WEBVTT

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00:00:23.580 --> 00:00:26.190
SPUR Public Programs: Everyone welcome to the public program.

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00:00:27.440 --> 00:00:31.040
SPUR Public Programs: We're going to give it a minute for folks to hop on.

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00:00:48.580 --> 00:00:55.020
Jonathon Kass: I'm gonna go ahead and get started, and a few more folks will will file into the room as as we go.

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00:00:55.340 --> 00:01:05.769
Jonathon Kass: Good afternoon, everyone. My name's Jonathan Cass. I am a transportation policy manager at spur. Thank you for joining us for this digital discourse today.

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00:01:05.970 --> 00:01:14.810
Jonathon Kass: Many of you here today are spur members. So thank you for your support. And if you're not a member, I encourage you to join to support spurs, ongoing work

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00:01:14.900 --> 00:01:24.979
Jonathon Kass: in using education, policy, analysis, and advocacy, to make our cities and region more prosperous and sustainable and equitable places to live.

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00:01:25.160 --> 00:01:33.359
Jonathon Kass: Your financial support enables us to continue our work, including the hosting of programs like today's. And you'll find more information about membership

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00:01:33.610 --> 00:01:38.169
Jonathon Kass: online@spurr.org slash join.

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00:01:39.890 --> 00:01:46.790
Jonathon Kass: Today's digital discourse is titled, what are transit operators doing to get buses out of traffic

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Jonathon Kass: this week spur will be releasing a policy report that details state, regional and local actions necessary to prioritize transit on Bay area roadways.

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Jonathon Kass: In that report we consider ways to encourage local approval of these roadway interventions, because

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Jonathon Kass: local resistance is often what delays or waters, down or outright stops these sorts of bus improvement.

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00:02:12.720 --> 00:02:21.869
Jonathon Kass: We discuss how the state Mtc. At the regional level counties and local jurisdictions can do more to support transit priority projects.

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Jonathon Kass: But for today's panel we wanted to focus on transit operators who are often the ones leading the way to design and implement roadway changes that help buses, avoid congestion, deliver faster and more reliable service.

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00:02:37.020 --> 00:02:41.629
Jonathon Kass: We've got recent examples of what strong leadership and authority can do

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00:02:41.890 --> 00:02:54.709
Jonathon Kass: during the pandemic San Francisco, Mta. Which happens to be both the transit operator and a roadway authority invested heavily in roadway changes to get buses out of traffic. They saw resulting bus speeds increase

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Jonathon Kass: up to 31, and not surprisingly, the strongest ridership. Growth was often on the lines with the greatest speed improvements

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00:03:02.870 --> 00:03:18.589
Jonathon Kass: in the South Bay. The Valley transportation authority, or Vta calculated that it could free up 70 million dollars a year to support transit operations by increasing its average bus speed by 2.5 miles per hour, which is the amount of speed that it's lost

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00:03:18.600 --> 00:03:23.600
Jonathon Kass: to more congestion. Due to congestion on bus routes over the past 15 years.

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00:03:23.890 --> 00:03:34.040
Jonathon Kass: So the opportunities here are immense, and we will hear today from transit efficiency experts at several Bay area transit agencies, on

21
00:03:34.060 --> 00:03:46.109
Jonathon Kass: what solutions they've built, what they're planning for in the future and the unique challenges and opportunities that confront them in this work. So our speakers today

22
00:03:46.160 --> 00:03:55.520
Jonathon Kass: are Michael Rhodes, a transit priority manager at Sfmta. He leads a team of planners, engineers

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00:03:55.740 --> 00:04:01.309
Jonathon Kass: and outreach staff to deliver transit reliability improvements in San Francisco

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00:04:01.440 --> 00:04:10.019
Jonathon Kass: prior to joining Sfmta in 2,015 he worked at Nelson Nigard on a variety of transit, parking management and Tdm. Projects.

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00:04:10.660 --> 00:04:12.410
Jonathon Kass: Jamika Purcell

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00:04:12.540 --> 00:04:20.319
Jonathon Kass: is a senior transportation planner at Vta. She leads the agency's efforts to make transit faster, more reliable.

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00:04:20.660 --> 00:04:24.970
Faster and more reliable through policy, planning and capital project development.

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00:04:25.020 --> 00:04:35.860
Jonathon Kass: D'amico's work is driven by her desire for a transportation system that supports everyone to thrive in Santa Clara County. and lastly, Mika Miyasato

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00:04:36.110 --> 00:04:55.860
Jonathon Kass: Mika served as transportation as as project manager for various long range planning projects and quarter improvements in long range planning and the long range planning department at A/C transit. And in her new role as principal transportation planner Mika represents all Bay area transit operators in working

with Mtc.

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00:04:56.000 --> 00:04:59.080
Jonathon Kass: To develop a regional transit priority program.

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00:04:59.850 --> 00:05:14.120
Jonathon Kass: And I'll just note that this is a quite a meaningful advance to have a formal staff person, a formal staff position dedicated to representing transit operators directly and day to day. And Mtc transit priority policy efforts.

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00:05:15.410 --> 00:05:25.969
Jonathon Kass: So we want this to be an interactive conversation. And we plan on spending as much time as possible engaging with you all. So I encourage you to use the chat box to share your thoughts with each other and the speakers.

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00:05:26.860 --> 00:05:38.189
Jonathon Kass: and there is for any questions you may have. You can use a Q&A panel which should appear as a button at the bottom of your screen or the top of your screen. If you're on the mobile app.

34
00:05:38.770 --> 00:05:52.880
Jonathon Kass: and those questions will will be posted for us to ask to the panelists. Within the next few days we'll be sharing a copy of the recording transcript, the Transcript and the chat with everyone who registered for the program.

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00:05:53.000 --> 00:06:04.480
Jonathon Kass: So we're now going to hear from each of our panelists on what their agency is doing and planning. And if there's time we may be able to do one or 2 clarifying questions after each speaker. But

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00:06:04.570 --> 00:06:16.609
Jonathon Kass: we'll hear all 3 presentations before we get into broader discussion. and with that I'll I'll hand the screen over to Michael Rhodes from Sfm. Ta.

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00:06:18.670 --> 00:06:20.320
Michael Rhodes: alright, thank you, Jonathan.

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00:06:20.540 --> 00:06:24.790
Michael Rhodes: Good afternoon. Everyone

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00:06:25.630 --> 00:06:31.140
Michael Rhodes: get my screen shared. is there, Jonathan? Are you real able to see that

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00:06:31.340 --> 00:06:55.680
Michael Rhodes: slides. Alright. Great. Okay. So as Jonathan mentioned, my name is Michael Rhodes, transit priority manager for Sfmta. Just wanna talk briefly about sort of what we've been up to in San Francisco on transit priority improvements. As I think most folks are probably familiar with. San Francisco has some some real challenges with congestion, and how those affect our transit service over 80% of Muni trips

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00:06:55.680 --> 00:07:11.950
Michael Rhodes: are by bus or surface rail. We are not a system that is heavily based on subway ridership, on like a place like New York City or even Washington, DC. Washington, DC. So congestion really affects our quality of service and the cost of what it takes to put service out there.

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00:07:12.460 --> 00:07:34.340
Michael Rhodes: The solution that we've developed in San Francisco is called Muni forward, which is a combination of reliability, upgrades that really implements the city's transit. First policy in action, integrated improvements to both capital. So the physical changes to the street and also to service. So things like expanding rapid service or limited stop service and and frequency in general.

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00:07:34.340 --> 00:07:43.069
Michael Rhodes: we also tend to roll in vision. 0 safety upgrades to our transit priority projects. We have really deeply embraced a quick build.

