



**DRAFT
SUMMARIZED MINUTES
CITY OF SCOTTSDALE TRANSPORTATION COMMISSION
STUDY SESSION**

MONDAY, APRIL 12, 2010

**KIVA CONFERENCE ROOM – CITY HALL
3939 DRINKWATER BOULEVARD
SCOTTSDALE, AZ 85251**

CALL TO ORDER

Chair Howard called the study session of the Scottsdale Transportation Commission to order at 5:15 p.m.

ROLL CALL

PRESENT: William Howard, Chair
Josh Weiss, Vice Chair
Carleton Cole, Commissioner
Terry Gruver, Commissioner
Howard Sukenic, Commissioner
Paul Ward, Commissioner

ABSENT: Donald Maxwell, Commissioner

STAFF: Dave Meinhart, Transportation Director
Rose Arballo, Transportation Commission Coordinator
Jennifer Bohac, Senior Traffic Engineer
Madeline Clemann, Transit Supervisor
John Kelley, Transportation Planner
Phil Kercher, Principal Transportation Planner
Paul Porell, Traffic Engineering Manager

2. Review of Tonight's Regular Meeting Agenda

- **Review of March 18, 2010 meeting minutes**

No edits were suggested.

- **Transportation Commission By-Laws**

The Commission reviewed the draft edited bylaws that were provided in their packet. With regards to the edits, Bill Howard commented that the edits indicate the Vice Chair takes the place of the Chair, if the Chair leaves the Commission. However, the edits do not indicate what happens if the Chair leaves. Also, if the Chair and Vice Chair cease serving at the end of December, there is a time gap between the first day of the following year to the date of the next meeting, typically held on the third Thursday of the month, when elections would be held. The Commission agreed and suggested that text should be changed to indicate that “officers should serve until the next election” rather than stating “to the end of December.”

Mr. Meinhart confirmed the changes in verbiage to Section 101 of the by-laws as suggested by the Commission.

- **Election of Transportation Commission Officers**

As a continuation of discussion from the last meeting on March 18th, the Commission discussed the two options available in an effort to be in compliance with City Code, which requires that all Boards and Commissions elect officers in January of each year.

Commissioner Sukenic suggested that option 1, which is to NOT hold a vote and extend the term of the current Chair and Vice Chair, should be considered. Commissioner Sukenic asked Chair Howard and Vice Chair Weiss if they would consider accepting the extension of their term. Chair Howard and Vice Chair Weiss answered yes.

- **Neighborhood Traffic Management – Roosevelt from Scottsdale to Miller Roads**

Ms. Bohac reminded the Commission that this project had already been approved by the Commission in July 2009, and that in December, it had gone through the design phase with a roundabout being the lead factor in this project. Due to some recent concerns on safety and impact to right-of-way from property owners on the four corners, three of the four petitioned staff to go back and make changes to the current plan. To address these concerns staff and the property owners compromised on a revised plan which included the enhancement of a four-way stop and speed cushions. Ms. Bohac advised that the results of additional public outreach done with property owners suggest that they want something done.

With regards to Vice Chair Weiss’ concern on cost of the revised plan, Ms. Bohac confirmed that the cost is comparable or less.

- **Cactus Park Update**

At Commissioner Sukenic’s request, Mr. Meinhart stated that Mr. Kercher will give an update on Cactus Park with regards to ingress/egress options for the park.

- **Proposed Transit Service Changes and Reductions**

Ms. Clemann provided a brief summary of public comments most recently received on the proposed transit service changes and reductions. During the Regular meeting, she will also brief the Commission on the proposed changes due to the combined loss of LTAF and General Fund revenues, and receive additional public comments.

- **Transportation Department FY 2010/11 Operating Budget**

Chair Howard expressed his concern in that discussion needs to ensue regarding the operating and CIP budget as he has experienced questions on how gross numbers between expenditures of motor vehicles versus mass transit versus trails is balanced off. Although the Commission supports complete streets, and the bus and trail system, he feels it is the Commission's fiduciary duty of not allowing transportation projects to draw on the general fund.

Mr. Meinhart briefly explained the policy within the Master Plan relative to the CIP and operating funds within the transportation budget, and mentioned he would give an update on revenue changes during the Regular meeting.

Chair Howard commented on the importance of discussing operating versus CIP funds, and asked Mr. Meinhart to mention in the Regular meeting where money is being allocated. Chair Howard also feels that the only way to put more into transit is to put less into capital, but need to do the best with what monies is currently available.

