# Realign Project Update

## City of Alameda Transportation Commission

WEDNESDAY AUGUST 23, 2023

# What is Realign?

It’s a review of our routes and schedules.

Prioritize where and when transit service is offered

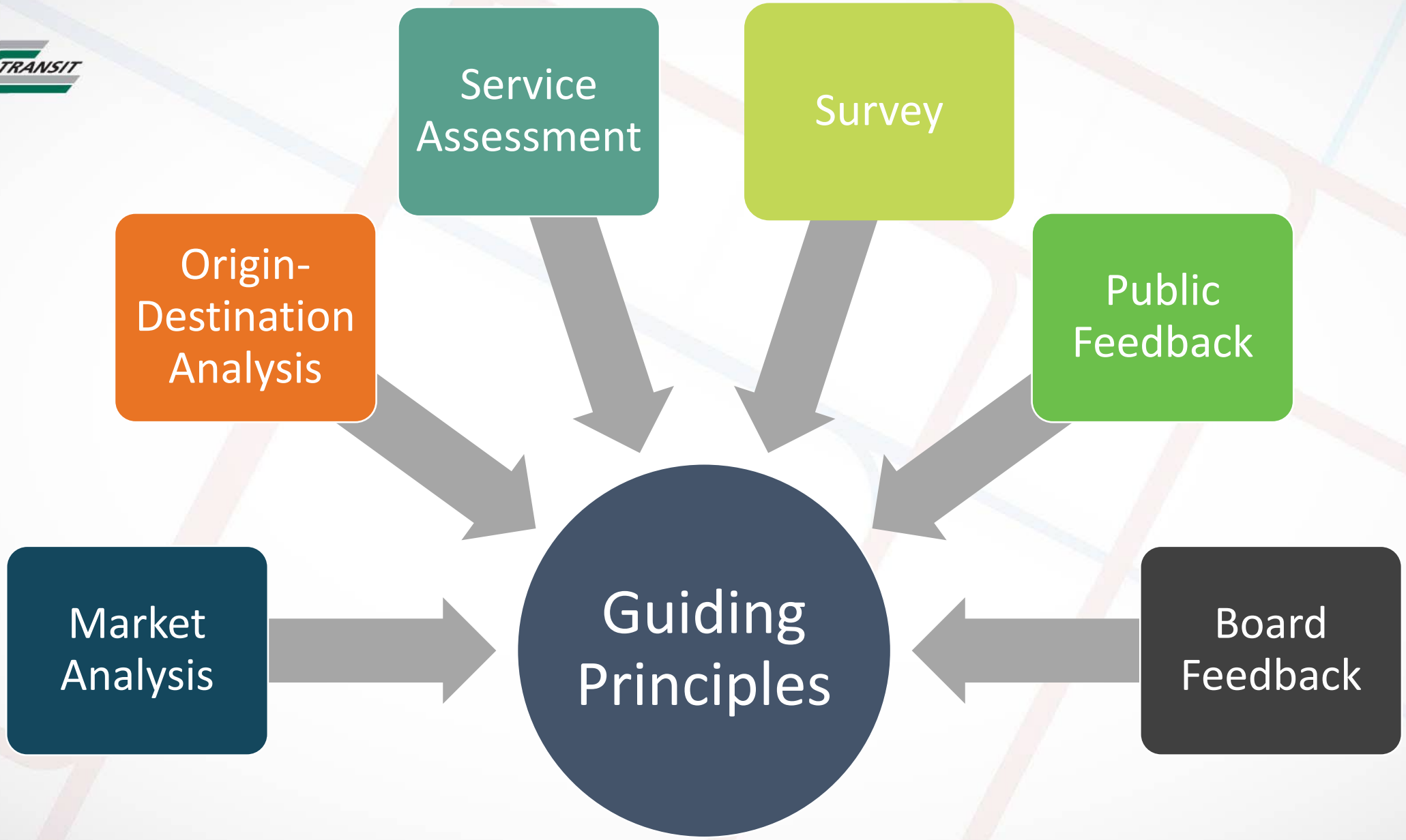
Align service with customer needs and equity goals

# Realign's Expectations

- Hard Choices
- Proactive public engagement and feedback
- Opportunity for an unconstrained scenario