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00:07:43.310 --> 00:08:12.370
Michael Rhodes: an iterative approach to improvements. So we don't have to wait. You know, every project doesn't have to be a 20 year timeframe. Most of our project these days are actually seen. Improvements turn around very quickly. We focus on high ridership and equity priority routes to make these types of investments. So you know, when people ask, How do you decide which routes are are getting these treatments. It's really about the top few routes that account for a large majority of our ridership, as well as some routes that are really key from equity standpoint.

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00:08:12.370 --> 00:08:33.669
Michael Rhodes: And as Jonathan sort of alluded to, this whole program really leverages our unique position as both a transit operator and as a city department of Transportation. Mta. Is both, you know. We are both the operator and and the city dot, which makes it easier for us to collaborate and and get, you know, street

design changes made that improve transit.

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00:08:33.799 --> 00:08:49.769
Michael Rhodes: So what that looks like over the last decade or so, or the last 9 years we've done about 90 miles of reliability upgrades across the system. Those are shown in blue on this map. The gray is where future corridors are planned

47
00:08:49.990 --> 00:09:06.770
Michael Rhodes: and we really lean on the tool kit of about 20, you know, 20 odd engineering measures to improve a liability and safety. It's things like transit lanes. That's probably the most visible element queue jumps transit signal priority bulbs and boarding islands that stops

48
00:09:06.770 --> 00:09:33.090
Michael Rhodes: stop spacing changes and stop look called stop optimization turn pockets and restrictions pedestrian bulbs to improve crossing times and road diets in some cases to make sure that lane widths adequately meet our needs. So the results of of you know, those are just some examples of the types of improvements we do. The results have typically been sort of 10 to 20% travel time improvement on a corridor basis.

49
00:09:33.090 --> 00:09:48.119
Michael Rhodes: Sometimes even more than that. But that's sort of typical and very frequently, especially when paired with service frequency improvements. That's where we've seen ridership gains where we've seen ridership. This would be the strongest and recover during the pandemic the strongest.

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00:09:48.500 --> 00:10:09.719
Michael Rhodes: Just to give an example of a corridor where we've really achieved this in full the 9 San Bruno corridor, we've made a series of improvements over the last almost 15 years. We introduced rapid service. So it used to just be only local. We've also done transit reliability transit priority improvements across the entire line. As you can see this photo of Patero Avenue with red lanes.

51
00:10:09.720 --> 00:10:25.400
Michael Rhodes: That you know, for example, reduce travel time by 17, and it reduced the ninetieth percental travel times by 30 37. So that worst trip of the week that you're gonna have is now gonna be, you know, a lot less worse, a lot less bad than it was before.

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00:10:25.400 --> 00:10:53.720
Michael Rhodes: And this led to a 38% increase in ridership on the 9 9 r in the years prior to the pandemic, which, of course, the pandemic has affected us heavily.

But you know, 60, we're at about 60% ridership recovery system wide. But this line, the 9 R series, we've recovered 82% of 2019 level. So you know where we've made these kind of investments and really focused on the capital and service improvements. The transit priority can help support

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00:10:53.950 --> 00:11:05.310
Michael Rhodes: our ridership recovery has been much stronger in most cases, and of course, they also incorporate bike and pedestrian improvements, because people need to get to the transit stops and and be safe in doing so.

54
00:11:05.870 --> 00:11:30.730
Michael Rhodes: 1 one sort of element that's been really key in the last few years is our response to the pandemic. We we were able to get sort of a natural experiment out of the pandemic. There were very few, the pandemics a very bad thing, and they're very little good about it. But one thing it did give us insight into is what our system would look like if traffic evaporated. So there was a week or 2 at the beginning of the pandemic before we scaled back service. All of our lines were running

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00:11:30.870 --> 00:11:55.859
Michael Rhodes: and we could see, what did our system look like? What would our system look like without congestion? And this map just shows some highlights of certain corridors certain times today, certain directions where you know it shows how much travel time decreased in that sort of April 2020. Moment. As the city was shut down, buses were still running and we could see we can see what happens. And the average travel time savings was about 15%. But we saw

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00:11:55.860 --> 00:12:12.159
Michael Rhodes: savings up to about 55 0 in certain corridors. And this this sort of inspired us to think. Well, we don't wanna go back to, you know, as as congestion returns, and as the pandemic and and Covid is still a concern, we don't want people stuck on slow, crowded buses

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00:12:12.160 --> 00:12:39.759
Michael Rhodes: on these corridors because it's gonna be a safety concern. And it's also gonna be a economic and you know operational concern for us. So we developed a program called the Temporary Emergency Tri Transit Lanes Project, installed 15 miles of transit lanes to, you know, focused where we were saving the most travel time during shelter in place. So we really targeted them, or we save time because congestion evaporated. Let's just never go back to that congestion. Let's get transit lanes in place to avoid that.

58
00:12:39.760 --> 00:12:57.860
Michael Rhodes: And 10 of those miles have now been made permanent. The remaining 5

miles are in a pilot phase, we're working with Cal, trans on they were installed online benefiting 40% of riders. They're all online that serve unis equity strategy neighborhoods so equity base what we call our equity strategy lines.

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00:12:57.990 --> 00:13:09.140
Michael Rhodes: And we saw travel time savings of up to 31 compared to pre pandemic that were preserved. Even as traffic return. Those time savings stayed in place in, in, in many of those places.

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00:13:09.630 --> 00:13:34.619
Michael Rhodes: One highlight that came out of that program is the Hov lanes Pilot. We're doing on Park for City Boulevard and on Lombard Street, which are both State highways. These are plus meaning, you know. If you've got 2 people in your car, you can drive in them. They are both key transit corridors. They're the first urban, you know, big city density or arterial HIV

61
00:13:34.620 --> 00:13:59.609
Michael Rhodes: lanes in the State. You just don't see city streets with Hov lanes for the most part in in California, or really anywhere in the Us. For the most part, it's a three-year pilot project we're partnering with Caltrans. They've been great partners with us to be willing to try something a little different on the roadways to benefit, you know all, all high occupancy, roadway users, and they've preserved, you know, travel time savings of up to 10, and really

62
00:13:59.610 --> 00:14:08.729
Michael Rhodes: helped with reliable even more than travel time savings. They've really helped the reliability. There's less variability to our travel times because of these HIV lanes. So

63
00:14:08.730 --> 00:14:32.149
Michael Rhodes: the focus has been about person throughput and person delay. And it's not this. This is a tri. This is a corridor, where it's maybe hard to justify. You know, a transit lane, because the traffic volumes are so high. But we have this this sort of incremental step towards transit priority that we can get really quickly and can, you know, benefit all of us. So this, this is just a map, and this next slide here.

64
00:14:32.360 --> 00:14:41.999
Michael Rhodes: showing our 75 miles of transit lanes how they've expanded in the last 15 years. We've expanded transit line lanes by 39. Just since 2020.

