

SKINNER DEVELOPS NATIONAL TRANSPORTATION POLICY

by Bob Kafka

Secretary of Transportation Samuel K. Skinner is developing a national transportation policy that will be implemented during the next decade and into the 21st Century. 32 public forums were held throughout the country in July and August to collect information on different transportation issues. The month of September will be spent writing the draft report and then it will be sent to Secretary Skinner for formal approval. Members of the disabled community are skeptical about the reasons for the short timetable and are wary that Secretary Skinner, no friend of access to public transit for disabled people, using this as a chance to water down access requirements laid out in the ADA.

Comments should be sent to: Tony Kane/ Room 3222/ 400 7th St. SW/ Washington DC 20590/ (202) 366-0100

ADAPT of Texas
1208 Marshall Lane
Austin, TX 78703

**We
Will
Ride**

Budde, Mr. Jim
R&T
813 W 28th St
Lawrence KS 66046

We trained hard --- but it seemed that every time we were beginning to form up into teams, we would be reorganized. I was to learn later in life, that we tend to meet any new situation by reorganizing; and a wonderful method it can be for creating the illusion of progress while producing confusion, inefficiency, and demoralization.

-- Petronius Arbiter, 210 BC

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INCITEMENT INCITEMENT

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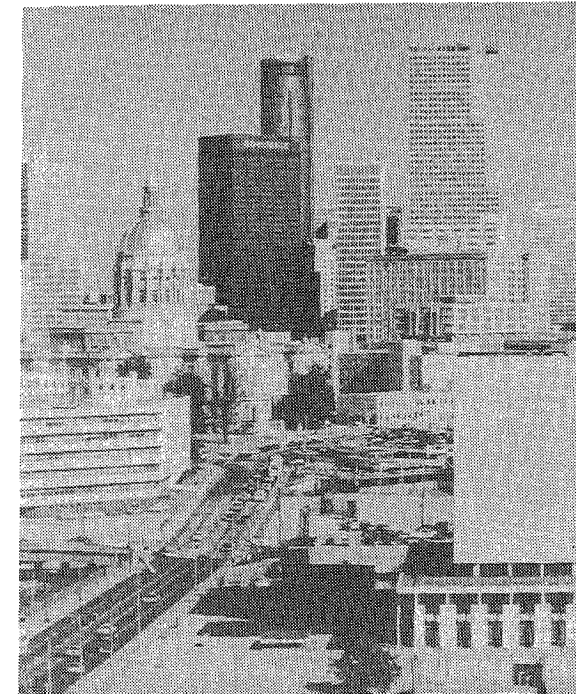


photo: Atlanta Convention and Visitors Bureau.

GEORGIA ON MY MIND

Have you ever had the craving for grits and ham? Do you even know what a grit is? Do you care? Well come on down to Atlanta and experience the southern way of doing things!

All kidding aside, it is very appropriate for our next national action to take place in Atlanta. Atlanta is the birthplace of Dr. Martin Luther King Jr., father of the movement for non-violent social change in America. Our methods are patterned after his methods, and many believe that if he were alive today he would join us in our struggle.

The next few months are critical times in the fight for the right to ride public transit and disability rights generally. Houston has finally committed to access. The Third Circuit Court decision has just come down leaving many issues still to be dealt with. APTA is working hard against the Americans with Disabilities Act. President Bush's administration continues to waiver, publicly supporting access while DOT

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FULL U.S. COURT OF APPEALS RULES IN FAVOR OF ACCESS TO PUBLIC TRANSIT

