

Meeting Agenda

- 15 Minutes – Open Gallery/Discussion
- 20 Minutes – Presentation and Overview
- 55 Minutes – One-on-One with AC Transit Staff



2009 Service Adjustments Plan

Community Workshops

September 2009

Cory LaVigne

Service and Operations Planning Manager



Alameda-Contra Costa Transit District

Why are we here?

- Fiscal Emergency – Revenue Deficit
 - \$57 Million Deficit through June 2010
 - State Funding Discontinued – at least 5 years
 - Local Property Tax – taken by the state



Why are we here?

- Minimized the Damage –
 - Passage of Measure V V (November 2008)
 - Fare Increase (July 2009)
 - Reserves
 - Federal Stimulus Funding
- All of the above have led to smaller reductions

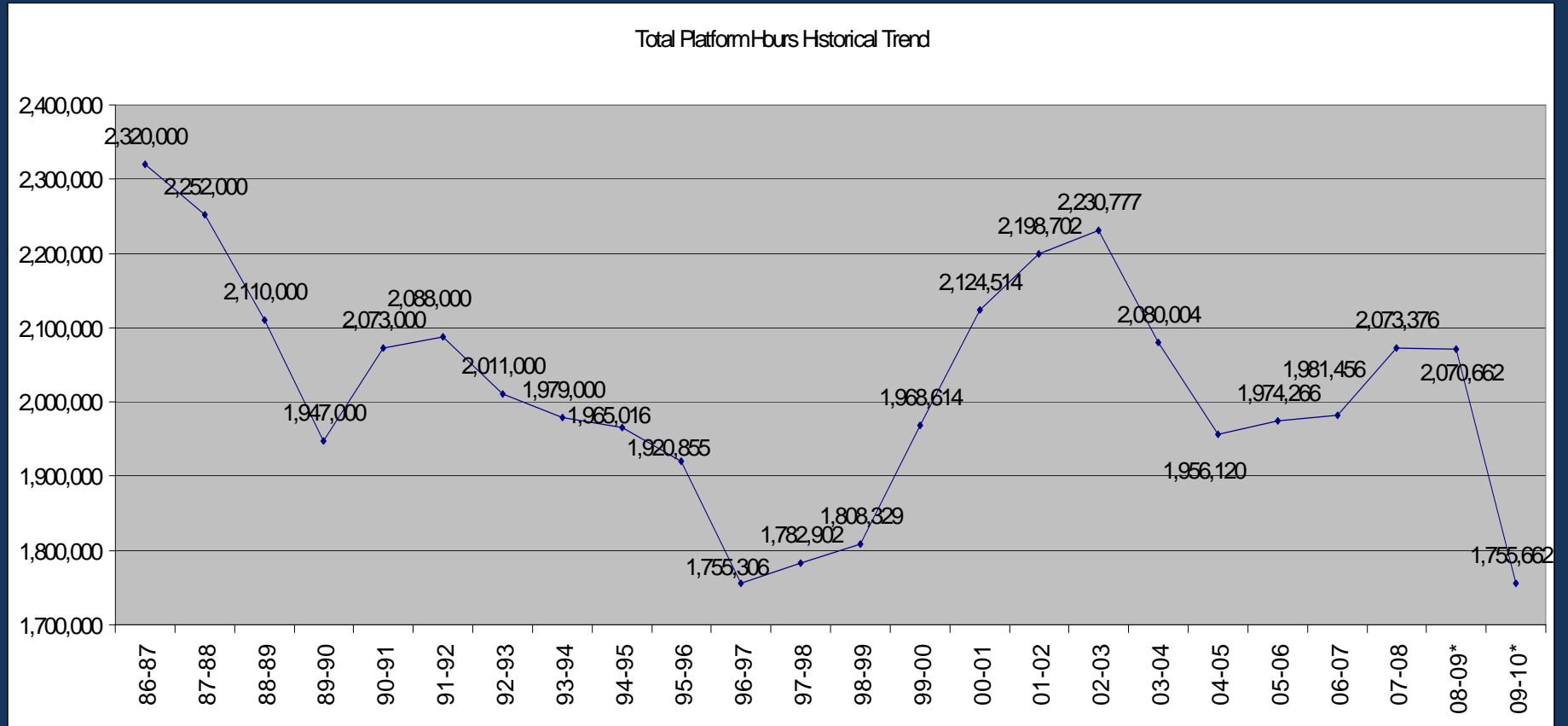


Why are we here?

- Pro-active Fiscal Management
 - Institutional (Budget) Changes
 - “Back to the Basics”
 - Workforce Reductions – Districtwide
 - Plan for a 15% Reduction in Service
 - 315,000 Platform Hours



Why are we here?



Alameda-Contra Costa Transit District

2009 Service Adjustments Plan

- 15% Service Reduction (315,000 hours):
 - Community Outreach – Demands a thoughtful, and complete analysis of the population being served
 - Data Driven – Demands a data-driven, and hard look at all services
 - Creative Planning – Demands that Planners be creative in the delivery of service and willing to modify traditional services



2009 Service Adjustments Plan Process

- Community Outreach
 - Workshops – 1st Round
 - 6 meetings around the District
 - One-on-One Route Planning
 - Trade-Offs Voting
 - Workshops
 - e-News
 - Workshops – 2nd Round
 - 8 meetings around the District
 - Review Service Plans

