

**RESOLUTION NO. 1992-45**

**A RESOLUTION ADOPTING A COMPLEMENTARY PARATRANSIT  
PLAN IN ORDER TO COMPLY WITH THE AMERICANS WITH  
DISABILITIES ACT.**

**WHEREAS**, the Greater Cleveland Regional Transit Authority, is required to develop a locally approved Complementary Paratransit Plan as required by the regulations of the Americans with Disabilities Act (ADA) in accordance with the Code of Federal Regulations - 49, parts 27, 37, and 38; Transportation for Individuals with Disabilities; Final Rule, September 6, 1991; and,

**WHEREAS**, the Complementary Paratransit Plan was developed in consultation with the RTA Advisory Committee on Disability Issues; and,

**WHEREAS**, outreach efforts regarding public input to the plan have been conducted in accordance to ADA regulations; and,

**WHEREAS**, public hearings on the Complementary Paratransit Plan were held on February 5, 1992, in accordance with ADA regulations, and the comments received therefrom incorporated into the plan,

**WHEREAS**, RTA will take leadership in meeting with the aging network to develop a plan to prevent the drastic reduction in transportation service to elderly non-disabled riders resulting from RTA's proposed complementary paratransit plan, developed in response to the Americans with Disabilities Act; a progress report should be made to the RTA board by June 30, 1992 with a draft plan submitted for board consideration by September 30, 1992,

**NOW, THEREFORE, BE IT RESOLVED**, By the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:


Section 1. That the Greater Cleveland Regional Transit Authority hereby adopts an ADA Complementary Paratransit Plan which is attached hereto and fully incorporated as if written herein.

Section 2. That this Resolution is effective immediately upon its adoption.

Attachment: ADA Complementary Paratransit Plan.

Adopted: \_\_\_\_\_ March 17 \_\_\_\_\_, 1992

  
\_\_\_\_\_  
President

Attest:   
\_\_\_\_\_  
Secretary-Treasurer

**GREATER CLEVELAND  
REGIONAL TRANSIT AUTHORITY**

**ADA COMPLEMENTARY PARATRANSIT PLAN**

## EXECUTIVE SUMMARY

"The Americans with Disabilities Act of 1990 (ADA) is the culmination of almost 20 years of debate on the issue of disability rights. It provides a comprehensive framework and approach for ending discrimination against persons with disabilities. The stated national goals of the ADA are identified in its preamble and include assuring that persons with disabilities have an equality of opportunity, a chance to fully participate in society, are able to live independently, and can be economically self-sufficient."<sup>1</sup>

The law intends for persons with disabilities to have equal access to facilities and to be able to fully participate in programs and services. Access to mainline, fixed route transit service must be provided. While access to fixed route systems is emphasized, the law acknowledges that some persons with disabilities are not able to use fixed route services even if these services are accessible.

**Complementary paratransit service** is required in Section 223 of the ADA regulations to serve those persons whose needs cannot be met by fixed route systems.

The regulations identify three categories of individuals who are eligible for complementary paratransit service. The first category of eligibility includes:

*"Any individual with a disability who is unable, as the result of a physical or mental impairment (including a vision impairment), and without the assistance of another individual (except the operator of a wheelchair lift or other boarding device), to board, ride, or disembark from any vehicle on the system which is readily accessible to and usable by individuals with disabilities."*

The second category of eligibility includes:

*"Any individual with a disability who needs the assistance of a wheelchair lift or other boarding assistance device and is able, with such assistance, to board, ride, and disembark from any vehicle which is readily accessible to and useable by individuals with disabilities if the individual wants to travel on a route of the system at a time, or within a reasonable period of such time, when such a vehicle is not being used to provide designated public transportation on the routes."*

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<sup>1</sup> ADA Paratransit Handbook, "The Americans with Disabilities Act of 1990 and Related Regulations", p.1-1.

The third category of eligibility includes:

*"Any individual with a disability who has a specific impairment-related condition which prevents such an individual from traveling to a boarding location or from a disembarking location on such system."*

The Greater Cleveland Regional Transit Authority (RTA) is required to submit a complementary paratransit plan to the Federal Transit Administration (FTA) by January 26, 1991 in order to comply with the ADA regulations. The plan describes the RTA's present transit system as it relates to individuals with disabilities. Information about the fixed route system is provided along with a description of the five different type of paratransit services which the RTA operates.

Deficiencies in these services with respect to ADA requirements are identified in the plan. Six criteria for determining comparability are used to identify service deficiencies. These state that the paratransit service must:

- Operate in the same service area as the fixed route system;
- Have a response time (defined as the elapsed time between a request for service and the provision of service) that is comparable;
- Have a comparable fare (the fare for comparable paratransit service cannot be more than double that of the appropriate fixed route service);
- Have comparable days and hours of service;
- Not discriminate by trip purpose; and
- Not limit service availability because of capacity constraints (such as waiting lists or trip turndowns because of a lack of vehicles).

This plan recommends:

- That the following service options be used to provide ADA complementary paratransit service to the three eligibility categories. They are, by category:

- Category #1 - Demand Response service.

This will provide door to door service for the individuals in this category. This category represents the smallest number of ADA eligible persons. Staff estimates it to be approximately 5% of the total ADA eligible population. This service will utilize the RTA's existing fleet of paratransit vehicles.

- Category #2 - Call-A-Lift Bus service.

This will involve the advance reservation of an accessible bus on a fixed route for a specific trip. This category represents the second largest number of ADA eligible persons. Staff estimates it to be approximately 40% of the total ADA eligible population. Dependent on demand this will provide 100% accessibility of the fixed route bus system on an advance reservation basis. This service will utilize the RTA's existing fleet of lift equipped forty foot buses. The RTA's policy of acquiring lift-equipped 40' buses has resulted in a fleet which is currently 29% accessible.

- Category #3 - Demand Response service feeding fixed route accessible bus.

This service will provide short demand responsive service between a disabled persons trip origin (or destination) and an accessible fixed route bus. This category represents the largest number of ADA eligible persons. Staff estimates it to be approximately 55% of the total ADA eligible population. This service will also utilize the RTA's existing paratransit vehicles.

- That particular care be given to the certification process. This first stage of the transportation delivery process will be the most crucial in holding down costs. Staff estimates that 5% of the ADA eligible population registered with the Authority will fall into the ADA #1 Category which will require door-to-door paratransit service in what is the most expensive per trip portion of service to deliver. It is imperative that the Category #1 eligible population be kept as small as possible through strict certification procedures in order to minimize costs.

Category #3 eligible persons should also be minimized through a variety of ways, the first of which is the certification process. Another way is to work with communities to obtain the removal of barriers to mobility or to advocate effective and timely sidewalk snow removal programs to minimize the need for conditional eligibility due to these types of reasons.

- New scheduling software be purchased early in the phase-in schedule because the optimization of scheduling efficiency is the most cost effective way of increasing service. Moving more people with the same number of buses at no extra cost will result as better scheduling software becomes available.
- It is recommended that the fare mechanism be used to help focus demand to those types of service which are the most efficient for the Authority to operate; namely, the fixed route system. The fare structure should also reflect the cost of providing each different service type.

The specific fares for the three (3) Service Categories will be established in the context of the Comprehensive Fare Policy Study scheduled for mid-1992.

- As stipulated by law, the fares for the Call-A-Lift Bus service (which would serve the category #2 eligible population) may be no more than half the base adult fare (e.g., \$0.50 local or \$0.60 express). This fare would encourage this use of the Authority's most efficient method of delivering service to disabled people, the fixed route system.
- As stipulated by law, the fares for Category #3 feeder service may be no more than double the appropriate fixed route fare (e.g., \$2.00/\$2.50). A fare at this level would encourage at least the partial use of the fixed route system which would result in a lower operating cost per trip than full door-to-door service.

- As stipulated by law, the fares for the Category #1 door-to-door service may be no more than double the fixed route fare (e.g., \$2.00/\$2.50) for the appropriate service area. A fare at this level would help to offset the cost for this service type which is the most expensive to operate.
- Service options such as user side subsidies (utilizing existing private providers), and the coordination of service delivery with other area service providers (such as social service agencies) and coordinators (such as the ACCESS Network) are recommended to be explored for use in those areas and times that will be lightly used by the ADA eligible population, such as late in the evening or in sparsely populated suburban areas where it might be cost effective.
- These services are scheduled to be phased-in over a period of years for several reasons. The first reason is the need for time for staff to develop and implement major new programs successfully. The second reason recognizes the need to phase-in major service modifications to allow the reality of service usage and costs to come into line with estimates of these items and adjustments to be made.

The RTA Advisory Committee on Disability Issues and the local disabled community through outreach efforts have been involved in the development of this plan and will continue to be involved in this process.

The plan should be viewed as a dynamic document which may require adjustments from time to time. Cost estimates are subject to change as the habits of disabled individuals change to reflect the greater opportunities which will be made available to them as a result of the Americans with Disabilities Act. The annual update process which is required by ADA will provide a mechanism for the facilitation of change.

The following table provides an overview of the deficiencies of the RTA system with respect to the above requirements and it details a plan to phase in service modifications which will bring the RTA into compliance with the ADA. Implementation dates and estimated total costs for these steps are provided. The ADA law requires full compliance as soon as is possible, but no later than January 26, 1997.

| ADA Criteria Issues                     | Existing   | Solutions   | Date                         | Cost   |
|---|--|---|------------------------------|--|
| Eligibility                             | Program certifies to RTA standards. No third party verification.   | Develop & Implement written ADA eligibility certification and appeals process. Implement professional third party verification.         | October 1992<br>1993         | \$12,085<br>\$36,255                             |
| Training                                | Training program limited.  | Upgrade, modify & implement internal training programs to effect ADA compliance (e.g., sensitivity and equipment proficiency training). | October 1992                 | Existing Resources                               |
| Service Efficiency                      | Scheduling software being utilized does not provide flexibility needed for ADA.  | Purchase & Implement use of more efficient scheduling and dispatching software.   | September 1993               | \$50,000   |
| Fares                                   | In compliance.   | Implement new fare structure to encourage efficient use of paratransit system.  | 1993                         |  |
| Accessibility of Fixed Route Bus System | Only 29% of Current system is accessible.  | Implement Call-a-Lift Bus program for the fixed route system for category #2 individuals.   | 1993<br>1994<br>1995<br>1996 | \$473,000<br>\$481,000<br>\$481,000<br>\$517,000 |
| Service Area                            | Service area restricted for all service types except Extra Lift service.   | Institute 3/4 mile radius zones around fixed routes and rail stations for comparable service.   | 1993                         |  |
| Service Modifications                   | Service does not meet ADA standards. For example:<br>* Service Area<br>* Response Time<br>* Hours & Days of Service<br>* Trip purpose Restrictions<br>* Capacity Constraints | Implement door-to-door service for category #1 individuals.   | 1993<br>1994<br>1995<br>1996 | \$182,000<br>\$417,000<br>\$716,000<br>\$898,000 |
| Response Time                           | Response time for all paratransit services not at ADA standards (e.g., 7 day versus 14 day advance reservation).   | Modify service to allow 24 hour response time and 14 day advance reservation to meet ADA standards.                                     | 1995                         |  |
| Hours & Days of Service                 | Hours and days of service are not comparable with fixed route system (e.g., no Saturday and evening service).  | Modify service to be comparable with fixed route system.  | 1995                         |  |
| Trip Purpose Restrictions               | Restrictions exist on some paratransit services (e.g., Cross County Medical Service limited to medical trips only).  | Eliminate all trip purpose restrictions as service is modified.   | 1995                         |  |
| Capacity Constraints                    | Turndowns occur daily. A waiting list exists for Extra Lift service.   | Modify service to eliminate Capacity Constraints.   | 1995                         |  |



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**COMPLEMENTARY PARATRANSIT PLAN**

**Section 1.0 General Information about the Entity or  
Entities Submitting the Plan**

**1.1 Greater Cleveland Regional Transit Authority (RTA)  
615 Superior Avenue N.W.  
Cleveland, Ohio 44113**

**1.2 For Further information regarding this submittal please  
contact:**

**RoseMary Covington  
Assistant General Manager  
Marketing & Development**

**Telephone: (216) 566-5084  
Fax: (216) 241-8307**

## **Section 2.0 Description of Existing Fixed Route System**

### **2.1 Organization & Structure of the Service**

The RTA was established on December 30, 1974, through legislation adopted by the Cuyahoga County Commissioners and Cleveland City Council. On July 22, 1975, a one percent countywide sales tax surcharge funding the RTA was approved by the voters. The Cleveland Transit System and the Shaker Rapid were merged on September 5, 1975, when RTA assumed control of their combined operations. Full operations began on October 5, 1975, when buses from five suburban lines - Maple Heights, North Olmsted, Brecksville, Garfield Heights, and Euclid - joined RTA through service agreements. The Brecksville, Garfield Heights, and Euclid systems were subsequently absorbed into the RTA system. At the present time, Maple Heights and North Olmsted are affiliated with the RTA and operate service for them under contract. The RTA bus route structure is a mixture of express and local radial lines, local crosstown lines, and downtown circulators as shown in Figure 2-1, GCRTA Rapid Transit & Connecting Routes.

### **2.2 Area & Population Served**

Service Area and Population - The service area of the RTA is Cuyahoga County (which is comprised of 59 communities) with short extensions on seven bus routes into neighboring counties. According to the 1990 census, Cuyahoga County has a population of approximately 1.4 million.

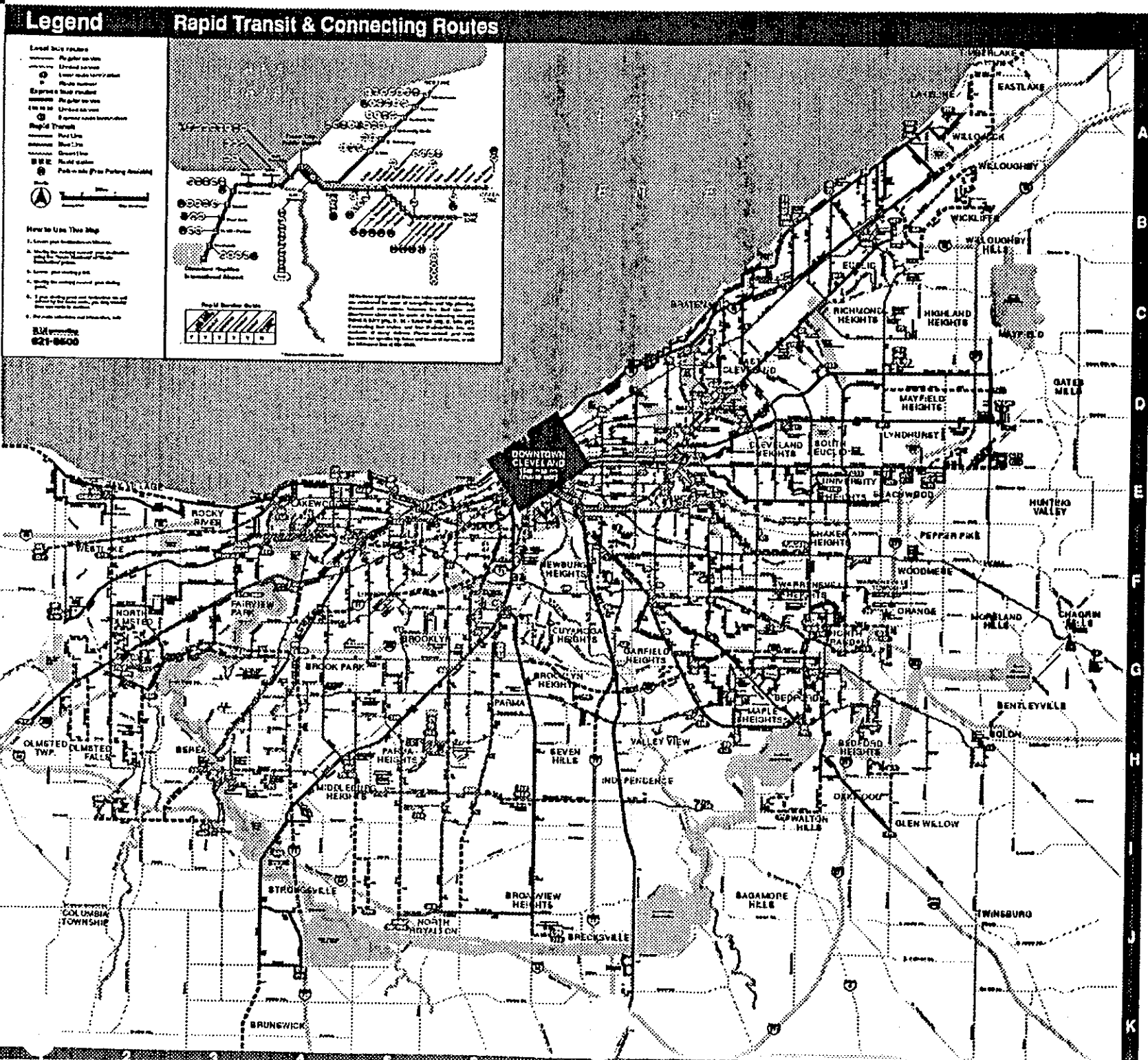
### **2.3 Days and Hours of Service**

As illustrated in Table 2-1, GCRTA Fixed Route Network, weekday service begins as early as 3:40a.m. and the last route goes out of service at 1:56a.m.; Saturday service from 4:30a.m. to 1:45a.m.; and Sunday service from 5:30a.m. to 12:55a.m. Ten routes run 24 hour service.

