

# ACgo SOUTH COUNTY EXISTING CONDITIONS

ACgo SOUTH COUNTY TECHNICAL ADVISORY COMMITTEE  
CITY OF FREMONT TRANSPORTATION DIVISION OFFICES  
AUGUST 14, 2018



# WHAT IS ACgo?

ACgo South County is an initiative to re-envision the transit network to best serve the travel needs of those who live, work, and play in Fremont & Newark.

A final plan will be brought to the AC Transit board for approval in February 2019, with implementation slated for Fall 2019.

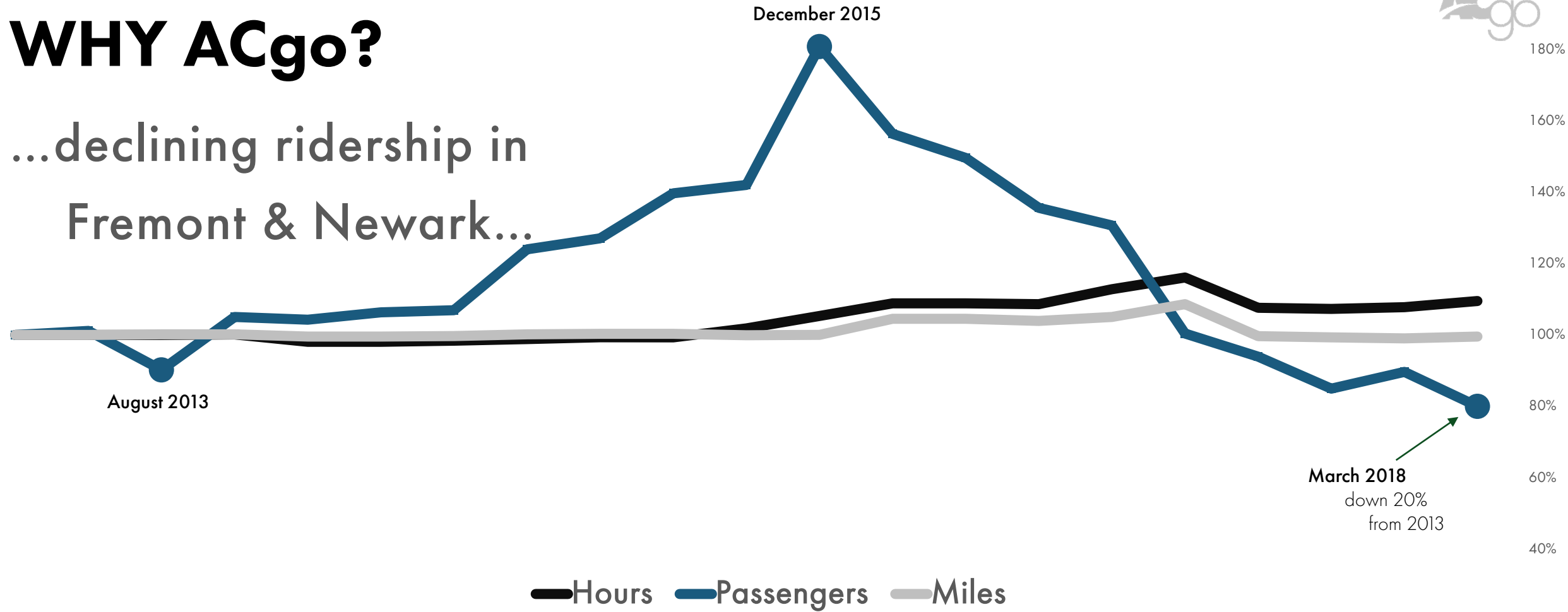
# WHY ACgo?

## In order to...

- ...ensure transit service in Fremont & Newark responds to **declining ridership** amid **a changing transportation market** and increasingly **intensifying land uses**.
- ...evaluate opportunities to provide more frequent and flexible **service** options.

# WHY ACgo?

...declining ridership in  
Fremont & Newark...



# WHY ACgo?

...a changing transportation market...



# WHY ACgo?

...intensifying  
land use...



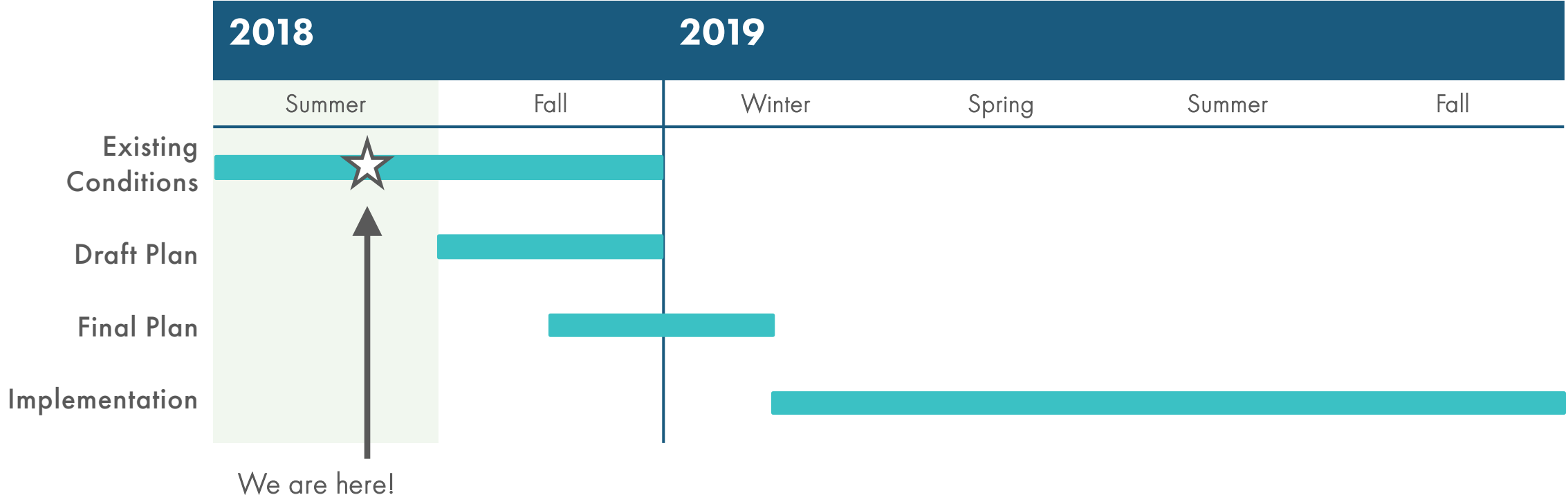
# WHY ACgo?

...evaluate opportunities for more frequent and flexible service...

- Customers want more frequent, reliable service over a short walk to a bus stop
- Customers want simple service, loops too confusing
- Customers want longer service days



