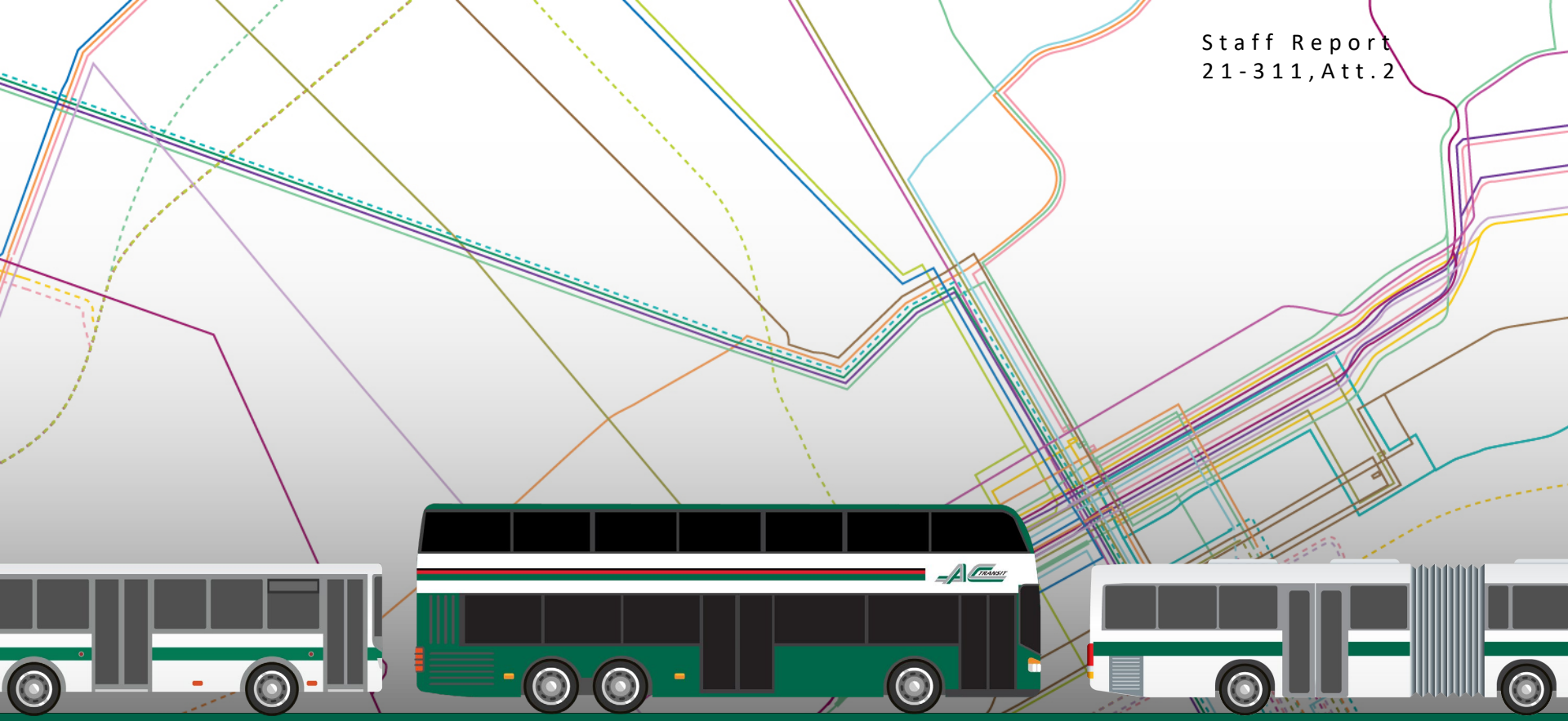
Staff Report
21-311, Att. 2



SERVICE RECOVERY PRIORITIES

SERVICE PLANNING DEPARTMENT

PURPOSE

What do we do as workforce and funding become available?

Where should we prioritize recovery until the new network is approved and implemented?

What criteria do we use to identify priorities?

What is important to the District and the communities we serve?

CRITERIA

Yes/No Screeners

- Resources: Does the District have enough operators to cover a service increase?
- Need: Is the line below pre-pandemic service levels?

Scoring Criteria

- Equity: Does the line serve a Disadvantaged Community?
- Productivity: Does the line have high ridership?
- Coverage: Does the line provide critical coverage in the network?

KEY CONSIDERATIONS

- Service levels must match the number of available operators.
- Special District 1 and Special District 2 levels must agree with annexation agreement.
- Work to coordinate schedules with other agencies to ensure that as service improvements may lag, options for getting to critical destinations will be available.
- Continue to provide nearly the same level of supplementary service to school sites as pre-pandemic where possible based on bell times.
- Maintain lifeline services such as BART Early Bird Express and All-Nighter 800-series service.
- Maintain outside-funded services provided we continue to receive funding.
- Ensure scheduled running times are accurate and reflect traffic conditions.

