



# Realign<sup>▶◀</sup>

SR 23-250d  
Att.1.

## Draft Service Scenarios

AC Transit Board of Directors Workshop

November 1, 2023

# Presentation Overview

- Introduction
- How We Got Here – Guiding Principles
- Draft Scenarios
- Public Engagement
- Next Steps

# Realign Project Phasing



# Project Goals and Guiding Principles

# Realign Goals

**Redesigning  
the network  
to be more  
attractive for  
riders**

## **Creating a network which:**

- Incorporates what we heard from the public
- Reflects current travel patterns
- Gets people where they want to go

# Guiding Principles

## Equity

- *Provide a network that prioritizes services for communities who need it the most.*

## Reliability

- *Provide bus service that is reliable and predictable.*

## Frequency

- *Provide frequent service to the most people; frequency's importance will vary by location and be balanced against geographic coverage and community needs.*

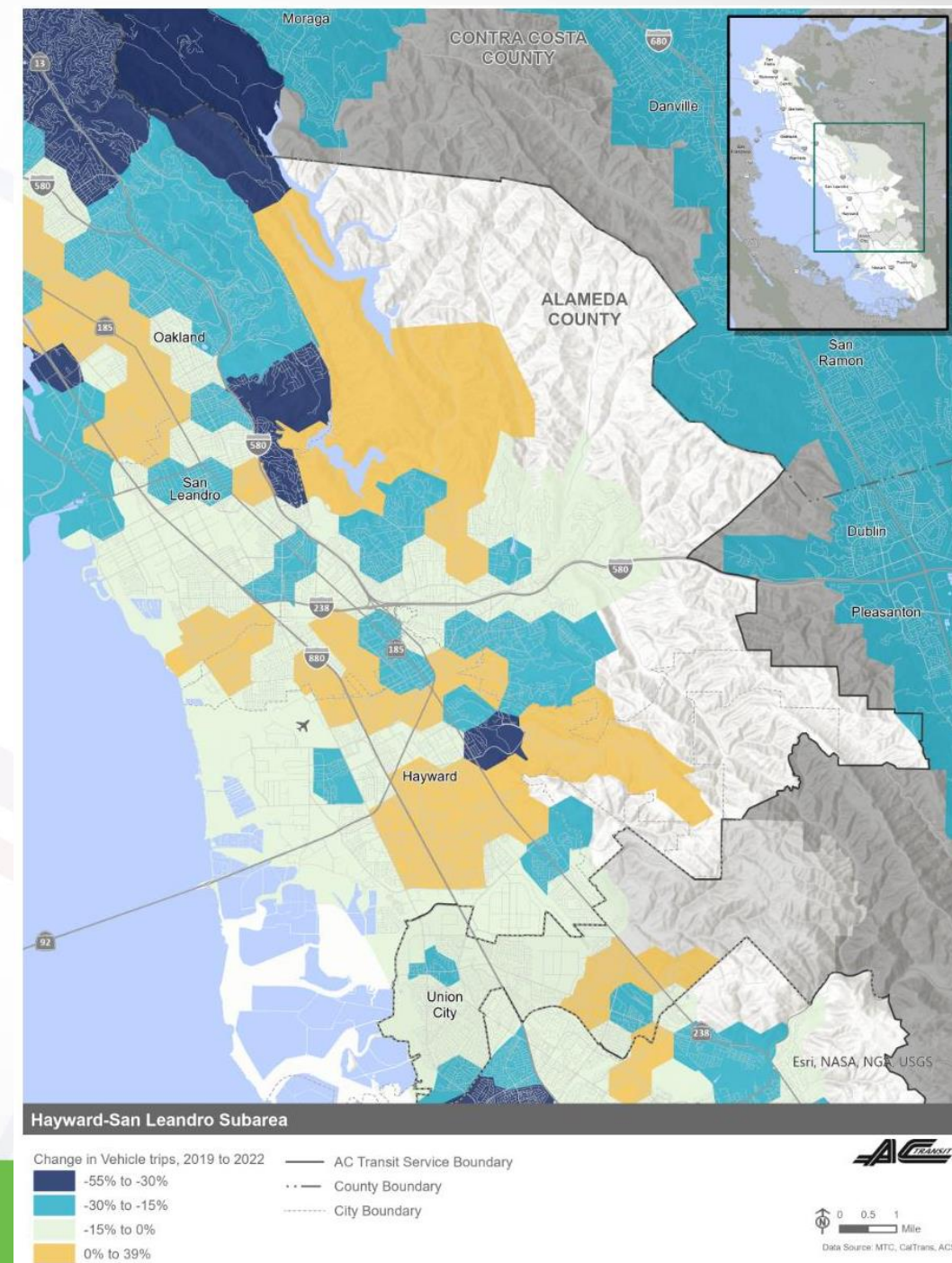
## Engagement

We heard you!

# **AC Transit Network Existing Conditions (Refresher)**

# Demand Trends

- **Over the Past Decade:**
  - Aging population, fewer youth, fewer low-income households, fewer zero-vehicle households
- **Since the Pandemic:**
  - Demand up in select locales with lower incomes, more diversity
  - Job center demand down most significantly



# Guiding Principles and Scenario Themes

- **Equity:** In a cost-neutral environment, Transbay service restoration can only come at the cost of local service in communities.

Retaining and bolstering local service maintains access to Transbay destinations with competitive door-to-door travel times while prioritizing access to local destinations in and around Equity Priority Communities.

- **Frequency:** Improving access to 15 minute or better service means more access to opportunity.
- **Reliability:** Investing resources in local service reliability means a more attractive product for the greatest number of people.

# Service Scenarios

# Service Scenarios Overview

## Cost-Neutral

Stay the Course



**Balanced Coverage Scenario**

More Frequency,  
Less Coverage



**Frequent Service Scenario**

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## Unconstrained

*(Pending funding availability)*

More Frequency,  
More Coverage



**Unconstrained Vision  
Scenario**

# Balanced Coverage Scenario



# Balanced Coverage Scenario

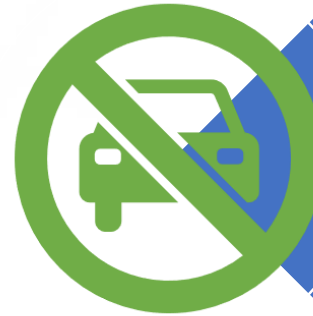
- Achievable - based on existing resources (Cost-Neutral)
- Focus on making the network more attractive to riders:
  - Improves access to destinations throughout the District
  - Provides new coverage to areas where demand warrants
  - Simplifies select routes for improved reliability and shorter travel time
  - Better matches service frequency to customer demand
  - Suspended Transbay Service will not return



