

STATE OF TEXAS §  
 COUNTIES OF POTTER AND RANDALL §  
 CITY OF AMARILLO §

On Thursday, June 5, 2014, the Advisory Commission for People with Disabilities (ACPD) held a regular meeting in the Council Chambers on the 3<sup>rd</sup> floor of City Hall at 12:00 p.m.

VOTING MEMBERS	PRESENT TODAY	NO. OF MEETINGS HELD SINCE APPOINTMENT	NO. OF MEETINGS ATTENDED SINCE APPOINTMENT
Richard Wagner III	Yes	239	203
Myrtle Hodge	Yes	56	51
Joe Rogers	Yes	33	31
Doug Hammett	Yes	33	27
Mark Sturkie	Yes	34	32
Jim Mitchell	No	30	25
Hilda Easley	No	28	21

CITIZENS IN ATTENDANCE: 6 MEDIA IN ATTENDANCE: 1  
 STAFF MEMBERS PRESENT: Judy Phelps, Jonathan Beckham, Jenifer Ledbetter, Christine Lemley, Alan Terry

**ITEM 1: Approve the minutes from meeting held on April 3, 2014**

Myrtle Hodge called the meeting to order and asked for a motion to approve the minutes. Mark Sturkie motioned and Richard Wagner seconded. The motion carried with a vote of 5.0.

**ITEM 2: Phase V Bus Stop Request Evaluation presented by Jonathan Beckham**

Jonathan Beckham researched and presented 12 bus stop requests.

#1 – 1-27 and Stapleton: Request for a bus bench at an existing bus stop. There is not enough City right of way at this location to place a bus pad or bench. The Department will need the property owner’s permission to place a bench at this location.

#2 – Olsen and Teckla: Request for a bus bench at an existing bus stop. This is not a good location for a bus bench. There is not enough room to install a bus bench, no accessible route exists and the foliage may need to be removed to bring this location into ADA compliance.

#3 – Western near Tunes n Tint: Request for a bus bench at an existing bus stop. Plenty of City right of way exists at this location. The utility pole at the corner may need to be removed.

#4 – Amarillo College: Multiple college students requested a bus stop in order to access the downtown area on the inbound side of Route 4. Unfortunately this request would require route restructuring and eliminate existing bus stops.

**#5 – Amarillo High Plains Dialysis:** This bus stop would improve access to the Dialysis Center located on West 9<sup>th</sup>. There is plenty of City right of way but an accessible route does not exist. An accessible route would require adding 100' of sidewalk. Mark Sturkie asked if an alternate location could be found that did not require 100' of sidewalk. Jonathan explained that this location would provide direct access to the Dialysis Center.

**#6 – Port and Amarillo Blvd:** This location does not have adequate City right of way to install a bus bench and pad. In addition to the property owner's permission, this location would require curb cuts and ramps and an accessible route.

**#7 – Wolflin and Crockett:** This location would require a route change in order to place a bus stop. Route 6 could be rerouted to Wolflin and Crockett – but this would eliminate 3 existing bus stops on Georgia Street. This change could improve the timing on Route 6 – but all bus stops on Georgia are heavily used.

**#8 – Wolflin and Kirkland:** This bus stop request has an ADA compliant accessible route, curb cuts and ramps. Unfortunately, this intersection has several safety risks associated with stopping a bus to board and alight passengers. There several streets that meet at this intersection and a curve in the road that would make it unsafe to place a bus stop. There is an existing bus stop approximately 300 feet from this request.

**#9 – New United At Soncy:** An accessible route and compliant ADA curb cuts and ramps exist at this location. The City has no right of way and the Department must obtain permission from TXDOT to place a bus stop at this location.

**#10 – Wolflin and Coulter:** Although adequate right of way exists at Wolflin and Coulter, the curb cuts and ramps are not ADA compliant. The parking lot and sidewalk are not at the same grade and placing a bus bench where cars park could create safety concerns. Safety measures – bollards behind the bench - would need to be taken to ensure the safety of persons sitting on the bus bench.

**#11 – Pleasant Valley Elementary School:** This request would require restructuring Route 2. In order to access Rose Street, the bus would need to travel 1.7 miles off the current route and because Rose Street is so narrow, a bus and passenger car would have difficulty travelling on the road at the same time. River Street is in front of the School and becomes severely congested at 8 am and 3 pm – this would cause major route delays.

**#12 – Avondale Shopping Center:** This is a request for a bus stop that would require Route 7 restructuring. This bus stop would eliminate heavily used bus stops along Western Street. No ADA compliant curb cuts or ramps exist and inadequate City right of way is found at this location.

Myrtle Hodge asked what is the distance between bus stops. Jonathan stated that the distance between all bus stops vary.

No questions or comments from the board members. Myrtle Hodge thanked Jonathan for his evaluations on the bus stop requests.

**ITEM 3: Rick Palmer, WT Contract Procurement Center, to discuss information about recruiting DBE vendors**

Rick Palmer described the services the WT Contract Procurement Center provides to businesses in the Texas Panhandle. The Contract Procurement Center assists companies with all paperwork required to bid on government contracts, links companies with bonding information and will assist with the DBE application. DBE certifications are limited to woman or minority owned companies.

**ITEM 4: DBE Shortfall Analysis, DBE Triennial Goal and Procurement Opportunities presented by Jenifer Ledbetter**

Jenifer Ledbetter described the DBE Program which is intended to ensure non-discrimination in the award of DOT assisted contracts. The DBE program is designed to remedy past discrimination, reduce burdens for small businesses and remove barriers to DBE companies. Many organizations are being contacted in an effort to obtain their involvement in contracts issued by the Transit Department.

**ITEM 5: Spec-Trans Policy Changes: No Show Policy and Origin to Destination Policy presented by Alan Terry**

Alan Terry explained the No Show and Origin to Destination Policy changes. The No Show Policy change eliminated the \$3.00 charge for a no-show. The Origin to Destination Policy change allows the driver to provide assistance after the customer crosses the threshold of the door to the vehicle. The driver may also provide assistance from the vehicle to the threshold of a door. The driver cannot lose sight of the vehicle at any time for any reason, carry a person's belongings, lock or unlock doors, set alarms or push a person over steep or uneven terrain. For a copy of the policy or additional information, please contact Alan Terry at 378-6843.

Mark Sturkie asked if assistance would be provided during icy weather. Alan replied that assistance would be provided during those conditions.

Myrtle Hodge asked how many no-shows occur on a monthly basis. Alan explained that Spec-Trans provided approximately 150 to 175 rides each day and Spec-Trans passenger's no-showed 37 rides during the month of May. The Transit Department works with Spec-Trans customers in an effort to educate them how to prevent no-shows.

**ITEM 6: Public Comment**

No public comment.