



DATE: June 8, 2020

TO: Transportation Authority of Marin Administration, Projects and Planning Executive Committee

FROM: Anne Richman, Executive Director *Anne Richman*
Derek McGill, Planning Manager

SUBJECT: Discussion on COVID-19 Effects on the Transportation System and Recovery Planning (Discussion), Agenda Item No. 8

RECOMMENDATION:

Discussion item only. The Administration, Projects and Planning (AP&P) Executive Committee is requested to provide TAM staff input for a discussion on COVID-19 impacts on transportation and recovery efforts at an upcoming board meeting.

BACKGROUND:

Across the globe, transportation is in a state of flux as cities, counties and regions assess the impact of COVID-19 on the movement of people, goods and services, and in the design and operation of transportation systems. Marin County is not unique in experiencing a dramatic shift in travel behaviors of its residents, workers and visitors. TAM staff has updated the Board on changes to a number of work items in recent months including operational changes at TAM, and in delivering transportation funding, projects and programs to the benefit of Marin County.

As Marin plans on recovery efforts, how we plan for the near-term and long-term impacts from these changes on our local transportation systems will impact the everyday quality of life of all of those who travel in Marin County. The impacts of COVID-19 are uncertain and the future cannot be predicted, but clear articulation of how TAM plans to respond to these challenges will help guide recovery efforts and in delivering transportation projects and programs that support our local communities.

DISCUSSION/ANALYSIS:

The pandemic and shelter in place order have resulted in a reduction of travel never experienced. TAM staff is working to gather transportation data to fully assess the reduction in movement in the county and monitor the impacts of recovery on our local roads, highway and transit systems.

As the recovery effort progresses, staff is assessing our existing programs and projects and has been engaged with a wide number of partners and stakeholders to support the recovery effort.

In order to assist the recovery of the transportation network, TAM has developed an initial framework and questions for the TAM board on which to provide input and direction. Based on the input received from this initial discussion, staff will return with follow up items and further actions needed to support the recovery efforts.

FISCAL CONSIDERATION:

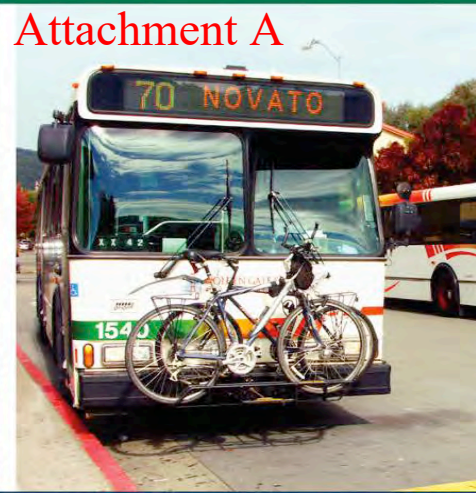
This item has no direct fiscal impact. Based on directions from the TAM board, staff recommendations will be brought back for further action and consideration.

NEXT STEPS:

Based on input received from the AP&P Executive Committee, staff will revise and provide changes for discussion of this item at an upcoming Board meeting.

ATTACHMENTS:

Attachment A: Staff Presentation



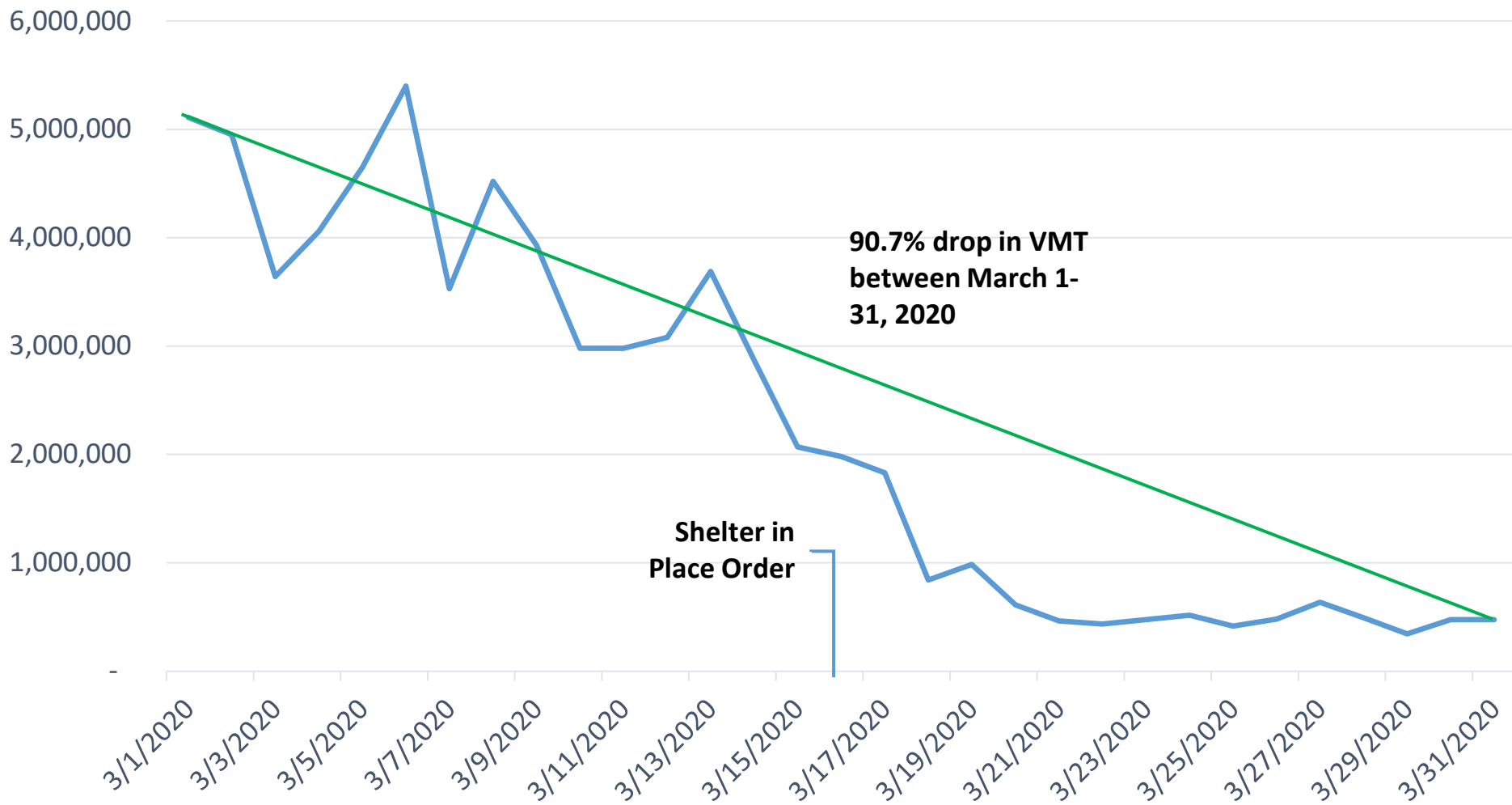
Discussion on Transportation Impacts from COVID-19

Administration, Projects and Planning
Executive Committee Meeting

June 8, 2020



Daily VMT for Marin County



COVID-19 Commute Times Could Double If Bay Area Ditches Public Transit For Cars

May 6, 2020 at 5:00 pm Filed Under: [BART](#), [Commute](#), [Public transit](#), [Research](#), [San Francisco](#), [San Jose](#), [Shelter in place](#), [Study](#), [Telecommuting](#), [traffic](#), [Unemployment](#), [Vanderbilt University](#)

[News](#) > [Transportation](#) • News

Will Bay Area traffic come roaring back after COVID-19? It might if we ditch transit for cars

Fewer transit riders could lead to more traffic, emissions and smog



25

104 views | May 29, 2020, 07:00am EDT

Bike Sales Get A Big Boost In Perfect Storm Of Demand, COVID-19 Recovery And Ebike Maturity



Bill Roberson Contributor @

Cars & Bikes

I cover cars, trucks, motorcycles and the evolution of modern mobility technologies.