# Realign Project Phasing

| 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|
| **Develop Plans + Learn Rider Needs** | **Aligning Guiding Principles with Community Assessment** | **Develop Service Scenarios and Gather Feedback** | **Draft Final Service Plan and Plan Adoption** | **Develop Service Standards and Inform Riders about Service Changes** |
| *Mar-Jun 2023* | *Jul-Aug 2023* | *Sep-Dec 2023* | *Jan-Apr 2024* | *Apr-Sep 2024* |

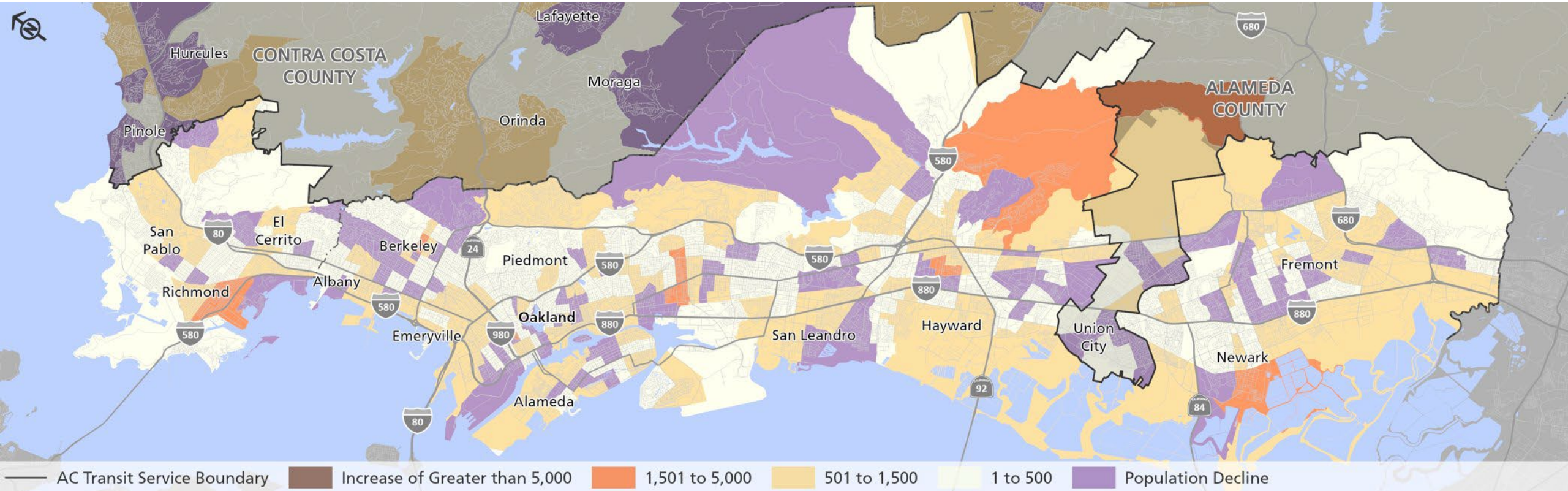



# Key Project Elements (Phases 1 and 2)

# Population Change (2013-2021)

American Community Survey 5-Year dataset

- 2013 Population: 1,522,000
- 2021 Population: 1,589,000
- 2022 – 2023 showing population decline

