THE NEED FOR COUNTERMEASURES

NEXT GENERATION TRANSIT FOR BALANCING FUTURE MOBILITY

Mike Wallace, Principal
September 26, 2018
WHAT’S PROMPTING INTEREST?
Transit is making headlines

Falling transit ridership poses an ‘emergency’ for cities, experts fear

BART’s Oakland Airport Connector losing money; Uber, Lyft to blame?

Marin bus ridership decline mirrors Bay Area

Why Is L.A. Expanding Transit—and Losing Riders?
WHAT'S PROMPTING INTEREST?

Ridership Declines

Ridership declines in 31 of 35 major metropolitan areas.
Travel by TNC has experienced astonishing growth

Gross Bookings (billions $)

<table>
<thead>
<tr>
<th>Year</th>
<th>Gross Bookings</th>
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<tbody>
<tr>
<td>2013</td>
<td>$10.1</td>
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<tr>
<td>2014</td>
<td>$11.9</td>
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<tr>
<td>2015</td>
<td>$20.8</td>
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<tr>
<td>2016</td>
<td>$25.9</td>
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IMPACTS

...are likely to become more pronounced as AVs replace TNC drivers
PLANNING FOR AUTONOMOUS VEHICLES

Presented by Mike Wallace, Fehr & Peers
Research Lead by Kevin Johnson, Fehr & Peers
AMPO Annual Conference, October 2016
WHAT WE FOUND
NEXT GENERATION TRANSIT

Approach

A variety of services to optimally meet all demands and new levels of cooperation between transit agencies and TNCs.
MOBILITY SERVICE TYPES

**Rail**
High density, limited linear corridors

**Hi Cap Bus, BRT**
High / Moderate demand density corridor trunks

**Coverage Bus**
Moderate demand corridors and branches

**Shuttles**
Moderate demand corridors and branches

**Pooling**
Low moderate many-many demand landscape

**Drive**
Low demand landscape

[Logos of various mobility service providers]
NEXT GENERATION TRANSIT
Not One-Size-Fits-All

Analysis / Strategic Planning
• SANDAG UATS
• SPUR
• Cincinnati Uber Transit Study

Application / Pilot Projects
• Go Centennial
• Josephine County, OR
• Go Dublin

More details at http://www.fehrandpeers.com/next-generation-transit/
• Identify and segment travel markets
• Define appropriate levels of right-sized transit to increase sustainable mode share
• Inform changes to future transit projects
SANDAG
Person and Transit Trip Desire Lines
MOBILITY HUBS
SCENARIO DEFINITION
SCENARIO DEFINITION
## SCENARIO EVALUATION

<table>
<thead>
<tr>
<th>Input</th>
<th>Scenario A</th>
<th>Scenario B</th>
<th>Scenario C</th>
<th>RTP</th>
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Cities are clearing the way for transit by taking control of their curbs. To support key transit modes, cities are innovatively taking steps to shift from curbside obstruction by “parking” to bicycle lanes, bus lanes, bike-sharing, bike-lane loading, and public space. With transit-oriented street design and the demand for curb-side access rising, there is a growing recognition that our approaches to curb needs to make transit service reliable in an era of urban growth.

Cities now have the design tools they need to make transit more reliable, but the politics of parking too often smogs the best projects. The toxic 19th-century “first come-first served” parking are frustrating and wasteful. Transit riders and drivers are delayed by double parking, with an especially huge impact on the curb vibrant, walkable streets where some of the highest bus and rail ridership is found. Without space for loading, delivery vehicles and future vehicles are both accommodated and cause delays to others; people bicycling and walking are put in danger by blocked bike lanes and bad visibility, and drivers lose long distances to find parking. Yet these practices have been tolerated for decades, in part because of the politically charged nature of “reversing parking spaces” without addressing the underlying mismatch between supply and demand.

Supporting such street design changes with a curb-side management system is a way to make sure that shifts to sustainable city-wide mobility don’t come at the expense of quality public space or small business needs. Modern curb-side policies recognize that transit is fundamentally different from adding motor vehicle capacity because it can deliver as many people to a street. These policies seek to make better decisions about curb space based on a recognition that transit and local businesses support one another. Transit riders, transit agencies, city governments, and local merchants all have a stake in more reliable transit and better public space.

This paper provides examples of how cities have successfully changed curbs to support transit. It is focused on the types of busy, street-level streets where high-reliability transit lines are effective. These key curb-side management strategies support reliable transit and curb access in one of two ways: either by directly reducing non-transit uses or by supporting transit projects by better managing the many demands on the curb space.

Published References

Local Vision
QUESTIONS?
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