PRIORITIES - METHODOLOGY

Priorities were determined by an index of the aforementioned criteria.

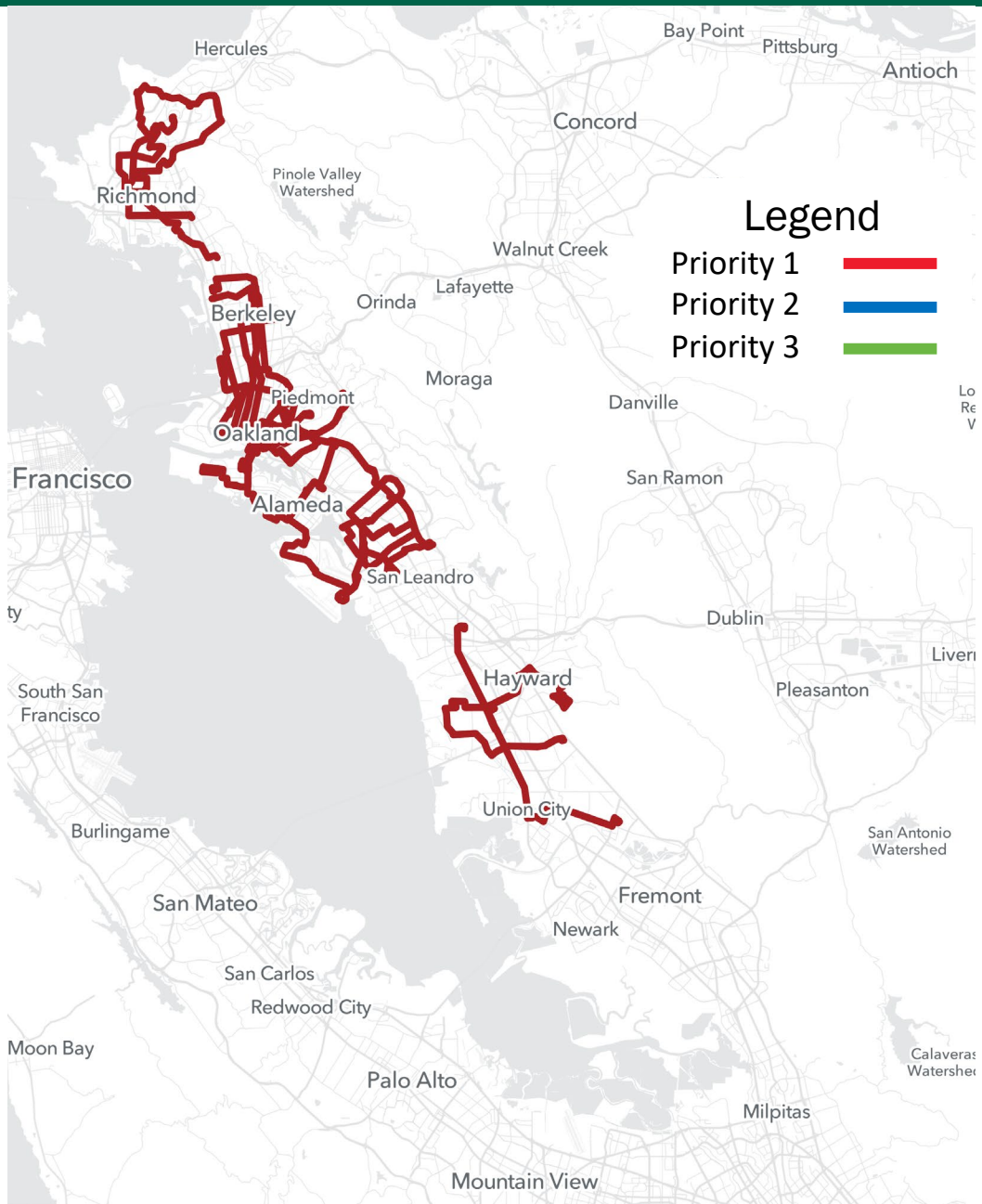
- **Any line at or above pre-pandemic levels was excluded and placed in the "Full Service" category.**
- Transbay lines were separated out into a separate category to be implemented as opportunity hooks become available.
- Lines serving DACs were assigned a score of 1, those not a 0.
- Lines with high ridership were assigned a score of 2, medium ridership a 1, and lines with low ridership a 0.
- Lines providing coverage to low-density areas were assigned a 1 and lines serving dense areas a 0.
- Shuttle lines were separated out as the Broadway Shuttle and Early Bird Express (700s) are operated under contract and the 300-series and Flex lines carry very few riders.
- Supplementary Service will be turned on starting in August 2021.