# ACgo TIMELINE





# MARKET ANALYSIS

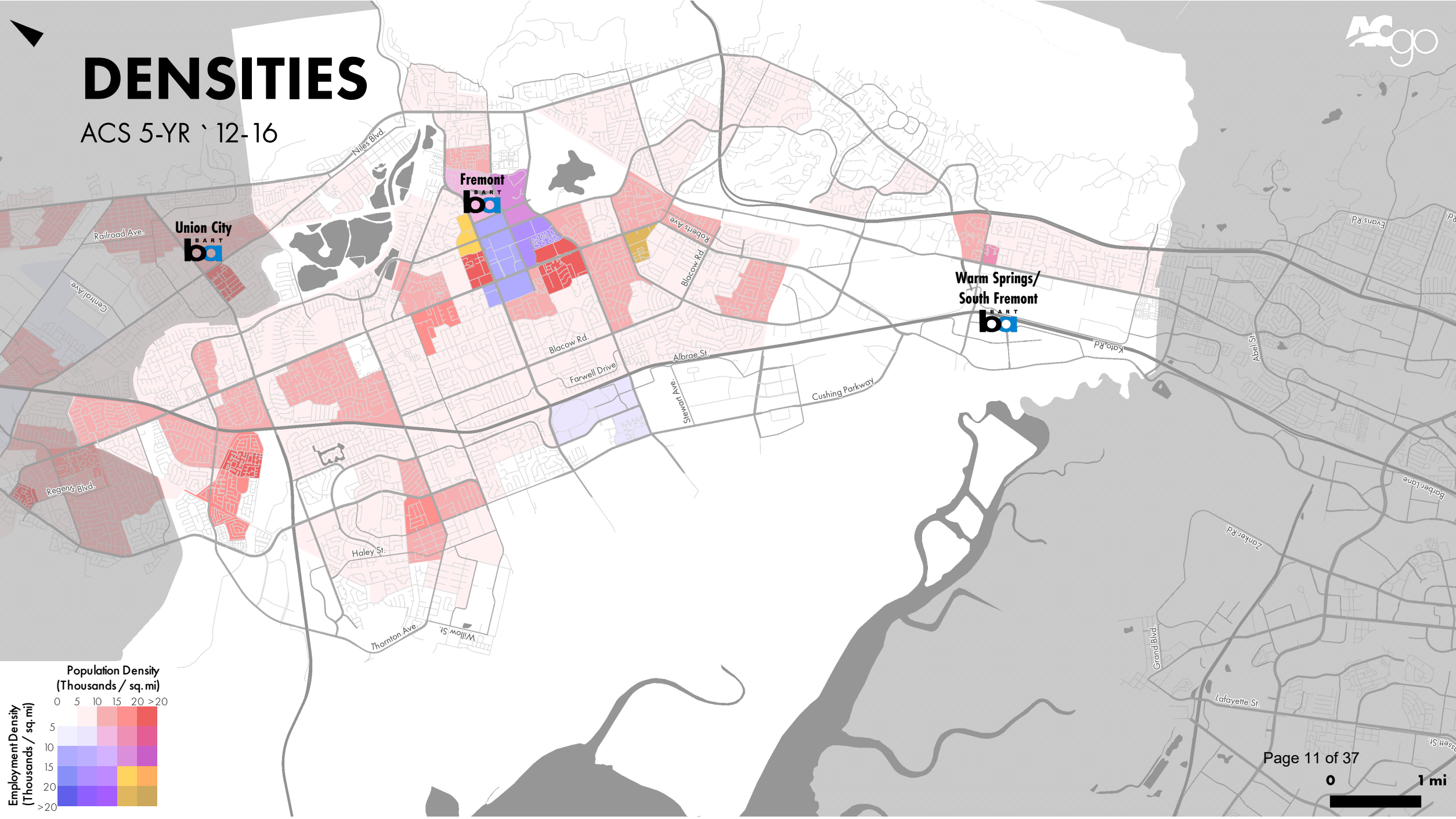


# AC TRANSIT SPECIAL DISTRICT 2 OVERVIEW



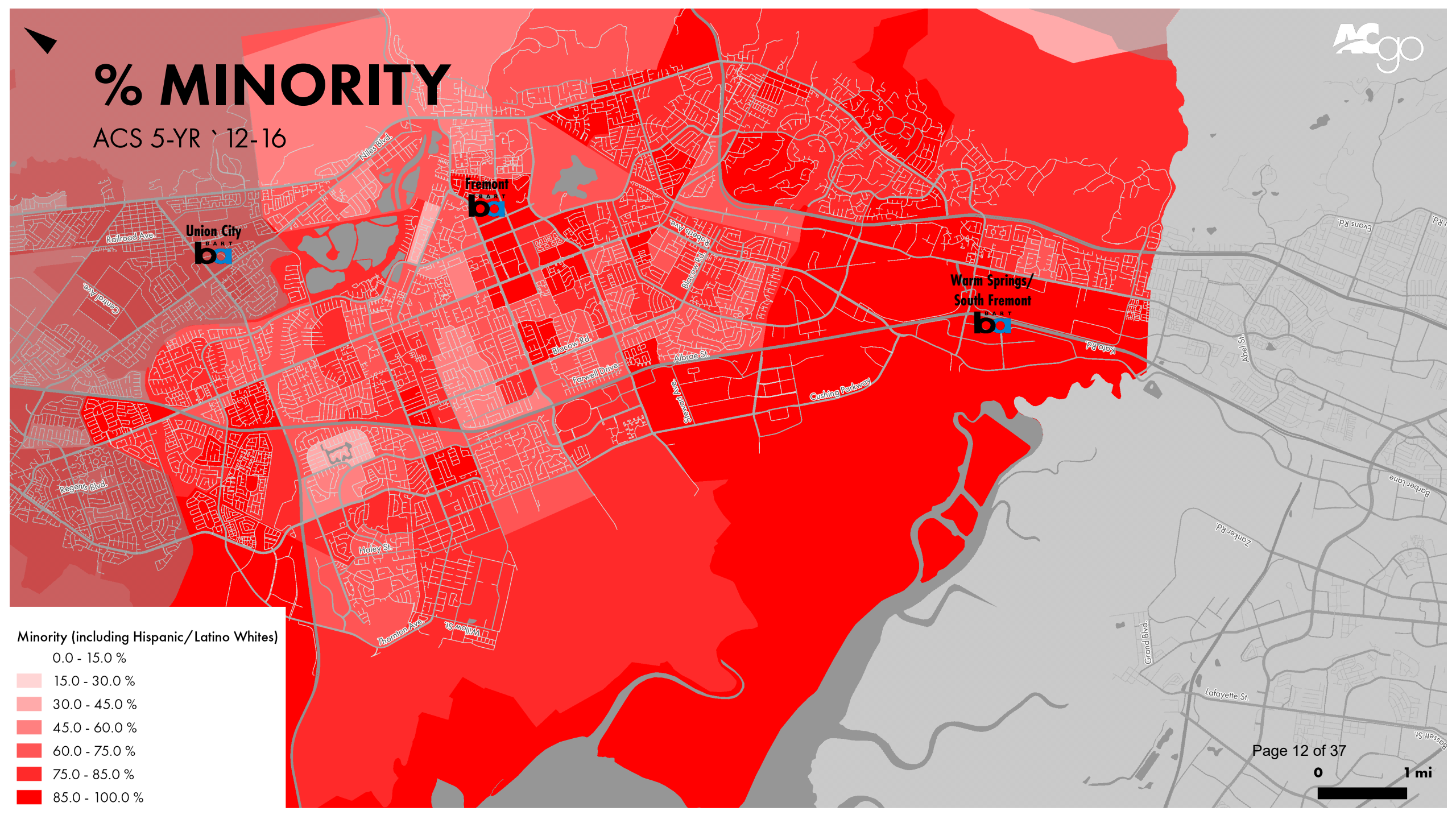
# DENSITIES

ACS 5-YR '12-16



# % MINORITY

ACS 5-YR '12-16

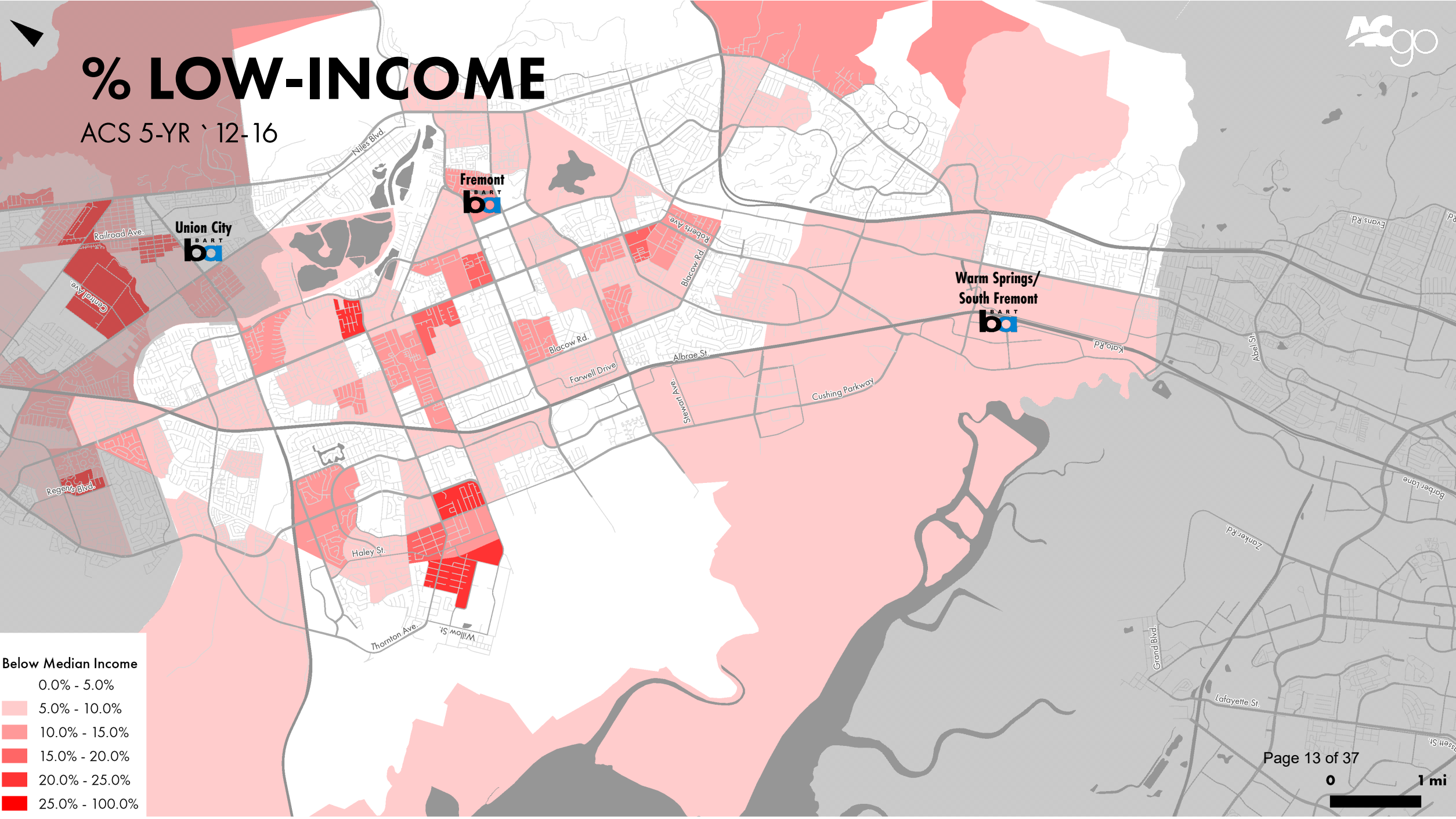


### Minority (including Hispanic/Latino Whites)

- 0.0 - 15.0 %
- 15.0 - 30.0 %
- 30.0 - 45.0 %
- 45.0 - 60.0 %
- 60.0 - 75.0 %
- 75.0 - 85.0 %
- 85.0 - 100.0 %

