

# FY 2021/22 Pilot Service Proposals

The following three service changes are proposed as pilots for implementation in FY 2021/22. They are designed to respond to feedback received from riders, the community, and stakeholders. They will be evaluated for performance and a formal public hearing will be held to make them permanent should they meet the needs of the communities they serve and are a productive use of District resources.

## PILOT PROPOSAL 1 – LINE 78 TO SEAPLANE LAGOON FERRY

The Water Emergency Transit Authority (WETA) will open its new Seaplane Lagoon Ferry Terminal in August 2021 and the City of Alameda and WETA have been coordinating with AC Transit on the appropriate means of serving it with bus service. The primary market for ferry service in Alameda is the center of the island – from Webster to Park – so a line that mimics Line 51A from Fruitvale BART to Webster before turning and serving the Seaplane Lagoon Ferry Terminal in Alameda Point is being proposed. Trips will operate in peak hours in both directions and be timed to meet the ferries going to San Francisco in the morning and the ferries coming from San Francisco in the evening.

### Service Characteristics

Category	Current	Proposed
Headway	N/A	30-60 minutes
Service Days	N/A	Mon - Fri
Span	N/A	6:00 a.m. to 9:45 a.m.; 3:00 p.m. to 9:30 p.m.
Bus Type	N/A	Standard 40-foot coach
Garage	N/A	Division 4 - Seminary

### Resource Need

Category	Current (Annual)	Additional Proposed (Annual)
Service Hours	0	4,080
Cost	0	\$571,200
Operators	0	6
Vehicles	0	3

### Performance Goals

Meet or exceed productivity of 10 passengers per hour.

Line Map – Proposed Line 78 in Blue



## PILOT PROPOSAL 2 – LINE 79 EXTENSION ON ASHBY

Line 80 was suspended in August 2020 – it had the lowest productivity out of all remaining regular local lines – and the buses, operators, and funding used to operate it were diverted to adding back service to lines with significant overcrowding and pass-ups, such as the 51s and 72s. The highest-ridership segment of Line 80 was the Ashby corridor and staff has identified an adjustment to Line 79 to serve Ashby and connect it more effectively to strong demand centers. One potential cause of Line 80’s poor productivity was the lack of strong connections to major educational, shopping, and employment centers. This proposal will re-route the southern segment of Line 79 from it’s terminus at Rockridge BART to instead turn from Claremont along Ashby through San Pablo Avenue and then to Emeryville. This change will allow for riders on Ashby to access employment and shopping in Emeryville as well as employment, shopping and educational opportunities in downtown Berkeley and at the UC Campus.

### Service Characteristics

Category	Current	Proposed
Headway	30 minutes	30 minutes
Service Days	Mon - Fri	Mon - Fri
Span	5:45 a.m. to 8:45 p.m.	5:45 a.m. to 8:45 p.m.
Bus Type	Standard 30-foot coach	Standard 30-foot coach
Garage	Division 2 - Emeryville	Division 2 - Emeryville