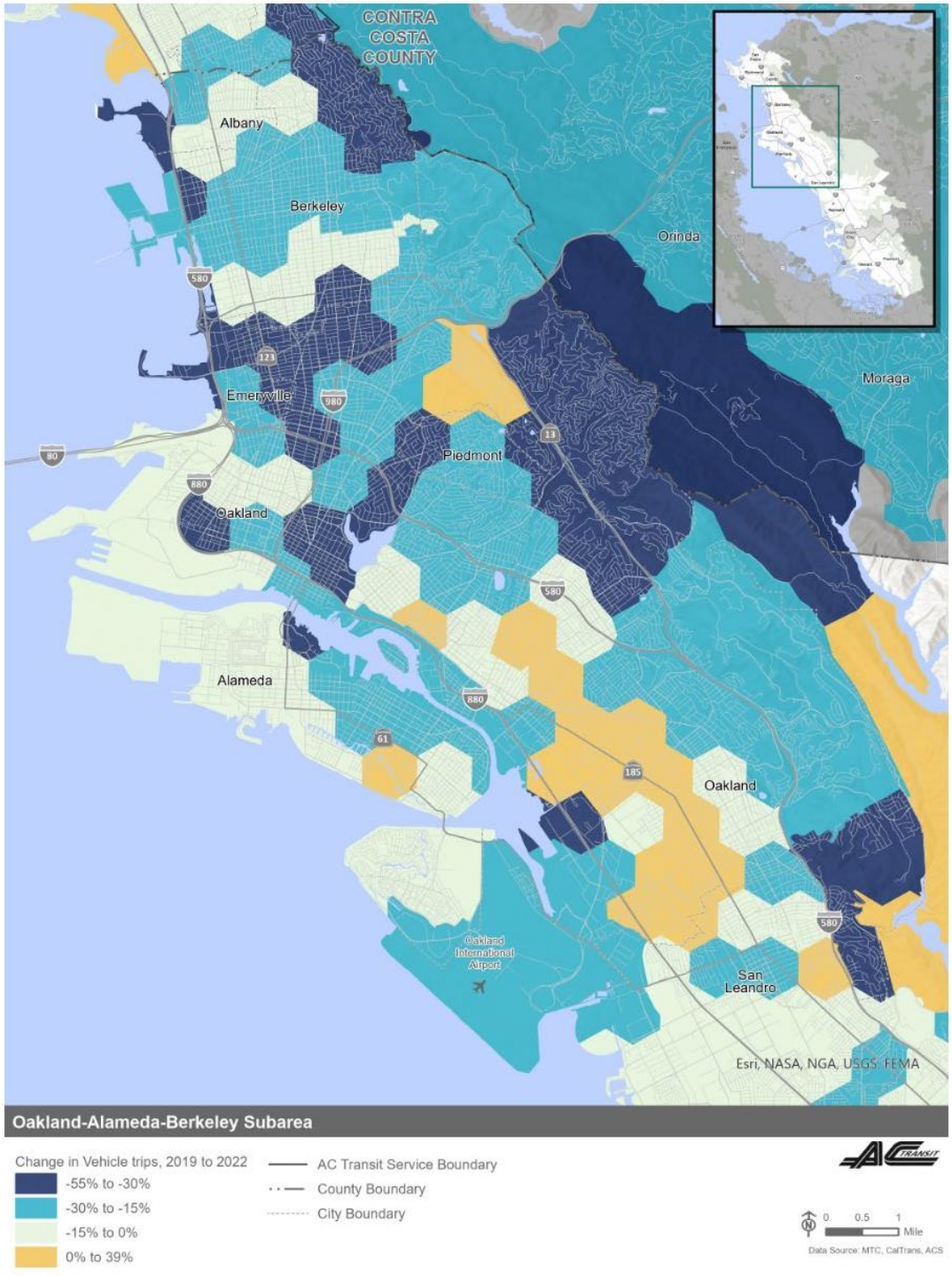


# Travel Markets 2019-22

## Overall Trips, StreetLight Data

- Fewer overall vehicle trips made throughout AC Transit service area, and especially in job centers.
- Notable exceptions with density:
  - Richmond, San Pablo, Int'l Corridor, South Hayward, Cherryland

Note: Vehicle trips include buses and heavy vehicles but not rail.



# Overall Vehicle Trips, 2019-22

## Geography

- Most vehicle trips in AC Transit service area start and end within (over 90%).
- This holds true in smaller geographies to a lesser degree. (~ 60-70%)
- Bus trips skew extra-local as compared to general travel.

