

MEETING MINUTES

The February 6th minutes of the **Alliance for Transportation Working in Communities** were prepared and submitted by Dan Yablonsky, Director of Communications & Development, Pittsburghers for Public Transit.

Thanks Dan!

1. Welcome & Introductions

2. Coordinating Transportation Plan CTP - Progress to Date

Plan due in June. Kathy is making good progress on the plan. Thanks to everyone who has provided input. Three of the four Work Groups either already met or will meet today, then report back as soon as possible. Most DISCOVERY is done, after one full year of planning.

Kathy put together info-graphics for each of the FOCUS AREAS and they're included in the meeting packets.

Kathy walked through an outline of the plan, highlighting the areas that have been completed and indicating which areas are still in progress.

Multimodal Transportation Network

CTP includes all modes - walking, bikes, transit, personal automobile, ride-hailing services.

Kathy highlighted what stood out to her:

- Over 65M fixed route trips
- 1.7M demand-response trips
- 51 vanpools and 333 carpools
- Ride-hailing trips continue to grow
- 95% of region's fixed route trips are provided by 1 provider (PAAC)
- Transit ridership is decreasing in all agencies except Freedom Transit
- Demand-response trips cost \$16/trip - \$25/trip - why?

Conversation

- John Tague mentioned transit ridership at Port Authority is trending upward, which seems to reflect the new direction in which the agency is headed.
- Kathy asked that agencies update her with any ridership stats – up or down – the numbers she references in the Plan are from FY2016-2017 (comparing to FY 2013-2014).
- Chris Sandvig highlighted a nationwide downward trend, saying that places with increases are making huge investments in transit. He then went on to highlight the *stability* of our region's transit ridership.

Seamless Travel Chain Working Group

Features: Fully integrated, smartly placed connection hubs, open sharing of data, coordinated services/schedules and common method of payment

Major Components: Network operations, multimodal operations, fare structure, transfers.

Kathy highlighted what stood out to her:

- Ecolane scheduling platform is a great tool for counties' demand-response operations; however, the program only allows agencies to see their own trips and does not allow for coordinating between agencies.

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- Agencies are moving away from the ConnectCard to other fare payment applications.
- Shortcomings of the ConnectCard include the issue that ConnectCard allows a PAAC user to put a monthly pass on a system, but, if going to use another agency's service, payment has to be made with stored value.

Discussion

- The ConnectCard is causing both agencies and riders a lot of problems. The lag in fares being loaded onto the card takes far too long.

Urban Suburban and Rural environments

Transit functions best in high-density areas. Less dense areas have first- and last-mile issues. Ten-county region; however, all but one are majority rural.

Agencies try to employ different strategies to meet the need. 100 park-and-ride facilities in the area. How are issues of safe pedestrian access to transit being addressed by various groups?

Kathy highlighted what stood out to her:

- Transit agencies may or may not service entire county
- Cost of one way trip is between \$6.10 and \$16.16

Conversation

- Tom Klevan says the multimodal discussion on pedestrian connections is outside the realm of this plan's service. However, a strong focus on these connections is very important.
- Chris Sandvig: 65M trips and there isn't much data to explain how people are getting to those trips. Port Authority is bolstering their ability to understand FMLM access to transit services.

Anyone, Regardless of Ability or Income

Equity is essential in public transportation

Focus on the needs of people that fall outside the margins - ability and choices defined by ability, income access, etc. What stands out is that planning for those at the margins will better serve ALL riders.

Kathy highlighted what stood out to her:

- Competing interests can impede fair and inclusive transportation policies
- Unconditional vs conditional eligibility designations

Conversation

- John Tague says that unconditional riders can access ADA paratransit rides. Conditional means there are certain conditions that you meet that give you free access and some that charge you up to twice the cost.

3. Transportation Tomorrow

Break out into three groups - **Embracing Change** · **Greater Access** · **Smarter Service Delivery**

Feedback will be incorporated into plan.

Kathy will follow up with The Alliance in April.

The meeting was adjourned at 12:00 pm.