- **State Texting While Driving Ban.**

No discussion was held.

ADJOURNMENT

With no further business to discuss, Chair Howard adjourned the study session at 6:03 p.m.

SUBMITTED BY:

Rose Arballo
Transportation Coordinator

NOTE: VIDEO RECORDINGS OF SCOTTSDALE TRANSPORTATION COMMISSION MEETINGS ARE AVAILABLE FROM THE SCOTTSDALE TRANSPORTATION DEPARTMENT FOR UP TO SIX MONTHS FOLLOWING THE MEETING DATE. AUDIO RECORDINGS ARE AVAILABLE ON <http://www.scottsdaleaz.gov/boards/Tansp.asp>



**DRAFT
SUMMARIZED MINUTES
CITY OF SCOTTSDALE TRANSPORTATION COMMISSION
REGULAR MEETING**

MONDAY, APRIL 12, 2010

**KIVA – CITY HALL
3939 DRINKWATER BOULEVARD
SCOTTSDALE, AZ 85251**

CALL TO ORDER

Chair Howard called the regular meeting of the Scottsdale Transportation Commission to order at 6:08 p.m.

ROLL CALL

PRESENT: William Howard, Chair
Josh Weiss, Vice Chair
Carleton Cole, Commissioner
Terry Gruver, Commissioner
Howard Sukenic, Commissioner
Paul Ward, Commissioner

ABSENT: Donald Maxwell, Commissioner

STAFF: Dave Meinhart, Transportation Director
Rose Arballo, Transportation Commission Coordinator
Jennifer Bohac, Senior Traffic Engineer
Madeline Clemann, Transit Supervisor
John Kelley, Transportation Planner
Phil Kercher, Principal Transportation Planner
Paul Porell, Traffic Engineering Manager
Dan Worth, Public Works Executive Director

2. Transportation Commission By-Laws

Due to a conflict in the by-laws of the Transportation Commission that election of officers is held in January of each year, the Commission considered amending Section 101 of the by-laws as discussed in the Study Session. Mr. Meinhart confirmed that the verbiage of Section 101 should read as follows:

“The Commission shall at its first meeting every January elect from their members a Chair and a Vice Chair provided that at least one of these officers has at least one year remaining in their term. The term of office shall commence on the date of the election and run until the next election is completed. The Chair and Vice Chair elected by the Commission shall serve in the same capacity for no more than two (2) consecutive terms.”

COMMISSIONER WARD MOVED THAT THE COMMISSION ADOPT THE BY-LAWS AS AMENDED. COMMISSIONER GRUVER SECONDED. THE MOTION CARRIED UNANIMOUSLY BY A VOTE OF SIX (6) TO ZERO (0).

3. Election of Transportation Commission Officers

Due to the term of the Chair and Vice Chair ending in June, and in an effort for the Commission to be compliant with City Code that requires all boards and commissions to elect officers in January of each year, Chair Howard explained the two options the Commission could take to transition them from the old system to the new.

COMMISSIONER SUKENIC MOVED THAT THE COMMISSION EXTEND THE TERM OF THE CURRENT CHAIR AND VICE CHAIR UNTIL THE NEXT ELECTION. COMMISSIONER GRUVER SECONDED. CHAIR HOWARD AND VICE CHAIR WEISS ABSTAINED. THE MOTION CARRIED BY A VOTE OF FOUR (4) TO ZERO (0).

4. Approval of Meeting Minutes

- Study Session of the Transportation Commission – March 18, 2010
- Regular Meeting of the Transportation Commission – March 18, 2010

COMMISSIONER SUKENIC MOVED TO APPROVE THE STUDY SESSION AND REGULAR MEETING MINUTES OF MARCH 18, 2010. COMMISSIONER COLE SECONDED. THE MOTION CARRIED UNANIMOUSLY BY A VOTE OF SIX (6) TO ZERO (0).

5. Public Comment

Roger Friedman, resident of Scottsdale Shadows, spoke on behalf of the communities of Scottsdale Shadows, Villa Monterrey, and Chaparral Suites. He stated that the average age in these communities, and whose residents shop at Safeway and Scottsdale Fashion Square, is between 40-80 years old. He stated he has submitted 870 petitions in support of expanding trolley service, in particularly Route #3 which would cover Chaparral, Hayden and Camelback Roads. It is believed that this will be an advantage to the City and merchants as it could generate revenue and tourism. Mr. Friedman encouraged the Commission to consider the expansion of Route #3.

