



Realign^{▶◀}

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



On-going emphasis on equity and transparency in all project phases and communications

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.*

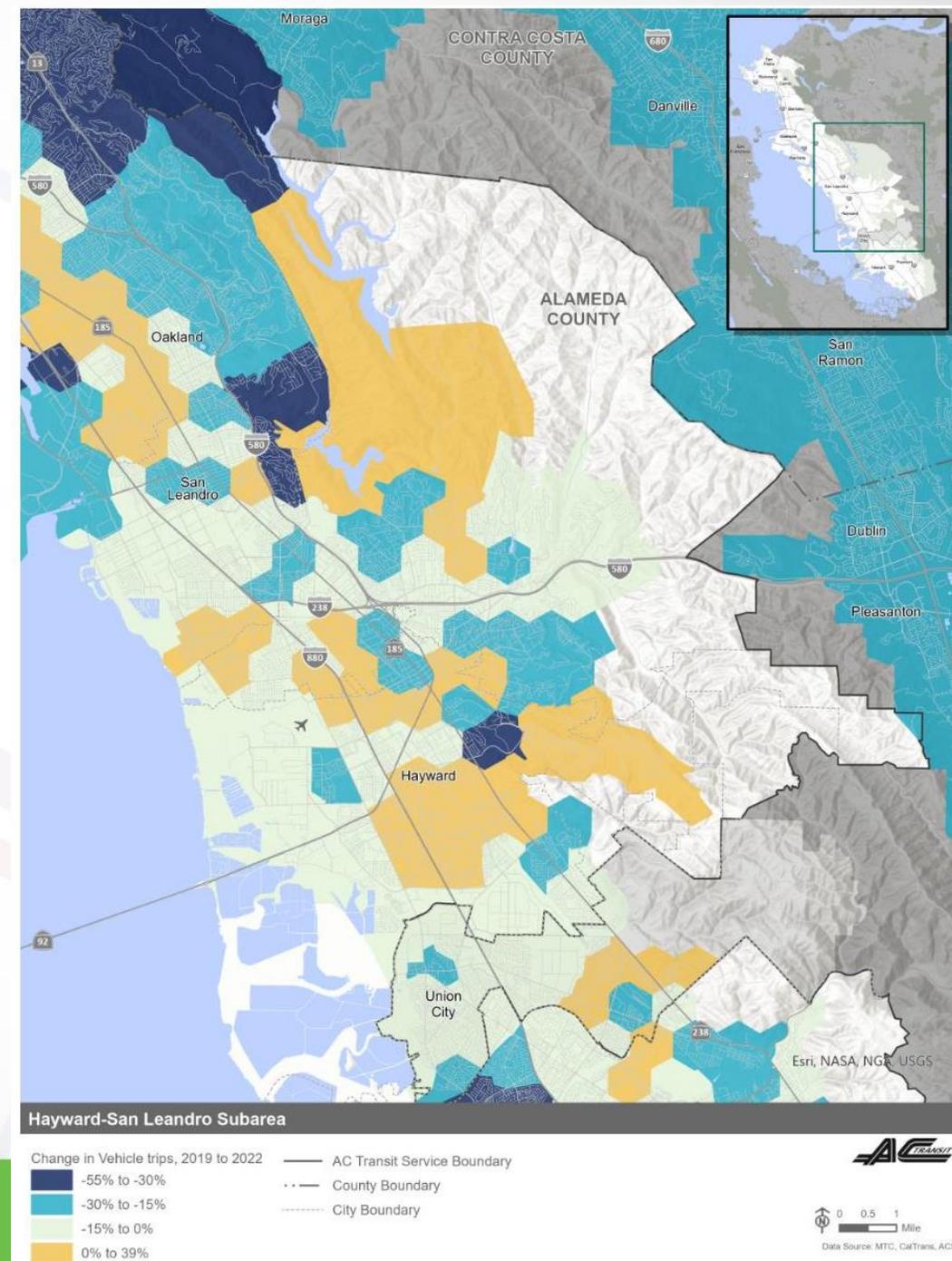
Engagement

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

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

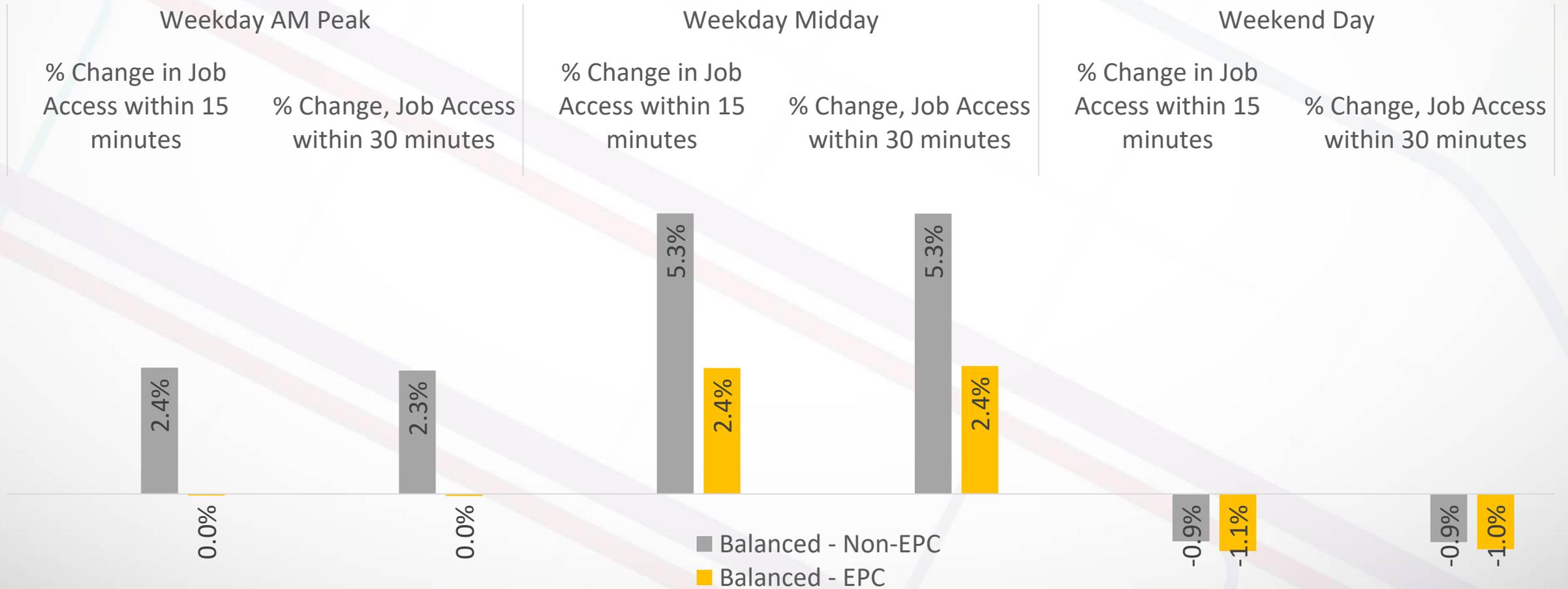


+ 6.2%
