

**Harford Transit LINK and Harford Commute Smart
Annual Transportation Plan Public Hearing
Friday, February 18, 2022
6:00pm – 7:30pm**

Public Questions & Harford Transit LINK Responses

Americans with Disabilities Act – ADA

Q1: Does the Title IX refer to the ADA Act?

Response: Title IX refers to the ADA Education Amendments of 1972: No person in the United States shall, on the basis of sex, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any education program or activity receiving federal financial assistance.

Transit follows Title VI of the Americans with Disabilities Act of 1990 or ADA, a civil rights law that prohibits discrimination based on disability. It affords similar protections against discrimination to Americans with disabilities as the Civil Rights Act of 1964, which made discrimination based on race, religion, sex, national origin, and other characteristics illegal, and later sexual orientation and gender identity. In addition, unlike the Civil Rights Act, the ADA also requires covered employers to provide reasonable accommodations to employees with disabilities and imposes accessibility requirements on public accommodations.

Q2: Does the ADA Act require access to federal buildings (such as the Post Offices)?

Response: Harford Transit LINK is not required to stop at federal buildings; however, it does stop at/near to many government agencies and services.

Service Delivery

Q1: Will current routes increase or decrease?

Response: LINK currently has no plans to increase or decrease levels of service.

Q2: Is someone able to access both paratransit and LINK fixed route services (we did in Santa Rosa, Sonoma County, California)?

Response: Sonoma County, California is a much larger county than Harford County. Harford Transit LINK offers two types of service, Demand Response/Paratransit and Fixed Route. Demand Response/Paratransit is for persons 60 and over or persons with a disability which limits their accessible use of the Fixed Route system. Paratransit is a curb-to-curb service for which the rider applies to be qualified. Fixed Route service provides set stops along a fixed route and is open for all to use. A rider is not restricted to one type of service or the other but would need to be registered for Demand Response/Paratransit service.

Q3: Why doesn't LINK's fixed or paratransit service operate on evenings or weekends? They do in the city of Santa Rosa and Sonoma County, California. During the summer, folks in Sonoma County go to the ocean. Any special places in Harford County?

Response: Harford Transit reviewed and enhanced its schedules in 2019, increasing its weekday operations, adding additional hours on most fixed routes as well as earlier starting times on some routes. LINK conducts annual surveys which have indicated our riders would like weekend service, which is under consideration and would require additional funding. The pandemic's effect on ridership levels and current service will be a consideration in any future planning, as will the current transit operator shortage across the country.

Though Harford County does not border the ocean, Harford Transit provides transportation access close to public parks. Due to the nature of its funding, LINK does not provide specialized/charter services or seasonal routes. For more information about our service visit www.harfordtransitlink.org.

Q4: Can LINK provide service to various meetings like County Council hearings and more access to leisure activities?

Response: For Council Meetings, the Route 1 Green Line serves the Mary Risteau District Courts Building (Pennsylvania Ave near Bond St. and .3 miles from the Harford County Council Chambers). To access other locations, meetings, or events, you may always speak with our Communications Team at 410-612-1620, option 1. If you are unable to use our fixed route services, you may apply for the Demand Response/Paratransit service offered by LINK.

Service into the Forest Hill area is part of the current Small Area Plan to research the feasibility of expanding service into this area. For information about the upcoming Small Area Plan Public Meeting, visit www.harfordtransitlink.org. Any expansion will require requesting and securing additional funding. Additionally, we, and other public transit agencies, are challenged with securing CDL certified transit bus operators.

Q5: Does Harford Transit connect with other counties providing Ride matching service for medical trips?

Response: Harford Transit LINK connects with Cecil Transit in Cecil County through its Route 5, Teal Line, deviated fixed route service. For medical trips to Baltimore, an option may be the MTA operated commuter buses. More information can be found at <https://www.mta.maryland.gov/commuterbus-fares>.

Route Specific

Q1: Why are the times short on the Route 6 Orange Line for senior housing at Bel Air and Parkview at Bel Air?

Response: The Route 6 Orange Line is a circulator route serving the Town of Bel Air. The total riders on this route do not currently support longer hours on this route.

Q2: The Route 6 Orange Line goes to the Office Depot, but not the Post Office. This can be cumbersome in the rain. Why doesn't the Route 6 go to the Bel Air Post Office?

Response: We appreciate this suggestion and will review options to improve this. In the meantime, there is a bus stop at Blum Court (rear of Office Depot) which is a tenth of a mile, two-minute walk to the Bel Air Post Office. During this time of year, if reaching the Post Office is difficult, the Demand Response/Paratransit service is an option.