



Better Buses for a Better Bay Area

Steven Higashide, TransitCenter
8.11.20 | @shigashide

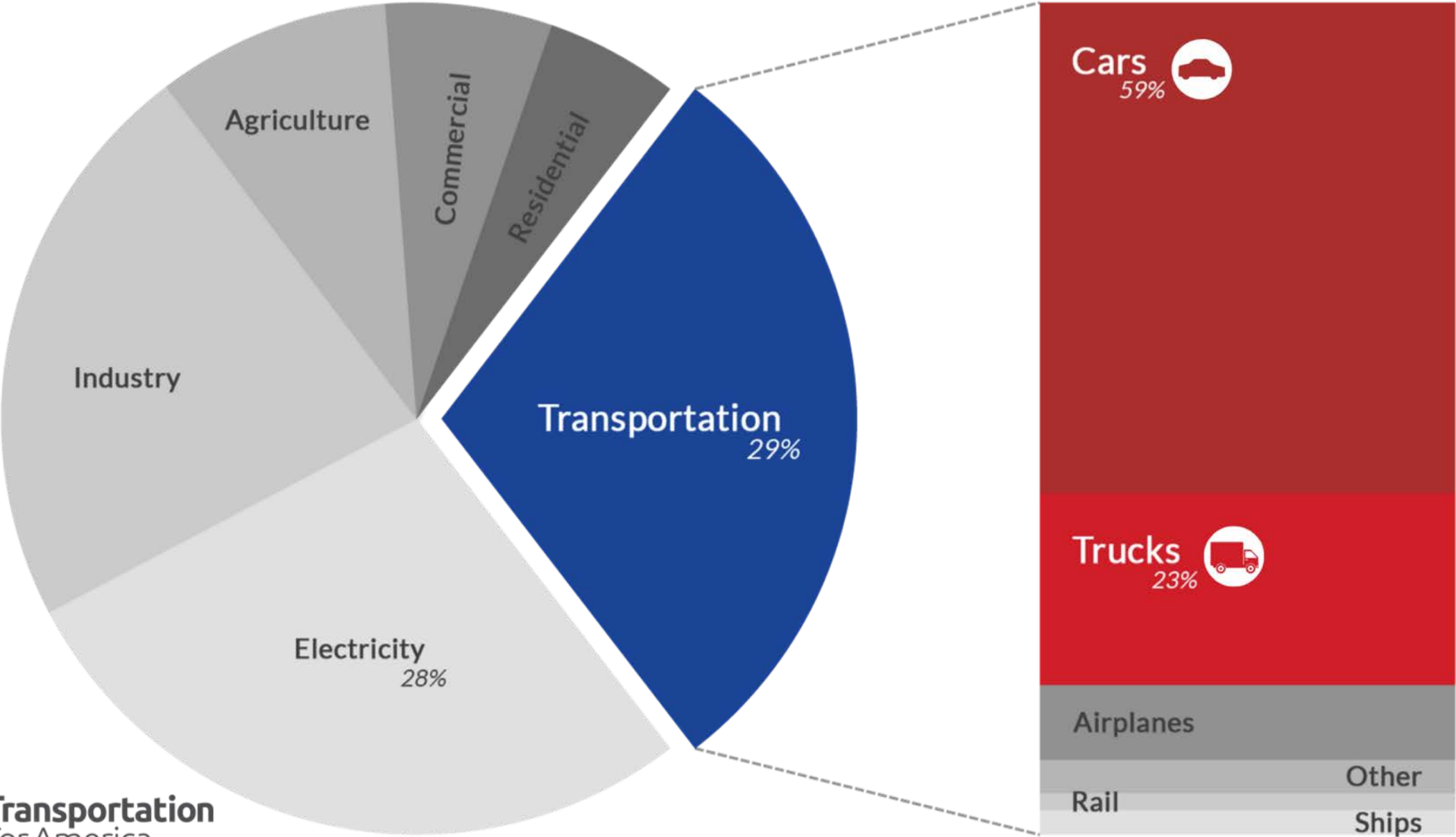


212 623

NO PED CROSSING
USE CROSSWALK →

PUSH
BUTTON
FOR
↓
↑

U.S. Carbon Emissions, 2017



Transportation
for America

Source: U.S. EPA



PRIVATE MOTOR VEHICLES
600–1,600/HR



MIXED TRAFFIC WITH FREQUENT BUSES
1,000–2,800/HR



TWO-WAY PROTECTED BIKEWAY
7,500/HR



DEDICATED TRANSIT LANES
4,000–8,000/HR

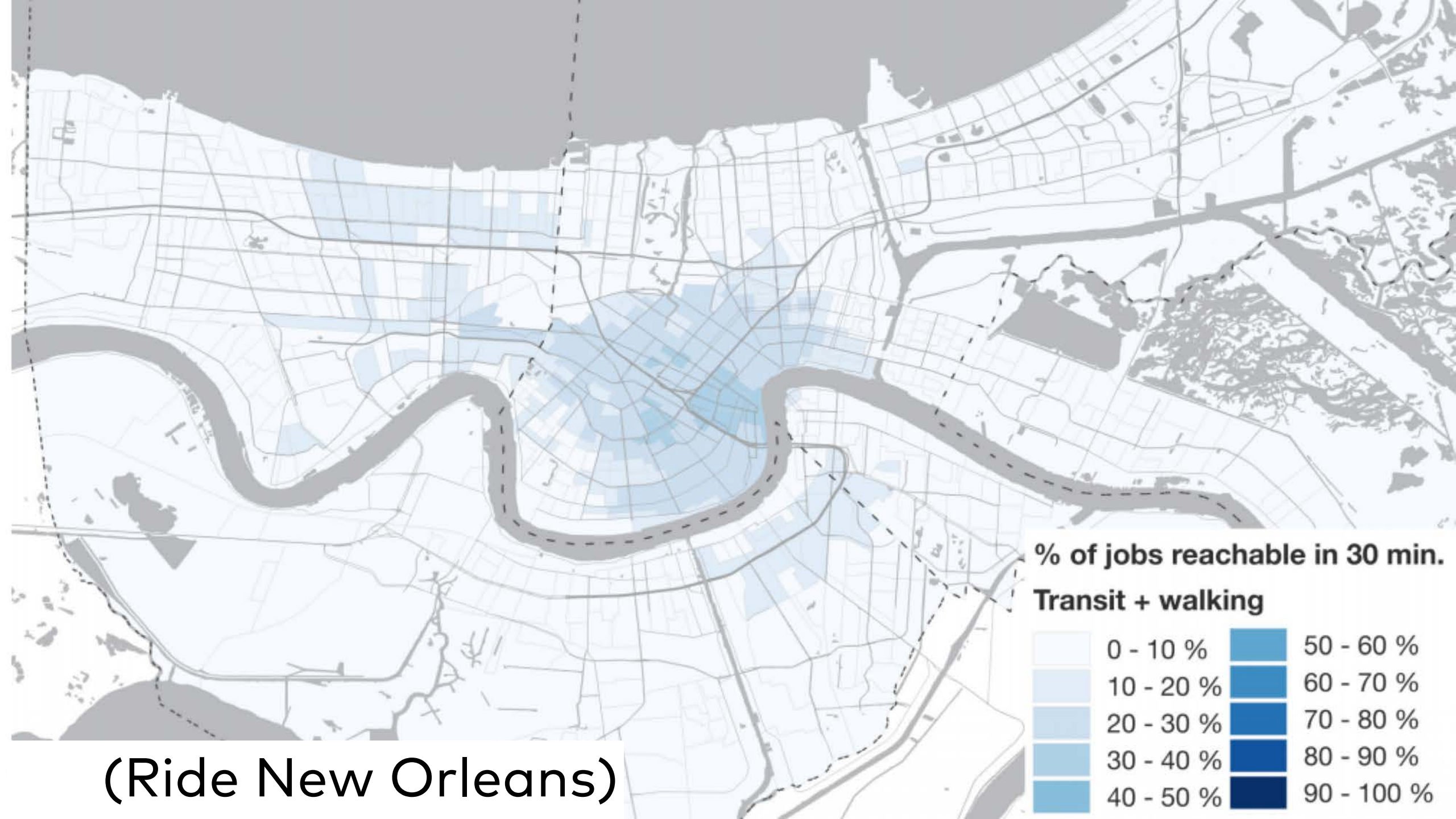


SIDEWALK
9,000/HR



ON-STREET TRANSITWAY, BUS OR RAIL
10,000–25,000/HR

(NACTO)



(Ride New Orleans)

The recipe for buses people choose to ride:

Frequent
Fast
Reliable
Walkable
Affordable
Dignified and safe
Connects key destinations



Value better buses like megaprojects

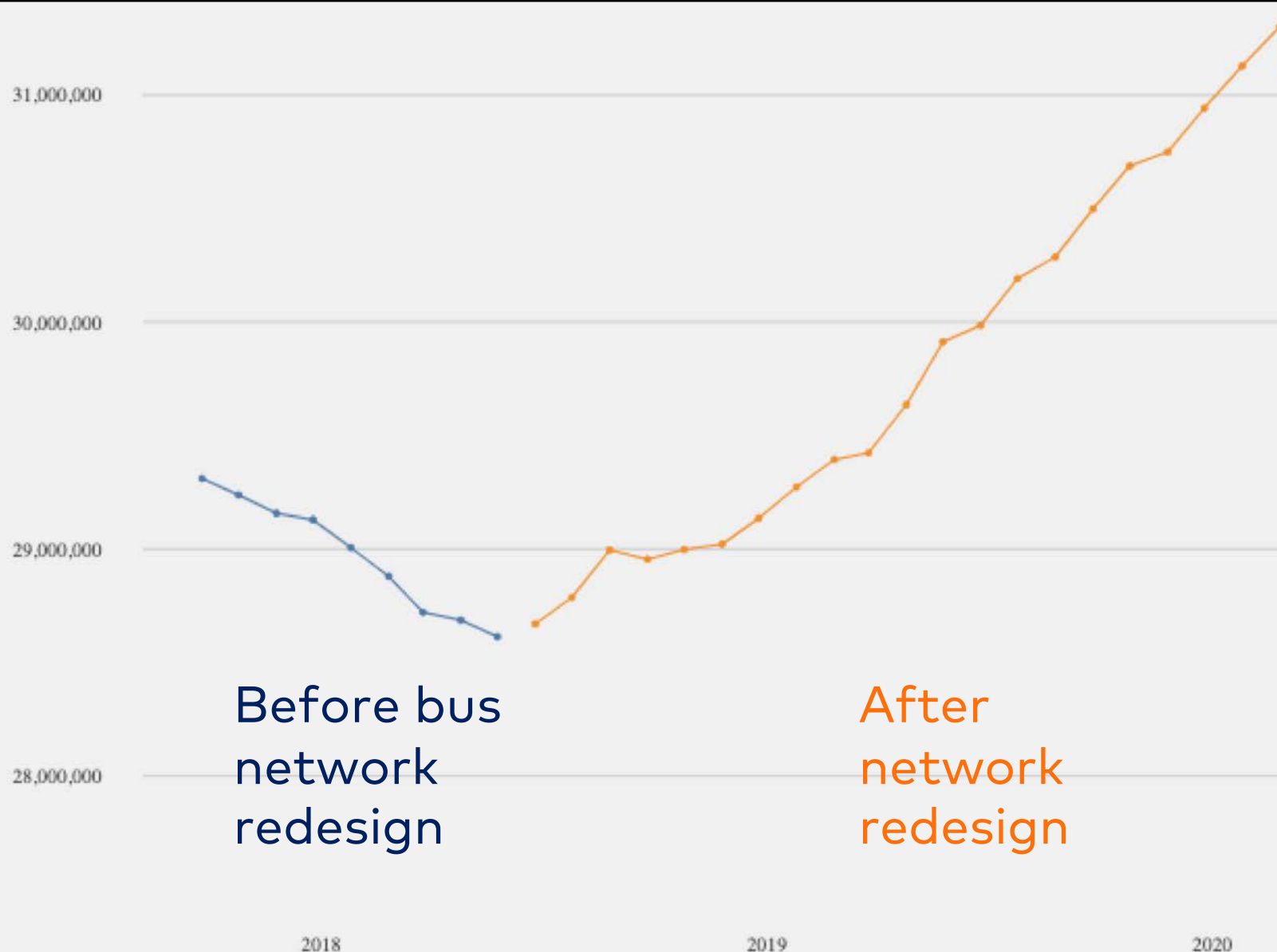


Utah Transit Authority, 2013-2016

	Bus stops w/added shelters and walkability	Bus stops without
Ridership growth	+4.6%	+2.4%
Paratransit growth	+0.1%	+2.4%

(Ja Young Kim et al.,
University of Utah)

Value better buses like megaprojects



Trailing 12-month average ridership for Capital Metro (Austin) through Feb. 2020 (not showing ridership during lockdown).

Visualization by Dan Keshet, On Your Feet Austin

News

Aldermen, activists say buses to stay off Ashland, Western medians

August 3, 2018

By Susan S. Stevens

Shoppers, shopkeepers, and residents can rest assured that the middles of Ashland and Western Avenues will not become dedicated to buses any time in the foreseeable future, according to anti-Bus Rapid Transit (BRT) activists, Ald. Daniel Solis (25th), and Ald. Jason Ervin (28th).

Officials put on hold a five-year-old City plan to install BRT down the two busy streets' centers in order to increase bus speeds, following community opposition. There it stays, according to the leaders and the aldermen.



LA Metro's Rapid Bus Plan Is Tearing Eagle Rock Apart

BY RYAN FONSECA IN NEWS ON JULY 16, 2019 1:30 PM



“Highway” programs
\$39.9 billion (75.7%)

“Transit” programs
\$12.8 billion (24.3%)

Figure 8.1 Core federal highway and transit programs (FY18).