PRIORITIES

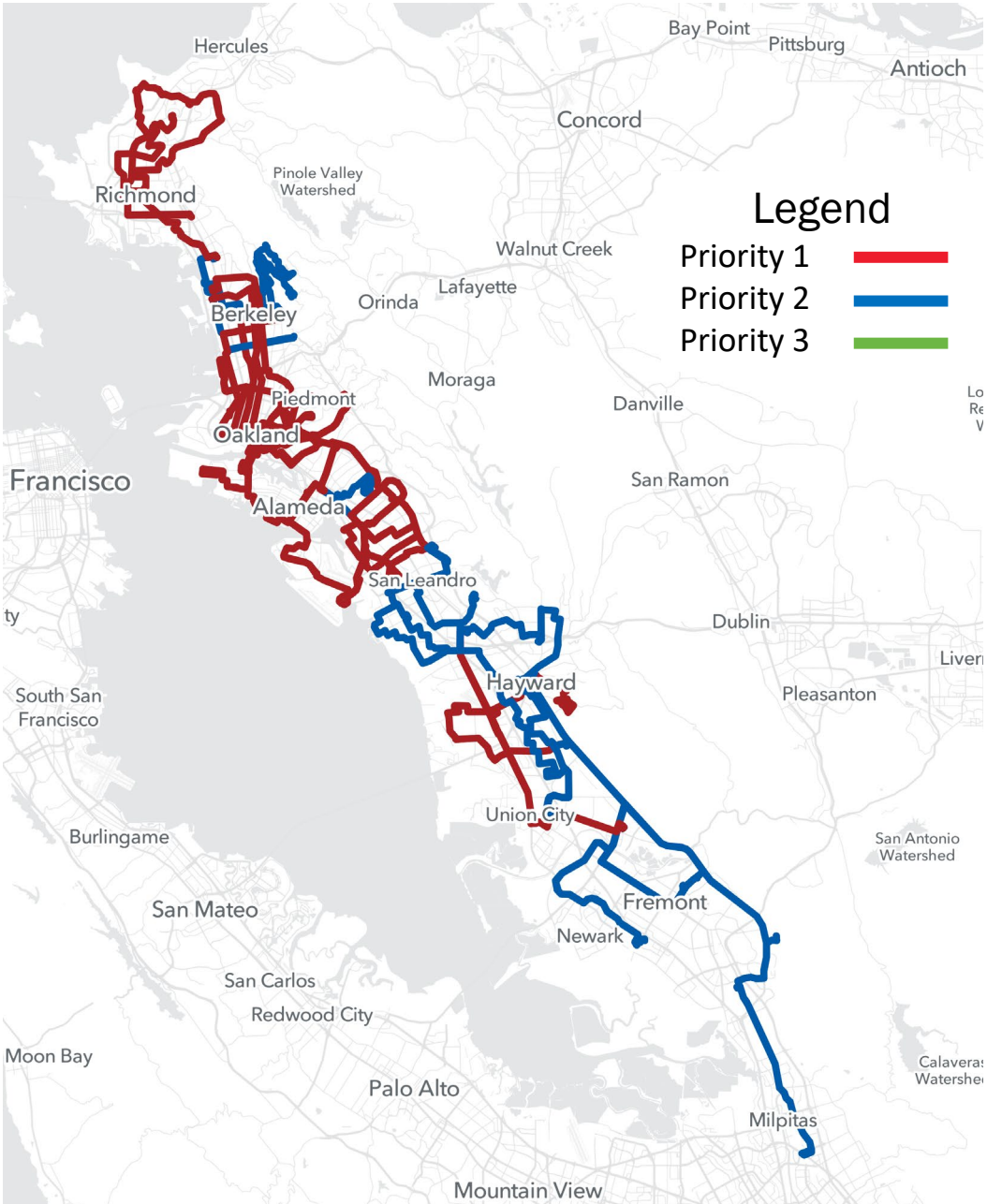
Priorities were determined by an index of the criteria on a previous slide. Any line at or above pre-pandemic levels was excluded and placed in the “Full Service” category.