# % LOW-INCOME

ACS 5-YR '12-16

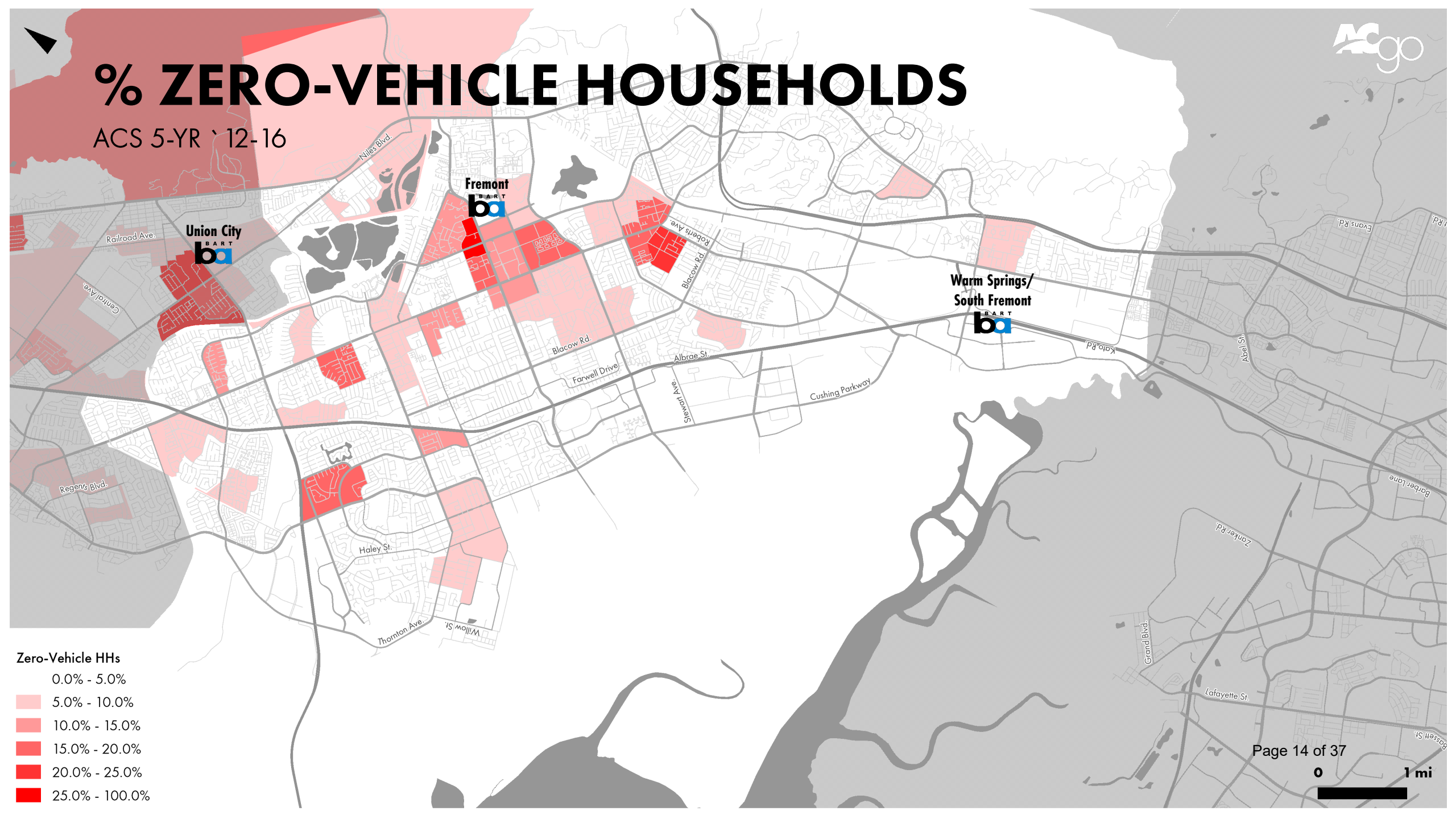


### Below Median Income

- 0.0% - 5.0%
- 5.0% - 10.0%
- 10.0% - 15.0%
- 15.0% - 20.0%
- 20.0% - 25.0%
- 25.0% - 100.0%

# % ZERO-VEHICLE HOUSEHOLDS

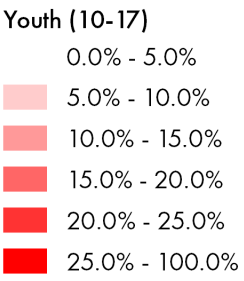
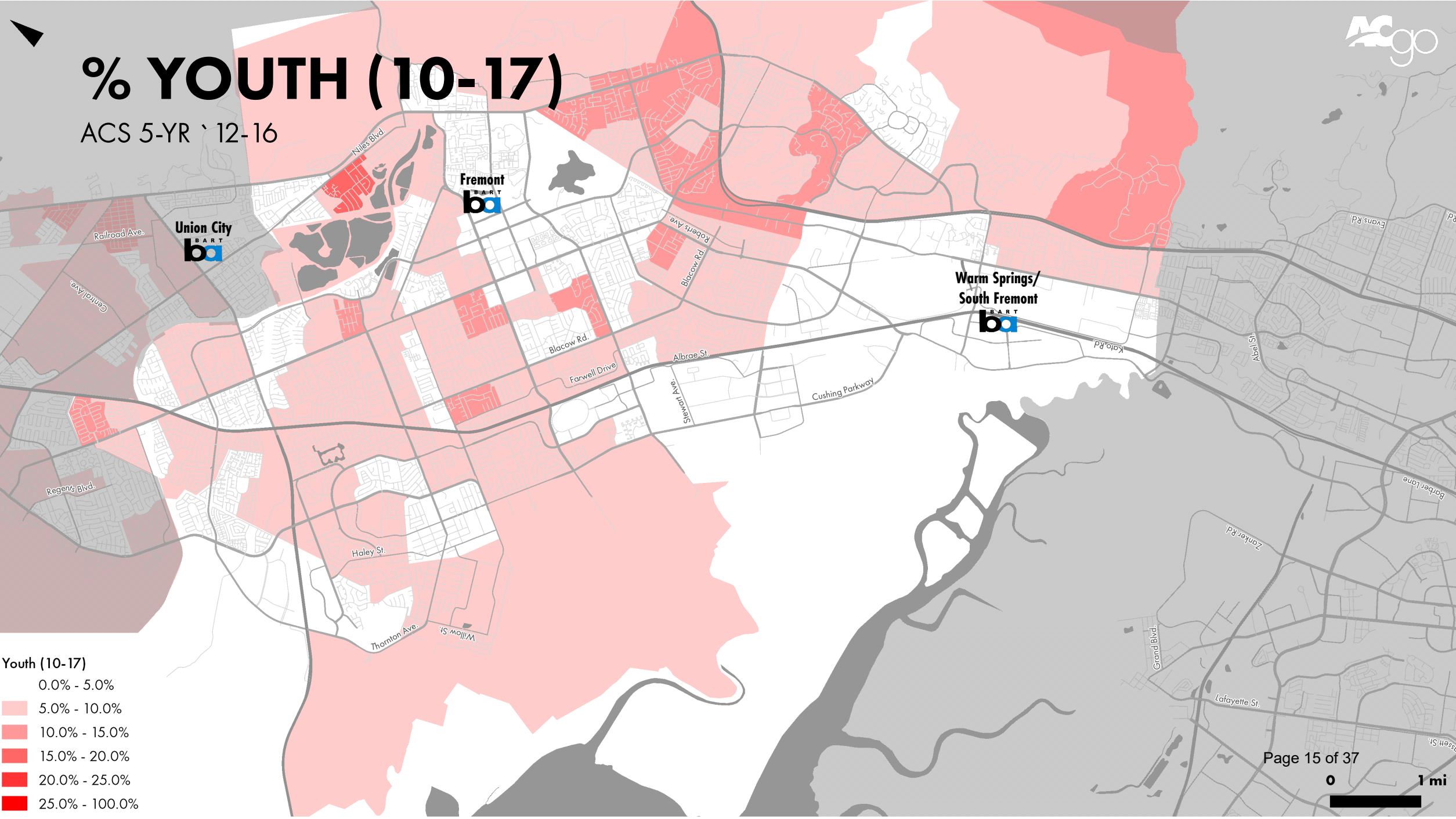
ACS 5-YR '12-16



- Zero-Vehicle HHs**
- 0.0% - 5.0%
  - 5.0% - 10.0%
  - 10.0% - 15.0%
  - 15.0% - 20.0%
  - 20.0% - 25.0%
  - 25.0% - 100.0%