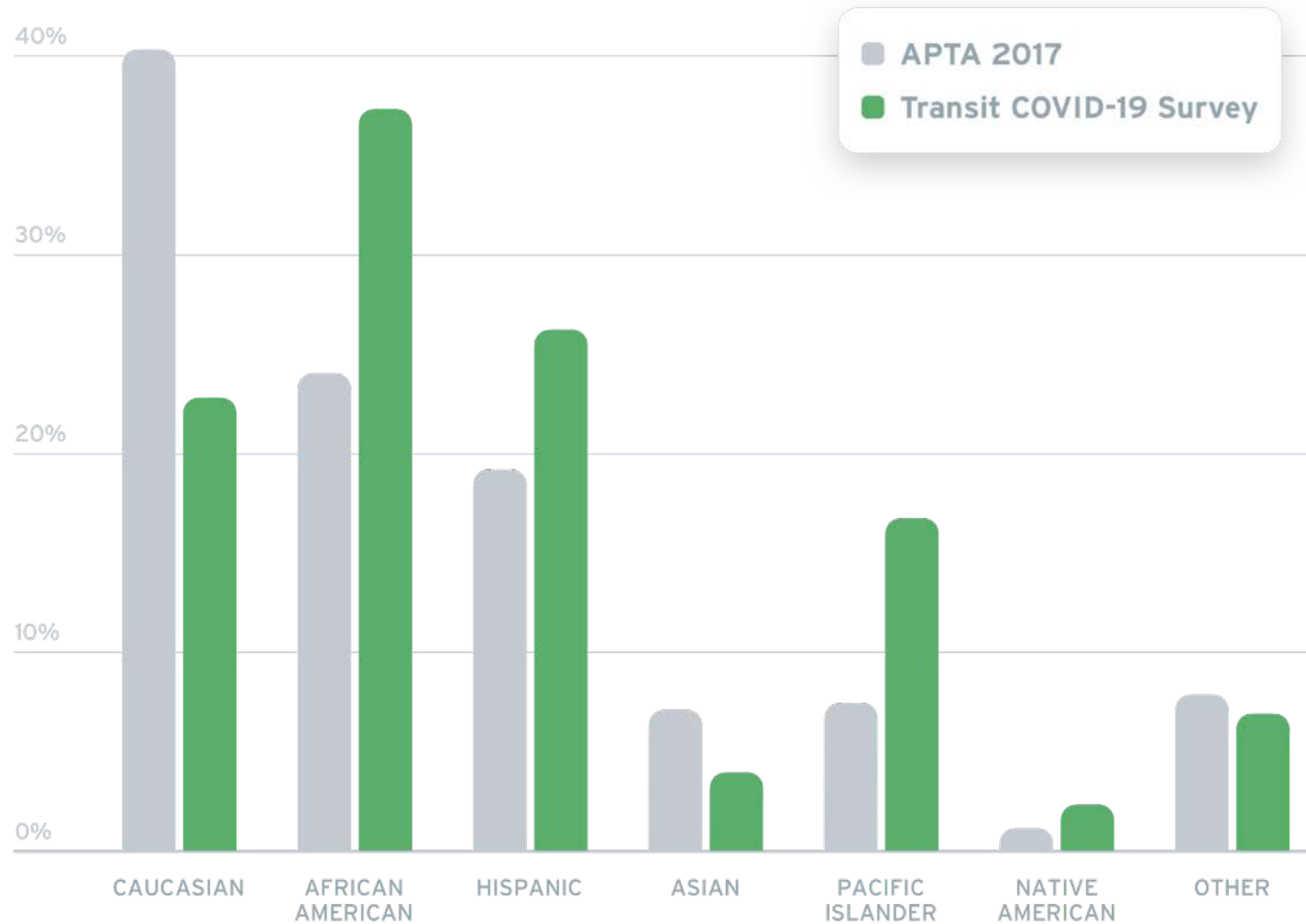


	Transit commuters
U.S. Workforce, 2018	7,614,524
U.S. Essential Workforce (see Appendix for definition)	2,759,929
Select Essential Industries	
Hospitals	320,456
Doctor's offices, other healthcare (not hospitals)	327,007
Nursing, care, and psychiatric facilities	110,479
Grocery & convenience stores	126,954
Pharmacies	40,448
Transit & taxi services	84,219
Waste management	12,957
Postal & courier services	51,528
Social services (e.g. food & housing services)	150,574
Public safety & armed forces	113,289

(TransitCenter)

People of colour are a greater share of riders during the pandemic

Race



Sources: APTA "Who Rides Public Transportation" (2017), Transit survey of US users (April 2020)

(Transit app)

We have to build power.



The central alliance of transit reform

Outside advocates/social movements

Responsive, capable public transit
agencies

Elected leadership

Outside advocates / social movements

Clergy work phones for Red Line

John Tuohy, john.tuohy@indystar.com

Published 6:20 p.m. ET Aug. 18, 2016 | Updated 9:58



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For a group of Indianapolis faith leaders, better public transportation means more than adding a few new buses to an old system.

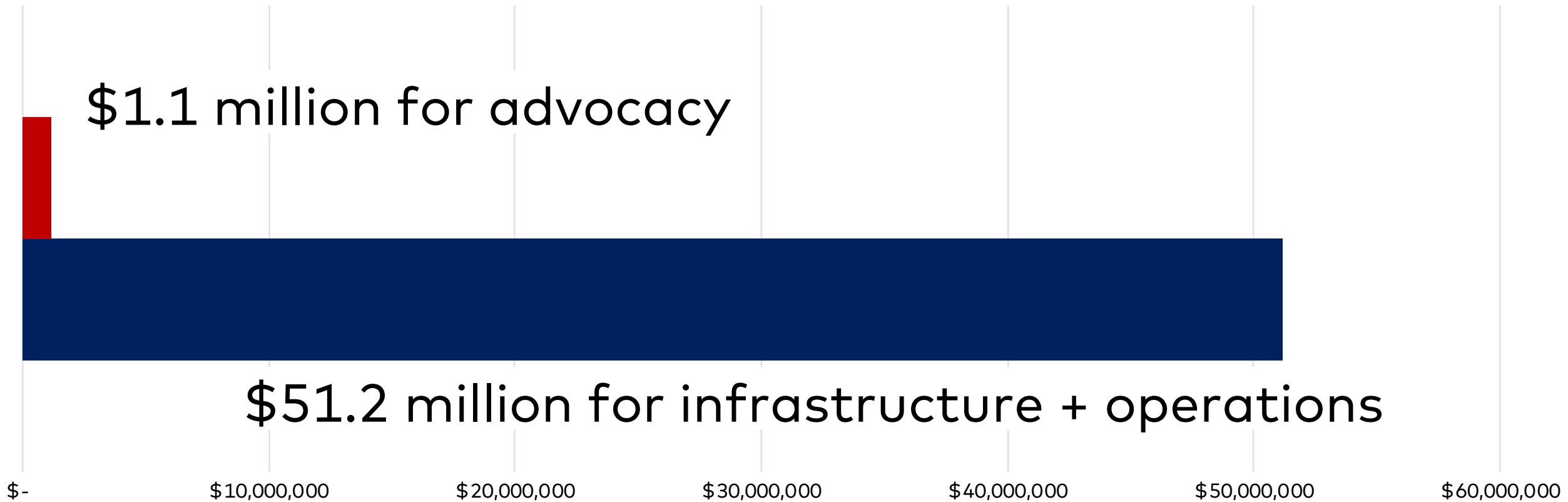
Improved transit is a passage to possibilities for residents of low-income neighborhoods where the last thriving business closed years ago and the nearest gallon of milk is sold 2 miles away.

doctors and groceries.

e ministers, priests and pastors in the Indianapolis (IndyCan) have launched a three-month campaign to d mass transit improvements in Marion County. The at runs frequently and dependably will allow residents

The role of philanthropy

Kresge Foundation (Detroit) Transit Grants: 2009-2018



State capacity: Getting things done

Ability of transportation agencies to:

