

**AGENDA PACKET
AC TRANSIT
ACCESSIBILITY ADVISORY COMMITTEE (AAC)
REGULAR MEETING
TUESDAY, OCTOBER 13, 2015
1:00 P.M.**

INDEX OF ATTACHMENTS

1. **Minutes from September 8, 2015**
 2. **Proposed Service Expansion Plan**
 3. **Major Corridors Study**
 4. **Lift/Ramp Road Call Report**
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NOTICE

The AAC will hold an informal meet and greet with Mike Hursh, AC Transit General Manager at 12:30 P.M. prior to the regular AAC Meeting.

MEETING LOCATION

**East Bay Paratransit Office
1750 Broadway
Oakland, CA 94612
1:00 P.M.**

Transit to AAC Meeting

**All AC Transit bus lines service downtown Oakland stops within walking distance of the meeting location.
This site can also be reached via BART to the 19th Street Oakland station.**

For additional information about the Accessibility Advisory Committee, contact Tammy Kylo, Secretary to the Committee, at 510-891-7175.

AGENDA
ACCESSIBILITY ADVISORY COMMITTEE (AAC)
EAST BAY PARATRANST OFFICE
1750 BROADWAY, OAKLAND, CA 94612
1:00 P.M., TUESDAY, OCTOBER 13, 2015
REGULAR MEETING

AAC MEMBERS:

JANET ABELSON

SHIRLEY CRESSEY

STEVE FORT

JIM GONSALVES

LISAMARIA MARTINEZ

JAMES ROBSON

MARINA VILLENA

SCOTT BLANKS, CHAIR

PAMELA FADEM

SALEEM SHĀKIR GILMORE

YULI JACOBSON

DON QUEEN

WILL SCOTT

HALE ZUKAS, VICE CHAIR

1. Roll Call and Introduction of Guests
2. Order of Agenda
3. Approval of Minutes for September 8, 2015 [Attachment 1]
4. Service Expansion Plan/Major Corridors Study (SEP/MCS) Update (Sean Diest Lorgion/Mika Miyasato) [Attachment 2 & 3]
5. Chair's Report
6. Board Liaison Report
7. Review of Lift/Ramp Road Call Report [Attachment 4]
8. Service Review Advisory Committee (SRAC) Report (Janet Abelson)
9. ACTC PAPCO Report (Hale Zukas)
10. Public Comments
11. Member Communications and Announcements
12. Staff Communications and Announcements
13. Set Next Agenda & Meeting Date
14. Adjournment

ATTACHMENTS:

Meeting Minutes: September 8, 2015	[Attachment 1]
Service Expansion Plan	[Attachment 2]
Major Corridors Study	[Attachment 3]
Lift/Ramp Road Call Report	[Attachment 4]

Staff to the Accessibility Advisory Committee:

Mallory Nestor-Brush, Accessible Services Manager	(510) 891-7213
Kim Ridgeway, Accessible Services Specialist	(510) 891-7261
Tammy Kylo, Administrative Coordinator	(510) 891-7175

ALTERNATIVE FORMATS: AC Transit will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and preferred alternative format or auxiliary aid or service to Linda Nemeroff, District Secretary, AC Transit, 1600 Franklin Street, Oakland, CA 94612. Written requests will be honored for the calendar year in which the request was made, but must be renewed after January 1 for the next calendar year with the same information listed above.

SIGN LANGUAGE INTERPRETER: A sign language interpreter will gladly be provided for persons with a hearing impairment. If an interpreter is needed for a specific meeting, please call (510) 891-7175 at least **five days** prior to the meeting.

NO SCENTED PRODUCTS: Please refrain from wearing scented products at the meeting, as there may be persons present with environmental illnesses.

PUBLIC SPEAKERS: Speakers wishing to address subjects not listed on this agenda will be invited to address the committee under the “public comments” section of the agenda. Speakers who wish to address a specific agenda item will be invited to address the committee at the time the item is being considered. Time limitations: Individuals addressing the committee should limit their comments to three (3) minutes.

**ATTACHMENT 1
DRAFT MINUTES
REGULAR MEETING OF THE AC TRANSIT
ACCESSIBILITY ADVISORY COMMITTEE (AAC)
SEPTEMBER 8, 2015**

The meeting came to order at 1:08 p.m.