## Balanced Coverage Scenario: Impacts



**+ 7.7%**  
population with access  
to 15-minute service



**+ 20.8%**  
zero-vehicle  
households with access  
to 15-minute service

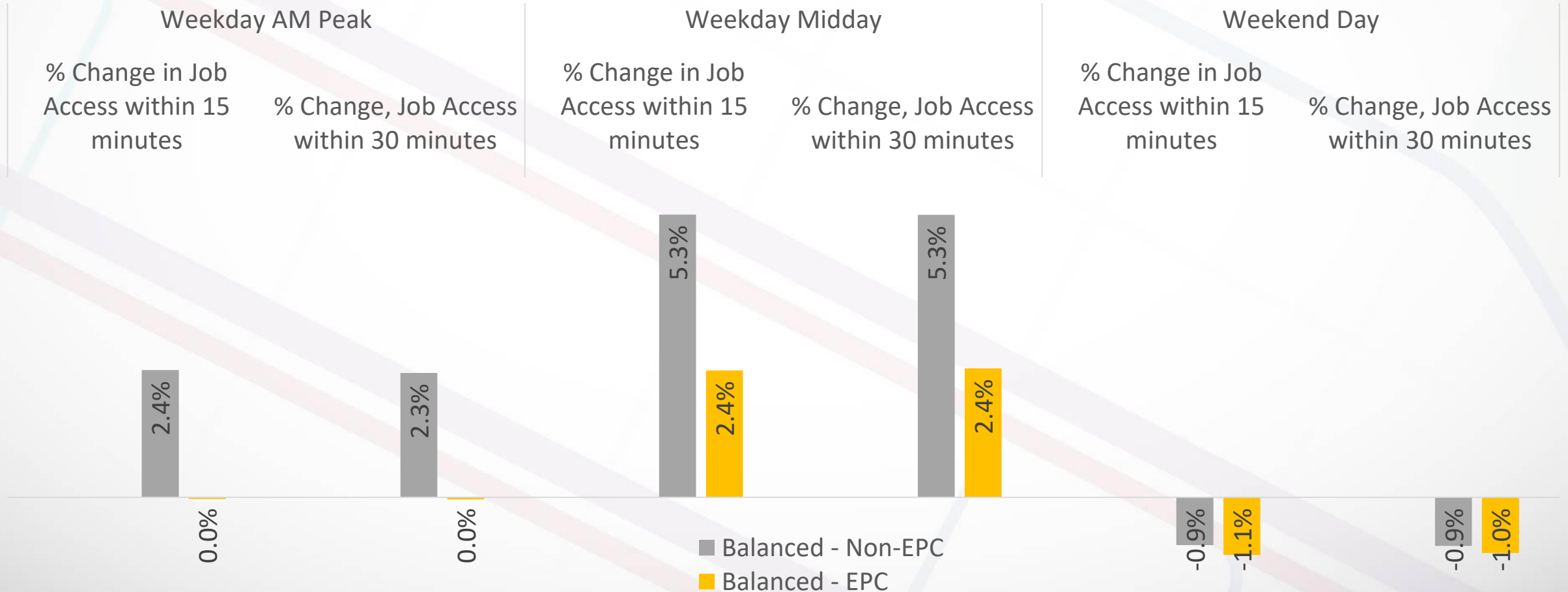


**+ 6.2%**  
jobs with access to 30-  
minute service

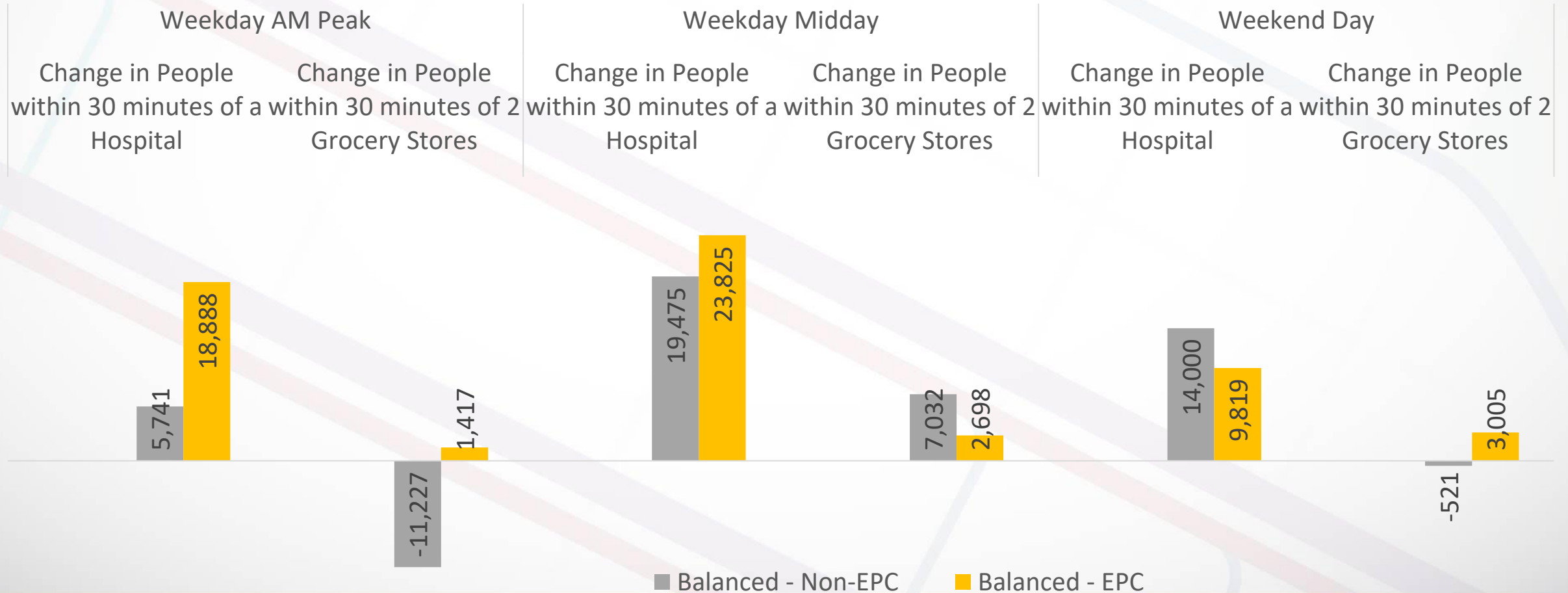


**20**  
lines changed to  
improve reliability

# Balanced Coverage Scenario: Job Access



# Balanced Coverage Scenario: Grocery and Hospital Access



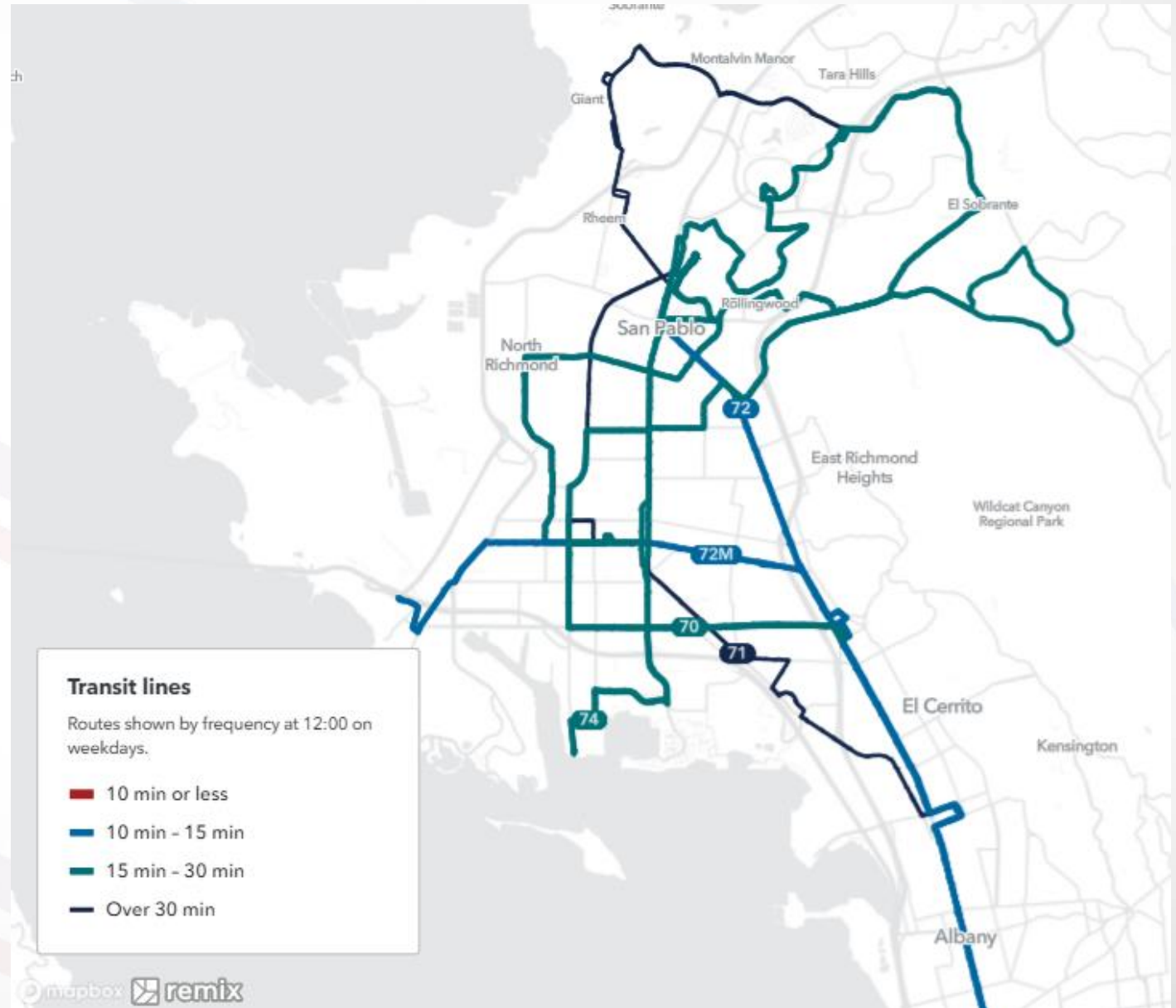
# Core Network

- Redesigned Line 6 and 51 provides improved, transfer-free service on Telegraph and College corridors
- Consolidates Line 72R into 72 and 72M to provide more reliable and straightforward service on San Pablo