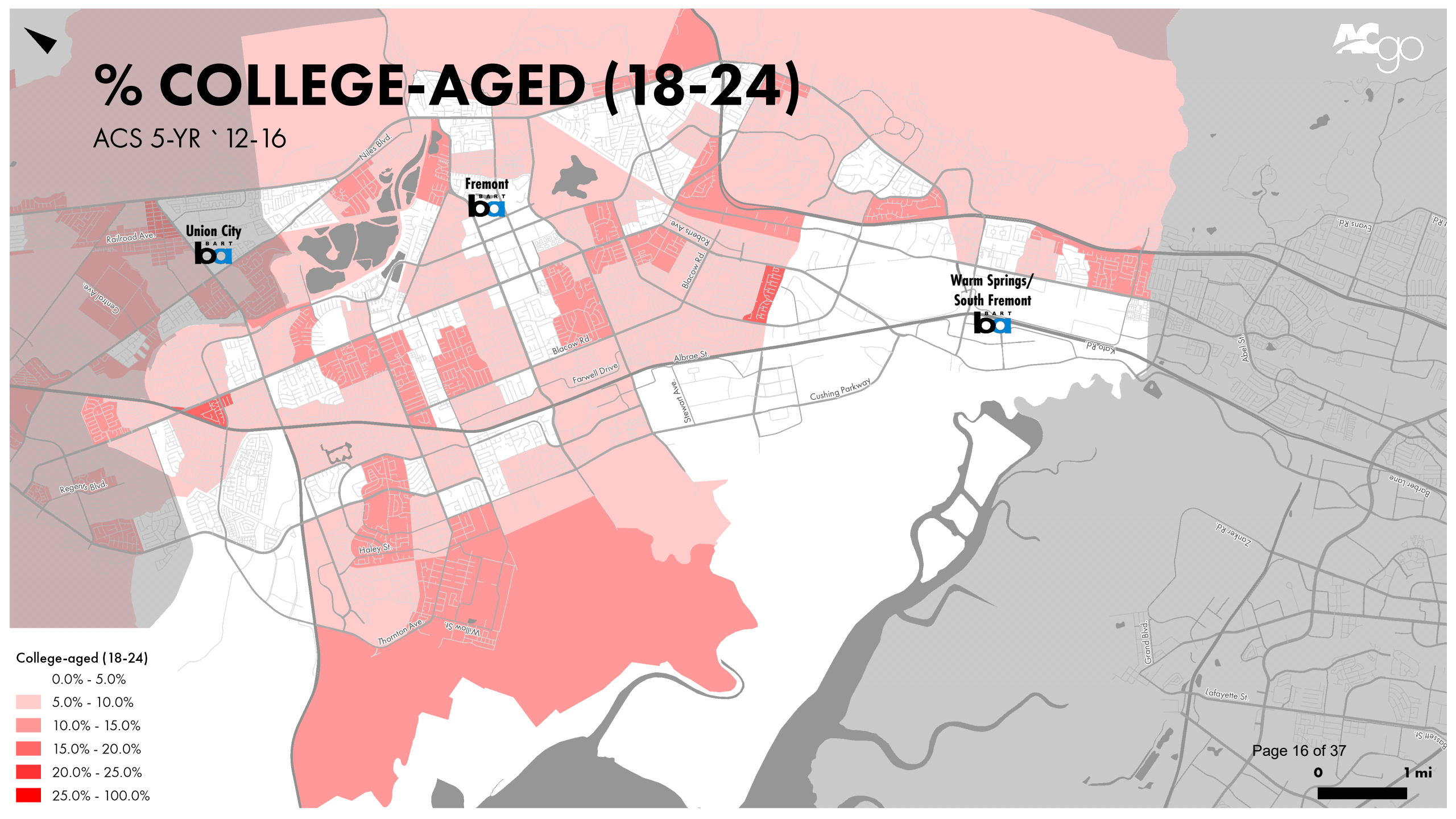
# % YOUTH (10-17)

ACS 5-YR ` 12-16



# % COLLEGE-AGED (18-24)

ACS 5-YR '12-16



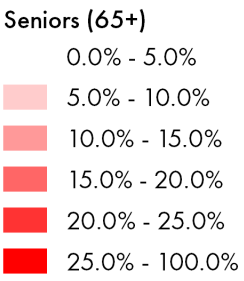
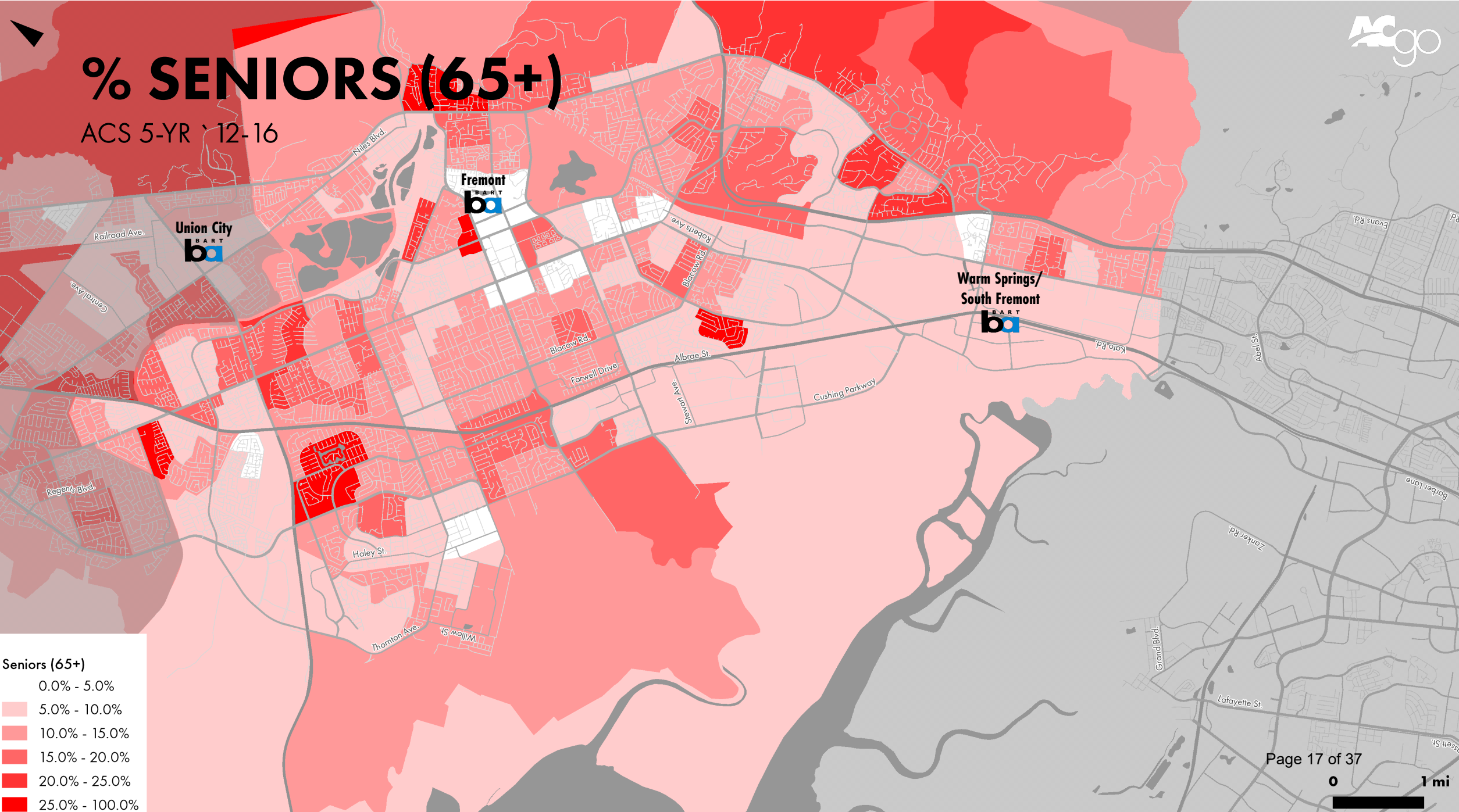
## College-aged (18-24)

- 0.0% - 5.0%
- 5.0% - 10.0%
- 10.0% - 15.0%
- 15.0% - 20.0%
- 20.0% - 25.0%
- 25.0% - 100.0%