1. Roll Call and Introduction of Guests

AAC members present:

Janet Abelson	Scott Blanks, Chair
Shirley Cressey	Steve Fort
Saleem Gilmore	Yuli Jacobson
James Robson	Will Scott

AAC members absent:

Pam Fadem (excused)	Jim Gonsalves
Lisamaria Martinez	Don Queen (excused)
Marina Villena (excused)	Hale Zukas, Vice Chair

Staff: Mallory Nestor-Brush, Accessible Services Manager
Kim Ridgeway, Accessible Services Specialist
Claudia Burgos, Legislative Affairs & Community Relations
Victoria Wake, Marketing & Community Relations Manager
Kimberly McCarl, Marketing Administrator

Guests: H. E. Christian Peeples, Board President
Laura Timothy
Randall Glock

2. Order of Agenda

The order of the agenda was approved.

3. Approval of Minutes

MOTION: Abelson/Cressey approved the July 14, 2015 AAC meeting minutes. The motion carried by the following vote:

AYES – 6: Abelson, Blanks, Cressey, Fort, Gilmore, Robson

ABSTENTIONS – 2: Jacobson, Scott

ABSENT – 6: Fadem, Gonsalves, Martinez, Queen, Villena, Zukas

4. Final Follow-up with 25th ADA Anniversary

Kimberly McCarl, Marketing Administrator, began by thanking Janet Abelson, Don Queen, Jim Robson and Will Scott for participating in the 25th Anniversary of the ADA

Celebration video produced by the Marketing Department. This video will be used in conjunction with the marketing plan that includes car cards, ad cards, and social media and will run through the month of September. The Committee reviewed the video as well as the video comprised of testimonials of volunteers that included AAC, BATF, SRAC Committee members who spoke about what personal impact the ADA has made in their lives. A copy of the 2nd video was sent to APTA who pulled several quotes from the testimonials to use in the APTA 25th Anniversary of the ADA Special Publication. Kim McCarl also explained that marketing materials, as well as a loop of the first video, will be displayed in the lobby of AC Transit's General Office and at the 25th Anniversary of the ADA Celebration at the Paratransit Broker's office on Wednesday, September 16th.

Claudia Burgos, External Affairs Representative, reported that invitations have gone out to the AAC, BATF and SRAC as well as local, county and state officials. Claudia reminded the Committee to call or email to RSVP to the event. Claudia also explained that the event will take place in the EBP parking lot behind the building under a canopy and refreshments and giveaways will be available. Roberta Gonzalez, CBS 5, is the emcee and Jan Garret, Program Manager at Pacific ADA Center, is the keynote speaker. The event will also include a proclamation presented by the Mayor of Oakland as well as a ribbon cutting ceremony.

Scott Blanks thanked the Accessible Services, Marketing and External Affairs department for all of the time and effort into the campaign and celebration event.

H. E. Christian Peeples, Chair, AC Transit Board of Directors, then thanked the Committee for volunteer efforts and presented each with a commemorative backpack.

5. Chair's Report

Scott Blanks, Chair, asked the Committee if there was anything specifically they felt the AAC should address in upcoming meetings. After a brief description the Committee compiled the following list of items:

- Modification of the 51A/51B transfer situation
- Update of progress on lighted bus stops, including driver and rider education
- Bus procurement and 2nd door ramp boarding
- BRT Update
- Update on the SEP/MCS

6. Board Liaison Report

H. E. Christian Peeples, Chair, AC Transit Board of Directors, reported the following items:

- AC Transit has a new General Manager, Michel Hursh who officially starts on Monday, September 21st.

- The District is continuing to deal with the ramifications of the Pension Reform, including next steps for procuring BRT, double decker and replacement buses.
- \$27 Million in Federal funds for the BRT project has been approved by the Department of Labor.
- The Board of Directors had a hearing to restructure the late night service as well as cut Line 822 to Pittsburg/Bay Point.
 - BART may do a van run from 14th & Broadway to Orinda and Pittsburg/Bay Point stations.
 - Line 800 and 801 will increase to 20 minutes all night rather than 1 hour headways.
- The Committee should send a letter to the Board to readdress the 2nd door ramp issue during the next bus procurement.