AP Headline Confuses The Country

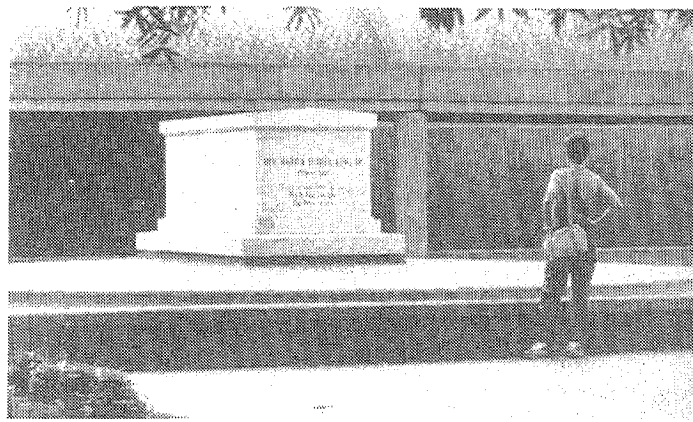
Despite the negative stories that have run on the AP wires regarding ADAPT's court case, the ruling by the Third Circuit Court of Appeals strongly supports access to public transit for people with disabilities. ADAPT and eleven other disability rights organizations challenged the Department of Transportation, DOT, regulations regarding 504 compliance for public transit systems. There were two parts to the case and to the decision: first regarding a three percent "safe harbor" spending cap, the second regarding requiring lifts on buses versus local option.

The decision of the courts is tough to understand, even for those who have been following the case. However ADAPT attorney Tim Cook, Director of the Washington based National Disability Action Center, feels very positive about the results. He said "the decision should lead to the adoption of the multi-modal systems that persons with disabilities have been clamoring for, accessible buses for those who can use them, and specialized, door to door transit for those who are unable to board lift equipped buses."

continued p.3



photo: Tom Olin



The Martin Luther King Jr. Historic District on Auburn Avenue is a two-block area dedicated to the memory of the Atlanta-born Nobel Peace Prize winner and famous civil rights leader.

photo: Atlanta Convention and Visitors Bureau.

Atlanta, cont. from p.1

Secretary Skinner quietly continues to fight our rights. Greyhound is loosing in court and is negotiating with us. ABC's *Nightline* wants to do a story on ADAPT. A thousand loose ends around the nation will be coming together in Atlanta. It is our best chance so far to make a really dramatic statement for the civil rights of people who are disabled. This is our best chance to date to confront our enemies and stop their lies. **WE NEED YOU THERE!**

WE NEED YOU -- to continue our struggle against APTA's policy of discrimination against and segregation of people with disabilities.

WE NEED YOU -- to continue to press for access to Greyhound Bus Lines, often the only source of transportation for folks in rural areas.

WE NEED YOU -- TO JOIN WITH US ALL ONCE AGAIN, to renew friendships, to support each other, to develop our personal and collective power and grow stronger together.

Atlanta is a beautiful, and warm, place to demonstrate our equality. Atlanta ADAPT is working hard to make our stay not only meaningful, but fun too. Everyone is pitching in to plan a full week of activities. They want to be the first to say "Welcome South Brothers and Sisters!" And knowing some of those Atlanta ADAPT folks, it should be a wild time. Hold on to your hats!! And watch out for Bernard's red dancing shoes.

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TAKING STEPS

by Eleanor Smith

A lift on every new bus? Yes! A no step entrance on every new house? Why not! During the ADAPT action in Atlanta this September, a meeting will be held for anyone interested in strategizing a nationwide push for changing building practices. No more 24 inch bathroom doors on brand new \$200,000 homes -- or \$40,000 houses! Concrete Change is dedicated to making sure new housing construction is usable by everyone. For more info on the meeting, the network or Concrete Change come to Atlanta! or contact Eleanor Smith at: 1371 Metropolitan Ave. SE/ Atlanta GA 30316.



Plan now to be there with us. Arrive Friday September 22nd and depart Thursday September 28th. Contact national ADAPT for room arrangements and attendant care needs. Phone 303/936-1110 and ask for Mike or Wade.

Come with us to take a stand. Take a stand for yourself. Take a stand for the future. Join us and add your voice to the call for justice!

"Do what you feel in your heart to be right --for you will be criticized anyway. You'll be damned if you do, and damned if you don't."
-- Eleanor Roosevelt

Court Decision, cont. from p.1

Three Percent Cap Struck Down

The first part of the case and the decision relates to a section in the DOT 504 regulations which states that transit systems are not to required to spend more than three percent of their operating budget on services for disabled riders. This was challenged by both the Eastern Paralyzed Veterans Association, EPVA, and ADAPT et al. The full court upheld the previous decision and the lower court decision that such a limit was arbitrary and capricious, and therefore not legal.

