Charters: The Democratic way
Around the Bay
Restructuring service

New plan recognizes public input

A sweeping set of adjustments in AC Transit service was endorsed by the Board of Directors July 23.

At a July 9th public hearing, some 75 bus users voiced comments and concerns about the comprehensive proposals, which had been introduced to riders in a widely-distributed newsletter as scheduled for implementation in September.

“We've assessed the riders' comments and we've modified the proposals to soften the adverse impact on those who raised particularly serious concerns,” said General Manager L. A. Kimball, while presenting the revised package.

Cuts essential

“But the public must understand that there will be cuts,” he noted. “We face a deficit of at least $5 million in this fiscal year, and that means an unavoidable service reduction in which some riders will be inconvenienced.

“It's our best estimate that cutbacks on the order of about $3 million,” Kimball told Directors. “That leaves a projected deficit of over $2 million, and the challenge we face is to find ways to compensate without further reducing levels of service.”

From riders' comments, the most controversial original proposals appeared to be the plans to eliminate night service on a great many neighborhood routes, including Lines 7, 12, 14, 56, 59/76, 67, 78, 80, 81, 84, and 85.

“We received a clear message from our public — and from the Directors — about such cuts, and we now propose to find a way to continue operating night service on those routes,” Kimball stated. “We don't know how yet, but we will find the funding to retain it.”

Combined routes

Riders also voiced arguments about discontinuance of Express Lines 32 and 36; and the District now proposes to combine the two routes — operating a consolidated line 36 between BART/Hayward, the Washington Manor area, and downtown Oakland.

Another revision resulting from public comment is to operate limited off-peak Line C - S.F. - Piedmont service (timed to mesh with BART trains at the MacArthur Station, and also local off-peak Line E bus service) seven days a week rather than discontinuing off-peak transbay service as originally suggested.

Marginal bus trips and/or routes originally identified — and still recommended (Continued on Page 4)
Guide to popular spots
Tells transit routings
As options to auto use

Welcome to the
Best of the
Bay Area
by Public Transit

A NEW pocket guide titled “The Best of the Bay Area by Public Transit” has been published by the Regional Transit Association to guide residents and visitors to the network of public transportation systems which serve major historic, recreational, and entertainment sites in this world-renowned region encompassing nine counties.

Colorful schematics depict basic intercity transit routes, including those providing access to points of interest in San Francisco and downtown Oakland. Brief descriptions of 69 popular destinations reachable via public transit are keyed to map locations. Also included are transit information numbers for all RTA member systems — AC Transit, BART, San Francisco MUNI, SamTRANS, Golden Gate Transit, and Santa Clara County Transit — from whom the brochure is available.

AC Transit coordinated production of the guide.

Service revamp plans
(Continued from Page 2)
for discontinuance — include all non-commute hour service on the following, which, however, will operate at present levels during peak commute hours:
• Line B-S.F.-Grand Ave. (which will be operated as a local route between Trestle Glen and BART/19th St. Station during non-commute periods);
• Line E-S.F.-Claremont Ave. (which will be a local feeder route to BART/MacArthur Station and Line C bus service during non-peak hours);
• Line L-S.F.-Richmond (where alternate service is available via Line 72 — except for the Pierce St. segment in Albany, which would be served by a proposed new BART feeder shuttle service);
• Line R-S.F.-Hayward (where alternative service is available via Lines 82/83 and BART).

Other service
Other changes include rerouting of Line 42-Piedmont-Oakland service to BART/Lake Merritt Station (instead of Alameda) and the extension of Line T-Treasure Island-Oakland to the Alameda Naval Air Station. Line 31-Richmond-Oakland Express will be discontinued. Line K-S.F.-Havenscourt Blvd. service, originally proposed for discontinuance during off-peak periods, will continue.

“It’s our hope and expectation that we will be able to consummate a ‘purchase of service’ agreement with BART which will add improved levels of service to many neighborhoods,” Kimball noted.

The two Districts also are discussing development of additional new feeder services later in the year.

Area voters will allot
Three Directors’ seats
In November balloting

Candidates for the three seats on AC Transit’s Board of Directors to be filled in the November general election had an August 10 filing deadline.

The Ward I seat, currently held by Michael H. Fajans, represents residents of portions of both Berkeley (including its UC, Claremont, and Rockridge areas) and Oakland (including the central business district and Lake Merritt area).

