

Bay Area Strategic Vision for Transit in the 2035 Plan

Vision Statement

To better serve the diverse needs of the region's urban, suburban and rural residents, improve the quality of life, provide for mobility and meet climate change challenges, the Bay Area Transit Service Providers agree that the Regional Transportation Plan shall offer a family of integrated and seamless transit services, including rail and ferry transit, express/rapid/local buses, community shuttles, and paratransit and demand-responsive services. Further, the region shall preserve potential corridors so as not to preclude future transit expansion, even if the expansion is not affordable or a priority in the near term.

Findings

As a basis for goal-setting, we make the following findings:

I. Public Transparency and Accountability Require the Establishment of Service Criteria and Performance Metrics

Transit operators shall develop level-of-service guidelines to evaluate service supply and demand for the various categories of transit service. The performance evaluation process shall be documented in transit operators' Short Range Transit Plans.

II. Climate Change Challenges Require Increases in Transit Modal Share and Decreases in Transportation's Carbon Footprint.

The region shall establish policies that promote transit beneficial investment aimed at increasing transit modal share while supporting decreases in overall emissions from transportation. Higher transit mode shares will help meet the public's demand for reductions in Greenhouse Gas Emissions, meet the mandates of AB 32, and support carbon efficient Priority Development Areas. To accomplish that, the Region shall support public transit operators in reducing their carbon footprint through an accelerated investment in cost-effective lower-carbon or zero emissions transit vehicle technologies.

III. Transit Systems Deserve Innovative Management Tools

The Region and the Transit Operators shall promote the use of both existing and developing technological innovation as a method of improving the performance of the system and providing the public with access to information.

IV. Continuity Requires Honoring Our Prior Transit Commitments.

The Regional Transportation Plan shall honor existing transit commitments.

Goals

1. Everyone in the Bay Region should have a transit option that provides a reasonable and affordable alternative to single auto use.

The Regional Transportation Plan shall establish a Useful Transit Network that provides a base level of public transit service that is competitive with private vehicle travel and includes a network of freeway HOV and arterial corridors with fast, frequent (15-minute headway or better) and all-day service to serve current or future demand. A Useful Transit Network encompasses the Lifeline network and ADA mandated paratransit, and is not separate from it. Furthermore, the region should establish an integrated and affordable regional fare structure to both encourage transit use and address mobility needs of low-income customers, customers with disabilities, seniors, and youth.

2. Protect and Improve Speed and Reliability for Transit Vehicles.

The Regional Transportation Plan shall identify and fund transit priority measures, such as signal priority, bus lanes, bus bulbs and queue jumpers wherever a speed or reliability advantage for transit

can be demonstrated. Local streets and roads maintenance priorities should be aligned with these transit corridors. Such measures should be planned and implemented to protect inter- and intra-jurisdictional travel.

- 3. Keep Transit Assets in a State of Good Repair.** MTC and transit providers shall prioritize the rehabilitation and replacement of all rolling stock and fixed assets required to provide transit service.
- 4. Focus Housing and Jobs around Transit Hubs and on Transit Corridors.**
Transit operators shall support Regional Priority Development Areas and other infill development by prioritizing and focusing service planning and capital investment on existing and future transit hubs and high volume travel corridors.
- 5. Tie Pricing Strategies to Robust Transit Options.**
In order to support Regional Pricing Strategies, the Regional Transportation Plan shall include significantly improved transit options than are available today in order to provide real transit alternatives for those seeking to avoid user fees for single occupancy vehicle use. The funding for these transit services shall be included as an integral and initial component of any funding and operations plan adopted in any pricing or tolling project.
- 6. Expand Effectively**
In addition to funding the Useful Transit Network, the Regional Transportation Plan shall invest in transit service enhancements and expansions that yield patronage commensurate with high levels of transit service and connectivity, and significantly contribute to achieving regional environmental, social and economic targets.
- 7. Expand Travel Choices.**
In more suburban communities and given the rapidly aging region, the Regional Transportation Plan shall pursue and "incentivize" a greater supply and use of private and non-profit accessible taxis and vans to as an alternative to the provision of fixed route and paratransit services in areas not well suited for fixed route service.
- 8. Safely Share the Public Right of Way**
The Regional Transportation Plan shall encourage the adoption of Right-of-Way design standards by local communities that facilitate alternative modes of transportation, such as bicycling, walking and public transit. These standards shall embrace the concept of "complete streets" to encourage the balanced use of public rights of way for transit, bicycling and pedestrians to reduce automobile traffic, improve public health, air quality and safety on our streets by all users.
- 9. Better Coordinate Transit and Land Use Plans**
MTC and the transit operators shall participate with ABAG in an ongoing cycle of intergovernmental and community-based consultation and coordination between transit and land use plans. ABAG shall establish a process for transit operators to consult and coordinate with local governments, residents, transit customers, businesses, and other community stakeholders who through their respective land use-related decisions may have significant impacts on the effective provision of transit services.