



Realign^{▶◀}

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

**Develop Plans
+
Learn Rider
Needs**

Mar-Jun 2023

2

**Aligning
Guiding
Principles with
Community
Assessment**

Jul-Aug 2023

3

**Develop
Service
Scenarios
and Gather
Feedback**

Sep-Dec 2023

4

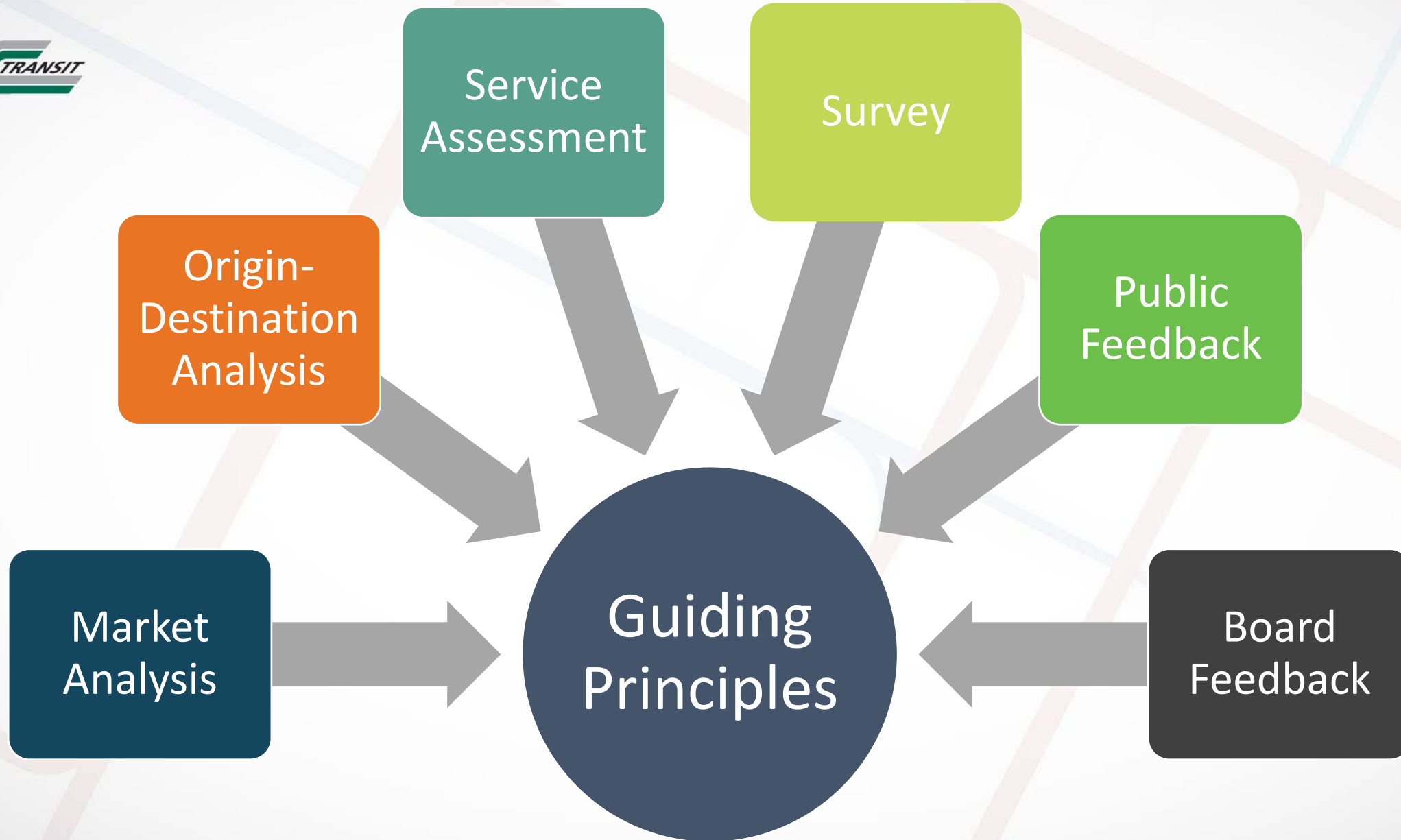
**Draft Final
Service Plan
and Plan
Adoption**