jobs with access to 30-
minute service

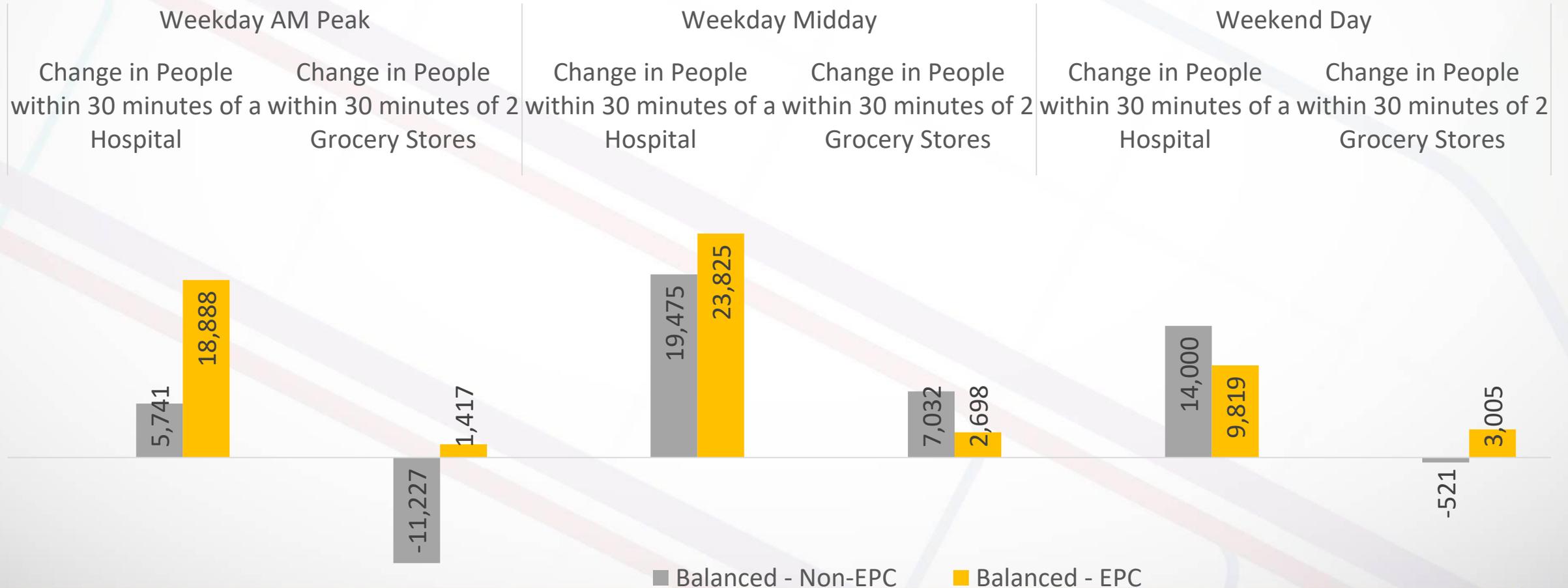


20
lines changed to
improve reliability

Balanced Coverage Scenario: Job Access



Balanced Coverage Scenario: Grocery and Hospital Access



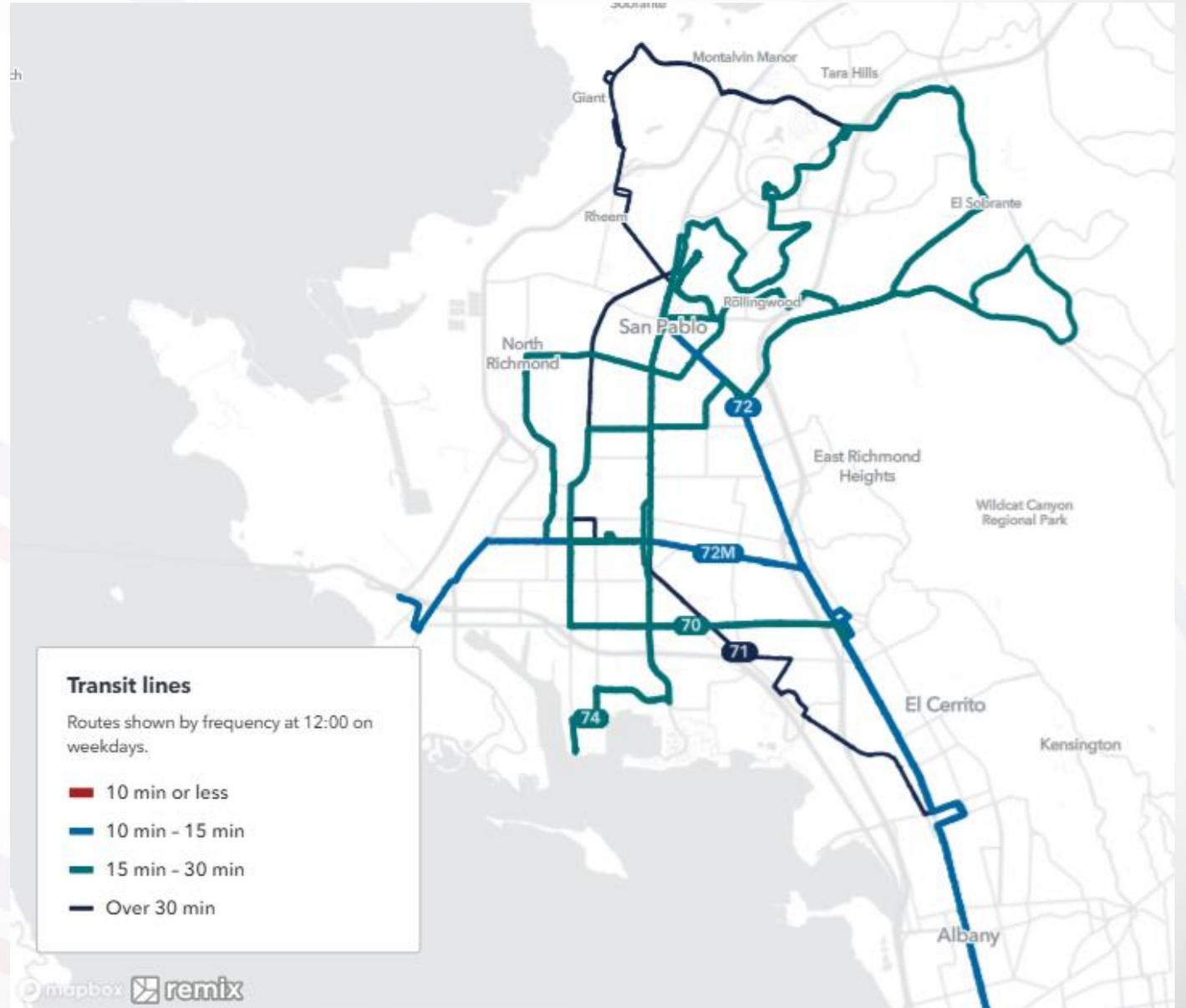
Core Network

- 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



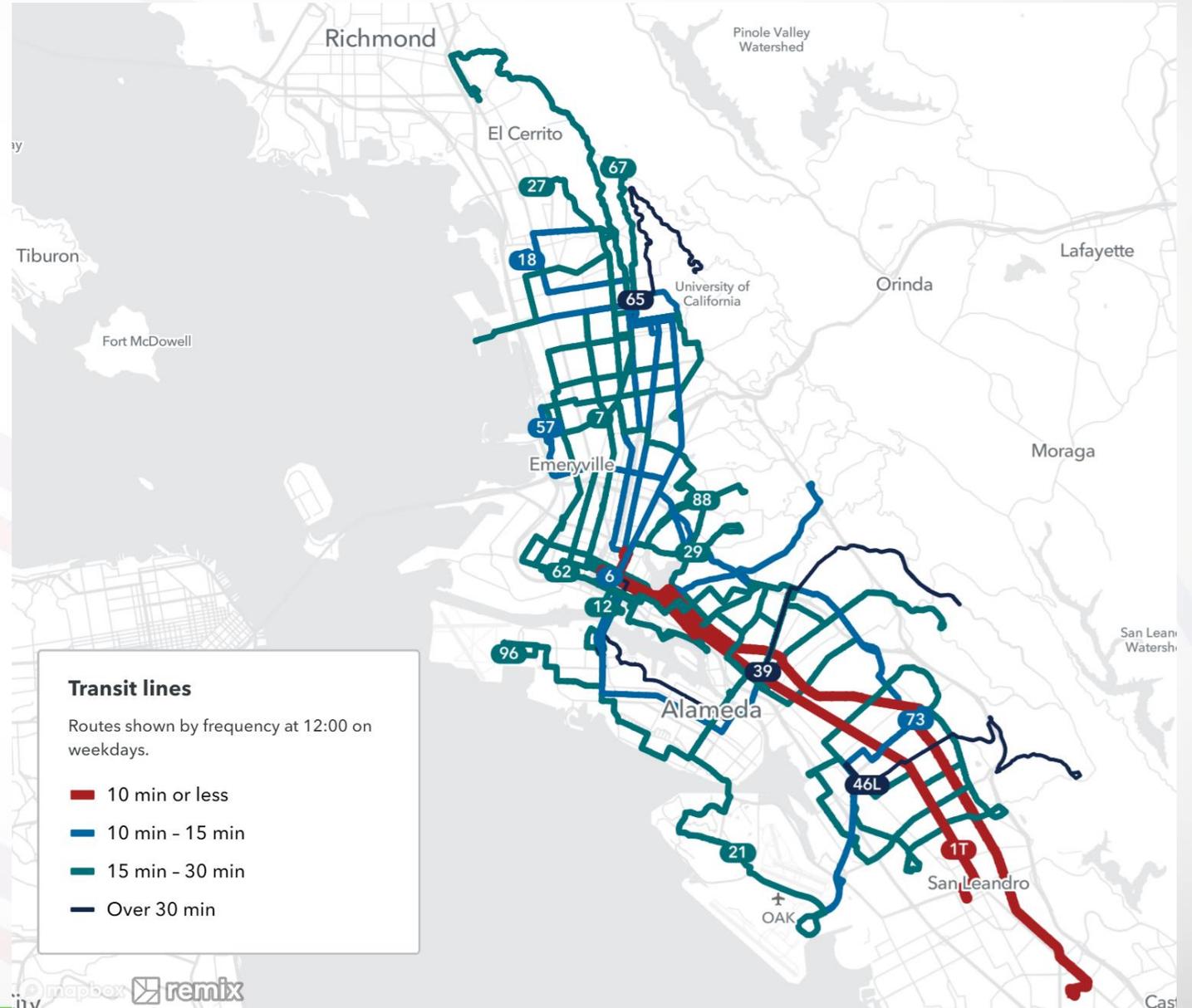
Western Contra Costa

- 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