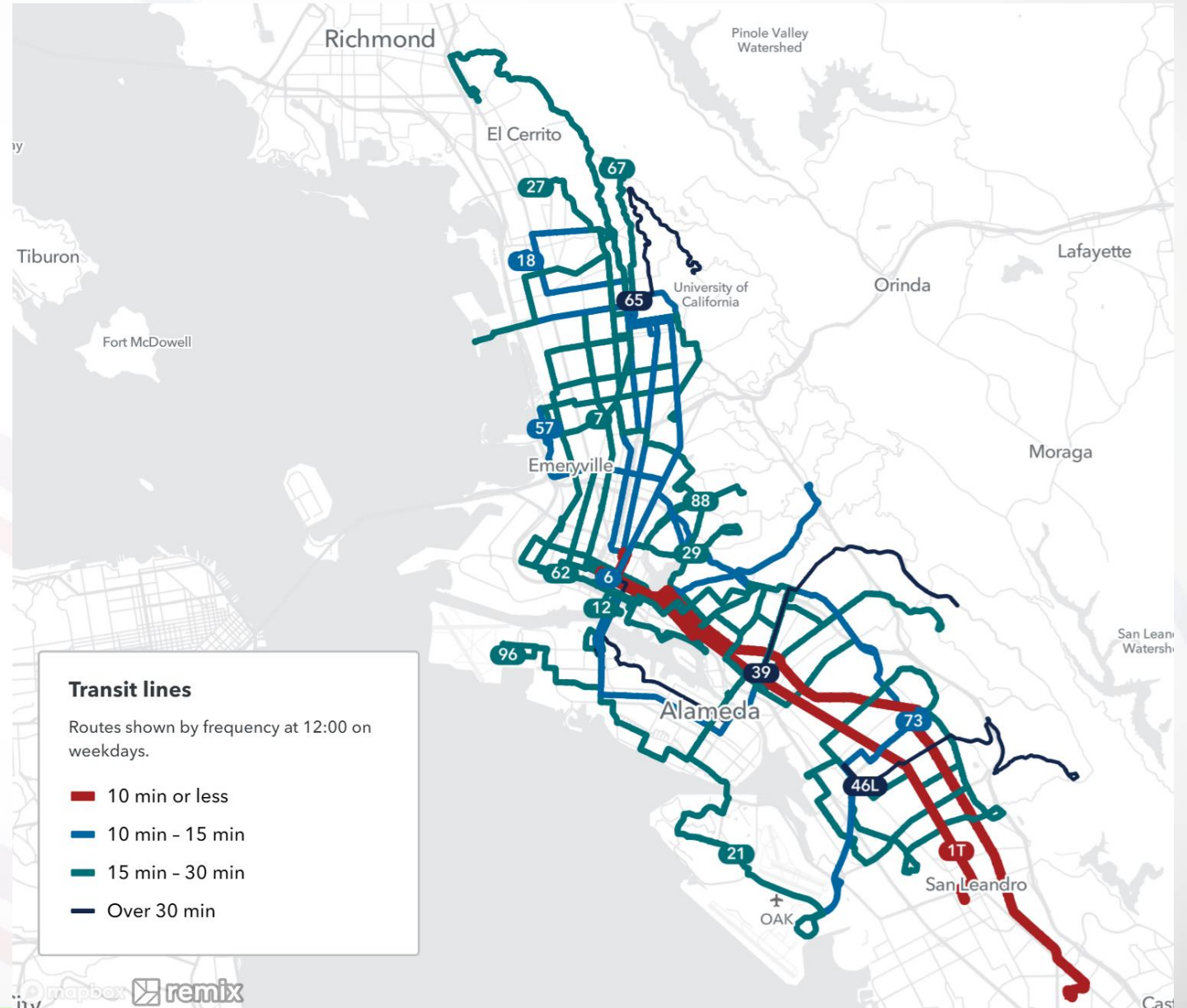
# Western Contra Costa

- Redesigned Line 70 provides additional service on high-demand Cutting Corridor
- Redesigned Line 76 provides service to areas currently served by Line 72
- Doubled frequency on the MacDonald corridor



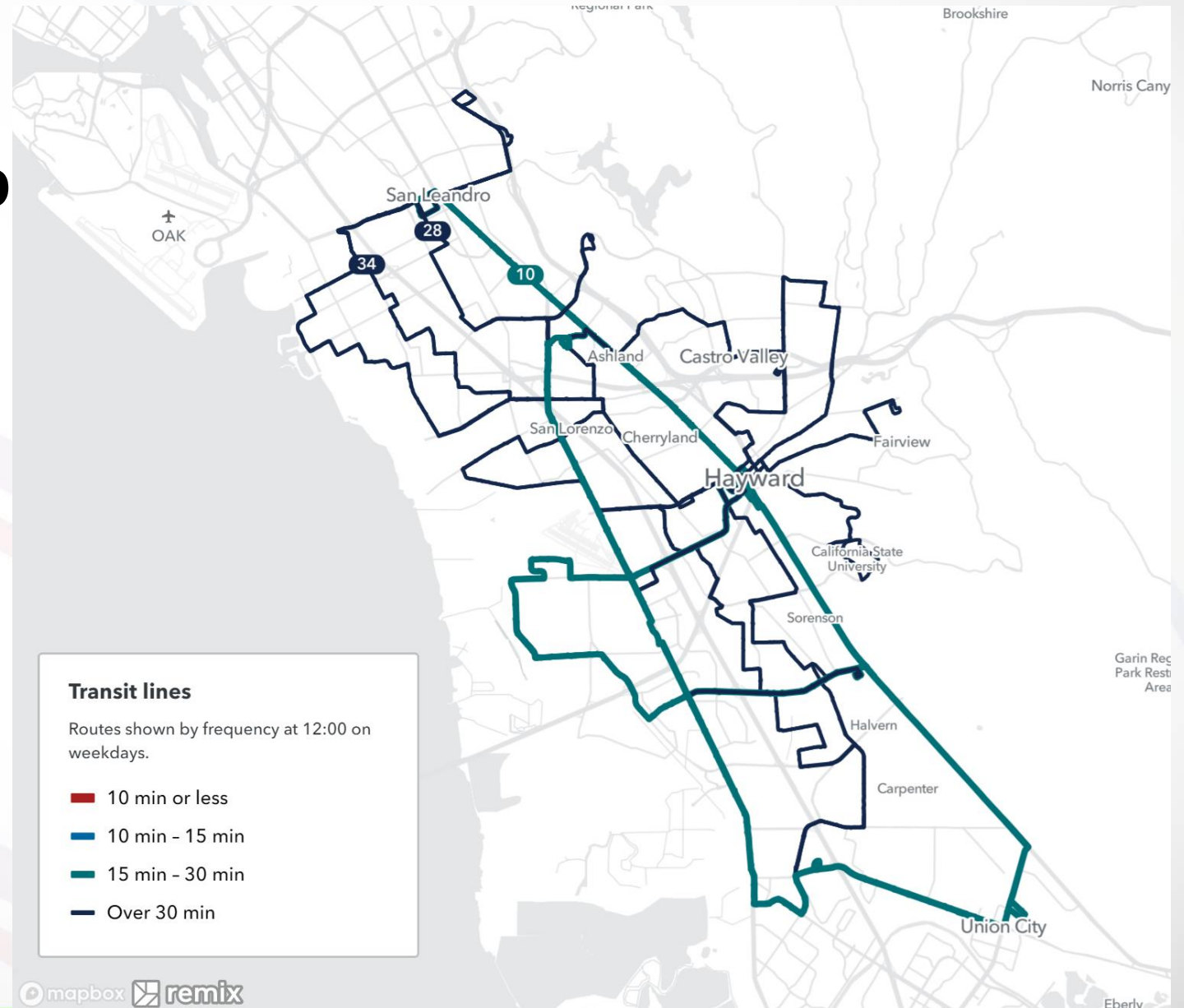
# Oakland/Berkeley

- Redesigned Line 29 provides new service on Alcatraz
- New Line 61 provides new connections, including to Maxwell Park and Monte Vista
- Redesigned Line 96 now provides service to Brooklyn Basin
- Service on Ashby is now provided by the new Line 27



# Hayward/San Leandro

- Extends Line 10 to Union City to lengthen the route and reduce the number of transfers in Hayward
- Few opportunities for improved service without significantly cutting service somewhere
- Connection to San Leandro Boys & Girls Club



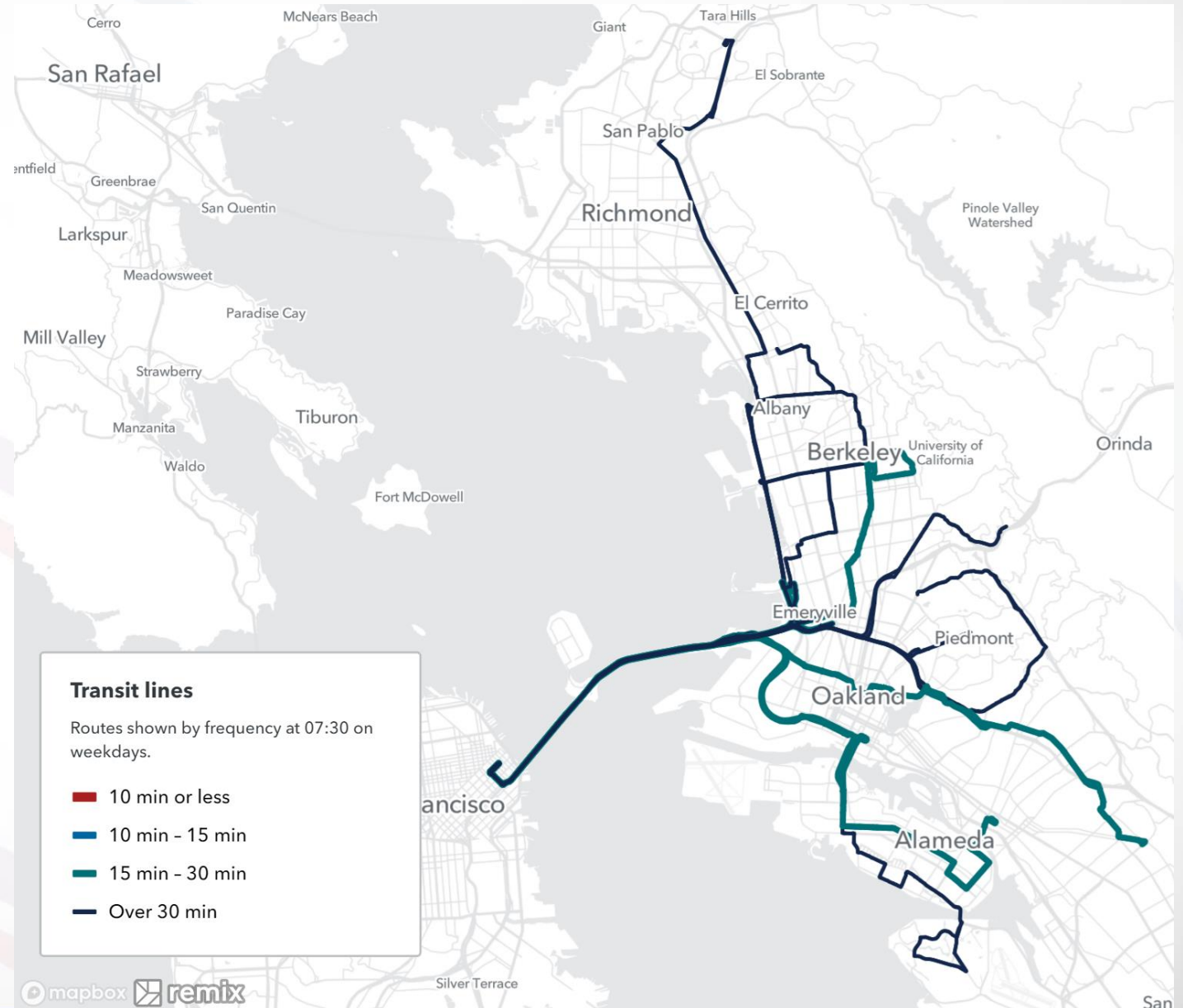
# Fremont/Newark

- Increase frequency on all lines to 30 minutes
- Redesigned Line 212 now provides service into Santa Clara County instead of Line 217
- Redesigned Line 239 connects Pacific Commons with both Warm Springs and Fremont BART
- Proposes on-demand zone or TNC partnership in Warm Springs