7. Road calls with damaged ramp Pull Ring

Mallory Nestor-Brush, Accessible Services Manager, reported that several ring pulls on ramps throughout the AC Transit fleet are being damaged by foot traffic and items rolling over the pull ring (i.e. strollers, wheelchairs). Mallory informed the Committee about the issue so that they are aware and to avoid stepping on or rolling over the pull ring when able.

8. Review of Lift/Ramp Road Call Report

The Committee reviewed the report for the two month period of June 28 – August 22, 2015, which showed a total of 28 lift/ramp road calls. Of these 28 road calls, 9 were chargeable or mechanical.

9. Service Review Advisory Committee (SRAC) Report

Janet Abelson reported that the SRAC met on September 1st and received a report on the Annual Customer Satisfaction Survey in which 77% of the people surveyed stated that they were Satisfied or Very Satisfied with East Bay Paratransit overall.

10. Alameda County Transportation Commission (ACTC) PAPCO Report

None.

11. Public Comments

None.

12. Member Communications and Announcements

None.

13. Staff Communications and Announcements

Kimberly Ridgeway, Accessible Services Specialist, reported that she will be finalizing the dates for the next AAC/NBO classes, and will e-mail the Committee to get volunteers.

14. Set Next Agenda & Meeting Date

The next AAC Meeting will be held Tuesday, October 13, 2015 at 1750 Broadway, Oakland, CA. Agenda items include follow up on the SEP/MCS efforts.

15. Adjournment

The meeting adjourned at 2:20 p.m.

ATTACHMENT 2
Proposed Service Expansion Plan

In one of the largest service increases and most extensive service redesigns, AC Transit's proposed Service Expansion Plan (SEP) is envisioned to significantly enhance local service for existing riders and attract thousands of new riders to public transit. The guiding principles in the development of the SEP have been to:

- Improve reliability
- Improve frequency
- Increase hours of service, particularly on nights and weekends
- Improve connections to key destinations and high density neighborhoods
- Establish consistent weekday and weekend routing
- Increase access to frequent service
- Improve network clarity and simplicity

The SEP, presented now for final public comment, grew out of a year of extensive staff analysis and three rounds of public input. Among its features are:

- A "Frequent Network" of 15 lines with 15-minute frequency or better
- Upgrade of 15 other lines to 20-minute or 30-minute frequency
- Elimination of circulator loop lines
- Expansion of weekend service on 29 lines
- More lines that are shorter and direct, and fewer overlapping lines in major corridors

Most of the improvements would be funded by Measure BB, the Alameda County transportation sales tax approved by voters in 2014.

Overview: Richmond/San Pablo/El Cerrito Proposed Improvements

West Contra Costa County is the northernmost portion of the AC Transit district, defined as the area south of Pinole and north of the Contra Costa/Alameda County border. It includes the cities of Richmond, San Pablo, and El Cerrito, and unincorporated areas of Contra Costa County including North Richmond, East Richmond Heights, El Sobrante, and Kensington. Though not as dense as northern Alameda County, West County includes dense residential and commercial land uses primarily along the major corridors of San Pablo Avenue and MacDonald Avenue. In addition, it includes a commercial/light industrial area in South Richmond Marina and a major retail hub at Hilltop Mall. Contra Costa College is a major community college in San Pablo.

Since West County does not receive an increase in operating revenue from Measure BB, the improvements under the SEP will be limited to the following:

- Explore simplifying the route structure along San Pablo and MacDonald avenues.
- Improve connections between West County and North County outside of San Pablo Avenue.
- Improve all routes to 30-minute frequency or better.
- Provide better service to under-served or emerging markets such as the Social Security Office near Hilltop Mall and the future Lawrence Berkeley Laboratory facility near the Richmond Marina.

In response to comments received, several route proposals have been changed to maintain coverage in neighborhoods with circuitous street patterns and maintain frequency of service between Contra Costa College and Hilltop Mall. Overall, the comments received to date have strongly supported the increased spans and frequency proposed.

