phase, the District's Bus Planning Department worked with its Citizens Advisory Committee on Accessible Transportation (CACAT). After extensive study, they concluded that there are no concentrations of transportation-handicapped persons within the District's service area. Rather, they concluded, handicapped individuals in the Los Angeles area are spread evenly among the general population. The group determined that disabled persons have mobility needs that are similar to the population as a whole, and that their desired trip destinations include employment centers, educational institutions, recreation facilities and shopping centers, as well as health and rehabilitation facilities.

Accordingly, the deployment plans for accessible vehicles were developed so that the bus lines chosen would serve the following:

- 1) major hospitals, Veterans Administration facilities and rehabilitation services operated by various governmental agencies;
- 2) colleges and universities which offer programs for the physically handicapped;

- 34
- 3) major transportation centers such as regional bus stations, railroad stations and airline terminals;
 - 4) entertainment activities including all major locations which provide entertainment to the general public and already were accessible or were planned to be accessible, such as Disneyland, Knotts' Berry Farm, Marineland and Universal Studios;
 - 5) recreational facilities including beaches, sports centers and race tracks;
 - 6) major places of employment including the central business districts of the largest cities within Los Angeles County, industrial centers and subregional office complexes;
 - 7) regional shopping centers;
 - 8) interurban lines which connect the outlying areas with the above points of interest.

In addition, all known providers of transportation for the elderly and handicapped were located, and a policy was established to attach a high priority for accessibility to lines that would provide connections with major dial-a-ride operators.

Table 8a shows the seven lines chosen for the initial deployment phase of accessible service. The chart identifies the major streets, shopping centers, hospitals, employment centers and colleges served by each line. Table 8b shows similar information for the second deployment phase, and Table 8c is for lines selected for the third phase.

The Planning Department together with CACAT will undertake the selection of routes for the phased deployment of the 940 accessible GM buses which have been ordered. They anticipate using the same criteria presented above to rank and select lines. The selection process will be completed prior to the delivery of the buses.

Much of the information on accessible service contained in this section was derived from RTD's Bus Planning Department documents, including "The Planning Process for SCRTD Accessible Bus Lines."

Table 8a
 SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
 INITIAL DEPLOYMENT OF AM GENERAL
 ACCESSIBLE BUSES

<u>LINE #</u>	<u>DESCRIPTION OF LINE</u>	<u>MAJOR STREETS</u>	<u>SHOPPING CENTERS</u>	<u>HOSPITALS</u>	<u>EMPLOYMENT CENTERS</u>	<u>COLLEGES & UNIVERSITIES</u>	<u>OTHER</u>
2	Brooklyn Ave. Compton Ave.	Brooklyn Ave. Main St. Compton Ave.	LA CBD	Martin Luther King	Downtown Los Angeles	Cal State LA	Watts Radio Tower
9	West Jefferson Huntington Pk. South Gate	Jefferson St. 7th St. Pacific Blvd.	University Village Huntington Pk. CBD LA CBD	St. Francis Rancho Los Amigos	Downtown Los Angeles	USC	
35	West Valley Express	Reseda Blvd. Ventura Blvd. Hill St.	Plaza Del Oro Tarzana Sq. LA CBD	Tarzana Med. Center	Downtown Los Angeles	Cal State Northridge	CBS Studio Center
44	Beverly - W. Adams	Beverly Blvd. Hills St. Adams Blvd.	LA CBD	Cedars Sinai	Downtown Los	Mt. St. Marys	TV City
83	Wilshire Blvd.	Wilshire Blvd. 7th St.	Westwood Wilshire Dist. LA CBD	Wadsworth/ Brentwood Veterans Med. Centers	Downtown Los Angeles	Western UCLA	Pacific Ocean LA Co. Art Museum
88	San Diego Fwy	Van Nuys Blvd. Sepulveda Bl.	Fox Hills Panorama City Westwood	Pacoima Luth. Olive View	LAX Westwood	UCLA	Van Nuys- Sherm Oaks Park LAX
95	Vernon Ave. Vermont Ave.	Vernon Ave. Vermont Ave.	Hollywood Bus. District	Childrens Holly. Presb.	Vernon Industry	LA City College USC	Coliseum Sports Arena