## Time of Day

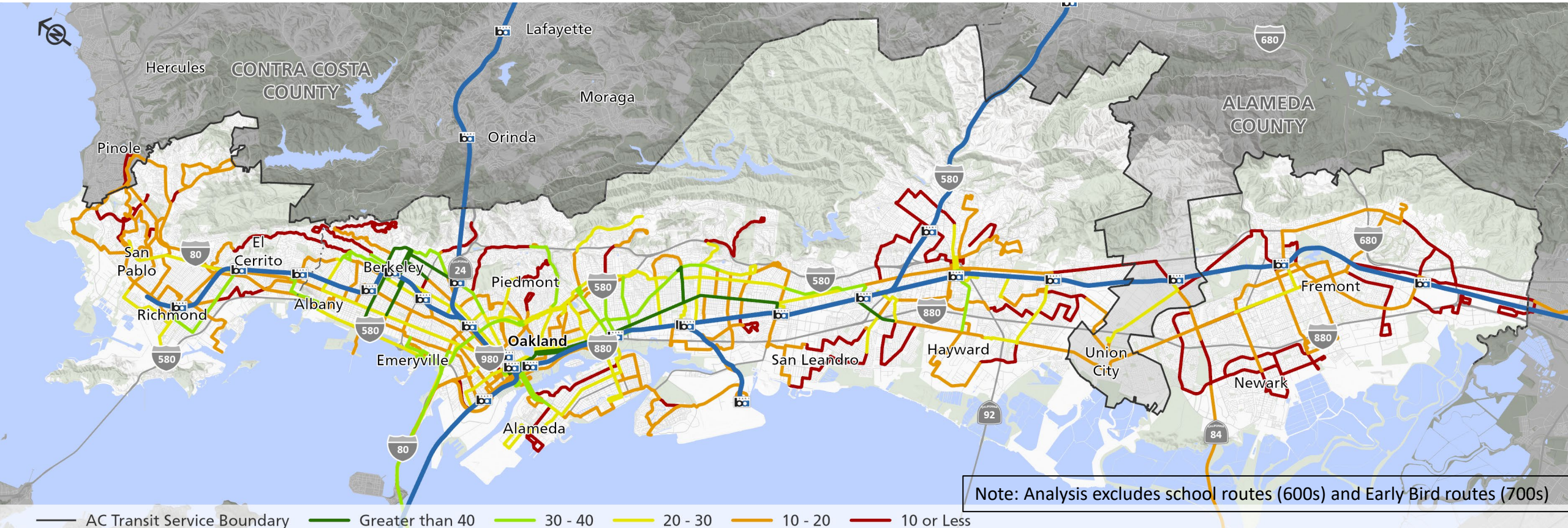
- Seeing declines across all weekday time periods, with midday travel declining least compared to pre-pandemic.
- % drops greatest overnight and in late evenings on weekdays.
- Weekend travel declines spread more uniformly across time periods.

Note: Vehicle trips include buses and heavy vehicles but not rail.

# 2022 Productivity by Segment

(passengers per revenue hour)