Jan-Apr 2024

5

**Develop
Service
Standards
and Inform
Riders about
Service
Changes**

Apr-Sep 2024

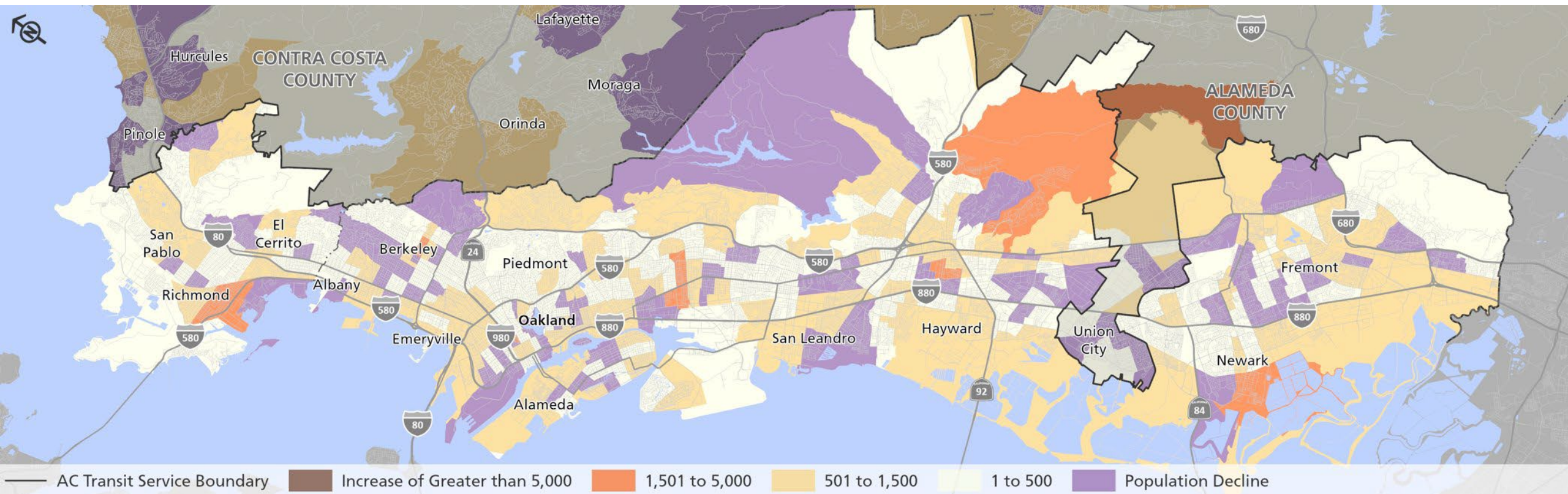


Key Project Elements (Phases 1 and 2)