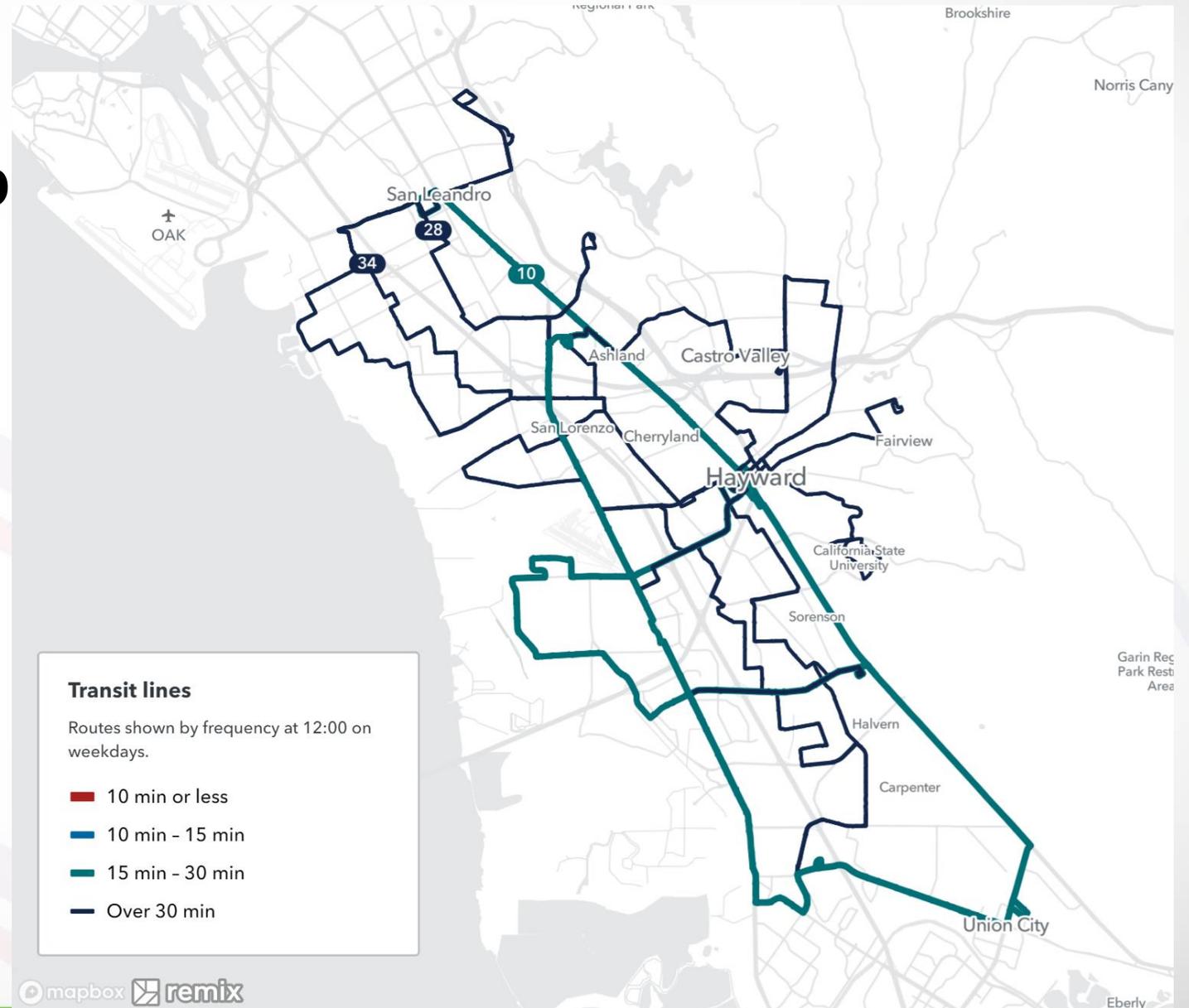
Oakland/Berkeley

- 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



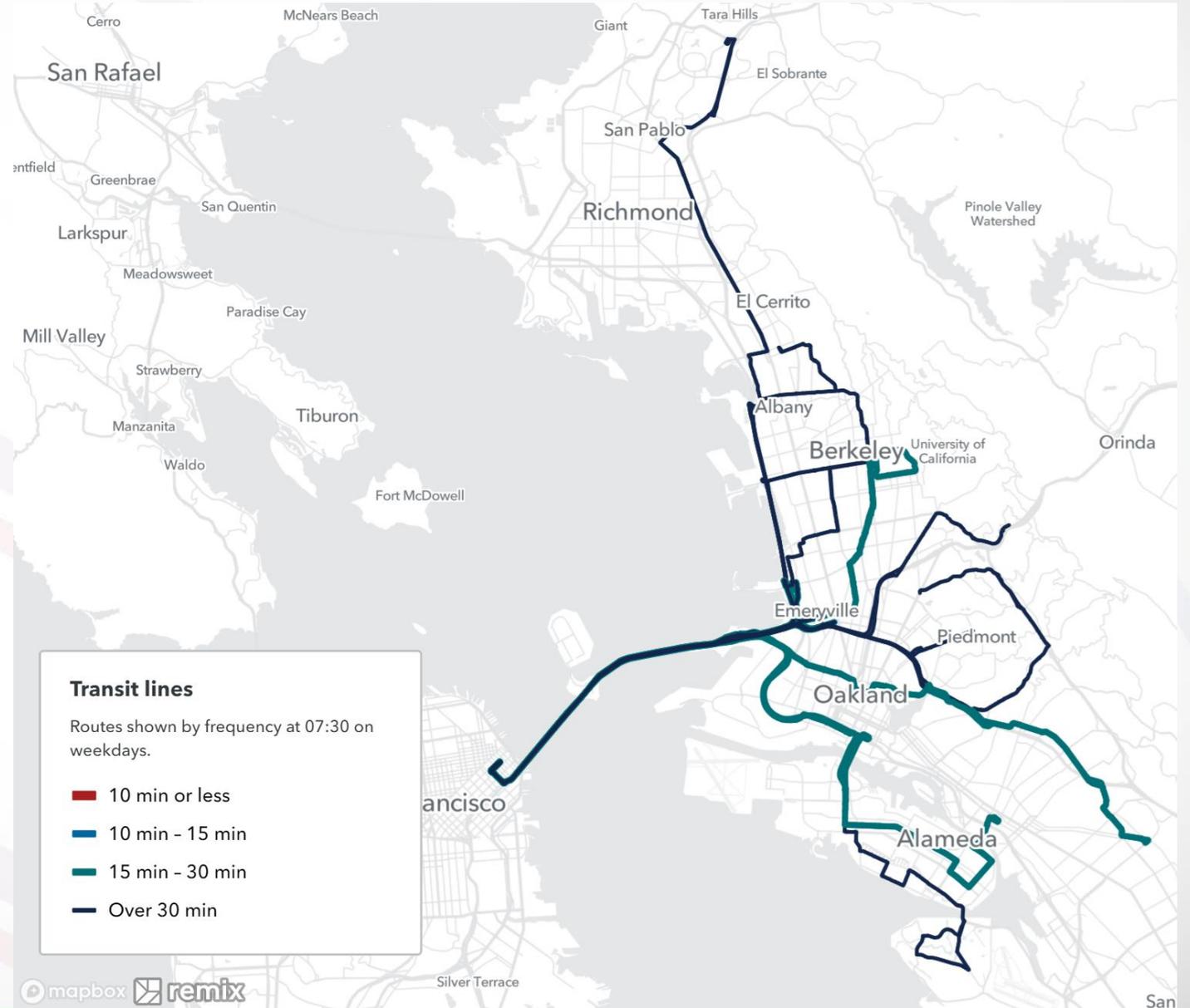
Fremont/Newark

- 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

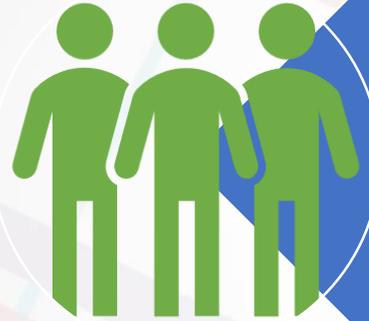


Frequent Service Scenario

- Achievable - based on existing resources (Cost-Neutral)
- Focus on making the network more attractive to riders through frequency enhancements.
 - All local routes provide weekday service at least every 30 minutes
 - Enhances frequency on select trunk routes where demand warrants
 - Simplifies select routes for improved reliability and shorter travel time
 - Retains most access improvements of the Balanced Scenario but eliminates the least productive local routes or route segments.
 - Suspended Transbay Service will not return



