



Transportation 2035: Joint Advisor Workshop

**Metropolitan Transportation Commission
Alameda County Conference Center
February 13, 2008**

Transportation 2035: Change In Motion

TRANSPORTATION 2035 VISION

- Performance-Based Approach to T2035
 - Developed performance scenarios
 - Defined ambitious, illustrative performance “targets”
 - Analyzed what is achievable with defined strategies
- Adopted Performance Objectives (Jan. 08)
 - Framework for selecting projects/programs for financially constrained Plan

Project Evaluation

Qualitative Policy Assessment

(adopt March 08)

- **Based on Goals & Scenario Lessons**
 - Investments, Land Use, Pricing, Technology, Travel Behavior

Quantitative Performance Evaluation

(adopt Feb 08)

- **Based on Performance Objectives**
 - Delay, Emissions, Safety, VMT, Affordability

Financially Constrained Investment *(adopt July 08)*

- Project Assessment: Policy & Performance Evaluation
- Trade off Discussions

1. Continuation of Project Selection

Transit Service & Network Connectivity

- Improve public transportation to major destinations under current development (ball parks, etc.) [MCAC] ● Regional focus, local implementation
- Improve integration between surface transportation & air transportation (improve public transportation to airports; reduce number of transfers) ● Regional implementation
- Improve access to BART by bus throughout the region [MCAC] ● Regional focus, local implementation
- Improve local transit access between the community and TODs ● Regional focus, local implementation
- Coordinate with educational institutions (K-12 on up) and private businesses regarding transportation needs of those communities (perhaps a study) ● Regional implementation
- Integrate fixed route and demand responsive transit services ● Regional focus, local implementation

Transit Service & Network Connectivity (continued)

- **New MCAC:** Improve intercounty transit services

- **New MCAC:** Late-night bus service on weekends, after BART/Caltrain close, to combat drunk driving

- **New from MCAC and EDAC:** Improve seamless travel between modes and last-mile transit service. Use of flexible route shuttles and accessible taxis. Car sharing programs; ready-availability of bicycles. Good map information for those walking the “last mile”

Demand Responsive Transit Service

- Shuttle services for low-income transport to parks, museums and other social/recreational destinations [MCAC] ● Regional focus, local implementation
- Create a regional accessible taxis program (especially to provide connectivity to transit hubs) [EDAC] ● Regional focus, local implementation
- 24-hour service for non-emergency and light medical transport (e.g. taxis). This could be useful for low-income residents. [EDAC] ● Regional focus, local implementation
- Non-emergency medical transport services (e.g. people requiring kidney dialysis) [EDAC] ● Regional focus, local implementation
- Expand paratransit beyond the $\frac{3}{4}$ -mile limit [EDAC; MCAC – could be inclusive of non-emergency medical transport services from above] ● Regional focus, local implementation

Transit Access & Safety

- Implement recommendations from Transit Connectivity Plan (especially hub signage program) **[MCAC – including schedule info for connecting transit operators and information in multiple languages]**
 - Regional implementation

- Make schedule information available at all bus stops (real-time preferable, but could be printed materials or posted on a sign) **[EDAC and MCAC – multiple languages/audible/accessible formats; possible regional guidelines and incentive program]**
 - Regional implementation

- Create regional program to enhance personal safety/security for transit riders (both at transit hubs and on board vehicles – perhaps study the issue first) **[EDAC and MCAC]**
 - Regional implementation

- Pilot project to improve access of all transportation infrastructure systems (starting with bike/ped/non-motorized and then moving up to transit, then vehicles last)
 - Regional implementation

Transit Fare

- Extend transfer time limits and create a regional standard

- Regional implementation

Create a universal fare that is an all-day pass with unlimited trips

Universal fare structure for the Bay Area; inter-agency seamless service (possibly regional affordability program) [MCAC – yes, including a low-income fare structure]

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- Implementation of TransLink® on all transit systems [MCAC – yes, including a low-income fare structure]

- Regional implementation

Non-Motorized Travel

- Regional coordination of audible pedestrian signals [EDAC recommends policy outlining regional coordination and criteria, including regional guidelines for pedestrian crosswalks at signalized intersections]
- Regional focus, local implementation
- Provide bicycles for rent (or free) in urban areas
MCAC: Attach safety and signage information to any bicycle program
- Regional implementation

Technology

- Investigate driverless vehicle programs
 - If applicable, Regional implementation
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- **New from MCAC:** Project using WiFi technology to allow transit riders to get next bus information; possible public/private partnership
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- **MCAC statement:** Don't forget inclusion of low-income residents in any high-tech solutions.

