

PREPARING FOR TRANSIT — LOCAL AGENCY PERSPECTIVE

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OVERVIEW

- Emerging transportation trends
- Role of local agencies in transit planning
 - Planning ahead
 - Partnerships and Outreach
 - Land Use
 - Transit Priority Treatments
 - Measures
 - Accessibility
- Examples

The recently released Washington State Public Transportation Plan suggests there has never been a greater need for public transportation in both urban and rural communities to meet anticipated growth demographic shifts, social justice concerns and environmental challenges.

<http://www.wsdot.wa.gov/Transit/TransportationPlan>

WHY PLAN?

Growth and
GMA

An aerial photograph of a city, likely Seattle, taken during a golden hour sunset. The city's skyline is visible in the foreground, with numerous skyscrapers. The city extends into a valley, surrounded by green hills and forests. In the background, a large, snow-capped mountain (Mount Rainier) rises against a sky filled with soft, golden clouds. The overall scene conveys a sense of growth and urban development within a natural landscape.

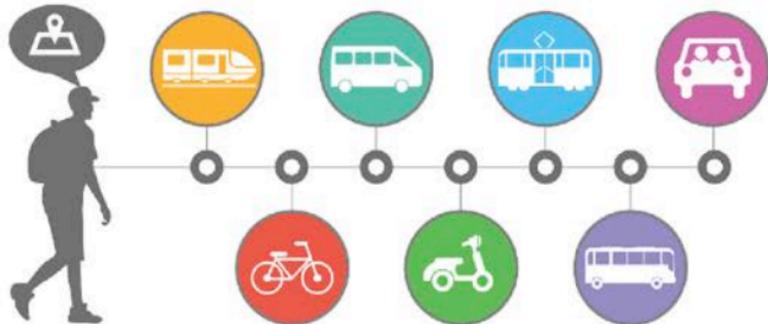
Generation Y



Baby Boomers

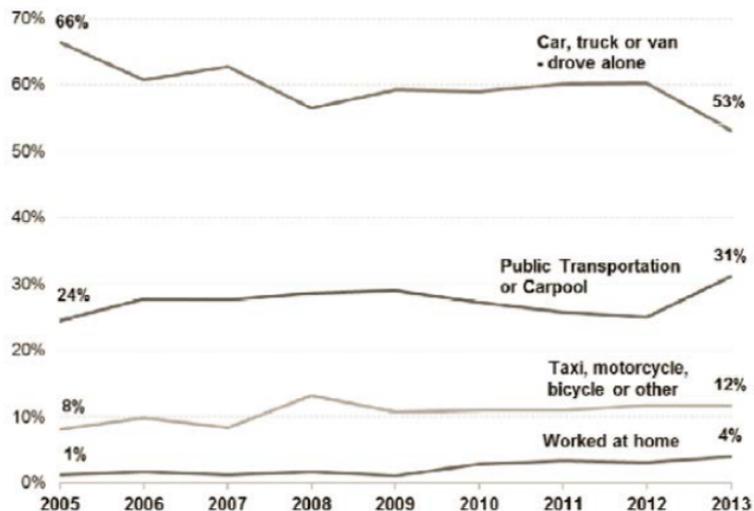


access over ownership



BEHAVIOR IS CHANGING

Transportation Mode for 20 to 24 Years,
Central Puget Sound Region, 2005-2013



Millennials are
most concerned of losing

Phone

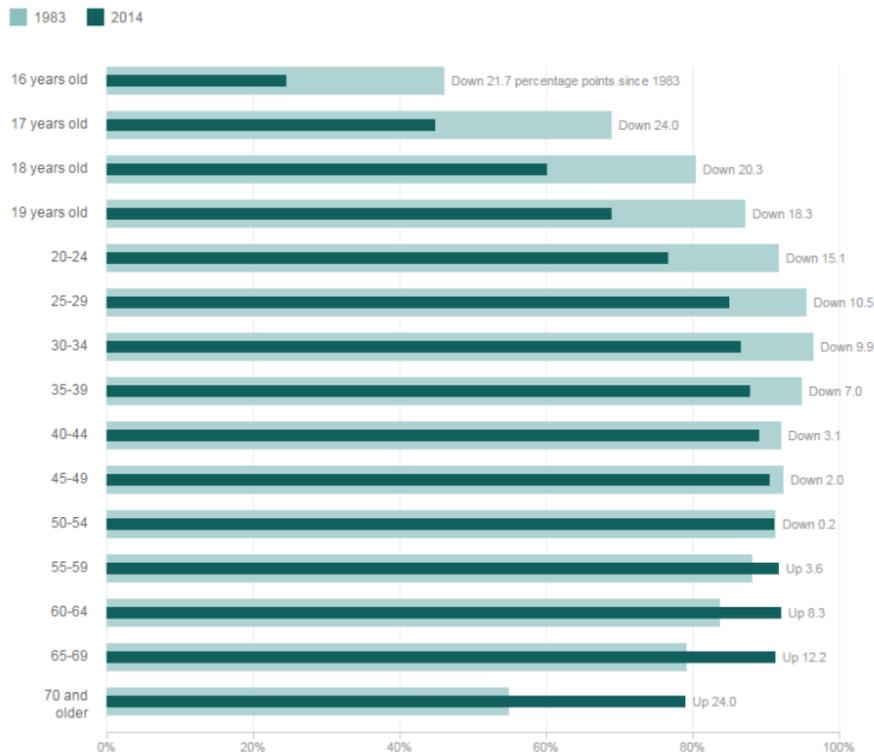
over

Car

AN AGING POPULATION

Fewer Drivers Among Younger Generations

Proportion of licensed drivers in 1983 and 2014, by age



Source: University of Michigan Transportation Research Institute

Credit: Kate Park/NPR

npr KPLU news arts & life music programs shop

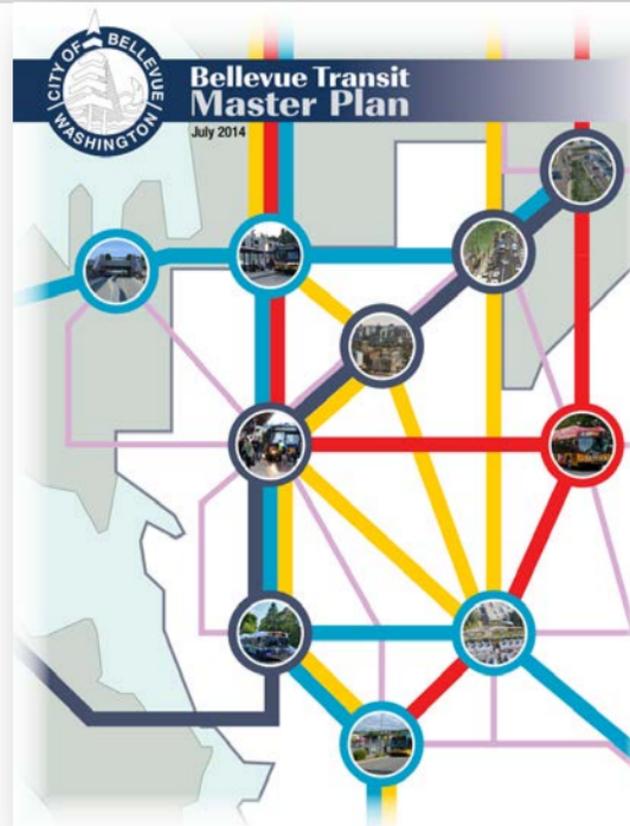
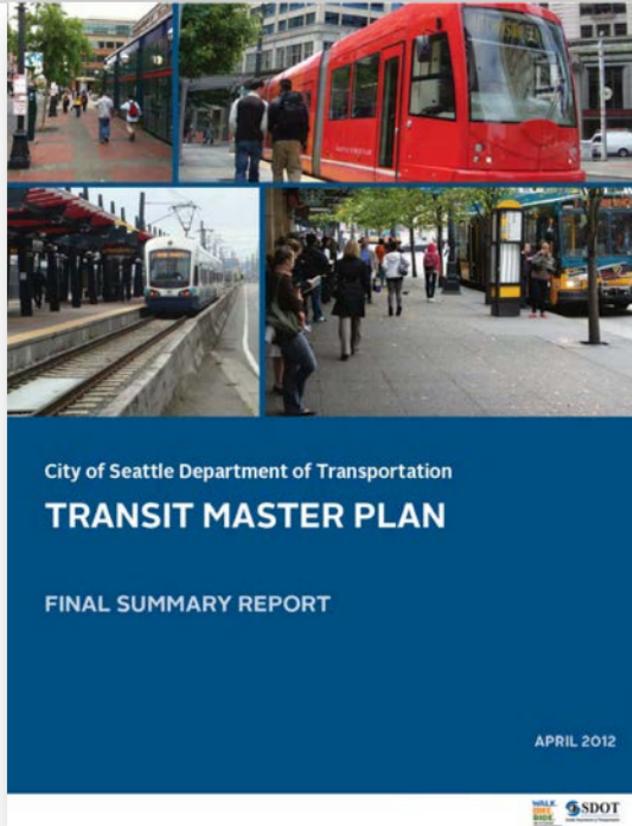
HUMANS