# Transbay

- Redesigned Line G and J use recommendations from the MTC I-80 Design Alternatives Assessment Express Bus Assessment
- Lines L and LA are consolidated
- Lines OX and W are consolidated



# Frequent Service Scenario



- 100%



# Frequent Service Scenario: **Frequency** and **Reliability** Impacts



**+ 31.9%**  
population with access  
to 15-minute service



**+ 20.8%**  
zero-vehicle  
households with access  
to 15-minute service

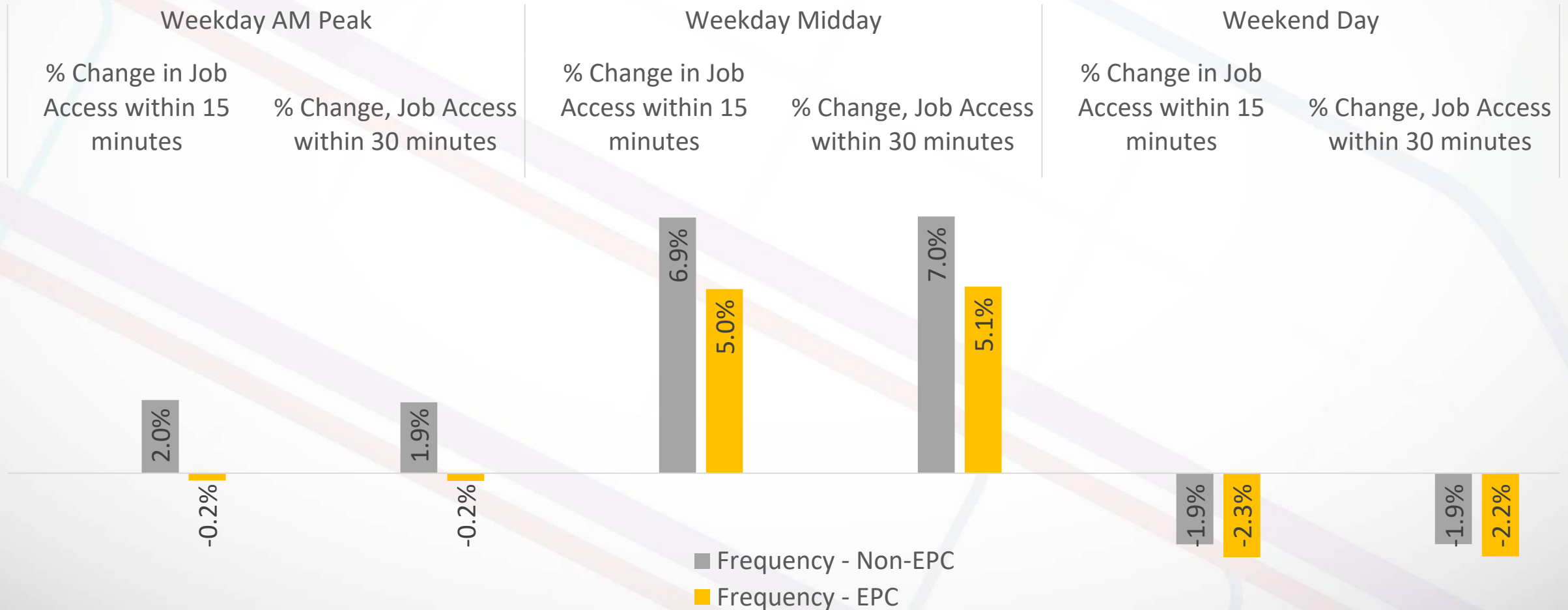


**+ 15.0%**  
jobs with access to 15-  
minute service

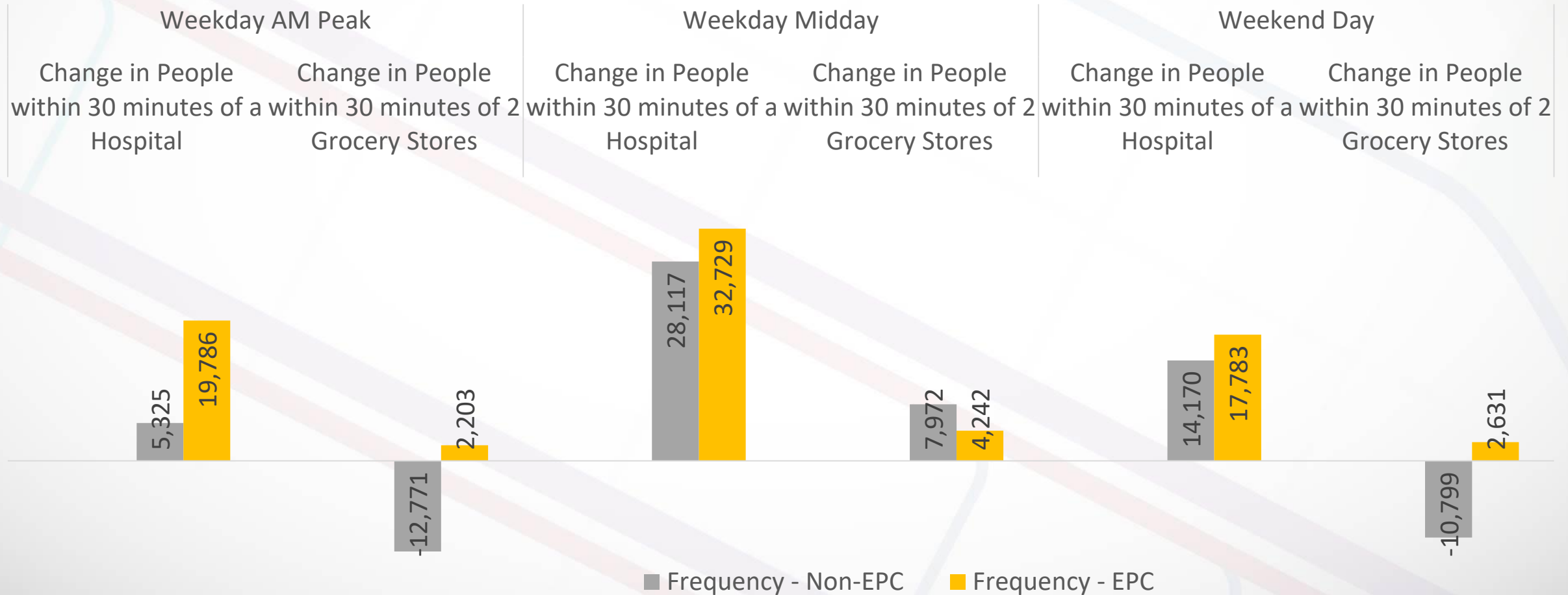


**28**  
lines changed to  
improve reliability

# Frequent Service Scenario: Job Access

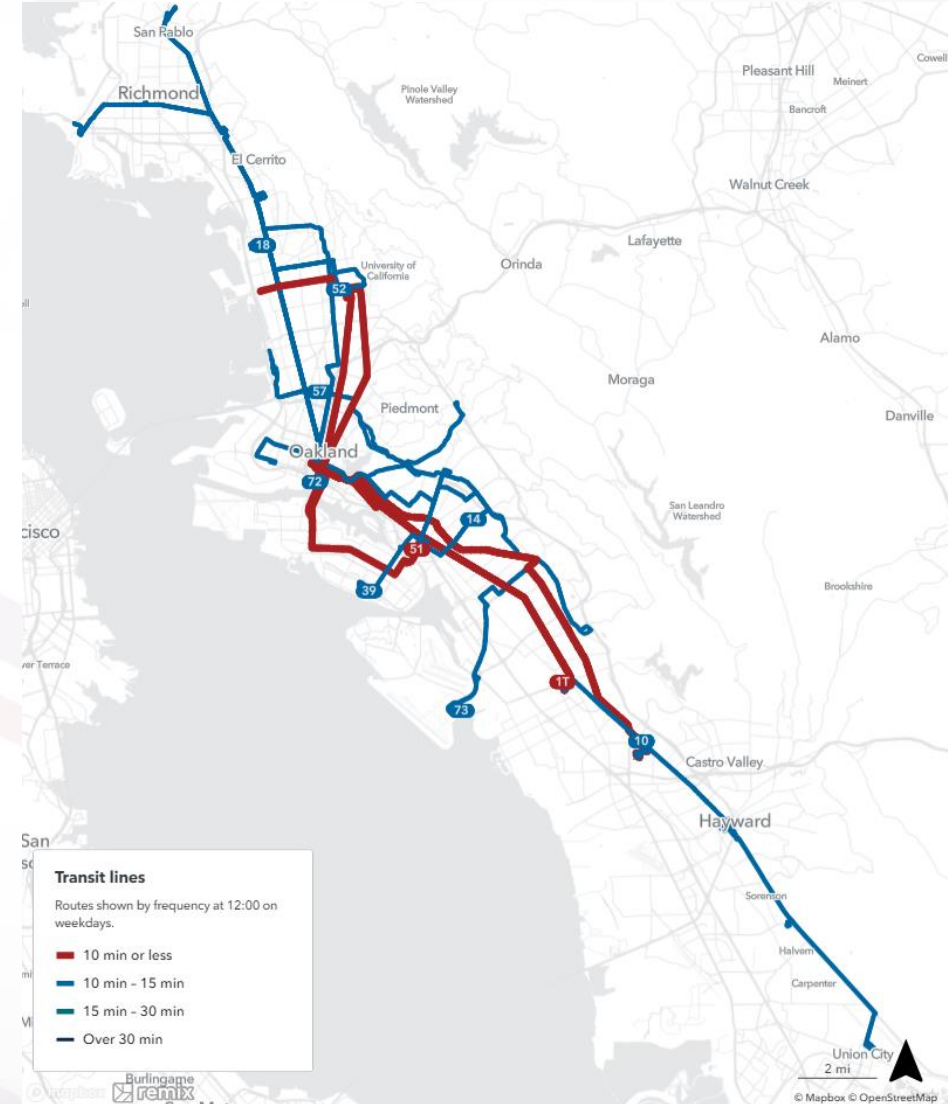