### **2.4 Fare Structure**

Effective 2/17/91, the RTA increased their fares. The latest fare structure is shown on Attachment A, RTA Resolution Fixing Fare Rates.

Figure 2-1



**2.5 Present Fleet Information**

- **Present Bus Allocation**

The total number of vehicles operated in regular service is 753 and 126 are reserved as spares. Thirty (30) buses (five for long range repair and 25 stored pending scrap) are stored at the Central Bus Maintenance Facility (CBM). The table below details the allocation of buses.

| <u>Garage</u>                   | <u>Total Buses</u> | <u>Lift Equipped</u> | <u>% of Fleet</u>    |               |
|---------------------------------|--------------------|----------------------|----------------------|---------------|
|                                 |                    |                      | <u>Lift Equipped</u> | <u>Spares</u> |
| Woodhill                        | 186                | 69                   | 37.1%                | 31            |
| Triskett                        | 181                | 49                   | 27.1%                | 30            |
| Brooklyn                        | 147                | 37                   | 25.2%                | 24            |
| Hayden                          | 176                | 56                   | 31.8%                | 27            |
| Maple Heights                   | 21                 | 5                    | 23.8%                | 5             |
| North Olmsted                   | 42                 | 11                   | 26.2%                | 9             |
| <b>Total in Regular Service</b> | <b>753</b>         | <b>227</b>           | <b>30.1%</b>         | <b>126</b>    |
| <b>CBM</b>                      | <b>30</b>          | <b>0</b>             | <b>0.0%</b>          |               |
| <b>Total Fleet</b>              | <b>783</b>         | <b>227</b>           | <b>29.0%</b>         | <b>126</b>    |

- **Bus Replacement Schedule**

Following is the capital replacement chart showing the total number of buses, number of buses to be purchased and the percent of fleet lift-equipped.

|  | <u>1991</u> | <u>1992</u> | <u>1993</u> | <u>1994</u> | <u>1995</u> | <u>1996</u> |
|--|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Total Buses in Fleet</b>            | 783         | 794         | 796         | 812         | 828         | 845         |
| <b>Number of Buses to be Purchased</b> |             | 79          | 50          | 56          | 56          | 50          |
| <b>% of Fleet Lift Equipped</b>        | 29.0%       | 38.5%       | 44.7%       | 50.7%       | 56.5%       | 61.3%       |

Accessible buses are distributed throughout the system. Listed on Table 2-1, Fixed Route Network, are the accessible routes. Additionally, Table 2-1, Summary, shows the key routes (defined by the regulations as those routes where there is service at least hourly throughout the day) within the system. 1991 Accessible bus ridership is shown on Table 2-2. Presently, a Call-A-Lift Bus service is not in place.

- **Rail**

|                   | <u>Cars</u> | <u>Manufacturer</u> |
|-------------------|-------------|---------------------|
| <b>Rapid Rail</b> | <b>60</b>   | <b>Tokyu</b>        |
| <b>Light Rail</b> | <b>48</b>   | <b>Breda</b>        |

## 2.6 Other Relevant Information

- The following routes satisfy the ADA definition of commuter route service and do not qualify for complementary paratransit service:

**Route #:**

7AF Monticello, 9F Mayfield, 15F Warrensville Hts. Flyer, 19X Broadway-Miles, 21X West 25th-State, 31X Avon Lake, 35F Broadview, 39F Lake Shore Blvd., 46 Detroit Rd.-Delaware, 46F Westlake, 49F Wickliffe, 51F Pearl, 251 Strongsville Park-N-Ride, 55CF Clifton-Lake, 64F Olmsted Falls, 65F Hilliard, 69 Franklin, 75F North Olmsted, 76F Turney Rd., 79X Fulton-Ridge, 86F Berea, 87F Lorain Rd-Westwood, 91X Dunham, 93F Eastlake, 97F Walton Hills.

## **Section 3.0 Description of Existing Paratransit Services**

### **3.1 Structure & Organization of Paratransit Service**

The Greater Cleveland Regional Transit Authority (RTA) has established a tradition of effective and well received innovative services for senior and disabled markets within what is now known as its Paratransit Department.

The RTA Paratransit Department operates a variety of services designed to respond to a significant segment of the population whose needs are not well met by traditional mass transit. In order to serve the maximum numbers of people, these services are designed with specific trip restrictions that enable the Authority to group patrons together for maximum service at the lowest cost. These services have been regularly expanded as new markets were identified and funding obtained. All of these services operate under the inclusive name of "CRT" or Community Responsive Transit.

### **3.2 Present Eligibility Requirements**

The Greater Cleveland Regional Transit Authority Disabled Discount Fare Program is designed to provide fare assistance to individuals who have physical or developmental impairment. Such impairments must substantially reduce their ability to move independently within their environment. Thus, to be eligible the person must have a medical condition that results in a functional disability.

#### **Procedure For Qualifying**

A Disabled Discount Fare Card application package can be obtained by:

- a. Visiting the RTA Customer Service Center at **315 Euclid Avenue, Cleveland, Ohio 44114,**
- b. By mailing a request to this address, or
- c. By phoning 566-5285 and requesting an application package

Information and forms are provided together.



## **Criteria For Eligibility**

### **Criteria #1**

Proof of eligibility based on prior disability certification by and RTA approved certifying agency.

Individuals are considered eligible for a Disabled Discount Fare card if they are currently certified as disabled by any of the service agencies listed below.

- a. A Medicare Card holder requires no further verification of eligibility. An applicant with a valid Medicare card and a completed Part A of the application will be issued a card.
- b. Social Security disability recipients may verify their disabled condition by providing RTA with a copy of their official Social Security Disability or S.S. I. award letter, issued within the past year, and completed Part A of the application form.
- c. A disabled individual certified as eligible by the State of Ohio Bureau of Vocational Rehabilitation.
- d. An individual certified as eligible by the Cleveland Society for the Blind.
- d. An individual certified as eligible by the State of Ohio Bureau of Services for the Visually Impaired.
- e. An individual certified as eligible by the Cuyahoga County Board of Mental Health. Forms completed at a community mental health agency should be forwarded to the Cuyahoga Board of Mental Health for review.
- f. An individual certified as eligible by the Cuyahoga County Board of Mental Retardation & Developmental Disabilities.
- g. Veterans' Hospital.

## **Criteria #2**

Proof of eligibility based on a physician's certification of disability as evidenced by a completed application form by a physician or psychologist. The physician's certification must verify the medical basis for disability determination.

Disability determination indicates both the objective identification and recognition of an existing impairment that has created a substantial limitation of the person's ability to function. It is important to note that a diagnosis of the condition or symptoms does not in itself indicate eligibility. There must also exist substantial impairment in function. Eligibility may be recommended on a temporary or permanent basis.

Correspondingly, Table 3-1, Existing Guide to Disability Disorders, describes the categories encompassing those conditions requisite for issuance of a Disabled Discount Fare Card. This list identifies the common conditions creating sufficient limitations for eligibility.

Completed application forms should be delivered to the RTA Customer Service Center for review. The type of application review depends upon the proof of eligibility provided.

The Customer Service Center will notify applicants by letter when their applications have been approved.

The Regional Transit Authority's Disability Review Committee will receive suggestions and complaints on the program's operation. Mail comments to:

RTA Disability Review Committee  
615 Superior Avenue, N.W.  
Cleveland, Ohio 44113

### **3.3 Service Areas**

#### **Neighborhood Door to Door Service**

Paratransit service has been operating in the Cleveland urbanized area since the early 1970's. Following the formation of the RTA in 1975, then existing Neighborhood Elderly Transit and Reserve-a-Ride systems were acquired by the RTA and

became the basis for the CRT program. Neighborhood door-to-door CRT gradually expanded to include all of Cuyahoga County by October 1, 1977. As shown in Figure 3-1, Cuyahoga County was divided into 18 neighborhood zones.

### **Neighborhood Shuttles**

As door-to-door service schedules in some of the higher density areas matured and stabilized, CRT staff was successful in converting some purely demand responsive trips to more productive flexibly scheduled fixed route shuttle services. Six vehicles currently supplement neighborhood service door-to-door in the Central, Lakeview, and Parma zones, linking major senior housing complexes with shopping centers and Metro Health Hospital. The shuttles operated by the RTA that supplement the neighborhood service are called Jitneys. The Valley, Severance, and Lakeview-Severance Jitneys offer fixed route service. The Central Jitney operates on an advance door-to-door request basis.

### **Extra Lift**

Extra Lift service is offered on a subscription basis to severely disabled persons traveling to work, vocational training, or educational facilities within Cuyahoga County. The program was initiated in September, 1977.

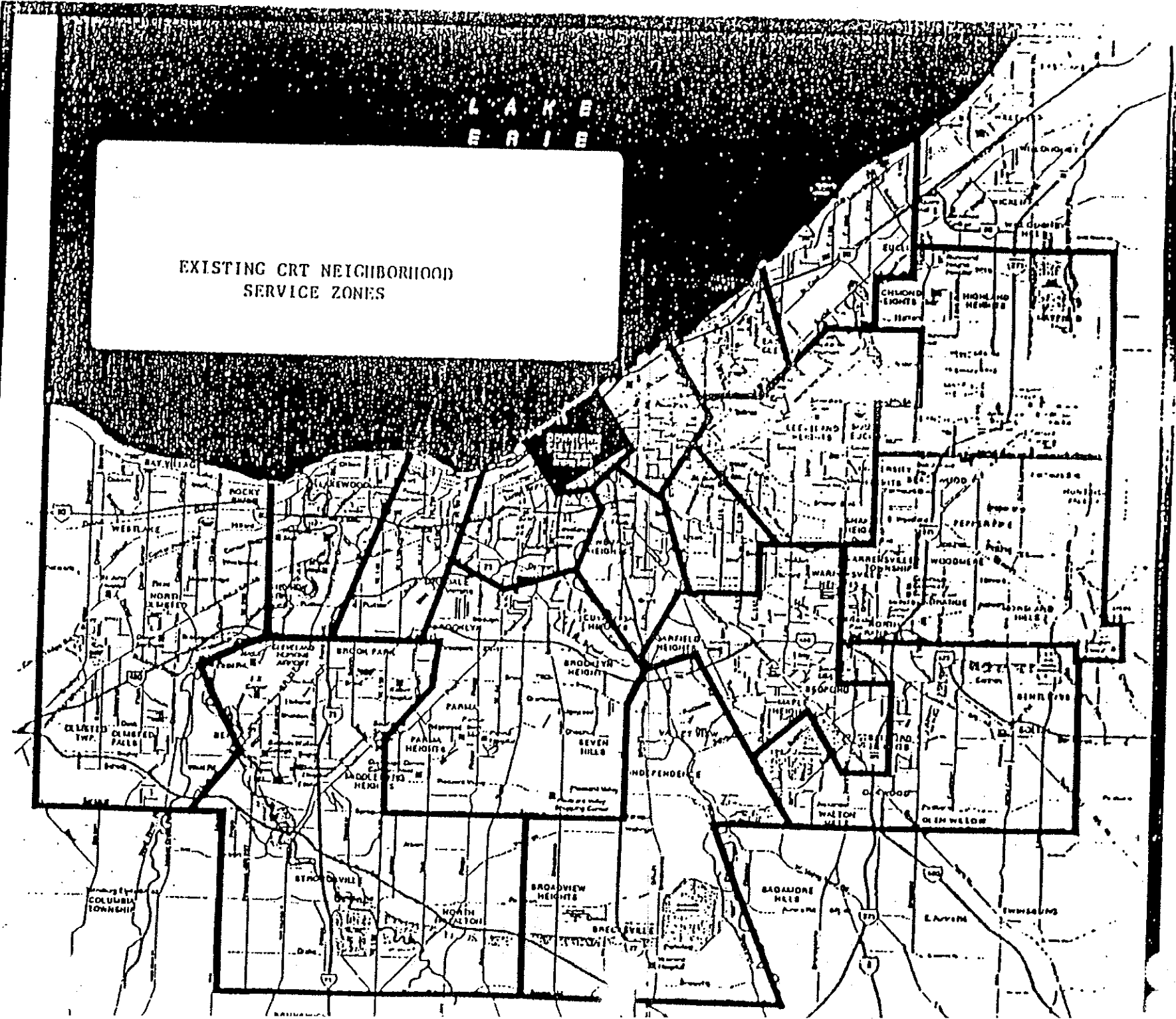
### **Cross County Medical**

Added in December, 1980, Cross-County Medical service links residential trip origins with any of eighteen major medical destinations situated throughout Cuyahoga County.

### **Community Dialysis Center Service**

The RTA has provided transportation for patients of the Community Dialysis Center on East 117th Street in Cleveland since June, 1983, on a contract basis for the Cuyahoga County Department of Human Services.

Figure 3-1



### 3.4 Hours and Days of Service

#### Neighborhood Door to Door Service

Service in most of the eighteen (18) service areas is available from 7:45 a.m. to 5:00 p.m. weekdays and from 7:30 a.m. to 3:30 p.m. Sundays. There is no Saturday service. Suburban service areas are operated for RTA under contract in ten (10) of the eighteen (18) areas.

#### Neighborhood Shuttles

Service is available at the following times:

|                            |       |                     |
|----------------------------|-------|---------------------|
| Lakeview Severance Shuttle | M,W,F | 6:00a.m. - 2:00p.m. |
| Severance Shuttle          | F     | 9:00a.m. - 5:00p.m. |
| Valley                     | M - F | 8:35a.m. - 4:35p.m. |
| Central Area Shuttle       | T,TH  | 8:45a.m. - 4:45p.m. |

#### Extra Lift

Service is available Monday through Friday during commute hours only, generally 6:00 a.m. - 9:00 a.m. and 3:00 p.m. - 6:00 p.m.

#### Cross County Medical

The Cross County Medical Community Responsive Transit Service provides countywide service to sixteen (16) selected major medical facilities. Service is available from 7:00 a.m. to 5:00 p.m. on weekdays.

#### Community Dialysis Center Service

The County Welfare Department Dialysis Service is operated by the RTA through a contract with the contractor for medicaid patients requiring dialysis service at the Community Dialysis Center. The hours of operation can be from 5:00 a.m. - 12 midnight daily.

### 3.5 Fares

**Neighborhood Door to Door Service**  
**Neighborhood Shuttles**  
**Extra Lift**  
**Cross County Medical**

To ride any of the Paratransit vehicles, senior citizens and persons with disabilities must have an RTA I.D./Discount Fare Card.

With an I.D./Discount Fare Card senior citizens and persons with disabilities pay 35 cents per trip.

Free transfers are available upon payment of fare. Then transferring twice onto any RTA regular fixed route service is permitted.

**Community Dialysis Center Service**

The RTA operates this service under contract for the Cuyahoga County Department of Human Services. There is no charge for eligible users of this service.

### 3.6 Fleet Information

**RTA Fleet**

| <u>Quantity</u> | <u>Model Year</u> | <u>Manufacturer</u> | <u>Seating Capacity<sup>1</sup></u> | <u>Wheelchair Capacity</u> |
|-----------------|-------------------|---------------------|-------------------------------------|----------------------------|
| 30              | 1984              | Skillcraft          | 20/7                                | 5                          |
| 10              | 1985              | Skillcraft          | 19/7                                | 1                          |
| 13              | 1986              | Orion               | 20/7                                | 5                          |
| 20              | 1991              | Champion            | 8/4                                 | 3                          |

<sup>1</sup> Number before slash indicates total seating capacity without wheelchair. Number after slash indicates total seating capacity with wheelchair. All paratransit coaches are wheelchair accessible.

**Contracted Services**

Hopkins Limousine Service is the contractor employed by the RTA to provide paratransit services in the suburban neighborhood zones of Cuyahoga County. They have 24 vehicles dedicated to this service.

| <u>Quantity</u> | <u>Model Year</u> | <u>Manufacturer</u> | <u>Seating Capacity<sup>1</sup></u> | <u>Wheelchair Capacity</u> |
|-----------------|-------------------|---------------------|-------------------------------------|----------------------------|
| 24              | 1991              | Ford Vans           | 10/2                                | 2                          |

**3.7 Trip Purpose Restrictions**

**Neighborhood Door to Door Services**  
**Neighborhood Shuttles**

Restricted to travel within each neighborhood zone. No transferring between zones is permitted.

**Extra Lift**

Trips are restricted to destinations involving work, vocational training or educational facilities within Cuyahoga County.

**Cross County Medical**

Trips are restricted for medical purposes only involving destinations to eighteen major medical destinations within Cuyahoga County.

**Community Dialysis Center Service**

Restricted to kidney dialysis patients registered as eligible with the Cuyahoga County Department of Human Services.

### 3.8 Capacity Constraints

**Extra Lift** - There is a waiting list of 65 people for this service.

**Turndowns** - A report is generated daily of passengers turned down for trips. At the end of the day this report is reviewed and passengers that may now be accommodated are given call backs. From January 1, 1991, to October 31, 1991, 8,760 turndowns were reported<sup>2</sup>. The ridership for this time period was 344,204.

### 3.9 Response Time

#### Neighborhood Door to Door Services

Neighborhood service requires 24 hour advance notice.

#### Neighborhood Shuttles

The Severance, Valley and Lakeview-Severance shuttles are fixed route service. The Central Shuttle requires 24 hour advance notice.

#### Extra Lift

The Extra Lift service is subscription based and requires no trip requests after the initial acceptance into the program.