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00:14:42.000 --> 00:15:06.299
Michael Rhodes: It's been a really fast few years for us. Another 10 miles or so are

currently approved or proposed, and on more more than that are on the way. So you can check this out later, maybe on the web. But this, this is like an animated map showing how things have really transformed in the last, especially in the last 5 years or so, as you see it getting through 2016, twenty-seventh, and then, you know, 2020 21. Really, this big explosion of translations

66
00:15:07.140 --> 00:15:36.399
Michael Rhodes: coming up soon, we're gonna continue implementing on 7 corridors that are already approved. We're gonna bring 3 more corridors for approval to our board. Just in the coming months. We're gonna start planning on 4 new corridors and 2024 for these are all transit priority proven corridors. We'll install quick, build upgrades at some of our our sort of hotspots where the worst delay is. In addition to the corridor focus, and we plan to roll out red paint to a lot of our existing transit lanes that were brought in during the pandemic

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00:15:36.400 --> 00:15:45.490
Michael Rhodes: that we're done without red paint. So that's that's coming soon and just real. Briefly, I just want to speak to a couple of the sort of challenges and opportunities

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00:15:45.490 --> 00:16:08.890
Michael Rhodes: some of the challenges we have are just, you know, even though we're combined city dot and transit agency with a transit first policy, we still have intersection level politics around things like parking removal and lane removal. And you know, removing somebody's bus. Stop and you know, we also have challenges around emergency services approval and and getting fire department sign off on some of the tricky kind of like, how high is the curb here, and

69
00:16:08.890 --> 00:16:33.279
Michael Rhodes: how Lane? How wide did this? Does this lane next to be need to be next to a tall building that needs, you know, fire truck access, and of course there's the bigger backdrop of the transit fiscal cliff that we're all kind of probably familiar with of, you know, declined revenues in the city, and from fares and from everything else means that we face a really challenging environment and that it's potentially gonna affect our ability to do capital projects. There are sort of corresponding opportunities

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00:16:33.280 --> 00:16:59.940
Michael Rhodes: with each of these challenges for the politics. There's a chance to promote all the successes we have. We have 90 miles of successes to go out and and hopefully build support for future work. There's, I think, an opportunity to set an ambitious vision and then inspire and really inspire support by, you know, creating a vision of what? Only stopping. It stops on our 5 min network, where we have really frequent service, like painting a picture of how good transit can be if we if we really reach for the best version of this.

71
00:16:59.940 --> 00:17:16.309
Michael Rhodes: and really leaning into quick build, and and kind of, you know, doing more iterative evaluation and adjusting and and not not saying just because the projects out there, that's the end. All be all but getting people more comfortable with the idea of an iterative approach that can be done quickly and can be adjusted.

72
00:17:16.310 --> 00:17:32.510
Michael Rhodes: Emergency services. We're trying to lean into the multiple winners concept, you know, transit priority can benefit emergency vehicles, too. Transit vehicles are emergency vehicles are absolutely using Market Street and Van Ness and other major transit lane corridors to get through town faster.

73
00:17:32.510 --> 00:17:34.919
Michael Rhodes: And from a fiscal cliff standpoint

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00:17:35.140 --> 00:18:00.849
Michael Rhodes: we're actually just starting to think through an ambitious program to, you know, save buses through transit priority. If we can reduce travel time enough, we can actually reduce the number of buses needed to create the same frequency of service and improve the quality of service all at the same time. That's that's really tough to do. It's really tough to reduce travel time enough to save a bus. But we're looking at. What would it take, you know? Can we do that, and then reallocate that bus to save another line? That we might otherwise have to cut.

75
00:18:00.890 --> 00:18:24.179
Michael Rhodes: We're also looking at, you know. Ii think another opportunity is just that state and regional funding partners, despite fiscal challenges are very supportive of transit priority projects right now. And we've we've found that they've been willing partners on the funding side in a lot of cases. So those are some of the opportunities corresponding with the challenges. And that is everything I

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00:18:24.560 --> 00:18:30.660
Michael Rhodes: I'm going to address, I think, at this part, but definitely look forward to chatting more during the QA.

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00:18:33.450 --> 00:18:45.709
Jonathon Kass: Great thank you so much, Michael. The lot a lot there, and we will dig in deeper in the QA. For the moment we'll we'll move right on to Tamiko and and vta activities.

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00:18:48.610 --> 00:18:51.390
Tamiko Percell: Thank you, Jonathan.

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00:18:53.650 --> 00:18:56.470
Tamiko Percell: You see that my skin? Yes.

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00:18:56.780 --> 00:18:57.780
Tamiko Percell: okay.

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00:18:59.830 --> 00:19:05.840
Tamiko Percell: thank you for having me. It's always great to listen to Michael. Talk about what they're doing in San Francisco

82
00:19:06.150 --> 00:19:19.999
Tamiko Percell: to improve transit speed and reliability cause, they always find it so inspiring. But it's also nice to get the reminder that the grass isn't always greener on the other side, and even though they are the authority over the road way that they have their own challenges, too.

83
00:19:20.050 --> 00:19:21.829
Tamiko Percell: So, as Jonathan mentioned.

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00:19:22.260 --> 00:19:31.159
Tamiko Percell: our speeds have been defining at Vta about 20% over the past 30 years, making transit more expensive to operate, which means we can't offer as much service.

85
00:19:31.340 --> 00:19:33.460
Tamiko Percell: If you're not familiar with Vta.

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00:19:33.750 --> 00:19:46.960
Tamiko Percell: we are the transit operator for the 15 municipalities in the county of Santa Clara, and many of our routes operate through more than one city, and most cities have differing values when it comes to giving transit more priority on the roadway.

87
00:19:47.320 --> 00:19:56.770
Tamiko Percell: This map just shows our frequent network routes in red, which offer all day service of at least 15 min frequencies. And the blue is our local network routes.

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00:19:57.830 --> 00:20:02.579
Tamiko Percell: So, in addition to operating through so many different jurisdictions.

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00:20:02.620 --> 00:20:06.309
Tamiko Percell: the biggest part is that Vta doesn't have any authority over the roadway.

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Tamiko Percell: We operate through intersections that we don't have any control over as well.

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00:20:13.110 --> 00:20:29.360
Tamiko Percell: Then there's the low density line uses of Santa Clara County, which can be troublesome for getting transit taxes many different locations in a short period of time, and there's also a lack of policies across the county that help us overcome those land use challenges

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00:20:29.570 --> 00:20:31.940
Tamiko Percell: and the lack of control over the right of way.

93
00:20:33.140 --> 00:20:44.700
Tamiko Percell: So we're looking at a lot of different projects to speed up transit through operations and through capital improvements. I'm just gonna talk about a couple to show how we've been navigating some of these barriers.

94
00:20:46.350 --> 00:21:03.570
Tamiko Percell: So much of our planning work to overcome the barriers has centered on building relationships with jurisdictions that we operate in ideally. Our relationships would grow into partnerships with cities to deliver transit speed improvements together. We have a really great example of that. It's Monterey corridor in city of San Jose

95
00:21:03.960 --> 00:21:07.630
Tamiko Percell: and the project areas in black. This is a partnership that

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00:21:07.750 --> 00:21:21.580
Tamiko Percell: we formed quite some time ago by talking early and often. We engaged early talking about what we needed. Here and there was a real political champion for the corridor which was so important for moving these bus leads forward.

97
00:21:22.660 --> 00:21:37.720
Tamiko Percell: The city also adopted a transit first policy which has made a huge difference in how we move projects forward. We have a lot of shared values. This is a very dangerous corridor. There's a lot of height, lot of fatalities and injuries every year in the corridor.

98
00:21:37.760 --> 00:21:54.639
Tamiko Percell: as we know. every transit rider starts as a pedestrian or a cyclist. So it's really important for Vta as well to improve safety in the corridor. and we've become funding partners. We started initially by the city and Vta contributing money to do conceptual design for bus only lanes.

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00:21:54.680 --> 00:21:57.630
Tamiko Percell: and that led to us applying for a grant

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00:21:57.680 --> 00:22:14.379
Tamiko Percell: which Mta. Mcc. Awarded us to do for final design, and we also recently found out that another joint application for construction has been awarded. So this project is funded all the way through construction, and should begin construction around 2025.

101
00:22:15.180 --> 00:22:17.720
Tamiko Percell: So that was a really great example of

102
00:22:17.920 --> 00:22:21.090
Tamiko Percell: how city supports transit priority

103
00:22:21.220 --> 00:22:30.470
Tamiko Percell: when it comes to operating across the whole county. It's a little bit more challenging. And we do have one project that we're moving forward. It's a transit signal priority project.

104
00:22:30.480 --> 00:22:45.299
Tamiko Percell: So if we actually go look at Monterey corridor has signal priority. We're doing a pilot there with the city of San Jose. It's been pretty successful so far, and based on what we've learned there, we're trying to expand signal priority across the entire frequent network that's in red.