Local Option and Access The 4 - 4 -4 Split

Here is where things get a little dense. In the DOT regulations there are two subparts which relate to this issue. Subpart E has a provision which allows for "local option", in other words each community deciding for itself how it will provide transit for people with disabilities. Subpart C requires all newly constructed or purchased facilities to be accessible, and defines facilities to include vehicles, ie buses.

Four of the judges upheld the original Circuit Court decision in favor of ADAPT that since the regulations require new facilities (buses) to require lifts, there can really be no local option. Local option has been used as an excuse to provide paratransit only, discriminating against people with disabilities, they agreed and should not be acceptable.

Another four of the judges upheld the view of APTA and the DOT that local option is a viable option and an alternative to buying buses with lifts.

The final four judges decided that Subparts C and E did not conflict and could stand together. They said that the legislative history was clear in NOT requiring mainstreaming, and then they write of mainstreaming in transit as meaning retrofitting. They said that Subpart C, on the face of it, clearly requires newly purchased buses to have lifts, but they said that the Congressional and legislative history made it clear local option was an acceptable way for transit systems to comply with 504. Their example of the

two subparts standing together was a transit system which decided to never again buy buses could have the option of remaining mainline INaccessible.

Their decision on local option and access ended with the statement that no one as yet has asked for a ruling on subpart C and there was no reason to assume the DOT Secretary would rule in support of subpart E and in conflict with subpart C. Therefore, they concluded, they would not rule on the intent of subpart C.



photo: Tom Olin

Tim Cook, ADAPT's attorney, sums it up that "an 8 to 4 majority of the court stated that while retrofitting of existing vehicles with lifts was not required, the DOT rule did require that all new buses are to be lift equipped."

The Court of Appeals sent the case back to the lower court with instructions that it set a specific timetable for the issuance of new regulations by the Secretary of Transportation.

Both sides are now deciding their next step. Either could appeal to the Supreme Court, stop with this decision, or pursue additional cases.

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ADAPT on the A.D.A.

-- Excerpts from the testimony of Mark Johnson, speaking on behalf of ADAPT. Senate Subcommittee on the Handicapped Hearing on the Americans with Disabilities Act. May 16, 1989

This year is a the 25th anniversary of the Urban Mass Transportation Act, 16th anniversary of Section 504 and the 10th anniversary of the original mandate to make transit totally accessible to people with disabilities.

Federal funding for public transit was reduced from \$4,615 million in 1981 to \$3,214 in 1988. In spite of these cuts, the number of lift equipped buses has increased from 11% in 1981 to over 31% in 1988.

If the original mandate had remained in effect, every bus in the country would have been lift equipped by 1991.

Instead of inconsistency in approach, court action and controversy continue.

Chicago Transit Authority was forced through litigation to provide access.

The city of Portland was forced through litigation.

The city of Detroit was hit with a \$2.1 million judgement for failure to provide accessible bus transportation. Six people with disabilities filed the original lawsuit. The number of plaintiffs has grown to 1,100.

Cincinnati's Queen City Metro bought 87 lift equipped buses in 1981, over 100 in 1986 (over half the fleet is now lift equipped), but Metro doesn't choose to use their lifts. It's their option and it's legal.

In Tulsa, OK the system tried to control ridership on their paratransit only service by increasing fares.

Washington DC Metro's 50% is an insult.

Atlanta GA committed to 100% in 1987, however it will be the year 2,000 (27 years after the passage of 504) before I can ride the same buses as you do.

Clearly local option is no option.

Clearly actions speak louder than words.



photo: Tom Olin

Mark Johnson testifying before the Senate Subcommittee on the Handicapped.

In 1981, I made a commitment to the struggle for accessible public transportation. I was arrested in 1982 for chaining myself to a rail in the lobby of the Denver's regional transit district's administrative offices, because they didn't want to provide accessible express service. Some of us in this room have been arrested repeatedly, since 1983, because the American Public Transit Association denies us our right to freedom and dignity. We will continue our efforts. We will ride.