#### Cross County Medical

Cross County Medical trips require up to one week advance notification.

#### Community Dialysis Center Service

The Community Dialysis Center Service is subscription based and requires no trip requests after the initial acceptance into the program.

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<sup>2</sup> Assuming one trip request generates a round trip then the percentage of trip request turndowns as a function of total trip request equals 5.1%.  
Trip requests = 344,204 Trips / 2 = 172,102.  
8760 Turndowns / 172,102 Trip requests = 0.0509.



**3.10 Inventory of service provided by other agencies/organizations**

North Coast Coordinated Access Network, Inc. (Access Network)

The Access Network was developed in 1985 as an independent umbrella agency for the purchase and distribution of vehicles purchased under the UMTA/ODOT Section 16 (b) (2) program. The purpose of the ACCESS NETWORK was to end open competition among non-profit social service agencies for the 16 (b) (2) vans and to coordinate specialized and social service transportation in Greater Cleveland.

The ACCESS NETWORK has taken delivery of 54 vehicles since 1985. These vehicles have been turned over to local service provider agencies, which provide the local matching share for the grant. These agencies operate the vans under a lease agreement with ACCESS NETWORK. Under the agreement, the lessees are responsible for operating and maintaining the vehicles; the lease also stipulates that lessees cooperate with ACCESS NETWORK in negotiating to provide service to outside users and also to consider participating in joint functions, such as maintenance, training, purchasing, and insurance.

The Northeast Ohio Areawide Coordinating Agency (NOACA), MPO for the Greater Cleveland area, has assumed the role of planning and overall coordinator for the ACCESS NETWORK by agreement with the Network Board.

The current ACCESS NETWORK vehicle lessees in Cuyahoga County are:

|                                    |   |
|------------------------------------|---|
| Bedford Heights Community Services | Bureau of Jewish Education              |
| Catholic Social Services           | City Of Bay Village                     |
| City of Bedford                    | City Of Berea                           |
| City Of Lakewood                   | City of North Olmsted                   |
| City Of Parma                      | Cleveland Sight Center                  |
| Fairhill Institute for the Elderly | Fairview Park Senior Council            |
| Helen Brown Senior Center          | Hill House Mental Health Rehabilitation |

Hispanic Senior Center

Judson Retirement Community

Margaret Wagner House  
(Benjamin Rose Institute)

Menorah Park

Schnurman and Luther House

Shaker Heights Office on Aging

St. Vincent Charity Hospital

University Settlement

West Side Community House

Jewish Community Center

Maple Heights Senior  
Development Center

Martin de Porres Center

Merrick House

Senior Citizens Resources,  
Inc.

St. Alexis Hospital

United Cerebral Palsy  
Association

Vocational Guidance  
Services

Westlake Commission On  
Aging

## **Section 4.0 Description of the Proposed Complementary Paratransit Service**

### **4.1 Population Estimates**

The following subsections describe the population estimates and associated methodology for ADA eligible categories 1, 2, & 3, and the elderly. Attachment E., Population Estimates, provides statistical information on the population for Cuyahoga County.

#### **Area Served**

The 'area served' was calculated by creating a band of appropriate width (either 3/4 or 1 1/2 miles) around qualifying RTA fixed routes, and estimating the proportion of each census tract served. Using the 3/4 mile radius and summing across tracts, it was calculated that 93% of Cuyahoga county's population falls within this band of 3/4 of a mile; and 97% of the population falls within the 1 1/2 mile band. Because the RTA is not obligated to provide service outside of Cuyahoga County<sup>3</sup>, census tracts which our fixed route service transverses in contiguous counties were not included in the calculations of the eligible population.

#### **Population**

The data was obtained from the Northern Ohio Data and Information Service which is housed at Cleveland State Universities College of Urban Affairs. Data was provided from the 1980 and 1990 Census of the Population. Data regarding the 1990 population was also derived from information distributed by the Cuyahoga County Planning Commission, and the population projections were obtained from the Ohio Data User's Center.

There was some difficulty in data compatibility between the various sources and within the census data for 1980 and 1990. Between the 1980 and 1990 census various tracts were redefined. This resulted in tracts existing in 1990 which did not exist in 1980, and some 1980 tracts being eliminated. Since calculations of ADA eligibility were based upon a question asked

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<sup>3</sup> See Section 7 of this plan, *Efforts to Coordinate the Provision of Complementary Paratransit Service with Other Public Entities in the Area or in Contiguous Areas Who are Responsible for Developing Plans.*

in the 1980 census equating the 1980 and 1990 census tracts was necessary. Some tracts which had data in either 1980 or 1990 could not be equated and were therefore deleted from the analysis. Only small percentages of these tracts fell within the 3/4 or 1 1/2 mile bands which are required to be served. Therefore it is estimated that the elimination of these tracts has not significantly impacted the population calculations.

### **Elderly Population**

Demographics for the elderly population are provided by census tract and also in a summary spread sheet (see Attachment C. for further detail). There are also projections for the population provided. These projections came from the Ohio Data User's Center and do not perfectly match the actual population demographics provided by NODIS; therefore the age categories for the projections vary slightly from the age categories of the actual data. The underlying assumption in the calculation of the population served through the year 2010 is that the proportion of the population served by the 3/4 and 1 1/2 mile bands will remain constant. This assumes basically the same service coverage by our routing system through the year 2010. This assumption can be altered by altering estimates of geographic coverage by the system.

### **ADA Population**

Estimates of the ADA eligible population are provided by census tract for the total population of the county and for the population over the age of 64. Summary tables were prepared for the entire population, those persons between the ages of 16 and 64, and those 65 and over. The table prepared for the entire county utilized the methodology described in the ADA Paratransit Handbook. The assumption in the calculation of the projections was that the geographic proportion of the county served would remain consistent throughout the year 2010; and that the proportion of the population which would remain ADA eligible would also remain consistent over time. The handbook states that as the population ages the proportion of the population ADA eligible will increase. However, the proportion for Cuyahoga county which is 4.7%, is 1.2% higher than the national average which of 3.5%. Since Cuyahoga outpaced the national norm in 1980, it is assumed that the county will regress to the mean ( national average) which will be increasing, therefore the 4.7% does not seem unreasonable.

For the two summary tables by age group the same assumptions discussed above hold true. Because projections by age category were not available for all age categories it was assumed that the age groups between 16 and 64 would change at the same rate as the population of the entire county. Therefore the rate of population change for the county was applied to the 1990 actual population for this age category to determine the population for the years 1995 to 2010. As a logic check the proportion of the population in this age category was calculated for each of the projected years. this proportion remained consistent around 60% for the 16 to 64 age category. This process was not needed since projection of the age 64 and above population could be obtained.

#### 4.2 Projected Demand for Paratransit Services

There are currently 12,891 people registered for the present level of service. This is distributed as follows under the current definition of disability:

|                                      |              |
|--------------------------------------|--------------|
| Total Disabled Non-Senior Passengers | 2,188        |
| Total Disabled Senior Passengers     | 749          |
| Total Senior Passengers              | <u>9,954</u> |
| Total Registered                     | 12,891       |

Data for the most recent ten month period was utilized to obtain a value for the average latent trip demand per month for each registered paratransit user. From January 1, 1991 to October 31, 1991 ridership was 344,204. There were 8,760 turndowns for this period. There is a waiting list of 65 people for the Extra Lift program.

Ridership as reported plus unmet demand as represented by turndowns and waiting lists is taken to represent present latent demand.

Turndown latent demand was calculated by multiplying turndowns by two to obtain round trips. This gave a value of 17,520 for turndown latent demand.

The latent demand which is represented by the waiting list for the Extra Lift program was calculated as follows. This program focuses on work/school regular commuting needs. The 65 people on the waiting list are assumed to make 2 one-way trips

every normal working day (130 trips per day). Working days are calculated to be 245 days<sup>4</sup> a year. The trips per day of 130 multiplied by the working days per year of 245 gives an annual latent trip demand of 31,850 trips. This was discounted by 10/12 to obtain a ten month latent demand of 26,542.

The current ridership of 344,204, plus turndown latent demand of 17,520, plus waiting list latent demand of 26,542 = present latent demand of 388,266 for the ten month calculation period. This latent demand of 388,266 / present registered users of 12,891 = a usage of 30 trips per user for the ten month calculation period. This 30 trips per user / ten months = 3-trips per user per month.

In the demand model this 3-trips per month per user was used as the 1992 trip making rate with the rate assumed to increase by .1 trips per month per user for each succeeding year as the service becomes more attractive.

Staff has estimated that 51% of current registered nondisabled seniors will attain ADA eligible certification. This estimate combined with those individuals registered as disabled under current definitions equals 8,014 persons. This was used as the population base to estimate future demand. This population was estimated to be distributed among the three eligibility categories as follows:

|                   |              |             |
|-------------------|--------------|-------------|
| ADA Category #1 - | 401          | 5%          |
| ADA Category #2 - | 3,205        | 40%         |
| ADA Category #3 - | 4,407        | 55%         |
| <u>Total</u>      | <u>8,014</u> | <u>100%</u> |

The registered ADA eligible population was assumed to grow at an annual rate of 10% over the five year estimation period. This is derived from the assumption that an improved level of service will stimulate an increased demand for service. Over time, as opportunities for disabled people are expanded and trip patterns change, the demand for paratransit service will increase.

Table 4-1 illustrates the process used to calculate projected registered ADA eligible population and demand.

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<sup>4</sup> 52 weeks \* 5 days = 260 days.  
260 days - (5 holidays + 10 vacation days) = 245 days.

Projected Population & Demand Illustration

| 1991 Current Registered Users |               |
|-------------------------------|---------------|
| Disabled                      | 2,937         |
| Seniors                       | 9,954         |
| <b>Total</b>                  | <b>12,891</b> |

| 1991 Estimated ADA Eligible Registered Users     |              |
|--|--------------|
| Current Disabled                                 | 2,937        |
| Current Seniors * 0.51<br>(9,954 * 0.51 = 5,077) | 5,077        |
| <b>Total</b>                                     | <b>8,014</b> |

| January 1, 1991 to October 31, 1991 Data |         |
|--|---------|
| Paratransit Ridership                    | 344,204 |
| Turndowns                                | 8,760   |
| People on Extra Lift Waiting List        | 65      |

| Estimated Registered ADA Eligible Population<br>(10% annual increase over previous year) |                       |
|--|-----------------------|
| 1992   | 8,014 * 1.1 = 8,815   |
| 1993   | 8,815 * 1.1 = 9,697   |
| 1994   | 9,697 * 1.1 = 10,667  |
| 1995   | 10,667 * 1.1 = 11,733 |
| 1996   | 11,733 * 1.1 = 12,906 |

Latent Demand Calculations

Turndowns:  $8,760 * 2 = 17,520$

Waiting List:  $(65 * 2 * 245) * 10/12 = 26,542$

Ridership + Latent Turndown Demand + Waiting List Demand = Present Latent Demand  
 $344,204 + 17,520 + 26,542 = 388,266$

Latent Demand / Present Registered Users = Trips per Month  
 $388,266 / 12,891 = 3$  Trips per Month

ADA Eligible Category Distribution  
Estimated 1992 Population Example

Category #1 = Total Registered ADA Eligible \* 5%  
 $8,815 * .05 = 441$

Category #2 = Total Registered ADA Eligible \* 40%  
 $8,815 * .40 = 3,526$

Category #3 = Total Registered ADA Eligible \* 55%  
 $8,815 * .55 = 4,848$

1992 Demand Estimation Example

Category #1 = Population \* Trips per Month \* 12 Months  
 $441 * 3 * 12 = 15,876$

Category #2 = Population \* Trips per Month \* 12 Months  
 $3,526 * 3 * 12 = 126,936$

Category #3 = Population \* Trips per Month \* 12 Months  
 $4,848 * 3 * 12 = 174,528$

Table 4-2 shows projected ADA eligible population and demand, by category, for 1992-1996.

**Table 4.2**  
**Projected Population and Annual Demand**  
**Estimation Table**

|                         | 1992           | 1993           | 1994           | 1995           | 1996           |
|-------------------------|----------------|----------------|----------------|----------------|----------------|
| <b>Category #1</b>      |                |                |                |                |                |
| Population              | 441            | 485            | 534            | 587            | 646            |
| Trip Demand             | 15,876         | 18,036         | 19,836         | 21,828         | 26,328         |
| <b>Category #2</b>      |                |                |                |                |                |
| Population              | 3,526          | 3,878          | 4,266          | 4,692          | 5,162          |
| Trip Demand             | 126,936        | 144,288        | 158,712        | 174,576        | 210,624        |
| <b>Category #3</b>      |                |                |                |                |                |
| Population              | 4,848          | 5,332          | 5,866          | 6,452          | 7,098          |
| Trip Demand             | 174,528        | 198,384        | 218,232        | 240,048        | 289,608        |
| <b>Total Population</b> | <b>8,815</b>   | <b>9,695</b>   | <b>10,666</b>  | <b>11,731</b>  | <b>12,906</b>  |
| <b>Total Demand</b>     | <b>317,340</b> | <b>360,708</b> | <b>396,780</b> | <b>436,452</b> | <b>526,560</b> |

**4.3 Summary of Differences Between Current Paratransit Service and Required Paratransit Service**

A summary of the existing service issues and the remedies necessary to effect ADA compliance is provided on the following table.

| <b>Service Issues</b>     | <b>Current</b>                         | <b>Remedy</b>   |
|---------------------------|--|---|
| Eligibility Certification | Program certifies to RTA standards.    | Develop & implement written ADA eligibility certification and appeals process.  |
| Service Area              | Some Restricted to Neighborhood zones. | Institute 3/4 mile radius zones around fixed routes for ADA comparable service. |



| <u>Service Issues</u>   | <u>Current</u>  | <u>Remedy</u>   |
|-------------------------|---|---|
| Response Time           | Response time for all paratransit services not at ADA standards.                        | Increase service levels to allow 24 hour response times for all services. |
| Fares                   | Fare structure in ADA compliance.   | Set up fare structure to encourage efficient use of paratransit system.   |
| Trip Purposes           | Trip purposes limited on some RTA services such as Cross County Medical and Extra Lift. | Eliminate all trip purpose restrictions as service is added.              |
| Hours & Days of Service | Hours & Days of Service not comparable with fixed route system.                         | Modify service to be comparable with the fixed route system.              |
| Capacity Constraints    | Turndowns occur daily. A waiting list exists for Extra Lift service.                    | Modify service to eliminate these capacity constraints.                   |

#### 4.4 Planned Modifications to Existing Services

##### Fixed Route

- Accessible Bus Phase In Schedule - The bus replacement schedule details the dates for the receipt of new accessible buses which will replace non-accessible buses.
- Call-A-Lift Bus service - This service option will provide service for the ADA eligible category #2.

This will involve the advance reservation of an accessible bus on a fixed route for a specific trip. This category represents the second largest number of ADA eligible persons. Staff estimates it to be approximately 40% of the total ADA eligible population. Dependent on demand this will provide 100% accessibility of the fixed route bus system on an advance reservation basis. This service will utilize

the RTA's existing fleet of lift equipped forty foot buses.

### **Paratransit**

- The purchase of new paratransit scheduling software to optimize trip scheduling efficiency will provide the most cost effective method of increasing the supply of service.
- The following service options will be used to provide ADA complementary paratransit service to two of the eligibility categories. They are, by category:

Category #1 - Demand Response service.

This will provide door to door service for the individuals in this category. This category represents the smallest number of ADA eligible persons. Staff estimates it to be approximately 5% of the total ADA eligible population. This service will utilize the RTA's existing fleet of paratransit vehicles.

Category #3 - Demand Response service feeding fixed route accessible bus.

This service will provide short demand responsive service between a disabled persons trip origin and an accessible fixed route bus. This category represents the largest number of ADA eligible persons. Staff estimates it to be approximately 55% of the total ADA eligible population. This service will also utilize the RTA's existing paratransit vehicles.

### **Supplemental Paratransit**

The following two innovative items will be explored to determine their feasibility and potential cost effectiveness.

- Brokerage System - The setting up of a brokerage system to facilitate the use of the excess paratransit capacity of social service agencies and municipalities to help meet the demand for paratransit service will be explored.

- User Side Subsidies - A program utilizing user side subsidies to make use of existing private transportation services in the area for specific purposes will be explored. This would utilize existing private providers via user side subsidies for selected areas, days, and hours where cost efficiencies would be realized.

**Rail**

- Rapid Rail - The Rapid rail system will be made accessible according to the requirements of the Americans with Disabilities Act.
- Light Rail - The light rail system will be made accessible according to the requirements of the Americans with Disabilities Act.