# Frequent Service Scenario: Grocery and Hospital Access



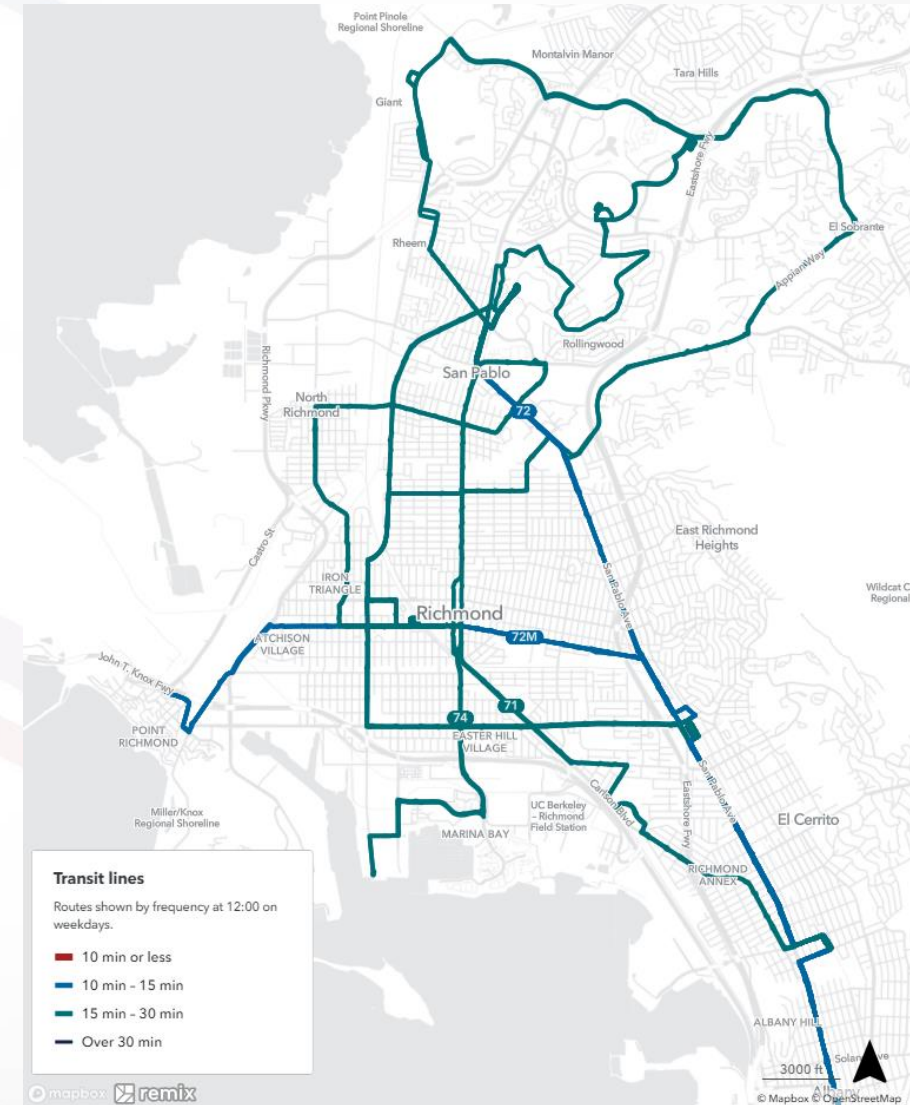
# Core Network

- Redesigned Line 6 and 51 provides improved, transfer-free service on Telegraph and College corridors
- Consolidates Line 72R into 72 and 72M to provide more reliable and straightforward service on San Pablo
- Increase of 4 lines with 15-minute or better frequency



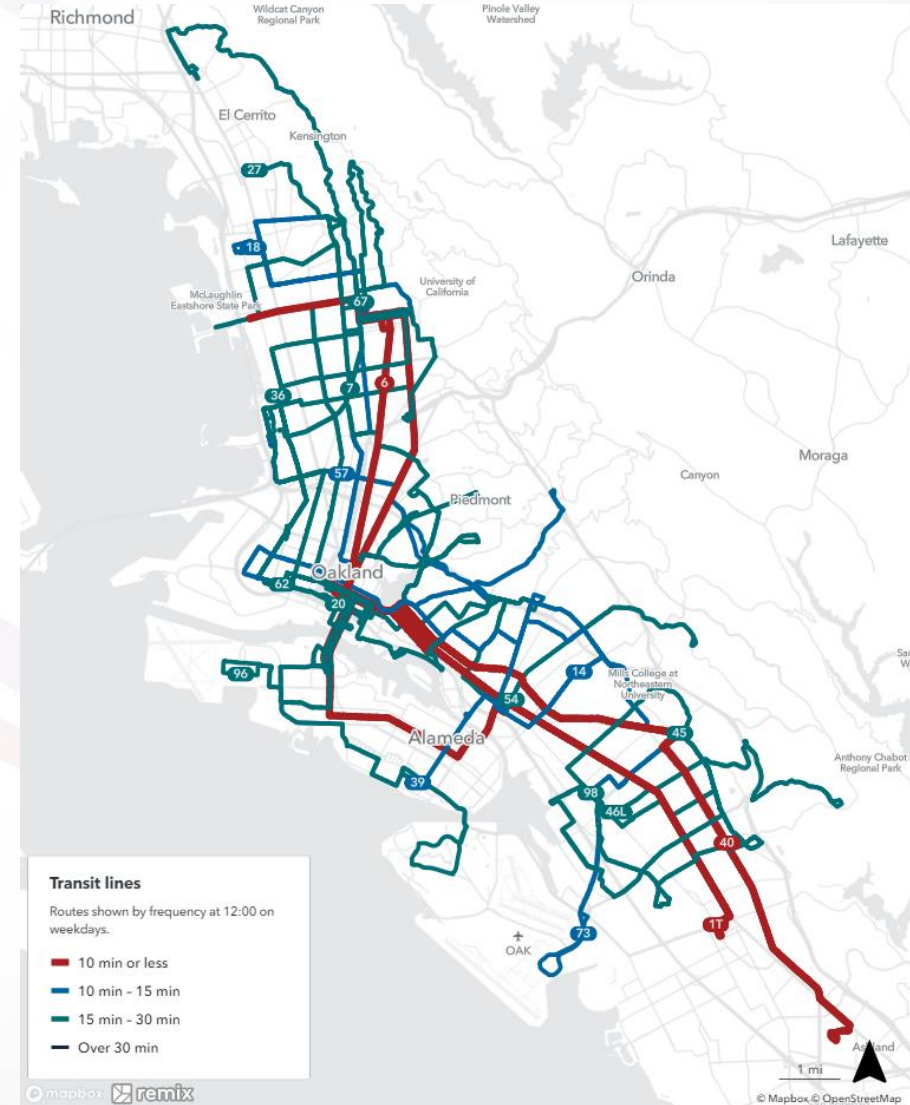
# Western Contra Costa

- Redesigned Line 70 provides additional service on high-demand Cutting Corridor
- Redesigned Line 76 provides service to areas currently served by Line 72
- Frequency increased in the MacDonald corridor
- Redesigned Line 74 enables resources to be reallocated to provide more frequent service on Line 71