Shirley Waldrogl, resident of Scottsdale Shadows, spoke in support of the Route #3 trolley expansion, which she believes could provide ease of travel to Scottsdale residents, tourists, and

guests. This will make it easier for people to get to the various hotels, restaurants, shopping malls, and other retail outlets in the area.

6. Neighborhood Traffic Management Project (NTMP)

Ms. Bohac gave an update on the results of the public outreach conducted with residents of the affected area for the NTMP project on Roosevelt from Scottsdale to Miller Roads. Ms. Bohac explained that this project was approved by the Commission in July of 2009, and that additional public outreach has been done to advise and discuss resident concerns that have recently arisen regarding this project. She explained that the residents' main concerns were impacts to neighboring properties, landscaping, pedestrian crossings, and intersections near the roundabout. As a compromise, to address resident concerns, a new improvement plan was developed. The cost of the new improvement plan will cost the same or less as the previous plan.

Chair Howard opened the floor for public comment.

Dawn Madden, Scottsdale resident, expressed the safety concern of children around the schools in this area.

Steven Grumkoski did not speak, but submitted a comment card in favor of this project.

Chair Howard explained that there is nothing specific the Commission needs to approve at this point. In addition, the Commission believes this is a work in progress and hopes to see a conclusion to this project.

Mr. Meinhart added that based on tonight's presentation, staff will be moving forward with the updated proposal.

7. Cactus Park Update

At the request of Commissioner Sukenic, staff presented on the current status of the Cactus Park project to address the Commissioner's concern on safety of ingress and egress to the park.

After staff observation of the current conditions for entering and exiting the park, staff recommended improvements as follows:

- Convert the westbound left-turn lane striping on the east leg of the Cactus Road/Cactus Park driveway intersection to a two-way left-turn lane.
- Add westbound dual left-turn lanes on Cactus Road at the Scottsdale road intersection.
- Add a westbound right-turn deceleration lane on Cactus Road at the park driveway.

Future improvements should consider the following:

- Include a secondary park access with any future park modifications.

- Improve east/west connectivity between the 101 Freeway and Scottsdale Road between Cactus Road and Frank Lloyd Wright Boulevard.

Other options discussed include the following:

- Restriction of the left-turn movement from the park driveway.
- Install "Do Not Block" pavement marking on Cactus Road in front of the park driveway.

Commissioner Sukenic commented that although these are good ideas, he still supports his suggestion for a traffic signal at Cactus Park just as El Dorado and Chaparral Park have.

Mr. Meinhart stated that staffs' intent is to move forward with this project as soon as possible and pointed out that striping can be done soon. Transportation staff will work with the Community Services Division as necessary to move forward with this project.

CHAIR HOWARD MOVED TO PASS A RESOLUTION REGARDING APPROVAL OF THIS PROJECT. COMMISSIONER COLE SECONDED. THE MOTION CARRIED UNANIMOUSLY BY A VOTE OF SIX (6) TO ZERO (0).

8. Transportation Department FY 2010/11 Operating Budget

Mr. Meinhart gave an update on the draft Fiscal Year 2010/11 Transportation Operating Budget with regards to the current revenue stream as it feeds into the transportation fund. He explained that the Transportation fund supports both Public Works Operations for Transportation as well as Transportation operations for both staffing and transit services. Mr. Meinhart also stated that primary transportation revenue sources for FY 11 were \$4.3M less than in FY 05, in addition to the \$1.4M loss in lottery funds. He also stressed that HURF funds cannot be used for transit; only CIP projects, staffing to support transportation work, and maintenance of roadways.

Mr. Worth spoke with regards to the CIP budget as it relates to the Transportation Fund. He gave an overview of the Street Operations Department budget relative to the transit-related costs for street maintenance for FY 09/10 and FY 10/11. Mr. Worth pointed out that funding for heavily federal mandated programs, such as for street cleaning, cannot be reduced. Mr. Worth discussed the maintenance program in more detail and explained the costs and funding for the different types of asphalt material used for maintaining streets.

Chair Howard opened the floor for public comment:

Dave MacDonald, Scottsdale resident, commended staff on their presentation, which shows loss of revenue for pavement and people. He also suggested that the City Council and Budget Commission should reduce bond funds to use some funds for transit. Transit is taking a heavy hit and general funds need to be looked at to help transit.