# % SENIORS (65+)

ACS 5-YR 12-16



# NEW DEVELOPMENT

**Fremont Blvd Corridor**  
1,000 new units



**Prima**  
281 new units



**Bayside Newark**  
2,000+ new units



**Warm Springs TOD**  
4,500 new units



**Sanctuary Village**  
385 new units



**Mission Falls**  
500 new units



**New Residential Units**

- 1 - 100
- 100 - 200
- 200 - 300
- 300 - 400
- 400 - 500
- 500 - 1000

# DENSITIES , REVISITED

ACS 5-YR '12-16

Fremont Blvd Corridor  
1,000 new units

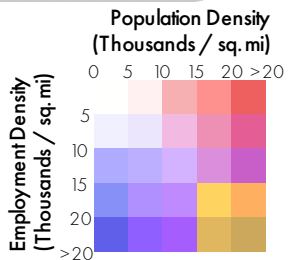
Mission Falls  
500 new units

Warm Springs TOD  
4,500 new units

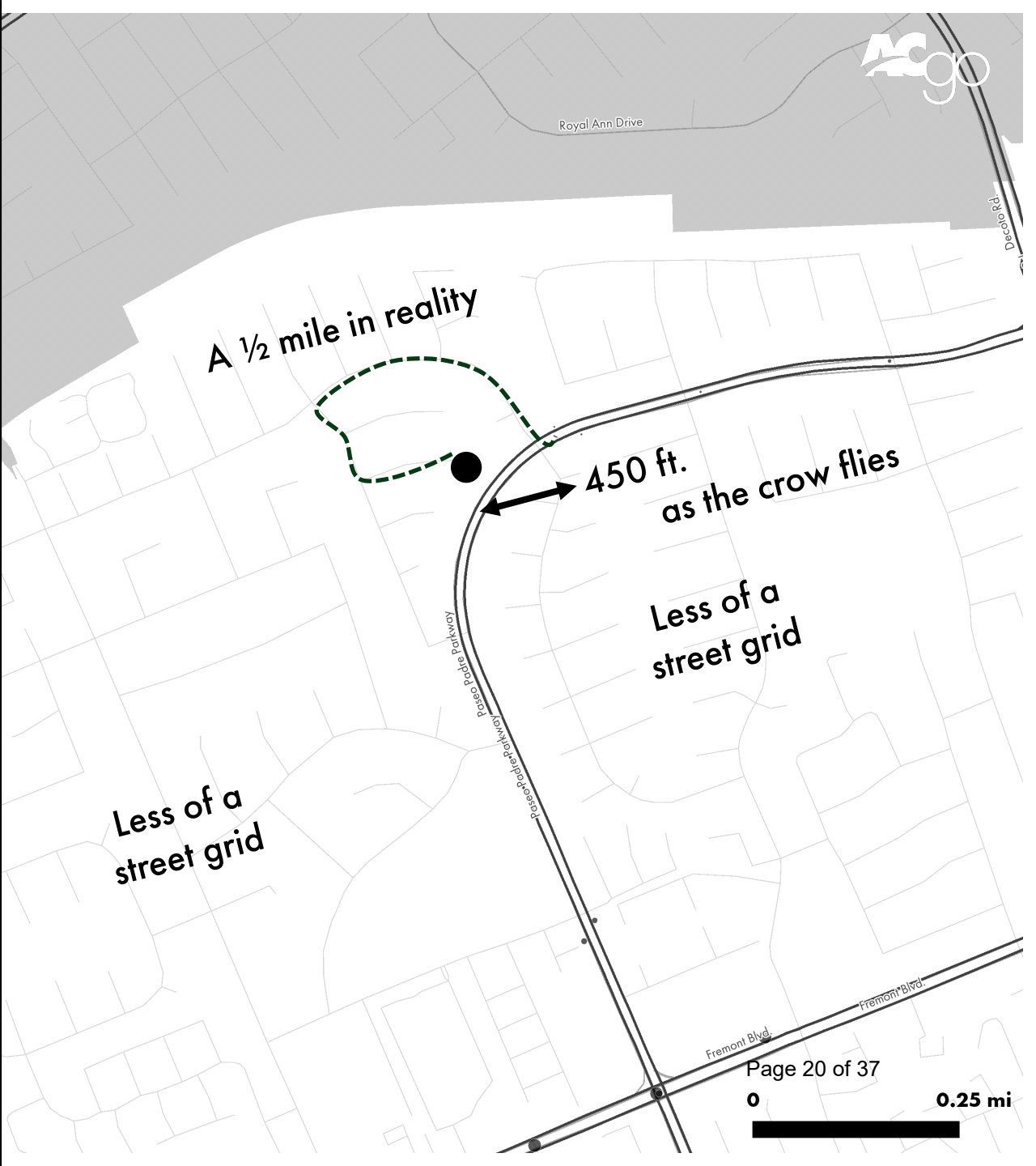
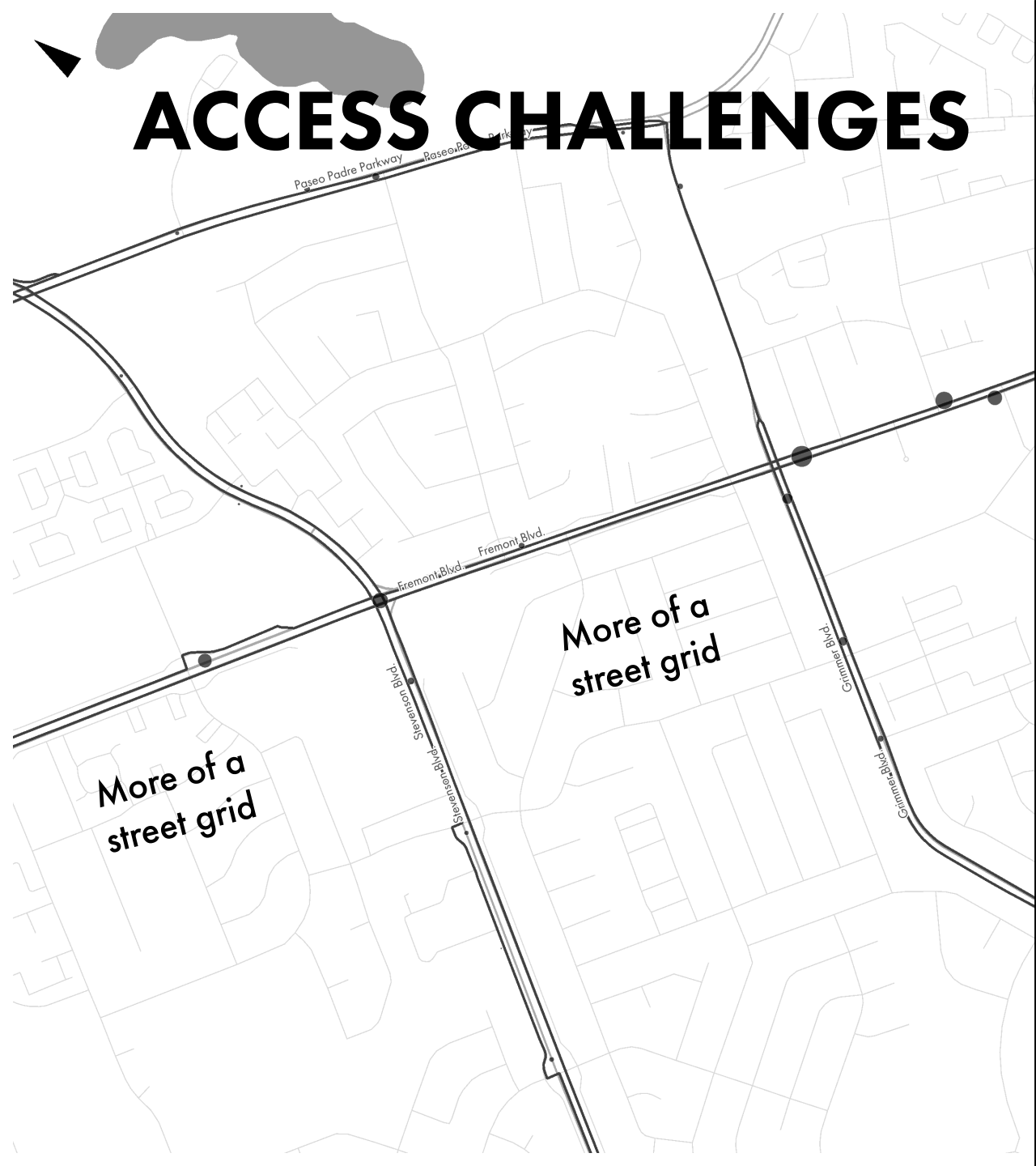
Prima  
281 new units

Sanctuary Village  
385 new units

Bayside Newark  
2,000+ new units



# ACCESS CHALLENGES



# MARKET ANALYSIS



## KEY FINDINGS

- Fremont and Newark are:
  - extremely diverse majority-minority cities with a relatively large senior population.
  - fast-growing communities, which creates a lot of opportunity for new transit riders.
- Denser transit-friendly development is moving forward, but mostly restricted to the Fremont Blvd corridor and the Warm Springs District.
- Outside of a few key areas, Fremont and Newark are still characterized by sparse development patterns, segregated land uses, and street topologies challenging for comfortable transit walk access.

# SERVICE EVALUATION



# FREMONT & NEWARK SERVICE by the numbers

RIDERSHIP (weekday)	
Local	~7,000
Service to Schools	~700

SERVICE (weekday)	
# of Local Lines	10
# of School-Focused Lines	4
Weekday hours	480
Weekday miles	5,800

