



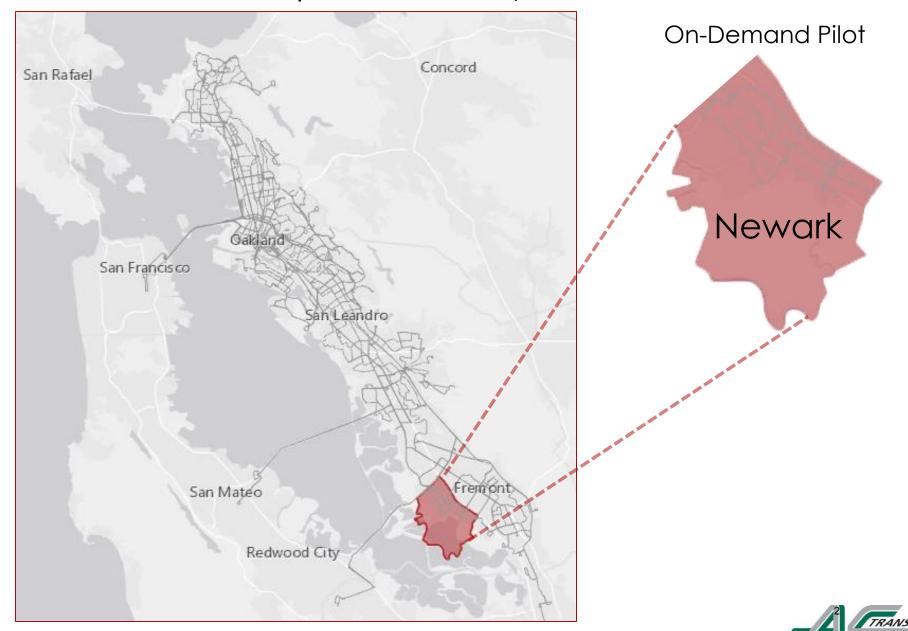
FLESS MOBILITY ON DEMAND FOR ALL

JOHN URGO

SENIOR TRANSPORTATION PLANNER AC TRANSIT | OAKLAND, CA



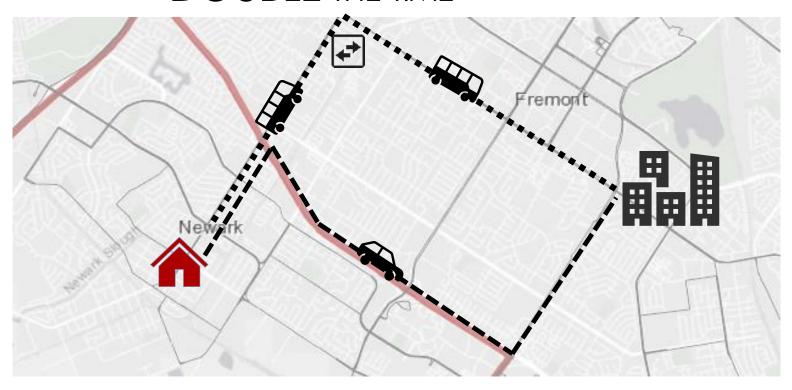
AC Transit Service Area | San Francisco Bay Area