105
00:22:46.100 --> 00:22:50.979
Tamiko Percell: So the coordination is fraught with a lot of kind of policy barriers

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00:22:51.570 --> 00:23:02.329
Tamiko Percell: transit signal priority is a technology, and it is also a policy choice. So we are working right now on a lot of the barriers around technology so that we'll be able to operate

107
00:23:02.380 --> 00:23:13.939
Tamiko Percell: signal priority on routes that cross many jurisdictions that each have their own signal control and their own timing plans and help overcome some of those. But we will still have the policy issue

108
00:23:14.050 --> 00:23:17.579
Tamiko Percell: of how much priority does transit receive. And that's something that

109
00:23:17.610 --> 00:23:24.889
Tamiko Percell: we have ongoing conversations about. And we're hoping that more cities take San Jose's route of adopting a transit. First policy.

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00:23:25.230 --> 00:23:30.779
Tamiko Percell: We are leading the design and implementation of this county Wide Tsp project.

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Tamiko Percell: and through funding that we got a couple of grants, for we're looking for win-wins as a way to

112
00:23:38.390 --> 00:23:43.569
Tamiko Percell: encourage cities to get on board with more priority for transit. So

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00:23:43.690 --> 00:23:59.859
Tamiko Percell: things like including emergency vehicles. As Michael had mentioned, having bicycle signal priority. better control over pedestrian movements and giving them more time and also getting a lot of data, which is something that we've lacked traditionally across the county.

114
00:23:59.970 --> 00:24:02.859
Tamiko Percell: There's not a lot of ability to understand

115
00:24:02.910 --> 00:24:17.599
Tamiko Percell: how much transit is impacted by each intersection. And as we move

forward with this new Tsb system, that's something we'll be able to gather. So we're in design right now, and we should start implementation in early 2025.

116
00:24:20.400 --> 00:24:29.989
Tamiko Percell: So as we move forward to expand Tsp. Across the county, I think some of the future opportunities and challenges that are going to come up are things like

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00:24:30.130 --> 00:24:47.670
Tamiko Percell: Tsp. Is moving towards being an operational expense rather than a capital expense, particularly in the cloud-based type of Tsp that we're thinking and doing. We're going to need more funding sources that are consistent. But we can count on to pay for the operating of the Tsp

118
00:24:48.280 --> 00:25:07.460
Tamiko Percell: Vta recently adopted a visionary network, and it includes operating our frequent network with 10 min headways. To achieve that vision, we're gonna need to move forward with a lot of different roadway projects that prioritize transit. So we're working through what some of those near term improvements will be and how we're going to start engaging with cities.

119
00:25:07.460 --> 00:25:20.959
Tamiko Percell: There's a lot of opportunity for cities to adopt policy. We're seeing many in changes in working with City San Jose since they adopted their transfer policy they have a lot of ideas about bus lanes throughout their city.

120
00:25:21.180 --> 00:25:28.789
Tamiko Percell: The Signal Group has moved forward rapidly and expanding Tsp. Across the city. It's been really great, and

121
00:25:29.010 --> 00:25:50.650
Tamiko Percell: policies like that require advocates to champion it. That's how the San Jose one initially started, and we'd love to see that across the county we want to see a lot more quick build and work with cities to figure out how we can make that happen. I know. Quick look to be challenging sometimes. Especially to move from quick build to permanent. So we're looking at what the opportunities are to make those transitions.

122
00:25:50.880 --> 00:26:10.330
Tamiko Percell: And we were looking at how we can align funding with policy decisions such as including transit priority treatments in non-transit projects. When we have shared values around the project like including transit in a vision 0 project and including vision 0 safety improvements in transit projects.

123
00:26:11.100 --> 00:26:16.199
Tamiko Percell: So that was a fair amount to take in, and it's just a touch on what we're working on.

124
00:26:16.310 --> 00:26:34.259
Tamiko Percell: If you'd like to talk more to Vta staff about all the transit speed improvements that we're working on. We're holding something called, ask Vta on October 20 fourth. It's an online forum where staff will be there to answer all your questions about transit, speed and reliability improvements in the county.

125
00:26:34.810 --> 00:26:35.730
Tamiko Percell: Thank you.

126
00:26:39.430 --> 00:26:56.949
Jonathon Kass: Thank you, Tommy. Go. There is a lot there. II particularly like that idea that you you all have a vision of the kind of network and the kind of frequency you want. You may not have a ton more money coming in. So what level of these kinds of transit priority efficiencies. Do you need

127
00:26:56.960 --> 00:27:01.340
Jonathon Kass: to be able to get that desired network? That's really a nice way to think about it.

128
00:27:01.600 --> 00:27:15.019
Jonathon Kass: Of course, in the absence of tons more money for transit. So let's let's move on to to Mika, and then we can. We can get into some panel discussion and questions.

129
00:27:15.870 --> 00:27:32.900
Mika Miyasato: Thank you, Jonathan, and I'll share a short presentation. So my name is Mika Miasato. I'm principal transportation planner at A/C transit, and I'm presenting the A/C transit efforts on transit priority projects.

130
00:27:33.170 --> 00:27:38.019
Mika Miyasato: This is a quick overview in case you're not familiar with A/C transit.

131
00:27:38.050 --> 00:27:52.099
Mika Miyasato: The A/C transit serves 8 cities in East Bay, plus a 13 of 13 cities in the East Bay, and 8 unincorporated communities in East Bay plus a Trans Bay service.

132
00:27:52.280 --> 00:28:05.960
Mika Miyasato: A/c transit service area is a fairly large I think a score footage wise. It's a similar to Vta, but it's along in north to the south. That there is a population of 1.5 million people in the district.

133
00:28:05.970 --> 00:28:13.090
Mika Miyasato: and two-third of our riders are low income, and nearly half of our riders don't have access to a car.

134
00:28:14.720 --> 00:28:18.770
Mika Miyasato: So you know, as Jonathan mentioned, you know.

135
00:28:19.020 --> 00:28:39.540
Mika Miyasato: the bus speed is declining over the past decades as, except the short period in 2020, and as a bus speed declines, it takes a greater number of buses to deliver the same level of service. So this, you know, the speed and reliability is a very important to transit riders and keeping preserving and improving transit services

136
00:28:41.260 --> 00:28:56.920
Mika Miyasato: this map illustrates is the completed and in progress and program transit priority projects within the A/C Transit district and map. On the left is a northern half of the district and map. On the right is southern half of the district.

137
00:28:57.230 --> 00:29:14.240
Mika Miyasato: and majority of the projects are based on the major corridor study approved by the board in 2,016. So those major corridors are 11 hydrogen ridership corridor, representing about 60% of ridership and about 100 miles of road wise.

138
00:29:14.540 --> 00:29:25.570
Mika Miyasato: so red indicates Transit Lane Project, including tempo transit lanes on Broadway in downtown Oakland, and there are ones near Uc. Berkeley

139
00:29:25.700 --> 00:29:45.179
Mika Miyasato: and Yellow indicates transit priority project involving signal and bus stop improvements and blue indicate signal improvement projects. The ones that program corridor improvements include Fruit Vale Avenue in Oakland, Mcdonald's Avenue in Richmond, and

140

00:29:45.250 --> 00:30:02.310
Mika Miyasato: there are also projects sponsored by others, including Powell Street, project by Mtc. Fortieth Street, project by city of Amiable and Broadway Bus Lane, Extension by the city of Oakland. So now there are, you know, A/C transit project as well as the

141
00:30:02.330 --> 00:30:04.649
Mika Miyasato: project by other agencies.

142
00:30:05.320 --> 00:30:15.279
Mika Miyasato: Majority of A/C transit buses are equipped with transit signal priority system, and within the district we have 450 signals.

143
00:30:15.640 --> 00:30:22.249
Mika Miyasato: with a Tsb. Installed and other 50 intersections or program for Tsb installation.