-77-

Table 8b

SECONDARY DEPLOYMENT OF AM GENERAL
ACCESSIBLE BUSES

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

<u>Line No.</u>	<u>Description of Line</u>	<u>Major Streets</u>	<u>Shopping Centers</u>	<u>Hospitals</u>	<u>Employment Centers</u>	<u>Colleges & Universities</u>	<u>Other</u>
24	San Fernando - Los Angeles	San Fernando Road	LA CBD Golden Mall	Glendale Memorial Pacific Glen Sierra Memorial	Downtown Los Angeles	L.A. Mission College	Burbank Airport
36	Los Angeles - Long Beach	Long Beach Bl. 7th St.	LA CBD LA CBD	Long Beach Memorial	Downtown Los Angeles L.R. Civic Center		Long Beach Convention Ctr
93	Los Angeles - Northridge	Plummer Van Nuys Chandler	Northridge Plaza LA CBD Panorama City	Sepulveda Veterans Hospital Olive View Mid-Valley	Downtown LA Hollywood	L.A. Valley College Cal State Northridge	Universal City
152	Roscoe Blvd.	Fallbrook Ave. Roscoe Blvd. Vineland Ave.	Panorama City Fallbrook Sq.	Memorial Hosp. Northridge Med. Ctr. West Park Hosp.			Universal City
423	Long Beach Pasadena	Atlantic Blvd. Long Beach Bl.	L.B. CBD Bixby Knolls Atlantic Sq.	Long Beach Memorial Hosp.	L.B. Civic Ctr Pasadena Civic Ctr	East LA College	Long Beach Convention Ctr Pasadena Hilton
432	Los Angeles - Arcadia	Huntington Dr.	LA CBD Santa Anita Fashion Park	LA Co. USC Medical Ctr	Downtown Los Angeles		Olvera Street Santa Anita
440	Pasadena - Pomona	Colorado Blvd. Huntington Dr. Foothill Blvd.	Pasadena CBD Foothill Azusa-Glendora		Pasadena Civic Ctr Pomona Civic Ctr	Pasadena City College Azusa Pacific	

Table 8b
 SECONDARY DEPLOYMENT OF AM GENERAL
 ACCESSIBLE BUSES

No.	Description of Line	Major Streets	Shopping Centers	Hospitals	Employment Centers	Colleges & Universities	Other
447	Azusa Avenue	Azusa Ave.	Puente Hills Woodside Village		Puente Hills Shopping Ctr		Industry Hill Civic Recreation Area
480	Los Angeles - El Monte - Pomona	Busway San Bernardino Freeway	LA CBD West Covina	LA Co. USC Medical Ctr	Downtown Los Angeles	Cal State LA	El Monte Station
813	Los Angeles Rolling Hills	Hawthorne Blvd.	Golden Cove Peninsula Del Amo Plaza Deloro Old Towne Mall South Bay	Little Company of Mary Hosp.	Downtown Los Angeles		Marineland
820	Los Angeles Whittier Puente Hills Mall	Whittier Blvd.	LA CBD Whittier Quad Whitwood Puente Hills	Whittier Hosp.	Downtown Los Angeles Uptown Whittier	Whittier College	La Habra Civic Center
827	El Monte Cerritos	Peck Rd. Studebaker Rd. Orr & Day Rd.	Whittier Downs Santa Fe Sprs.	Presbyterian Hosp. Kaiser Hosp.	Uptown Whittier	Cerritos College	El Monte Station
841	Huntington Park Long Beach San Pedro	Pacific Blvd. Long Beach Bl Anaheim St.	H.P. CBD Compton	Long Beach Community Hospital	Long Beach Civic Ctr	Compton College	Port'o Call
846	Artesia Blvd.	Artesia Blvd.	Loreto Plaza South Bay	Bellflower Community Hospital Bellwood Hospital		Cal State Domin- guez Compton College	Enchanted Village

