

Quarterly Transportation Call

11/17/20:

Attendees:

Jerald Wolff-Palatine Township
Linda Steininger- Hanover Township
Pat Peters-Rich Township
Sheryl Ford-Bloom Township
Gayle Planera-Bloom Township
Nick Christopher-Schaumburg Township
Kathy Varsalona-Schaumburg Township
Pete Hawkins-Thornton Township

• **COVID Update:**

○ *Schaumburg Township:*

- Taking ride requests for dialysis, medical, grocery shopping, and to and from the Township
- Transporting 2 clients at a time on the bus
- Dispatch is calling clients and conducting health screening questions daily, and the drivers are performing temperature checks
- Buses are being disinfected
- Drivers and clients are wearing masks
- If an employee needs to quarantine due to COVID, each employee has 10 days of COVID pay available to use

○ *Palatine Township:*

- Palatine ridership has been up the last few months despite of COVID
- Taking ride requests for everything
- Trying to limit 2 clients to a bus, but may need to transport 3-4 in unique situations
- Buses are being disinfected and maintaining a log
- Drivers have digital thermometer in vehicles and take temperatures but do not perform health screening questions
- Masks and shields are provided and drivers are required to wear them

○ *Bloom Township:*

- Trying to limit 2 clients to a bus
- Taking ride requests for dialysis, necessary medical, and grocery shopping
- Buses are being disinfected
- Performing health screening when a client books their reservation
- Drivers and clients are wearing gloves/masks
- Bloom has the ability to conduct contact tracing through Ecolane if necessary
- Each employee has 10 days of COVID pay available to use

- *Rich Township:*
 - Transporting 2 clients at a time on the bus
 - Taking ride requests for dialysis, medical, and grocery shopping
 - Buses are being disinfected
 - Staff are required to perform temperature checks
 - Temperature checks for clients on the bus
 - Drivers and clients are wearing masks and shields are available for the drivers

- *Hanover Township:*
 - Transporting 1 client to a bus (exception if client has a companion)
 - Taking ride requests for everything
 - Buses are disinfected after each client and drivers are filling out cleaning logs and Maintenance Dept. is disinfecting the buses at the end of each day with industrial sprayer
 - Drivers are conducting temperature checks and health screening questions for each client
 - Drivers and clients are required to wear masks and gloves (Shields are available)
 - Staff from Community Health is performing Contact Tracing and providing notification if there is a ‘known’ COVID case
 - Each employee has 10 days of COVID pay available to use

- ***Mobility Device Securement:***

- *Palatine Township:*
 - Uses Q’Straint technology to secure wheelchairs/scooters
 - Like the product and warranty
 - Palatine takes advantage of the Q’Straint website by using their videos for training purposes
 - Pace will also do wheelchair training (Municipal Program)

- *Schaumburg Township:*
 - Uses Q’Straint technology to secure wheelchairs/scooters
 - Require anyone using a scooter to transfer to a seat on the bus
 - The scooter is then secured
 - Nick Christopher provides training for mobility devices

- *Bloom Township:*
 - Uses Q’Straint technology to secure wheelchairs/scooters
 - All employees have been trained by Pace on Mobility Securement (Municipal Program)
 - Mentioned that walkers cannot be blocking exits

- *Hanover Township:*
 - Uses Q'Straint technology to secure wheelchairs/scooters
 - All employees are trained by the Township Smith System Certified trainer as part of the new hire training and also by a RTAC (Rural Transit Assistance Center) certified trainer every 3 years (trained occurred in October 2020)
- *Rich Township:*
 - Uses Q'Straint technology to secure wheelchairs/scooters
 - Employees are trained by Pace on Mobility Securement
 - Also uses and recommends the webbing loop extension that Q'Straint manufactures for additional securement and applications of mobility devices
 - Can view a video on Q'Straint website for more information

There was discussion around the guidelines for securing walkers. Some Townships require that walkers need to be secured (via bungee cords etc.) while other Townships allow the clients to fold up the walker and keep them near their feet under the seat. There was much discussion around best practices/guidelines. As a result, Linda sent an email to Marcus Cox, certified RTAC (Rural Transit Assistance Center) trainer for clarification-see below. It is really up to the discretion of each agency:

As Linda mentioned, there is no specific language from State, Federal, or ADA that stipulates the specifics of how such devices should be secured/stowed.