SAME DISTANCE

MORE THAN

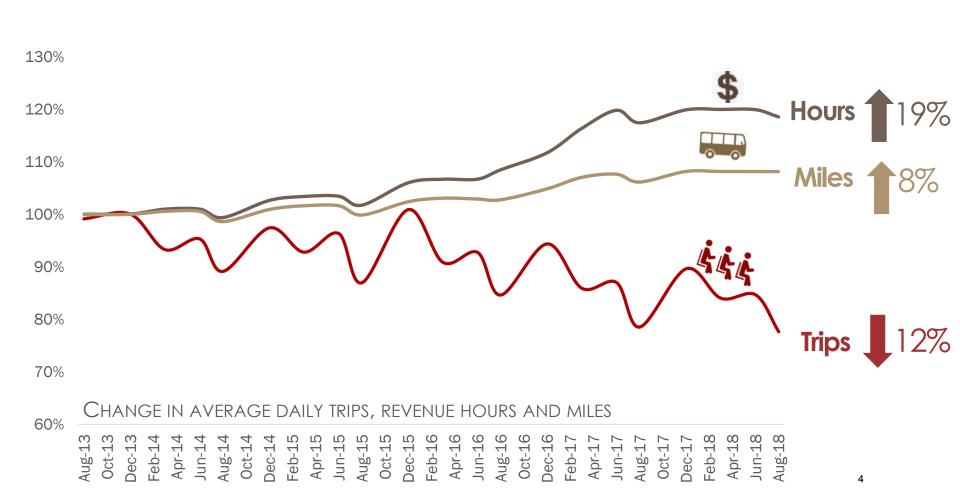
DOUBLE THE TIME



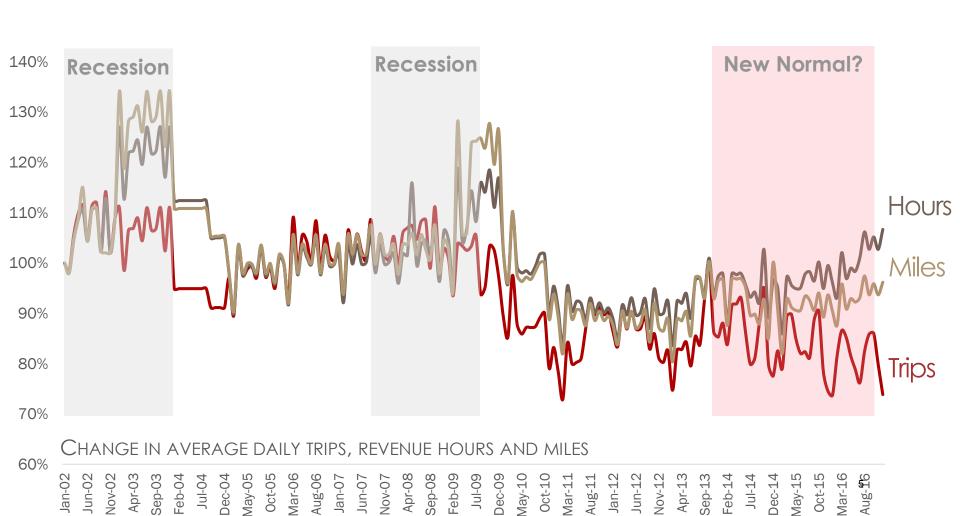


RIDERSHIP IS **DECREASING**

AS WE SPEND MORE ON SERVICE

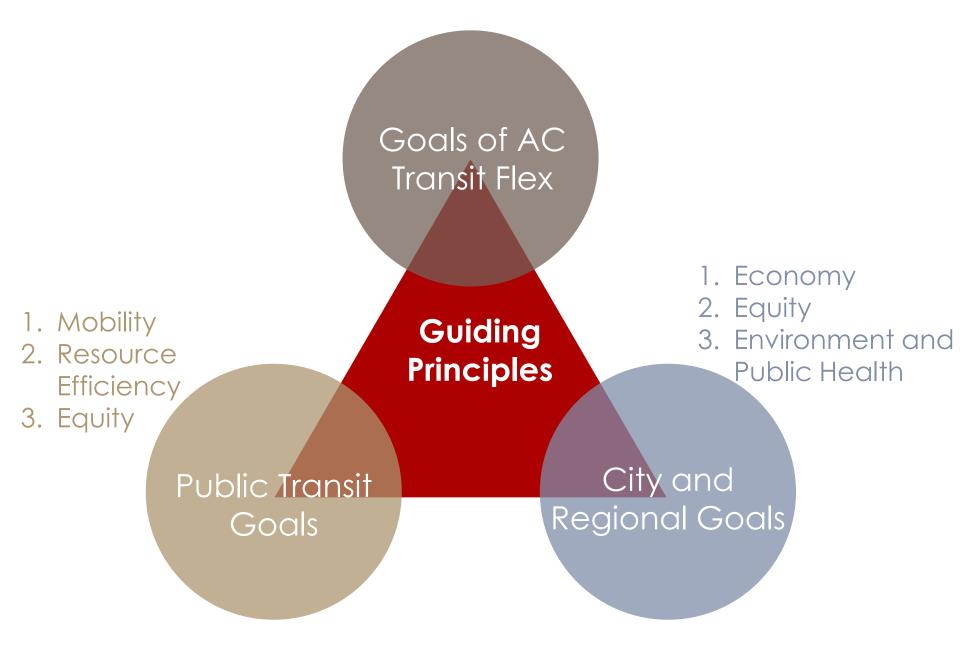


(IT WASN'T ALWAYS LIKE THIS)



In sufficiently low-density areas, could on-demand transit improve service quality at an equal or reduced cost, freeing up resources that could be invested in a higher-frequency fixed-route network?