Table 8b
 SECONDARY DEPLOYMENT OF AM GENERAL
 ACCESSIBLE ROSES

<u>Line No.</u>	<u>Description of Line</u>	<u>Major Streets</u>	<u>Shopping Centers</u>	<u>Hospitals</u>	<u>Employment Centers</u>	<u>Colleges & Universities</u>	<u>Other</u>
849	Harbor City San Pedro	Western Ave.	Park Plaza	San Pedro Peninsula Hosp. Harbor General Hosp. Kaiser Hosp.		Harbor College	

Table 8c
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
DEPLOYMENT OF 230 ACCESSIBLE FLEXIBLE BUSES

<u>LINE #</u>	<u>DESCRIPTION OF LINE</u>	<u>MAJOR STREETS</u>	<u>SHOPPING CENTERS</u>	<u>HOSPITALS</u>	<u>EMPLOYMENT CENTERS</u>	<u>COLLEGES/ UNIVERSITIES</u>	<u>OTHER</u>
5	Hawthorn- Union Station	Hawthorn Blvd. Crenshaw Blvd. Broadway	South Bay Hawthorn Plaza LA CBD	Memorial Hosp. Daniel Freeman Community Hosp. General Hosp.	Downtown LA		Exposition Pk. County Jail Olivera St.
7	Eagle Rock-South Broadway	Broadway Eagle Rock Blvd.	LA CBD Eagle Rock Plaza	Broadway Hosp. French Hosp.	Downtown LA	Occidental College	
26	West Pico-East First-Hammel	Pico Blvd. Broadway First St.	LA CBD Atlantic Square		Downtown LA	East L.A. College	Convention Center
27	Vernon-Santa Barbara- La Cienega	La Cienega Blvd.	Montgomery Ward Plaza Santa Barbara Plaza Crenshaw Center	Cedars Sinai Kaiser Hosp.	Crenshaw Dist. La Cienega District		Exposition Park
28	Whittier-West Third	Whittier Blvd. Third Street	Commerce Ctr. LA CBD	Doctors Hosp.	Downtown LA	Western University	
32	Washington-Indiana-Gage	Washington Blvd.	Sears		Sears	LA Trade Tech. Cal State LA	
39	L.A.-Glendale-Burbank	Main St. Spring St. Brand Blvd. Glenoaks Blvd.	LA CBD Glendale Galleria Golden Mall	Monte Sano Hospital Memorial Hospital	Downtown LA		
50	Florence-Soto	Florence Ave. Soto Street	Huntington Pk.CBD Sears	Daniel Freeman Community Hsp. USC Medical Center	Sears		

Table Bc
DEPLOYMENT OF 230 ACCESSIBLE FLEXIBLE BUSES

<u>LINE #</u>	<u>DESCRIPTION OF LINE</u>	<u>MAJOR STREETS</u>	<u>SHOPPING CENTERS</u>	<u>HOSPITALS</u>	<u>EMPLOYMENT CENTERS</u>	<u>COLLEGES/ UNIVERSITIES</u>	<u>OTHER</u>
56	L.A.-Sunland	Spring St. San Fernando Rd. Glendale Avenue Foothill Blvd.	LA CBD Fashion Center Sun Hill	French Hsp.	Downtown LA	Glendale College	
75	Venice-Echo Park	Venice Blvd. Sunset Blvd.	Santa Monica Mall Culver Center Western Plaza LA CBD	Kaiser Hsp.	Santa Monica Civic Center Downtown LA		MGM Studios
81	Woodland Hills-Hollywood- Burbank Airport	Ventura Blvd. Hollywood Way	Warner Plaza French Quarter Tarzana Square Plaza Del Oro	Motion Pict. Hospital Encino Hsp.	CBS Studio Ctr. Hollywood Lockheed		Hollywood Pk. John Ford Theatre Burbank Studios
96	Normandie	Normandie Ave.			Wilshire Dist. Hollywood	Pepperdine College	
436	Hollywood-Glendale- Pasadena	Hollywood Blvd. Colorado Blvd. Lake Avenue	Glendale Galleria Eagle Rock Plaza Pasadena CBD	Memorial Hsp.	Downtown Pasadena Hollywood	Ambassador	Norton Simon Museum
483 485	L.A.-Altadena-Fair Oaks L.A.-Altadena-Lake	Olive St. Fair Oaks Ave. Lake Avenue	LA CBD Sears Pasadena CBD	USC Med. Ctr. Pasadena Comb. Hsp. -FO	Downtown LA Sears Downtown Pasadena	Cal State LA Cal Tech	
800/ 802	LA-Norwalk-Santa Ana	Santa Ana Fwy. Manchester Blvd.	Santa Ana Fashion Park LA CBD Anaheim Plaza		Downtown LA Santa Ana Civic Center		Disneyland Knotts Berry Farm Anaheim Convention Center Wax Museum
832	Manchester	Manchester Ave.	Stonewood Norwalk Square	Kaiser Hosp.		Loyola/Mary- mount.	Forum