- Implement projects quickly
- Get representative public feedback
- Plan multiple projects at once
- Manage projects on time and on budget
- Communicate transit's value to the public and elected officials
- "Think politically" and help organize key allies

This is not a reasonable ask of the public:

16TH STREET NW BUS LANES PROJECT



Previous Studies Documents

2016 Final Report: 16th Street NW Transit Priority Planning Study

16th Street Transit Priority Planning Study and Existing Conditions Report - October 2015

2013 Final Report: 16th Street NW Safety & Mobility

The Metrobus 16th Street Line Study - February 2009

2015 (Planning Study Phase)

4th Citizens Advisory Group Meeting Presentation - December 2015

Draft Alternatives: 16th Street NW Transit Priority Planning Study - October 2015

3rd Citizens Advisory Group Meeting Presentation - September 2015

2nd Citizens Advisory Group Meeting Presentation - August 2015

1st Citizens Advisory Group Meeting Presentation - May 2015

2016 (Planning Study Phase)

5th Citizens Advisory Group Meeting Presentation - September 2016

Public Meeting Wall Map - January 2016

Public Meeting Handout - January 2016

Public Meeting Presentation - January 2016

6th Citizens Advisory Group Meeting - June 2017

6th Citizens Advisory Group Meeting Presentation

Additional Meeting Materials

2018 (Environmental and Design Phase)

National Historic Preservation Act Section 106 - Consulting Party Meeting #2 - Jan. 31, 2018

Public Meeting - July 2018

Scroll (PDF)

Online Public Meeting - July and August 2018

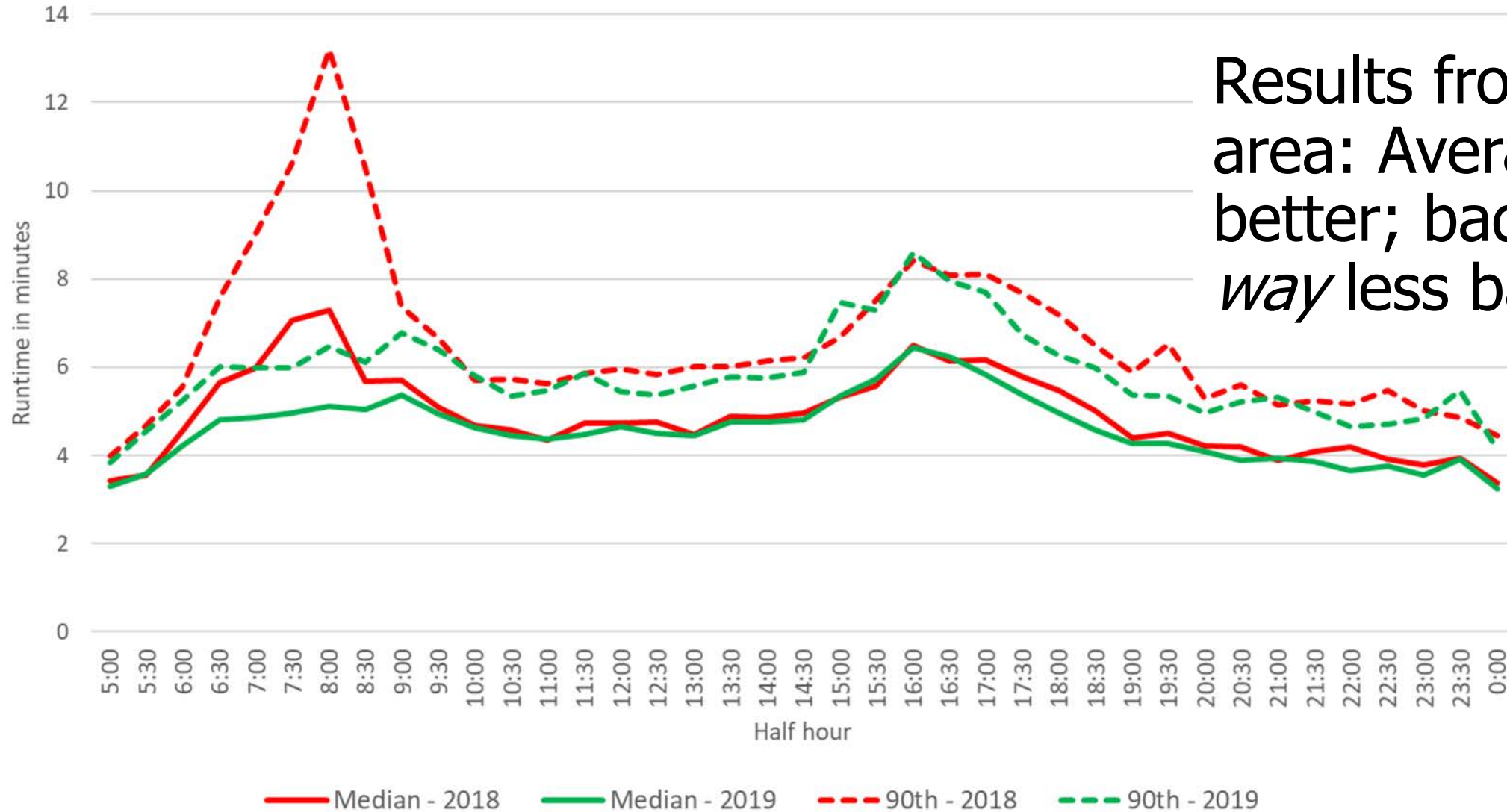
Online Public Meeting Video

Tactical transit: Bus lanes in weeks, not years



Tactical transit: Bus lanes in weeks, not years

Change in inbound run time on the Washington Street bus lane,
Jan-Mar 2018 vs Jan-Mar 2019



Results from Boston
area: Average trip got
better; bad trips got
way less bad

Tactical transit: Bus lanes in weeks, not years



Transit planners inside street departments

JOIN US IN TRANSFORMING BOSTON'S TRANSPORTATION SYSTEM

WE WILL BE HIRING:

