Transit Mobility Framework and Regional Planning Project

Best Practices Update

June 26, 2019
Mobility Framework: How Will We Complete It?

**Engagement**
May—September 2019

**Travel & Demographic Trends**
May—early July 2019

**Best Practices Research**
May—early July 2019

**Framework Guiding Principles**
May—early July 2019

**Framework Recommendations**
July—September 2019

**Updated Policy Documents**
November 2019—June 2020

**Framework Adoption**
November 2019—early 2020

Source: King County Metro
BEST PRACTICES FOR CENTERING EQUITY AND SUSTAINABILITY IN METRO’S POLICIES

GUIDING PRINCIPLES
- Framework Guiding Principles
  - May—early July 2019

TRAVEL TRENDS - KEY FINDINGS
- Travel & Demographic Trends
  - May—early July 2019

IDENTIFY BEST PRACTICES ACROSS METRO’S DIVISIONS
- Best Practices Research
  - May—early July 2019

EQUITY CABINET FEEDBACK/DIRECTION ON MOST PROMISING BEST PRACTICES

EVALUATION OF KEY BEST PRACTICES

EQUITY CABINET RECOMMENDATIONS ON BEST PRACTICES TO INCORPORATE
- Framework Recommendations
  - July—September 2019
RESEARCH AREAS

• Mobility services, including Americans with Disabilities Act (ADA) services
• Capital program
• Transfer facilities and walk/bike/car access
• Transit-supportive land use and street space
• Innovative and emerging technologies
• Workforce development and support
• Community engagement
• Customer communications
• Fare programs and enforcement (ongoing study)

What research areas are we missing?
DRAFT GUIDING PRINCIPLE 1: INVEST WHERE NEEDS ARE GREATEST

Key questions:

• Where and when is transit service needed?

• What types of services, related improvements, and rider programs could best meet people’s needs?

Potential Best Practices

• Measure M Ordinance (Los Angeles, CA)
  o Voter-approved transportation funding measure built with strong community leadership

• Metro Transit Equity Approach (Minneapolis-St Paul, MN)
  o Adding 150-200 new or replacement bus shelters, the majority of which are within racially concentrated areas of poverty

• Utah Transit Authority (UTA)
  o Provides free fixed-route service to ADA paratransit-eligible riders
  o Began tracking such rides in 2011 to evaluate ridership trends for ADA-eligible riders on paratransit service vs. fixed-route service

Relevant research areas:

Mobility services
Capital program
Transfer facilities and bike/walk/car access
Innovative and emerging technologies
DRAFT GUIDING PRINCIPLE 2: ADDRESS CLIMATE CHANGE

Key question:

• What would make the biggest impact in reducing greenhouse gas emissions from vehicles?

Potential Best Practices

• PBOT – 2035 Transportation System Plan Evaluation Criteria (Portland, OR)
  o Developed a new Major Project Evaluation scoring system that incorporates safety, neighborhood access, opportunity access, health, equity, and climate

Relevant research areas:

Mobility services
Transfer facilities and bike/walk/car access
Transit-supportive land use and street space
Innovative and emerging technologies
Key questions:

• What types of new mobility services and technologies would best serve the populations mentioned?
• How can we implement these services equitably and sustainably?
• How will we measure success?

Potential Best Practices

• Pinellas Suncoast Transit Authority – TD Late Shift (Pinellas County, FL)
  o Provide low-income mobility options when fixed-route bus service is not available via monthly on-demand ride vouchers

• MBTA – On-Demand Paratransit Pilot Program (Boston, MA)
  o Offer discounted trips on Uber, Lyft, and Curb services to supplement agency-operated paratransit service

• King County Metro Community Connections Program (King County, WA)
  o Metro works with local governments and community partners to develop innovative and cost-efficient transportation solutions in areas of King County that don’t have the infrastructure, density, or land use to support regular, fixed-route bus service.

Relevant research areas:

Mobility services
Innovative and emerging technologies
DRAFT GUIDING PRINCIPLE 4: ENSURE SAFETY

Key questions:
• What are the amenities and supports that make transit feel safe?