Like Millennials, More Older Americans Steering Away From Driving

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BEST PRACTICE – TRANSIT MASTER PLAN



BUILDING PARTNERSHIPS

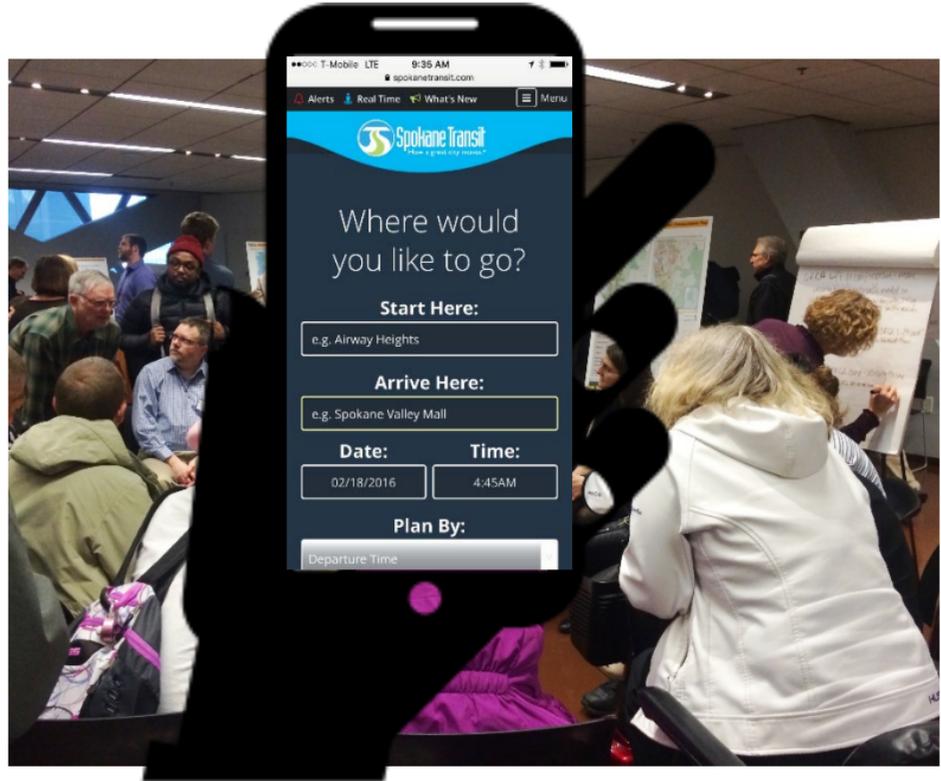
- Partnership essential for success
 - Transit operates on local streets
 - Locals need choices and access provided by transit
- Rule of Thumb:
 - Leave your Jerseys at the door
 - Set clear goals
 - Checks and balances