PRIORITY	LINES
Full Service	1T, 6, 10, 14, 39. 40, 46L, 51A, 51B, 54, 62, 72, 72M, 72R, 74, 200, 215, 239, 376, 800, 801, 802, 805, 840, 851, F, NL
Supplementary	600s and Trippers – August 2021
Priority 1	12, 18, 20, 21, 29, 33, 36, 45, 57, 60, 70, 71, 73, 76, 86, 88, 90, 96, 97, 98
Priority 2	28, 34, 35, 41, 47, 52, 56, 65, 67, 80, 99, 217, 232
Priority 3	7, 19, 46, 79, 83, 93, 94, 95, 210, 212, 216, 251
Transbay	B, C, CB, E, FS, G, H, J, L, LA, M, NX, NX1, NX2, NX3, NX4, O, OX, P, S, SB, U, V, W, Z
Shuttle	314, 339, 356, 701, 702, 703, 705, 707, 710, FLEX, Broadway Shuttle

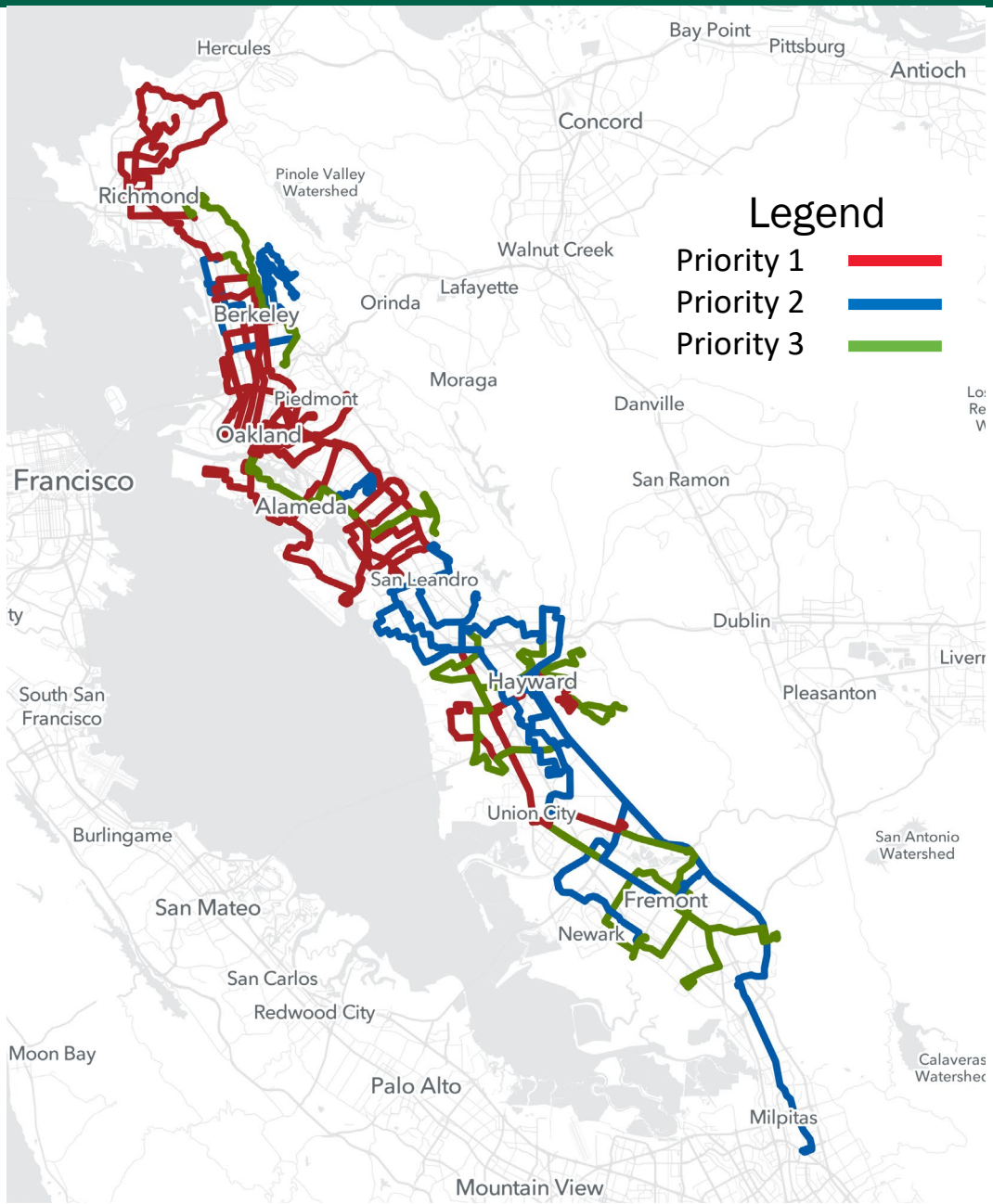
PRIORITY 1 - MAP



PRIORITY 1+2 - MAP



PRIORITY 1+2+3 - MAP



CONCLUSION

Comments/Questions