FLEXSIT

On-demand public transit launched in July 2016

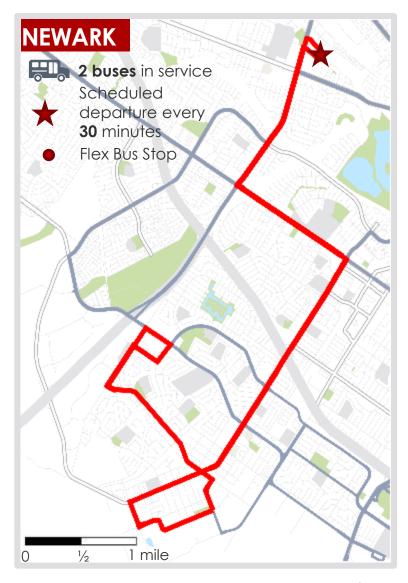
Operated on

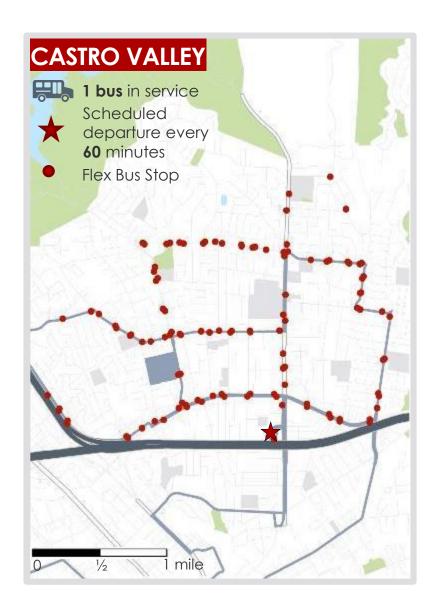
AC Transit vehicles by

AC Transit operators

Targeted as **cost neutral** replacement of fixed-route service in **low-density** areas









BOOK YOUR TRIP ON-DEMAND
OR IN ADVANCE

2 SHARE YOUR RIDE AS OTHER PASSENGERS GET PICKED UP AND DROPPED OFF

ARRIVE AT DROP-OFF POINT AND WALK TO DESTINATION

CONFIRM YOUR 10-MINUTE PICKUP WINDOW

BOARD BUS AND PAY WITH CASH, CLIPPER, OR PASS

TRANSFER AT BART FOR DESTINATIONS IN THE EAST BAY AND SAN FRANCISCO

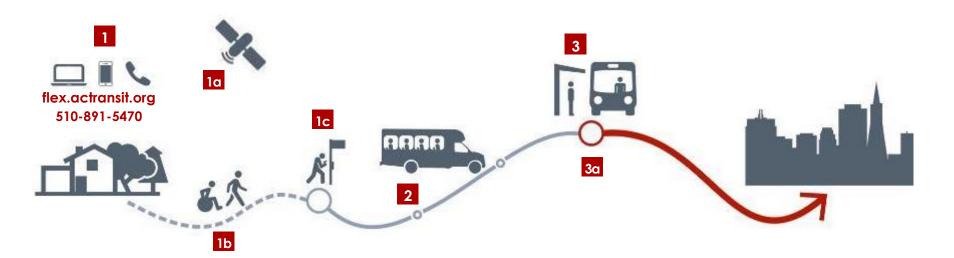
1a WE'LL SEND YOU A PICKUP ETA
WHEN YOUR BUS IS ON THE WAY