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

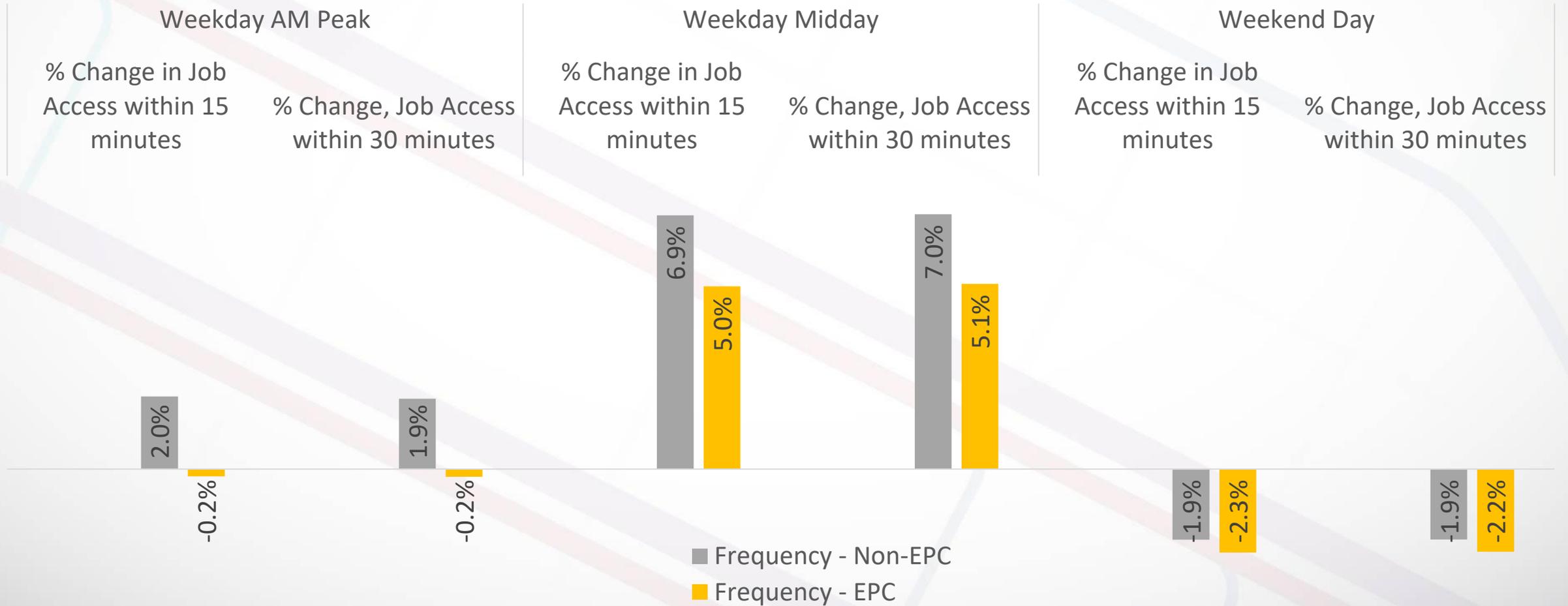


+ 15.0%
jobs with access to 15-
minute service

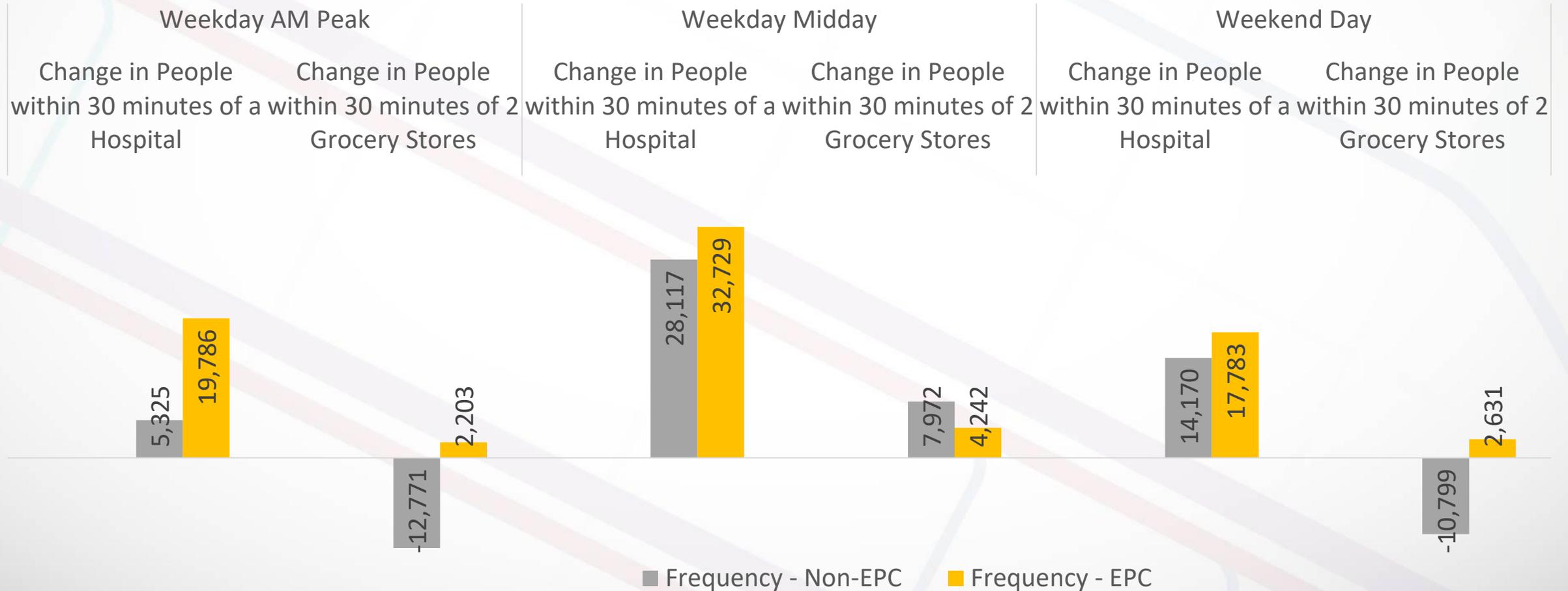


28
lines changed to
improve reliability

Frequent Service Scenario: Job Access

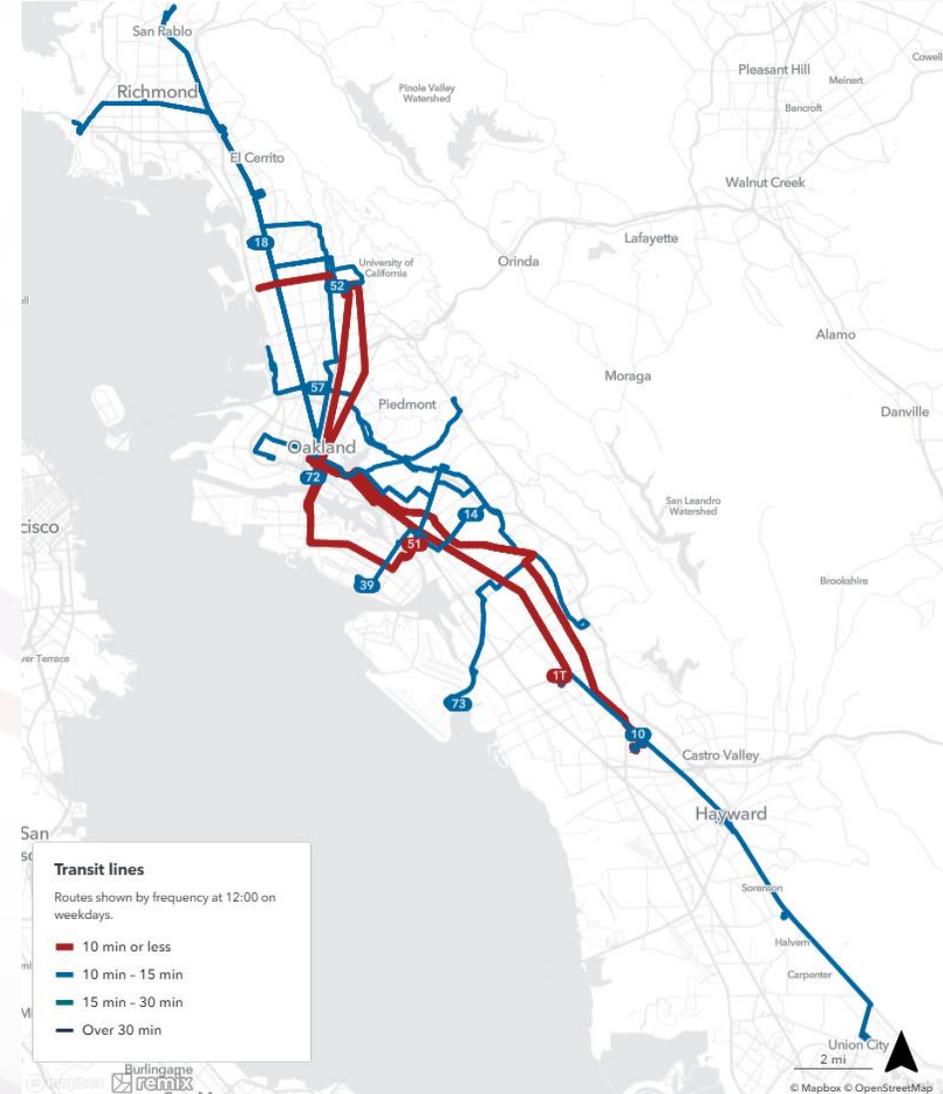