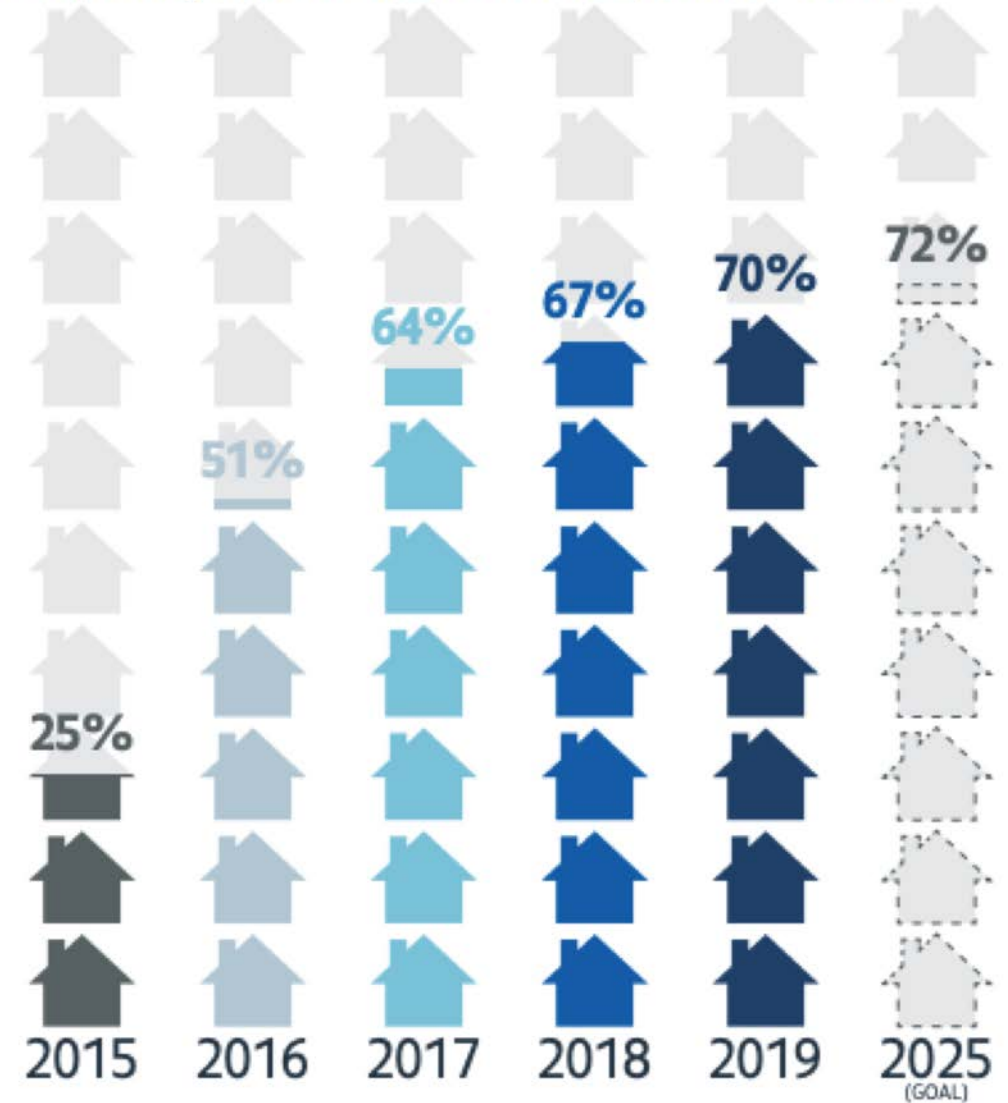
- ▶ One (1) [transit coordinator](#) to set the City of Boston's overall public transportation agenda and manage the Transit Team.
- ▶ One (1) [transit planner](#) to manage corridor bus lane and bus priority projects from concept to installation.
- ▶ Three (3) operations staff to install and maintain bus lanes.