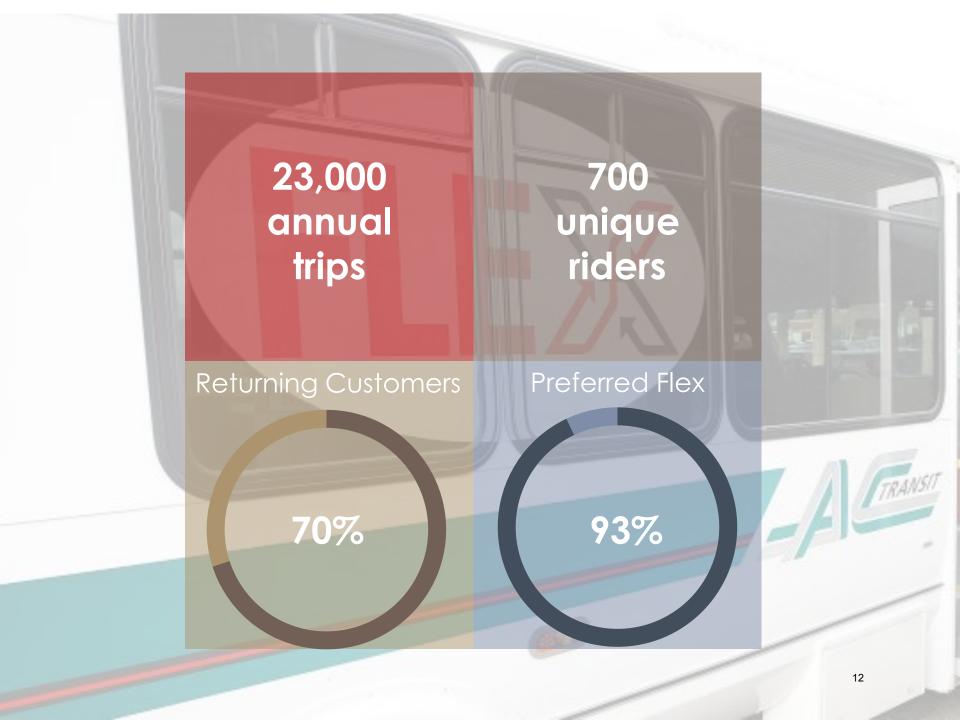
1b TRAVEL TO BUS STOP

TRACK YOUR BUS WHILE
WAITING AT INTERSECTION

3a On Your Return, Board Flex At Bart Every 30 Minutes Without Reservation

> *RESERVATIONS CAN ALSO BE MADE IN ADVANCE, OR ON A SUBSCRIPTION BASIS



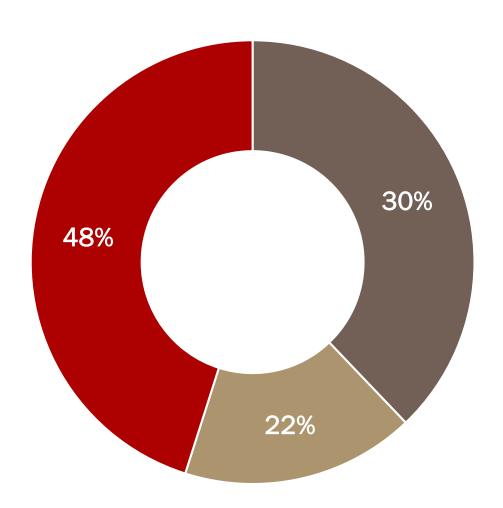






MOST CUSTOMERS BOOK TRIPS

THEMSELVES



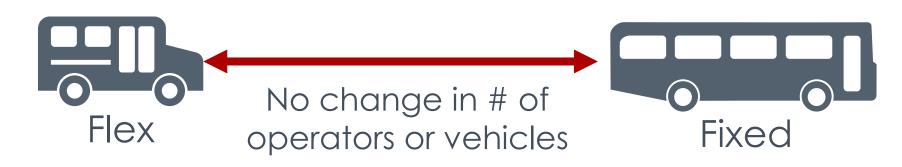


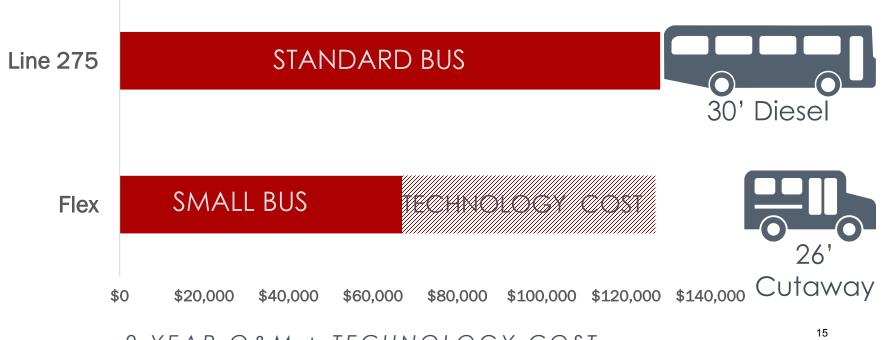




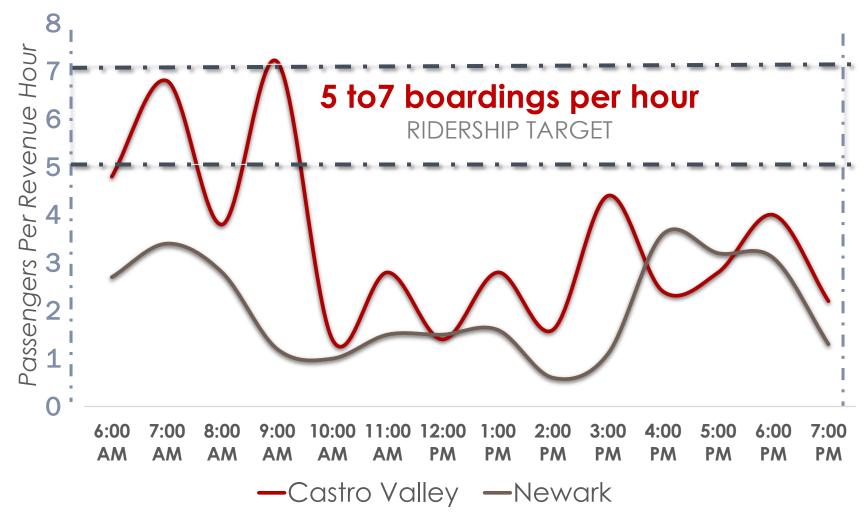
Maintenance and Operating