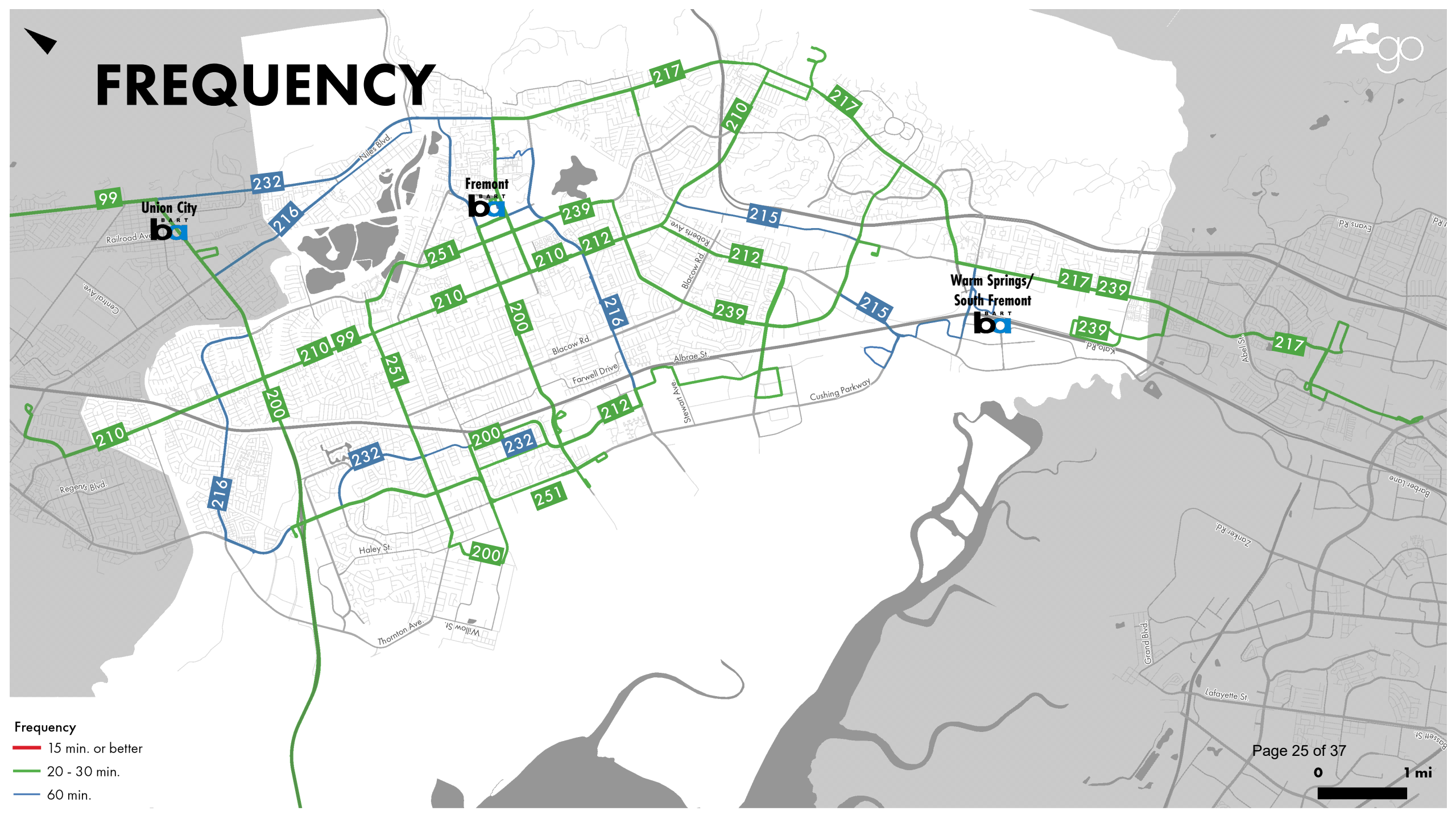


# SERVICE SPAN BY DAY TYPE

Line	Weekday	Saturday	Sunday
99	5:00a – 12:00a	6:00a – 12:00a	6:00a – 12:00a
200	6:30a – 12:00a	7:30a – 12:00a	7:30a – 12:00a
210	5:30a – 9:30p	7:00a – 7:00p	7:00a – 7:00p
212	6:30a – 11:30p	7:00a – 12:00a	7:00a – 8:00p
215	7:30a – 8:00p		
216	6:15a – 7:15p	7:00a – 7:00p	7:00a – 7:00p
217	5:30a – 10:00p	7:15a – 9:30p	7:15a – 9:30p
232	5:00a – 7:00p	8:30a – 7:30p	8:30a – 7:30p
239	6:20a – 10:00p		
251	6:40a – 7:20p	7:10a – 6:40p	7:10a – 6:40p



# FREQUENCY



- Frequency**
- 15 min. or better
  - 20 - 30 min.
  - 60 min.

# RIDES

APC, WINTER '17-18

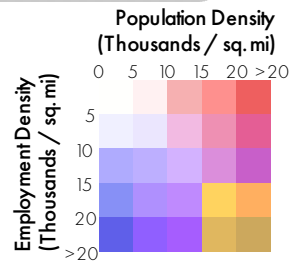
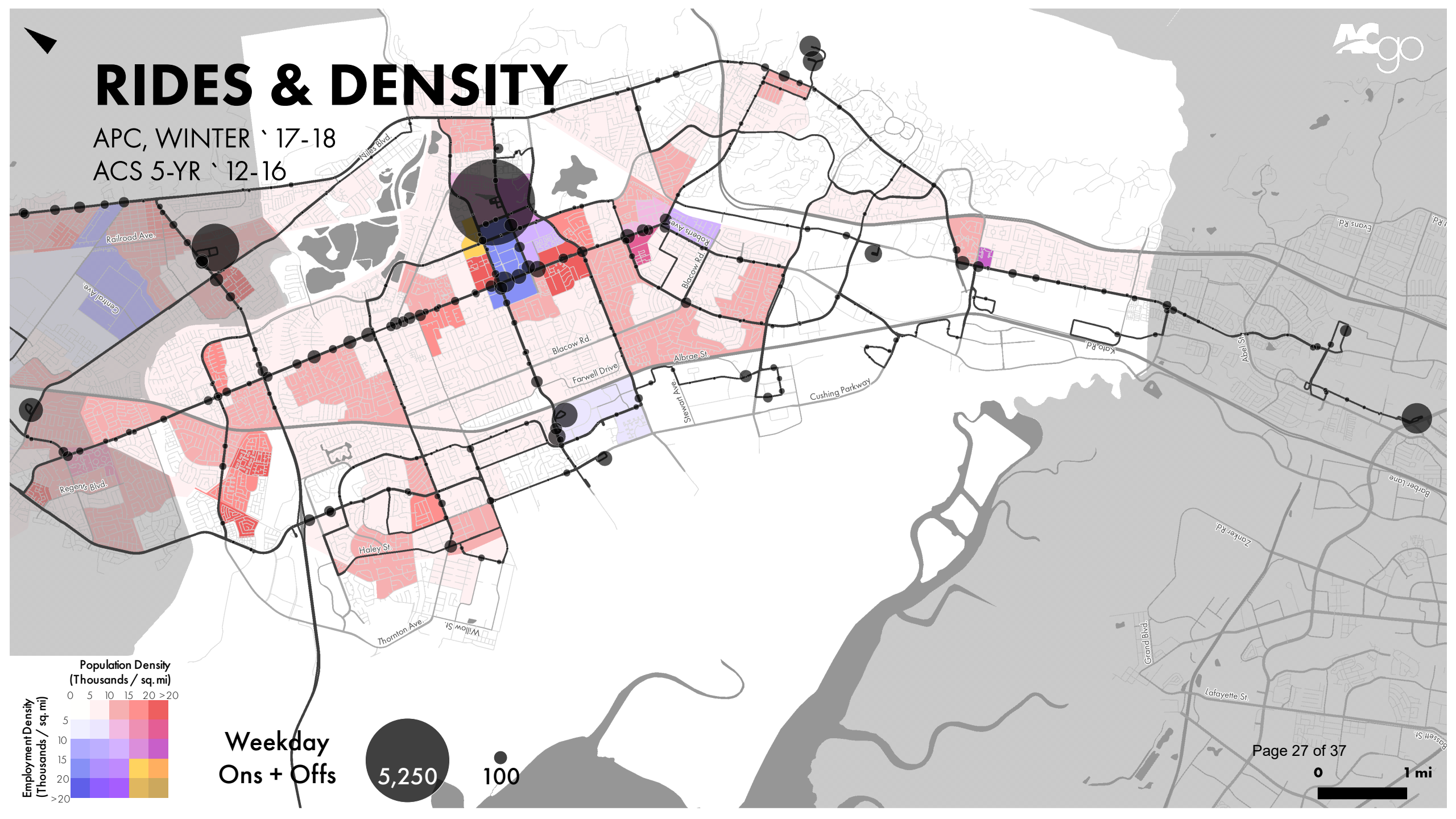


Weekday  
Ons + Offs

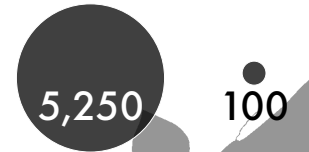


# RIDES & DENSITY

APC, WINTER '17-18  
ACS 5-YR '12-16

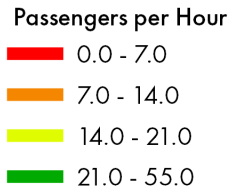
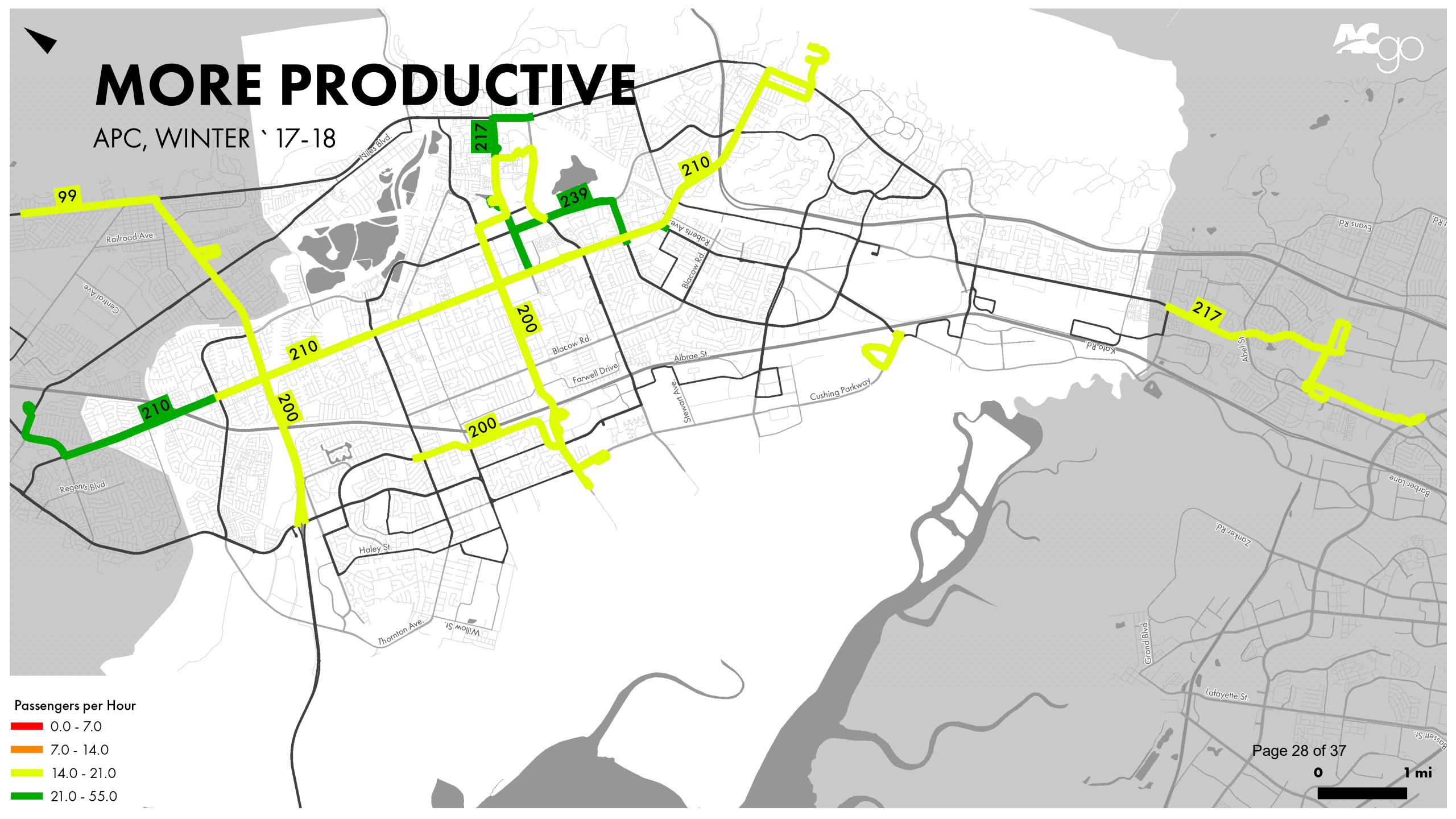