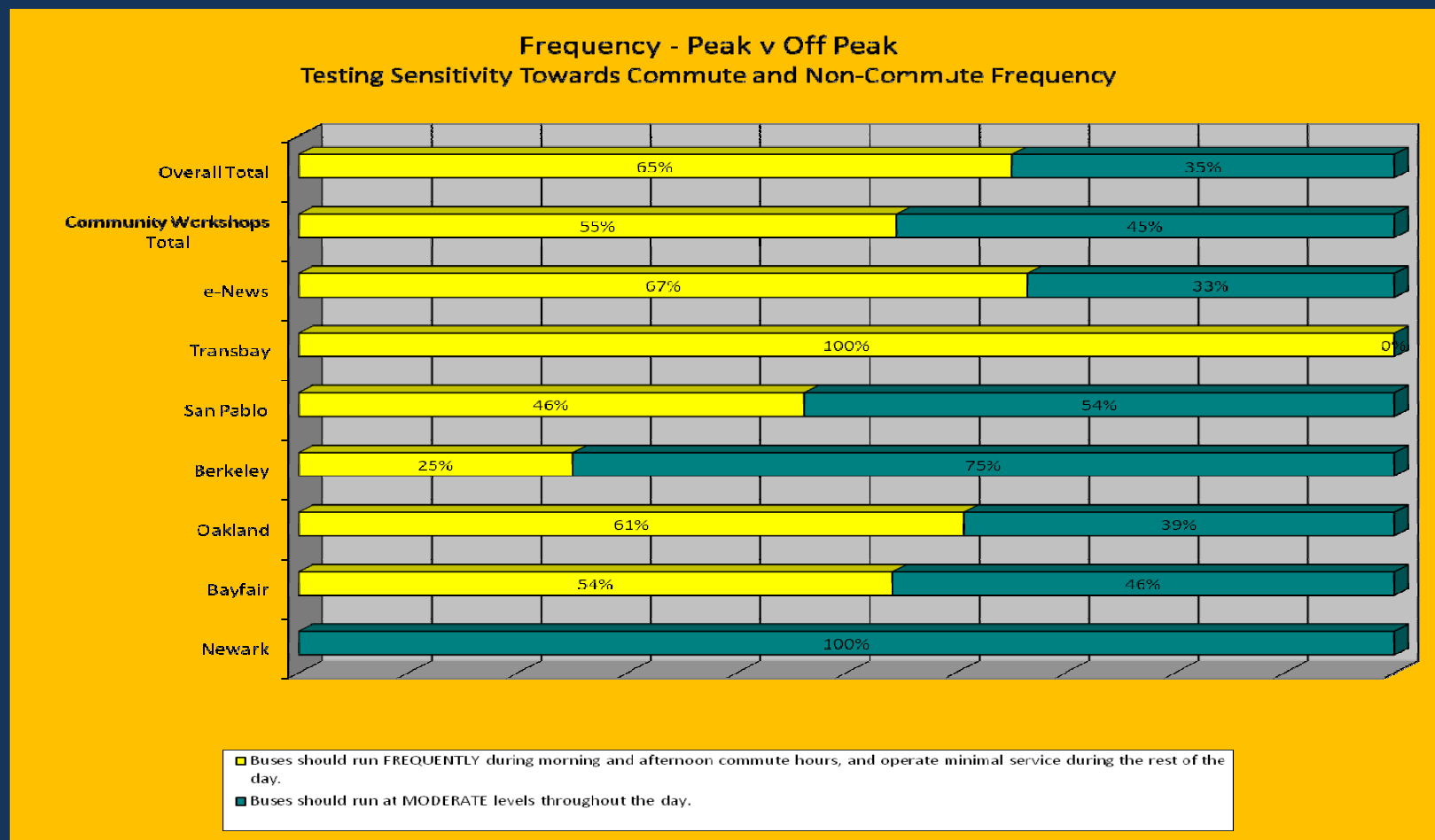


2009 Service Adjustments Plan Process

- Trade Offs Voting (lesser of evils)
 - Span versus Frequency
 - Coverage versus Frequency
 - Use of Non-Standard Frequency
 - Focus Service on High Use areas versus Low Use areas
 - Saturday and Sunday Service Levels
 - Question on Transferring