**Milestones/Changes Planned**

Listed is a timetable for phasing in the changes previously described.

| <b>Item</b>  | <b>Date</b>  | <b>Cost</b>            |
|--|--------------|------------------------|
| • Develop & Implement eligibility recertification program.                         | October 1992 | \$12,085               |
|  | 1993         | \$36,255               |
| • Upgrade, modify & implement internal training programs to effect ADA compliance. | October 1992 | Existing Resources     |
| • Implement Call-a-Lift Bus program for Category #2.                               | January 1993 | \$473,000 <sup>5</sup> |
|  | 1994         | \$481,000              |
|  | 1995         | \$481,000              |
|  | 1996         | \$517,000              |

<sup>5</sup> These are total costs. Fare revenue is not taken into account as exact fares are undetermined at this point. Exact fares will be determined as a part of the comprehensive fare policy study currently under way.

| <u>Item</u>  | <u>Date</u>    | <u>Cost</u>              |
|--|----------------|--------------------------|
| <ul style="list-style-type: none"> <li>Implement Door-to-Door Service for Category # 1.</li> </ul>         | January 1993   | \$182,000 <sup>5</sup>   |
|  | 1994           | \$417,000                |
|  | 1995           | \$716,000                |
|  | 1996           | \$898,000                |
| <ul style="list-style-type: none"> <li>Implement Feeder Service for Category #3.</li> </ul>                | January 1993   | \$1,504,000 <sup>5</sup> |
|  | 1994           | \$3,442,000              |
|  | 1995           | \$5,907,000              |
|  | 1996           | \$7,411,000              |
| <ul style="list-style-type: none"> <li>Purchase &amp; Implement new scheduling software.</li> </ul>        | September 1993 | \$50,000                 |
| <ul style="list-style-type: none"> <li>Implement New Fare Structure.</li> </ul>                            | 1993           | Existing Resources       |
| <ul style="list-style-type: none"> <li>Remove all Capacity Constraints. Meet all ADA standards.</li> </ul> | 1995           |                          |

**4.5 Description of How the Proposed Paratransit Service will meet the required Six ADA Service Criteria**

The modifications described in the previous subsection will meet the six service criteria. Brief statements below indicate that the modifications outlined will meet or exceed the minimum regulatory requirements.

**Service Area Definition**

The following details the paratransit service area to be implemented to effect ADA compliance.

- Fixed Route Bus - Paratransit service will be made available along regular fixed routes according to the following formulas:
  - Inner Core - For inner core areas the service area will be a .75 mile radius around fixed routes plus any small inner pockets which may result.

- Outer Areas - For outer areas the service area for comparable paratransit service will be a .75 mile radius around fixed routes. Service to the rest of the county will be available on a restricted, capacity available basis.
- Rail - The service area for comparable paratransit service around rail stations will be a .75 mile radius circle around each station. Only station to station travel will be required for complementary service standards.

### **Response Time**

Next day service and advance scheduling up to 14 days will be provided at a minimum.

### **Fare Structure**

The fare structure will be modified with the intention of using the fare mechanism to focus demand to those types of service which are the most cost efficient for the RTA to operate; namely the fixed route system. This fare structure will also reflect the cost of providing each different service type.

The specific fares for the three (3) Service Categories will be established in the context of the Comprehensive Fare Policy Study scheduled for mid-1992.

- Category #1 - Demand Response service. The fare for this service will be no more than double the fixed route fare for the appropriate service area (e.g., \$2.00/\$2.50).
- Category #2 - Call-A-Lift Bus service. The fare for this service will be no more than half the adult base fare on the regular fixed route system as permitted by Federal law (e.g., \$0.50 local or \$0.60 express).
- Category #3 - Demand Response service feeding fixed route accessible. The fare for this service will be no more than double the fixed route fare for the appropriate service area (e.g., \$2.00/\$2.50).

**Trip Purpose**

There will be no restrictions or priorities based on trip purposes.

**Hours and Days of Service**

Hours and days of service will become comparable to regular fixed route service through the implementation of the service modifications.

**Capacity Restraints**

Capacity restraints will be eliminated by the end of the phase-in-schedule through the implementation of the service modifications.

**4.6 Paratransit Program Five Year Capital and Operating Budget**

| <b>Costs</b> | <b>Capital</b>     | <b>Operating</b>               |
|--------------|--------------------|--------------------------------|
| <b>1992</b>  | <b>\$3,559,000</b> | <b>\$5,155,000<sup>5</sup></b> |
| <b>1993</b>  | <b>\$3,513,000</b> | <b>\$5,335,000<sup>6</sup></b> |
| <b>1994</b>  | <b>\$1,900,000</b> | <b>\$5,522,000<sup>7</sup></b> |
| <b>1995</b>  | <b>\$1,283,000</b> | <b>\$7,104,000<sup>8</sup></b> |
| <b>1996</b>  | <b>\$1,500,000</b> | <b>\$8,827,000<sup>8</sup></b> |

<sup>5</sup> Current Paratransit program budget plus recertification costs for 1992.

<sup>6</sup> One third of projected Paratransit budget to be allocated for ADA program modifications, two thirds of projected Paratransit budget to continue present CRT programs.

<sup>7</sup> Two thirds of projected Paratransit budget to be allocated for ADA program modifications, one third of projected Paratransit budget to continue present CRT programs.

<sup>8</sup> Budget reflects ADA program requirements only as projected in the ADA demand model.

## **Section 5.0 Description of the Proposed Eligibility Determination Process**

### **5.1 Availability of certification request materials**

Application forms and eligibility instructions necessary to begin the "ADA" paratransit eligibility certification process for existing patrons and new applicants will not be available until October, 1992.

### **5.2 Initial determination process**

The ADA categories distinguish between passengers with disabilities who are functionally capable of using fixed route bus service (#2 and #3) from those who are functionally incapable of doing so (#1). The RTA must use these categories to determine "ADA paratransit eligibility". Two additional categories covering non-ADA eligible senior citizens and disabled persons must be maintained, since the RTA intends to continue to serve non-ADA eligible riders within the limits of available capacity.

An individual claiming ADA paratransit eligibility will be required to complete a "Request for Certification of ADA Paratransit Eligibility" form. (Application information and eligibility criteria will be available in both written and audio cassette format. An application may also be filed with the RTA via telephone, which will then be mailed to the applicant for signature and returned to RTA). Certification of non-ADA eligible individuals over the age of 65 will proceed utilizing the present system.

The applicant is required to self-certify his/her functional disability for each trip (origin-destination) and offer reasonable support for his/her application. Such support should be in the form of professional verification. Three options are available:

1. Inclusion of professional verification obtained at the applicant's request with the initial application;
2. Inclusion of references for professional verification with the initial application; or
3. Verification by specific selected professionals under contract with RTA.

Certification will remain valid for 3-years and re-certification will be require for all categories.

### **5.3 System and timetables for processing applications and allow presumptive eligibility**

The applicant will be eligible to use RTA paratransit service in the category requested and for the trips indentified on his/her application pending upon a formal determination by an RTA/CRT staff person. In keeping with the regulations, initial determinations of eligibility will be made within 21 days of an application. If a determination of eligibility takes longer than 21 days, the person will be considered "presumptively eligible" until a determination is made.

### **5.4 Documentation to be Provided to ADA Paratransit Eligible Persons**

An identification card will be issued to the applicant upon determination of eligibility. The ID card will include, at a minimum, the following information:

Name of the eligible individual;

- Name of the certifying public entity (RTA);
- Any conditions for limitations on eligibility;
- An expiration date (if applicable);
- The telephone number of the person who can be contacted by other public entities to verify eligibility; and
- If the person travels with a personal care attendant.

### **5.5 Appeal Process**

If an applicant is refused certification for ADA paratransit service, the applicant is notified, in writing, the reasons for its determination and information about the available appeal process. Appeal process: if the applicant desires to appeal the decision, a written complaint may be submitted to the RTA Disability Review Committee. A ruling on the appeal will be made on a timely basis (30/60 days). The composition of the Disability Review Committee will not include staff involved in the initial certification process.



## 5.6 Policy for Visitors

Visitors are provided service for 21 days (not necessarily consecutive days). Eligibility determinations by other Public entities will be honored. If a visitor has not been certified by another public entity, they can claim "presumptive eligibility". Those claiming presumptive eligibility can be required to provide proof that they are not from another transit district and, if eligibility is based on a hidden disability, medical documentation is required.

## 5.7 No-Show Policy

Passengers are required to notify CRT dispatch personnel at least one hour prior to the scheduled pickup time if cancellation is necessary. Reservations canceled with less than one hour notice are considered a "no-show" unless the bus is operating more than thirty (30) minutes behind scheduled. Passengers who repeatedly fail reasonable causes are subject to a temporary suspension of eligibility following the third occurrence. A formal progression of notification precedes any action to suspend eligibility;

- a first letter of notification documents the date of the no-show and informs the customers that three no-shows within a one year period is basis for a one month suspension of eligibility;
- A second letter of notification documents the date of the no-show and restates the policy on suspension of eligibility.
- A third letter of notification documents the date of the no-show and provides notice of suspension of eligibility for one month.

## **Section 6.0 Description of Public Participation Process**

### **6.1 Outreach Efforts**

Attachment B. provides the RTA Resolution Adopting an Accessible Transit Services Policy. RTA forwarded a letter (Attachment C-1, Outreach Letter to Disability Organizations) to 129 organizational contacts on November 19, 1991. This outreach effort was to identify those who will be affected by the plan, and to make them aware that a plan is being prepared, and to invite them to participate and/or comment. Attachment C-2, provides a listing of responses to the outreach letter and other letters required during the ongoing outreach efforts. These responses were incorporated into the planning process.

### **6.2 Consultation with Individuals with Disabilities**

The RTA formed an Advisory Committee on Disability Issues. This committee had its first meeting on July 25, 1991. Attachments C3-C5 provides:

- Invitation Letter
- Committee Membership
- Committee Meeting Minutes

There were a series of formal advisory committee meetings which were open to the public and advertised using the RTA's Communications/Marketing/Public Relations mailing list. There was a cross-disability representation.

### **6.3 Opportunities for Public Comment on Draft Plan**

A draft plan was presented to the Advisory Committee on Disability issues November 21, 1991, which was an open meeting to the public. The draft plan was made available on cassette tape on January 7, 1992.

The Draft plan was presented to the RTA Operations Committee on January 7, 1992. Usual releases were forwarded to the press and media regarding the Committee's agenda.

#### **6.4 Public Hearing and Special Public Hearing Requirement**

On February 5, 1992, public hearings were held at three (3) locations throughout the RTA service area to receive public input on the Authority's proposed ADA Complementary Paratransit Plan. These locations were:

- The Circle Vista/Maximum Independent Living Apartments,
- The Beck Center for Cultural Arts, and
- The RTA Main Office.

Outreach (as shown in D-1) pertaining to the hearings, including the availability of the plan in both written and audio formats, was done with approximately 2000 contacts throughout Cuyahoga County. These included over 200 local organizations within the community of individuals with disabilities, 1600 religious institutions, 100-plus city and county public library branches, members of the RTA Citizens Advisory and Disability Issues Advisory Committees, all mayors and city managers of local municipalities, the City of Cleveland's mayor and council members, and interested individuals. Press releases were sent to all print and electronic media in the county, and rider notices placed on all RTA vehicles in service.

The hearings were attended by sixty persons, representing public bodies, agencies, and advocacy organizations as well as individuals. D-2 provides the number of attendees along with a listing of organizations represented. Sign interpretation services were provided at all hearings.

Approximately 20 or one-third of the oral and written statements specifically gave recommendations on the plan. The other two-thirds either were questions asking for clarification on various aspects of the plan, or non-related mainline and paratransit service requests or concerns. D-3 provides a summary of significant issues raised during the public comment period during the public hearing. D-4 provides written public comments received since the issuance of the public notice. D-5 provides a copy of the official transcript from the three (3) public hearings.

Special efforts were made to specifically discuss the timetable for implementing the plan and the milestones established.

### **6.5 Ongoing Consumer Participation**

The Advisory Committee on Disability Issues will have an active participation with general meetings held monthly. The Authority will request the Committee to review and comment, within a reasonable time, on all vehicle acquisitions and relevant modification plans including: Bus, Rail and Paratransit vehicles.

**Section 7.0 Service Coordination with other Entities with Overlapping or Contiguous Service Areas**

The Greater Cleveland Regional Transit Authority (GCRTA) operates fixed route bus service outside of its legally mandated service area, Cuyahoga County. GCRTA operates fixed route services into neighboring counties only as a matter of policy and not because it is legally required. As a part of this policy, GCRTA requires that the cost of those segments of any fixed route service operated wholly outside of Cuyahoga County be entirely offset from fare revenues collected from riders along those segments, or be subsidized by other public entities into whose jurisdictions GCRTA operates service. Subsequently, GCRTA provides such service at premium fares, 40% -56% above the base express fare collected within Cuyahoga County.

Where GCRTA operates service into neighboring counties, there is an interface between GCRTA bus services and bus services provided by other public entities. Typically the service provided by GCRTA is a fixed-route express/flyer service operated along a relatively lengthy route with limited stops. Service is offered during peak hours on weekdays only in the peak direction, from the suburban community involved to the Cleveland Central Business District in the morning rush hours and in the reverse during the late afternoon rush hours. Subsequently, this service easily fits the definition of commuter bus service contained in U.S. Department of Transportation regulations implementing the Americans with Disabilities Act of 1990.

In each case where GCRTA connects with bus services provided by others, the entities involved operate both fixed route services and demand responsive services. They are each also required to develop plans for providing complementary paratransit service under the USDOT regulations implementing ADA.

In each situation where RTA operates outside of Cuyahoga County, it either operates commuter bus service exempt from complementary paratransit service requirements, or it connects with a public entity that is or will be providing complementary paratransit services, thus meeting the requirement that at least one of the public entities involved is offering such services. Consequently, GCRTA has not incorporated locations outside of its service area, Cuyahoga County, into its plan for providing complementary paratransit services. The public entities with whose services GCRTA come into contact are the Lorain County Transit System in Lorain County, LAKETRAN in Lake County, the Metro Regional Transit Authority in Summit County, and the Brunswick Transit Alternative operated by the City of Brunswick in Medina County.

The Lorain County Transit System operates two fixed routes, as well as demand responsive paratransit services throughout Lorain County. GCRTA operates commuter bus service into Avon Lake, a Lorain County community directly adjacent to Cuyahoga County, along its #31X line. The #31X is typical commuter bus service, operating four inbound trips into the Cleveland CBD, during the morning rush hours, and four outbound trips into Avon Lake in the late afternoon rush hours, on weekdays.

LAKETRAN operates five fixed routes as well as demand responsive service within Lake County. Two of LAKETRAN's routes connect with RTA commuter bus routes within Lake County communities adjacent to Cuyahoga County. RTA's #43F and #49F lines provide service between the Cleveland CBD and the communities of Willowick and Wickliffe, respectively. LAKETRAN operates two local routes that connect with and overlap small segments of the RTA #43F and #49F lines. LAKETRAN is planning complementary paratransit services for all of its fixed route service within Lake County and will thus operate paratransit services within the corridors in which RTA fixed route service operates. While not an issue with commuter bus lines such as the #43F and #49F, or the #93F which serves the Lake County community of Eastlake with

commuter bus service, LAKETRAN's provision of paratransit service meets the requirement for that service which must be supplied as a complement to RTA's #39X/F line serving Shoregate Shopping Center in Willowick. The #39X/F is a suburban express bus line which was extended approximately 3/4 of a mile into Lake County to serve Shoregate Shopping Center. Because two of LAKETRAN's fixed routes terminate at Shoregate, LAKETRAN's provision of complementary paratransit service will be covering the area up to the border with Cuyahoga County.

GCRTA provides service into neighboring Summit County via the #77F line. This service is comparable to the #39X/F line in Lake County, in that a suburban express bus service was extended slightly into a neighboring county. In this instance, the #77F was extended less than 3/4 of a mile into the Summit County community of Richfield. However, the Metro Regional Transit Authority operates fixed route service to the Richfield Holiday Inn, the terminus for GCRTA's #77F line. Subsequently, Metro will be offering complementary paratransit services to cover the corridor along which GCRTA operates into Summit County via the #77F line.

Finally, GCRTA operates commuter bus service via its #51F line into the Medina County Community of Brunswick directly adjacent to Cuyahoga County. Again, one directional, weekday rush hour service is offered, with few trips and limited stops. The City of Brunswick operates two fixed routes that provide circulation within the community and connect with the #51F line.

While not required to provide complementary paratransit services outside of Cuyahoga County, GCRTA is endeavoring to work in conjunction with these various public entities in surrounding counties that are offering fixed route and paratransit services. The objective is to coordinate elements of the respective operations of each entity where connection is made between GCRTA fixed route services and the services of these entities. Subsequently, GCRTA will maintain communications with each entity throughout

implementation of its plan and those of these respective public entities discussed so as to accomplish coordination of services.



**Section 8.0 Endorsements/Certificates**

**8.1 Board Resolution Authorizing the Plan**

This is to certify that the Board of Trustees of the Greater Cleveland Regional Transit Authority approved and adopted the ADA paratransit plan which is attached at a meeting on \_\_\_\_\_.

\_\_\_\_\_

signature

Ronald J. Tober  
General Manager  
Secretary/Treasurer

\_\_\_\_\_

date

## 8.2 MPO Certification

The Northeast Ohio Areawide Coordinating Agency hereby certifies that it has reviewed the ADA paratransit plan prepared by the Greater Cleveland Regional Transit Authority as required under 49 CFR 37.139(h) and finds it to be in conformance with the transportation plan developed under 49 CFR part 613 and 23 CFR part 450 (the UMTA/FHWA joint planning regulation). This certification is valid for one year.

\_\_\_\_\_  
signature

Howard Maier  
Executive Director of the Northeast Ohio  
Areawide Coordinating Agency

\_\_\_\_\_  
date

**8.3 Existing Paratransit Survey Certification**

This is to certify that the Greater Cleveland Regional Transit Authority has conducted a survey of existing paratransit services as required by 49 CFR 37.137 (a).