BRAINSTORMING NOTES

EMBRACING CHANGE

What follows are 9 ideas about what is changing in transportation. Please provide comments relating to what you think each of the ideas is suggesting. Also, come up with ways SW PA could make the most of any or all of the ideas to strengthen our transportation network.

What exactly is changing in transportation?

- 1) **Growing recognition that all transportation is personal**
 - Personal choice, options, personal decisions affect choice of where to live, work
 - Goes beyond transportation
 - Personal abilities
- 2) **Shifts in people's attitudes toward obtaining a driver's license and/or personally owning a car**
 - Millennials
 - Fear of driving
 - Expense of licensing and car ownership
 - Ride-hailing options (if you have the App, a Smart Phone and a credit/debit card)
- 3) **Service models enhanced through technology**
 - Pilot project, just discussed
 - Safety, accessibility, cost
 - Allowing agencies to improve systems
 - Gaps in ability to access technology (personally, cell coverage)
 - "Arrive" – bridges some gaps
- 4) **Availability of and access to open data**
 - Planning
 - Identifying underserved areas fosters ability to establish mutual-aid agreements
 - One-stop shop for available resources
- 5) **Service planning based on better data**
 - Could help transit become more regionalized
- 6) **Means with which a person can access and pay for transportation**
 - Technology
 - Funding/cost of service
- 7) **Greater opportunity for taking multimodal trips**
 - All trips start with a walk and all are multimodal
 - Look at bikeshed/walkshed
 - In Allegheny County, but not for all in the region
- 8) **Vehicle sizes, types, and ownership**
 - Inefficiency of single-occupancy vehicle
 - But, some areas can only be accessed by SOV
- 9) **Acknowledgement that equity must play a constructive role in the provision of transportation**
 - Should be more equitable across the region, not just within a specific community

Ways SW PA could make the most of these ideas to strengthen our transportation network

- 1) Not a one-size fits all; look at smaller areas based on commonalities; not for functionality, in the theory of overall it does
- 2) Funding process creates competition; need to develop ways to work collaboratively
- 3) County boundary lines need to go away; services should be based on land use/development patterns
- 4) It should be about the people
- 5) Service planning/data can be integrated for one-stop services/resources
- 6) Create/modify SALDOs to create high density development
- 7) Sidewalks are crosswalks are needed; also need more bike facilities
- 8) Safe options to access transit and connections to travel short distances
- 9) Equity: LOS or quality needs to be at the forefront of all planning
- 10) Rather than local decisions, should establish standard guidelines

GREATER ACCESS

Many users experience transportation barriers throughout their daily lives. The impact of these barriers may be associated with spatial, temporal, economic, physiological, and social barriers (STEPS). The following STEPS table offers a framework for categorizing equity barriers to accessing transportation.

TRANSPORTATION BARRIER	DEFINITION	MOBILITY OPPORTUNITIES
SPATIAL	Compromise daily travel needs – <i>lack of public transit within walking distance; excessively long distances between origins/destinations</i>	Public transit and ride-hailing first-mile/last-mile partnerships Microtransit for lower-density areas
TEMPORAL	Travel time barriers that inhibit user from completing time-sensitive trips – <i>transit reliability, limited operating hours, traffic congestion</i>	Dynamic microtransit Late-night ride-hailing and shuttle services Commuter vanpools/carpools
ECONOMIC	Direct costs – <i>fares, tolls, vehicle ownership costs</i> and indirect costs – <i>smartphone, internet, credit card access</i>	Subsidies for low-income users Multiple payment options (not just credit card) Multi-modal hubs with WiFi access
PHYSIOLOGICAL	Using standard transportation modes is difficult or impossible – <i>older adults, people with physical or cognitive limitations</i>	Older adult-focused mobility services Voice-activated mobility app features
SOCIAL	Social, cultural, safety, and language barriers – <i>lack of multi-language information, neighborhood crime, poorly targeted marketing</i>	Ride-hail app w/out socio-demographic profiling Targeted outreach (low income, minorities) App info in user’s native language

Source: Travel Behavior: Shared Mobility and Transportation Equity, U.S. Department of Transportation and Federal Highway Administrations, August 2017

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For each Transportation Barrier, discuss its associated Mobility Opportunities. Please identify challenges you think might get in the way of pursuing any one of the proposed opportunities. Also, come up with other strategies that could help alleviate the different transportation barriers.