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

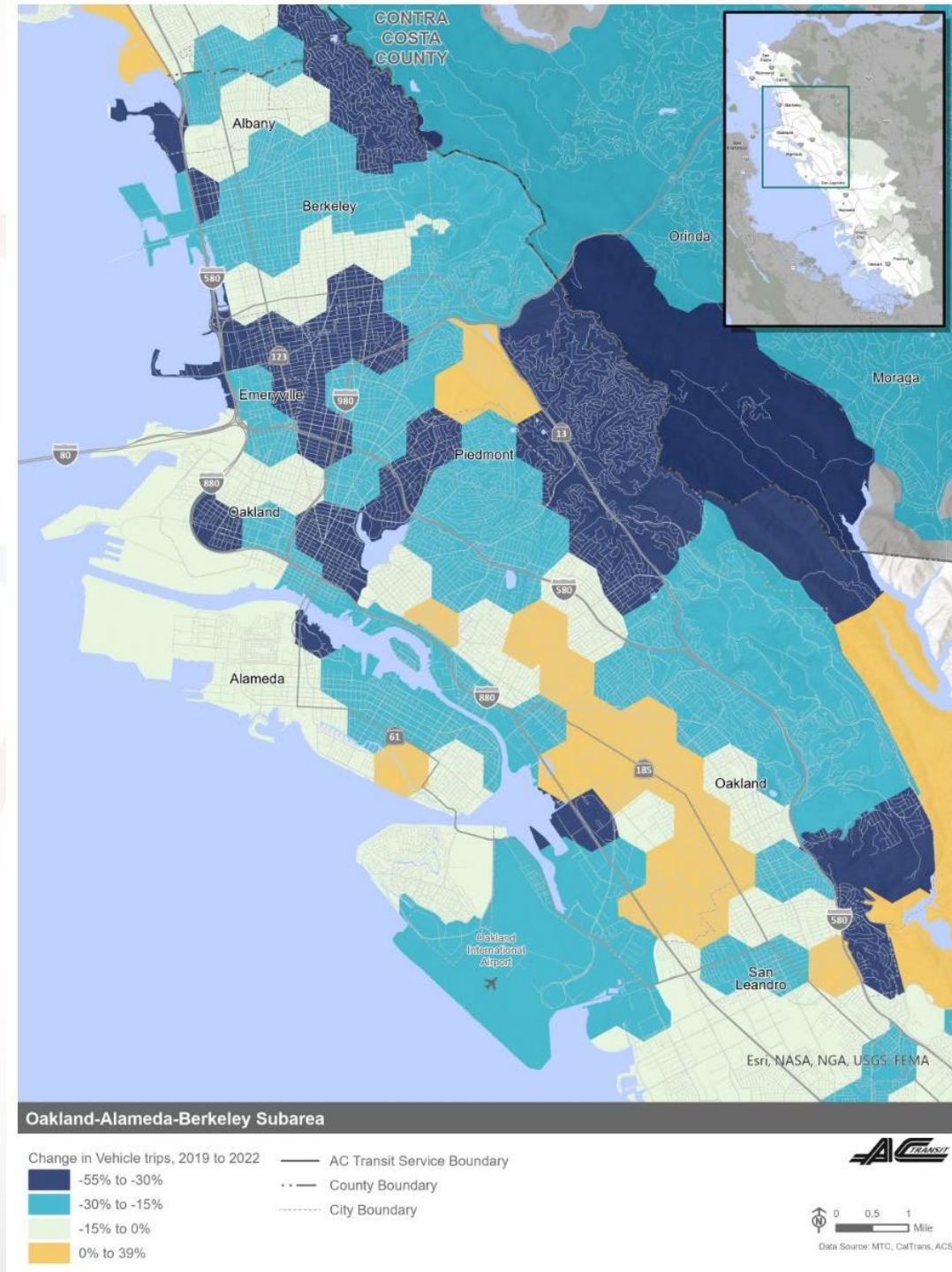


Travel Markets 2019-22

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

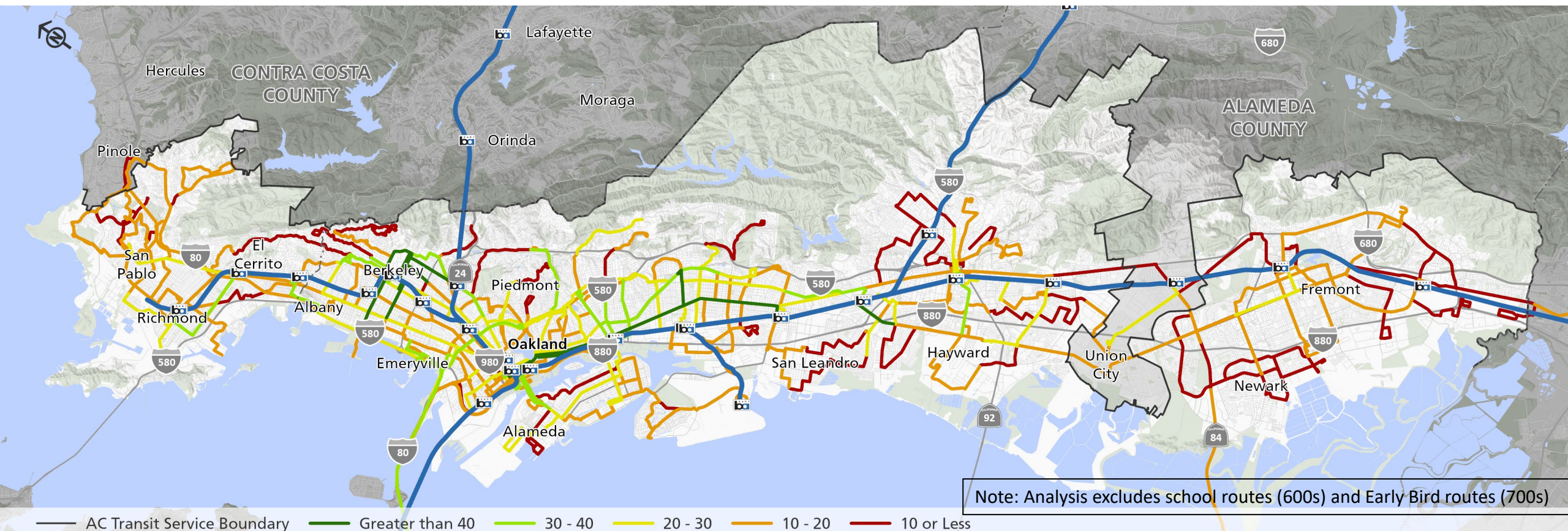
- Seeing declines across all weekday time periods, with midday travel declining least compared to pre-pandemic.
- % drops greatest overnight and in late evenings on weekdays.
- Weekend travel declines spread more uniformly across time periods.