With regards to Mr. MacDonald's comments, Mr. Meinhart stated there is grant money specific to individual items such as path improvements in the CIP Program-Bond 2000. Depending on how much of the 0.2% tax is collected locally, 50% goes into transportation and 50% goes into capital.

Commissioner Ward expressed his concern with the amount of proposed budget reductions for streets at 7% versus 25% for transit.

Commissioner Gruver stated it is important to make it clear to other Boards and Commissions, and City Council that transportation is a high priority and needs to be maintained. Chair Howard agreed, and added that the Commission is dismayed with the size of transit cuts that need to be made as mass transit is an important part of the community.

Mr. Meinhart stated that he will share the Commission's concerns with the Budget Commission on April 15th when the City Manager's proposed budget will be reviewed.

9. Proposed Transit Service Changes and Reductions

Ms. Clemann gave a presentation on the proposed options for reducing transit services in Scottsdale as a result of the loss of LTAF and General Fund revenues totaling an estimated \$3.1M. She also gave an overview on the service changes the City has already implemented for FY 09 and FY10, reviewed key criteria, and route productivity used in making service decisions.

As part of the final decision-making on the proposed transit service changes and reductions, several public meetings with City staff and RPTA will be held.

Chair Howard opened the floor for public comment.

Nancy Morningstar, Scottsdale resident for 25 years, asked for Commission support in not eliminating Route 76 as this is the life line to her mentally-challenged daughter. She also asked that changes to the trolley service not be made and to consider expanding service past Chaparral Road. Ms. Morningstar also expressed her concern with notification of public meetings not being posted at bus stops as done in the past, and commented on the collection of ridership data from the bus fare boxes not counting correctly, as they were not working properly.

Mr. Meinhart addressed Ms. Morningstar's concerns regarding meeting notification and the malfunctioning bus fare boxes. He indicated that notification is a real challenge when you are looking at options that could affect virtually all routes in the city. With less staff, it is difficult to put signs on every bus stop in the City; therefore, staff is using other options which includes utilizing the newspaper and a web survey for people to provide input if they are unable to attend the public meetings.

Ms. Gruver added that it is everyone's responsibility to spread the word and to advise neighbors, family and friends.

A.W. Blevans, Scottsdale resident, commented it would be a mistake to lose trolley service as it would especially affect people without cars and seniors who depend on it. He recommends there should be a charge for riding the trolley.

Alice Corpstein did not speak, but submitted a comment card opposing the elimination or reduction of transit services.

Dr. John M. Baracy, Scottsdale resident since 1984, spoke on behalf of his daughter who cannot speak due to a disability. He indicated that Route 76 should not be eliminated as it benefits those who have the least. He stated that his daughter depends on Route 76. This is her life line and social life. She relies on Route 76 to get to work and takes her a year to make the income of an average citizen. Dr. Baracy encouraged the Commission to recommend keeping Route 76 and shared a copy of his remarks for the record (see Attachment A).

Matt Howell, Scottsdale resident, realizes there is a social and economic side to this, but states that when looking at ridership numbers, it does not make sense. He believes that Route 76 needs to be eliminated due to low ridership. He has observed the bus go by 3-5 times each day without riders. He also mentioned that he requested ridership data from staff and asked for clarification on the data received.

Mr. Kelley commented that ridership numbers for Route 76 are down because of the elimination of Route 76 in Tempe, which in turn affected Scottsdale.

Dave MacDonald, resident, expressed his concern with the proposed changes in frequency, which could result in delays causing discomfort. He suggests minimizing transfers, keep Loloma Station open for riders to stay in the shade and use restrooms, keep the route as it is to make it convenient for the trolleys, and provide affordable mobility for transportation. Regarding criteria for ADA, Mr. MacDonald asked the Commission to ask the question of what are characteristics of ADA. With regard to the taxi voucher system, he provided staff and the Commission with information on sustainable mobility and asked that it be part of the record (see Attachment B).

Carol McNulty spoke on behalf of tourists who use the downtown trolley each year. She commented that this is the link to the heart of Scottsdale that connects the six different districts. If the trolley service is reduced or eliminated, tourists will spend their money elsewhere. To cut services would be detrimental to businesses downtown. People enjoy the trolley ride and the drivers. They like to take the trolley to restaurants, Fashion Square, and some use the Neighborhood to go to the Senior Center. Seniors would become more isolated without the trolley as this is a quality of life for seniors. Ms. McNulty also suggests that Loloma Station should not be closed—it is clean and centrally located.