Goals:

1. Ensure transit can be efficiently operated to provide reliable access to and circulation within Downtown Seattle during the next ten years of construction activities and for decades to come.
2. Make coordinated decisions in a timely manner to deliver maximum value for the traveling public, taxpayers, businesses, and the environment.
3. Promote interagency collaboration as a model for success; providing seamless and efficient transit service in Downtown Seattle and an efficient transportation network.
4. Develop and ensure a common, shared long term transit vision among the agencies.
5. Ensure effective stakeholder involvement.

INCLUSIVE OUTREACH

- Bring partners into the process
 - Meet them where they are
 - Look for lots of opportunities to interact in meaningful ways
 - SMMI (Smartphone delivered Multi-modal Information)
 - Make them true partners
- Rule of Thumb:
 - Broad interests
 - Open discussion



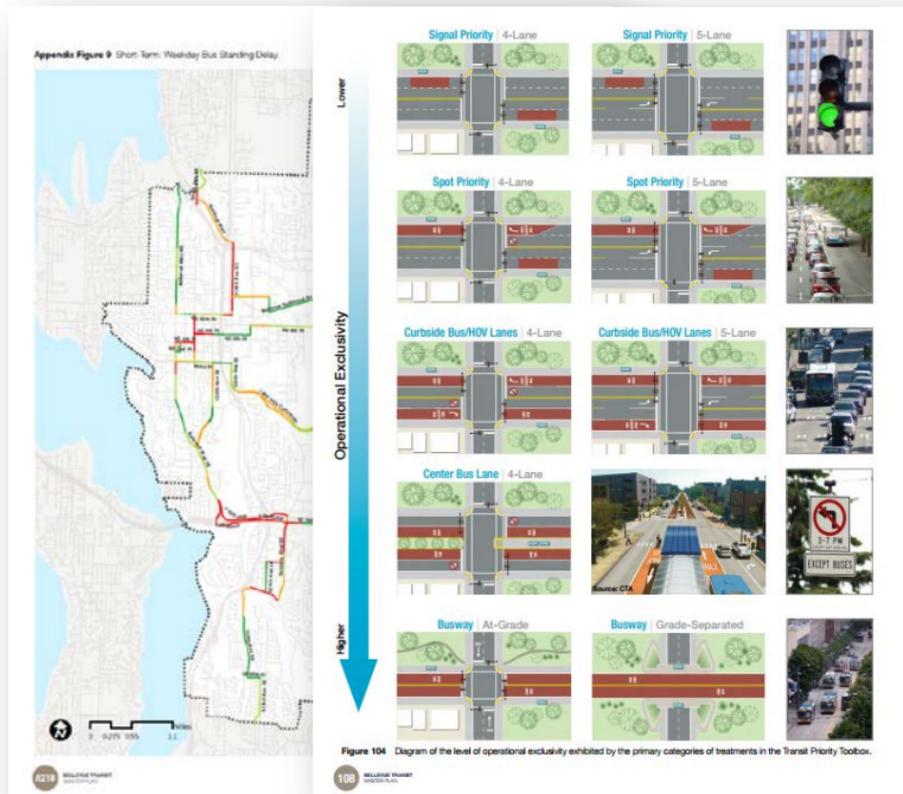
YOUR LAND USE PATTERNS DRIVE TRANSIT USE

- Land use drives transportation, and transit is no different
- Key factors:
 - Density
 - Mix of uses
 - Parking requirements
 - Built environment
 - Siting of public/major facilities
- Rule of thumb: Be along the way



BUSES OPERATE ON YOUR ROADS

- How do your plans and infrastructure support transit service?
- Examples:
 - Transit signal priority*
 - Bus lanes/BAT lanes
 - Transit emphasis corridor
 - Bus stops (in-lane)
 - Bus layover
- Different perspective: Moving people vs moving vehicles



MOVING TRANSIT IN OUR COMMUNITIES

- Death of a thousand cuts
 - Holding peds to turn buses
 - Load passengers quickly
 - Incident Response
- Rule of Thumb: Balance the movement of people



MEASURE WHAT MATTERS

- Establish measures of effectiveness that align with goals
 - Comparative Transit travel times/speeds
 - Variability = Reliability
- Measure over time and look at trends
- Rule of Thumb: How do you measure success?