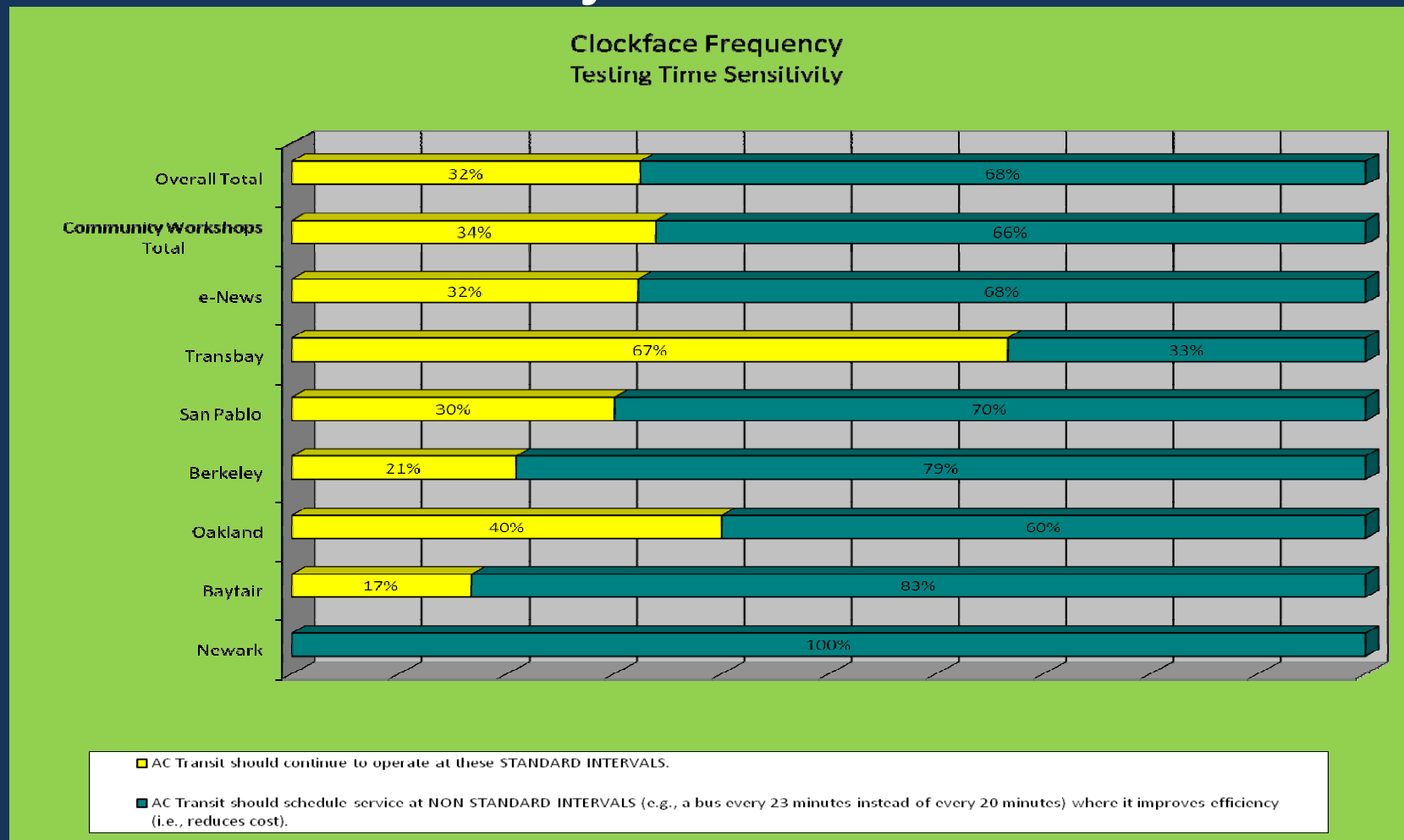
2009 Service Adjustments Plan Process



Much appreciation to V Smoother of "A Better Oakland" for formatting suggestions!



2009 Service Adjustments Plan Process



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Alameda-Contra Costa Transit District

2009 Service Adjustments Plan

- Data Driven – “Demand Dots”
 - Automatic Passenger Counters (APC) on vehicles
 - Provides on’s and off’s for all stops System-wide
 - Shows High and Low Use Locations Graphically
 - Prioritize Service to High-Use Areas
 - Attempt to Serve Low-Use Areas