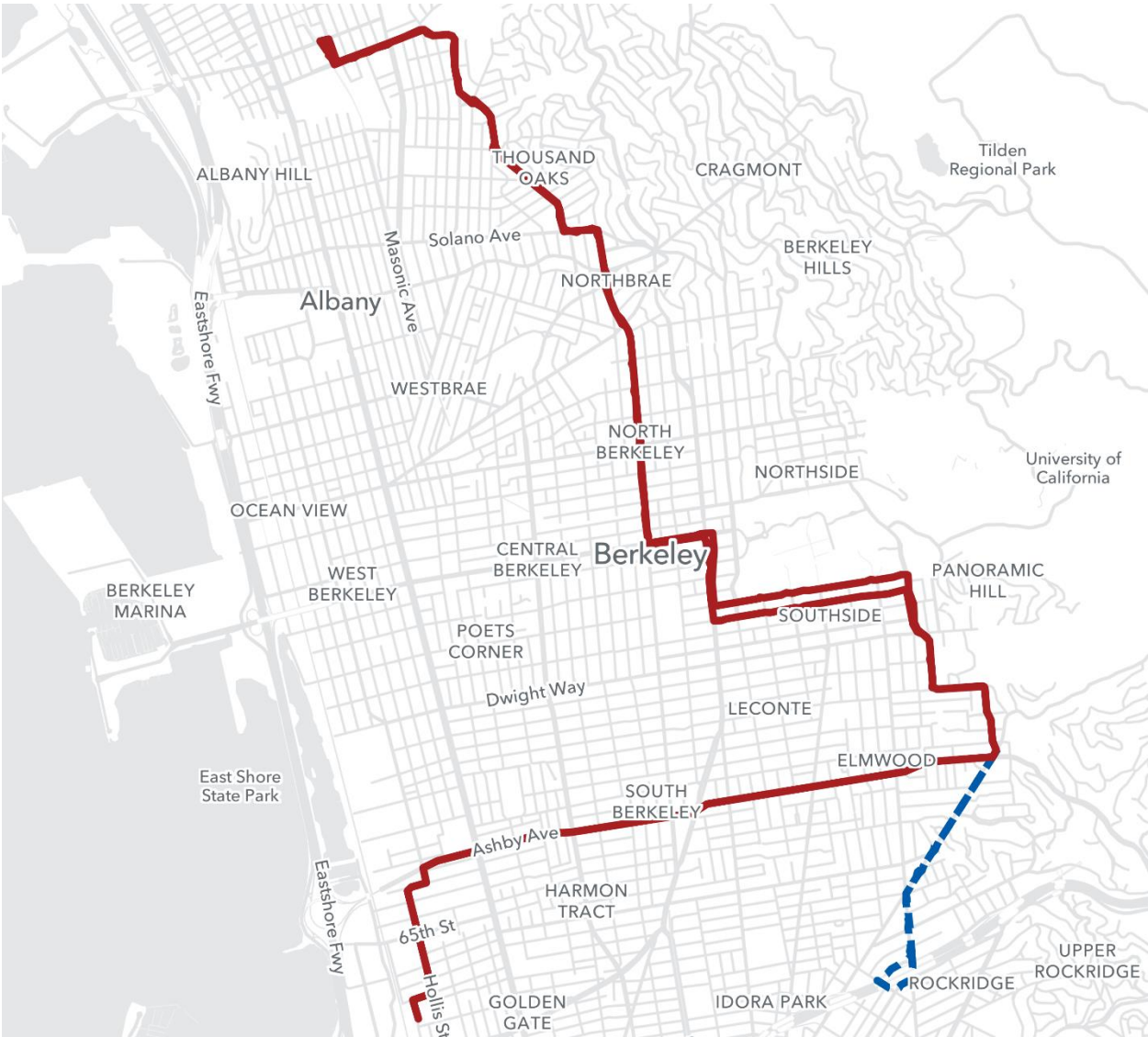
### Resource Need

Category	Current (Annual)	Additional Proposed (Annual)
Service Hours	8,492	4,080
Cost	\$1,188,810	\$571,200
Operators	6	2 - 4
Vehicles	3	1 - 2

### Performance Goals

Meet or exceed current COVID productivity of 7.8 passengers per hour (Fall 2020 sign-up).

Line Map – Proposed Line 79 in Red, Discontinued Segment is Blue Dashed Line



## PILOT PROPOSAL 3 – LINE 60 EXTENSION TO SOUTH HAYWARD BART

Since Line 22 was eliminated in 2017 to improve frequency on the other lines with which it overlapped, students and administrators at Chabot College have been requesting a direct connection between South Hayward BART and Chabot College via Tennyson. Staff have identified an extension of Line 60 from Chabot down Hesperian and along Tennyson to South Hayward BART as a potential pilot that would address those concerns. With Line 83 still suspended, this will improve frequency along Tennyson – an historically disadvantaged community – and connect Chabot to the Tennyson Corridor and South Hayward BART with a one-seat ride.

### Service Characteristics

Category	Current	Proposed
Headway	40 minutes	40 minutes
Service Days	Mon - Sun	Mon - Sun
Span	6:00 a.m. to midnight	6:00 a.m. to midnight
Bus Type	Standard 40-foot coach	Standard 40-foot coach
Garage	Division 6 - Hayward	Division 6 - Hayward

### Resource Need

Category	Current (Annual)	Additional Proposed (Annual)
Service Hours	10,439	6,570
Cost	\$1,461,460	\$919,800
Operators	4	2
Vehicles	2	1

### Performance Goals

Meet or exceed current COVID productivity of 10.1 Passengers per hour (Fall 2020 sign-up).

Line Map – Proposed Pilot Extension is Dashed Red Line