IN GENERAL

- Need to understand: Take, for example, a \$6 Uber trip (to go 1 mile) - 40% of the actual cost to provide that trip is not covered by the fare; rather, it's financed through venture capital
- On-demand services via ride-hailing: Income discrimination, class/ability discrimination
- TNC Pooling services, where additional riders are picked up along the way, take just as long as a transit trip
- Barrier: Limited/lack of quality pedestrian facilities and amenities
- FHWA: More about just people driving cars; it's difficult for them to get to the "level of people"
- Need policymakers and people with lots of money

SPATIAL

- Hills, geography, topography
- Walking distance – not just about the distance, but also the experience as well (i.e. hill vs flat)
- Mitigate longer trips/facilitate trip-chaining
- Is ride-hailing the ultimate answer? TNCs say "yes" and public should pay for it
- Outlying suburbs – Calling an Uber is just as "easy" as taking a PAAC bus OR is it? (*"Not in Natrona Heights!"*)
- First-mile/last-mile (FMLM) - local shuttle > 1 trip/day
- Assumption: Everyone has smart phone OR FMLM access to the bus; really need more bus stops
- Way to ALLEVIATE SPATIAL BARRIERS is through the provision of more transit – greater coverage (however, by its nature, this doesn't lend itself to small solutions)
- Influence where people live (Land Use): Choices - live close to transit (Forest Hills and Flivver); take Uber/Lyft to the bus stop (could cost \$9)
- Need more regional guidance on where stuff should/should not be built (think: Prospect Terrace) – 40% subsidized housing in city is NOT transit accessible.
- "Desire lines" speak volumes
- Kenmawr Bridge (Rankin/Braddock area) - no sidewalk!
- Law: Liability torte
- Competing interests

TEMPORAL

- NOTE – Brainstorming group X'd out "traffic congestion" (who cares?)
- Equitable housing – it's about where people live and also about where they work
- Some places (i.e. malls) do not allow bus access
- There is "conscious de-valuing of the labor" at the corporate level
- In other regions, there is more accountability on the part of employers due to municipal codes, etc.
- Misconception - if transit ran for longer hours, there'd be more frequency and everything would be perfect
- Late night shuttle, South Side (for night entertainment workers/ "drunk" bus)
- In Florida – Uber contracts with the transit agency to provide door-to-door transportation for late-shift workers
- Consider trips by parents – putting their kids on the bus for school and then wanting to hop on a bus themselves to get to work (more enlightened service planning might help)
- Availability of several cross-town routes in Pittsburgh could serve as a backbone for late night service (if this is transit, treat it as such) – need to explore cross-town opportunities

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- Heritage Community Transportation: Vans operate until 10:30 pm to accommodate people working at hospitals – found that ridership was just not there
- It's all about the people's needs
- A constant struggle, all comes back to the numbers; unfortunately the "Journey to Work" data doesn't cut it (not real data) – the trips made are not just commutes to/from work
- Need to get a better handle on the numbers

ECONOMIC

- Should transit be free?
- "No, people don't value what isn't valued."
- Compare to aviation travel where there's tiered pricing
- What about what you pay to own/drive a car? (This is the MOST subsidized form of transportation!)
- With owning a car, there's a "built-in obligation" to use that car
- LOGIC: Pay some kind of a "toll" to use the investment
- Roads/highways – Consider a "mileage tax" (decisions should have consequences...)
- Cost of owning a car is different from paying for transit
- Capitalism. Society.
- Heritage ran their transportation services for FREE for years – now required to charge 25 cents per one-way trip; is it true that paying for a service results in one having greater respect for that service?
- Dichotomy between personal value proposition and common good/value proposition
- Social contract that we live by - Everyone pays to get something in return (This contract needs to apply to everyone.)
- John Rawls - "Social Valuation"

