11/27/23

Dear Transportation Commission members:

Unfortunately, I won't be able to attend our meeting on November 30 to discuss details of the proposed transit network redesign, so I wanted to share some high-level thoughts for you to consider.

System map, route names, and stop locations

Overall, I think staff has done great work with the new map design and by making small improvements to Routes J and P. Some considerations:

1. We heard that route names like "B," "C," and "D" may be difficult to discern for those who rely mainly on hearing.
2. We heard the maps should account for color blindness. (I think they might already do a pretty good job of this: red and green for rapid routes, shades of blue for others.)
3. I assume we still plan on branding the future BRT lines with names that are catchier than "A" and "B." Is that still on the table and does the route naming take that into account?

The other details I've looked at seem to make sense. I look forward to hearing if Commission members have any suggested improvements, knowing that Metro staff will also continue to make small tweaks as the system rolls out, including during its initial pilot period planned for next summer.

Title VI report and public engagement

Staff might want to clarify some of the methodological details, but I am happy with the report and its findings. In an ideal world, we might dive even deeper, but this report uses some of the best available data and most advanced methods that I know of. The accessibility analysis—even with its limitations—is a big step above what most transit agencies have done in the past to evaluate transit benefits and impacts.

In addition to the federally mandated analysis, I believe staff have done a lot of work to center equity in the project from the beginning, partly with help from the local community engagement team at Urban Assets. Commission members might be interested in reviewing TPPB's discussion on June 6 (here) for a better sense of how staff addressed the most serious concerns and the tradeoffs that were considered.

Sincerely,
Chris McCahill