Weekday  
Ons + Offs



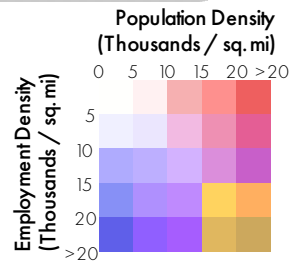
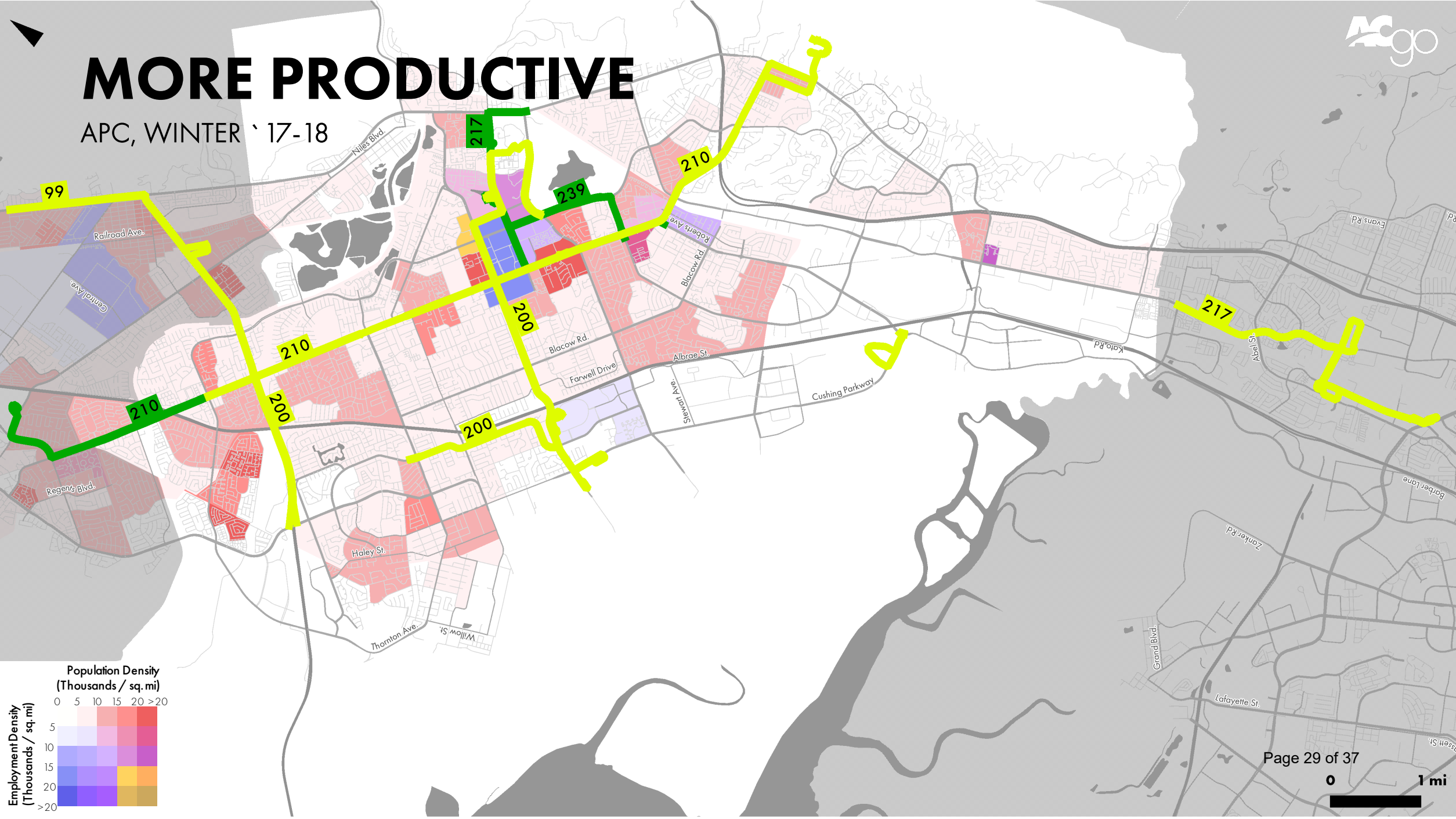
# MORE PRODUCTIVE