The Ward II constituency, now represented by William E. Berk, also includes some Berkeley residents and others within both Alameda and Contra Costa Counties, including city-dwellers in such locales as Albany, Emeryville, and Richmond, plus voters in certain unincorporated areas.

The At-Large post currently held by Ray Rinehart represents an across-the-District constituency. It may be filled by a candidate living anywhere within System boundaries, which extend from Richmond and San Pablo on the north to Fremont on the south.
Lifts explained to wheelchair-using high schoolers

HOW-TO-BOARD PROJECT - Some Arroyo High School students from San Lorenzo recently received practical experience in how to use specially-equipped AC Transit buses - the ones fitted with passenger lifts for wheelchair-users. The teen-aged men and women were participants in an ongoing program to demonstrate how such buses can be a means of mobility for residents in the two-county, 38-community service area. Actual use of lift-equipped buses has proven an effective way of encouraging potential riders who may have had concerns about how the mechanical devices function.

THE COVER - Charters to the East Bay's "Wine Country" were just one of the services AC Transit provided Democratic National Convention delegates in July. For the Illinois and Indiana delegations housed in Oakland that week, special shuttle service linked delegates' hotels with Convention activities in Moscone Center. District drivers and road supervisors also saw to their transportation to a wide variety of other recreational and entertainment events. The new transit information guide (see story, Pg. 4) was issued in time to aid Conventioners.

Retirement round-up

- Lewis E. Dennis, Driver, Richmond Division, 15 years.
- Robert E. Elkinton, Driver, Richmond Division, 23 years.
- Frederick Heaton, Driver, Emeryville Division, 11 years.
- Lloyd L. Hoffman, Driver, Seminary Division, 28 years.
- Howard Johnson, Driver, Seminary Division, 28 years.
- Helen L. Pitts, Driver, Emeryville Division, 27 years.

The name may be hard to pronounce, but the product is easy to appreciate, according to AC Transit bus operators who have driven the buses with the new Isringhausen driver's seat.

The new seats are part of special features designed for improved driver comfort and increased operational efficiency on 134 new buses from Gillig Corp. of Hayward.

Designed in Germany and assembled in Michigan, "...the seats have more adjustments - positions - than any seat in the industry," according to Glenn Andrade, manager of purchases and stores.

Buses with the new seats were put in revenue service in late July.

Divisions shine in safety averages

All divisions met the June safe driving "bogey" by bettering the established minimum average of 13,250 miles per accident.

Newark Division drivers averaged 32,487 miles per mishap during the month; Richmond Division had a strong showing of 18,580 miles; Emeryville Division tallied 16,318 miles; and Seminary Division, 15,794 miles.

District drivers as a whole completed the month with a total of 2,584,318 service miles.

New tech

In

Bus seat

DRIVER COMFORT - New seat provides upper and lower lumbar support and an air suspension cushion which adjusts to the operator's weight. Adjustments for the back-rest enable the operator to establish a desired angle for comfort. In conjunction with new-tech seats, the Gilligs also have an adjustable steering column which can be tilted to accommodate individual driver requirements.

Two transportation veterans die

Albert Villata, 58, a veteran of 41 years of transit service, died July 8 in Richmond, where he made his home. His span of employment, which began with AC Transit's predecessor organization only a month after Villata turned 17, had recently ended with his retirement from the position of assistant maintenance manager.

Villata is survived by his widow, Barbara, and five children: Lisa, Stephen, Randall, and Jeff Villata; and Kathy Villata Hicks.

Cecil Cartner, 65, a Richmond Division driver who joined AC Transit in 1967, died June 24 while vacationing in South Dakota. He was a resident of Richmond.

Cartner is survived by his widow, Marilyn, and four children: David Cartner, Judith Ulis, Catherine Faust, and Mary Anderson.
FOCUS: Transit People and Projects

QUELLING CRIME — General Manager L. A. Kimball met with the press last month to launch "WeTIP", which provides rewards of up to $500 for tips (anonymous or not) which lead to crime arrests and convictions. He was speaking for Regional Transit Association organizations, which are displaying posters on transit vehicles publicizing the toll-free "WeTIP" number: (800) 78-CRIME.