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signature

Ronald J. Tober  
General Manager  
Secretary/Treasurer

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date

**GORTA WEEKDAY  
SERVICE**

**WEEKDAY  
ICE**

| ASG | Access | Span of Service |          | Total # of Trips | # Accessible | % Accessible | Average Peak Headways |        | To    | Total # of Trips | # Accessible | % Accessible | Average Peak Headways |        |
|-----|--------|-----------------|----------|------------------|--------------|--------------|-----------------------|--------|-------|------------------|--------------|--------------|-----------------------|--------|
|     |        |                 |          |                  |              |              | A.M.                  | P.M.   |       |                  |              |              | A.M.                  | P.M.   |
| R   | YES    | 24 Hours        |          | 236              | 175          | 74%          | 6 min                 | 6 min  | 12 PM | 26               | 0            | 0%           | 60 min                | 60 min |
| R   | NO     | 5:23 AM         | 12:43 AM | 72               | 0            | 0%           | 25 min                | 25 min | 08 PM | 48               | 0            | 0%           | 40 min                | 40 min |
| R   | NO     | 24 Hours        |          | 212              | 0            | 0%           | 6 min                 | 9 min  |       | 22               | 0            | 0%           | 30 min                | 30 min |
| R   | YES    | 5:04 AM         | 1:08 AM  | 70               | 46           | 66%          | 25 min                | 25 min |       | 10               | 0            | 0%           | 15 min                | 12 min |
| R   | NO     | 5:52 AM         | 12:00 AM | 56               | 0            | 0%           | 30 min                | 30 min | 17 AM | 70               | 0            | 0%           | 21 min                | 20 min |
| R   | YES    | 24 Hours        |          | 254              | 181          | 71%          | 8 min                 | 9 min  | 09 AM | 65               | 0            | 0%           | 22 min                | 19 min |
| R   | NO     | 6:38 AM         | 6:35 PM  | 156              | 0            | 0%           | 12 min                | 10 min |       | 11               | 0            | 0%           | 15 min                | 17 min |
| R   | NO     | 8:35 AM         | 9:28 PM  | 35               | 0            | 0%           |                       | 44 min | 04 PM | 73               | 0            | 0%           | 19 min                | 20 min |
| R   | NO     | 5:26 AM         | 10:50 PM | 67               | 0            | 0%           | 28 min                | 20 min | 13 PM | 78               | 0            | 0%           | 16 min                | 16 min |
| R   | NO     | AM/PM Peak      |          | 8                | 0            | 0%           | 21 min                | 10 min |       | 34               | 0            | 0%           | 8 min                 | 6 min  |
| R   | NO     | 5:07 AM         | 1:01 AM  | 82               | 0            | 0%           | 20 min                | 20 min |       | 16               | 0            | 0%           | 20 min                | 20 min |
| R   | YES    | 5:08 AM         | 12:06 AM | 91               | 66           | 73%          | 17 min                | 12 min | 55 PM | 22               | 18           | 82%          | 60 min                | 60 min |
| R   | YES    | AM/PM Peak      |          | 23               | 8            | 35%          | 10 min                | 9 min  | 52 PM | 36               | 0            | 0%           | 40 min                | 40 min |
| R   | YES    | 6:22 AM         | 7:14 PM  | 64               | 64           | 100%         | 10 min                | 9 min  | 35 PM | 44               | 0            | 0%           | 20 min                | 17 min |
| R   | YES    | 24 Hours        |          | 240              | 167          | 70%          | 9 min                 | 8 min  | 13 PM | 41               | 0            | 0%           | 60 min                | 24 min |
| R   | NO     | 5:00 AM         | 12:31 AM | 71               | 0            | 0%           | 20 min                | 20 min |       | 18               | 0            | 0%           | 10 min                | 9 min  |
| R   | NO     | 5:38 AM         | 1:29 AM  | 67               | 0            | 0%           | 24 min                | 22 min | 06 AM | 57               | 0            | 0%           | 12 min                | 12 min |
| R   | NO     | 4:58 AM         | 1:05 AM  | 72               | 0            | 0%           | 24 min                | 22 min | 03 PM | 49               | 29           | 59%          | 15 min                | 14 min |
| R   | YES    | 24 Hours        |          | 222              | 161          | 73%          | 8 min                 | 8 min  | 51 PM | 52               | 39           | 75%          | 20 min                | 16 min |
| R   | YES    | 4:37 AM         | 1:17 AM  | 84               | 54           | 64%          | 18 min                | 24 min | 34 PM | 14               | 0            | 0%           | 60 min                | 60 min |
| R   | YES    | 6:13 AM         | 6:53 PM  | 48               | 43           | 90%          | 24 min                | 24 min |       | 7                | 0            | 0%           | 22 min                | 17 min |
| R   | YES    | 5:15 AM         | 7:08 PM  | 62               | 47           | 76%          | 17 min                | 17 min | 48 PM | 36               | 0            | 0%           | 20 min                | 40 min |
| R   | NO     | AM/PM Peak      |          | 6                | 0            | 0%           | 30 min                | 20 min |       | 6                | 0            | 0%           | 30 min                | 30 min |
| R   | NO     | 5:03 AM         | 12:39 AM | 54               | 0            | 0%           | 30 min                | 30 min | 53 AM | 277              | 0            | 0%           | 5 min                 | 5 min  |
| R   | NO     | 5:49 AM         | 11:37 PM | 49               | 0            | 0%           | 30 min                | 30 min | 08 AM | 146              | 0            | 0%           | 10 min                | 10 min |
| R   | NO     | 5:19 AM         | 6:59 PM  | 42               | 0            | 0%           | 40 min                | 40 min | 11 AM | 134              | 0            | 0%           | 10 min                | 10 min |
| R   | YES    | 24 Hours        |          | 124              | 73           | 59%          | 15 min                | 15 min | 50 PM | 26               | 26           | 100%         | 60 min                | 60 min |
| R   | YES    | AM/PM Peak      |          | 8                | 5            | 63%          | 20 min                | 20 min |       | 10               | 0            | 0%           | 18 min                | 15 min |
| R   | YES    | 24 Hours        |          | 121              | 0            | 0%           | 17 min                | 15 min | 53 PM | 58               | 0            | 0%           | 30 min                | 30 min |
| R   | YES    | 5:11 AM         | 12:47 AM | 105              | 64           | 61%          | 13 min                | 10 min | 09 PM | 42               | 0            | 0%           | 27 min                | 26 min |
| R   | YES    | 24 Hours        |          | 86               | 30           | 35%          | 15 min                | 20 min | 06 PM | 37               | 0            | 0%           | 30 min                | 30 min |
| R   | YES    | AM/PM Peak      |          | 30               | 13           | 43%          | 10 min                | 10 min | 10 AM | 111              | 45           | 41%          | 11 min                | 10 min |
| R   | YES    | 24 Hours        |          | 193              | 152          | 79%          | 10 min                | 10 min |       | 6                | 1            | 17%          | 20 min                | 18 min |
| R   | NO     | 4:32 AM         | 12:57 AM | 92               | 0            | 0%           | 18 min                | 17 min | 52 PM | 75               | 64           | 85%          | 18 min                | 19 min |
| R   | NO     | 4:46 AM         | 11:19 PM | 69               | 0            | 0%           | 25 min                | 25 min |       | 6                | 0            | 0%           | 20 min                | 25 min |
| R   | NO     | 4:40 AM         | 1:34 AM  | 113              | 0            | 0%           | 13 min                | 12 min | 02 PM | 65               | 27           | 42%          | 14 min                | 12 min |
| R   | YES    | 24 Hours        |          | 165              | 118          | 72%          | 8 min                 | 8 min  | 14 PM | 54               | 0            | 0%           | 28 min                | 24 min |
| R   | YES    | 3:54 AM         | 1:56 AM  | 178              | 97           | 54%          | 7 min                 | 8 min  | 45 AM | 125              | 91           | 73%          | 13 min                | 19 min |
| R   | NO     | 4:28 AM         | 1:23 AM  | 100              | 0            | 0%           | 17 min                | 14 min |       | 37               | 13           | 35%          | 6 min                 | 4 min  |
| R   | NO     | AM/PM Peak      |          | 8                | 0            | 0%           | 22 min                | 22 min | 36 AM | 104              | 100          | 96%          | 17 min                | 16 min |
| R   | NO     | 5:30 AM         | 8:06 PM  | 48               | 0            | 0%           | 30 min                | 30 min | 43 PM | 70               | 0            | 0%           | 19 min                | 17 min |
| R   | YES    | 5:36 AM         | 12:10 AM | 80               | 36           | 45%          | 15 min                | 14 min | 20 AM | 82               | 67           | 82%          | 19 min                | 17 min |
| R   | YES    | 5:13 AM         | 5:44 PM  | 35               | 20           | 57%          | 20 min                | 18 min | 00 PM | 32               | 0            | 0%           | 45 min                | 45 min |
| R   | YES    | 6:21 AM         | 7:05 PM  | 46               | 28           | 61%          | 20 min                | 20 min | 15 PM | 69               | 0            | 0%           | 19 min                | 36 min |
| R   | NO     | 6:01 AM         | 6:32 PM  | 38               | 0            | 0%           | 30 min                | 30 min |       | 17               | 0            | 0%           | 10 min                | 10 min |
| R   | NO     | 5:30 AM         | 11:01 PM | 60               | 0            | 0%           | 30 min                | 24 min | 55 PM | 12               | 9            | 75%          | 60 min                |        |
| R   | NO     | 5:06 AM         | 10:03 PM | 64               | 0            | 0%           | 18 min                | 18 min |       | 8                | 0            | 0%           | 17 min                | 15 min |
| R   | NO     | AM/PM Peak      |          | 23               | 0            | 0%           | 7 min                 | 5 min  | 54 PM | 52               | 0            | 0%           | 20 min                | 20 min |
| R   | NO     | 5:40 AM         | 11:45 PM | 98               | 0            | 0%           | 20 min                | 20 min | 05 PM | 20               | 20           | 100%         |                       | 60 min |
| R   | NO     | 5:04 AM         | 10:14 PM | 56               | 0            | 0%           | 30 min                | 30 min | 00 AM | 74               | 40           | 54%          | 17 min                | 13 min |
| R   | YES    | 5:21 AM         | 12:23 AM | 69               | 46           | 67%          | 25 min                | 25 min | 13 PM | 53               | 0            | 0%           | 21 min                | 23 min |
| R   | YES    | 4:55 AM         | 1:39 AM  | 26               | 10           | 38%          | 25 min                |        |       | 4                | 0            | 0%           | 20 min                | 20 min |
| R   | YES    | 5:23 AM         | 9:35 PM  | 64               | 43           | 67%          | 25 min                | 15 min | 05 PM | 30               | 0            | 0%           | 60 min                | 60 min |
| R   | YES    | AM/PM Peak      |          | 40               | 8            | 20%          | 6 min                 | 9 min  |       | 4                | 0            | 0%           | NA                    | NA     |
| R   | YES    | 4:52 AM         | 1:51 AM  | 105              | 68           | 65%          | 20 min                | 17 min | 41 PM | 24               | 0            | 0%           | 65 min                | 65 min |
| R   | YES    | 4:53 AM         | 11:25 PM | 88               | 69           | 78%          | 20 min                | 20 min | 35 PM | 18               | 10           | 56%          | 30 min                | 25 min |
| R   | NO     | 6:55 PM         | 10:45 PM | 10               | 0            | 0%           |                       |        | 34 PM | 46               | 39           | 85%          | 26 min                | 29 min |
| R   | YES    | 9:00 AM         | 6:40 PM  | 20               | 20           | 100%         |                       | 60 min |       | 4                | 0            | 0%           | 23 min                | 20 min |
| R   | NO     | 5:21 AM         | 7:37 PM  | 43               | 0            | 0%           | 18 min                | 20 min | 39 PM | 76               | 0            | 0%           | 17 min                | 14 min |
|     |        |                 |          |                  |              |              |                       |        |       | 7,691            | 2,550        | 33%          | 22 min                | 22 min |

**Table 2.1  
GCRTA  
Fixed Route Network**

| Route Class Definitions<br>R = Radial<br>C = Crosstown |                            | Trips are one-way trips<br>* No Service |     | # Construction requires use of shuttle buses from about 9pm-2am |          | NA=Not Applicable |  | Route |     | Class | Accessible | Span of Service |  | Total # of Trips | # Accessible | % Accessible |
|--|----------------------------|---|-----|---|----------|-------------------|--|-------|-----|-------|------------|-----------------|--|------------------|--------------|--------------|
| 1  | St. Clair                  | R                                       | YES | 24 Hours  |          |                   |  | 154   | 154 | 100%  |            |                 |  |                  |              |              |
| 2  | East 79                    | C                                       | NO  | 6:53 AM   | 12:41 AM |                   |  | 60    | 0   | 0%    |            |                 |  |                  |              |              |
| 3  | Superior                   | R                                       | NO  | 24 Hours  |          |                   |  | 160   | 0   | 0%    |            |                 |  |                  |              |              |
| 4  | Payne/Wade Park            | R                                       | YES | 8:07 AM   | 12:12 AM |                   |  | 42    | 42  | 100%  |            |                 |  |                  |              |              |
| 5  | Chagrin                    | R                                       | NO  | 6:39 AM   | 11:57 PM |                   |  | 68    | 0   | 0%    |            |                 |  |                  |              |              |
| 6  | Euclid                     | R                                       | YES | 24 Hours  |          |                   |  | 148   | 121 | 82%   |            |                 |  |                  |              |              |
| 6A   | Euclid                     | R                                       | NO  | 8:49 AM   | 6:29 PM  |                   |  | 90    | 0   | 0%    |            |                 |  |                  |              |              |
| 7X   | Euclid Hts.                | R                                       | NO  | 8:21 AM   | 7:56 PM  |                   |  | 30    | 0   | 0%    |            |                 |  |                  |              |              |
| 7AX  | Monticello                 | R                                       | NO  | 5:52 AM   | 8:55 PM  |                   |  | 32    | 0   | 0%    |            |                 |  |                  |              |              |
| 7AF  | Monticello                 | R                                       | NO  | .   | .        |                   |  | 0     | 0   | -     |            |                 |  |                  |              |              |
| 8  | Cedar                      | R                                       | NO  | 6:17 AM   | 12:01 AM |                   |  | 54    | 0   | -0%   |            |                 |  |                  |              |              |
| 9X   | Mayfield                   | R                                       | YES | 7:16 AM   | 10:21 PM |                   |  | 39    | 39  | 100%  |            |                 |  |                  |              |              |
| 9F   | Mayfield                   | R                                       | YES | .   | .        |                   |  | 0     | 0   | -     |            |                 |  |                  |              |              |
| 9BX  | Mayfield/Richmond          | R                                       | YES | 7:56 AM   | 7:02 PM  |                   |  | 34    | 34  | 100%  |            |                 |  |                  |              |              |
| 10   | East 105                   | C                                       | YES | 24 Hours  |          |                   |  | 188   | 169 | 90%   |            |                 |  |                  |              |              |
| 11   | Quincy                     | R                                       | NO  | 6:23 AM   | 12:11 AM |                   |  | 50    | 0   | 0%    |            |                 |  |                  |              |              |
| 12   | Woodland                   | R                                       | NO  | 6:31 AM   | 12:05 AM |                   |  | 44    | 0   | 0%    |            |                 |  |                  |              |              |
| 13   | Buckeye                    | R                                       | NO  | 5:57 AM   | 1:07 AM  |                   |  | 46    | 0   | 0%    |            |                 |  |                  |              |              |
| 14   | Kinsman                    | R                                       | YES | 24 Hours  |          |                   |  | 157   | 108 | 69%   |            |                 |  |                  |              |              |
| 15   | Union                      | R                                       | YES | 5:19 AM   | 12:32 AM |                   |  | 82    | 82  | 100%  |            |                 |  |                  |              |              |
| 15A  | Union/Walden               | R                                       | YES | .   | .        |                   |  | 0     | 0   | -     |            |                 |  |                  |              |              |
| 15X  | Union/Harvard              | R                                       | YES | 8:29 AM   | 7:08 PM  |                   |  | 44    | 44  | 100%  |            |                 |  |                  |              |              |
| 15F  | Warrensville Hts. Flyer    | R                                       | NO  | .   | .        |                   |  | 0     | 0   | -     |            |                 |  |                  |              |              |
| 16   | East 55                    | C                                       | NO  | 6:51 AM   | 11:37 PM |                   |  | 33    | 0   | 0%    |            |                 |  |                  |              |              |
| 16A  | East 55                    | C                                       | NO  | 7:36 AM   | 5:46 PM  |                   |  | 17    | 0   | 0%    |            |                 |  |                  |              |              |
| 18   | Denison/Harvard            | C                                       | NO  | 8:00 AM   | 7:01 PM  |                   |  | 32    | 0   | 0%    |            |                 |  |                  |              |              |
| 19   | Broadway/Miles             | R                                       | YES | 24 Hours  |          |                   |  | 97    | 84  | 87%   |            |                 |  |                  |              |              |
| 19X  | Broadway/Miles             | R                                       | NO  | .   | .        |                   |  | 0     | 0   | -     |            |                 |  |                  |              |              |
| 20   | W.25/Broadview             | R                                       | NO  | 24 Hours  |          |                   |  | 66    | 0   | 0%    |            |                 |  |                  |              |              |
| 20B  | W.25/Pearl                 | R                                       | YES | 5:46 AM   | 12:47 AM |                   |  | 62    | 62  | 100%  |            |                 |  |                  |              |              |
| 20A  | W.25/State                 | R                                       | YES | 24 Hours  |          |                   |  | 65    | 60  | 92%   |            |                 |  |                  |              |              |
| 21X  | W.25/State                 | R                                       | YES | .   | .        |                   |  | 0     | 0   | -     |            |                 |  |                  |              |              |
| 22   | Lorain                     | R                                       | YES | 24 Hours  |          |                   |  | 176   | 176 | 100%  |            |                 |  |                  |              |              |
| 23   | Clark/Ridge                | R                                       | NO  | 5:32 AM   | 10:35 PM |                   |  | 61    | 0   | 0%    |            |                 |  |                  |              |              |
| 24   | Northfield/Aurora          | C                                       | NO  | 5:37 AM   | 11:19 PM |                   |  | 55    | 0   | 0%    |            |                 |  |                  |              |              |
| 25   | Madison                    | R                                       | NO  | 6:32 AM   | 10:37 PM |                   |  | 32    | 0   | 0%    |            |                 |  |                  |              |              |
| 26   | Detroit                    | R                                       | YES | 24 Hours  |          |                   |  | 98    | 98  | 100%  |            |                 |  |                  |              |              |
| 28X  | Euclid                     | R                                       | YES | 5:22 AM   | 12:35 AM |                   |  | 82    | 82  | 100%  |            |                 |  |                  |              |              |
| 30   | E.140/Hayden               | C                                       | NO  | 5:12 AM   | 9:25 PM  |                   |  | 63    | 0   | 0%    |            |                 |  |                  |              |              |
| 31X  | Avon Lake                  | R                                       | NO  | .   | .        |                   |  | 0     | 0   | -     |            |                 |  |                  |              |              |
| 32X  | Cedar/Fairmount            | R                                       | NO  | 8:00 AM   | 5:48 PM  |                   |  | 20    | 0   | 0%    |            |                 |  |                  |              |              |
| 32CX   | Cedar                      | R                                       | YES | 6:55 AM   | 11:10 PM |                   |  | 32    | 32  | 100%  |            |                 |  |                  |              |              |
| 32SX   | Cedar/Silsby               | R                                       | YES | .   | .        |                   |  | 0     | 0   | -     |            |                 |  |                  |              |              |
| 32WX   | Cedar/Washington           | R                                       | YES | .   | .        |                   |  | 0     | 0   | -     |            |                 |  |                  |              |              |
| 33   | Central                    | R                                       | NO  | 8:02 AM   | 6:21 PM  |                   |  | 24    | 0   | 0%    |            |                 |  |                  |              |              |
| 34   | E.200/Green                | C                                       | NO  | 6:17 AM   | 8:59 PM  |                   |  | 36    | 0   | 0%    |            |                 |  |                  |              |              |
| 35X  | W.25/Broadview             | R                                       | NO  | 5:31 AM   | 7:00 PM  |                   |  | 26    | 0   | 0%    |            |                 |  |                  |              |              |
| 35F  | Broadview                  | R                                       | NO  | .   | .        |                   |  | 0     | 0   | -     |            |                 |  |                  |              |              |
| 36   | Eddy                       | C                                       | NO  | 8:10 AM   | 11:45 PM |                   |  | 48    | 0   | 0%    |            |                 |  |                  |              |              |
| 37   | E.185/Taylor               | C                                       | NO  | 6:15 AM   | 9:59 PM  |                   |  | 32    | 0   | 0%    |            |                 |  |                  |              |              |
| 38   | Payne/Hough                | R                                       | YES | 7:38 AM   | 12:22 AM |                   |  | 42    | 42  | 100%  |            |                 |  |                  |              |              |
| 39X  | Lake Shore                 | R                                       | YES | 5:14 AM   | 1:46 AM  |                   |  | 14    | 3   | 21%   |            |                 |  |                  |              |              |
| 39BX   | Lake Shore                 | R                                       | YES | 5:40 AM   | 9:30 PM  |                   |  | 42    | 37  | 88%   |            |                 |  |                  |              |              |
| 39F  | Lake Shore                 | R                                       | YES | .   | .        |                   |  | 0     | 0   | -     |            |                 |  |                  |              |              |
| 40   | Lakeview/Lee               | C                                       | YES | 5:04 AM   | 1:19 AM  |                   |  | 78    | 78  | 100%  |            |                 |  |                  |              |              |
| 41   | Warrensville               | C                                       | YES | 7:00 AM   | 10:20 PM |                   |  | 66    | 58  | 88%   |            |                 |  |                  |              |              |
| 41S  | Noble/Taylor               | C                                       | NO  | 7:17 AM   | 10:35 PM |                   |  | 10    | 0   | 0%    |            |                 |  |                  |              |              |
| 42   | Great Northern/Bay Village | C                                       | YES | 9:00 AM   | 6:40 PM  |                   |  | 20    | 20  | 100%  |            |                 |  |                  |              |              |
| 43F  | Willowick                  | R                                       | NO  | 6:23 AM   | 7:26 PM  |                   |  | 18    | 0   | 0%    |            |                 |  |                  |              |              |