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

2022 Productivity by Segment

(passengers per revenue hour)

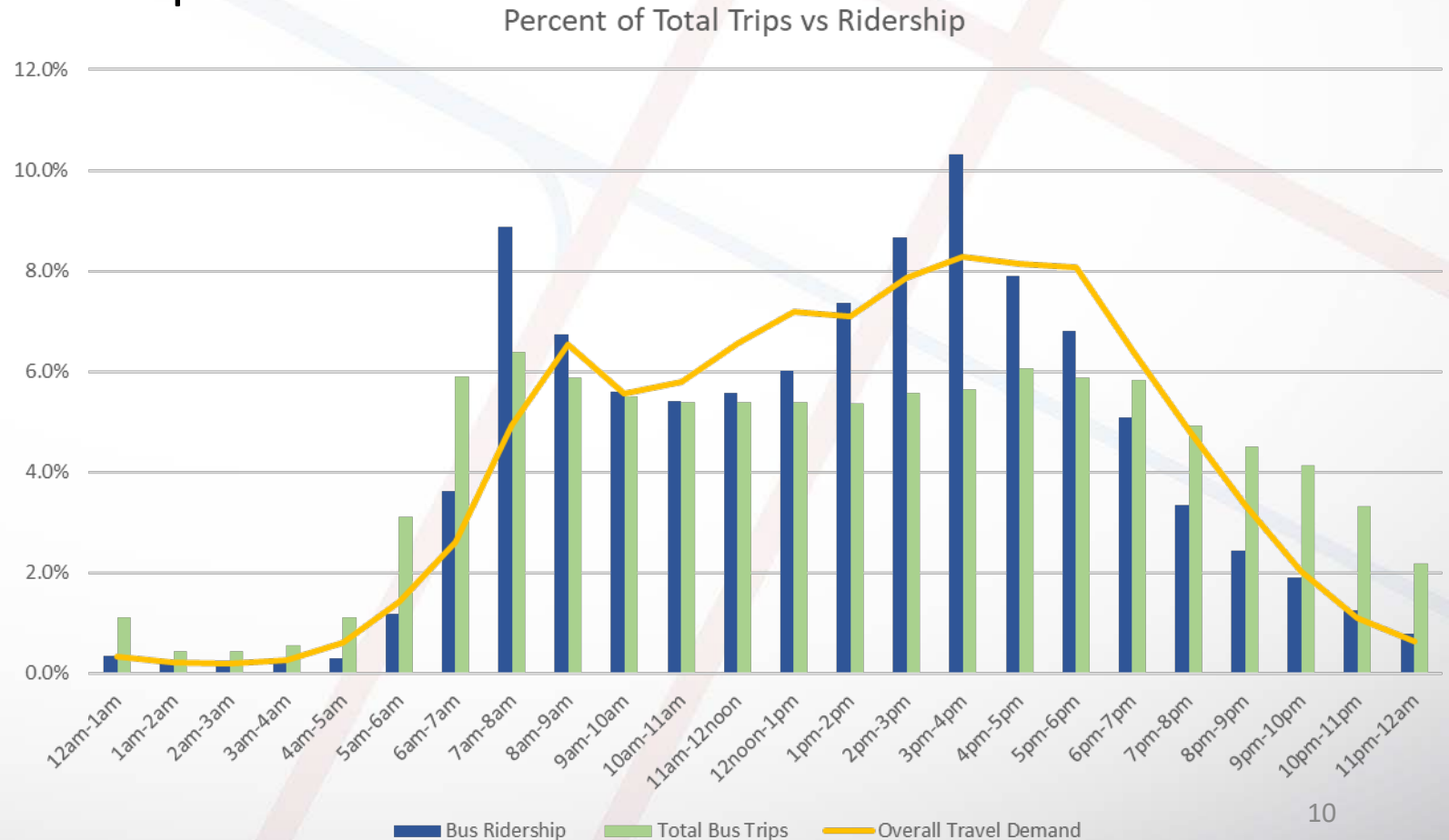
- Highest productivity: Oakland and Berkeley
- Lower productivity: Suburban and low-density areas
- Line 51B is the highest performing route in the system, with a weekday productivity of over 60 passengers per hour.