144
00:30:24.180 --> 00:30:27.160
Mika Miyasato: So as for upcoming

145
00:30:27.250 --> 00:30:29.160
Mika Miyasato: the project

146
00:30:31.130 --> 00:30:40.839
Mika Miyasato: In addition to the map you saw on the map A/C transit recently kicked off of the foothill bulwark corridor plan. So that's a planning project.

147
00:30:40.940 --> 00:30:53.310
Mika Miyasato: High priority bus stop, improvement project and transit supportive design guidelines and foothill Boulevard is approximately 5 mile high ridership line that traverses through low income neighborhood. In Oakland.

148
00:30:53.710 --> 00:31:05.350
Mika Miyasato: Foothill Boulevard is included in the 2016 major corridor study, but improvements needed to be further defined before moving to project implementation phase.

149
00:31:06.020 --> 00:31:11.060
Mika Miyasato: We also have a grant funded high priority bus stop improvement project

150
00:31:11.220 --> 00:31:21.530
Mika Miyasato: it would cover planning through project delivery of high priority. Bus stops. The project will be anchored through equity and accessibility. Lens

151
00:31:22.030 --> 00:31:32.810
Mika Miyasato: and transit supported design. Guidelines will update the 2,018 multimodal design guidelines by expanding its scope and addressing design that improves, fix, row.

152
00:31:32.870 --> 00:31:48.729
Mika Miyasato: part transit operations and writers experiences the guideline is very important, as many jurisdictions use this document in scoping potential future projects. So the guideline new guideline will address design that were not common in 2,018,

153
00:31:48.860 --> 00:31:54.990
Mika Miyasato: as well as a prior transit operations. Those were the new addition to the original guidelines.

154
00:31:55.260 --> 00:32:01.689
Mika Miyasato: A/c transit has been successful in leveraging external funding, full delivering corridor project.

155
00:32:01.750 --> 00:32:12.969
Mika Miyasato: but we're little behind in planning and pre-designed activities. So, as I mentioned, the 2,016 major corridor study was a basis for all recent corridor projects.

156
00:32:13.120 --> 00:32:20.049
Mika Miyasato: The next major corridor plan update will focus on pre-design activities for the major corridors

157
00:32:20.140 --> 00:32:34.270
Mika Miyasato: and prepare the district for the next round of a quarter project, and this is likely to start in later next year. As like a Bta A/C transit, or, you know, do not own right away. So there are

158
00:32:34.380 --> 00:32:53.910
Mika Miyasato: similar, but several major challenges implementing transit priority projects. And and first, in many parts of the district, signal systems, sidewalk and payment conditions are poor. So this tends to increase costs of the project as well

as adding additional coordination and increasing project schedule delay.

159
00:32:54.580 --> 00:33:02.809
Mika Miyasato: Second, as many routes travers through multiple jurisdictions. We need to work with each jurisdiction for coordination and approval.

160
00:33:03.080 --> 00:33:18.159
Mika Miyasato: Erez agmoni. As each student has their own approval process. This tends to prolong project schedule, and, for example, you probably seen that you know Blue Project along San Pablo. We're about to finish Sam Pablo signal upgrading a signal Tsb.

161
00:33:18.290 --> 00:33:24.699
Mika Miyasato: Upgrading project, and we coordinated with 8 local jurisdiction along the route.

162
00:33:25.080 --> 00:33:33.500
Mika Miyasato: and third to date. Only one city in the district adopted transit first policy, while some cities started to integrate transit improvement

163
00:33:33.590 --> 00:33:44.650
Mika Miyasato: as part of their project. Many so cities still don't consider transit as part of their responsibilities. That's not part of you know any of the project.

164
00:33:44.720 --> 00:34:00.140
Mika Miyasato: Last, but not least, there aren't enough financial and the staffing resources for ongoing maintenance of transit priority projects and monitoring of those projects to make sure that the pro transit priority projects to continue working as intended.

165
00:34:00.980 --> 00:34:11.260
Mika Miyasato: And while it's very challenging, there are also opportunities, technology. There are technology improvements, especially as related to signals, detection and enforcement

166
00:34:11.500 --> 00:34:21.810
Mika Miyasato: A/C transitive. Considering a first pilot project for cloud-based Tsp pending availability of funding that can be done, and in the place where the

167
00:34:21.840 --> 00:34:24.489
Mika Miyasato: single equipment equipment is newer.

168
00:34:24.679 --> 00:34:46.220
Mika Miyasato: And there's also renewed interest in transit priority. There are more pro transit local elected officials. Now. The earlier projects are all lit by A/C transit. But in recent years, as I mentioned, there are some cities and and other agencies like Mtc. And Actc. Leading transit priority projects

169
00:34:47.159 --> 00:35:01.620
Mika Miyasato: and at the regional level Mtc is working on implementing the Transit Transformation Action Plan. In April I shifted to a new role. I'm a core project manager of Transit priority program along with my counterpart at Mtc.

170
00:35:01.880 --> 00:35:08.630
Mika Miyasato: I am representing Bayer Transit Agency on the transit priority program. In particular, I'm working on the best aid

171
00:35:08.780 --> 00:35:15.329
Mika Miyasato: infrastructure delivery program to advance short term transit priority projects in developing

172
00:35:15.450 --> 00:35:17.979
Mika Miyasato: regional transit priority policy.

173
00:35:18.480 --> 00:35:26.189
Mika Miyasato: Thank you for inviting me here today and you know. And this concludes my portion of the presentation.

174
00:35:29.280 --> 00:35:45.150
Jonathon Kass: Thank you so much, Mika, and and to all of you. I think. There's a lot of great questions in the QA. Panel. So I think maybe we'll just dive in immediately to to pick up some of those those questions for discussion.

175
00:35:45.560 --> 00:36:00.429
Jonathon Kass: I think in in particular, there, there's there's a question here that is a lot of of what we talk about in the spur transit priority report coming out this week. So I wanna start with that. A question with 2 questions

176
00:36:00.480 --> 00:36:17.059
Jonathon Kass: about sort of what? What the State and region can do to support you guys. What what can the region and state do to enable Vta and ABC transit to be more like Muni. It sounds like local approvals are a major hindrance, and agencies can't

resolve them by simply doing more outreach.

177
00:36:17.160 --> 00:36:33.070
Jonathon Kass: And what do the transit operators need from Cal trans to advance transit priority efforts. So maybe you know, Mika, given your sort of more regional role. Maybe I'll I'll start with it whether you have thoughts on

178
00:36:33.130 --> 00:36:38.079
Jonathon Kass: what? What? What Mtc. And Cal trans. Might be doing to support you all in these efforts.

179
00:36:38.690 --> 00:36:55.269
Mika Miyasato: Thank you, Jonathan. So the first of all that. You know, the, I think regional transit transit priority policy is very important, and Ntc. Has complete street policy and complete street policy by default should include transit. But

180
00:36:55.560 --> 00:37:07.119
Mika Miyasato: the it's not fully embraced as such. So the having regional transit priority, priority policy going hand in hand is complete. Strict policy at regional

181
00:37:07.630 --> 00:37:14.169
Mika Miyasato: level is very important, and the Cal trans is working on, as we heard in last month's the

182
00:37:14.340 --> 00:37:27.049
Mika Miyasato: the digital discourse. Calcans is working on a State wide transit priority policy. So we're excited to see that and I think the funding, the flexible funding is really important to transit agencies.

183
00:37:27.180 --> 00:37:52.049
Mika Miyasato: So that, you know we have a flexibility in working on different phases of the project. The planning through implementation, as well as allowing, as Camico mentioned that the some of the technologies shifting from infrastructure based to operational model, you know, would there be a funding for such a need as well as maintenance. So the funding flexibility is important.

184
00:37:52.130 --> 00:38:00.650
Mika Miyasato: So those are 2 2 items that I can think of. The Mtc. Can, or the regional dialog will be very helpful.