Kerry Manwar, resident and City of Scottsdale Ambassador, commented that from a standpoint of values for the City of Scottsdale, we are in the business of tourism and gain from other municipalities. We have business partners running the City, and employees who may not be able to afford cars who depend on trolleys keep the economy going. Also, visitors depend on mass transit. She feels that focus is being made on the diminishment of costs and service without looking at the money it saves the City. She continued to say that Scottsdale coordinates transportation, offers mobility choices, maintains levels of service, and connects to various city networks. Therefore, the City should not back track on its values and should not take away an environment when it is more needed at this time when people are losing homes and automobiles.

Margaret Charles, resident, does not drive and depends on the bus to go to her job, shopping, doctor, etc. If riders do not use the bus, you take it away from those riders who use it every day and depend on it. She asks the Commission to consider maintaining Route 76 or to facilitate riders to use other options.

Margaret Dunn, President of Ollie the Trolley and former Transportation Commissioner, spoke on behalf of trolley drivers and other riders. She mentioned that the trolleys represent a unique cachet in Scottsdale and spoke of positive effects of the downtown trolley, neighborhood trolley and special event trolley. Trolleys provide connectivity for visitors and residents to take them to restaurants and shopping, which stimulates our economy. With the previous efforts of reducing service, Ms. Dunn mentioned that her drivers agreed to reduce their work hours in an effort to avoid layoffs. This round of reducing service would mean an additional 50% cut to her business, resulting in 70% cuts done in one year. She mentioned that a survey was done to better gauge destination of travel, frequency of use, etc. This is Ollie the Trolley's first substantial evidence collected regarding ridership. Preliminary results show that ridership has nearly tripled in two years and that 15% of riders use the trolley every day, 42% use it 1-5 times per week, 54% utilize it for shopping, and 40% use it to visit City services. Overall data collected by Ollie the Trolley confirms an economic impact. Therefore, the City must realize the tremendous revenue it will lose by cutting eliminating trolley service. Ms. Dunn suggested that focus needs to be made on sustainability, economic vitality support, valuing Scottsdale's unique lifestyle, and advancing transportation.

Sonnie Kirtley, City of Scottsdale Ambassador and resident for 42 years, believes the trolley is a revenue generator for the City. As one of the Ambassadors, he speaks with shoppers, tourists and merchants who all believe the trolleys are the life line for small businesses. It is a marketing tool. The trolley provides opportunity to go to other businesses to experience the city's uniqueness. Reducing service is not marketing to our family-oriented visitors. Reducing trolley service to operate during weekends only markets the bar and entertainment industry. Therefore, seven-day service needs to be provided for family-oriented visitors who would also support retail. Mr. Kirtley's biggest concern is that merchants have not had a specific meeting to hear these proposals and do not know about them. He encourages the Commission to go out and speak to business owners and merchants to receive their input as well. Small business owners do not have the ability to attend public meetings as they need to work all day.

Cindi Eberhardt, Scottsdale Area Chamber of Commerce, believes that transportation, work force mobility, and supporting a vibrant tourist industry promotes sustainability and quality of life in Scottsdale. The economy has worsened and support needs to be given to businesses, riders, tourists, etc. She suggests maintaining or enhancing transit options for our communities.

Tanya Willson, did not speak, but submitted a written comment card in favor of eliminating Route 76.

Commissioner Weiss commented that the Commission does not agree with service cuts. He believes there are other ways to maximize service without deleting service, and that this needs to be focused on.

Chair Howard agreed, and although the Commission is not in favor of cutting service, there is a question of what can be done with regards to revenue and impact. It is the Commission's intention to talk to the Budget Commission in an effort to try to minimize changes and make them the least inconveniencing for riders.

In closing, Chair Howard stated it is appropriate for the Commission to accept this item as information.

10. State Texting While Driving Ban

At the request of the Commission, and as a result of Arizona State Senate Bill 1334 relating to the use of communication devices while driving that passed on March 22nd, the Commission expressed their support of this bill as it moves to the House for approval.