2009 Service Adjustments Plan Process

- Data Driven – Demand Dots



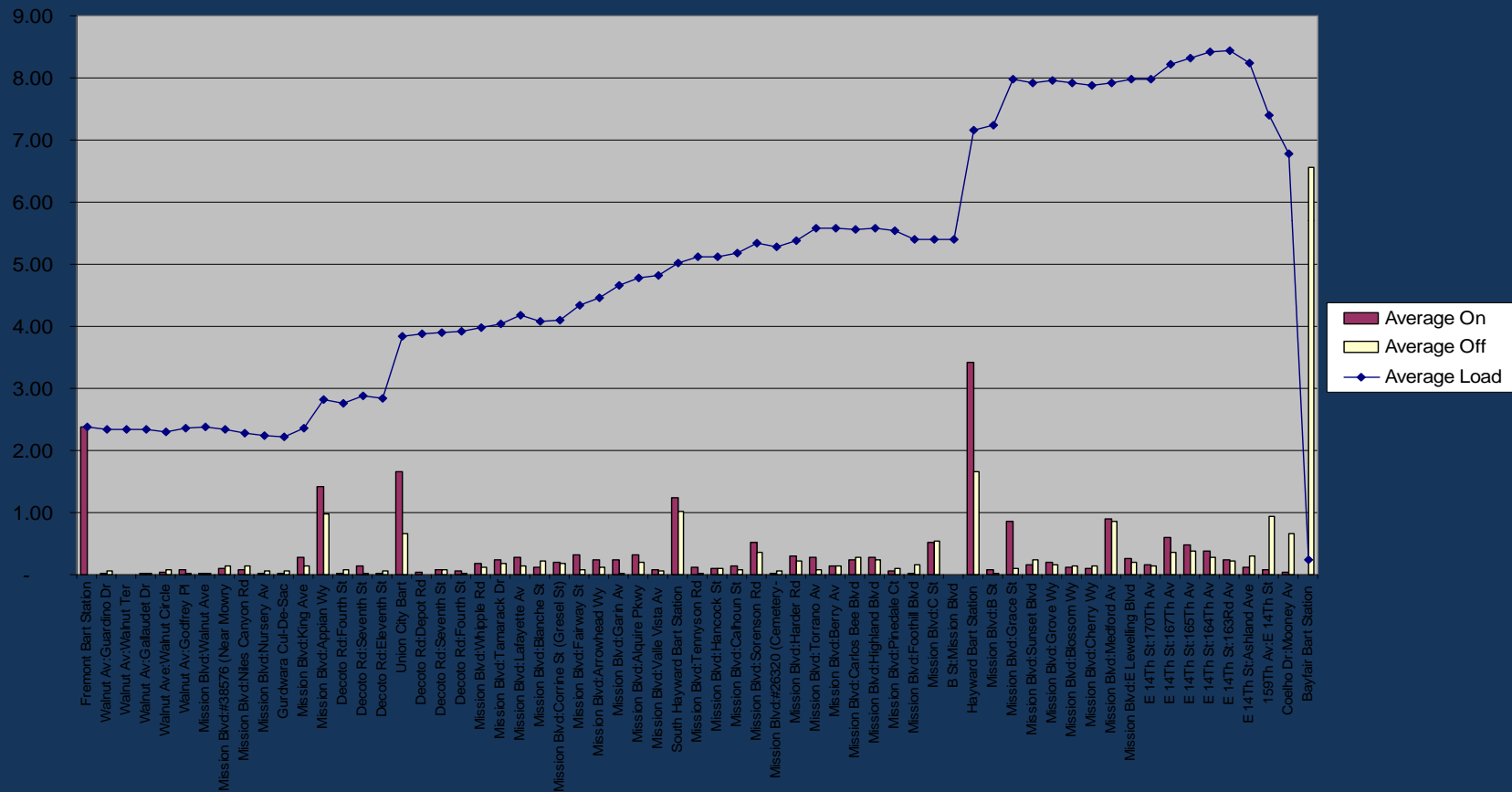
2009 Service Adjustments Plan

- Data Driven – By Line/Segment
 - APC Data
 - Ridership along a line
 - Total Line
 - Line Segments
- Data Driven – By Trip
 - APC Data
 - On's and Off's for all Trips System-wide
 - Shows use by time-of-day