185
00:38:03.370 --> 00:38:05.229

Jonathon Kass: Great and

186
00:38:05.290 --> 00:38:15.909
Jonathon Kass: you know. Come, Michael, I know that you you all have been doing some work on on State corridors recently. Anything you want to highlight about, how how Cal trans can help.

187
00:38:17.330 --> 00:38:35.610
Michael Rhodes: Yeah. And II think we, you know, we've been lucky to have a great partner in Caltrans, and leadership has been, you know, really, really great on on being open to trying h ov lanes and some other things. But II think Cal, Trans is a big organization we are to at Mta, so I understand. But it's it's it's it's

188
00:38:35.640 --> 00:38:59.799
Michael Rhodes: one of the things I think we'd we'd love to have is have a really clear intake process, where, if a city does or an operator does come with a great idea for transit priority that we, you know, we kind of have a clear process. For who do we talk to a Cal? Trans. What approvals do we need somebody to kind of hold our hands and also to sort of be an advocate internally, and I think Cal trans is sort of taking some steps in that direction. But it's it's really about Cal. Trans. You know. Where do we go?

189
00:38:59.800 --> 00:39:23.819
Michael Rhodes: I think. 3 years ago, when we came to this Caltrans with a proposal for HIV lanes. Leadership was excited, but it was a little unclear who even is the who even is the project manager at Caltrans, who should work on something kind of weird and wacky like this. This proposal that we're bringing. So I think having a clear transit priority intake process and having somebody internally advocating is direction. That that I think would be sort of helpful, and

190
00:39:23.820 --> 00:39:47.769
Michael Rhodes: I think they're starting to go that way. But it it's it's that's that's super important. And also just not, you know, not standing in the way. If there's minor things like adding a bus ball that intersects with the state highway. And you know, just making sure that permitting process is streamlined and as clear as possible. Sure, there's bigger policy stuff. But that's kind of the in the weeds. Reality of, I think, what we encounter as a transit operator.

191
00:39:50.510 --> 00:39:55.160
Jonathon Kass: Let me go. Anything you want to add on dream support from Cal. Trans. Or Mtc.

192
00:39:55.710 --> 00:40:08.020

Tamiko Percell: I agree with everything that Michael was saying about working with Cal. Trans. I think one other area that could be really great is to partner more with cal trends on transit, speed improvements on the State system.

193
00:40:08.310 --> 00:40:10.049
Tamiko Percell: as you know.

194
00:40:10.350 --> 00:40:18.219
Tamiko Percell: cal trends also wanting to move, transit forward. I think that would help us a lot with the local jurisdictions that we walk through. If we had that partner with cal trends

195
00:40:22.090 --> 00:40:23.320
Jonathon Kass: great.

196
00:40:23.870 --> 00:40:53.079
Jonathon Kass: we we have several questions that that sort of relate to some of the other safety needs in corridors while you're doing bus priority. And I might throw those out together. It's a complicated topic. How how can right of way authorities like like city dot S make the case for transit lanes with bicycle and pedestrian advisory groups which typically oppose non parking, protected bike lanes

197
00:40:53.320 --> 00:40:56.960
Jonathon Kass: that then often preclude transit only lanes.

198
00:40:57.330 --> 00:41:03.780
Jonathon Kass:  and you know, there's also a sort of somewhat related question about

199
00:41:04.020 --> 00:41:13.939
Jonathon Kass: whether whether speed humps on transit only lanes improves pedestrian safety, and also whether whether doing

200
00:41:14.500 --> 00:41:26.819
Jonathon Kass: road diets. I'm sorry I'm lost the question, but whether doing road diets together with transit priority and bus bulbs is is an appropriate strategy. But maybe I'll I'll just let you each of you.

201
00:41:26.910 --> 00:41:44.830
Jonathon Kass: Talk about the interaction between trying to implement transit efficiency and speed and reliability while also improving. The the network for other non-car road users maybe starting with Michael. Since it's a pretty intense

environment in San Francisco.

202
00:41:45.210 --> 00:42:07.249
Michael Rhodes: Yeah, we have. We have needs for every mode. And and and II think one of the things that we've done is that every Muni forward project, every transit priority project is also a pedestrian safety project, and if it's on the bike network. It's also gonna incorporate bike planning. II my feeling is that if if projects incorporate the need of those 3 modes from the start.

203
00:42:07.250 --> 00:42:32.239
Michael Rhodes: they can get good outcomes, 90% of the time a lot of time. What ha! Times! What happens is, I think, a project starts as a bike project, or it starts as a transit project. And people aren't kind of thinking about the needs of all the kind of sustainable mode users on the corridor. I think if those are thought of early we don't get down the path of putting on a proposal that doesn't really work for another kind of virtuous mode, you know, for for maybe it's a great bike project, but it's not a good transit project, or vice versa.

204
00:42:32.240 --> 00:42:58.830
Michael Rhodes:  You know I could get into the details of things like road diets. And do they work on transit corridors? The answer is sometimes, yes, if it's too narrow to be a good transit corridor, because the street lane, which are so narrow we might do a road diet, you know. Maybe it's a 9 foot lane. We've got 10 and a half foot buses with mirrors like that's not working for us. The road diet might be appropriate. But I'd really rather do transit lanes. If the if the lanes are wide enough.

205
00:42:58.830 --> 00:43:11.599
Michael Rhodes: transit lanes can be a great way to improve safety by reducing vehicle capacity and keep, you know, transit moving, and that's that's a kind of win-win for pedestrians and transit that if if we're involved early

206
00:43:11.600 --> 00:43:17.059
Michael Rhodes: we can get there. But it's it's important, I think, to look at the project from all those angles from the start.

207
00:43:20.680 --> 00:43:29.809
Jonathon Kass: Great Tamiko or or Mika would. Would either of you like to relay sort of some of some of these trade offs with other road users and your transit priority work.

208
00:43:31.120 --> 00:43:51.519
Tamiko Percell:  Well, I think what Michael touched on getting communication going

early is really important, you know, for us it's engage early and often, whether it's a Vta project or city project, so that we can make sure that transit is intentionally included, and all modes are intentionally included and don't get left out historically, Vta used to

209
00:43:51.620 --> 00:43:56.049
Tamiko Percell: push a transit project like a quarter project and try and get everybody on board with it.

210
00:43:56.390 --> 00:44:16.629
Tamiko Percell: But now we're sort of taking the other route where we try and just bring transit into city projects and complete streets. Projects are becoming a really great way of doing that. We're seeing more consideration of bus lanes in addition to protected by planes that are protected intersections for pedestrians. So we're getting a much

211
00:44:16.700 --> 00:44:19.120
Tamiko Percell: safer and more cohesive

212
00:44:19.220 --> 00:44:30.329
Tamiko Percell: roadway overall as far as road diets hard to say. At this point we have had one road diet that didn't go that well for transit. The Monterey Lane example that I provided

213
00:44:30.370 --> 00:44:36.640
Tamiko Percell: is a form of road diet. We're converting the general Purpose lane in each direction to a bus only lane.

214
00:44:36.760 --> 00:44:56.820
Tamiko Percell: and we're still figuring out how the crossing of the bike lane, the protective bike way. Next to it is gonna happen it could be with the raised bumps for pedestrians. But we don't know yet. We're not into final design, but we think that one because of the bus lane is obviously gonna make trans a lot faster. And our models do show that we'll probably be 20 to 30% faster once the lane goes in.

215
00:45:01.940 --> 00:45:02.890
Jonathon Kass: Great.

216
00:45:04.340 --> 00:45:07.650
Jonathon Kass: There, you know, there's another question that

217

00:45:08.090 --> 00:45:20.530
Jonathon Kass: relate somewhat to to safety, but but also about bus efficiency. None. None of these, none of these dedications of space or or special operational preferences for transit.