COMMISSIONER SUKENIC MOVED TO SUPPORT AND RECOMMEND TO CITY COUNCIL TO EXERCISE ITS THOUGHTS WITH THE STATE LEGISLATURE TO ENSURE PASSAGE OF THE TEXTING WHILE DRIVING BILL UNDER HOUSE CONSIDERATION. COMMISSIONER WARD SECONDED. THE MOTION CARRIED UNANIMOUSLY BY A VOTE OF SIX (6) TO ZERO (0).

11. Public Comment

None.

12. Identification of Future Agenda Items

None.

13. Adjournment

With no further business to discuss, Chair Howard adjourned the regular meeting at 9:10 p.m.

SUBMITTED BY:

Rose Arballo
Transportation Coordinator

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REMARKS TO TRANSPORTATION COMMISSION-4/12/10

My name is John Baracy, I have been a resident of Scottsdale since 1984, and I am the proud father of a 32 year-old daughter who cannot be here tonight to speak for herself, due to a cruel hand she was dealt from life's deck of cards.

She was born with a birth defect and all her life she has struggled daily to overcome hurdles which you and I and others easily navigate in our every day life.

For the past four years, every day, day in day out, she independently boards the bus on route #76 to take her to another connection which delivers her to her final destination where she is on time, day in and day out and serves breakfasts and lunches to school children. It takes her a year to make the income that an average household in Scottsdale makes in less than a month. This job is her only source of income.

Because she is handicapped and will never be able to drive, her only mode of affordable transportation is the bus system which she relies on route #76 to bring her to and from her place of employment. It is also her life line to any social life she has. She is one of your most loyal customers.

I read in last Wednesday's Scottsdale section of the *Arizona Republic*, that due to financial pressures, one of the proposed changes that is being considered for Scottsdale's transit budget is the elimination of route #76.

After reading that article, late last week I attempted to contact Mr. John Kelly, Transportation Planner, but, understandably he was very busy and out in the field. We did have the chance to connect today, and our discussions led to the agreement that route #76 should be saved.

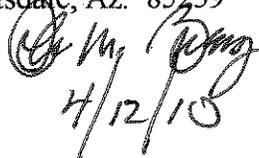
It is my understanding that there are other changes to route #76, other than eliminating it, which would save the transit department significant monies, yet those changes would not eliminate route #76.

In a city where many of its' citizens have much, I would respectfully request that you do not eliminate route #76, which benefits those who have the least. There are other options regarding route #76 that save the taxpayers monies, yet, still enable route #76 to continue and serve those who vitally need it.

I urge you to maintain route #76.

I thank you in advance for your consideration and I am sharing with you a copy of my remarks to be included in the record.

John M. Baracy, Ed.D.
13675 E. Coyote Rd.
Scottsdale, Az. 85259



4/12/10

R. David MacDonald

480-948-9626

The "Right" of Sustainable Mobility

What follows outlines the case to be made and a possible solution to the mobility dilemmas faced most obviously by the elderly person who has just lost the ability to drive. It also addresses the needs of others experiencing mobility difficulties beyond their ability to cope.

Another way of looking at the notion of sustainable mobility is to think in terms of what the transition from one level of mobility to another entails. Today, the loss of the ability to drive for most people means a huge loss of personal freedom. Reliance upon public transit for most means a doubling or more of time spent getting about. Often, trips are foregone simply because of the much greater inconvenience of public transit. Real freedom is diminished; jobs are lost or not obtained when made inaccessible; residence location may be affected. Loss of mobility can leave a person in dire straits. We all know this; nevertheless we have not yet found a means for smoothing the transition we all will sometime have to face.

The intent here is to resolve a seemingly intractable problem by marshalling our collective resources and applying them in the same way we have addressed other problems. It is admittedly a "more government" solution. Some will claim it is not a solution at all; that people can save for their own futures. But, so far, we don't have much in the way of truly enduring and workable mobility choices at our disposal. Those we have often carry penalties, especially in terms of time. We have not focused on this mobility issue as a significant enough problem to collectively address. So let those opposed specify the details of their better way, one that adequately addresses the same "need". Perhaps their way will in fact be better.