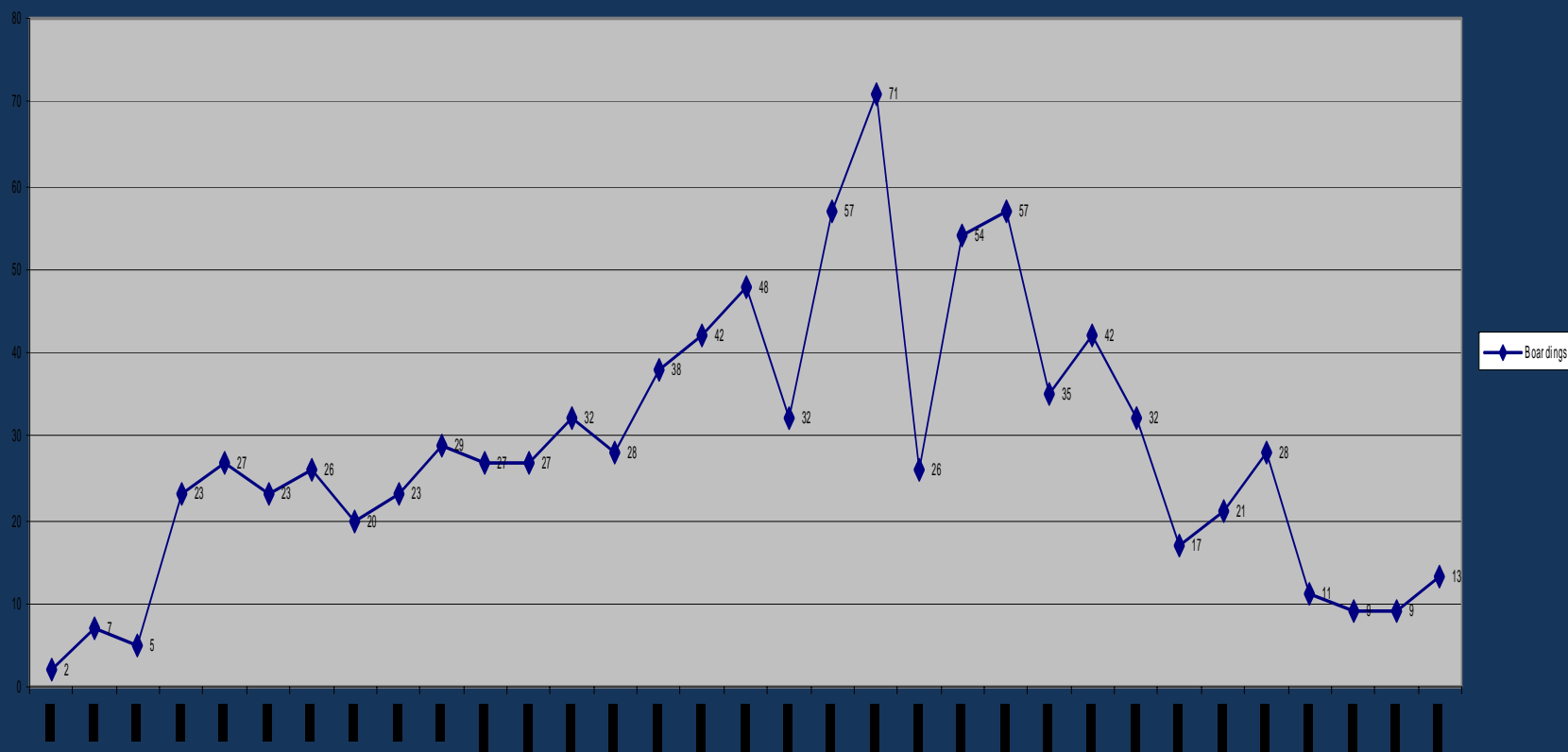
2009 Service Adjustments Plan Process

- Data Driven – Average Ridership and On's and Off's



2009 Service Adjustments Plan Process

- Data Driven – Plotted out all On's and Off's by Route by Trip



2009 Service Adjustments Plan

- Creative Planning
 - Using District Service Development Policies
 - Allocation of service must reflect some consideration of geographic equity, but ultimately productivity and usefulness of the service should be given greater weight – Strategic Plan
 - Service must be prioritized to those areas with the greatest potential for transit use, with good patronage rewarded by better service and shorter waits – Guiding Principles