APC, WINTER '17-18



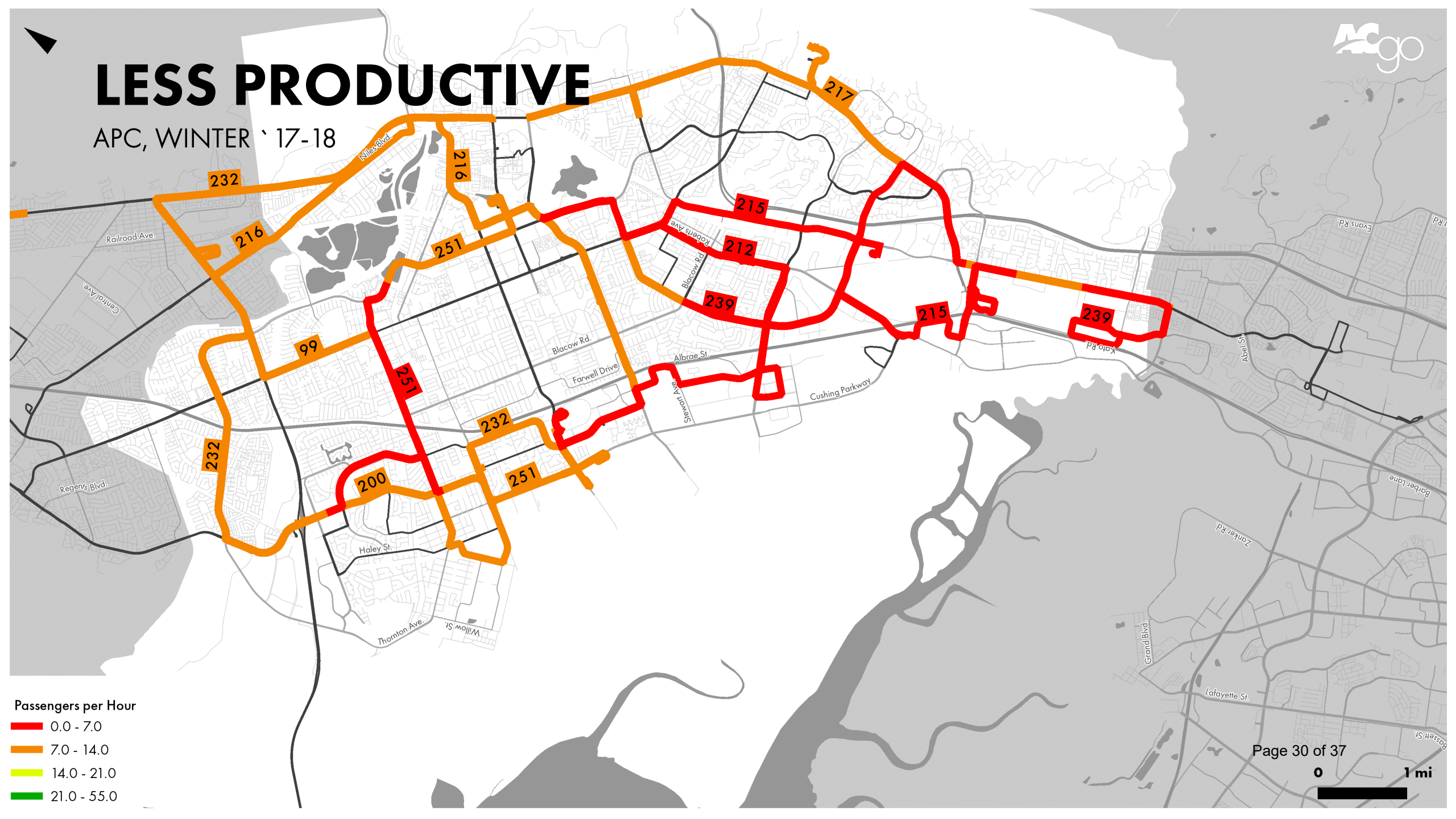
# MORE PRODUCTIVE

APC, WINTER '17-18



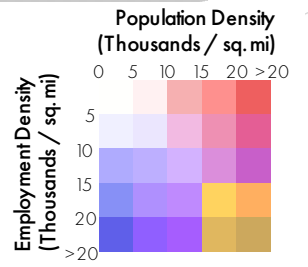
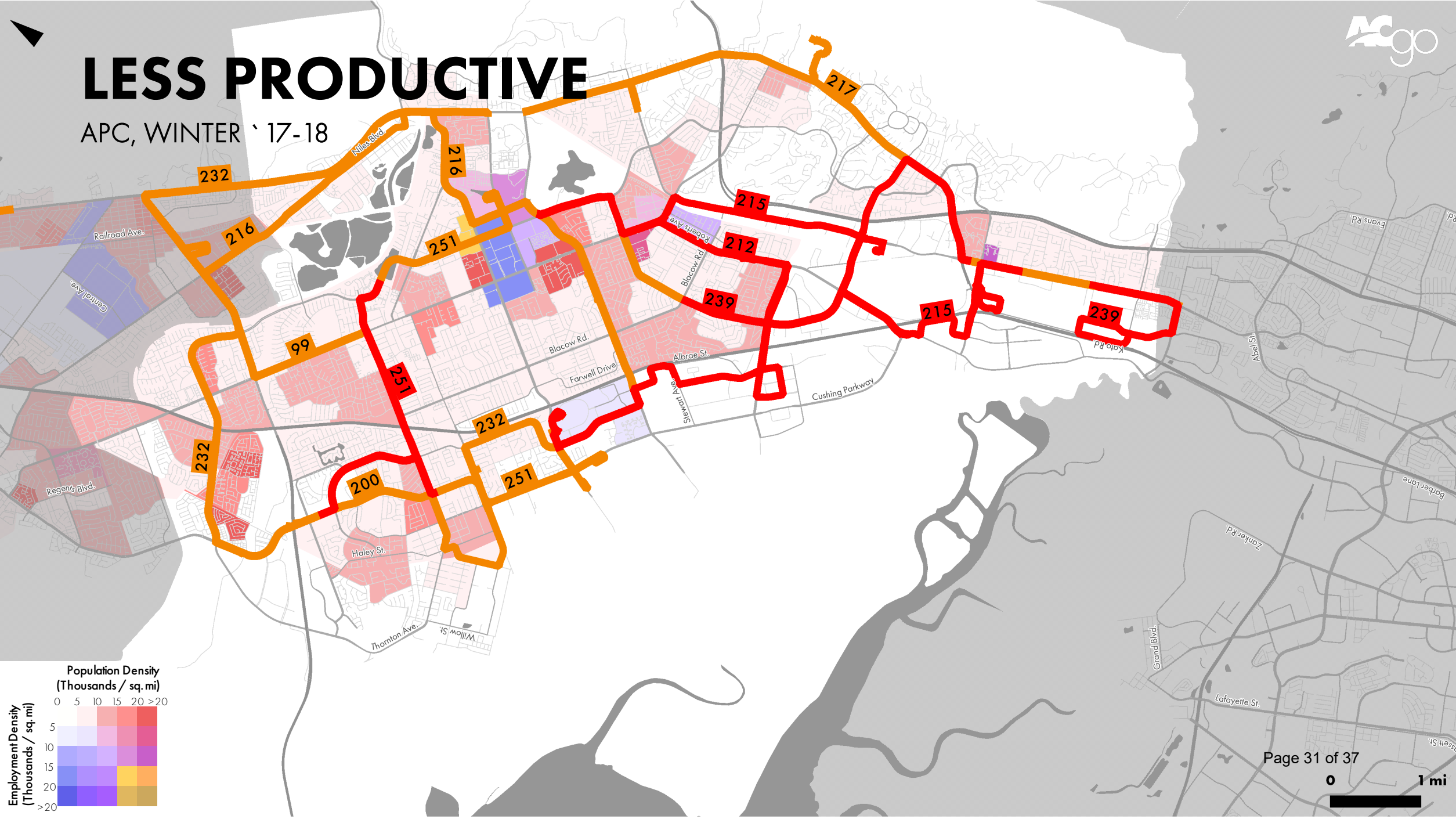
# LESS PRODUCTIVE

APC, WINTER '17-18



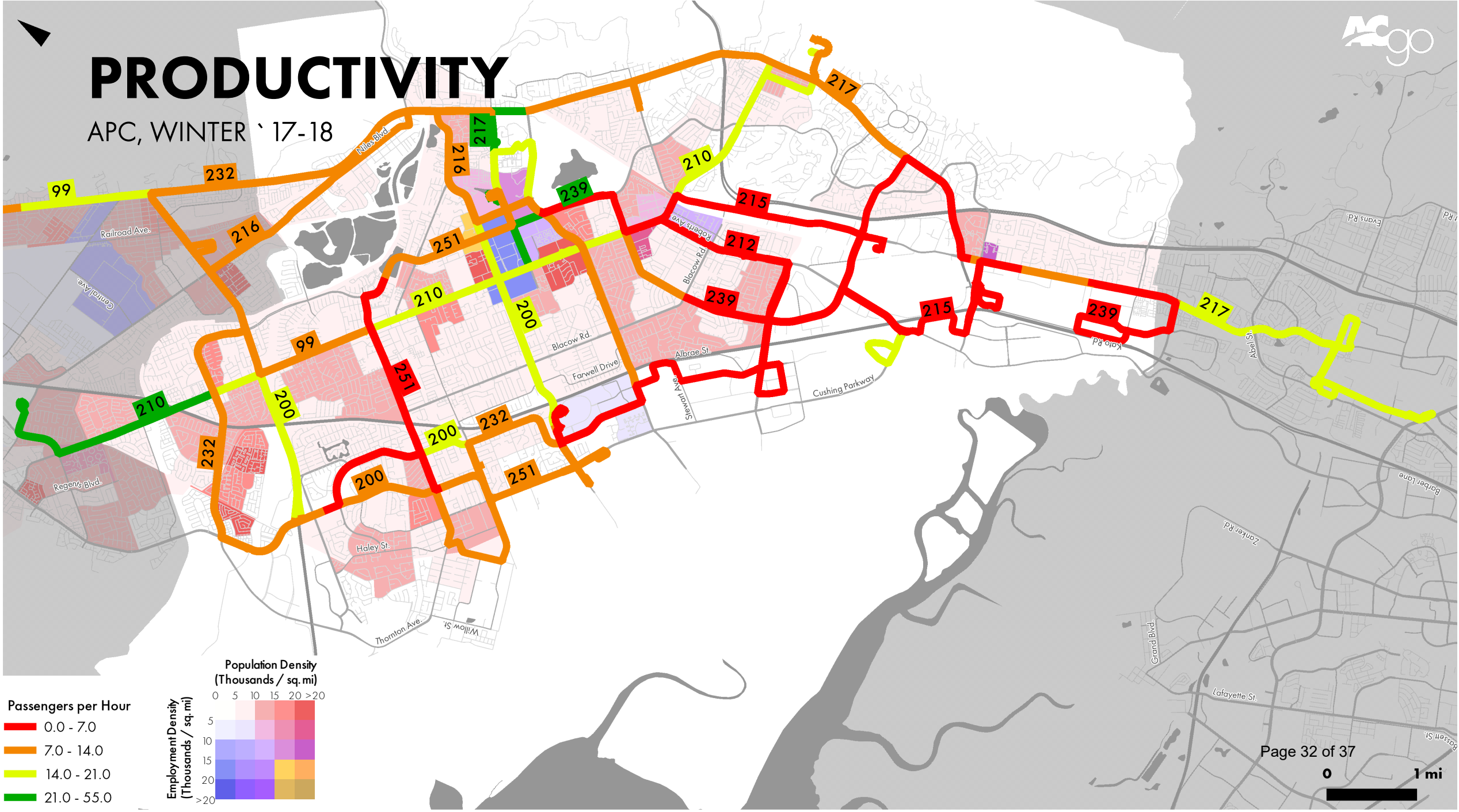
# LESS PRODUCTIVE

APC, WINTER '17-18

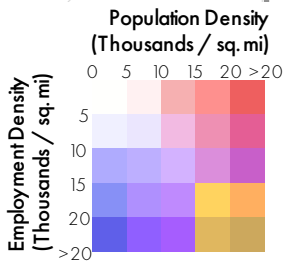


# PRODUCTIVITY

APC, WINTER '17-18



- Passengers per Hour**
- 0.0 - 7.0
  - 7.0 - 14.0
  - 14.0 - 21.0
  - 21.0 - 55.0





# ON-TIME PERFORMANCE BY DAY TYPE

AVL, MARCH 2018

Line	Weekday	Saturday	Sunday
99	78.2%	84.0%	
200	70.0%	64.9%	70.8%
210	60.6%	61.9%	65.1%
212	75.7%	72.7%	73.8%
215	65.8%		
216	64.4%	58.0%	74.9%
217	64.1%	56.3%	57.6%
232	76.4%	76.8%	79.7%
239	74.5%		
251	73.5%	81.6%	76.5%

# SERVICE EVALUATION



## KEY FINDINGS

- Fremont and Newark are served by a relatively low-frequency transit network; no AC Transit lines run more frequently than 20 minutes on weekdays, with most service operating at 30 or 60 minute headways.
- Service productivity tends to be strongest in the densest areas with linear transit corridors like Fremont Blvd.
- A minority of the existing network is served after 7:00pm.
- Reliability for many lines has not met 2014 SRTP goals.



# WHAT WOULD YOU LIKE TO SEE?

## UNMET TRANSPORTATION NEEDS?

- With all of what you've seen in mind, we want to hear your perspectives!
- Have you ridden AC Transit service? Do some of your constituents? What are your thoughts?
- What kind of improvements could be made, and where?

# NEXT STEPS

- Draft Existing Conditions Report (to be folded into overall Final Report)
- Develop draft network concepts
- Outreach and input-gathering from stakeholders and decision-makers (Fremont Mobility Task Force, city councils)
- Outreach and input-gathering with the general public

**QUESTIONS?**  
THANK YOU!