Transit planners inside street departments

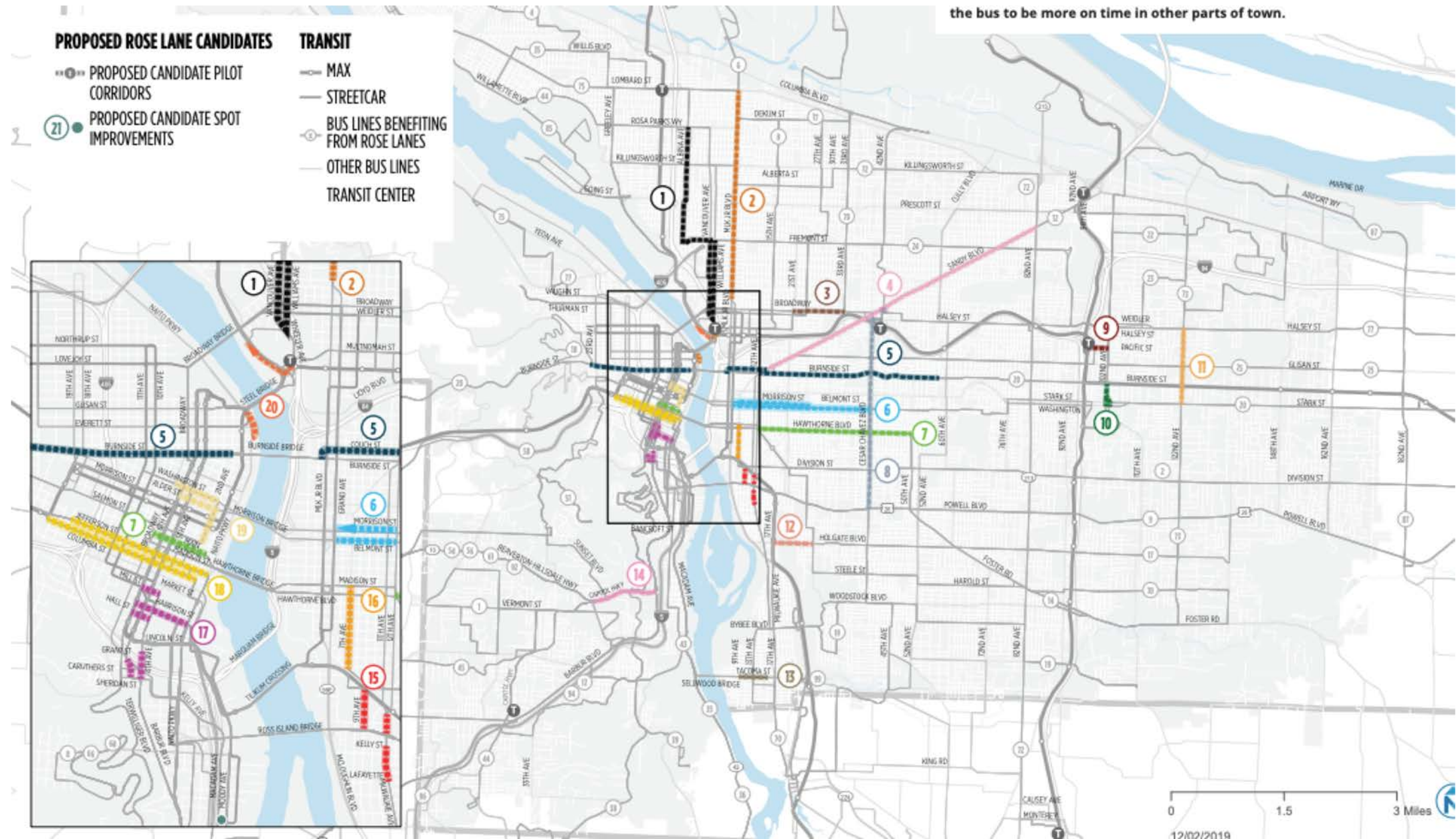


Seattle
Department of
Transportation

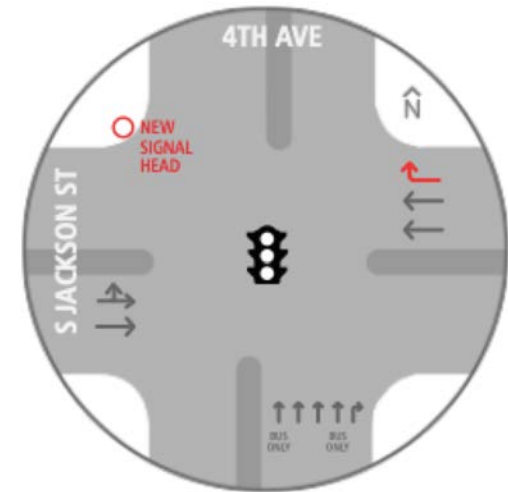
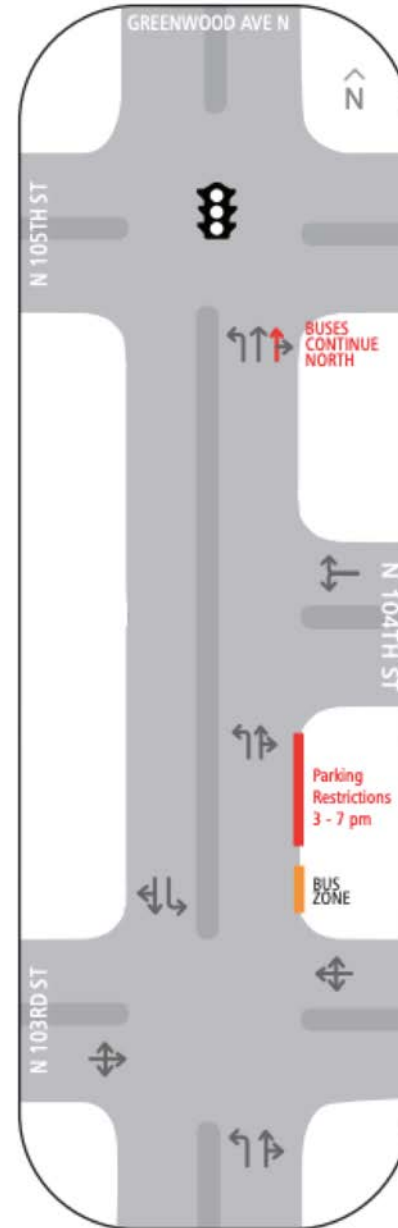
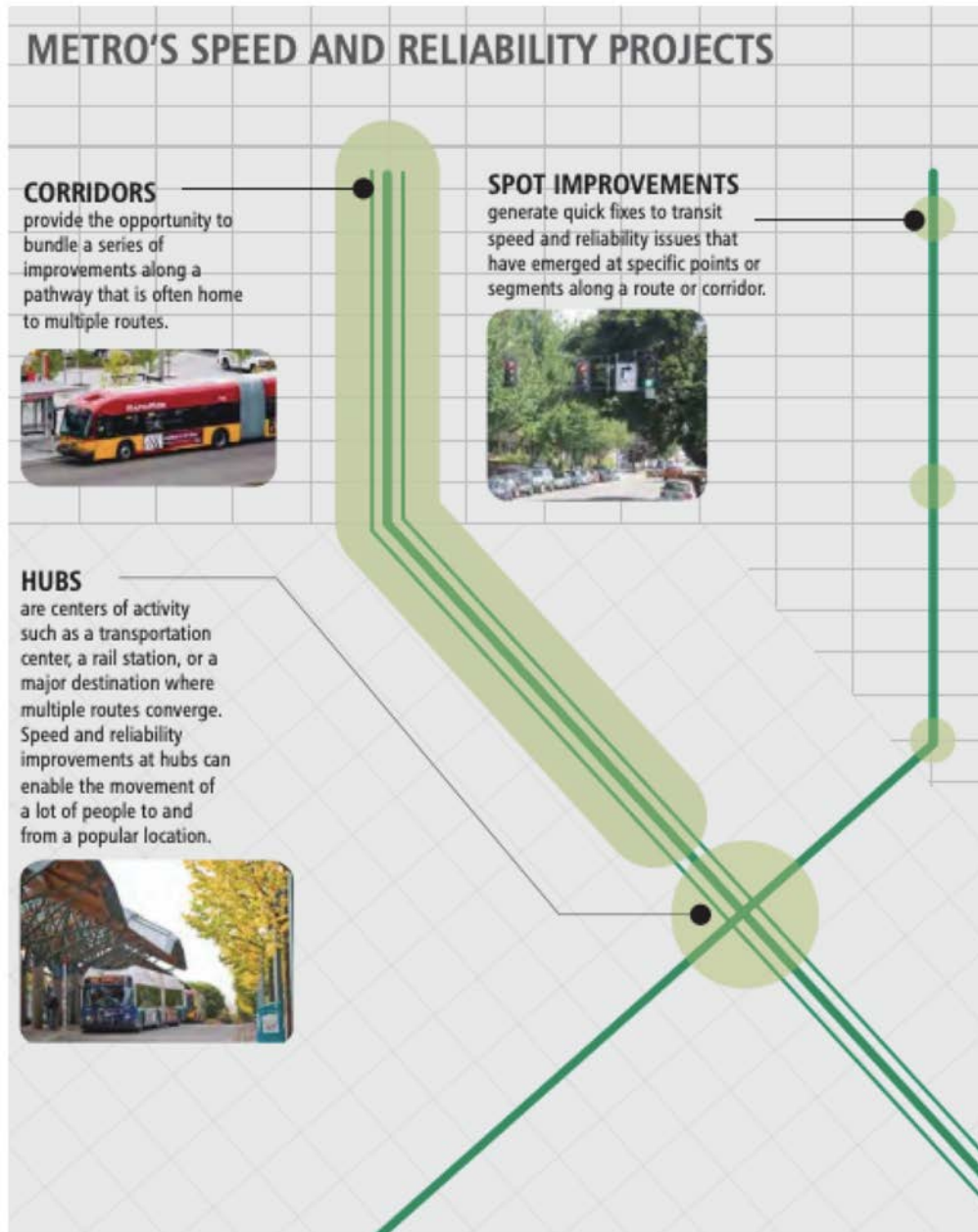
**Percent of Households with Access to
Very Frequent Transit Service, 2015 - 2019**