218
00:45:20.590 --> 00:45:34.480
Jonathon Kass: Really, work if they're ignored by motorists. So enforcement is is an important component of of these projects working there was a particular question about how Sfmta does enforcement. I think I think

219
00:45:34.770 --> 00:45:40.929
Jonathon Kass: they have been a little bit ahead because of some early legislation, but may maybe starting with

220
00:45:41.020 --> 00:46:00.450
Jonathon Kass: mika. If you would like, or Tamico, what what you guys are thinking about? Obviously, you're getting results. So there's some enforcement in place. But are you guys thinking about stepping up enforcement as you look at rolling out new transit priority projects. Is that necessary? And what are some of the key tools?

221
00:46:01.840 --> 00:46:15.400
Mika Miyasato: So for A/C transit just announced that there will be using a camera based with a with AI to start enforcement. And so the bus will be equipped with a camera and enforcing

222
00:46:15.510 --> 00:46:19.819
Mika Miyasato: so part of the challenge is that you know, as our

223
00:46:20.250 --> 00:46:30.999
Mika Miyasato: Brt lanes are not red more red lanes. Those are brt lanes, but they are not red, so perhaps there is a you know there may be a

224
00:46:31.180 --> 00:46:48.680
Mika Miyasato: more desirable for people violating the lanes. And also we are seeing people double, parking. The parking in the bus stop. So those are kind of a challenge that we are seeing. And for for the next step for A/C transit is using a cameras based enforcement

225
00:46:53.470 --> 00:46:55.720
Jonathon Kass: great to meet you, anything to add on that?

226

00:46:57.020 --> 00:46:58.080
Tamiko Percell: We're not

227
00:46:58.560 --> 00:47:10.019
Tamiko Percell: making enforcement a priority at this time. I think we're still really focused on moving priority projects forward, and once we get them more of them up and running, then we'll start considering how enforcement is gonna work.

228
00:47:12.720 --> 00:47:14.310
Jonathon Kass: How about you, Michael?

229
00:47:15.270 --> 00:47:36.019
Michael Rhodes: Yeah, II think our our first priority is always design and and reduce the temptation. You know, red colorization, we found, has reduced violations by about 50 on average. So that's a worthwhile, you know. Engineering measure to improve compliance. We have made a lot of other tweaks to try to, you know. Give drivers

230
00:47:36.020 --> 00:47:54.079
Michael Rhodes: a right turn pocket if that's what's backing us up, or or better manage the curb so that there's not double parking happening. But we are also doing camera enforcement. We're looking to improve that, to be more automated in the future. In in tandem with some of the engineering measures. Ideally. It's more

231
00:47:54.080 --> 00:48:17.530
Michael Rhodes: people knowing they could get a ticket or will get a ticket if they're in the Lane versus getting a ticket. That's that's and so some of it's also we've been trying to raise awareness of our existing camera program through, you know. A lot more signage, a lot more education campaigns on the back of buses and and so forth to you know. Just let people know if you're driving a bus lane, or if at least, if you park in a bus lane, you will get a ticket. Let's just not do it. Yeah, that's that's kind of the goal

232
00:48:20.760 --> 00:48:35.929
Jonathon Kass: great. And just to follow up because you you mentioned sort of a an AI component of the camera enforcement program. II know. Generally these these automated bus mounted camera enforcement is

233
00:48:36.120 --> 00:48:52.860
Mika Miyasato: reviewed by a person to evaluate that it was appropriate. Does the AI component eliminate that? Or is that still there? It doesn't eliminate, but it makes a lot more efficient. And again Michael mentioned that we are also in Perl.

234
00:48:52.860 --> 00:49:07.899
Mika Miyasato: You know the pirate project for International Bullvar, the Tempo Link Lane, so that will will be introducing some concept as to how to, you know, reduce the violation overall. In addition to the having cameras

235
00:49:11.530 --> 00:49:12.500
Jonathon Kass: great.

236
00:49:14.860 --> 00:49:21.410
there are, A few questions interested in in this idea of

237
00:49:21.420 --> 00:49:34.749
Jonathon Kass: Hov lanes, II guess. Where, where bus traffic isn't isn't sufficient to justify a full lane or other reasons that you can't take a full lane for buses. San Francisco has recently demonstrated this this

238
00:49:34.900 --> 00:49:38.279
Jonathon Kass: HOV. To deliver efficient bus

239
00:49:38.320 --> 00:49:49.790
Jonathon Kass: movement. Ii wonder if so there! There's some questions about why, why, we can't do more of that. It sounds like some. Why, we can't do more in the South Bay.

240
00:49:50.100 --> 00:50:08.180
Jonathon Kass: I know. I know there are some non freeway hov lanes in the South Bay, so maybe starting with you, Tamiko is there is. Is there discussion of using arterial Hov lanes or local street HIV lanes as a means to improve bus reliability?

241
00:50:09.680 --> 00:50:17.430
Tamiko Percell: We haven't had too many conversations about that. Yet we've talked about it on freeways. As far as our materials.

242
00:50:17.880 --> 00:50:38.489
Tamiko Percell: That's an area that we really need strong policy support to prioritize transit to lead that conversation forward. The county controls a lot of the expressways across Santa Clara County, which are, you know, sort of like materials, sort of like freeways. Which would be a possible place, except that we don't really offer bus service

243

00:50:38.490 --> 00:50:59.079
Tamiko Percell: on expressways. It doesn't make sense for buses to operate on the those types of roads. So we're really looking at local roads. And then it becomes a little bit more challenging to put an HIV on a very local road. Other than you know. Maybe some of the Cal trans. Corridors like El Camino could potentially work. But we haven't had that conversation with El camino.

244
00:51:00.210 --> 00:51:07.830
Jonathon Kass: And and you're saying it doesn't. It doesn't really make sense on our materials just because of the nature of the the bus network.

245
00:51:07.930 --> 00:51:37.899
Tamiko Percell: Yeah, well, for our expressway system in Santa Clara County, which is a little different. I don't think those exist really anywhere else. And the expressway system is often where people want to see an HIV lane, so buses can use them. But expressways are not conducive to pedestrians. They're not a great environment. They're not good for transit. There is no reason to really be out there, and the waiting environment is terrible. With very high, fast moving vehicles. So because of that, it it doesn't even make sense for us to be talking about

246
00:51:38.370 --> 00:51:42.660
Tamiko Percell: HOB. Lanes for transit on the expressway system, at least not at this time.

247
00:51:47.180 --> 00:52:02.090
Jonathon Kass: And maybe, Michael, could you? It was a interesting example that you brought up with Park Presidio and Lombard is, is there? Are there other corridors that San Francisco is considering for for that kind of treatment.

248
00:52:02.770 --> 00:52:20.310
Michael Rhodes: Yeah, I think we're, you know, absolutely considering whether more of the State route. One network, you know, Nineteenth Avenue. Could that could that be an HIV plane to? That's a conversation that's pretty early in discussions. But it's a similar dynamic where, you know, probably transit lane is not gonna happen today.

249
00:52:20.310 --> 00:52:44.430
Michael Rhodes: But could we do HIV lanes? And that's you know, that's that's on the table. I think the key thing is, you know, maybe someday Lombard or Nineteenth Avenue should have brt in a full transit lane. But the queue. The key thing is, it's better, I think everybody agrees. It's better to get kind of a foothold and get get started with something and not wait 30 years to get the perfect project. You know, having that step in the right direction, even if it's modest, is

250
00:52:44.490 --> 00:52:51.189
Michael Rhodes: better than you know, waiting 30 years for the perfect project. And I think that's been, you know. That's that's been a good lesson so far.

251
00:52:54.310 --> 00:52:57.230
Jonathon Kass: Great, and is is there?