**GCRTA SATURDAY  
SERVICE**

**Table 2.1  
GCRTA  
Fixed Route Network**

| Route Class Definitions<br>R = Radial<br>C = Crosstown          |       |            |                 | <b>GCRTA SATURDAY<br/>SERVICE</b> |                  |              |              |
|---|-------|------------|-----------------|-----------------------------------|------------------|--------------|--------------|
| Trips are one-way trips   |       |            |                 |                                   |                  |              |              |
| * No Service  |       |            |                 |                                   |                  |              |              |
| # Construction requires use of shuttle buses from about 9pm-2am |       |            |                 |                                   |                  |              |              |
| NA=Not Applicable   |       |            |                 |                                   |                  |              |              |
| Route   | Class | Accessible | Span of Service |                                   | Total # of Trips | # Accessible | % Accessible |
| 44 Snow/Rockside  | C     | NO         | 8:00 AM         | 7:10 PM                           | 22               | 0            | 0%           |
| 45 W.65/Ridge   | C     | NO         | 7:40 AM         | 11:08 PM                          | 45               | 0            | 0%           |
| 46 Detroit/Delaware   | R     | NO         | .               | .                                 | 0                | 0            | -            |
| 46F Westlake  | R     | NO         | .               | .                                 | 0                | 0            | -            |
| 48 University Circle/E.131                                      | C     | NO         | 5:37 AM         | 12:57 AM                          | 38               | 0            | 0%           |
| 48A University Circle/E.131                                     | C     | NO         | 6:00 AM         | 11:57 PM                          | 35               | 0            | 0%           |
| 49F Wickliffe   | R     | NO         | .               | .                                 | 0                | 0            | -            |
| 50 University Circle/E.116                                      | C     | NO         | 5:03 AM         | 11:04 PM                          | 50               | 0            | 0%           |
| 51X W.25/Pearl  | R     | NO         | 6:11 AM         | 7:53 PM                           | 35               | 0            | 0%           |
| 51F Pearl   | R     | NO         | .               | .                                 | 0                | 0            | -            |
| 251 Strongsville Park & Ride                                    | R     | NO         | .               | .                                 | 0                | 0            | -            |
| 53 Great Northern/Center Ridge                                  | C     | YES        | 8:15 AM         | 6:55 PM                           | 22               | 18           | 82%          |
| 54 Pleasant Valley  | C     | NO         | .               | .                                 | 0                | 0            | -            |
| 55AX Clifton/Gold Coast   | R     | NO         | .               | .                                 | 0                | 0            | -            |
| 55CX Clifton/Lake   | R     | NO         | 7:06 AM         | 8:07 PM                           | 25               | 0            | 0%           |
| 55CF Clifton/Lake   | R     | NO         | .               | .                                 | 0                | 0            | -            |
| 55X Clifton   | R     | NO         | 8:10 AM         | 11:33 PM                          | 6                | 0            | 0%           |
| 55NX Clifton/Wagar  | R     | YES        | 7:45 AM         | 6:54 PM                           | 23               | 23           | 100%         |
| 55SX Clifton/Wooster  | R     | YES        | 6:45 AM         | 9:05 PM                           | 29               | 29           | 100%         |
| 62 Babbit/Chardon   | C     | NO         | 7:36 AM         | 5:45 PM                           | 34               | 0            | 0%           |
| 64F Olmsted Falls   | R     | NO         | .               | .                                 | 0                | 0            | -            |
| 65X Hilliard/Franklin   | R     | NO         | 7:45 AM         | 6:11 PM                           | 21               | 0            | 0%           |
| 65F Hilliard/Franklin   | R     | NO         | .               | .                                 | 0                | 0            | -            |
| 66X Airport/Windermere #  | R     | NO         | 4:00 AM         | 2:00 AM                           | 158              | 0            | 0%           |
| 67X Van Aken  | R     | NO         | 4:05 AM         | 1:08 AM                           | 78               | 0            | 0%           |
| 67AX Shaker   | R     | NO         | 5:35 AM         | 12:08 AM                          | 72               | 0            | 0%           |
| 68 Bagley/Grantwood   | C     | YES        | 8:05 AM         | 7:50 PM                           | 22               | 22           | 100%         |
| 69 Franklin   | R     | NO         | .               | .                                 | 0                | 0            | -            |
| 70 Bunts/W.150  | C     | NO         | 6:42 AM         | 9:59 PM                           | 33               | 0            | 0%           |
| 71 Ford/Holland   | C     | NO         | .               | .                                 | 0                | 0            | -            |
| 73 E.222/Highland   | C     | NO         | 8:00 AM         | 6:37 PM                           | 22               | 0            | 0%           |
| 75X North Olmsted   | R     | YES        | 5:44 AM         | 12:45 AM                          | 54               | 54           | 100%         |
| 75F North Olmsted   | R     | YES        | .               | .                                 | 0                | 0            | -            |
| 76X Broadway/Turney   | R     | YES        | 6:07 AM         | 9:32 PM                           | 30               | 30           | 100%         |
| 76F Turney  | R     | NO         | .               | .                                 | 0                | 0            | -            |
| 77F Brecksville   | R     | YES        | 6:44 AM         | 6:59 PM                           | 28               | 28           | 100%         |
| 78 W.98/Puritas   | C     | NO         | 6:16 AM         | 11:14 PM                          | 38               | 0            | 0%           |
| 79 Fulton/Ridge   | R     | YES        | 5:44 AM         | 12:47 AM                          | 50               | 50           | 100%         |
| 79X Fulton/Ridge  | R     | YES        | .               | .                                 | 0                | 0            | -            |
| 81 W.14/Scranton  | R     | YES        | 4:36 AM         | 1:05 AM                           | 60               | 60           | 100%         |
| 82 W.117/Memphis  | C     | NO         | 6:49 AM         | 11:09 PM                          | 48               | 0            | 0%           |
| 83 West130  | C     | YES        | 8:10 AM         | 7:08 PM                           | 30               | 30           | 100%         |
| 84 Tremont  | R     | NO         | 7:46 AM         | 6:05 PM                           | 28               | 0            | 0%           |
| 86 Warren/Berea   | C     | NO         | 6:00 AM         | 10:13 PM                          | 34               | 0            | 0%           |
| 86F Berea   | R     | NO         | .               | .                                 | 0                | 0            | -            |
| 87X Lorain Rd./Westwood   | R     | YES        | 8:17 AM         | 6:35 PM                           | 11               | 11           | 100%         |
| 87F Lorain Rd./Westwood   | R     | NO         | .               | .                                 | 0                | 0            | -            |
| 88X Broadway/E.135  | R     | NO         | .               | .                                 | 0                | 0            | -            |
| 89 Great Northern/ Olmsted Falls                                | C     | YES        | 9:30 AM         | 7:05 PM                           | 20               | 20           | 100%         |
| 90X Broadway/Libby  | R     | YES        | 5:25 AM         | 8:15 PM                           | 30               | 30           | 100%         |
| 91 Warrensville/Dunham  | C     | NO         | 5:55 AM         | 10:23 PM                          | 32               | 0            | 0%           |
| 91X Warrensville/Dunham   | R     | NO         | .               | .                                 | 0                | 0            | -            |
| 92 Bartlett/Aurora  | C     | NO         | 8:10 AM         | 7:00 PM                           | 22               | 0            | 0%           |
| 93F Eastlake  | R     | NO         | .               | .                                 | 0                | 0            | -            |
| 94 E.250/Richmond   | C     | NO         | 8:05 AM         | 6:17 PM                           | 20               | 0            | 0%           |
| 96X Lorain Rd./Butternut  | R     | YES        | 7:55 AM         | 6:17 PM                           | 11               | 11           | 100%         |
| 97X Broadway/Northfield   | R     | YES        | 6:56 AM         | 7:09 PM                           | 31               | 31           | 100%         |
| 97F Walton Hills  | R     | NO         | .               | .                                 | 0                | 0            | -            |
| 98 Brookpark  | C     | NO         | 7:50 AM         | 4:12 PM                           | 17               | 0            | 0%           |
|   |       |            |                 |                                   | <b>4,333</b>     | <b>2,072</b> | <b>48%</b>   |

**Table 2.1  
GCRTA  
Fixed Route Network**

| Route Class Definitions   |       |            |                 | GCRTA SUNDAY SERVICE |                  |              |              |  |  |
|---|-------|------------|-----------------|----------------------|------------------|--------------|--------------|--|--|
| R = Radial  |       |            |                 |                      |                  |              |              |  |  |
| C = Crosstown   |       |            |                 |                      |                  |              |              |  |  |
| Trips are one-way trips   |       |            |                 |                      |                  |              |              |  |  |
| * No Service  |       |            |                 |                      |                  |              |              |  |  |
| * Construction requires use of shuttle buses from about 9pm-2am |       |            |                 |                      |                  |              |              |  |  |
| NA=Not Applicable   |       |            |                 |                      |                  |              |              |  |  |
| Route   | Class | Accessible | Span of Service |                      | Total # of Trips | # Accessible | % Accessible |  |  |
| 1 St. Clair   | R     | YES        | 24 Hours        |                      | 64               | 64           | 100%         |  |  |
| 2 East 79   | C     | NO         | 7:53 AM         | 11:41 PM             | 54               | 0            | 0%           |  |  |
| 3 Superior  | R     | NO         | 24 Hours        |                      | 64               | 0            | 0%           |  |  |
| 4 Payne/Wade Park   | R     | YES        | 7:37 AM         | 12:12 AM             | 32               | 32           | 100%         |  |  |
| 5 Chagrin   | R     | NO         | 7:03 AM         | 11:48 PM             | 52               | 0            | 0%           |  |  |
| 6 Euclid  | R     | YES        | 24 Hours        |                      | 122              | 93           | 76%          |  |  |
| 6A Euclid   | R     | NO         |                 |                      | 0                | 0            | -            |  |  |
| 7X Euclid Hts.  | R     | NO         | 5:52 AM         | 10:25 PM             | 38               | 0            | 0%           |  |  |
| 7AX Monticello  | R     | NO         | 10:48 AM        | 6:47 PM              | 15               | 0            | 0%           |  |  |
| 7AF Monticello  | R     | NO         |                 |                      | 0                | 0            | -            |  |  |
| 8 Cedar   | R     | NO         | 6:38 AM         | 11:31 PM             | 34               | 0            | 0%           |  |  |
| 9X Mayfield   | R     | YES        |                 |                      | 0                | 0            | -            |  |  |
| 9F Mayfield   | R     | YES        |                 |                      | 0                | 0            | -            |  |  |
| 9BX Mayfield/Richmond   | R     | YES        |                 |                      | 0                | 0            | -            |  |  |
| 10 East 105   | C     | YES        | 24 Hours        |                      | 127              | 113          | 89%          |  |  |
| 11 Quincy   | R     | NO         | 6:31 AM         | 9:10 PM              | 36               | 0            | 0%           |  |  |
| 12 Woodland   | R     | NO         | 6:31 AM         | 8:40 PM              | 36               | 0            | 0%           |  |  |
| 13 Buckeye  | R     | NO         | 5:53 AM         | 9:07 PM              | 38               | 0            | 0%           |  |  |
| 14 Kinsman  | R     | YES        | 24 Hours        |                      | 99               | 67           | 68%          |  |  |
| 15 Union  | R     | YES        | 5:52 AM         | 12:32 AM             | 72               | 72           | 100%         |  |  |
| 15A Union/Walden  | R     | YES        |                 |                      | 0                | 0            | -            |  |  |
| 15X Union/Harvard   | R     | YES        |                 |                      | 0                | 0            | -            |  |  |
| 15F Warrensville Hts. Flyer                                     | R     | NO         |                 |                      | 0                | 0            | -            |  |  |
| 16 East 55  | C     | NO         | 6:51 AM         | 11:37 PM             | 50               | 0            | 0%           |  |  |
| 16A East 55   | C     | NO         |                 |                      | 0                | 0            | -            |  |  |
| 18 Denison/Harvard  | C     | NO         | 8:00 AM         | 7:01 PM              | 32               | 0            | 0%           |  |  |
| 19 Broadway/Miles   | R     | YES        | 24 Hours        |                      | 74               | 74           | 100%         |  |  |
| 19X Broadway/Miles  | R     | NO         |                 |                      | 0                | 0            | -            |  |  |
| 20 W.25/Broadview   | R     | NO         | 24 Hours        |                      | 58               | 0            | 0%           |  |  |
| 20B W.25/Pearl  | R     | YES        | 5:40 AM         | 12:55 AM             | 44               | 38           | 86%          |  |  |
| 20A W.25/State  | R     | YES        | 24 Hours        |                      | 46               | 41           | 89%          |  |  |
| 21X W.25/State  | R     | YES        |                 |                      | 0                | 0            | -            |  |  |
| 22 Lorain   | R     | YES        | 24 Hours        |                      | 89               | 89           | 100%         |  |  |
| 23 Clark/Ridge  | R     | NO         | 7:28 AM         | 6:45 PM              | 43               | 0            | 0%           |  |  |
| 24 Northfield/Aurora  | C     | NO         | 6:44 AM         | 9:28 PM              | 43               | 0            | 0%           |  |  |
| 25 Madison  | R     | NO         | 6:40 AM         | 8:45 PM              | 28               | 0            | 0%           |  |  |
| 26 Detroit  | R     | YES        | 24 Hours        |                      | 56               | 46           | 82%          |  |  |
| 28X Euclid  | R     | YES        | 6:40 AM         | 12:35 AM             | 46               | 46           | 100%         |  |  |
| 30 E.140/Hayden   | C     | NO         | 8:35 AM         | 7:20 PM              | 22               | 0            | 0%           |  |  |
| 31X Avon Lake   | R     | NO         |                 |                      | 0                | 0            | -            |  |  |
| 32X Cedar/Fairmount   | R     | NO         | 8:00 AM         | 5:48 PM              | 20               | 0            | 0%           |  |  |
| 32CX Cedar  | R     | YES        | 7:49 AM         | 11:10 PM             | 31               | 31           | 100%         |  |  |
| 32SX Cedar/Silsby   | R     | YES        |                 |                      | 0                | 0            | -            |  |  |
| 32WX Cedar/Washington   | R     | YES        |                 |                      | 0                | 0            | -            |  |  |
| 33 Central  | R     | NO         | 8:12 AM         | 5:26 PM              | 22               | 0            | 0%           |  |  |
| 34 E.200/Green  | C     | NO         | 6:17 AM         | 6:44 PM              | 30               | 0            | 0%           |  |  |
| 35X W.25/Broadview  | R     | NO         |                 |                      | 0                | 0            | -            |  |  |
| 35F Broadview   | R     | NO         |                 |                      | 0                | 0            | -            |  |  |
| 36 Eddy   | C     | NO         | 8:10 AM         | 7:50 PM              | 36               | 0            | 0%           |  |  |
| 37 E.185/Taylor   | C     | NO         | 8:04 AM         | 7:30 PM              | 23               | 0            | 0%           |  |  |
| 38 Payne/Hough  | R     | YES        | 8:08 AM         | 11:37 PM             | 32               | 32           | 100%         |  |  |
| 39X Lake Shore  | R     | YES        | 8:16 AM         | 12:38 AM             | 6                | 6            | 100%         |  |  |
| 39BX Lake Shore   | R     | YES        | 8:16 AM         | 10:37 PM             | 27               | 27           | 100%         |  |  |
| 39F Lake Shore  | R     | YES        |                 |                      | 0                | 0            | -            |  |  |
| 40 Lakeview/Lee   | C     | YES        | 6:09 AM         | 11:44 PM             | 62               | 62           | 100%         |  |  |
| 41 Warrensville   | C     | YES        | 8:10 AM         | 7:46 PM              | 32               | 32           | 100%         |  |  |
| 41S Noble/Taylor  | C     | NO         |                 |                      | 0                | 0            | -            |  |  |
| 42 Great Northern/Bay Village                                   | C     | YES        |                 |                      | 0                | 0            | -            |  |  |
| 43F Willowick   | R     | NO         |                 |                      | 0                | 0            | -            |  |  |