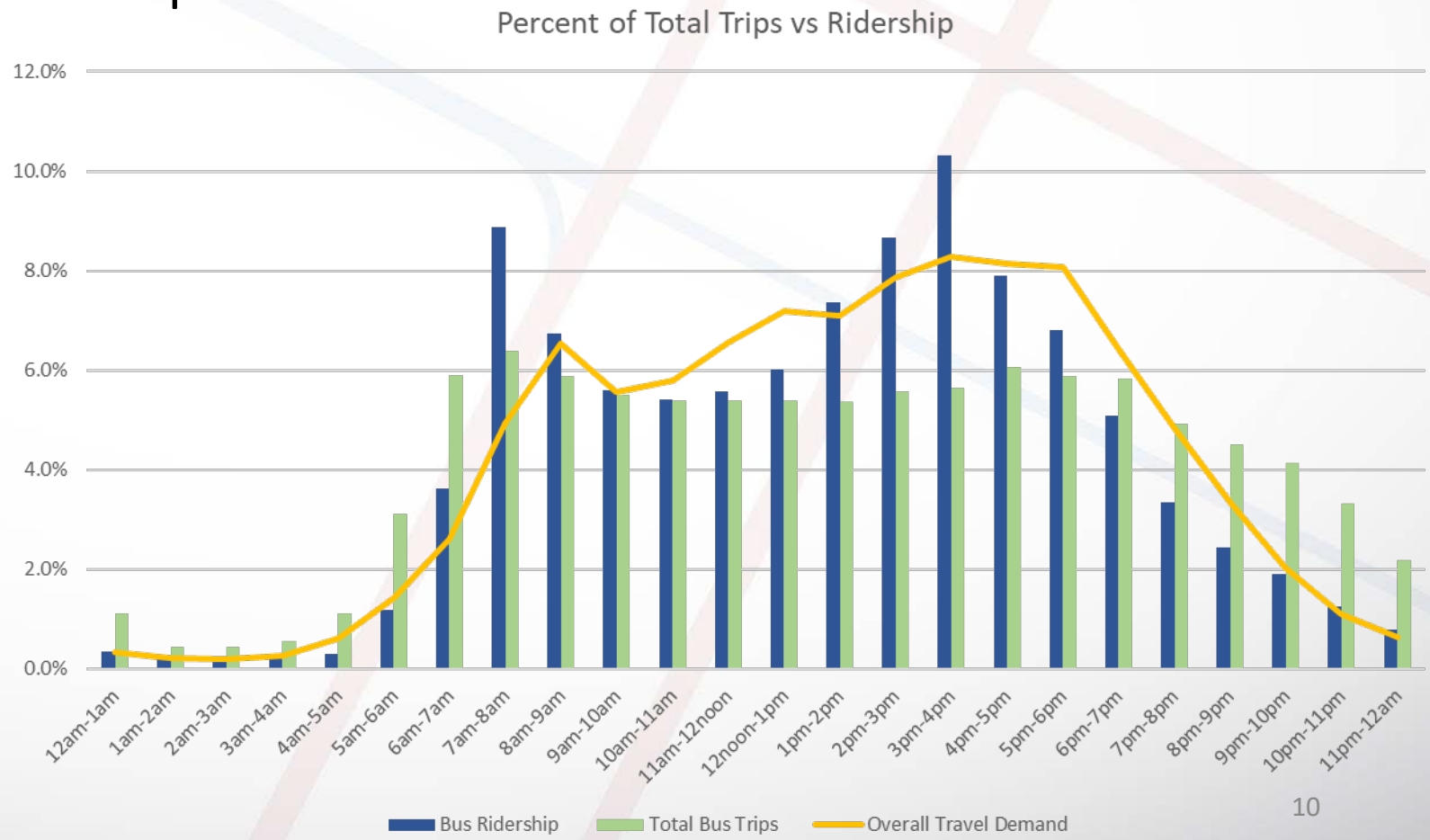
- Highest productivity: Oakland and Berkeley
- Lower productivity: Suburban and low-density areas
- Line 51B is the highest performing route in the system, with a weekday productivity of over 60 passengers per hour.



# Travel Demand vs. Transit Use

## Weekday time of day comparison

- Bus ridership is more concentrated in the AM and PM peaks
- Students traveling to and from school generate the heavy demand between 7 and 8 AM and 3 and 4 PM
- Overall travel demand has slight peaks