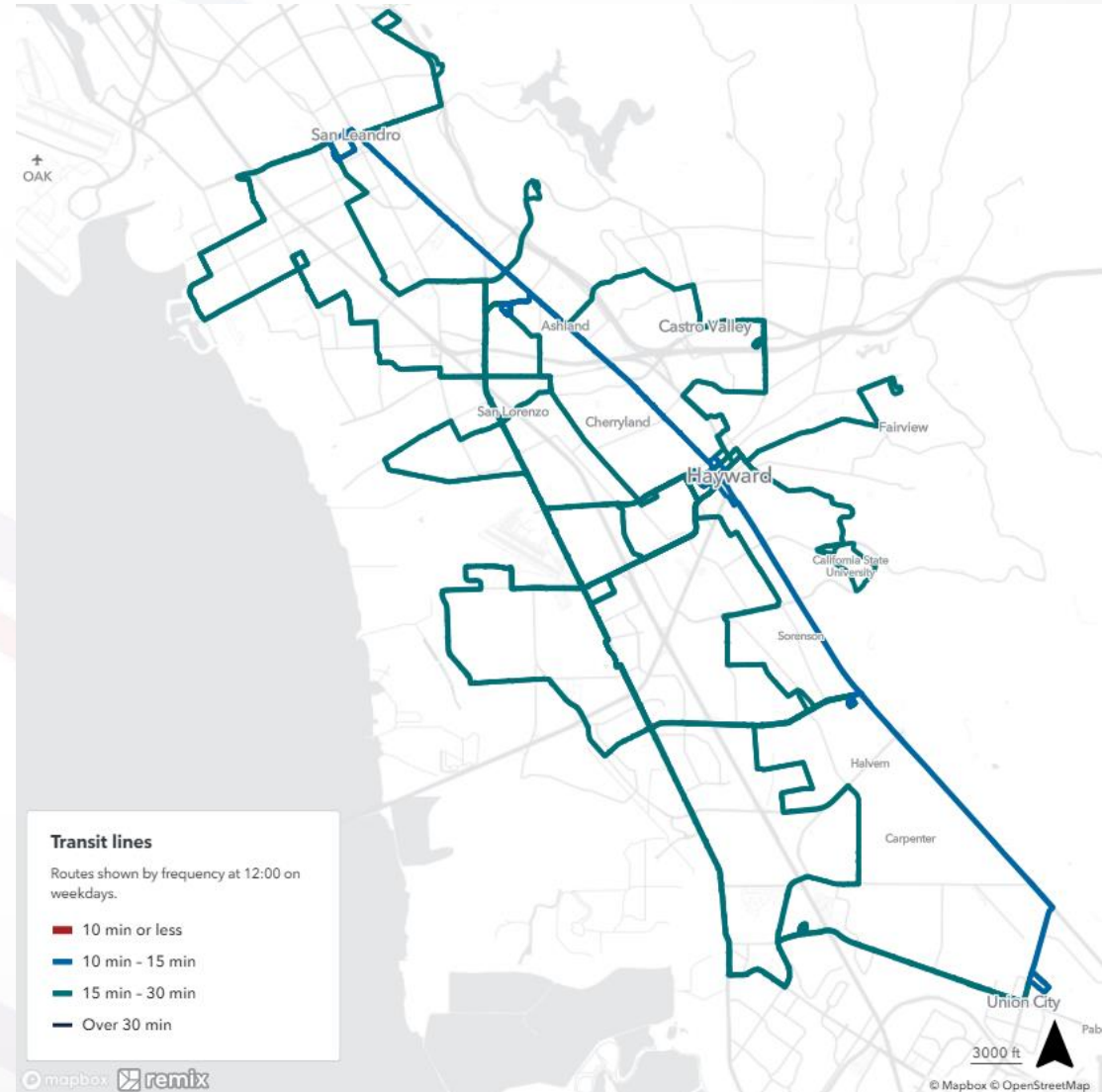
# Oakland/Berkeley

- Redesigned Line 29 provides new service on Alcatraz
- Redesigned Line 96 now provides service to Brooklyn Basin
- Service on Ashby is now provided by new Line 27
- Redesigned Line 39 provides dedicated service on Fruitvale Avenue and Park Street
- Redesigned Line 20 provides new service to Alameda



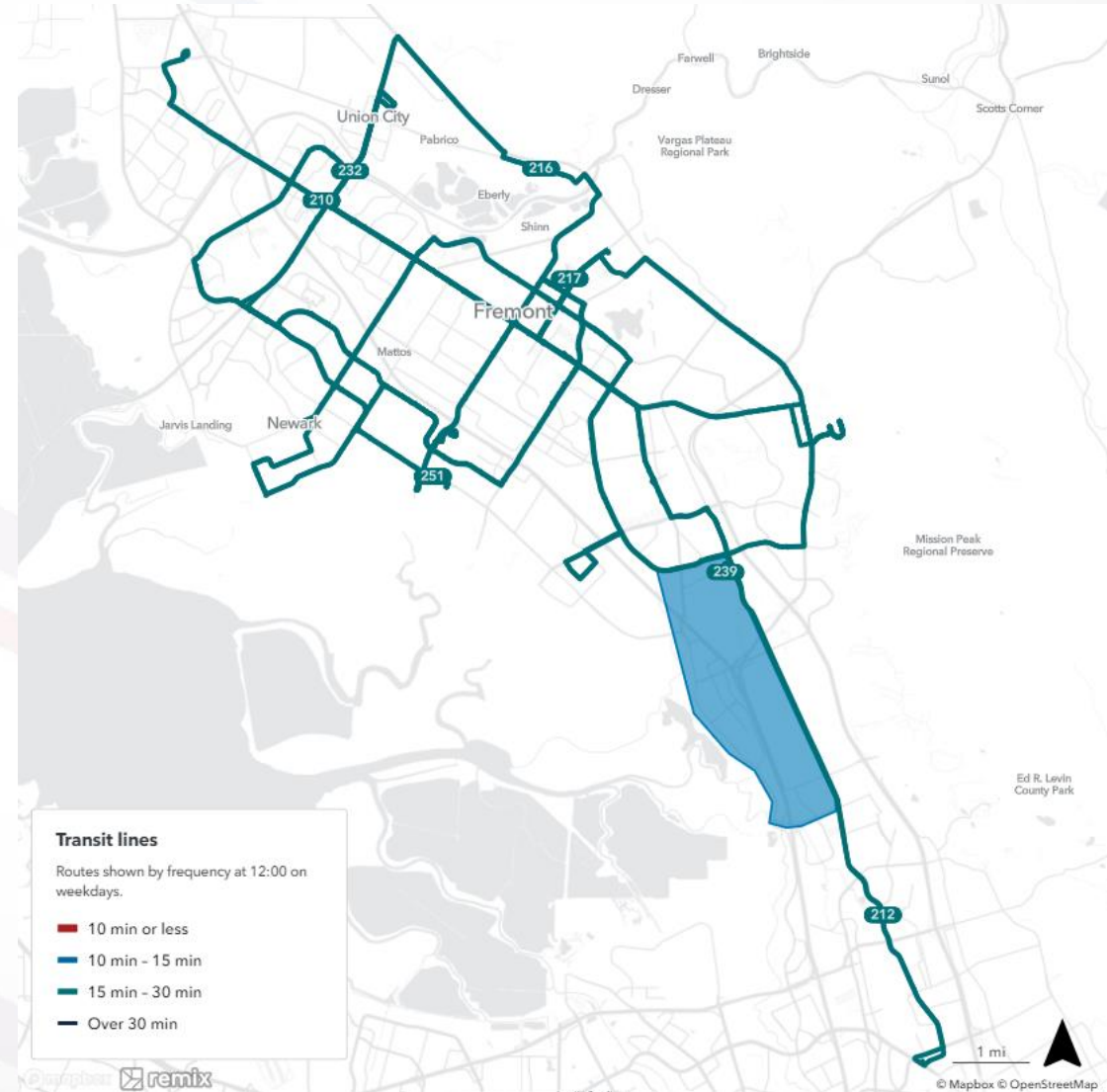
# Hayward/San Leandro

- Extends Line 10 to Union City to lengthen the route and reduce the number of transfers in Hayward
- Redesigned lines free up resources to improve frequency on all lines to 30 minutes



# Fremont/Newark

- Increase frequency on all lines to 30 minutes
- Redesigned Line 212 now provides service into Santa Clara County instead of Route 217
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# Transbay

- Redesigned Line G and J use recommendations from the MTC I-80 Design Alternatives Assessment Express Bus Assessment
- Lines L and LA are consolidated
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# Unconstrained Vision Scenario

# Unconstrained Vision Scenario

- Combines the access and coverage improvements of the Balanced Coverage Scenario with the frequency enhancements of the Frequent Service Scenario
- Restores the services that were suspended during the pandemic, with modifications to better reflect new travel patterns and improve equity
- Recommends on demand micro transit or TNC partnership zones where fixed route service expansion is less practical