Frequent Service Scenario: Grocery and Hospital Access



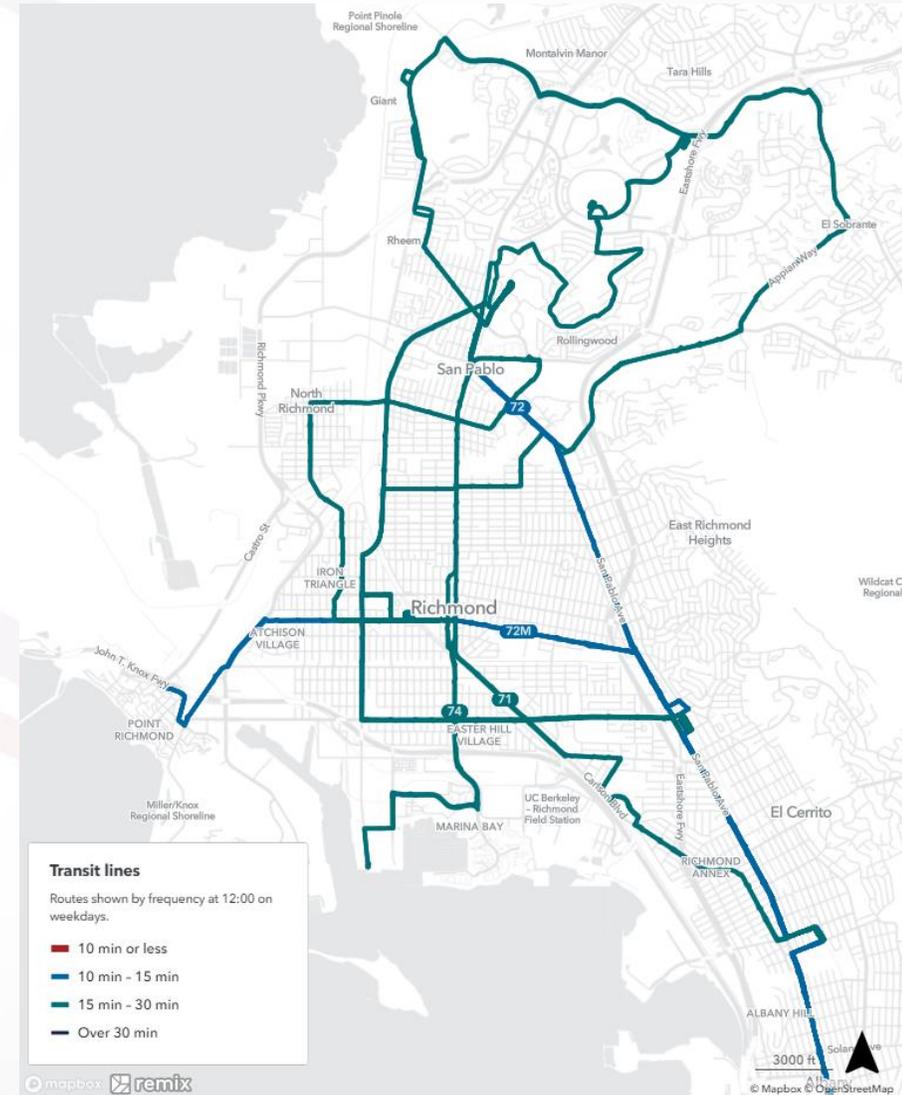
Core Network

- 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



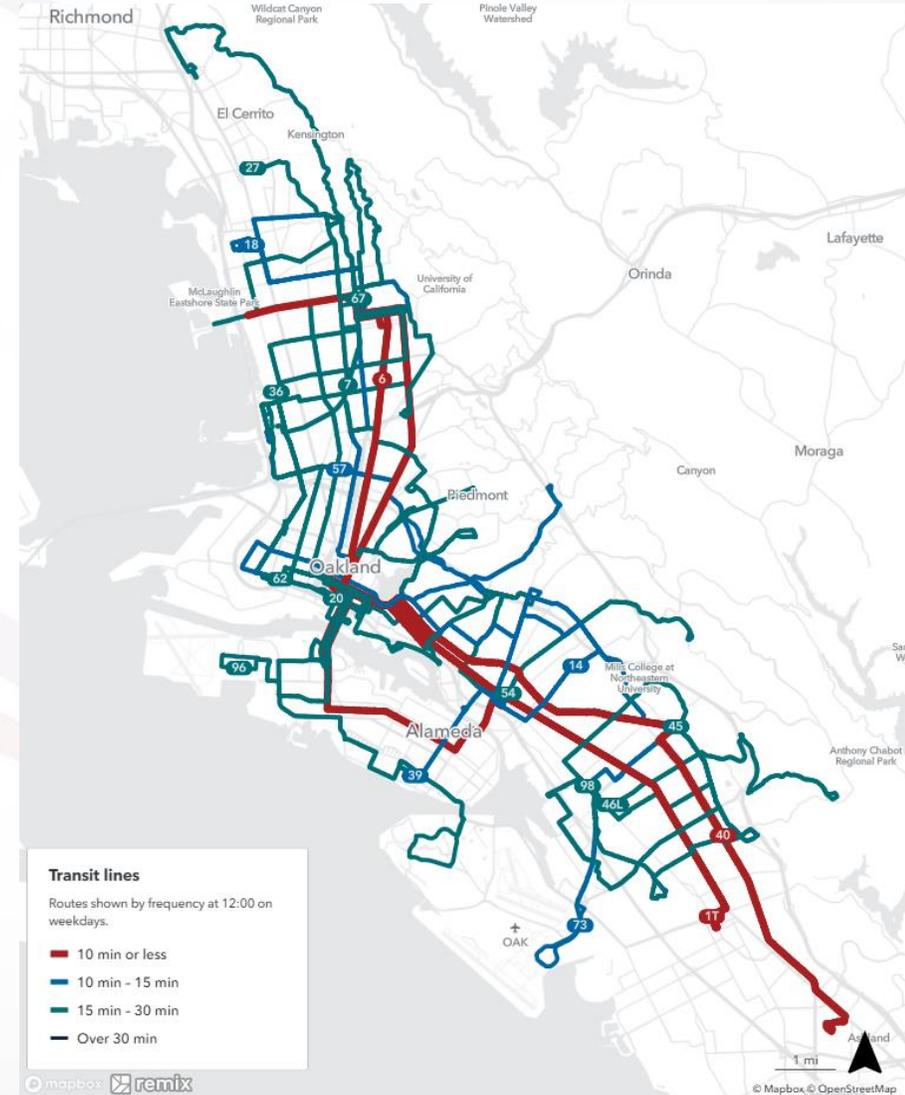
Western Contra Costa

- 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



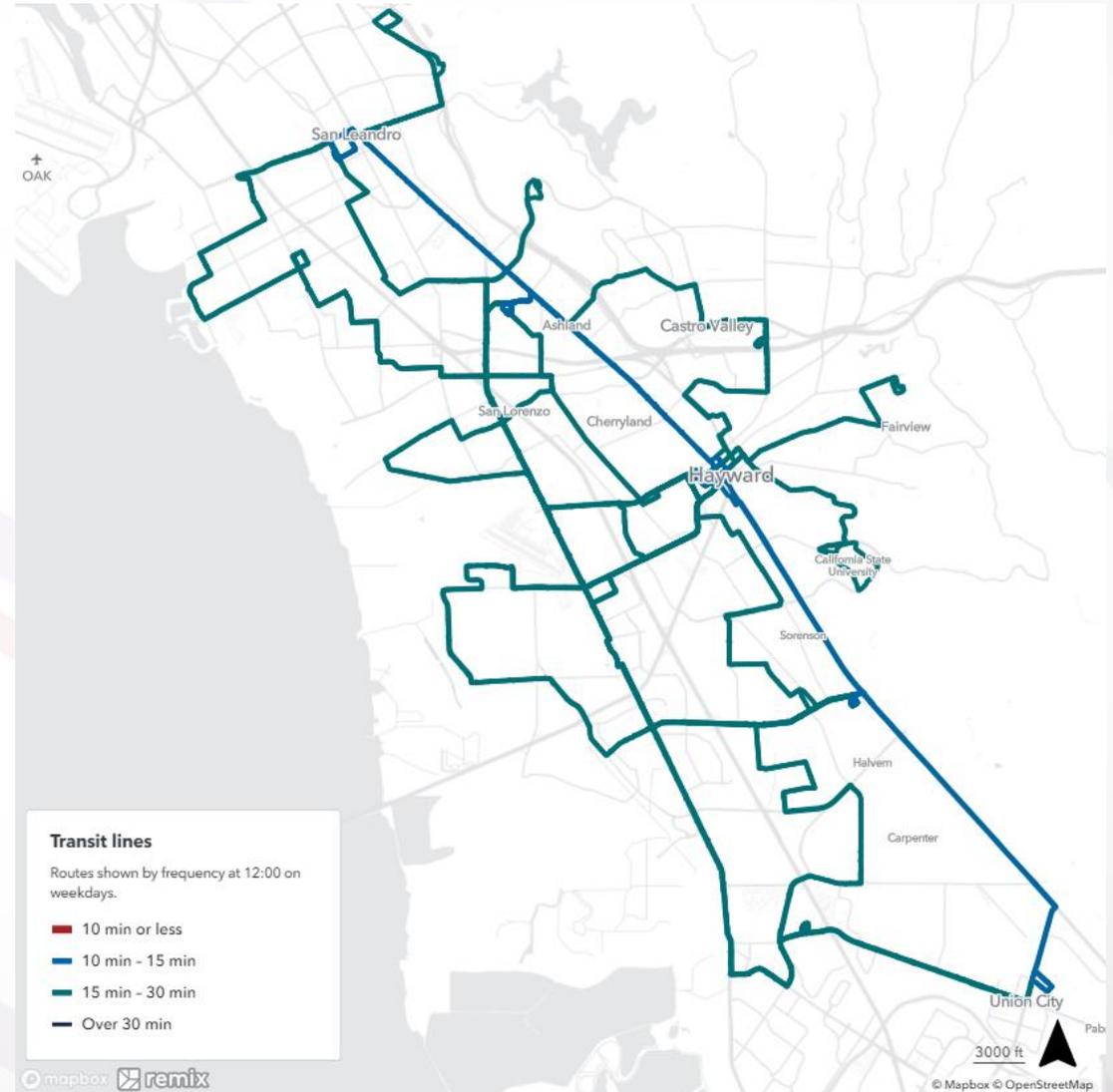