THE A.D.A. AND TRANSPORTATION

by Bob Kafka

As of this writing the transportation section of the Americans with Disabilities Act, ADA, is alive and has survived with all the provisions that ADAPT wanted in place. After long and tough negotiations disability lobbyists in Washington DC came out of the mark up session of the Senate Labor and Human Resources Sub-Committee on the Handicapped with the Bush administration's endorsement for lifts on all new public buses and lifts on private carriers, like Greyhound, 5 years after passage of the bill.

Informed sources have said that Secretary of Transportation Skinner had 10 major objections to the bill but was placated (so far) by including language that a transit system could get "relief", ie. extension of time, if it could prove that no accessible buses were available for them to purchase. This seems to assure that all new transit vehicles will be accessible.

The 5 year delay for private carriers was a compromise. It will allow private bus manufacturers 4 years to study how best to put lifts on buses and which lift would work best, but mandates that after the fourth year all new buses purchased must be lift equipped.

The Bush Administration endorsement is a positive sign, but the success won in the Senate Committee could very easily be lost on the Senate floor, in the House version of the bill, or finally in the Conference Committee. Amendments to the bill could further weaken down the bill. Advocates for the bill would be mistaken to assume that all is well in Washington with this bill. It will take vigilance and grassroots support for this bill to pass. It is important to get our civil rights enacted into law, but we don't want a bill that just says it protects our civil rights -- but in fact doesn't.

ADAPT WINS DAMAGES FOR ABUSE IN THE SAINT LOUIS JAILS

As some may remember, while in St. Louis jail medical staff physically forced ADAPT members to undergo blood testing. Even those who refused the tests for medical reasons, such as spasms and very small veins, were physically held down by guards, while the nurse attempted to take blood samples. It was a wild scene. Of course this was completely illegal and ADAPT brought suit. This July the courts found in favor of ADAPT-awarding damages of \$1500. City officials were horrified, but had to pay.

Our sincere appreciation goes out to Jerome Schlichter, one of the attorneys who handled our cases (for free) while we were in St. Louis, and who is handled our suit against the county jail system in St. Louis. He is very interested in cases of children who were mishandled at birth and became disabled. He can be reached at: 1-800-873-5297.



--- IN MEMORY ---

It is with deep regret that we tell you that Laurie Sturgeon died accidentally while she and Ron were visiting Denver in May. Laurie and Ron have been dedicated activists for disability rights and ADAPT supporters for years. This was Their first visit to Denver, and the day before she died she was able to enjoy the benefits of her labors for the first time, riding Denver's accessible buses to go out dancing. True to their quite commitment to the fight for access, Ron has donated his condolence gifts to ADAPT, in memory of Laurie. Our love and sympathy go out to Ron.

DISABILITY RIGHTS AS SEEN FROM THE THIRD COAST

by Stephanie Thomas

We are at a crossroads in the fight for accessible transit. Several recent victories have tipped the balance further in our favor, but the war is not yet won. The Third Circuit Court has managed to skirt the issues, but has definitely added much fuel to our fire. Greyhound's attitude has changed from smug superiority to serious negotiating. Transit systems across the USA are beginning to talk of the efficiency and economy of accessible mainline transit.

The Bush Administration has endorsed the ADA, and lifts on buses, but the ADA has a long and rocky road travel before it becomes law. And most of us know the gap between law and life is sometimes mighty wide.

Now is the time we must redouble our efforts, to call out for our right to access. It is time to let everyone know we mean what we say.

When I look at our issues I move from shock to disgust and back. What we are asking for is so basic, so simple:

* We want to get up onto the sidewalk... up out of the traffic and filth of the gutter. It's a six inch climb at most.

* We want to ride on a city bus. We're not asking for Mercedes Benzes (despite what some people want to hear) or limo rides.

* We want to take our "legs" with us when we travel. We ain't getting too far without our batteries in our electric chairs, and I doubt those who deny us want to push us further than out of their way.

Yet we meet with such resistance. What's the big deal? Why have we struggled for so long? Why all the resistance?

And what are our alternatives? Not to go out. To stay hidden in our homes, watching TV -- if we are lucky enough to have one. What are our alternatives? To keep quiet. To stay in our place.