Potential Best Practices
• Orange County Transportation Authority Safe Transit Stops Grant Program (Orange County, CA)
  o Competitive grant program for communities to improve passenger amenities at bus stops

Relevant research areas:
Transfer facilities and bike/walk/car access
Fare programs and enforcement (ongoing study)
Capital program
Customer communication
**DRAFT GUIDING PRINCIPLE 5: ENCOURAGE DENSE, AFFORDABLE HOUSING NEAR TRANSIT**

**Key questions:**
- What is Metro’s role related to affordable housing?
- How can Metro use its influence to increase housing affordability and minimize displacement near transit?

**Potential Best Practices**
- TransLink Transit Oriented Communities (Vancouver, BC)
  - Design guidelines to create more livable places around transit in Metro Vancouver

- LA Metro Transit-Oriented Communities (Los Angeles, CA)
  - Systemwide Design Policy to provide a safe, accessible and comfortable experience; connect stations to the greater regional network; and orient stations to neighborhood destinations and pedestrian routes

- Transit Oriented Denver (Denver, CO)
  - Denver’s Transit Oriented Development Strategic Plan is heavily focused on affordability and partnership with RTD, the transit provider

**Relevant research areas:**
- Transit-supportive land use and street space
DRAFT GUIDING PRINCIPLE 6: IMPROVE ACCESS TO MOBILITY

Key questions:

• How can Metro influence allocation of public space in ways that support accessibility?
• What would be most helpful in increasing access to mobility services?

Potential Best Practices

• BART Station Access Guidelines (Bay Area, CA)
  o Prioritizes funding for walk, bike, and car access to BART stations based on agency and community goals and values

• King County Metro VIA to Transit (King County, WA)
  o On-demand service that connects people to transit centers and stations in southeast Seattle and Tukwila

Relevant research areas:

Transit-supportive land use and public space
Transfer facilities and bike/walk/car access
Innovative and emerging technologies
Capital program
DRAFT GUIDING PRINCIPLE 7: PROVIDE FAST, RELIABLE, INTEGRATED MOBILITY SERVICES

Key questions:

• How can Metro influence partners to help deliver excellent, integrated services?
• How can Metro partner with jurisdictions with fewer resources, recognizing that partnerships may not be financial?
• What is the right mix of services?
• What types of services should be prioritized?

Potential Best Practices

• Allegheny County Port Authority (Pittsburgh)
  o Transit pass holders have free access to bike share, for trips lasting 15 minutes or fewer

Relevant research areas:

Mobility services
Innovative and emerging technologies
Community engagement
DRAFT GUIDING PRINCIPLE 8: SUPPORT OUR WORKFORCE

Key questions:

- How can Metro support career paths in a way that makes the workplace more inclusive?
- How can Metro contract for services in a way that advances equity?
- How do we help our workforce prepare for innovations in mobility?

Potential Best Practices

- Los Angeles Vision Zero: Dignity-Infused Community Engagement Strategy (Los Angeles, CA)
  - Recruitment strategy for engagement “Street Teams” includes creating paid opportunities for young people transitioning out of foster care, survivors of gender-based violence, aging adults, and those experiencing other barriers to employment.

Relevant research areas:

* Workforce development and support
* Mobility services
* Innovative and emerging technologies
DRAFT GUIDING PRINCIPLE 9: ALIGN OUR INVESTMENTS WITH OUR VALUES

Key questions:

• What does it mean to use resources in a way that is aligned with our values?
• How do we secure less-regressive funding sources (and address regressive impacts)?

Potential Best Practices

• Oakland Department of Transportation Strategic Plan (Oakland, CA)
  o Aligning city budget with goals: equitable jobs and housing, holistic community safety, vibrant sustainable infrastructure, and responsive trustworthy government

Relevant research areas:

Mobility services
Capital program
Workforce development and support
Community engagement

Vibrant city street (Oakland, CA)
DRAFT GUIDING PRINCIPLE 10: ENGAGE DELIBERATELY AND TRANSPARENTLY

Key questions:

• What strategies should Metro use to improve our engagement practices?
• How can we demonstrate openness to shared decision-making and co-creation?

Potential Best Practices

• Mobility Equity Framework – Greenlining Institute
• City of Seattle Public Outreach Liaison Program (Seattle, WA)
• Metro Transit (Minneapolis, MN) Transit Assistance Program
  - Invest in community liaisons within neighborhoods to raise awareness and trust in the program

Relevant research areas:

Community engagement
Customer communications
# Potential Best Practice Contacts

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**What organizations, agencies, and people should be on our list?**
THANK YOU!

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