

2020-21 Reduced Service Network Plan

Guiding Principles

Service Development & Planning Department

5/13/2020

Goal

Develop a new service network that reduces total District service hours by 20% across all service types. Reduction quantity by hours is listed below:

Current Annual Service Hours	1,949,648
20% Service Reduction	-389,922
Projected Annual Service Hours	1,559,726

Guiding Principles

1. Preserve as much ridership as possible systemwide
2. Ensure reductions are fair and equitable
3. Maintain a frequent network of trunk lines and high-frequency crosstown routes
4. Maintain lifeline services such as:
 - a. EBX (contingent upon BART funding)
 - b. All-Nighter
5. Maintain outside-funded services provided we continue to receive funding such as:
 - a. Line 19 (Alameda temporary suspended funding until 2021)
 - b. Service to Alameda Point
 - c. Broadway Shuttle
 - d. Dumbarton Express
 - e. Line U
6. Adhere to Board Policy 545
 - a. Maintain Service Standards
 - b. Review bottom 25th percentile performing routes for adjustment, reduction or elimination
7. Ensure scheduled running times are accurate and reflect traffic conditions
8. Match service levels with number of available operators
9. Balance service hours and miles between Special District 1 and Special District 2 per annexation agreement
10. Be flexible to adapt to changing and unknown conditions as a result of the COVID-19 pandemic
 - a. Assume commute riders will return slowly
 - b. Adhere to social distancing guidelines if they still exist, which could significantly limit vehicle capacity
 - c. Assume several sign-up cycles may be needed to adjust service appropriately to changing conditions

Strategies

1. Identify any inefficiencies in the existing route schedules in order to preserve as much service as possible.
2. Eliminate or restructure aspects of AC Go and the network that aren't performing well
 - a. Address issues created as a result of AC Go
 - b. Consider elimination of unproductive route segments if feasible

3. Reduce frequencies and consider elimination of service on local routes with 20 pax/rev hour or less
4. Prioritize Sunday, Saturday, weekday off-peak then weekday peak reductions/eliminations in that order
 - a. Span reduction should fall into the following guidelines:
 - i. 5am - Midnight for trunk lines (no gap between trunk network and All-nighter network)
 - ii. 5am - 10pm on secondary and crosstown lines
 - iii. 6pm - 8pm on low-density lines
5. Per Board Policy 545, maintain trunk lines at 15-minute frequency or better as resources allow; reduce to 20-minute frequency or better, if necessary
6. Maintain 30-minute frequency non-trunk network as resources allow; reduce to 40-minute frequency, if necessary
7. Consider inclusion of concepts from Fremont/Newark Redesign but at lower frequencies
8. Transbay
 - a. Reduce number of trips but maintain a 30-minute base frequency with 15-minute or better peak frequency on high-ridership routes as resources allow
 - b. Consider future RM-3 funding availability
 - c. Consider using existing resources to serve new markets more efficiently instead of existing markets to maintain ridership
9. Supplementary Service
 - a. Eliminate trips with under 20 passengers
 - b. Set limits on Supplementary Service hours given available financial resources, including outside funds
10. Consider implementation of mobile ticketing and all-door boarding pilots to help protect operators and improve dwell times
11. Work with local jurisdiction partners to implement transit priority treatments

Schedule

Date	Activity
April 2020	Initiate service planning process and develop public-facing materials
August 5, 2020	Set Public Hearing
August-October 2020	Public Hearing engagement and notification; conduct Title VI equity analysis
October 14, 2020	Conduct Public Hearing
November 12, 2020	Seek Board approval
January-March 2021	Outreach and notification for implementation
March 21, 2021	Implement new service network and new Sign-up