Regional Planning

- Find ways to involve Caltrans more at the regional level (possibly develop legislation to make them a transit agency)
- Regional implementation

Traveler Information

- Enhance marketing of existing transit services (including TransLink® and 511) ● Regional implementation

- Expand 511-transit phone information service to 24 hours/day (currently, individual transit operators are responsible for answering 511 transit phone calls; hours of operation vary between operators) [EDAC and MCAC] ● Regional implementation

- Improve the accuracy and reliability of the 511 TakeTransit Trip Planner [EDAC – and add accessible route information; and MCAC] ● Regional implementation

- Maximize technology to improve 511 services (e.g., make the 511 Transit phone service mirror the online trip planner) [EDAC – improve voice recognition capabilities] ● Regional implementation

Traveler Information (continued)

- Create comprehensive materials to assist elderly drivers transitioning to non-driving status (a regional clearing house of items from places such as AAA, DMV, etc., including Web access) **[EDAC; MCAC – yes, for anyone transitioning to non-driver]** ● Regional implementation
- Link MTC with DMV to coordinate availability of transportation information and services (e.g., via the Web) ● Regional implementation
- Create regional mobility management centers (including latest technology) to better coordinate community-based services (such as senior vans and other volunteer driver programs) **[EDAC]** ● Regional focus, local implementation
- Improve casual carpooling using technology (real-time ride matching) ● Regional implementation
- More information about carpool lanes and casual carpools; also expansion of carpool lane hours **[MCAC]** ● Regional implementation

Traveler Information (continued)

- **New from EDAC:** Expand scope of 511.org to include accurate geographic information for bus stops, transit stations, etc., to assist those with visual impairments
- Regional implementation

- **New from EDAC:** Provide emergency information in more detail on 511 system
- Regional implementation

- **New from EDAC:** Improve 511's touchtone back-up (alternate to voice recognition) to be more user-friendly and reliable
- Regional focus, local implementation

- **New from EDAC:** Expand 511 Real Time Transit program to include accessible signs at all bus stops and transit stations
- Regional implementation

- **New from EDAC:** Policy or program to maintain visibility of road and freeway signs
- Regional implementation

Next Steps

- Staff will conduct the initial evaluation of all priority project ideas and will email out revised list
- Staff will take lead on regional projects
- Staff will provide instruction on how to handle local projects
- Outstanding issues will be discussed at the next Joint Advisors Workshop, March 11

2. Project Performance Evaluation

How do we evaluate projects?

Project selection process:

1. Quantitative evaluation compares costs and benefits
2. Qualitative evaluation compares projects to policies
3. Trade-off discussion: identify projects that provide good value

Quantitative Performance Evaluation

Measure the benefits and costs of:

- Doing road and transit maintenance on schedule
- Reducing traffic injuries and fatalities
- Reducing congestion
- Reducing emissions, including carbon dioxide
- Improving access and affordability

Qualitative Policy Evaluation

- MTC conducted vision scenario analysis in 2007
- Emergence of 5 interdependent policy areas
- Each policy area requires different types of actions
- Policy areas can be used to evaluate the compatibility and suitability of projects



Trade-off Discussion

- Based on evaluation results, MTC will host discussions with stakeholders and decision-makers
- Timeframe: May-June 2008
- MTC to sponsor public meetings around the region

3. Vision Policy Strategies

Vision Policy Strategies

- RTP project evaluation guidance and performance objective benchmarks
- Vision “journey” defined by short, medium, and long-term improvements
- Attainment dependent on resources, available technology, and/or time to realize full improvement impacts (e.g., land use changes)



Transportation 2035 Vision Statement

Transportation 2035 is guided by:

- the “Three E’s” of economy, environment and equity
- a set of ambitious goals and performance objectives

Transportation 2035 will affect:

- mobility and accessibility for all Bay Area residents, regardless of age, income or disability
- how we invest in the Bay Area’s transportation programs, projects and infrastructure
- how our public transit systems, highways, local streets and roads, and bicycle and pedestrian facilities are used by the public
- how our transportation investments and travel behaviors are driven by the need to reduce our impact on the earth’s natural habitats

Thank you!

Next Joint Advisors Workshop:

Tuesday, March 11, 2008

MTC Joseph P. Bort Auditorium

1 - 3 p.m.