-82-

3. Facility Construction and Improvement

The District's current and projected plans for facility construction and improvement are contained in its Bus Facilities Development Program. That program contains four major elements: 1) the modernization of existing facilities, 2) construction of new operating and maintenance facilities, 3) development of new transportation facilities, and 4) the construction of a central maintenance and administrative headquarters facility.

The first element, the modernization of existing facilities, is part of a continuing effort to maximize maintenance and operating division effectiveness. This will be achieved through rehabilitation or construction of transportation, maintenance, service buildings and employee parking lots. These improvements are planned for Divisions 1, 2, 3, 5, 12, as well as Division 14 (South Park Shops). Each of the major rehabilitation or construction projects to be undertaken by the District will include those actions necessary to achieve accessibility for handicapped individuals in areas open to the public. Employee areas are defined as those portions of buildings where jobs not requiring special physical abilities are performed. These areas also will be made accessible.

The second element of the District's Bus Facilities Development Program is the construction of new operating and maintenance facilities. Five new facilities are scheduled for construction during the next five years. The new facilities will increase the District's operating efficiency and reduce overcrowding at existing divisions. The new facilities will be located in the West and East San Fernando Valley, and West, South and Central Los Angeles. Planning for each of these facilities will include design considerations for accessibility in public and employee areas.

The third element of the District's program involves the development of new transportation facilities. These facilities or transportation centers (as they will be called) will serve as focal points or hubs for major transfer locations. The District expects to work with CALTRANS to develop a network of transportation centers throughout RTD's service area. Development of the centers is expected to take place in stages, beginning with a bus shelter. Passenger amenities such as telephones and system information may be added later. The shelters, as well as the amenities will be barrier-free in design. RTD will encourage local jurisdictions to make curb cuts and other improvements near the transportation centers.

The fourth element in the District's program is the construction of a central maintenance and administrative headquarters. This facility would house all of the District's support staff, as well as the centralized purchasing, property maintenance and communications functions. The principles of accessible design will be incorporated into the planning and construction of this building.

The District recognizes that construction and rehabilitation efforts which include accessibility features such as elevators will be more costly than non-accessible construction. Since RTD operates with limited fiscal resources, any added expense creates concerns. However, the District recognizes its obligation to make its facilities accessible, and will meet that obligation.

Additional information on the Bus Facilities Development Program can be found in the District's 1980-81 Short Range Transportation Plan. The Plan is the source of much of the information contained in this section.

4. Policies and Practice Modifications

The District's policies and practices related to accessibility are outlined in Table 6 of this report. These policies are grouped into the following thirteen areas:

- 1) **Safety and Emergency Procedures**
- 2) **Sensitivity and Personnel Training**
- 3) **Accommodations for Companions or Aides of Handicapped Passengers**
- 4) **Intermodal Coordination**
- 5) **Coordination with Agencies and Institutions**
- 6) **Marketing Efforts Considerate of Handicapped Patrons' Needs**
- 7) **Leasing, Rental and Procurement Practices**
- 8) **Planning Practices for Other Accessible Services**
- 9) **Regulatory Constraints**
- 10) **Management Supervision**
- 11) **Maintenance and Security**
- 12) **Labor Agreements and Work Rules**
- 13) **Insurance Coverage**

Table 6 documents the District's present policies and practices as well as any potential barriers to accessibility which have been identified. The table also contains those future policies and recommended changes which may be helpful toward increasing system accessibility. Where specific actions are to be taken to achieve a policy change, those actions are programmed into the plan contained in Section IV of this document.