How major cities are trying to keep people walking and cycling after the lockdown

Alameda Joins Oakland, San Francisco In 'Slow Streets' Program During Coronavirus Shelter-In-Place

April 30, 2020 at 8:17 am Filed Under: [Alameda](#), [Coronavirus](#), [COVID-19](#), [Shelter in place](#), [Slow Streets](#)

Tech / Big Tech

Costly electric vehicles confront a harsh coronavirus reality

- The economic crisis triggered by the Covid-19 pandemic has put the electric vehicle ambitions of Volkswagen and other major carmakers at risk
- Even before the crisis, carmakers had to contend with the downturn in China, the world's biggest car market, where about half of all EVs are sold

UP FRONT

Telecommuting will likely continue long after the pandemic

Updated: September 14, 2020, 11:00 AM

Five Big Questions About *What Comes Next*:



1. Who is most likely to be impacted?
2. What strengths does Marin have to build on, and what constraints do we have?
3. What may happen to the fundamental drivers of mobility, specifically housing and employment?
4. What does this mean for how we travel?
5. What changes might we want to consider in how we conduct work, and what programs we offer?

Who is most likely to be impacted?

- Low income, transit dependent
- Senior populations
- Gig workers/independent contractors
- Retail/hospitality workers
- Healthcare/essential workers & job sites



What *Strengths* has Marin Displayed?

- Community engagement, shared experiences & togetherness
- Health & Human Services Leadership
- Access to Open Space
- Improvements to Safety
- Air Quality
- Improved travel conditions
- On Demand Retail/shopping
- Unemployment hit not as bad as some areas, at present



What constraints do we face?

- Limited funds within expenditure plans, and recessionary economy
- Constrained geography and street network
- Complex decision-making
- Change usually takes time



What changes with Land Use and Employment should we expect?



- Density vs. Occupancy
- Access to services
- Senior Housing
- Affordable housing/ Essential Workers
- San Francisco Housing Market
- Open Space as Amenity



- Employment numbers and mix may change
- On Demand/self-service retail
- Flexible office models
- Changes to Retail/Commercial Spaces
 - Restaurants/Bars
 - Auto Dealers
 - Parking Need/Capacity

What might this Mean for Mobility?

- Changes in Street Space/Curb Management
- Increase in active transportation modes
- Changes in micromobility/TNCs
- Slow recovery likely for transit
- Faster recovery in Single Occupancy Vehicles
- Less willingness to carpool/vanpool
- More local travel for recreation, less tourism from afar



What changes are being considered?

- Operational Changes
- Existing programs
 - Focus on Equity
 - Revisit Public Outreach methods, messages
 - Continue to support Air Quality/Climate Change Improvements
 - Strengthen employer coordination
 - Strengthen HHS coordination
 - Consider Shared Mobility implications
 - How flexible can school-based programs be

- *Actions should be:*
 - *Solving a problem*
 - *Affordable*
 - *Adjustable*



What changes are being considered?



- New efforts to consider
 - Partner with transit on:
 - Safety Campaign
 - Transit Incentives & Technology
 - Transit Service Redesign efforts
 - Funding advocacy
 - Partner with jurisdictions on Safe Streets/Street Redesign efforts
 - Explore HOV Hours of Operations
 - Access to Recreation/Open Space
 - Technical Support for local staff
 - New partnerships with employers

Programs Potentially Affected

TAM Existing Programs:

- Marin Commutes
- Crossing Guards
- Safe Routes to Schools
- GETSMART
- Bikeshare
- CMP

Partner Efforts (TAM role to be defined):

- Local Streets & Roads/ active transport
- Transit services incl. ADA

Other:

- Infrastructure projects as economic engines
- Freeway operations

What do you think?

- Are these the right questions?
- What are we missing?
- Do the considerations and options make sense?
- What would we need in order to implement them?
What do we already have?
- Recovery may be slow or fast, how do we adjust?





Questions and Discussion

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