COST NEUTRAL



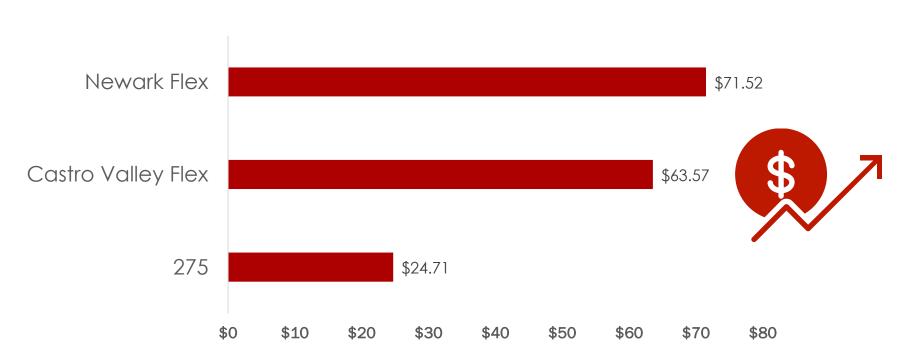


RIDERSHIP IS LOWER THAN EXPECTED



THE COST PER PASENGER IS HIGH

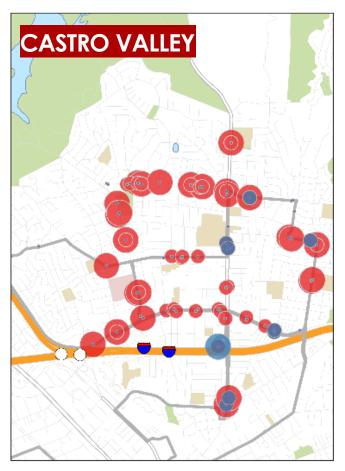
AVERAGE SUBSIDY PER PASSENGER TRIP



A RESERVATION

BARRIER MAY EXIST

40% of passengers riding FROM BART are not taking the service TO BART



Blue = Boarding, **Red** = Alighting



LESSONS LEARNED



Technology leads to greater **efficiency** and **on-time performance** but a clear division of labor is needed to avoid headaches