Oakland/Berkeley

- 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



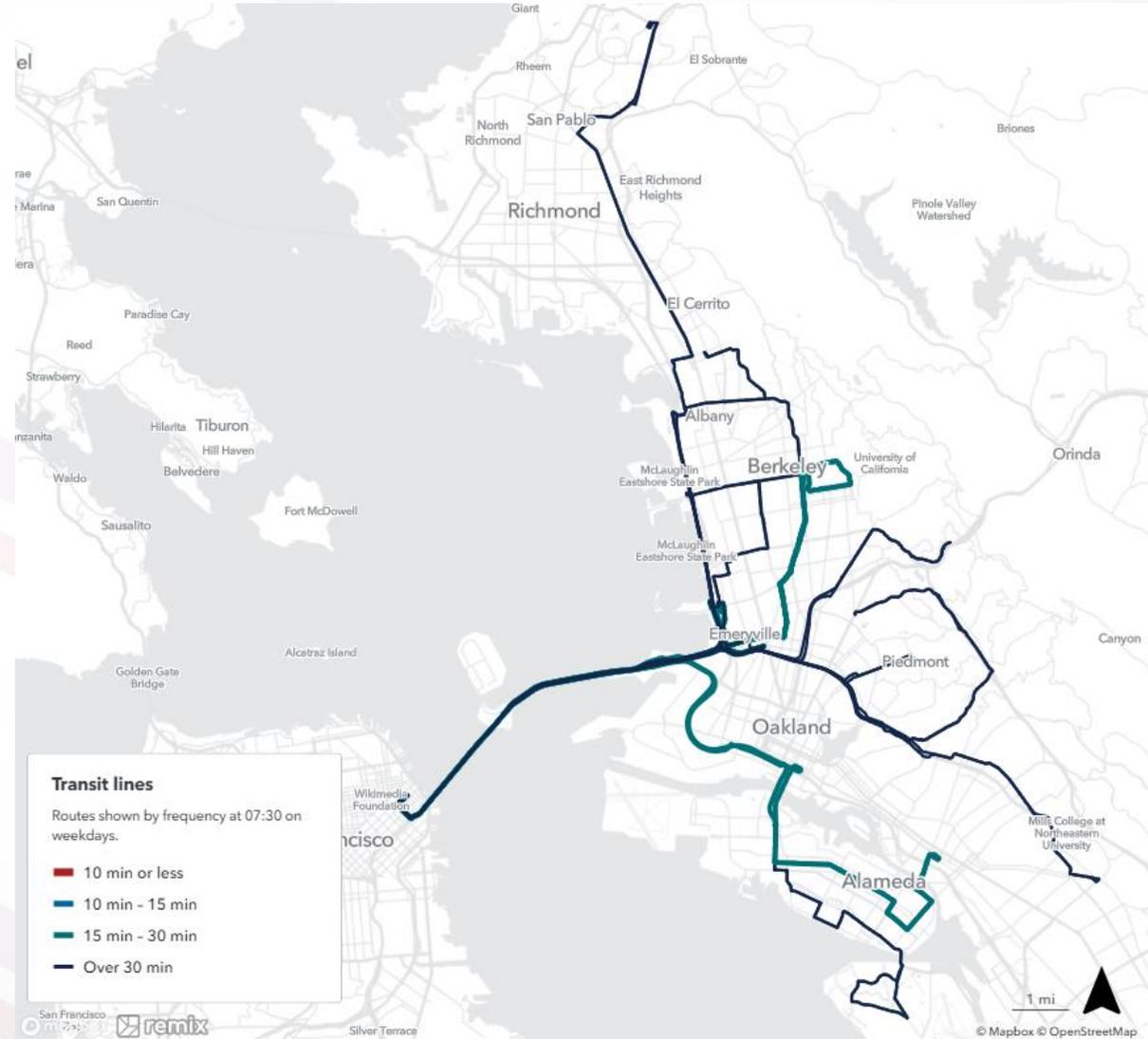
Fremont/Newark

- 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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- 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