SCHOOL'S OUT — Marking completion of diesel bus mechanics class at College of Alameda were (upper photo, left to right) Preston Johnson, Eugene King, Sam Randle, Brenda Jackson, Instructor Vic Carranza, Salvador Bonilla, Max Berger, Cecil Foster and Manuel Quinones. Graduates not pictured are John Arnett, Donald Lyons, Randall Pearce, Luis Rosales and Susan Francisco. Donn Guay, John Beuk, Herman Lawrence, Peter Lendway, and Mario Barassl, (right) receive certificates from Wayne West, maintenance superintendent, for instruction in the 92 Series GMC Detroit diesel engines.
SECOND SEASON — With a half-dozen coed teams representing AC Transit's functional areas, District softball stars marked their second season of competition. Pictured are (top) the transit contingent's 'umps'; (upper row, left and right) Emeryville Division and General Offices; (second row, left and right) Seminary Division and Maintenance; and (bottom left) Richmond Division. Competition will continue through the summer, pointing toward a September 15 championship confrontation. Oakland's Golden Gate Playground is site for the games. Newark Division (not pictured) also is competing.

I use AC Transit quite a bit and, like many people, we find time to be critical. But now I want to take a moment to "sing the praises" of Operator Cornelious Perry.

I boarded at Coolidge and MacArthur. The passengers were a mixture of senior citizens, young mothers with sleepy children, language problems, etc.; but all went smoothly for all, due to Mr. Perry.

Far beyond what is probably considered his 'duty', he was considerate, thoughtful, gladly gave a helping hand where needed, pleasant when answering questions, cooperative at transfer points.

Mrs. A. V. Chaves
East Bay

I had the pleasure of riding with Norman Grant (when) there were many passengers from Oakland Airport who apparently appreciated his knowledge of his route and transfer points. I personally appreciated his good manners.

Mrs. W. J. Cunningham
Oakland

We really enjoyed your cool bus on our field trip to "Chuckie Cheese" and the Post Office. Thanks for sending your supervisor to ease the way and reassure us (about) the schedule.

Diane Ernst
Twin Creeks School
San Ramon

(Ed. Note: Ms. Ernst's letter was accompanied by individual students' notes and drawings, one of which serves as our theme illustration, above.)

I want to applaud the AC Transit District's decision to extend the Treasure Island route to Naval Air Station Alameda. The route connecting Treasure Island and Alameda makes it possible for the first time for many Navy people to use public transportation to get to work. Many residents on Treasure Island work at the Naval Air Station. Almost everyone comes to the Station to use its shopping and medical facilities.

The Transit District's decision to expand its service to the Naval Air Station piers makes affordable transportation available to many Navy men. When both carriers are in port, AC Transit buses are transportation for the 7,000 crew members. The service also better serves over 7,000 civilian workers.

To help get the word out about the increased service, stories and schedules are being published in our weekly newspaper "The Carrier."

D.G. Richmond
Captain, USN

Each month I purchase a pass for Zone 3 of $63. I happened to leave my pass on the seat and didn't realize it was missing until I got to work.

I immediately called the yard and talked to a Mr. L. L. McDonald (Superintendent, Newark Division), who said he would check into it. I called back later to find out that the driver, Mr. Byron Lynn, had found it.

I can't express enough gratitude toward these two individuals.

Michele L. Broussard
Union City
Actions of the Board

At a regular meeting June 13, the Board of Directors:
• Adopted resolutions authorizing filing of two federal grant amendments relating to facility improvements, on motion of Director Nakadegawa.
• Referred bids for mileage rental and service of bus tires to management for evaluation and recommendation, on motion of Director Fajans.
• Adopted resolutions pertaining to Board of Directors candidate statements and designating balloting for three Directors as part of the November 6, 1984, general election, on motion of Director McDonnell.
• Adopted resolutions congratulating City and County of San Francisco on cable car restoration and East Bay Regional Park District on its 50th anniversary, on motion of Director Bettencourt.

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At an adjourned regular meeting June 27, the Board of Directors:
• Awarded contract for rental and service of bus tires to Goodyear Tire and Rubber Company, on motion of Director Berk.
• Adopted resolution establishing appropriation limit for the proceeds of taxes for the District for Fiscal Year 1984-85, on motion of Director Bettencourt.

• Adopted District operating budget for Fiscal Year 1984-85; adopted departmental goals and objectives for the same fiscal period, on motion of Director Fajans.
• Authorized General Manager to seek proposals for update of onboard survey and passenger profile analysis, on motion of Director Nakadegawa.