PHYSIOLOGICAL

- "One size does not fit all"
- Universal design
- Lots of this boils down to "system design"
- "Temporarily-abled"—at some point, something won't work right; it's so easy to be caught in our own bodies and don't appreciate the experiences of others (especially people living with disabilities)
- Communication between municipalities, developers, planners
- Curb ramps – The ADA and PennDOT turned the installation of curb ramps into something "bad" (through poor design, placement, maintenance, etc.)
- Knocks against Vision Zero/Complete Streets
- Activists – re: private development on private parcel (i.e. Kenmawr Bridge, which is a public entity)
- Private enterprises often assume: "The roads are OURS!" (which is not the case)
- PennDOT needs to feel "sustained pressure"
- Bike advocates are a really strong voice – should take lessons from them

SOCIAL

- Points to "how stuff gets built"
- Districts do good job at what they are charged to do
- FHWA - Districts' mandate: BUILD/FIX BRIDGES AND HIGHWAYS
- Change has to come from this level
- BARRIER: lack of a driver's license (older population, persons with disabilities, formerly incarcerated, etc.)

SMARTER SERVICE DELIVERY- 1

OR Cooperation on: 1) Fares; 2) Marketing;
3) Service/Routes?

Transit Service Consolidation

Public transportation in Pennsylvania is locally controlled and managed.

Operating costs continue to increase at rates that regularly exceed available funding.

Act 89 of 2013 provided incentives for local governments to consolidate transit operations.

Consolidation could result in greater economies of scale and better coordinated regional travel.

If consolidate and identify clear cost savings, local matching funds reduced in an amount equal to the savings from consolidation for a period of up to five years.

Transit agencies are reluctant to relinquish control over service delivery for fear that service quality will diminish and local jobs will be lost.

While the state supports consolidation efforts, the decision to do so rests with the local transit authorities and county officials.

- Transfers would be easier.
- More service area:

Devil is in the details! Costs could go up in rural/subsidized areas.

- Central control = less choice
- If counties have things in common, though...
- For shared ride, with EcoLane, quality CAN go up, with more service options.

SMARTER SERVICE DELIVERY- 2

Shared Mobility

"Transportation services and resources that are shared among users, either concurrently or one after another", *Shared-Use Mobility Center*

Taxis, limos, vanpools, carpools, bike-sharing, scooter-sharing, car-sharing, ride-hailing, shuttle services, microtransit, jitneys, and more

Traditional public transit is also shared mobility.

What shared mobility modes are complementary to public transportation?

What shared mobility modes are in competition with public transportation?

Can public transit agencies become mobility managers and, if so, how?

- Some shared mobility modes are BOTH complementary to and in competition with public transportation
 - It depends on what else is around
 - Lyft/Uber could complement transit services (FMLM)
 - Microtransit could complement transit services (FMLM *and community-type services*)
 - Bike-Share (*if buses have bike racks and if the bike-share system is integrated with transit fare card*); however, bikes are not a huge threat to transit anyway because they can't be used by all and because of weather

- THEN AGAIN...Lyft/Uber could replace existing transit.
 - It's easier, takes less time, IF you have the money
- Vanpools and carpools are in competition with transit
 - BUT vanpools and carpools exist for a reason
 - Can we use that?
- Can we account for the positive and negative impacts of mode choices?
 - For example, reward pools/bikes and charge for a TNC choice?

SMARTER SERVICE DELIVERY- 3

Mobility as a Service

MaaS is a holistic model wherein the utilization of public and private transportation services is managed by way of a unified gateway or single interface.



Two key elements with MaaS:

- 1) Single account to access trip options and pay for trips
- 2) Real-time journey planner

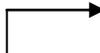


Policy issues for both government and public transit agencies:

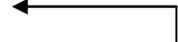
- 1) Need for subsidies
- 2) Regulatory changes
- 3) Equitable access
- 4) Service quality
- 5) Safety standards
- 6) Assurance of user privacy/data security



What is public transportation's role in Mobility as a Service?



- Riders still want the seamless travel
- Bring together all the public services
- Incorporate the subsidies



- Appealing to users - people need choice and ability to manage costs
- Standards - insurance quality
- Could only happen with a top-down mandate
- Harder for anyone with a subsidy to access (complexity of integrating subsidized transportation)
- Equitable access (unbanked, etc.)