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





Impressions

Phase 1 – Spring 2023

OUTREACH AND ENGAGEMENT



20,861



7,481



1,471

149

Pop-Up Events

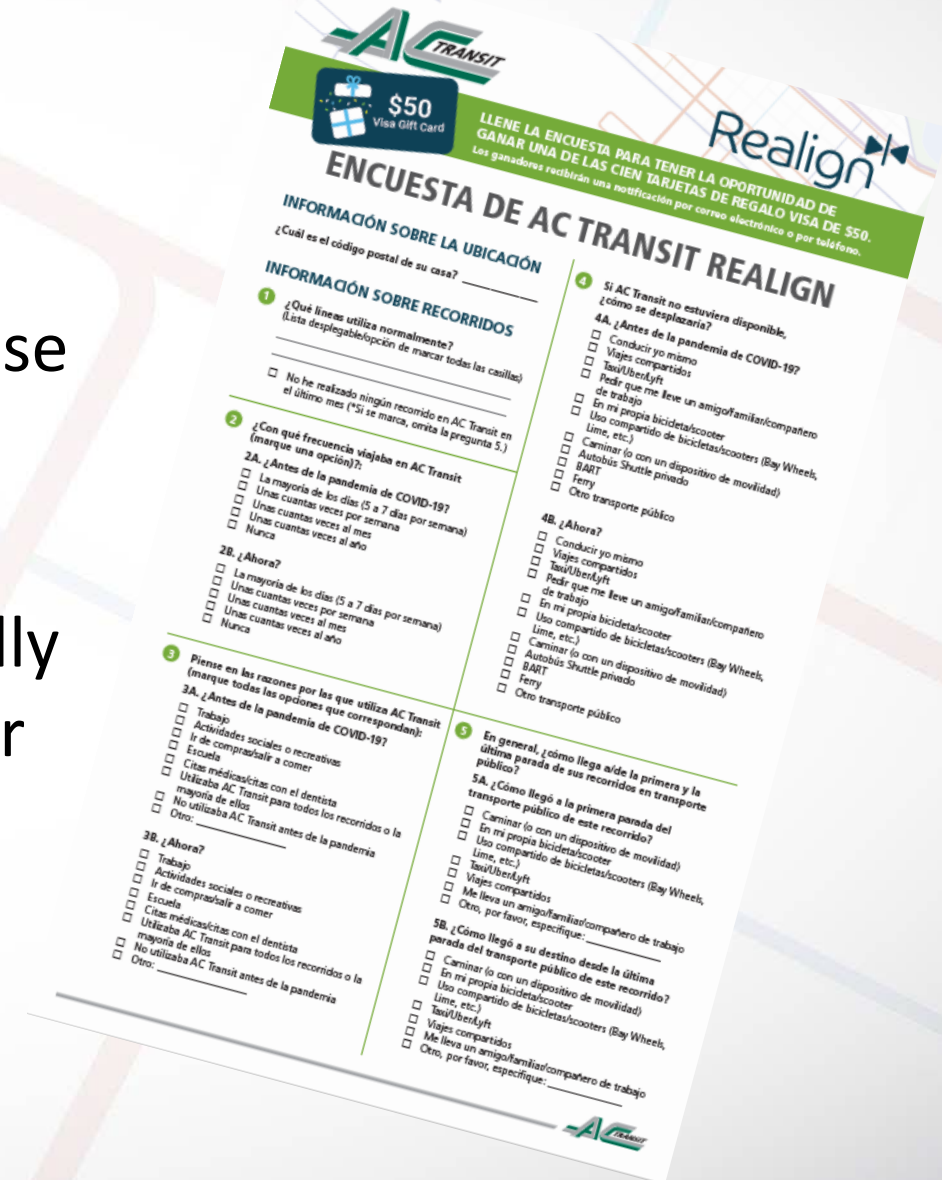
15,718

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.