# Phase 1 – Spring 2023

## OUTREACH AND ENGAGEMENT

Impressions

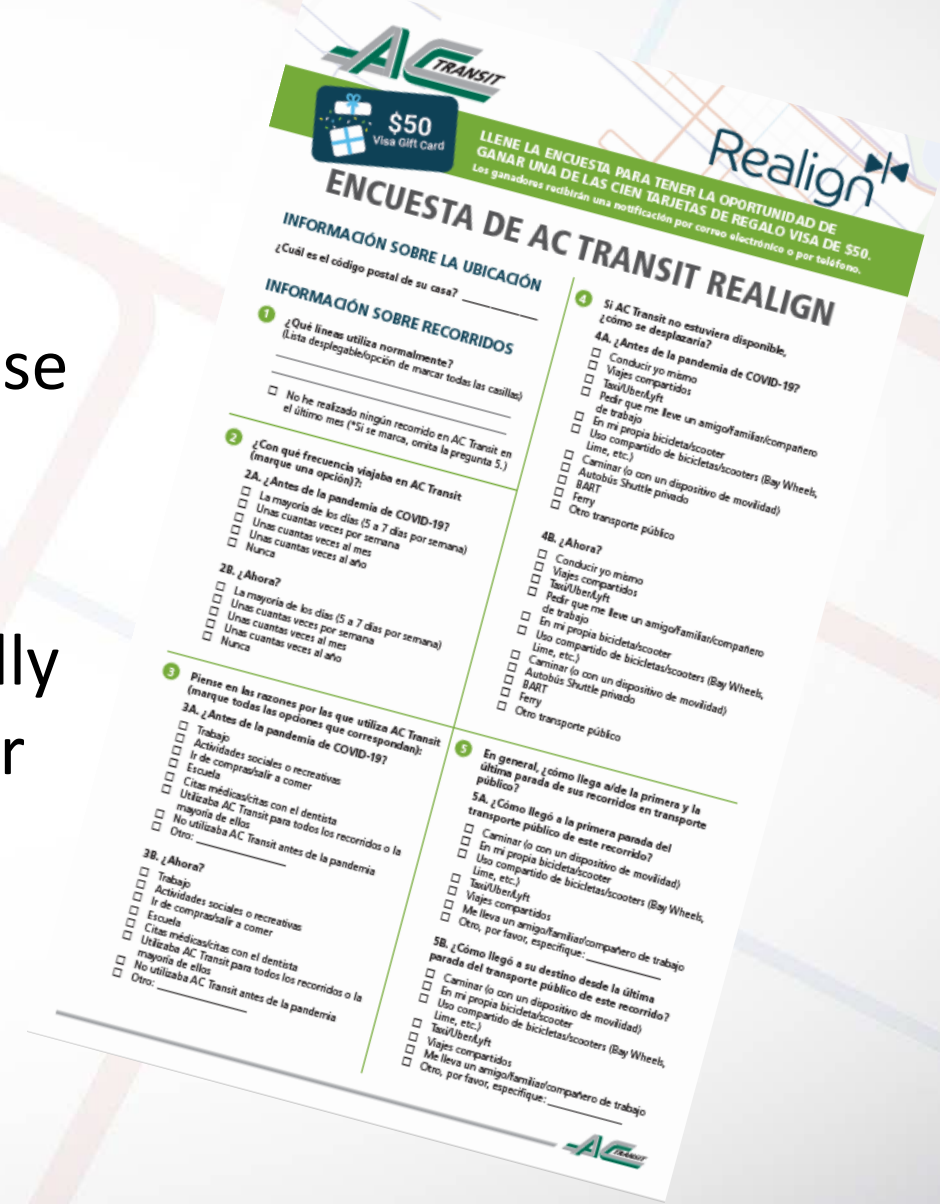
20,861 | 7,481 | 1,471

149
Pop-Up Events

15,718
Survey Responses

# Survey Takeaways

- Respondents riding pre-pandemic and now use the bus for about the same reasons they did before.
- Respondents ride less frequently, but generally see frequency as most key compared to other trade-offs.
- Respondents most prefer additional midday service and early morning and early evening service on weekdays, and additional service throughout the day on Saturdays, then Sundays.