# Unconstrained Vision Scenario : **Frequency** and **Reliability** Impacts



**+ 121%**  
population with access  
to 15-minute service



**+ 69.4%**  
zero-vehicle  
households with access  
to 15-minute service

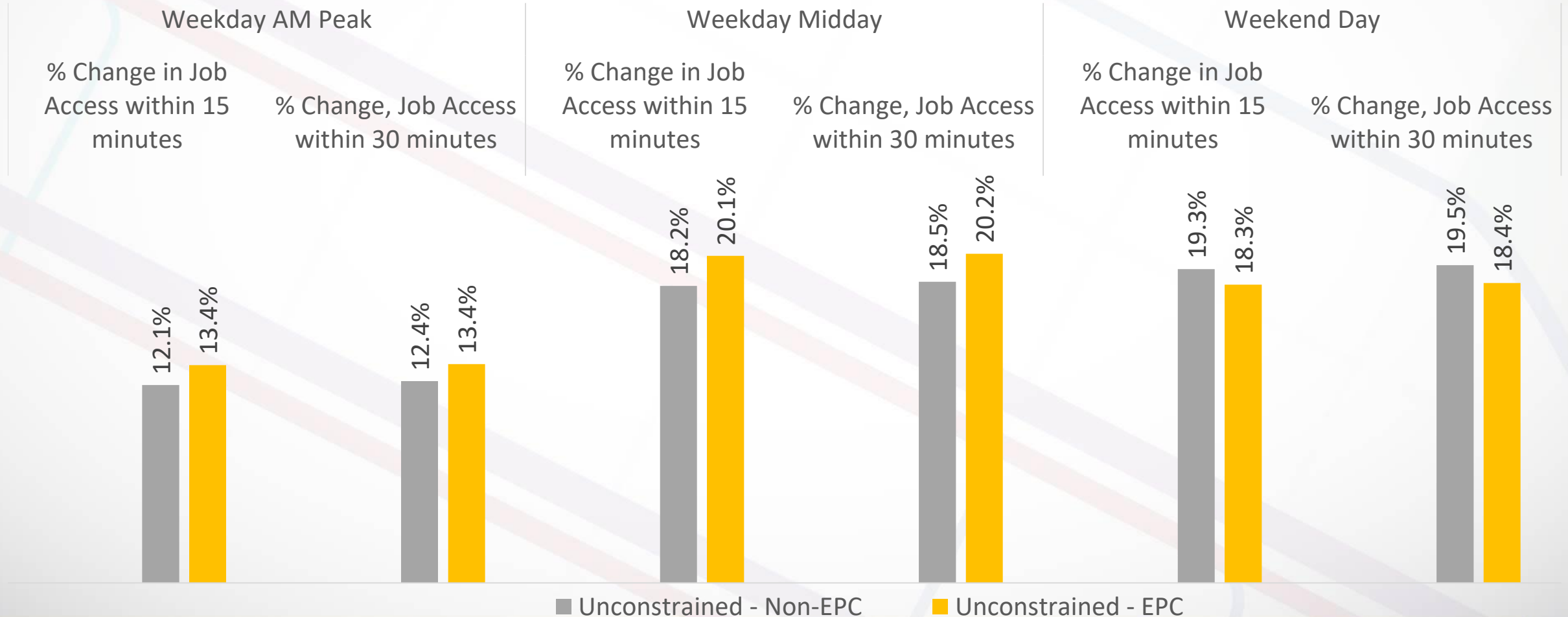


**+ 77%**  
jobs with access to 15-  
minute service

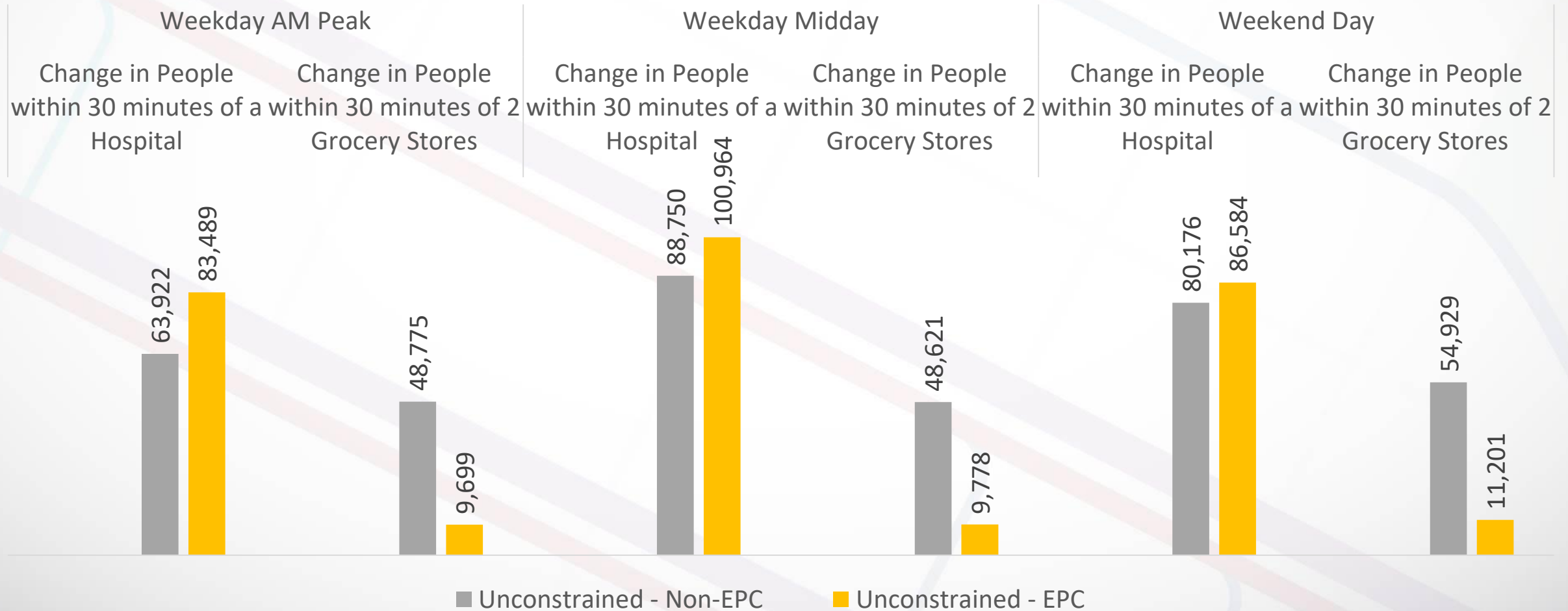


**39**  
lines changed to  
improve reliability

# Unconstrained Vision Scenario: Job Access



# Unconstrained Vision Scenario: Grocery and Hospital Access



## Unconstrained Vision Scenario: Key Themes

- **Improved Coverage:**

- Restores most services that operated pre-pandemic, including Transbay services; some exceptions to better serve existing and projected travel demand.
- Creates lines serving a wide variety of new markets.
- Microtransit expansion throughout the District.

- **Improved Frequency:**

- 20 lines operating every 10 minutes or better.

# Service Scenario Comparison– Network Frequencies

|                    | Existing Network | Balanced Coverage Scenario | Frequent Service Scenario | Unconstrained Vision Scenario |
|--------------------|------------------|----------------------------|---------------------------|-------------------------------|
| 10 minutes or less | 2 routes         | 3 routes                   | 4 routes                  | 20 routes                     |
| 10 - 15 minutes    | 9 routes         | 8 routes                   | 10 routes                 | 17 routes                     |
| 15 – 30 minutes    | 28 routes        | 34 routes                  | 39 routes                 | 26 routes                     |
| Over 30 minutes    | 23 routes        | 14 routes                  | 0 routes                  | 0 routes                      |
| <b>Total</b>       | <b>62 routes</b> | <b>59 routes</b>           | <b>53 routes</b>          | <b>63 routes</b>              |

*Table excludes supplemental and Transbay Lines*

## Service Scenario Comparison – Impacts

|                                                                              | Balanced Coverage Scenario | Frequent Service Scenario | Unconstrained Vision Scenario |
|------------------------------------------------------------------------------|----------------------------|---------------------------|-------------------------------|
| Change in population with access to 15-minute service                        | 7.7%                       | 31.9%                     | 120.6%                        |
| Change in jobs with access to 15-minute service                              | 3.7%                       | 15%                       | 77.3%                         |
| Change in jobs with access to 30-minute service                              | 6.2%                       | 14.4%                     | 16.4%                         |
| Change in number of zero-vehicle households with access to 15-minute service | 7.8%                       | 20.8%                     | 69.4%                         |
| Change in number of lines to improve reliability                             | 20                         | 28                        | 39                            |