We are calling for radical changes in the way we humans think of ourselves. We are demanding that "able-bodied" and disabled folks let loose of ideals and ideas which, although outdated, are at the core of our concepts of ourselves. Radical, as has often been pointed out, means to the root, to the core. When we call for access as a civil right, as a human right, we are demanding the change of the very most basic ideas of what it means to be a person.

In order to make change we must stir things up. We must be agitators. That may sound distasteful to some of us, but the more of us who take part, the sooner and more complete the changes.

One of my teachers recently pointed out that the part of a washing machine which cleans the clothes is called the agitator.

We are trying to clean up the dirty attitudes, the filthy way many of our people have been and are being treated. It is time we stop feeling bad and begin to shine in the righteousness of our cause. We are not the problem. We are the solution.

Come to Atlanta and help send our message. WE WILL RIDE!

Please send us your comments, articles, photos, cartoons, etc. We want your input! Also your contributions are always WELCOME!



Stephanie
Send to: ADAPT/ Incitement
1208 Marshall Lane
Austin, TX 78703

The two guards locked me in the van. They drove me to Niantic [Correction Center for Women.] They took my clothes, all of my belongings, then they told me to strip and then take a shower with this nasty liquid to kill lice. From this point on I was state property.... What kept me going? I believe in what I did.... I stood up for what I believe.... Greyhound discriminates and this is wrong. I won't pay the state of Conn. one dollar. I will continue to fight for what I believe in. I'll see you somewhere around the world.

-- Eugenia Evans, ADAPT
member and Independence Unlimited
Board Member

LIFT-EQUIPPED OVER THE ROAD COACHES A REALITY

Denver has recently added a new feature to its already very accessible transit systems...Over-the-Road (OTR) coaches with lifts. They are so proud of their new service they have made a nifty little video tape which illustrates the easy operation of the lift. The lift is made by a West German Company and installed by a company out of Colorado Stuart Stevenson, and the cost is less than \$8,000 per lift.

Eagle Coach manufacturers of Brownsville, TX are also working on a proto-type lift for their coaches, which is now in the design stages. ADAPT organizer Joe Carle has been invited down to test a demonstration model this fall. Transportation Manufacturing Corp., TMC, of Roswell NM is also rumored to have developed a lift. Motor Coach Inc., MCI, of Canada also has an OTR lift for sale.

Transit fanatics will be interested to know some ironic background information on these lift manufacturers. Greyhound Inc, based out of Phoenix AZ, owns TMC and MCI. Greyhound Lines Inc., a separate corporation which runs the Greyhound bus services across the country, owns Eagle Coach, which it acquired when it purchased Trailways Bus Lines.

THE GOING GETS ROCKY FOR GREYHOUND ADAPT WINS SUIT IN COLORADO

The Colorado Civil Rights Commission Director has recently ruled in favor of ADAPT that Greyhound discriminates when they refuse to carry electric wheelchairs on their buses. Last winter a complaint was filed by Ken Heard and Patty Leffingwell of ADAPT. Their beef was Greyhound's discriminatory regulations regarding travellers (or would-be-travellers) with disabilities.

Greyhound can and probably will appeal the ruling to the full commission. After that the case could go before the courts. Rumor has it Greyhound has threatened not to drive through Colorado. ADAPT is investigating similar suits in other states.

Meanwhile back at national headquarters in Dallas, Greyhound CEO Fred Curry is still talking about his national paratransit system! Do they ever learn???



Lonnie Smith demonstrates how San Antonio expects disabled tourists to use their trolleys.