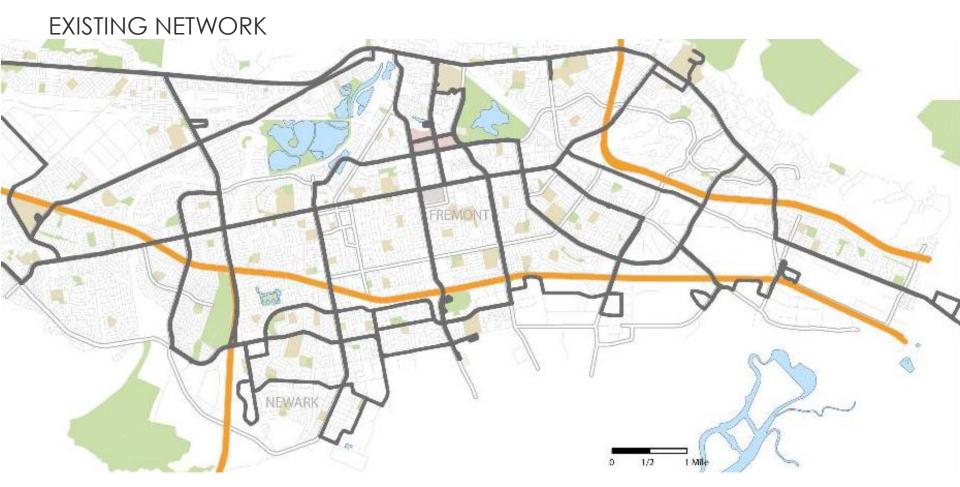


Upper limit of 7 (or 3?) passengers/revenue hour



Reservation-less + Scheduled + On-demand trips boost productivity (but lower reliability)

THE FUTURE OF FLEX: REDESIGNING THE NETWORK

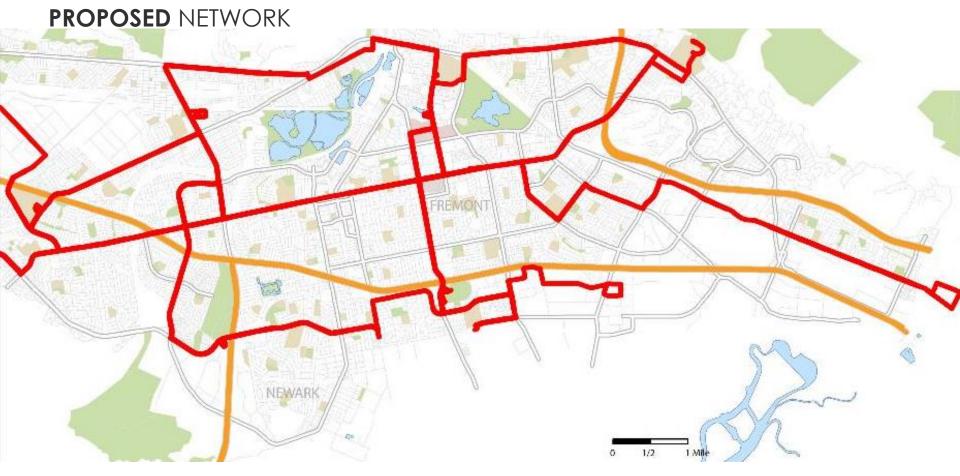


6 HOURLY ROUTES + 4 HALF-HOURLY ROUTES =

100% COVERAGE₂₀

THE FUTURE OF FLEX:

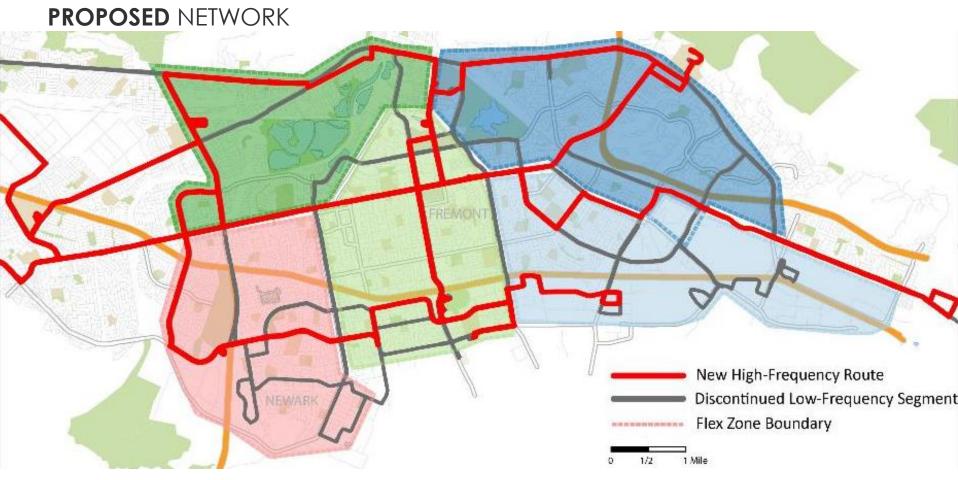
REDESIGNING THE NETWORK



(4) 15-MIN ROUTES

THE FUTURE OF FLEX:

REDESIGNING THE NETWORK



(4) 15-MIN ROUTES + 5 FLEX ZONES =

70%-30% FREQUENT- COVERAGE



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