# Phase 3 Engagement



# Public Engagement: Phase 3

November 1 – December 13, 2023



Shape the  
future of  
AC Transit's  
bus  
network

Join us in person or  
online to learn about  
bus service proposals

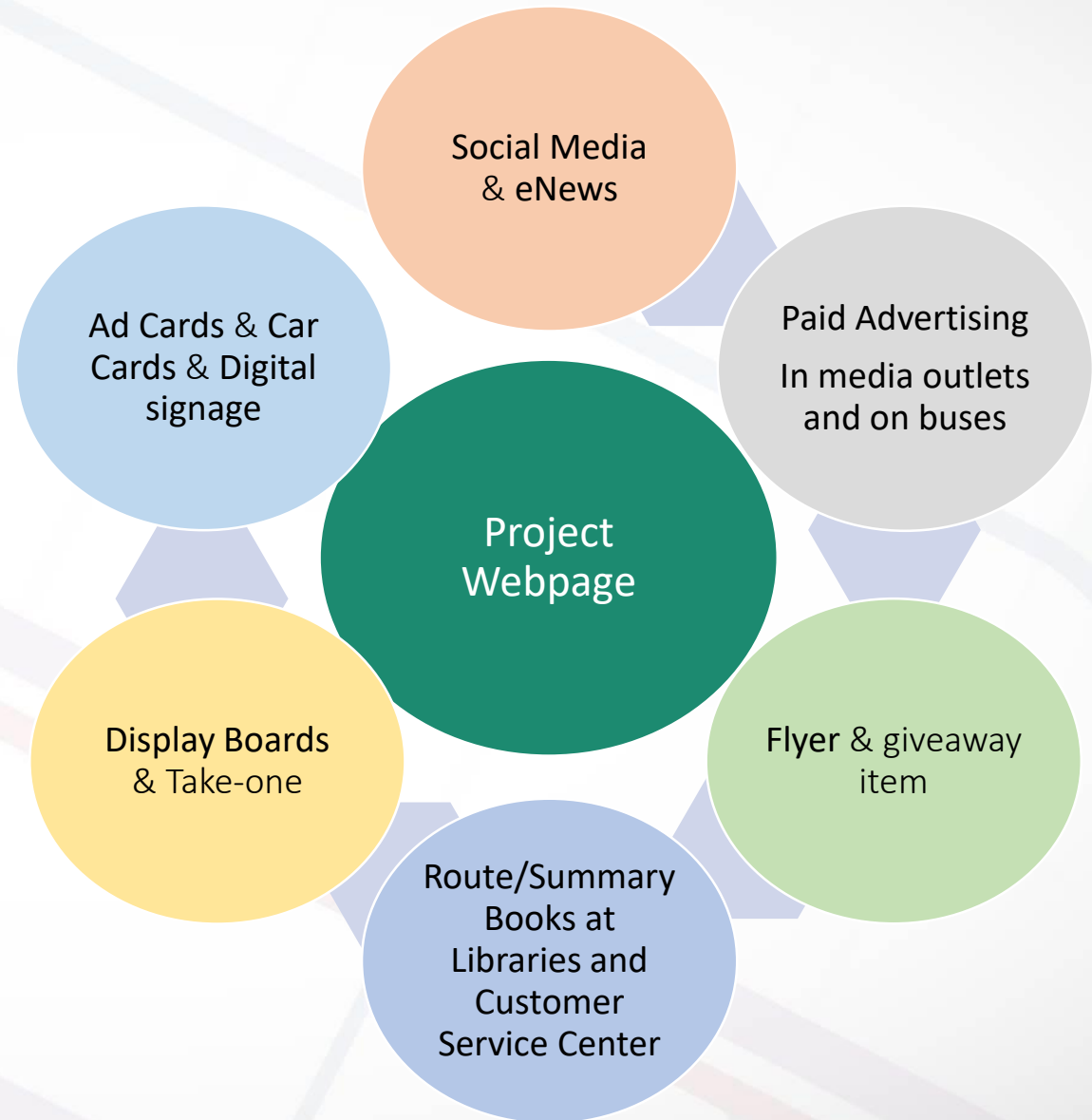
# Public Engagement: Phase 3

Print and Digital Collateral

Digital Interactive  
Maps/Feedback

Static Maps/Feedback

Downloadable PDF/Print  
Maps/Feedback



# Public Engagement: Phase 3

November 1 – December 13, 2023

- **20+** Community Pop-Ups and Pop-Ins\*
- **30+** City Council/Commission Presentations
- **2** Lived Experience Advisory Group (LEAG) Meetings
- **10** CBO Partnerships
- **7** CBO-led Open House events
- **1** Community Virtual Workshop on December 7, 2023
- **2** updates to AC Transit Board on November 1 and December 13

*(\*Confirmed as of 10/13/2023)*

A large green circle containing white text.

Shape the  
future of  
AC Transit's  
bus  
network

# Public Engagement: Phase 3

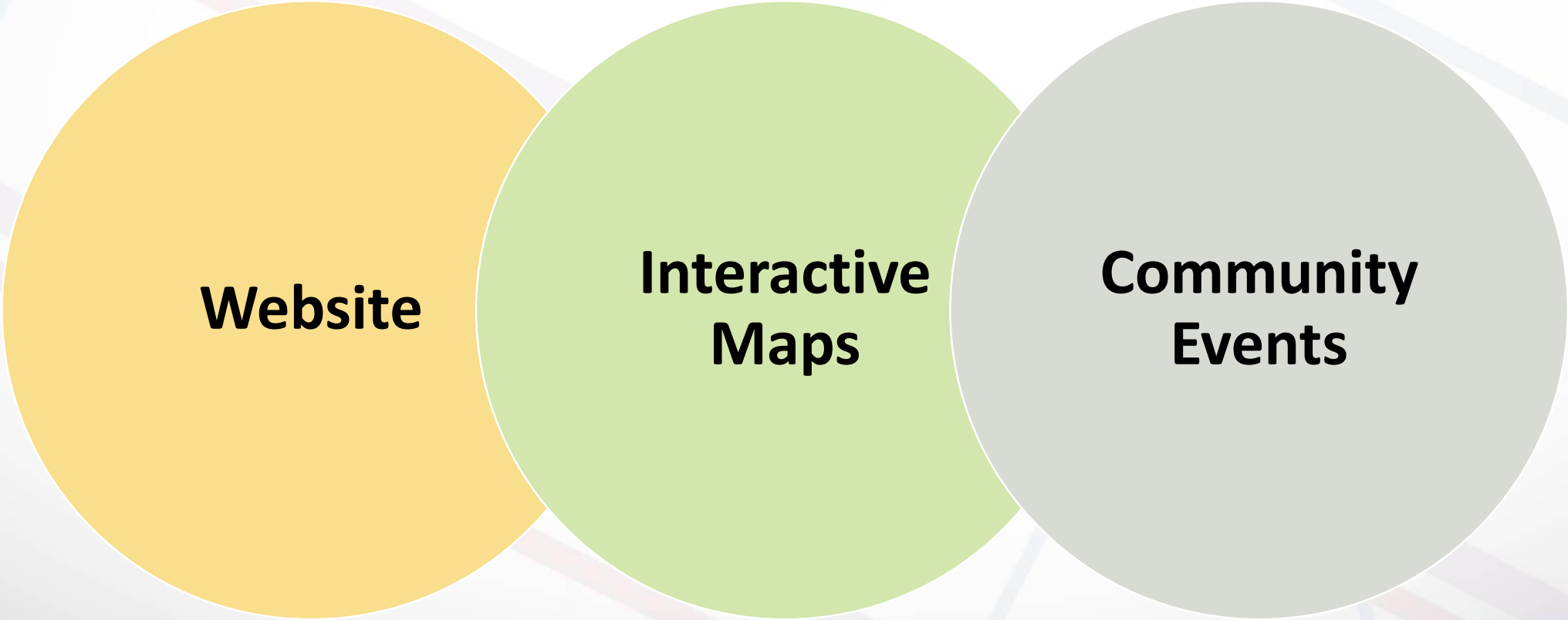
| Location/Activity                               | City        | Location/Activity                            | City        | Location/Activity                            | City          |
|-------------------------------------------------|-------------|----------------------------------------------|-------------|----------------------------------------------|---------------|
| Pop-up: Clara Avenue & Park Street              | Alameda     | Board Meeting Workshop/Update/Open House (2) | District    | Berkeley City Council                        | Berkeley      |
| Pop-up: Shattuck Avenue & Allston Way           | Berkeley    | Community Online Workshop                    | District    | Oakland Chinatown Chamber of Commerce        | Oakland       |
| Pop-up: El Cerrito Del Norte BART               | El Cerrito  | Open House #1                                | CBO-led     | San Leandro Unified School District          | San Leandro   |
| Pop-up: San Pablo Avenue & 40th Street          | Emeryville  | Open House #2                                | CBO-led     | Berkeley Unified School District             | Berkeley      |
| Pop-up: Hayward BART Station Bus Transit Center | Hayward     | Open House #3                                | CBO-led     | Castro Valley Unified School District        | Castro Valley |
| Pop-up: Fruitvale Tempo Station                 | Oakland     | Open House #4                                | CBO-led     | City of Alameda Transportation Commission    | Alameda       |
| Pop-up: High Street Tempo Station               | Oakland     | Open House #5                                | CBO-led     | Bicyclist and Pedestrian Advisory Commission | Oakland       |
| Pop-up: Eastmont Transit Center                 | Oakland     | Open House #6                                | CBO-led     | Piedmont City Council                        | Piedmont      |
| Pop-up: San Leandro BART Transit Center         | San Leandro | Open House #7                                | CBO-led     | San Leandro City Council                     | San Leandro   |
| Pop-up: Contra Costa College                    | San Pablo   | Alameda Chamber Presentation                 | Alameda     | El Cerrito City Council                      | El Cerrito    |
| Pop-up: Fremont BART Transit Center             | Fremont     | Fremont Rotary Club                          | Fremont     | Emeryville City Council                      | Emeryville    |
| Pop-in: BART ILC                                | Regional    | El Sobrante MAC                              | El Sobrante | Fremont City Council                         | Fremont       |
| Albany City Council                             | Albany      | Emeryville Unified School District           | Emeryville  | Hayward ILC Meeting                          | Hayward       |
| San Pablo City Council                          | San Pablo   | Newark City Council                          | Newark      | GMAC (General Manager's Access Committee)    | District      |
| Hayward City Council                            | Hayward     | Emeryville Transportation Committee          | Emeryville  | City of Alameda BOE/City Council Jt Cmte Mtg | Alameda       |
| North Richmond MAC                              | Richmond    | GMAC (General Manager's Access Committee)    | District    | Richmond City Council                        | Richmond      |
| San Lorenzo Unified School District             | San Lorenzo | Oakland City Council                         | Oakland     | City of Oakland ILC                          | City          |
| City of Berkeley ILC                            | Berkeley    | Alameda City Council                         | Alameda     | Alameda CTC                                  | Alameda       |

(\*Confirmed list as of 10/13/2023)

# Next Steps

# Public Engagement: Phase 3

November 1 – December 13, 2023

A Venn diagram consisting of three overlapping circles. The left circle is yellow and labeled 'Website'. The middle circle is light green and labeled 'Interactive Maps'. The right circle is light grey and labeled 'Community Events'. The circles overlap in the center and at the intersections of two circles.

**Website**

**Interactive  
Maps**

**Community  
Events**

# Realign Project Phasing