**GCRTA SUNDAY  
SERVICE**

| Route Class Definitions   |               | Accessible | Span of Service |          | Total # of Trips | # Accessible | % Accessible |
|---|---------------|------------|-----------------|----------|------------------|--------------|--------------|
| R = Radial  | C = Crosstown |            |                 |          |                  |              |              |
| Trips are one-way trips   |               |            |                 |          |                  |              |              |
| * No Service  |               |            |                 |          |                  |              |              |
| # Construction requires use of shuttle buses from about 9pm-2am |               |            |                 |          |                  |              |              |
| NA=Not Applicable   |               |            |                 |          |                  |              |              |
| Route   | Class         |            |                 |          |                  |              |              |
| 44 Snow/Rockside  | C             | NO         | 8:00 AM         | 7:10 PM  | 22               | 0            | 0%           |
| 45 W.65/Ridge   | C             | NO         | 7:50 AM         | 7:02 PM  | 28               | 0            | 0%           |
| 46 Detroit/Delaware   | R             | NO         | .               | .        | 0                | 0            | -            |
| 46F Westlake  | R             | NO         | .               | .        | 0                | 0            | -            |
| 48 University Circle/E.131                                      | C             | NO         | 7:11 AM         | 12:12 AM | 23               | 0            | 0%           |
| 48A University Circle/E.131                                     | C             | NO         | 6:18 AM         | 11:41 PM | 21               | 0            | 0%           |
| 49F Wickliffe   | R             | NO         | .               | .        | 0                | 0            | -            |
| 50 University Circle/E.116                                      | C             | NO         | 7:43 AM         | 11:04 PM | 42               | 0            | 0%           |
| 51X W.25/Pearl  | R             | NO         | 7:45 AM         | 6:53 PM  | 0                | 0            | -            |
| 51F Pearl   | R             | NO         | .               | .        | 28               | 0            | 0%           |
| 251 Strongsville Park & Ride                                    | R             | NO         | .               | .        | 0                | 0            | -            |
| 53 Great Northern/Center Ridge                                  | C             | YES        | .               | .        | 0                | 0            | -            |
| 54 Pleasant Valley  | C             | NO         | .               | .        | 0                | 0            | -            |
| 55AX Clifton/Gold Coast   | R             | NO         | .               | .        | 0                | 0            | -            |
| 55CX Clifton/Lake   | R             | NO         | .               | .        | 0                | 0            | -            |
| 55CF Clifton/Lake   | R             | NO         | .               | .        | 0                | 0            | -            |
| 55X Clifton   | R             | NO         | 6:40 AM         | 9:33 PM  | 12               | 0            | 0%           |
| 55NX Clifton/Wagar  | R             | YES        | 9:10 AM         | 7:05 PM  | 10               | 10           | 100%         |
| 55SX Clifton/Wooster  | R             | YES        | 10:15 AM        | 6:05 PM  | 8                | 8            | 100%         |
| 62 Babbit/Chardon   | C             | NO         | 7:36 AM         | 5:45 PM  | 34               | 0            | 0%           |
| 64F Olmsted Falls   | R             | NO         | .               | .        | 0                | 0            | -            |
| 65X Hilliard/Franklin   | R             | NO         | .               | .        | 0                | 0            | -            |
| 65F Hilliard/Franklin   | R             | NO         | .               | .        | 0                | 0            | -            |
| 66X Airport/Windermere #  | R             | NO         | 4:00 AM         | 2:00 AM  | 158              | 0            | 0%           |
| 67X Van Aken  | R             | NO         | 4:05 AM         | 1:08 AM  | 78               | 0            | 0%           |
| 67AX Shaker   | R             | NO         | 5:35 AM         | 12:08 AM | 75               | 0            | 0%           |
| 68 Bagley/Grantwood   | C             | YES        | 8:05 AM         | 7:50 PM  | 22               | 22           | 100%         |
| 69 Franklin   | R             | NO         | .               | .        | 0                | 0            | -            |
| 70 Bunts/W.150  | C             | NO         | 6:42 AM         | 7:29 PM  | 33               | 0            | 0%           |
| 71 Ford/Holland   | C             | NO         | .               | .        | 0                | 0            | -            |
| 73 E.222/Highland   | C             | NO         | .               | .        | 0                | 0            | -            |
| 75X North Olmsted   | R             | YES        | 7:34 AM         | 11:42 PM | 46               | 46           | 100%         |
| 75F North Olmsted   | R             | YES        | .               | .        | 0                | 0            | -            |
| 76X Broadway/Turney   | R             | YES        | 5:50 AM         | 7:04 PM  | 32               | 32           | 100%         |
| 76F Turney  | R             | NO         | .               | .        | 0                | 0            | -            |
| 77F Brecksville   | R             | YES        | 6:44 AM         | 6:59 PM  | 28               | 28           | 100%         |
| 78 W.98/Puritas   | C             | NO         | 7:33 AM         | 12:36 AM | 42               | 0            | 0%           |
| 79 Fulton/Ridge   | R             | YES        | 7:42 AM         | 12:07 AM | 33               | 33           | 100%         |
| 79X Fulton/Ridge  | R             | YES        | .               | .        | 0                | 0            | -            |
| 81 W.14/Scranton  | R             | YES        | 7:10 AM         | 11:36 PM | 46               | 46           | 100%         |
| 82 W.117/Memphis  | C             | NO         | 8:13 AM         | 7:03 PM  | 22               | 0            | 0%           |
| 83 West130  | C             | YES        | 8:10 AM         | 7:10 PM  | 30               | 30           | 100%         |
| 84 Tremont  | R             | NO         | .               | .        | 0                | 0            | -            |
| 86 Warren/Berea   | C             | NO         | 6:00 AM         | 8:14 PM  | 28               | 0            | 0%           |
| 86F Berea   | R             | NO         | .               | .        | 0                | 0            | -            |
| 87X Lorain Rd./Westwood   | R             | YES        | .               | .        | 0                | 0            | -            |
| 87F Lorain Rd./Westwood   | R             | NO         | .               | .        | 0                | 0            | -            |
| 88X Broadway/E.135  | R             | NO         | .               | .        | 0                | 0            | -            |
| 89 Great Northern/ Olmsted Falls                                | C             | YES        | .               | .        | 0                | 0            | -            |
| 90X Broadway/Libby  | R             | YES        | 8:04 AM         | 7:04 PM  | 22               | 22           | 100%         |
| 91 Warrensville/Dunham  | C             | NO         | 8:08 AM         | 7:23 PM  | 0                | 0            | -            |
| 91X Warrensville/Dunham   | R             | NO         | .               | .        | 28               | 0            | 0%           |
| 92 Bartlett/Aurora  | C             | NO         | .               | .        | 0                | 0            | -            |
| 93F Eastlake  | R             | NO         | .               | .        | 0                | 0            | -            |
| 94 E.250/Richmond   | C             | NO         | 8:05 AM         | 6:17 PM  | 20               | 0            | 0%           |
| 96X Lorain Rd./Butternut  | R             | YES        | .               | .        | 0                | 0            | -            |
| 97X Broadway/Northfield   | R             | YES        | .               | .        | 0                | 0            | -            |
| 97F Walton Hills  | R             | NO         | .               | .        | 0                | 0            | -            |
| 98 Brookpark  | C             | NO         | .               | .        | 0                | 0            | -            |
|   |               |            |                 |          | <b>2,808</b>     | <b>1,242</b> | <b>44%</b>   |

Table 2.1  
GCRTA  
Summary of Fixed Route Network

RESOLUTIONS  
11507

| Route Class Definitions<br>R = Radial<br>C = Crosstown                |       |            | Accessible | Key Rte | Total #<br>of Trips | # Accessible | % Accessible |
|---|-------|------------|------------|---------|---------------------|--------------|--------------|
| Trips are one-way trips   |       |            |            |         |                     |              |              |
| • No Service  |       |            |            |         |                     |              |              |
| * Construction requires use<br>of shuttle buses from about<br>9pm-2am |       |            |            |         |                     |              |              |
| NA=Not Applicable   |       |            |            |         |                     |              |              |
| Route   | Class | Accessible |            |         |                     |              |              |
| 1 St. Clair   | R     | YES        | Yes        | 454     | 393                 | 87%          |              |
| 2 East 79   | C     | NO         | Yes        | 186     | 0                   | 0%           |              |
| 3 Superior  | R     | NO         | Yes        | 436     | 0                   | 0%           |              |
| 4 Payne/Wade Park   | R     | YES        | Yes        | 144     | 120                 | 83%          |              |
| 5 Chagrin   | R     | NO         | Yes        | 176     | 0                   | 0%           |              |
| 6 Euclid  | R     | YES        | Yes        | 524     | 395                 | 75%          |              |
| 6A Euclid   | R     | NO         | Yes        | 246     | 0                   | 0%           |              |
| 7X Euclid Hts.  | R     | NO         | Yes        | 103     | 0                   | 0%           |              |
| 7AX Monticello  | R     | NO         | Yes        | 114     | 0                   | 0%           |              |
| 7AF Monticello  | R     | NO         | No         | 8       | 0                   | 0%           |              |
| 8 Cedar   | R     | NO         | Yes        | 170     | 0                   | 0%           |              |
| 9X Mayfield   | R     | YES        | Yes        | 130     | 105                 | 81%          |              |
| 9F Mayfield   | R     | YES        | No         | 23      | 8                   | 35%          |              |
| 9EX Mayfield/Richmond   | R     | YES        | Yes        | 98      | 98                  | 100%         |              |
| 10 East 105   | C     | YES        | Yes        | 555     | 449                 | 81%          |              |
| 11 Quincy   | R     | NO         | Yes        | 157     | 0                   | 0%           |              |
| 12 Woodland   | R     | NO         | Yes        | 147     | 0                   | 0%           |              |
| 13 Buckeye  | R     | NO         | Yes        | 156     | 0                   | 0%           |              |
| 14 Kinsman  | R     | YES        | Yes        | 478     | 336                 | 70%          |              |
| 15 Union  | R     | YES        | Yes        | 238     | 208                 | 87%          |              |
| 15A Union/Walden  | R     | YES        | Yes        | 48      | 43                  | 90%          |              |
| 15X Union/Harvard   | R     | YES        | Yes        | 106     | 91                  | 86%          |              |
| 15F Warrensville Hts. Flyer   | R     | NO         | No         | 6       | 0                   | 0%           |              |
| 16 East 55  | C     | NO         | Yes        | 137     | 0                   | 0%           |              |
| 16A East 55   | C     | NO         | Yes        | 66      | 0                   | 0%           |              |
| 18 Denison/Harvard  | C     | NO         | Yes        | 106     | 0                   | 0%           |              |
| 19 Broadway/Miles   | R     | YES        | Yes        | 295     | 231                 | 78%          |              |
| 19X Broadway/Miles  | R     | NO         | No         | 8       | 5                   | 63%          |              |
| 20 W.25/Broadview   | R     | NO         | Yes        | 245     | 0                   | 0%           |              |
| 20B W.25/Pearl  | R     | YES        | Yes        | 211     | 164                 | 78%          |              |
| 20A W.25/State  | R     | YES        | Yes        | 197     | 131                 | 66%          |              |
| 21X W.25/State  | R     | YES        | No         | 30      | 13                  | 43%          |              |
| 22 Lorain   | R     | YES        | Yes        | 458     | 417                 | 91%          |              |
| 23 Clark/Ridge  | R     | NO         | Yes        | 196     | 0                   | 0%           |              |
| 24 Northfield/Aurora  | C     | NO         | Yes        | 167     | 0                   | 0%           |              |
| 25 Madison  | R     | NO         | Yes        | 173     | 0                   | 0%           |              |
| 26 Detroit  | R     | YES        | Yes        | 319     | 262                 | 82%          |              |
| 28X Euclid  | R     | YES        | Yes        | 306     | 225                 | 74%          |              |
| 30 E.140/Hayden   | C     | NO         | Yes        | 185     | 0                   | 0%           |              |
| 31X Avon Lake   | R     | NO         | No         | 8       | 0                   | 0%           |              |
| 32X Cedar/Fairmount   | R     | NO         | Yes        | 88      | 0                   | 0%           |              |
| 32CX Cedar  | R     | YES        | Yes        | 143     | 99                  | 69%          |              |
| 32SX Cedar/Silsby   | R     | YES        | Yes        | 35      | 20                  | 57%          |              |
| 32WX Cedar/Washington   | R     | YES        | Yes        | 46      | 28                  | 61%          |              |
| 33 Central  | R     | NO         | Yes        | 84      | 0                   | 0%           |              |
| 34 E.200/Green  | C     | NO         | Yes        | 126     | 0                   | 0%           |              |
| 35X W.25/Broadview  | R     | NO         | Yes        | 90      | 0                   | 0%           |              |
| 35F Broadview   | R     | NO         | No         | 23      | 0                   | 0%           |              |
| 36 Eddy   | C     | NO         | Yes        | 182     | 0                   | 0%           |              |
| 37 E.185/Taylor   | C     | NO         | Yes        | 111     | 0                   | 0%           |              |
| 38 Payne/Hough  | R     | YES        | Yes        | 143     | 120                 | 84%          |              |
| 39X Lake Shore  | R     | YES        | No         | 46      | 19                  | 41%          |              |
| 39EX Lake Shore   | R     | YES        | Yes        | 133     | 107                 | 80%          |              |
| 39F Lake Shore  | R     | YES        | No         | 40      | 8                   | 20%          |              |
| 40 Lakeview/Lee   | C     | YES        | Yes        | 245     | 208                 | 85%          |              |
| 41 Warrensville   | C     | YES        | Yes        | 186     | 159                 | 85%          |              |
| 41S Noble/Taylor  | C     | NO         | No         | 20      | 0                   | 0%           |              |
| 42 Great Northern/Bay Village   | C     | YES        | Yes        | 40      | 40                  | 100%         |              |
| 43F Willowick   | R     | NO         | Yes        | 61      | 0                   | 0%           |              |