ENCUESTA DE AC TRANSIT REALIGN

INFORMACIÓN SOBRE LA UBICACIÓN

¿Cuál es el código postal de su casa? _____

INFORMACIÓN SOBRE RECORRIDOS

1. ¿Qué líneas utiliza normalmente? (Lista desplegable/opción de marcar todas las casillas)

☐ No he realizado ningún recorrido en AC Transit en el último mes (*Si se marca, omita la pregunta 5.)

2. ¿Con qué frecuencia viajaba en AC Transit (marque una opción)?

2A. ¿Antes de la pandemia de COVID-19?

☐ La mayoría de los días (5 a 7 días por semana)

☐ Unas cuantas veces por semana

☐ Unas cuantas veces al mes

☐ Nunca

2B. ¿Ahora?

☐ La mayoría de los días (5 a 7 días por semana)

☐ Unas cuantas veces por semana

☐ Unas cuantas veces al mes

☐ Nunca

3. Pense en las razones por las que utiliza AC Transit (marque todas las opciones que correspondan):

3A. ¿Antes de la pandemia de COVID-19?

☐ Trabajo

☐ Actividades sociales o recreativas

☐ Ir de compras/salir a comer

☐ Escuela

☐ Citas médicas/citas con el dentista

☐ Utilizaba AC Transit para todos los recorridos o la mayoría de ellos

☐ No utilizaba AC Transit antes de la pandemia

Otro: _____

3B. ¿Ahora?

☐ Trabajo

☐ Actividades sociales o recreativas

☐ Ir de compras/salir a comer

☐ Escuela

☐ Citas médicas/citas con el dentista

☐ Utilizaba AC Transit para todos los recorridos o la mayoría de ellos

☐ No utilizaba AC Transit antes de la pandemia

Otro: _____

4. Si AC Transit no estuviera disponible, ¿cómo se desplazaría?

4A. ¿Antes de la pandemia de COVID-19?

☐ Conducir yo mismo

☐ Viajes compartidos

☐ Taxi/Uber/Lyft

☐ Pedir que me lleve un amigo/familiar/compañero de trabajo

☐ En mi propia bicicleta/scooter

☐ Uso compartido de bicicletas/scooters (Bay Wheels, Lime, etc.)

☐ Caminar (o con un dispositivo de movilidad)

☐ Autobús Shuttle privado

☐ BART

☐ Ferry

☐ Otro transporte público

4B. ¿Ahora?

☐ Conducir yo mismo

☐ Viajes compartidos

☐ Taxi/Uber/Lyft

☐ Pedir que me lleve un amigo/familiar/compañero de trabajo

☐ En mi propia bicicleta/scooter

☐ Uso compartido de bicicletas/scooters (Bay Wheels, Lime, etc.)

☐ Caminar (o con un dispositivo de movilidad)

☐ Autobús Shuttle privado

☐ BART

☐ Ferry

☐ Otro transporte público

5. En general, ¿cómo llega a/de la primera y la última parada de sus recorridos en transporte público?

5A. ¿Cómo llegó a la primera parada del transporte público de este recorrido?

☐ Caminar (o con un dispositivo de movilidad)

☐ En mi propia bicicleta/scooter

☐ Uso compartido de bicicletas/scooters (Bay Wheels, Lime, etc.)

☐ Taxi/Uber/Lyft

☐ Viajes compartidos

☐ Me lleva un amigo/familiar/compañero de trabajo

Otro, por favor, especifique: _____

5B. ¿Cómo llegó a su destino desde la última parada del transporte público de este recorrido?

☐ Caminar (o con un dispositivo de movilidad)

☐ En mi propia bicicleta/scooter

☐ Uso compartido de bicicletas/scooters (Bay Wheels, Lime, etc.)

☐ Taxi/Uber/Lyft

☐ Viajes compartidos

☐ Me lleva un amigo/familiar/compañero de trabajo

Otro, por favor, especifique: _____

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 services for communities who need it the most.

Reliability

Provide bus service that is reliable and predictable.

Frequency

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

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.

Help build our future transit service

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