94

C. Fulfillment of UMTA Requirements by 1982

According to the Department of Transportation's regulations for Section 504 implementation, certain criteria must be met in order to achieve program accessibility. If program accessibility is not achieved by July 1, 1982, an interim accessible transportation service must be provided.

After assessing the District's current system accessibility (Section II), and reviewing its current plans and programs (Section III), it appears that RTD will achieve program accessibility by July 1, 1982. Specifically, the District anticipates that (1) more than 50% of its vehicles in peak-hour operation will be accessible; (2) the provision of accessible service will be such that the bus system when viewed as a whole will be accessible; (3) new facility construction and rehabilitation of existing facilities will incorporate design considerations for accessibility; and (4) actions will be taken to modify policies and practices which limit accessibility as soon as possible, but no later than July 1, 1982. Because RTD expects to achieve program accessibility by the target date, it will not be necessary to provide interim accessible transportation service.

IV. Action Plan for Fulfillment of Accessibility Requirements

The District is committed to undertake a number of actions within the next two years in order to achieve program accessibility. These actions are described in Table 9. In addition to brief project descriptions, the table contains implementation schedules and project responsibility designations. The table is arranged in chronological order. Since program accessibility involves a comprehensive District-wide effort, the action plan contained in Table 9 includes a variety of projects. Actions have been programmed to achieve accessibility in the District's vehicles, service, facilities, policies and practices.

TABLE 9

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
 ACTION PLAN FOR SYSTEM ACCESSIBILITY

Implementation Schedule	Actions	Position of Person Responsible/Department
June, 1980	Ongoing effort to encourage local jurisdictions to undertake street improvements which will make inaccessible bus stops accessible.	Supervisor, Stops & Zones; Transportation
June, 1980	Complete preparation of the District's 1980-81 Transition Plan	Manager, Human Relations
June 30, 1980	Complete survey and identification of accessible bus stops along the routes of the second bus deployment.	Supervisor, Stops & Zones
July 1, 1980	Complete reprinting of timetables for second bus deployment. Accessible trips will be marked; timetables will bear international accessibility symbol on front.	Senior Planner, Service Analysis & Schedules
July 1, 1980	Begin accessible service on 15 additional lines through second bus deployment.	General Superintendent, Transportation
July 1, 1980	Complete annual review and revisions of operator training for safety and emergency situations.	Safety Specialist, Safety Department

TABLE 9

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
ACTION PLAN FOR SYSTEM ACCESSIBILITY

Implementation Schedule	Actions	Position of Person Responsible/Department
July 1, 1980	Update roster of handicapped employees and those designated to assist them in emergency situations. (Roster will be reviewed quarterly.)	Safety Specialist, Safety Department
July, 1980	Ongoing effort to encourage park/ride lot owners to make improvements which will enhance accessibility.	Director, Bus Planning
July 10, 1980	Complete update of brochure and map of accessible service.	Communications Representative, Marketing
August 15, 1980	Develop program for providing buses to Braille Institute for blind patron training.	Safety Specialist, Safety Department
August, 1980	Ongoing monitoring and coordination of actions for accessibility outlined in Transition Plan.	Manager, Human Relations
August 31, 1980	Complete development of inspection and repair program for flexible lift-equipped buses.	General Superintendent, Maintenance & Equipment
September, 1980	Complete survey and identification of accessible bus stops along the route of the third bus deployment.	Supervisor, Stops and Zones