* * *

1. Mobility is a personal characteristic; each of us has desires, needs, abilities, and resources relating to transportation that vary over time.
2. In a country such as ours with its overwhelming and monopolistic dependence upon the auto, a basic level of personal mobility could arguably be considered and profitably established under law as a "right".
3. Personal variations can be grouped to provide additional markets for more effective transportation services.
4. A basic level of mobility service, if we are to create effective markets, needs to be established

For example, we might decide upon eight trips per week (averaging X miles) priced as if paid for by using taxicab vouchers. (Why eight? Well that's a trip to the doctor and back for two trips, a trip to the grocery store and back, that's four trips, a trip to

R. David MacDonald

480-948-9626

church and back, that's six trips and a trip for personal services, or recreation, or socializing and back, that comes to eight trips). But this level would vary from zero or no public services eligibility, upward depending upon individual need and personal resources.

Mobility Service Eligibility Scoring

Mobility Service Eligibility Scoring													
				Fairness Tests							Trip Frequency/wk & How Accomplished		
Person	Age	Mobility Services Eligibility Score	Taxi Vouchers trips/week	Work Status	Means Test Rank	Head of hsehold/#of dependents	Family, friends availability	Neighborhood Qualities	Disability Status	Encumbrances (wheelchair, escort, cart, stroller etc)	Desired	Historic	Current
													end

5. The basic mobility services "score" resulting from the eligibility step above is independent of age – all ages, that is to say, all individuals would be eligible for scoring.
6. The mobility services score of individuals can change would change, with circumstances. The individual could trigger the change, and there could also be a periodic and automatic review to avoid persons misusing the system.
7. Economies of scale and interactive communications technologies and databases make a national scoring system very practical. Call it, to start discussion, a function of a new federal quasi-governmental entity to be known as the Mobility Assurance Administration (earlier, pre September 11, I called it the Transportation Security Administration). Sounds familiar, it should, it's obviously modeled on the Social Security Administration).
8. Since the mobility services score is personal, it would be portable. If a person moves, the score and therefore the eligibility goes with him or her.
9. Transportation services providers, public and private, but greatly enhanced, could be local, statewide, or national as they are today. The location of licensing, certification, and oversight functions, if found to be necessary, could also be at the local, state, or national levels. There are precedents for such oversight; for example, many communities have franchised taxis for decades.
10. Funding of services beyond the basic level could vary according to a variety of options and local circumstances.
11. Note that funding for the basic service level could be partly a national responsibility. This could create a nationwide market for taxi services and variants thereof. Thus, the lack of timeliness of existing dial-a-ride services takes on a new significance – we could have greater and more effective levels of mobility via new public – private partnerships.

R. David MacDonald

480-948-9626

12. Private supplementary mobility insurance could augment the national and locally funded services and programs. Thus, greater than basic mobility enhancements would be a private responsibility, much as it remains today. The difference being that the basic service level would exist for all that really needed it. Thus, a decent level of mobility would be there regardless of diminished personal capacity.
13. The disabled, regardless of age would benefit a great deal from this approach.
14. This way of "seeing" the mobility "problem" as spanning all ages, though our usual focus is upon the elderly, or the disabled, could bring powerful allies to this national issue.
15. It may not be enough for the services provider to know a persons mobility score. It is true that the score would set the funding level, distance and the trip frequency eligibility. But, if the scoring mechanism is not quite refined, it might only hint at the amount of personal transportation service required. For example, a person confined to a self-operated wheelchair, or scooter, as a transit passenger has vehicular design needs that are different from a person needing only a walker, or a cane. Or a stroller. Also very different are the services needs of a person who requires a personal escort.

Thus, the type or kind of personal need must be readily determined at the time each trip is to be made or scheduled. Most vehicles, if not all, would have to have drivers physically able to assist passengers. And vehicles in service fleets would have to have a common and very high level of accessible capacity. The mobility score could potentially take the driver, vehicle and assistance requirement into account, so that the service could function seamlessly from the point of view of the user.

But what of the person who is more or less voluntarily encumbered for example by a shopping cart, or a stroller, infant and kids in tow, or a bicycle? Public transit is notoriously deficient in handling encumbered passengers; in fact, such passengers are often deterred from using transit by official policy and practice. Thus, more than just vehicle design and driver characteristics are important to sustaining mobility.

By equating non-drivers' mobility needs mitigation with the availability of trips via taxis, we automatically enhance the notion of independence, the freedom to get about when we want or need to. This, in this country founded upon concepts of individual liberty and personal responsibility is not negated by assuring the freedom to travel as we age, or become infirm, or experience other forms of diminished means. The "right" to basic mobility service in an auto dominant culture enhances our liberties.

* * *