252
00:52:58.190 --> 00:53:13.620
Jonathon Kass: I suppose you need to make sure to adjust your HOV. Level to to deliver suitable decongestant for buses. Is there discussion in San Francisco about whether 2 plus is sufficient?

253
00:53:13.980 --> 00:53:26.299
Michael Rhodes: Yeah, we've we've been looking very closely at whether 2 plus is the right level, and it does seem to be working pretty well in terms of it's it's getting keeping the lane

254
00:53:26.300 --> 00:53:49.129
Michael Rhodes: moving relatively. Well, II think going to HOV. 3 plus or HIV 4 plus really would be a pretty big policy shift in terms of just, you know, you somehow probably have to think through. How would that even work from network standpoint? There's already very congested general purpose lanes on on these these routes. So I think. But what what we found is that so far it seems like the HIV lanes are actually

255
00:53:49.450 --> 00:54:04.629
Michael Rhodes: working pretty well just at HOV. 2. That's not gonna be the case everywhere. But that that difference seems to, you know, seems to be a good step, I think. Someday we'd love to, you know, to go all the way to transit lanes, but that someday might require thinking about

256
00:54:05.120 --> 00:54:17.809
Michael Rhodes: does traffic, you know, are we gonna do something to? How do we deal with the fact that that's probably gonna just make traffic not really work very well on those other 2 lanes at all. So again, it's a modest step. But it gets us thinking towards the next the next step.

257
00:54:19.610 --> 00:54:27.700
Jonathon Kass: And and there's one more question a little related to this, which is, you know it. It relates, I think. typically these HOV. Lanes end up being right side

258
00:54:27.880 --> 00:54:53.589
Jonathon Kass: lanes and and I think in other cases there are reasons that you all put the bus lanes on the right side. And there's a question about just how well that works. Obviously, you're interacting with turning vehicles and sometimes parking lanes. Do do you all have policies or principles that help you decide whether to go for a sort of more separated center running Lane versus these right side lanes. That might be easier to deliver.

259
00:54:53.980 --> 00:55:12.750
Mika Miyasato: So Running LAN,

260
00:55:12.960 --> 00:55:35.979
Mika Miyasato: where we have a challenge is where we have a lot of commercial activities, or, like, you know, the heavy turning volumes and many cars. Ha! Will interact with bus lanes, you know, if it was on a side running lanes so like Cardwick, you know that we need to pay attention to how many car Hub cuts or the parking demand, you know, how would that interact with a potential

261
00:55:36.270 --> 00:55:44.159
Mika Miyasato:  you know the transit operation? So those are the consideration. And I think that as some of that

262
00:55:44.300 --> 00:55:52.990
Mika Miyasato: good side running transit lanes come from more suburban, you know, longer blocks opposed to the urban, shorter blocks, kind of setting

263
00:55:57.590 --> 00:55:59.459
Jonathon Kass: anyone else want to chime in on that.

264
00:56:00.920 --> 00:56:23.290
Michael Rhodes: I'll just say that II think side running lanes can be really great in some cases. If you go to. If you go to Geary Boulevard in San Francisco. Our travel times are similar there to Van Sbrt and Gary is a side running facility. But you have to have the right conditions in place, you have to make sure the curve management is there that you're not just gonna have double park vehicles all over the place, having some automated enforcement is very helpful.

265
00:56:23.290 --> 00:56:41.189
Michael Rhodes: You know, having a few other factors, and that, you know, having separated right, turn pockets if the turn volumes are high. And you know we got those geary lanes done in a couple of years from the start of design to implementation versus that being a 30 year, how do we do center running and rebuild

the utilities and all the stuff that comes with that?

266
00:56:41.190 --> 00:57:08.280
Michael Rhodes: And you know the other really big consideration with side running versus center is that center typically precludes rapid service, you know, because there's when you're in the center. It's hard for buses to pass each other. Unless you have multiple center lanes on a line like the 38 R. You're saving a lot more time through rapid service than any difference is gonna exist between center running and side running. So II think you know, in terms of the time to benefits and the cost and the ability to run rapid service like we

267
00:57:08.280 --> 00:57:16.900
Michael Rhodes: we do center we do side running, but side running has a side. Running is is, does have a lot of appropriate uses. I think you just it. It has. This challenges, too.

268
00:57:18.510 --> 00:57:32.929
Mika Miyasato: So the Jonathan, in addition to the one way street, so the Broadway in downtown. Oakland is a successful transit, lanes on the side running, and the part of the, you know. Reason is prop. You know, that the parking is limited, and also that turning

269
00:57:33.030 --> 00:57:40.870
Mika Miyasato: movement is not overwhelming on any given street, so that, you know we have a successful transit lanes through the Broadway.

270
00:57:44.420 --> 00:57:45.390
Jonathon Kass: Great

271
00:57:46.640 --> 00:57:54.039
Jonathon Kass: well, I we we are. We're running out of time, even though there's there's a number of other great questions here.

272
00:57:54.260 --> 00:58:14.470
Jonathon Kass: so I maybe I'll just I want to encourage folks to keep an eye out, probably tomorrow for for spurs. New policy report on this topic. We don't get into into some of the details that that you all can go. But it does get at the question of how Mtc. And the State and counties

273
00:58:14.650 --> 00:58:24.009
Jonathon Kass: can can do a better job to support you all. And how local? How do? How we can encourage local agencies to streamline the approval of some of these

projects?

274
00:58:24.160 --> 00:58:29.920
Jonathon Kass: And, our hope is that that with more funding and

275
00:58:30.030 --> 00:58:36.159
Jonathon Kass: more delivery of some of the fantastic designs you all have some of them just in waiting.

276
00:58:36.250 --> 00:58:53.250
Jonathon Kass: That that will will get a virtuous, a virtuous cycle going, and and people will see more of what this can do, and and you all will be authorized and funded to do more and more transit priority interventions. I'll I'll take one more moment just to to remind folks.

277
00:58:53.250 --> 00:59:23.170
Jonathon Kass: You know. I tamiko, you brought up the October 20 fourth. Ask vta opportunity that people can probably see that on your website at Vta. If you wanna ask more specific South Bay questions. Mika, you brought up a whole host of these projects. You all have forthcoming the foothill corridor plan high priority bus stop and I think some of the guidelines for doing this bus design. II assume that folks can get that information on the A/C transit website.

278
00:59:23.220 --> 00:59:51.419
Mika Miyasato: It's forthcoming. It will be. It's just around internally. So it will be, you know, a follow A/C transit website. So that would be coming. And then also I wanted to quick announcement on the September thirteenth A/C Transit Board directors will both vote on realign final set of guiding principles. So we are also, you know, doing a comprehensive planning process for better match for our service to that that, you know.

279
00:59:51.420 --> 01:00:01.459
Mika Miyasato: post pandemic people's transit needs. So that on the September thirteenth A/C. Transit Board of Directors will be voting on setup guide principles guiding principles

280
01:00:01.820 --> 01:00:14.329
Jonathon Kass: great a chance for people to show up and and say what you want. Michael, you you! And eliminated a bunch of projects coming down is the is the Muni forward sort of website, the right place for people to keep track

281
01:00:14.400 --> 01:00:29.459

Michael Rhodes: it. It probably is. It's a little bit more out of date than it should be. But, it is a good place to start, and we've got some upcoming approvals coming on Jay Church and Ocean View, Kay Ingleside, Hyde Street transit lanes just in the next couple of months. So stay tuned.

282
01:00:30.440 --> 01:00:56.990
Jonathon Kass: Wonderful lots of opportunities to speak up for transit priority. Thank you so much to the 3 of you for for bringing your rich work here, and thank you so much to our audience for for showing up listening, and for all the great questions. Sorry real quick. If you wanna come back at 1230 tomorrow we've got a conversation with Fred Kelly, Oakland, dot director. So come hear more about the local transportation.

283
01:00:57.110 --> 01:00:58.859
Jonathon Kass: Thank you all for joining us.