TABLE 9

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

ACTION PLAN FOR SYSTEM ACCESSIBILITY

Implementation Schedule	Actions	Position of Person Responsible/Department
September, 1980	Complete reprinting of timetables for third bus deployment. Accessible trips will be marked; timetables will bear international accessibility symbol on front.	Senior Planner, Service Analysis & Schedules
September, 1980	Begin accessible service on 16 additional lines through the third bus deployment.	General Superintendent, Transportation
September, 1980	Work with Braille Institute to incorporate their sensitivity sessions into the District's operator training program on a regular basis.	Safety Specialist, Safety Department
September, 1980	Complete preliminary concept for an UMTA grant to provide public information to sight-impaired and hearing-impaired patrons.	Supervisor of Promotion, Marketing
October, 1980	Develop priority list of dial-a-ride programs with which transfer agreements will be sought.	Associate Planner, Bus Planning
November 5, 1980	Complete structural changes necessary to achieve accessibility at Division 1 Transportation Facility.	Chief Engineer, Bus Facilities
December, 1980	Complete line assignment for 940 GM lift-equipped buses.	Director, Bus Planning

TABLE 9
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
ACTION PLAN FOR SYSTEM ACCESSIBILITY

Implementation Schedule	Actions	Position of Person Responsible/Department
February 15, 1981	Begin preparation of 1981-82 Transition Plan.	Manager, Human Relations
March, 1981	Begin evaluation of contract circulation services. These services are currently provided using non-accessible equipment.	Principal Planner, Bus Planning
April 10, 1981	Complete structural changes necessary to achieve accessibility at Division 2 Transportation Facility.	Chief Engineer, Bus Facilities
April, 1981	Complete development of inspection and repair program for GM lift-equipped buses.	General Superintendent, Maintenance & Equipment
May, 1981	Begin accessible service using approximately 300 GM lift-equipped	General Superintendent, Transportation
May, 1981	Complete filling of application for UMTA grant to provide public information to sight-impaired and hearing-impaired patrons.	Principal Administrative Analyst, Grants Administration
June 1, 1981	Begin evaluating the effectiveness of having operators contact Dispatch Center for each wheelchair boarding.	General Superintendent, Transportation

TABLE 9

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
 ACTION PLAN FOR SYSTEM ACCESSIBILITY

Implementation Schedule	Actions	Position of Person Responsible/Department
June, 1981	Complete structural changes necessary to achieve accessibility at Division 5 Transportation Facility.	Chief Engineer, Bus Facilities
June, 1981	Complete planning for accessible West Los Angeles Transit Center.	Senior Planner, Bus Planning
July 1, 1981	Complete work with larger dial-a-ride programs to develop transfer agreements.	Associate Planner, Bus Planning
July 1, 1981	Complete annual review and revisions of operator training for safety and emergency situations.	Safety Specialist, Safety Department
July 1, 1981	Update roster of handicapped employees and those designated to assist them in emergency situations. (Roster will be reviewed quarterly.)	Safety Specialist, Safety Department
July 13, 1981	Complete structural changes necessary to achieve accessibility at Division 3 Transportation Facility.	Chief Engineer, Bus Facilities

TABLE 9
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
ACTION PLAN FOR SYSTEM ACCESSIBILITY

Implementation Schedule	Actions	Position of Person Responsible/Department
July 15, 1981	Complete planning for establishment of coordinated transfer points between RTD and larger dial-a-ride operators.	Associate Planner, Bus Planning
August, 1981	Begin accessible service using approximately 300 GM lift-equipped buses.	General Superintendent, Transportation
October 31, 1981	Complete structural changes necessary to achieve accessibility at Division 2 Maintenance Facility.	Chief Engineer, Bus Facilities
November, 1981	Begin accessible service using approximately 300 GM lift-equipped buses.	General Superintendent, Transportation
November, 1981	Complete work with LACTC to remove boarding and alighting restrictions which hamper accessibility.	Director, Bus Planning
May, 1982	Work with Los Angeles Department of Airports in the development of a joint parking lot, shelter and shuttle service for DOA operation.	Senior Planner, Bus Planning
June, 1982	Complete structural changes necessary to achieve accessibility at Division 1 Maintenance Facility.	Chief Engineer, Bus Facilities

-94-

TABLE 9

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
 ACTION PLAN FOR SYSTEM ACCESSIBILITY