photo: Tom Olin

AROUND THE NATION

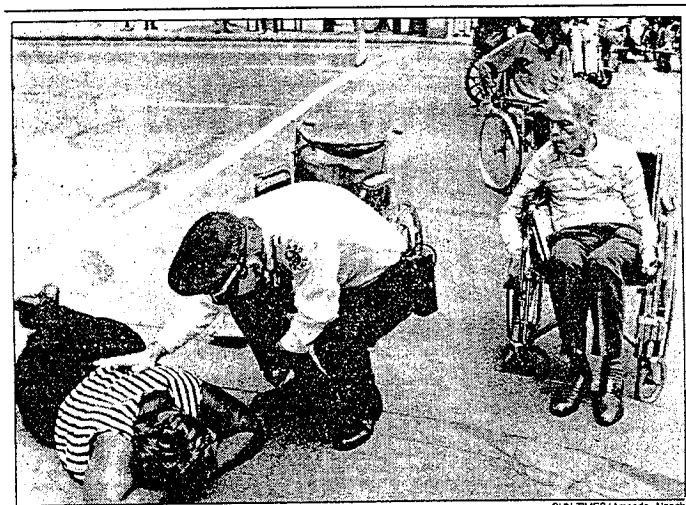
San Diego -- San Diego's ADAPT members dropped in on APTA's recent Human Resource conference. They made their own way (since APTA tried in vain to keep them out) into a workshop entitled "The Human Side of 504". From what our sources saw the group never got around to the "human" side of this propaganda session. The "expert" psychologist on the panel told of how he helped his mom adjust to her disability by taking away her wheelchair until she learned to get along without it. It will come as no surprise to *Incitement* readers that this "expert" informed his audience that ADAPT members did not want to ride buses, we just hadn't adjusted to our disabilities. ADAPT gave attendees an earful of reality, but after such a heavy and toxic dose of APTA style experts...the prognosis is still cloudy.



Houston -- Houston METRO suddenly saw the light, once local disability rights groups started applying pressure. A pending lawsuit under the state Human Rights Law was the final pressure, but only part of a multi-pronged approach. Spearheaded by the Coalition for Barrier Free Living and the Houston Center for Independent Living. Complaints were filed with the state Architectural Barriers Board on METRO's illegally inaccessible bus stops. A survey of METRO's offices' accessibility and hiring record of persons with disabilities, showed that their inaccessible transit services were just the tip of the iceberg of METRO's discrimination against people with disabilities. At their July 27th Board meeting the METRO Board of Director's voted to buy all 40 foot buses with lifts, and then in a following motion to buy accessible micro and mini buses.

Chicago -- Chicago ADAPT is embroiled in another court battle with Chicago Transit Authority, with the same judge as their last suite. This time sparks are flying over their rail system, METRA, which is dragging its heels over access for folks with disabilities. Even the Regional Transit Authority is putting on pressure, reportedly threatening funding if METRA does not shape up. As with so many other transit systems, personality seems to play a big role. METRA's Jeffrey Ladd is a key obstacle, and at a recent Board Meeting ADAPT members demonstrated just what they thought of Ladd's attitudes about their rights by rolling over a paper cut out of Ladd which they laid on the floor.

Curb cut actions have caught on in Chicago too. In May a group of ADAPT folks staged a protest of the lack of enforcement of a 13 year old law requiring curbs be cut. Their target a set of curbs in violation of the law in plain view of the Mayor's Office. Paulette Patterson took a dive from her chair, thanks to the lack of access, but astonishingly enough, the curb was cut in four days.



Paulette Patterson has apparently been "blown away" by the lack of enforcement of Chicago's access laws. Tom Rafferty monitors police tactics.

AROUND THE NATION

Los Angeles -- When Greyhound's "helping hands" misplaced a disabled woman's \$800 wheelchair on her trip from San Diego to LA, and their two faced administrators would only replace it with a \$65 second hand job and their \$250 maximum reimbursement, Southern California ADAPT cried foul. Their protest attracted a lot of negative press for Greyhound. A follow up surprise is being planned for September.

RAIL SYSTEMS USERS GUIDE

Access Systems is proud to present *The Wheelchair Users Guide to Light Rail, Heavy Rail, and Commuter Rail Systems in the United States and Canada*. The guide is a complete in-depth report that covers which stations are accessible, which aren't, and which are usable - though not officially accessible. Robert Reuter, the author, describes not only the physical aspects of the system but the attitudes and amount of assistance one is likely to encounter, sharing little tricks which can make a trip easier. "I have found myself trapped on subway platforms for hours in the cold" Reuter says, "and been cursed by irate employees so the reader won't have to be." The guide sells for \$10.00 plus \$1.00 postage and is updated regularly. A free sample page is available, just send a large stamped, self-addressed envelope.

Access Systems
PO Box 1514 / Baltimore MD 21203
(301)327-6119 V or TDD.