Portland: 20 projects, approved this year



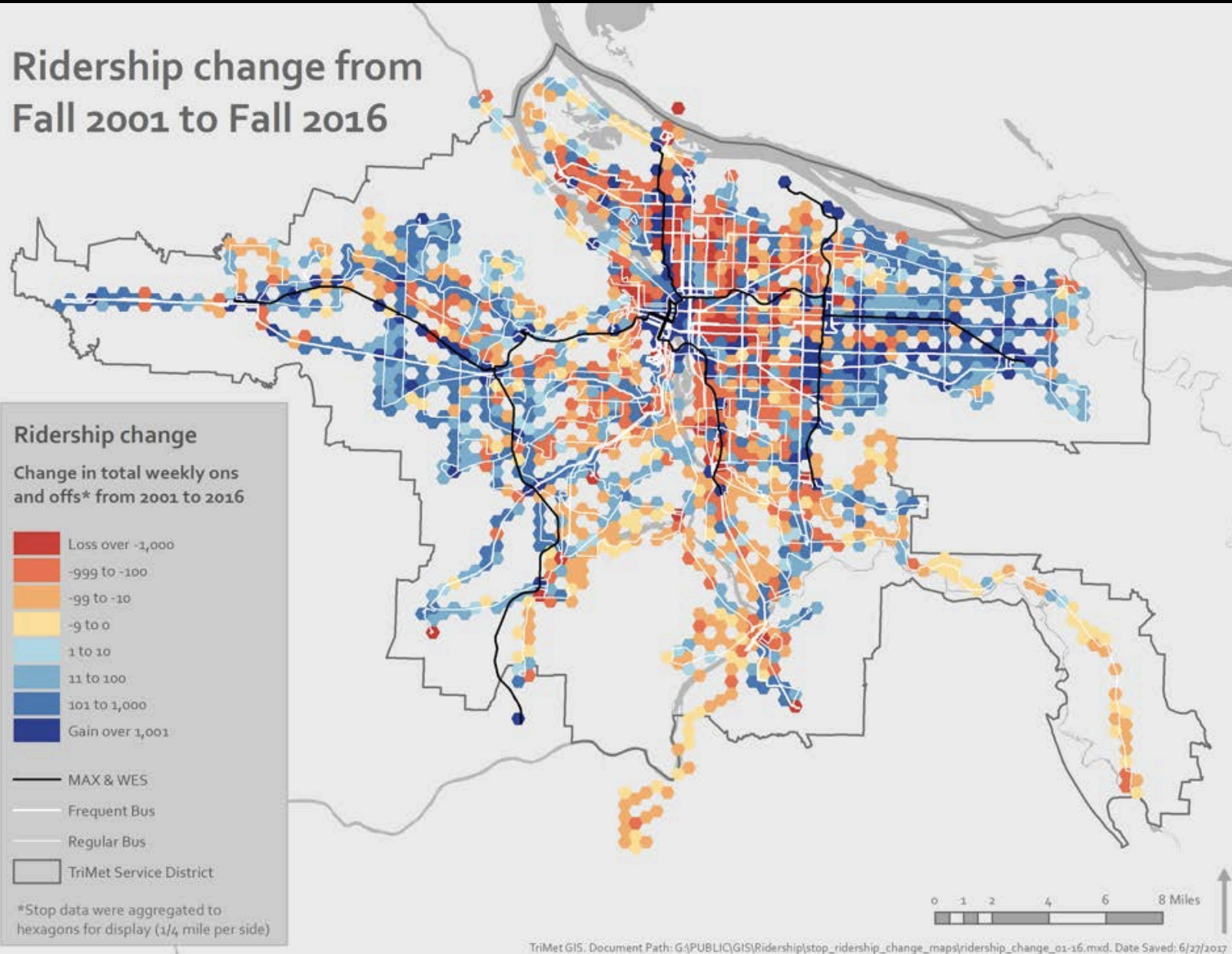
Traffic engineers inside transit agencies



Challenges for the Bay Area



Transit should respond to displacement

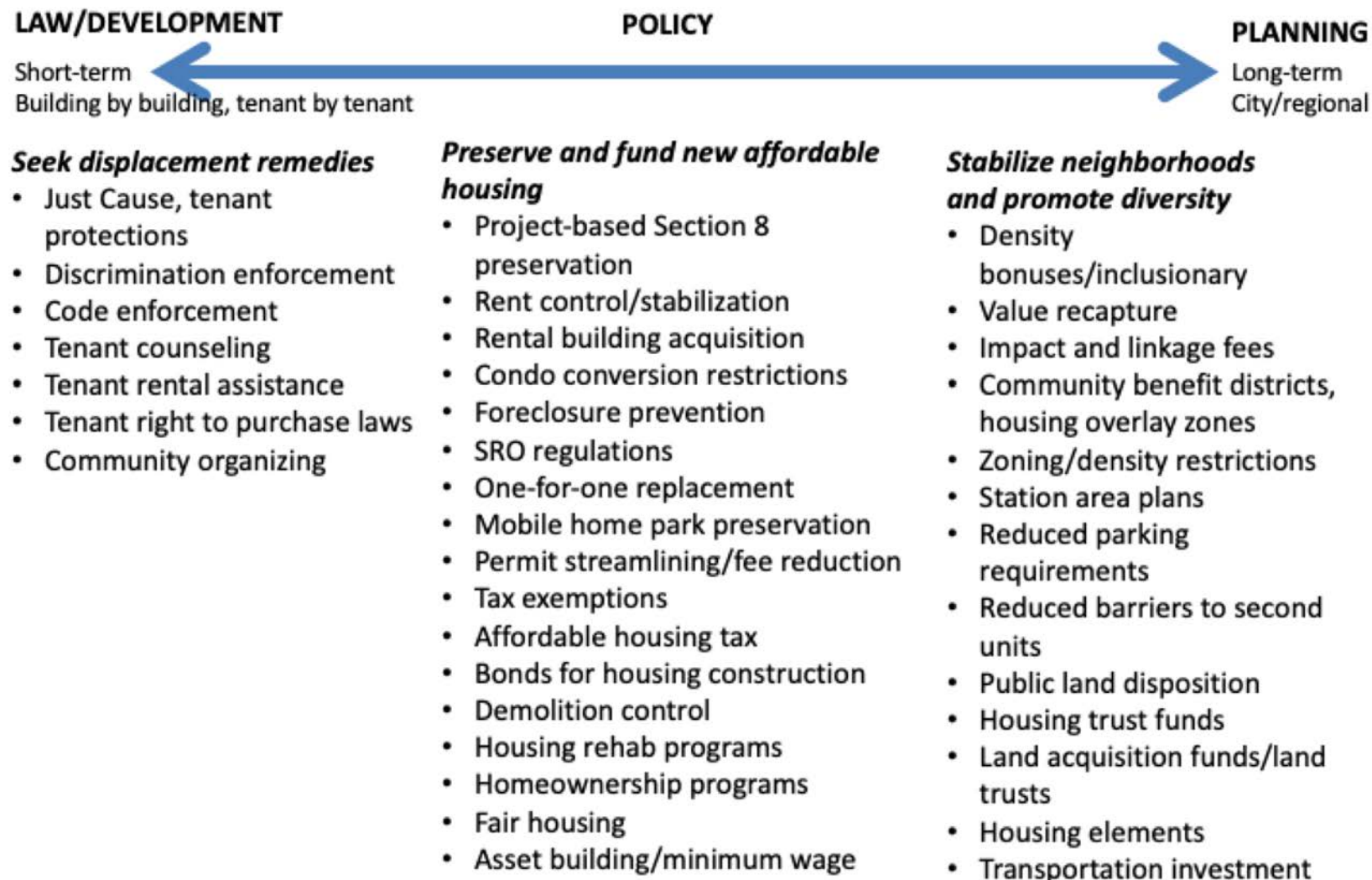


"Economic and demographic dynamics put our most loyal transit riders farther away from our best transit service."

- Tom Mills and
Madeline Steele,
TriMet

But transit is not a sufficient answer

Anti-Displacement Policies



(Karen Chapple, UC Berkeley Urban Displacement Project)

Confronting transit's fiscal challenge

San Francisco Chronicle

Muni expects to lose the majority of its bus lines permanently as financial devastation mounts



1 of 2

A Muni passenger wears a mask while riding on Market Street during the second week of shelter-in-place orders in March.

