

2008 Pace Blue Ribbon Committee Report

8.0 Conclusion

We often focus on process when we discuss public involvement, but the key objectives of good public involvement revolve around outcomes. Ultimately, the reason to use a decision model that incorporates public involvement is to improve the decisions. In this context, a good decision is one that not only incorporates good planning and engineering practices and results in efficient use of resources, but also best reflects the interests of all stakeholders. ⁽¹⁾ It is in this spirit that Pace and the members of the Blue Ribbon Committee have come together.

The recommendations set forth in this report offer Pace the chance to not only meet, but exceed expectations. Many of the ideas will be challenging to implement. Their development will require in-depth analysis prior to any implementation. As much as one would like to serve the community it must be done with fiscal responsibility and accountability.

Pace has demonstrated a commitment to serve Paratransit riders by creating this committee. The implementation of such recommendations will depend greatly on funding. On the surface many of these recommendations appear to be relatively simple, but the size and scope of Pace's Paratransit system needs to be taken into consideration.

The BRC's final recommendation is that they reconvene in one year to assess progress made on these recommendations.

⁽¹⁾ A1D04: Committee on Public Involvement in Transportation; Chair: Marcy Schwartz. State of the Practice: White Paper on Public Involvement RITA O'CONNOR, HNTB Corporation; MARCY SCHWARTZ, CH2M Hill; JOY SCHAAD, Chicago Area Transportation Study; DAVID BOYD, East-West Gateway, Coordinating Council. Footnote: <http://onlinepubs.trb.org/onlinepubs/millennium/00108.pdf>