Implementation Schedule	Actions	Position of Person Responsible/Department
June, 1982	Complete structural changes necessary to achieve accessibility at Division 3 Maintenance Facility.	Chief Engineer, Bus Facilities
June, 1982	Complete work with smaller dial-a-ride programs to develop transfer agreements.	Associate Planner, Bus Planning
June, 1982	Complete planning for establishment of coordinated transfer points between RTD and small dial-a-ride operators.	Associate Planner, Bus Planning

V. Citizen Participation in Transition Plan Development

This Transition Plan documents the results of a continuing District effort to offer accessible transportation. Recognizing the importance of involving handicapped consumers in District efforts to provide this service, RTD established its Citizens Advisory Committee on Accessible Transportation in 1975. From its inception, the group has participated in many of the decisions which have shaped the District's accessible service.

The group, for example, was involved in the decision to distribute available accessible buses over a number of lines rather than to concentrate them on a few lines. CACAT felt that less frequent service over more lines would be preferable to frequent headways on fewer routes. The District's Bus Planning and Operations Departments employed this idea for line assignment of all accessible equipment received to date.

The CACAT group also contributed to the line selection process for accessible service. The group, together with RTD's Bus Planning Department, developed a criteria for prioritizing lines to receive accessible service. According to the criteria, lines which serve employment centers, educational institutions, hospitals, shopping centers and recreational facilities were given high priority. All lines selected to date for accessible service have been chosen on the basis of that criteria.

CACAT also helped the District in identifying potential barriers to accessibility in RTD's policies and practices. CACAT's suggestions were helpful to District efforts directed at modifying these policies and practices.

The District's Transition Plan was reviewed in draft by CACAT at their May 27 and June 3, 1980 meetings. The group's comments were incorporated into the final version of the Plan. Table 10 shows the membership of the group at the time the plan was reviewed. In addition to listing the members' names, the table also shows the organization each person represents.

CACAT received verbal notification at their May 2, 1980 meeting that the District's Board of Directors would consider the Transition Plan on June 12, 1980. Written notification followed on June 2, 1980.

Additional citizen input to the Transition Plan was invited for presentation at the June 12, 1980 District Board of Directors meeting. The normal notification process for the Board's public meetings was followed. Newspapers, news services, radio and television stations were contacted by the District's News Bureau approximately four days prior to the meeting. Additionally, the District Secretary's office has compiled an extensive list of agencies, organizations and individuals who wish to receive regularly the agenda for Board meetings. The list includes various city, county, regional, state and federal agencies, civic, labor, commercial and special interest groups, as well as

individuals throughout the community. All those on the list received the Board Agenda for the June 12, 1980 meeting approximately four days prior to that date. The Agenda stated that the Board would consider the Transition Plan at their meeting. Table 11 lists the recipients of Board meeting notification. Recipients are grouped into agencies, organizations, individuals, newspapers, radio and television stations.

Carol Katz, Chairperson of CACAT addressed the Board reiterating the group's approval of the Transition Plan and voicing their concerns over the lack of a staff position responsible for monitoring and implementing the Plan. The Board agreed to refer Ms. Katz' concerns to the appropriate committee. The Board then adopted the Transition Plan.

TABLE 10

Southern California Rapid Transit District
 Citizens Advisory Committee on Accessible Transportation (CACAT)
 Membership (May, 1980)

<u>Name(s)</u>	<u>Organization Represented</u>
Mr. John Cooper	California Association of the Physically Handicapped (CAPH)
Ms. Susan Gross	Glendale College
Mr. Alan Hilton	L. A. Advisory Council on the Handicapped
Mr. Barry Holiday	L. A. County Commission for Handicapped; California Paralyzed Veterans Association; Disabled American Veterans
Ms. Floy Kabat	CAPH Chapter 12 Cresenta-Canada Transportation for the Elderly and Disabled
Ms. Carol Lynn Katz	CAPH (Los Angeles Chapter)
Mr. John Lopez	National Federation of the Blind
Ms. Peggy Oliveri	Easter Seal Society CAPH Chapter 10
Mr. & Mrs. Abe Ostrow	CAPH (San Fernando Valley Chapter)
Mr. Carl Shiigi	Good Shepard Center
Mr. Rich Stanley	Los Angeles - Network Against Psychiatric Assault
Ms. Jane Stipanuk	CAPH
Ms. Cleo Thorpe	Advisory Board of Get-About Transportation