Tulsa OK -- Tulsans for Accessible Public Transit are looking forward to the fruits of their labors for mainline access. January will bring in 16 new fixed route accessible buses, which TAPT is pushing to be put on two totally accessible routes. Tulsa's paratransit has just come under a new contract however and the fleet's 68 vehicles will be cut to 31.

San Antonio -- Wayne "over my dead body" Cook is fighting hard against mainline access, but the numbers he keeps fighting against grow larger and larger. Only his VIA Board seems willing to follow him like sheep, but that may even change soon. Local disability groups are working hard to build pressure, and have gained support from: the local Democratic Party officials, Henry B. Gonzales - local Congressman and head of the House Banking Committee (see quote this issue), An ever growing list of disability organizations which are boycotting San Antonio. The VIA Board will vote on an access policy held Aug. 22nd, but advocates have vowed not to end their push till VIA does the right thing.

Nacho Guarache



Leo Garza, *San Antonio Express News*



"I AM DEEPLY DISTURBED WITH VIA OFFICIALS FOR THEIR OPEN DISREGARD FOR THE RIGHTS OF THE HANDICAPPED, AND I AM VERY DISAPPOINTED THAT THEY CANNOT SEE FIT TO REFLECT IN THEIR POLICIES THE GENEROUS AND COMPASSIONATE SPIRIT OF THE PEOPLE OF THIS GREAT CITY. THEREFORE I WILL OPPOSE WITH PROPER COMMITTEES AND CONGRESS ANY FURTHER APPROPRIATIONS TO VIA UNLESS AND UNTIL THIS DISCRIMINATION IS REMEDIED."

-- HENRY B. GONZALES, CONGRESSMAN FOR SAN ANTONIO, CHAIR OF THE HOUSE COMMITTEE ON BANKING, FINANCE AND URBAN AFFAIRS

MEMBER AGENCY IRATE OVER APTA EXECUTIVES' CONSTANT LIES TO THE MEDIA

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APTA's Jack Gilstrap was quoted in the *Montreal Daily News* October 1988: "...in Los Angeles, wheelchair lifts were installed on 1,700 buses; but they only get used about 90 times a day. That's not a very good return on the \$10,000 it costs to install each lift."

The LA Transit District responded in Nov. 1988. By letter SCRTD Director John F. Day gave APTA's Gilstrap the facts: "A daily boarding rate on our buses of over 36,000 disabled people; a daily boarding rate of 400 boardings by passengers in wheelchairs; 1,842 active lift-equipped kneeling buses out of the District's 2,458 bus fleet; and 0.5% of the District budget is allocated for the Accessible Service Program."

Director Day further stated, "it is imperative that APTA support its member transit agencies and not demean their efforts. Our riders remain our most important asset, whether they are able-bodied or disabled. Your staff's portrayal of the District...has undermined the confidence of our riders, and beyond that has discredited our efforts with fellow transit agencies. In the future, your staff should contact us regarding any District service concerns or issues before discussing them with the press."

APTA's Albert Engelken was quoted in *City and State*, a trade magazine targeted to government officials (March 1989), regarding the [Third Circuit Court of Appeals Feb. 1989] ruling: "One thing people have got to realize is that people do not use these lifts. In Los Angeles, they have 6,000 lift-equipped buses... It ends up costing (the system) about \$130 per trip to give a handicapped passenger one ride on the mainline bus."

SCRTD Director John F. Day's reaction to the Engelken quote: "I AM ASKING THE APTA TO RETRACT THIS INACCURATE STATEMENT; TO STOP USING THE DISTRICT AS A PAWN IN THEIR BATTLE WITH DISABLED PERSONS, AND TO STOP UNDERMINING SCRTD'S EFFORTS TO PROVIDE ACCESSIBLE SERVICE. THE DISTRICT'S FIXED ROUTE ACCESS IS COST EFFECTIVE AND IS BEING MET WARMLY BY DISABLED PEOPLE."

Compiled by LA disability transit activists.

Sources: Dir. John F. Day's letter and *The Los Angeles Experience - Fixed Route Accessible Service: A Much More Economical Method of Providing Service to the Disabled*, by Teresa A. Moren, SCRTD (Sept. 1988).