4

Transit Inves

- Protected r Avenue to I
- Extension c Street to R
- Queue jum Street (Sep
- Several 201



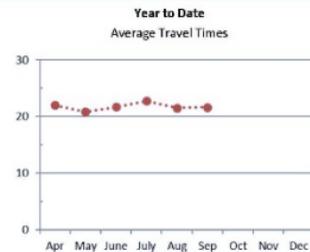
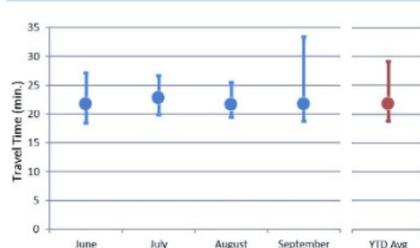
18 DRAFT

Travel Times

Time Period: 5 to 6 pm

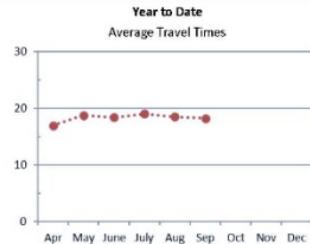
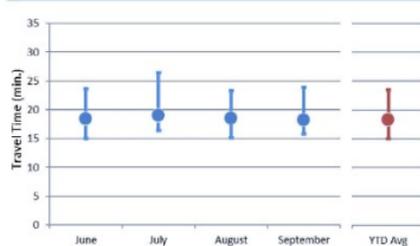
Northbound