TABLE 11

**Southern California Rapid Transit District
Recipients of Board of Directors'
Meeting Notification**

AGENCIES

California Public Utilities Commission
CALTRANS - LA Office
CALTRANS - Sacramento Office
Long Beach (City of) Transportation Management Division
Norwalk Transit System
Orange County Transit District
Pasadena (City of) Traffic Engineer
Pomona (City of) Public Works Dept.
Rolling Hills (City of)
Southern California Assn. of Governments
U.S. DOT Urban Mass Transportation Administration (S.F.)
West Covina (City of) Engineer
West Covina (City of) Manager

ORGANIZATIONS

Amalgamated Transit Union, Los Angeles
Automobile Club of Southern California
Bank of America, Corporate Trust Division, Los Angeles
Bench Ad Co., Maywood, CA
Baldwin Park Chamber of Commerce
Brotherhood of Railway Clerks, Covina
Herman Basmaciyan & Associates
California Contract Cities Assn.
California Taxpayers Assn.
Citizens Advisory Committee of L.A.C.T.C.
Coalition for Economic Survival
Flxible Co., Loudenville, Ohio
Flxible Co., Julien, Calif.
The Garrett Corporation
General Electric Co., Erie, Pa.
Gray Panthers
Fredric R. Harris, Inc.
Kaiser Engineers - DMJM
Los Angeles Area Chamber of Commerce
Los Angeles County Federation of Labor
Ralph M. Parsons Co.
P.B.Q. and D. Inc.
Southern California Edison Co.

Organizations (continued)

Torrance Chamber of Commerce
Transit Ads, Inc.
Transit Engineering & Construction Co.
United Transportation Union, Cleveland, Ohio
Westinghouse Electric Corp., Emeryville, CA
Westinghouse Electric Corp., Local Chairman, Los Angeles
Windsor Assn.

INDIVIDUALS

F. C. Barnes
Fred Burke
Yvonne Burke
Edmon Edelman
Dave Elgenson
George Goehler
Vincent Grennon
Kenneth Hahn
Lazear Israel
R. K. Kissick
Pat Moser
Joy Picus
Greg Roberts
Frank Rocket
Pat Russell
Sheldon Walter
Baxter Ward
James Wasmuth
Howard Watts
Thomas Wilson

NEWSPAPERS & NEWS SERVICES

City News Service (Los Angeles)
Copley News Service
County News Bureau (Los Angeles)
Daily Journal
Herald Dispatch
Herald Examiner
Huntington Park Daily Signal
Ledger Newspapers
Long Beach Independent Press-Telegram
Los Angeles Times
Pasadena Star News
San Gabriel Valley Daily Tribune
Santa Monica Evening Outlook
Southwest Wave Publications
Valley News

RADIO AND TELEVISION STATIONS

KABC
KFWB
KMPC
KNX
KNXT



Citizens Advisory Committee on Accessible Transportation

Southern California Rapid Transit District • 425 So. Main St. • Los Angeles, Calif. 90013 • Telephone: (213) 972-6000

Carol Katz, Chairperson

June 12, 1980

Members of the Board of Directors
Southern California Rapid Transit
District
425 South Main Street
Los Angeles, California 90013

Dear Board Members:

The Citizens Advisory Committee on Accessible Transportation (CACAT) has reviewed the District's Transition Plan, and has participated in its development in accordance with the U. S. Department of Transportation's regulations for citizen participation.

CACAT has found that the Transition Plan will meet the needs of the handicapped community within SCRTD's service area. CACAT, therefore, supports your staff's recommendation for adoption of the Transition Plan for Accessibility.

Very truly yours,


Carol Lynn Katz
Chairperson