GCRTA  
Summary of Fixed Route Network

RESOLUTIONS  
11508

| Route Class Definitions   |       | Accessible | Key Rte | Total # of Trips | # Accessible | % Accessible |
|---|-------|------------|---------|------------------|--------------|--------------|
| R = Radial  |       |            |         |                  |              |              |
| C = Crosstown   |       |            |         |                  |              |              |
| Trips are one-way trips   |       |            |         |                  |              |              |
| - No Service  |       |            |         |                  |              |              |
| # Construction requires use of shuttle buses from about 9pm-2am |       |            |         |                  |              |              |
| NA=Not Applicable   |       |            |         |                  |              |              |
| Route   | Class |            |         |                  |              |              |
| 44 Snow/Rockside  | C     | NO         | Yes     | 70               | 0            | 0%           |
| 45 W.65/Ridge   | C     | NO         | Yes     | 121              | 0            | 0%           |
| 46 Detroit/Delaware   | R     | NO         | No      | 22               | 0            | 0%           |
| 46F Westlake  | R     | NO         | No      | 10               | 0            | 0%           |
| 48 University Circle/E.131                                      | C     | NO         | Yes     | 131              | 0            | 0%           |
| 48A University Circle/E.131                                     | C     | NO         | Yes     | 121              | 0            | 0%           |
| 49F Wickliffe   | R     | NO         | No      | 11               | 0            | 0%           |
| 50 University Circle/E.116                                      | C     | NO         | Yes     | 165              | 0            | 0%           |
| 51X W.25/Pearl  | R     | NO         | Yes     | 113              | 0            | 0%           |
| 51F Pearl   | R     | NO         | No      | 62               | 0            | 0%           |
| 251 Strongsville Park & Ride                                    | R     | NO         | No      | 16               | 0            | 0%           |
| 53 Great Northern/Center Ridge                                  | C     | YES        | Yes     | 44               | 36           | 82%          |
| 54 Pleasant Valley  | C     | NO         | Yes     | 36               | 0            | 0%           |
| 55AX Clifton/Gold Coast   | R     | NO         | Yes     | 44               | 0            | 0%           |
| 55CX Clifton/Lake   | R     | NO         | Yes     | 66               | 0            | 0%           |
| 55CF Clifton/Lake   | R     | NO         | No      | 18               | 0            | 0%           |
| 55X Clifton   | R     | NO         | Yes     | 75               | 0            | 0%           |
| 55NX Clifton/Wagar  | R     | YES        | Yes     | 82               | 62           | 76%          |
| 55SX Clifton/Wooster  | R     | YES        | Yes     | 89               | 76           | 85%          |
| 62 Babbit/Chardon   | C     | NO         | No (a)  | 82               | 0            | 0%           |
| 64F Olmsted Falls   | R     | NO         | No      | 7                | 0            | 0%           |
| 65X Hilliard/Franklin   | R     | NO         | Yes     | 57               | 0            | 0%           |
| 65F Hilliard/Franklin   | R     | NO         | No      | 6                | 0            | 0%           |
| 66X Airport/Windermere #  | R     | NO         | Yes     | 593              | 0            | 0%           |
| 67X Van Aken  | R     | NO         | Yes     | 302              | 0            | 0%           |
| 67AX Shaker   | R     | NO         | Yes     | 281              | 0            | 0%           |
| 68 Bagley/Grantwood   | C     | YES        | Yes     | 70               | 70           | 100%         |
| 69 Franklin   | R     | NO         | No      | 10               | 0            | 0%           |
| 70 Bunts/W.150  | C     | NO         | Yes     | 124              | 0            | 0%           |
| 71 Ford/Holland   | C     | NO         | Yes     | 42               | 0            | 0%           |
| 73 E.222/Highland   | C     | NO         | Yes     | 59               | 0            | 0%           |
| 75X North Olmsted   | R     | YES        | Yes     | 211              | 145          | 69%          |
| 75F North Olmsted   | R     | YES        | No      | 6                | 1            | 17%          |
| 76X Broadway/Turney   | R     | YES        | Yes     | 137              | 126          | 92%          |
| 76F Turney  | R     | NO         | No      | 6                | 0            | 0%           |
| 77F Brecksville   | R     | YES        | Yes     | 121              | 83           | 69%          |
| 78 W.98/Puritas   | C     | NO         | Yes     | 134              | 0            | 0%           |
| 79 Fulton/Ridge   | R     | YES        | Yes     | 208              | 174          | 84%          |
| 79X Fulton/Ridge  | R     | YES        | No      | 37               | 13           | 35%          |
| 81 W.14/Scranton  | R     | YES        | Yes     | 210              | 206          | 98%          |
| 82 W.117/Memphis  | C     | NO         | Yes     | 140              | 0            | 0%           |
| 83 West130  | C     | YES        | Yes     | 142              | 127          | 89%          |
| 84 Tremont  | R     | NO         | Yes     | 60               | 0            | 0%           |
| 86 Warren/Berea   | C     | NO         | Yes     | 131              | 0            | 0%           |
| 86F Berea   | R     | NO         | No      | 17               | 0            | 0%           |
| 87X Lorain Rd./Westwood   | R     | YES        | No      | 23               | 20           | 87%          |
| 87F Lorain Rd./Westwood   | R     | NO         | No      | 8                | 0            | 0%           |
| 88X Broadway/E.135  | R     | NO         | Yes     | 52               | 0            | 0%           |
| 89 Great Northern/ Olmsted Falls                                | C     | YES        | Yes     | 40               | 40           | 100%         |
| 90X Broadway/Libby  | R     | YES        | Yes     | 126              | 92           | 73%          |
| 91 Warrensville/Dunham  | C     | NO         | Yes     | 85               | 0            | 0%           |
| 91X Warrensville/Dunham   | R     | NO         | No      | 32               | 0            | 0%           |
| 92 Bartlett/Aurora  | C     | NO         | Yes     | 52               | 0            | 0%           |
| 93F Eastlake  | R     | NO         | No      | 4                | 0            | 0%           |
| 94 E.250/Richmond   | C     | NO         | Yes     | 64               | 0            | 0%           |
| 96X Lorain Rd./Butternut  | R     | YES        | No      | 29               | 21           | 72%          |
| 97X Broadway/Northfield   | R     | YES        | Yes     | 77               | 70           | 91%          |
| 97F Walton Hills  | R     | NO         | No      | 4                | 0            | 0%           |
| 98 Brookpark  | C     | NO         | Yes     | 93               | 0            | 0%           |
|   |       |            |         | <b>14,830</b>    | <b>5,864</b> | <b>40%</b>   |

a = Not a key on weekdays  
Key on Sat./Sun./Holiday

Table 2-2

1991 Accessible Bus Reported Ridership

|              | JAN    | FEB    | MARCH  | APRIL  | MAY    | JUNE   | JULY  | AUGUST | SEPTEMBER | OCTOBER | NOVEMBER | DECEMBER | 1991<br>TOTAL | Percent of<br>Total |
|--------------|--------|--------|--------|--------|--------|--------|-------|--------|-----------|---------|----------|----------|---------------|---------------------|
| RT1          | 14     | 17     | 19     | 24     | 23     | 31     | 31    | 73     | 59        | 62      | 56       | 31       | 440           | 8.44%               |
| RT4          | 0      | 1      | 0      | 1      | 0      | 3      | 4     | 5      | 1         | 0       | 4        | 3        | 22            | 0.42%               |
| RT6          | 129    | 96     | 158    | 174    | 163    | 151    | 132   | 154    | 192       | 180     | 134      | 124      | 1787          | 34.29%              |
| RT9          | 12     | 3      | 20     | 20     | 13     | 4      | 3     | 13     | 23        | 10      | 8        | 4        | 133           | 2.55%               |
| RT10         | 0      | 0      | 1      | 1      | 17     | 16     | 11    | 29     | 25        | 31      | 26       | 12       | 169           | 3.24%               |
| RT14         | 30     | 29     | 16     | 33     | 34     | 18     | 17    | 12     | 20        | 9       | 13       | 14       | 245           | 4.70%               |
| RT15         | 0      | 0      | 0      | 5      | 16     | 15     | 2     | 18     | 22        | 8       | 6        | 4        | 96            | 1.84%               |
| RT16         | 6      | 0      | 3      | 0      | 0      | 2      | 0     | 2      | 2         | 2       | 6        | 4        | 27            | 0.52%               |
| RT19         | 2      | 1      | 10     | 8      | 3      | 4      | 6     | 12     | 11        | 6       | 11       | 0        | 74            | 1.42%               |
| RT20         | 17     | 16     | 32     | 31     | 18     | 24     | 23    | 20     | 23        | 31      | 16       | 29       | 280           | 5.37%               |
| RT22         | 19     | 21     | 30     | 19     | 39     | 50     | 36    | 51     | 40        | 20      | 8        | 15       | 348           | 6.68%               |
| RT24         | 0      | 0      | 0      | 0      | 0      | 0      | 0     | 1      | 0         | 0       | 0        | 1        | 2             | 0.04%               |
| RT26         | 15     | 11     | 14     | 20     | 38     | 21     | 35    | 42     | 52        | 58      | 47       | 21       | 374           | 7.18%               |
| RT28         | 0      | 0      | 0      | 1      | 4      | 4      | 2     | 3      | 11        | 9       | 12       | 7        | 53            | 1.02%               |
| RT38         | 4      | 0      | 3      | 0      | 3      | 0      | 3     | 9      | 5         | 17      | 6        | 3        | 53            | 1.02%               |
| RT40         | 0      | 0      | 0      | 0      | 13     | 0      | 5     | 5      | 0         | 4       | 1        | 2        | 30            | 0.58%               |
| RT41         | 0      | 0      | 0      | 13     | 7      | 6      | 3     | 7      | 6         | 4       | 11       | 11       | 68            | 1.30%               |
| RT42         | 0      | 0      | 0      | 0      | 0      | 0      | 0     | 0      | 0         | 0       | 0        | 0        | 0             | 0.00%               |
| RT45         | 0      | 0      | 0      | 0      | 0      | 0      | 0     | 0      | 0         | 0       | 0        | 0        | 0             | 0.00%               |
| RT53         | 0      | 0      | 0      | 0      | 0      | 0      | 0     | 0      | 0         | 0       | 0        | 1        | 1             | 0.02%               |
| RT55         | 0      | 0      | 1      | 0      | 0      | 1      | 2     | 1      | 3         | 2       | 4        | 1        | 15            | 0.29%               |
| RT68         | 1      | 0      | 8      | 8      | 1      | 1      | 6     | 0      | 0         | 0       | 1        | 1        | 27            | 0.52%               |
| RT75         | 26     | 17     | 24     | 14     | 18     | 31     | 27    | 28     | 17        | 7       | 16       | 14       | 239           | 4.59%               |
| RT76         | 3      | 1      | 1      | 1      | 5      | 3      | 2     | 4      | 2         | 4       | 3        | 5        | 34            | 0.65%               |
| RT77         | 0      | 0      | 0      | 0      | 0      | 0      | 2     | 13     | 21        | 19      | 11       | 16       | 82            | 1.57%               |
| RT79         | 10     | 4      | 7      | 5      | 10     | 17     | 16    | 25     | 15        | 5       | 3        | 6        | 123           | 2.36%               |
| RT81         | 5      | 4      | 9      | 9      | 25     | 16     | 15    | 14     | 12        | 8       | 7        | 12       | 136           | 2.61%               |
| RT83         | 0      | 0      | 1      | 4      | 4      | 4      | 10    | 0      | 0         | 0       | 0        | 0        | 23            | 0.44%               |
| RT87         | 0      | 0      | 0      | 3      | 4      | 1      | 1     | 4      | 2         | 1       | 0        | 0        | 16            | 0.31%               |
| RT88         | 0      | 0      | 0      | 0      | 0      | 0      | 1     | 0      | 0         | 0       | 0        | 0        | 1             | 0.02%               |
| RT89         | 0      | 0      | 0      | 0      | 0      | 0      | 0     | 0      | 0         | 0       | 0        | 0        | 0             | 0.00%               |
| RT90         | 16     | 4      | 17     | 14     | 9      | 2      | 4     | 8      | 7         | 7       | 4        | 1        | 93            | 1.78%               |
| RT96         | 0      | 0      | 0      | 0      | 0      | 0      | 0     | 0      | 0         | 0       | 0        | 0        | 0             | 0.00%               |
| RT97         | 0      | 0      | 0      | 0      | 1      | 0      | 0     | 2      | 0         | 1       | 1        | 1        | 6             | 0.12%               |
| OTHER        | 23     | 13     | 19     | 33     | 9      | 12     | 9     | 16     | 30        | 25      | 9        | 17       | 215           | 4.13%               |
| <i>Σ</i>     | 332    | 238    | 393    | 441    | 477    | 437    | 408   | 571    | 601       | 530     | 424      | 360      | 5212          | 100.00%             |
| 1990 Total   | 83     | 43     | 115    | 112    | 172    | 203    | 205   | 325    | 257       | 353     | 385      | 323      | 2576          |                     |
| Difference   | 249    | 195    | 278    | 329    | 305    | 234    | 203   | 246    | 344       | 177     | 39       | 37       | 2636          |                     |
| % Difference | 300.0% | 453.5% | 241.7% | 293.8% | 177.3% | 115.3% | 99.0% | 75.7%  | 133.9%    | 50.1%   | 10.1%    | 11.5%    | 102.3%        |                     |

### Table 3-1

#### EXISTING GUIDE TO ELIGIBILITY DISORDERS

##### **Category 1 - MUSCULOSKELETAL DISORDERS**

Amputation - one or more major extremities involved.  
Arthritis leading to joint deformity or chronic pain substantially limiting function. Back injury or disease permanently affecting strength, flexibility and endurance. Joint contractures.

##### Qualifying Function Disabilities:

1. The individual permanently uses mobility aids or prosthetic devices such as a wheelchair, Lofstrand crutches, a walker, lower extremity orthoses or an upper/lower extremity prosthesis.
2. There exists significant reduction in ability to negotiate stairs, slopes, rough terrain or distances greater than 200 feet within normal time expectation.
3. The individual is unable to successfully drive a car due to physical impairments.
4. The individual is not physically independent.
5. The individual's lifting capacity is less than 10 pounds due to muscle weakness, chronic pain or joint deformity.

##### **Category 2 - NUEROMUSCULAR DISORDERS**

Hemophilia or hemiparesis  
Paraparesis or quadraparesis  
Ataxia and other coordination disorders  
Cerebral Palsy  
Seizure disorders  
Muscular Dystrophy  
Multiple Sclerosis  
Peripheral Neuropathies

Qualifying Function Disabilities:  
Same as Musculoskeletal.

### **Category 3 - NEUROSENSORY DISORDERS**

Hearing impairment  
Visual impairment  
Aphasia - Receptive - Expressive

Qualifying Functional Disabilities:  
Auditory impairment-the individual is unable to understand speech due to hearing loss or has significant limitations in travel and/or communications within the environment due to auditory loss.

Visual impairment-central visual acuity does not exceed 20/200 in the better eye with correcting lens or whose visual acuity, if better than 20/200 has a limit to the central field of vision to such a degree that its widest diameter subtends an angle of no greater than 20 degrees.

The individual has significant limitations in mobility and communications with the environment due to visual loss.

Aphasias-same as Musculoskeletal.

### **Category 4 - PULMONARY DISORDERS**

Chronic Obstructive Lung Disease  
Emphysema - Chronic Bronchitis  
Asthma

Qualifying Functional Disabilities:

1. Individual experiences dyspnea with minimal exertion limiting the ability to walk reasonable distances.
2. Individual has a FEV (forced expiratory volume) of less than two liters and MVV (maximum voluntary ventilation) of less than 60 liters per minute.

**Category 5 - CARDIOVASCULAR DISORDERS**

Myocardial Infarction  
Valvular Disease  
Angina Pectoris  
Thrombophlebitis

Qualifying Functional Disabilities:

1. The individual is classified II-III C or greater on the New York Heart Association functional classification scale.
2. On an ergometric stress test can only do four METS or less without symptoms.
3. Walking and standing is significantly limited due to chronic leg or chest pain.

**Category 6 - TREATMENT INDUCED DISABILITIES**

Radiation Therapy  
Chemotherapy  
Kidney Dialysis

Diseases and conditions which with treatment result in impediments to mobility or mental functioning. May be temporary in nature.

Qualifying Functional Disabilities:  
Same as Musculoskeletal Disorders

**Category 7 - COGNITIVE DISORDER**

Mental Retardation  
Autism  
Perceptual Disorders  
Organic Brain Syndrome

Qualifying Function Disabilities:

1. The individual is unable to follow multi-step directions.

2. The individual has scored in or less than the trainable (I.Q> 40 to 55) range of intellectual functioning or the individual is placed in a community sheltered workshop.
3. The combination of intellectual and physical deficits create substantial limitations of learning, mobility or communications in the environment.

### **Category 8 - PSYCHIATRIC DISORDERS**

Chronic Mental Disabilities  
Behavioral Disorders  
Personality Disorders

Qualifying Functional Disabilities:  
Individuals with acute or situational affective disorders will not be considered as eligible for discount fare.

The individual must be actively participating in a state funded mental health rehabilitation service or under the active care of a licensed psychiatrist or psychologist.

The description of medical condition must include a brief statement of pathology. The individual's ability to travel competently on a mass transit system should be considered in determining the eligibility of an applicant. In many instances, psychiatric disorders are temporary in nature and the temporary box on the application form should be checked. The certifying psychiatrist, physician or agency personnel should make this judgement.