

Public Comment
Transit and Parking Commission
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Hello. Today I come to you as a member of your ADA Transit Subcommittee with two issues for future discussion. One, that you create a standing policy that Metro utilize its survey capability more often to elicit feedback, something beneficial for everyone but perhaps especially so for people with mobility issues who nonetheless have access to the web. Two, that the TPC either more actively find someone on its main body who will serve on its ADA Transit Subcommittee or just acknowledge that it no longer finds the subcommittee useful and abolish it. I'd furthermore appreciate being notified when the issues get put on the Agenda if they do.

First is standing policy re. feedback. A recent example is comparing bus stop elimination on Johnson St. vs. eliciting feedback on the Bus Size study. When the issue of bus stop eliminating made its way into the new TDP, ADA TS was assured that no bus stop would be eliminated without first eliciting public feedback. The first of many planned elimination proposals concerned Johnson St., and what happens with it could well set a precedent. Metro went to a neighborhood meeting and found overwhelming support for its plan. Metro then came to the November ADA TS meeting. ADA TS's reaction was that people with mobility issues would not go to neighborhood meetings so Metro was missing potentially important feedback that could be acquired through a survey on its website. We then made a motion recommending that the TPC ask Metro to elicit feedback by using its web site. As ADA TS rarely recommends anything, we expected the motion to be taken seriously. Instead, it was virtually ignored. In addition, the recommendation was consistent with that of one of the alders on the Bus Size Oversight Committee re. eliciting public comment to the final report for *that*. So Metro did make a survey re. that study but did no such thing re. bus stop elimination. The contrast is glaring. Why not make it a standing policy to elicit feedback re. EVERYTHING using similar procedures with the web?

But this illustration brings up another topic that has reared its ugly head of late, whether to have an ADA Transit Subcommittee at all. If the TPC doesn't really take it seriously, then why have it? It is taking resources from Metro and the community at large that might be better allocated elsewhere. It started out as a Paratransit Oversight Subcommittee but morphed into a body that dealt with both Mainline and Paratransit issues. And until a few years ago, someone from the main TPC would also sit on the subcommittee. But that has not been the case now for a couple years, and if I had not gone to the fare hearing in December of 2012, no one would have known that our motion to keep the cost of a Senior/Disabled 31-day pass the same as the Low Income pass had been badly distorted in transition. But did that matter? Has the subcommittee outlived its usefulness?