Jackson & 5th to 1st & Denny



Southbound

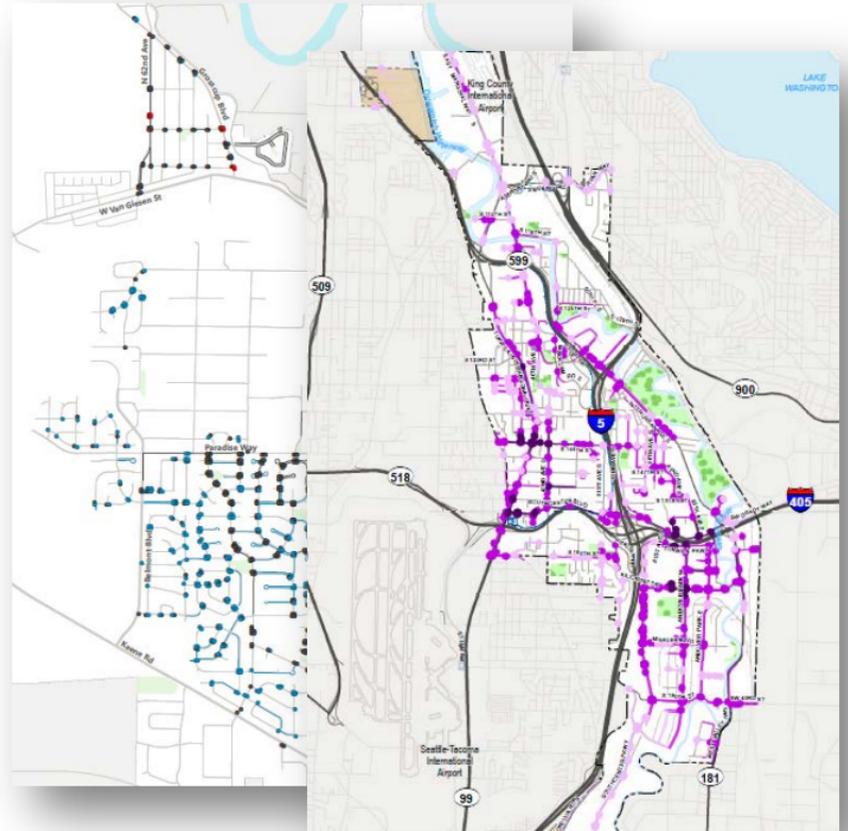
3rd & Cedar to Jackson & 5th



DRAFT 15

PASSENGERS WALK AND BIKE TO TRANSIT

- All trips, even auto trips, start and end as a pedestrian trip
- Transit access is one of many reasons to improve ped/bike mobility
 - Safe routes to school
 - ADA accessibility
 - Active transportation
- Rule of Thumb: Urban/suburban streets with bus service should also have sidewalks



BEST PRACTICES – COMP PLANS

- What are your community's needs? Document them.
 - Congestion, special needs, tourism, economic
- Plan for transit success
 - Encourage walkable land use patterns
 - Plan for all modes
 - Identify concrete ways you can invest/support in transit
- Develop relationships with your local transit agency and special needs providers
 - How can you support their goals?
 - Example: Community Transit

Chapter 4.2: Transit System Plan

Introduction

A comprehensive system of interconnected transit services is critical to improve economic vitality, support the growth and development of Redmond's urban core, and meet the mobility needs of Redmond residents, visitors, and employees. These are three key goals of the Transit System Plan. The plan helps the transit system grow to meet a broader range of travel needs through a core network of frequent transit service and a complementary network of local transit service as part of a comprehensive transit system; 2) leverage the mobility provided by incorporating transit into the City's planning processes to improve access to reliability of transit; and 3) identify key priorities, strategies, and actions to leverage new opportunities and future light rail investments.

Strategic Approach to Transit

In order to be successful and meet Redmond's travel needs, the transit network quality connections between the places that residents, visitors, and employees move with service that is fast, frequent, and available during the times of day or routes and stops must also be accessible, particularly because every transit mode is another mode of travel, such as walking, biking, or driving.

Transit service that is frequent, accessible, and connects between local and regional destinations to support the growth and development of Redmond's urban core and major regional destinations for employment, and in the second most dense city in the region in terms of jobs and housing, with over 8,300 people and jobs per square mile. Redmond's Overlake and Downtown urban centers will accommodate the majority of new housing growth. In addition, a significant amount of employment growth will occur in both of these urban centers, as well as in the Southwest Redmond neighborhood (see Figure 32).

This chapter identifies appropriate levels of service and strategic roadway corridors to support this growth, as well as provide robust neighborhood connections to the amenities, services, and jobs in our urban centers. These connections are particularly important in an environment of constrained roadway infrastructure. The images in Figure 29 illustrate one of the fundamental challenges we face and why a transportation network with increased reliance on alternative transportation modes is envisioned: moving 200 people in a two-block space means total gridlock by vehicle (even with the lanes or needs only one lane width of two buses or one light rail train).

In addition, the priorities and actions identified in this chapter play two critical roles in support of light rail. First is leveraging existing and future frequent bus service to build the market along the future light rail corridor. This enables the City and the private sector to plan and build for future light rail capacity today. The second is prioritizing local transit connections to major regional transit hubs and future light rail stations, which leverages and extends the benefits of these important regional transit investments into adjacent Redmond neighborhoods, and reduces reliance on pain and roads.

Transit Level of Service Standards



TAKE AWAYS

- **Partnership and Outreach** → Early, inclusive/accessible, sustained, and reflective of the community
- **Land Use** → Density, diversity, destinations, ...
- **Planning Ahead** → Clear play book and small investment to guide your future
- **Transit Priority** → Value and right size sensible transit investments
 - Treatments
 - Measurement
- **Accessibility** → Think about transit when planning for ped/bike facilities

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