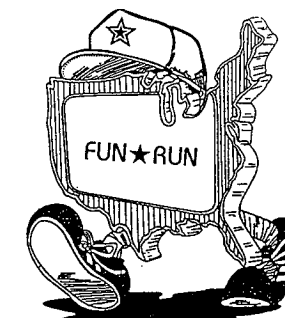
LA TRANSIT SYSTEM FACTS...

The LA Transit System Facts: 1982 active lift equipped buses. Total bus fleet: 2,459. Average Daily Boardings By Disabled Passengers: 36,000 during last fiscal year (a 350% increase over the last three years.) Cost per trip: 22 cents (All disabled boardings, including wheelchair users). Average Daily Boardings by wheelchair users: 400 (a 63% increase over the previous year). Incremental Cost per lift boarding (based on 365 boardings per day). Cost per lift boarding is less at 400 boardings

per day. Cost per boarding is reduced with each increase in boardings. It is further reduced with each reduction in cost. Reductions in Cost: Accessible Service Cost-1988: Total Accessible Service Costs: 0.5% of total operating cost. 1988 Annual Maintenance Cost Per Lift: \$866 or 2% of the total annual maintenance cost per bus of \$49,079. (SCRTD's 1985 estimate for annual maintenance per lift was \$2,383.)

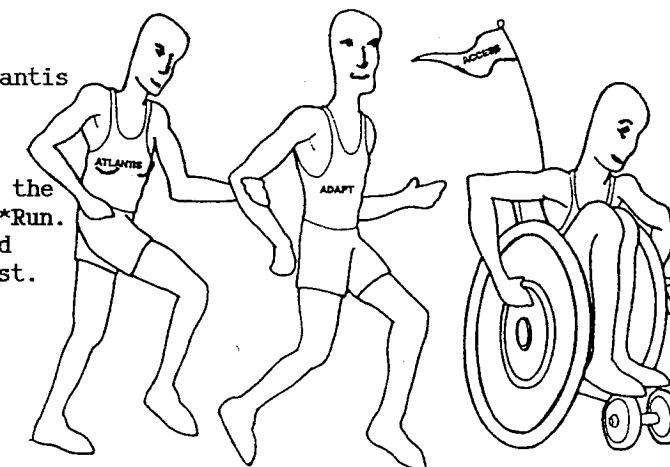
HEY -- WADE!
YOU'RE GOING THE
WRONG WAY!

Fun ★ Run



BE A DISABILITY RIGHTS SUPPORTER!

Reverend Wade Blank, co-founder of the Atlantis Community and ADAPT, says he will run and skip around a 1/4 mile track 20 times (along with a bunch of other Atlantis/ADAPT supporters) in the First Annual Disability Rights Fun*Run. Doing this in one hour is not bad for an old civil rights activist.



Your pledge, selected from the amounts listed below, will help ADAPT continue the struggle for the civil rights of persons with disabilities. Just select an amount from those listed below and fill out the sponsor section. After Wade does his laps we will send you a bill. Your contribution is tax-deductible! Thanks for your support!

Please check the amount of your pledge:

- ☐ \$50.00 per lap—You need the fun. ADAPT needs the funds. And I need the deduction.
- ☐ \$25.00 per lap—If you have trained, my bank account will be drained.
- ☐ \$10.00 per lap—Activists like you are rare. Supporting your run is only fair.
- ☐ \$5.00 per lap—Here's fuel for your struggle, my cash flow I'll juggle.
- ☐ \$2.00 per lap—TWO run or not TWO run; TWO many questions!
- ☐ \$1.00 per lap—For every lap a buck, and I wish you "Good Luck."
- ☐ \$.50 per lap—I support disability rights, keep up the good fight.
- ☐ Any Amount—This is a great and worthy event. Make my donation of \$_____

Send the sponsor form to:

FUN★RUN.
ATLANTIS/ADAPT
3005 WEST GILL PLACE
DENVER, COLORADO 80219

SPONSOR FORM

SPONSOR'S NAME _____

ADDRESS _____

CITY _____

STATE _____

ZIP _____

FUN RUNNER #

1003