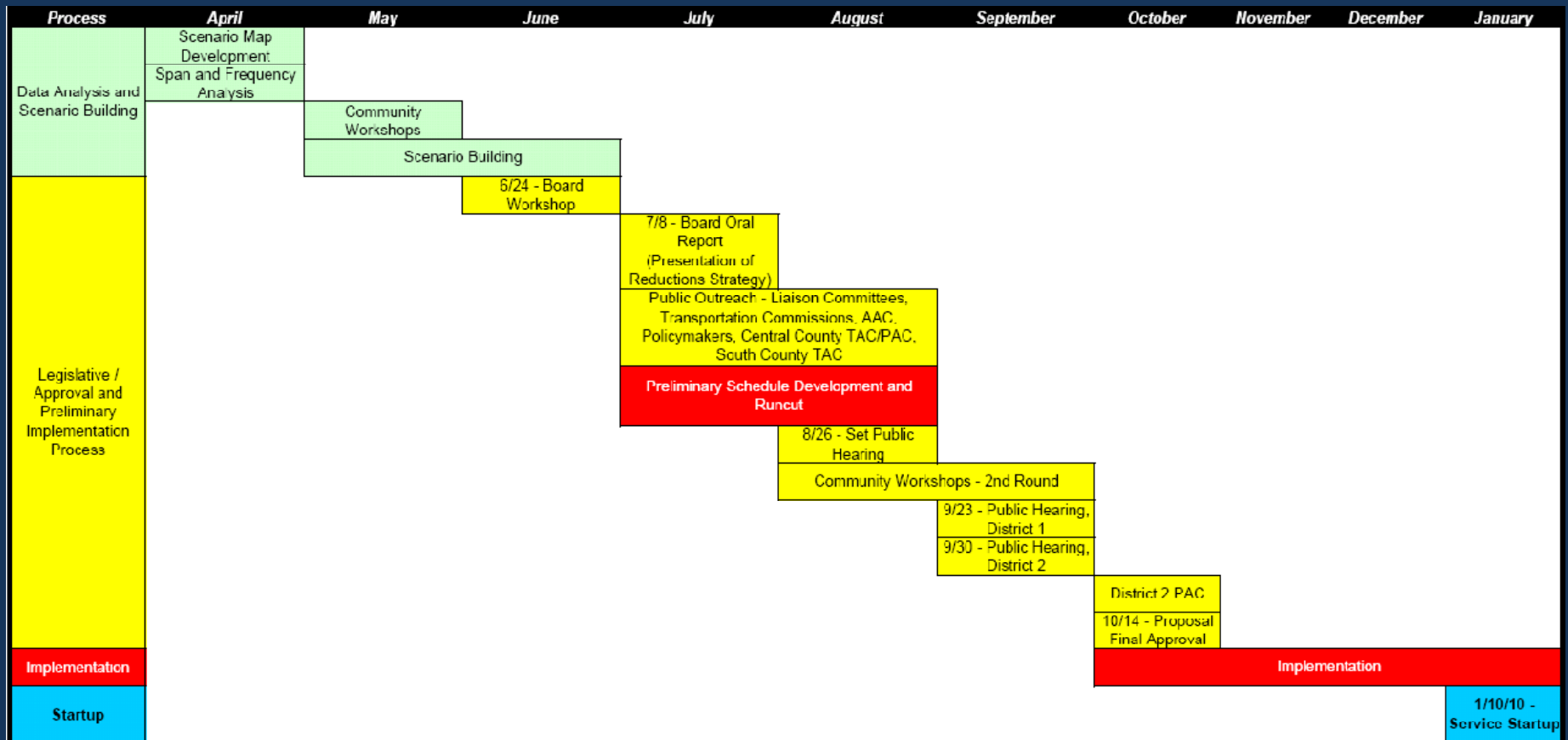


2009 Service Adjustments Plan

- Creative Planning
 - Maintain and Hold the Main Lines Harmless
 - Combine Lines to Produce Efficient Routing
 - Use of Circulator and Neighborhood Shuttles
 - Prioritizing Service to Demonstrated-Use Areas
 - Split Long Lines to Improve Reliability
 - Line 18
 - Line 50
 - Line 51



2009 Service Adjustments Plan



Questions on Background Information?



Alameda-Contra Costa Transit District

Thanks, and now please...

...Go Talk to Planners and Staff!!



Alameda-Contra Costa Transit District