- Securement/Safe Placement of a Cane: my experience with canes has been to ask that the passenger maintain control of the cane while riding the vehicle. On the fixed route bus system we have always required passengers to hold the cane in their hand or in their lap. On the paratransit (door-to-door) system, if the passenger is capable of holding the cane, we have asked them to maintain control of it. If they are unable to hold the cane or prefer not to hold it, we have attempted to place it in a secure position that will ensure it does not become a projectile object. This could include placing it on the floor next to the passenger and out of the way of the aisle as to avoid a slip/trip/fall hazard for others while ensuring that it is stationary in its placement on the floor. I've also seen agencies that will place the cane, or smaller mobility device, in one of the seats that is folded and stowed. This keeps the cane stationary while the vehicle is in motion.
- Securement/Safe Placement of a Walker: while walkers used by passengers vary in style, most walkers are collapsible/foldable. It has always been my experience that bus operators should ask that a passenger collapse/fold their walker once onboard and seated so that the walker can be stowed in a secure location on the vehicle to prevent it from becoming a projectile object in the event of an accident. Just as there are a variety of walker styles and models, there are also a variety of vehicles used to transport passengers. In a 15 passenger cutaway vehicle, I recommend that the walker always be folded/collapsed, and the driver ensure that the walker is in a secure location that does not impede an aisle and potentially cause a slip/trip/fall hazard. Again, the placement of the walker should be in a spot on the vehicle where the walker will remain stationary. I would not recommend that you use q-straint securements on a walker as the securements may damage the walker. If the passenger is able to sit in a passenger seat and hold their collapsed walker next to them that is acceptable. In a minivan, I would

recommend that once the passenger is loaded into the vehicle, that the walker be collapsed/folded and placed in the rear of the vehicle, if possible, or in a secure location of the passenger compartment.

- **Blue Tooth Devices:**

- *Palatine Township:*

- Uses two-way radios
 - Drivers must be stopped to use the radio
- Uses Ecolane to send alerts to drivers
- No blue tooth technology

- *Bloom Township:*

- Uses two-way radios
 - Drivers must be stopped to use the radio
- Uses Ecolane to send alerts to drivers
- No blue tooth technology

- *Rich Township:*

- Uses two way radios
 - Drivers must be stopped to use the radio
- Uses Trapeze to send alerts to drivers
- No blue tooth technology

- *Hanover Township:*

- Uses two-way radios
 - Drivers must be stopped to use the radio
- Uses Ecolane to send alerts to drivers
- No blue tooth technology

- *Schaumburg Township:*

- Uses cellphones with blue tooth devices
 - Drivers must be stopped to use cellphones without blue tooth device
- Uses Ecolane to alert drivers

Discussion ensued around blue tooth technology. The analogy was used regarding the difference between listening to an AM/FM radio versus listening to music with a blue tooth device. The law states that you cannot have a blue tooth device on when going through school zones/construction zones. How do you enforce that? We also discussed that from a safety perspective could a radio/blue tooth device could be a distraction (IE- when crossing railroad tracks)?

- **Work Groups:**

- Palatine Township suggested that they are interested in putting together an Ecolane operations manual and putting together a plan for a pool of shared drivers.
 - If anyone is interested in participating in a work group for either or both subjects, please notify Linda Steininger.

- Jerald Wolff from Palatine Township volunteered to head up one of these work groups. Linda will pass along your name to Jerald

- **General Information:**

- Just a reminder that these call are part of ITASCSC
- Please make sure you have paid your annual ITASCSC fee
- For any questions consult the ITASCSC website, <https://itascsc.net/>, or contact Megan Conway, at mconway@hanover-township.org
- The IPTA Conference that was originally was going to be in August has been postponed. According to the website, they may try and have a virtual meeting in the future. For more information see the website: <https://www.ipta-net.org/eweb/startpage.aspx>

- **Next Call/Agenda:**

- Linda will set-up the calls for 2021 by January, and send out calendar invites
- The agenda for the next call will be:
 - Updates to COVID Procedures
 - Let Linda know if any other item of interest arises

Thanks to everyone for taking time out of your busy schedule to participate in this call. Please let me know if you have any feedback, comments, or suggestions.

Regards,
Linda Steininger
(630) 483-5668