Better Buses for a Better Bay Area
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)
The recipe for buses people choose to ride:

Frequent
Fast
Reliable
Walkable
Affordable
Dignified and safe
Connects key destinations
Value better buses like megaprojects

<table>
<thead>
<tr>
<th></th>
<th>Bus stops w/added shelters and walkability</th>
<th>Bus stops without</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership growth</td>
<td>+4.6%</td>
<td>+2.4%</td>
</tr>
<tr>
<td>Paratransit growth</td>
<td>+0.1%</td>
<td>+2.4%</td>
</tr>
</tbody>
</table>

(Utah Transit Authority, 2013-2016)

(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
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.
<table>
<thead>
<tr>
<th>Program Type</th>
<th>Allocation</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>“Highway” programs</td>
<td>$39.9 billion</td>
<td>75.7%</td>
</tr>
<tr>
<td>“Transit” programs</td>
<td>$12.8 billion</td>
<td>24.3%</td>
</tr>
</tbody>
</table>

Figure 8.1  Core federal highway and transit programs (FY18).
<table>
<thead>
<tr>
<th>Select Essential Industries</th>
<th>Transit commuters</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. Workforce, 2018</td>
<td>7,614,524</td>
</tr>
<tr>
<td>U.S. Essential Workforce (see Appendix for definition)</td>
<td>2,759,929</td>
</tr>
<tr>
<td>Hospitals</td>
<td>320,456</td>
</tr>
<tr>
<td>Doctor’s offices, other healthcare (not hospitals)</td>
<td>327,007</td>
</tr>
<tr>
<td>Nursing, care, and psychiatric facilities</td>
<td>110,479</td>
</tr>
<tr>
<td>Grocery &amp; convenience stores</td>
<td>126,954</td>
</tr>
<tr>
<td>Pharmacies</td>
<td>40,448</td>
</tr>
<tr>
<td>Transit &amp; taxi services</td>
<td>84,219</td>
</tr>
<tr>
<td>Waste management</td>
<td>12,957</td>
</tr>
<tr>
<td>Postal &amp; courier services</td>
<td>51,528</td>
</tr>
<tr>
<td>Social services (e.g. food &amp; housing services)</td>
<td>150,574</td>
</tr>
<tr>
<td>Public safety &amp; armed forces</td>
<td>113,289</td>
</tr>
</tbody>
</table>
People of colour are a greater share of riders during the pandemic

Race

We have to build power.
The central alliance of transit reform

Outside advocates/social movements

Responsive, capable public transit agencies

Elected leadership
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.

The ministers, priests and pastors in the Indianapolis (IndyCan) have launched a three-month campaign to push for mass transit improvements in Marion County. The system that runs frequently and dependably will allow residents
The role of philanthropy

Kresge Foundation (Detroit) Transit Grants: 2009-2018

$1.1 million for advocacy

$51.2 million for infrastructure + operations
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

### 2017 (Planning Study Phase)

- **6th Citizens Advisory Group Meeting** - June 2017

### 2018 (Environmental and Design Phase)

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

### Additional Events

- **Public Meeting - July 2018**
- **Online Public Meeting - July and August 2018**

Tactical transit: Bus lanes in weeks, not years
Tactical transit: Bus lanes in weeks, not years

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

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

Seattle Department of Transportation
Portland: 20 projects, approved this year
Traffic engineers inside transit agencies

**METRO’S SPEED AND RELIABILITY PROJECTS**

- **CORRIDORS** provide the opportunity to bundle a series of improvements along a pathway that is often home to multiple routes.
- **SPOT IMPROVEMENTS** generate quick fixes to transit speed and reliability issues that have emerged at specific points or segments along a route or corridor.

**HUBS** are centers of activity such as a transportation center, a rail station, or a major destination where multiple routes converge. Speed and reliability improvements at hubs can enable the movement of a lot of people to and from a popular location.
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

<table>
<thead>
<tr>
<th>LAW/DEVELOPMENT</th>
<th>POLICY</th>
<th>PLANNING</th>
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<tbody>
<tr>
<td>Short-term</td>
<td>Preserve and fund new affordable housing</td>
<td>Long-term</td>
</tr>
<tr>
<td>Building by building, tenant by tenant</td>
<td>- Project-based Section 8 preservation</td>
<td>City/regional</td>
</tr>
<tr>
<td>Seek displacement remedies</td>
<td>- Rent control/stabilization</td>
<td></td>
</tr>
<tr>
<td>- Just Cause, tenant protections</td>
<td>- Rental building acquisition</td>
<td></td>
</tr>
<tr>
<td>- Discrimination enforcement</td>
<td>- Condo conversion restrictions</td>
<td></td>
</tr>
<tr>
<td>- Code enforcement</td>
<td>- Foreclosure prevention</td>
<td></td>
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<tr>
<td>- Tenant counseling</td>
<td>- SRO regulations</td>
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<tr>
<td>- Tenant rental assistance</td>
<td>- One-for-one replacement</td>
<td></td>
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<tr>
<td>- Tenant right to purchase laws</td>
<td>- Mobile home park preservation</td>
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<tr>
<td>- Community organizing</td>
<td>- Permit streamlining/fee reduction</td>
<td></td>
</tr>
</tbody>
</table>

#### (Karen Chapple, UC Berkeley Urban Displacement Project)
Confronting transit’s fiscal challenge

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

Estimated Time CARES Act Funding Will Last

<table>
<thead>
<tr>
<th></th>
<th>0 Months</th>
<th>5 Months</th>
<th>10 Months</th>
<th>15 Months</th>
<th>20 Months</th>
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<tbody>
<tr>
<td>10 Largest Transit Regions</td>
<td></td>
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<tr>
<td>Rest of Country</td>
<td></td>
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</table>

(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.

We have to build power together.
Thank you!

Steven Higashide
shigashide@transitcenter.org
@shigashide