Estimated Time CARES Act Funding Will Last

10 Largest Transit Regions

Rest of Country

0 Months

5 Months

10 Months

15 Months

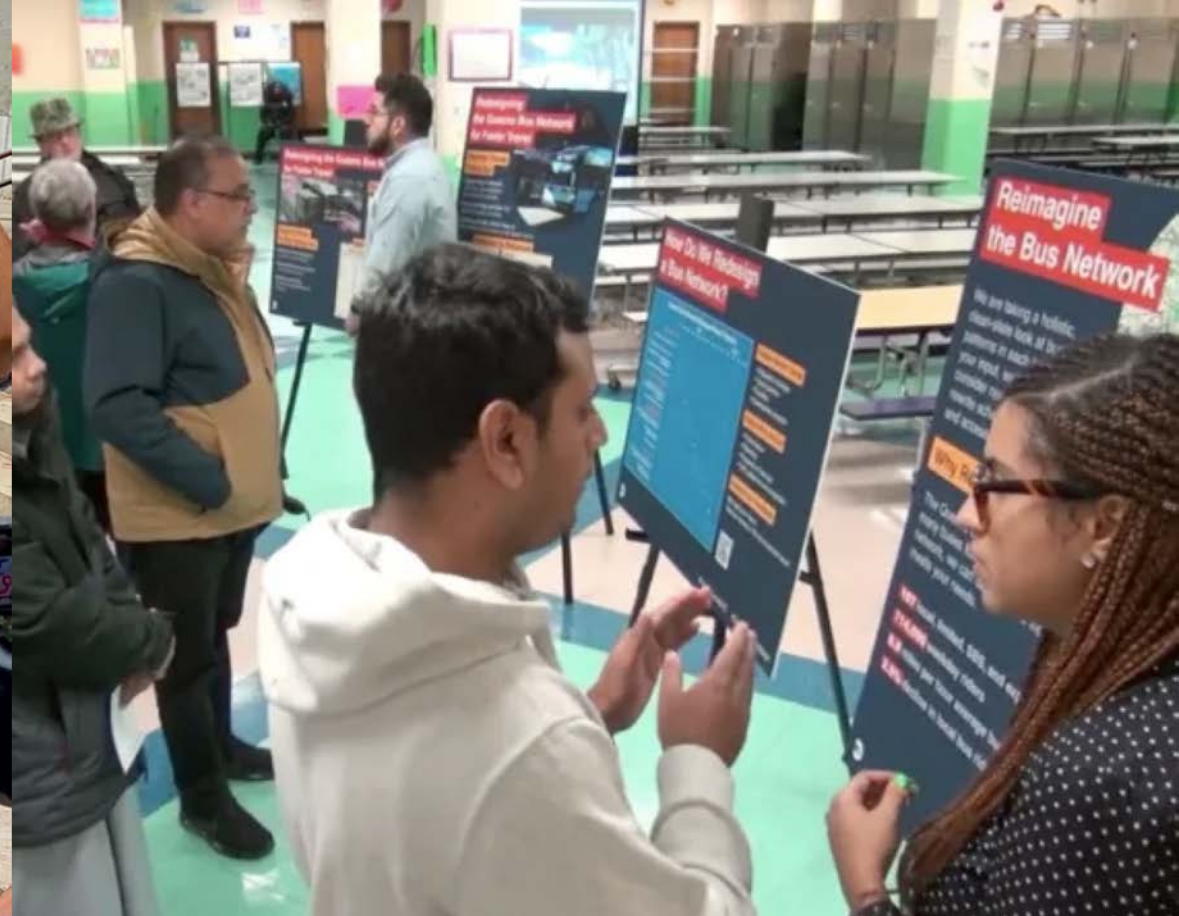
20 Months



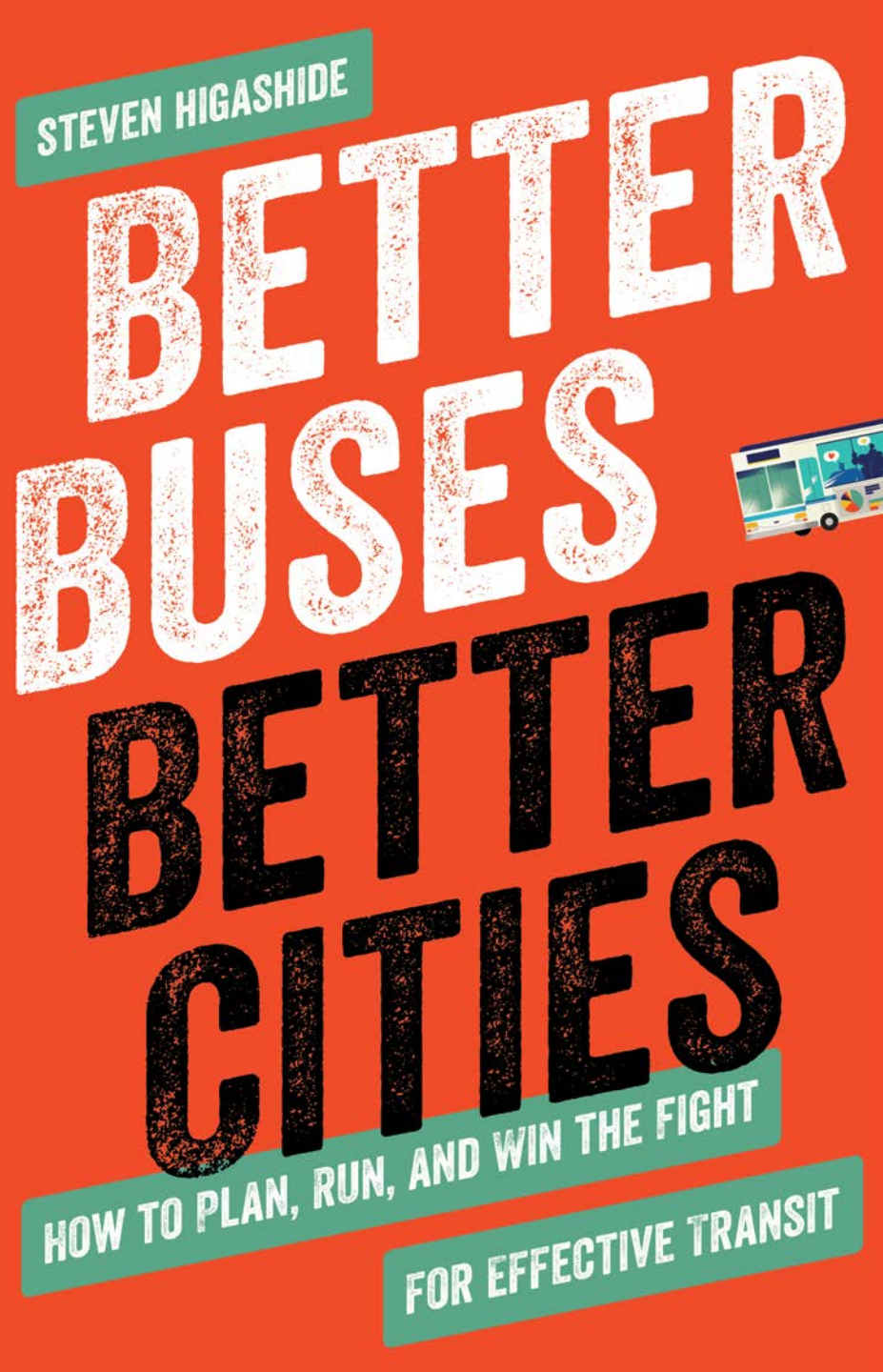
(Analysis via
TransitCenter)

We have to begin with the state: as the incarnation of collective interests, collective purposes, and collective goods. If we cannot learn to 'think the state' once again, we shall not get very far.

- Tony Judt, "What Is Living and What Is Dead in Social Democracy," 2009



We have to build power together.



Thank you!

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[@shigashide](#)