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

Weekday AM Peak

Weekday Midday

Weekend Day

% Change in Job
Access within 15
minutes

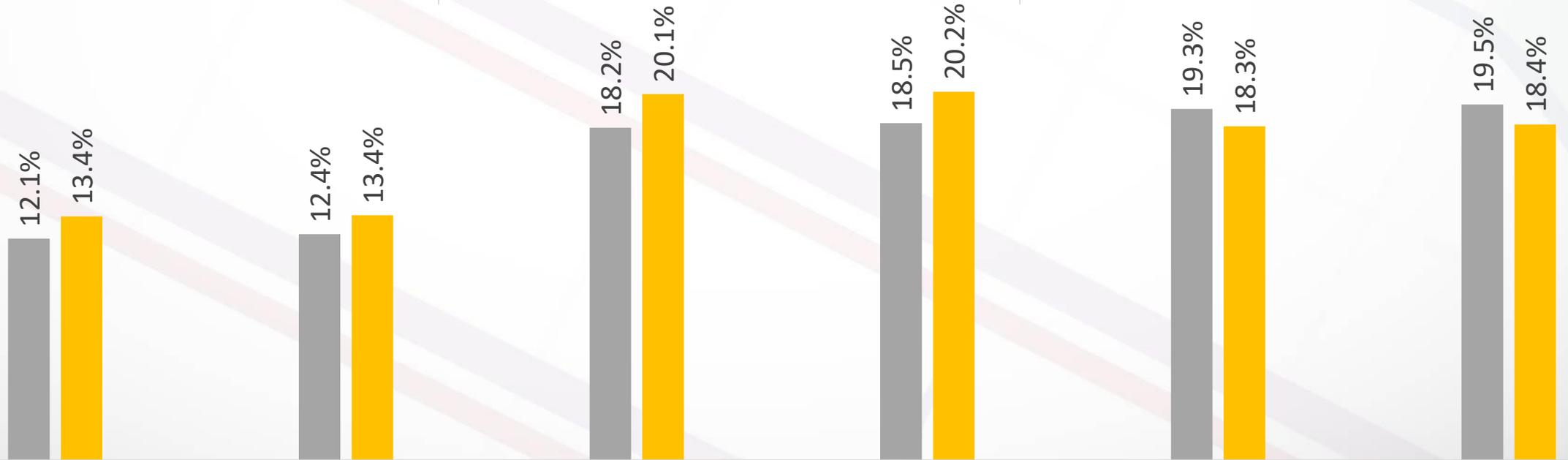
% Change, Job Access
within 30 minutes

% Change in Job
Access within 15
minutes

% Change, Job Access
within 30 minutes

% Change in Job
Access within 15
minutes

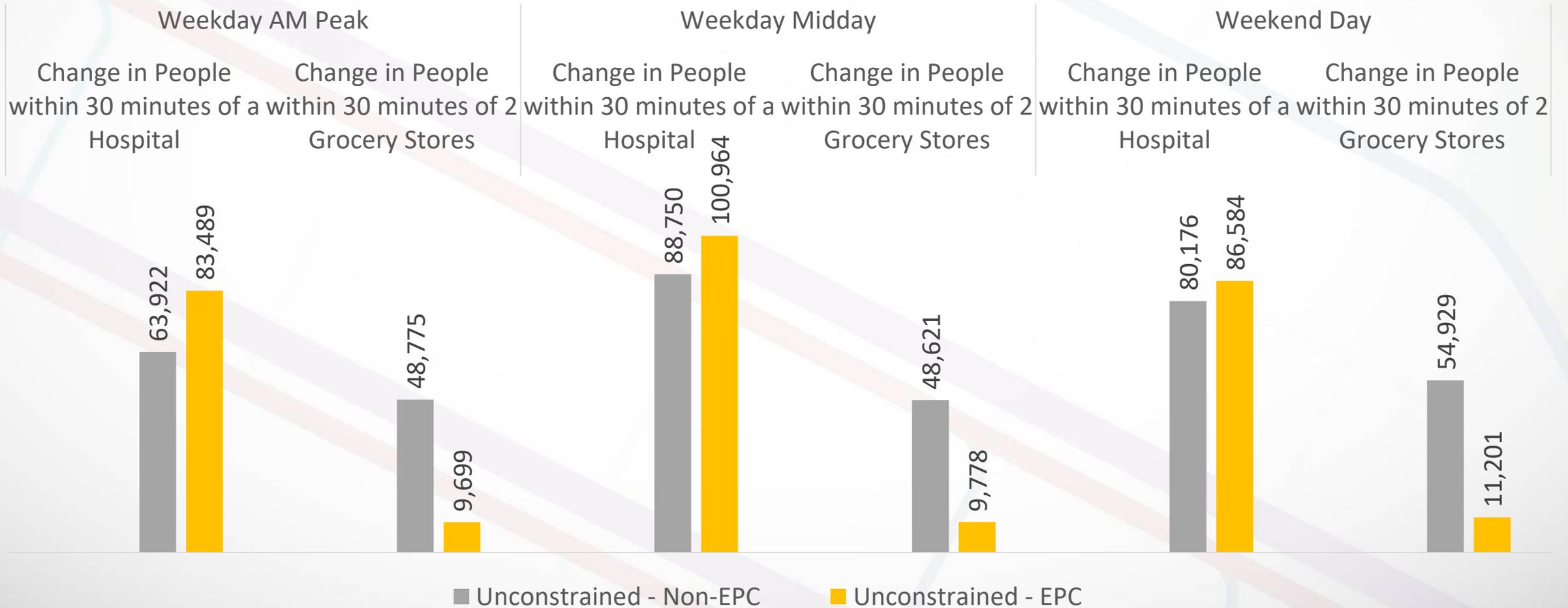
% Change, Job Access
within 30 minutes



■ Unconstrained - Non-EPC

■ Unconstrained - EPC

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
Total	62 routes	59 routes	53 routes	63 routes

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)*

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Shape the
future of
AC Transit's
bus
network

Public Engagement: Phase 3

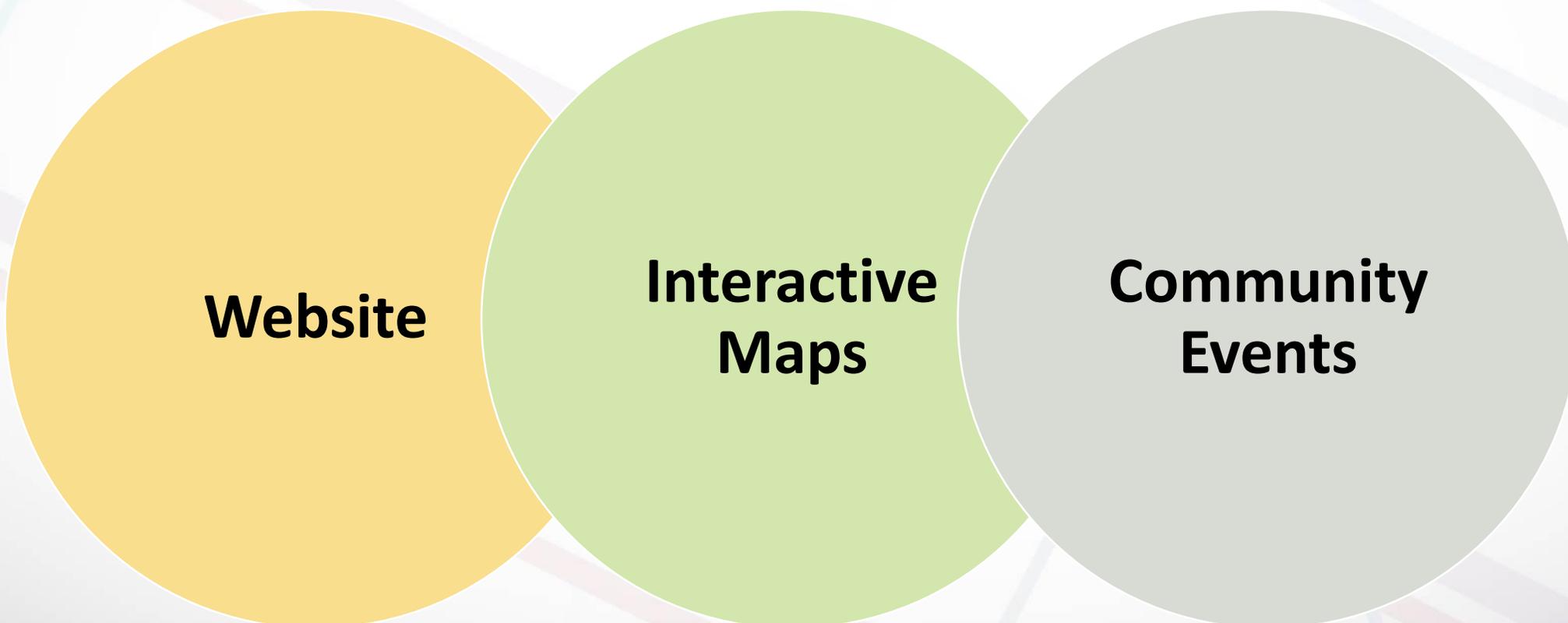
Location/Activity	City	Location/Activity	City	Location/Activity	City
Pop-up: Clara Avenue & Park Street	Alameda	Board Meeting Workshop/Update/Open House (2)	District	Berkeley City Council	Berkeley
Pop-up: Shattuck Avenue & Allston Way	Berkeley	Community Online Workshop	District	Oakland Chinatown Chamber 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



Website

**Interactive
Maps**

**Community
Events**

Realign Project Phasing

1

Develop Plans
+
Learn Rider
Needs

Mar-Jun 2023

2

Aligning
Guiding
Principles with
Community
Assessment

Jul-Aug 2023

3

Develop
Service
Scenarios
and Gather
Feedback

Sep-Dec 2023

4

Draft Final
Service Plan
and Plan
Adoption

Jan-Apr 2024

5

Develop
Service
Standards
and Inform
Riders about
Service
Changes

Apr-Sep 2024