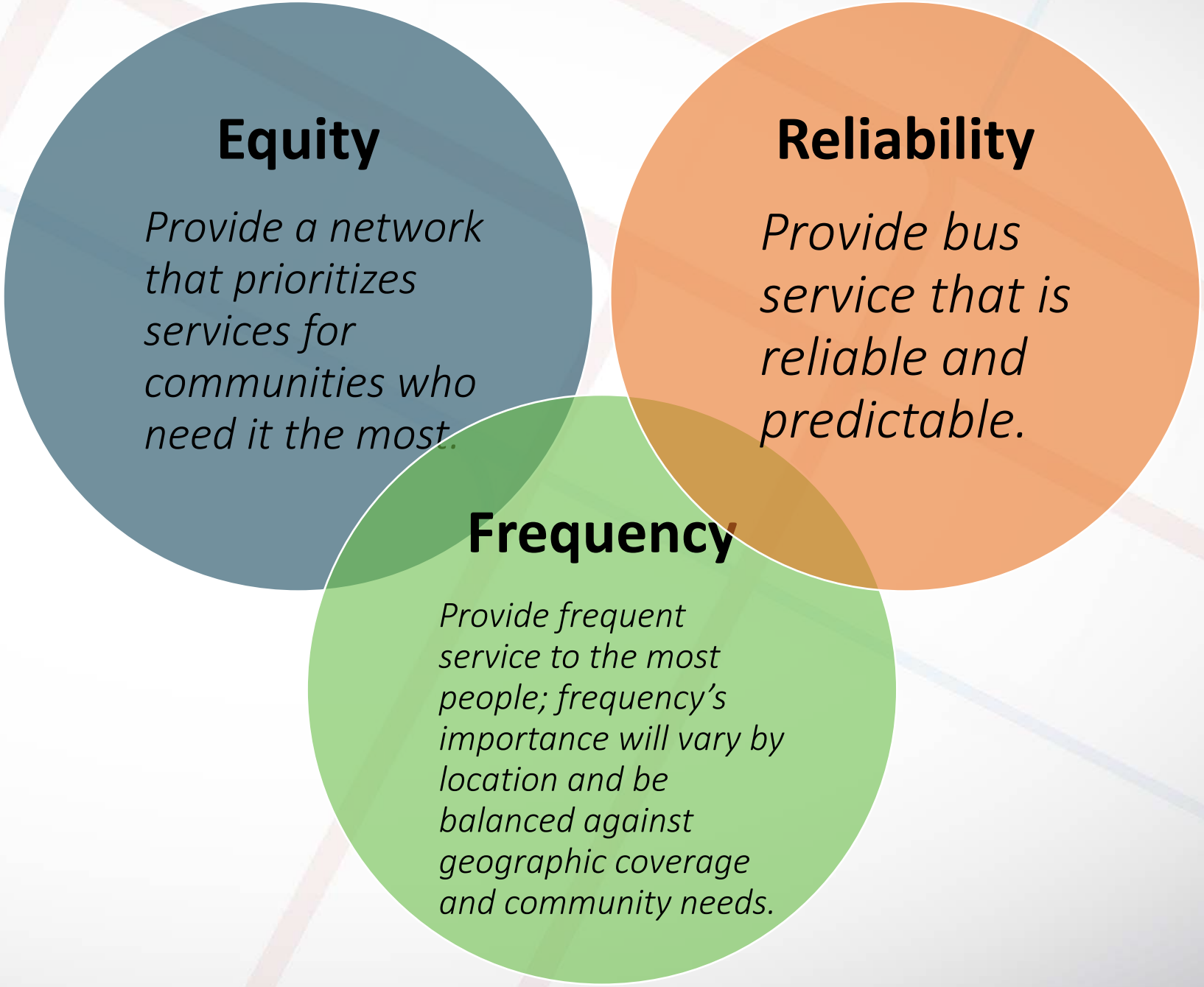
# Key Existing Conditions Findings

- The AC Transit service area saw population growth during the last decade but is experiencing a slight decline post-pandemic.
- The makeup of the AC Transit service area is changing due to factors such as an aging population and displacement.
- Travel to and from employment centers is lower today than pre-pandemic; the degree of change varies by location.

# Key Existing Conditions Findings (cont.)

- Riders are using AC Transit less today than prior to the pandemic, but in general the trip purposes are the same.
- In general, customers value more frequent service when considering tradeoffs; however, results are mixed when accounting for demographics and subarea location.
- Customers value AC Transit's network coverage and mentioned more frequent and reliable bus service as areas for improvement.

# Guiding Principles



## Equity

*Provide a network that prioritizes mobility for communities who need it the most.*

### *Why?*

- Cost of living, displacement, and gentrification
- Aging population
- Non-traditional work hours (weekend, early morning, late evening)

### *How and What?*

- More service in places with high concentrations of people of color, low incomes, limited English proficiency, seniors, households without cars, single parent families, people with disabilities, significant rent burdens.
- Less service outside of these communities, like possible reductions in Transbay service.

## Reliability

*Provide bus service that is reliable and predictable.*

***Why?***

- Community feedback through survey and in-person events
- Shortage of bus operators

***How and What?***

- Add more buffer into schedules to better account for real world conditions (traffic, delays).
- Spending more on existing service means less for new or expanded services.
- Less service on paper, but more consistency in reality.

## Frequency

*Provide frequent service to the most people; frequency's importance will vary by location and be balanced against geographic coverage and community needs.*

### *Why?*

- Community feedback through survey
- High-ridership routes are in areas with high population density

### *How and What?*

- More service in higher-density areas where more people ride.
- At least one corridor (every 15 minutes or better) in every sub-area of our service area
- We'll look at alternatives to regular fixed bus service, like on-demand service in lower ridership areas.

# Promotions – Phase 2 Outreach

more info at *actransit.org/realign*