

Transit 2050+: DRAFT Goals and Outcomes

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The draft Transit 2050+ goals and desired outcomes are intended to complement the overall Vision and Guiding principles established in Plan Bay Area 2050, which are anticipated to remain the same for Plan Bay Area 2050+.

Goal	Desired Outcomes (that can be forecasted via modeling)
<p>1. Develop an integrated, well-connected transit network that:</p> <ul style="list-style-type: none"> ▪ Improves access, particularly for equity priority and transit reliant populations; ▪ Improves connections between different transit modes and operators; and ▪ Enables transit to be the preferred mode of travel for more types of trips. 	<ul style="list-style-type: none"> ▪ Increase the number and share of all Bay Area jobs that are accessible via a 45-minute transit trip (including access, transfer, and wait time) for: <ul style="list-style-type: none"> ○ All residents ○ Equity Priority Communities ○ Zero-vehicle households ○ “Car-light” households (i.e., households with two or more workers and a single vehicle) ▪ Increase the number and share of regional destinations that are accessible via a 45-minute transit trip (including access, transfer, and wait time) for: <ul style="list-style-type: none"> ○ All residents ○ Equity Priority Communities ○ Zero-vehicle households ○ “Car-light” households (i.e., households with two or more workers and a single vehicle)

Goal	Desired Outcomes (that can be forecasted via modeling)
2. Recover and grow transit ridership and mode share.	<ul style="list-style-type: none"> ▪ Increase transit ridership ▪ Increase transit mode share for commute and non-commute trips
3. Improve the reliability and average travel speed of transit service.	<ul style="list-style-type: none"> ▪ Reduce transit v. auto travel times between representative origin-destination pairs ▪ Increase the average travel speed for surface transit relative to average auto travel speed on select roadway segments
<p>4. Reduce barriers to using transit, including:</p> <ul style="list-style-type: none"> ▪ Long and/or unpredictable wait or transfer times; ▪ Lack of accurate, readily available real-time transit vehicle arrival information; ▪ Insufficient safety and security at stops, stations, and on transit vehicles; ▪ Insufficient customer information, wayfinding, and other signage; and ▪ Lack of universal design features at stops and stations. 	<ul style="list-style-type: none"> ▪ Outcomes under development given what can be modeled and forecasted for future years