Given the limited resources available for service improvements, AC Transit will need to phase the recommendations described above based upon the availability of additional revenues. These could include a potential county-wide sales tax measure in 2016 for transportation improvements, including AC Transit.

Overview: Albany/Berkeley/Emeryville Proposed Improvements

This planning area includes the cities of Berkeley, Emeryville and Albany. It is defined as the area south of the Contra Costa/Alameda County border and north of Oakland. This area contains above average densities compared to the rest of the AC Transit district and some of the highest densities in the district in Emeryville and Downtown Berkeley. It also includes three of the AC Transit's trunk corridors: San Pablo, Telegraph and College. The primary central business district is Downtown Berkeley, though there are also thriving commercial districts and corridors in other parts of the City, as well as in Albany and Emeryville.

AC Transit proposes improving service in these higher-density areas in the following ways.

- Increase frequency to 15 minutes or better on major corridors where possible. Apart from trunk routes, most routes in this planning area today run every 20 to 30 minutes or less often.
- Establish a grid network for ease of travel, particularly in South Berkeley and Emeryville.
- Reconfigure the loop routes in Berkeley to straight, simple routes connecting to major destinations like 4th Street, Emeryville, and West Oakland BART.
- Simplify the route structure to make the network more legible and usable by the public, including non-transit riders.
- Match service with existing commercial and residential markets and future development growth, particularly in Emeryville and West Berkeley.

Today, service levels in Berkeley are higher as compared to the other planning areas. However, service is still not sufficient for most people to comfortably rely on bus service as a primary travel mode, particularly since the 2010 service reductions. Service is particularly weak in the evening and on weekends.

In response to comments received, several adjustments were made to routes to address the desire for improved connections in the service area.

Staff adjusted proposal L23 MLK/Solano to maintain a high frequency, linear route from downtown Oakland to downtown Berkeley via MLK, continuing via Shattuck onto the Solano district and UC Village. Proposal L20 was modified to maintain existing levels of service on Grand Ave and introduce a Grand Lake to Jack London Square connection. Both L23 and L20 were adjusted to provide direct service to downtown Berkeley from MLK and Grand Avenues.

Staff also adjusted the L22 Dwight proposal to serve Emeryville and West Oakland BART, and the L21 Ashby proposal to serve 7th Street, the Berkeley Marina, and the 4th Street shopping area.

In addition, staff made modifications to two Transbay lines: the F and the J. The proposed F realignment will provide more frequent 20-minute service from UC Berkeley to Emeryville and San Francisco, while the proposed J realignment would cover segments previously served by the F. The F proposal, in conjunction with the proposed L22 Dwight, will provide service every 10 minutes from Downtown Berkeley and the UC Berkeley campus to Emeryville.

Overview: Alameda/Oakland/Piedmont Proposed Improvements

This planning area includes the cities of Alameda, Oakland, and Piedmont. It is defined as the area south of Berkeley and Emeryville and north of the San Leandro/Oakland border. The area contains the highest densities of the AC Transit district and includes the most transit service. It also includes the five most heavily used, most frequently served and least reliable transit corridors in the district: San Pablo, Telegraph/International, College/Broadway, MacArthur and Foothill. The primary central business district is Downtown Oakland, though there are also dense commercial areas in other parts of the City, as well as in Alameda.

AC Transit proposes the following changes to improve service and reliability.

- Increase frequency where possible. Apart from trunk routes, most routes in this planning area run every 20 to 30 minutes or less often.
- Establish a grid network where the road network allows.
- Create simple yet productive north/south and east/west transit corridors.

- Simplify the route structure to make the network more legible and usable by the public, including current non-transit riders. This is particularly relevant to the route network design in East Oakland.
- Serve under-served commercial and residential markets such as Jack London Square and West Oakland.
- Match service with development growth throughout the planning area, including Downtown Oakland and parts of Alameda.

Today's service levels are higher in this area compared to the other planning areas, but the service is still not sufficient for most people to comfortably rely on bus service as a primary travel mode, particularly since the 2010 service reductions. Service is particularly weak in the evening and on weekends.

Comments received to date on the proposals have generally favored the improved frequencies and connections between West Oakland and Emeryville, West Berkeley, Downtown Oakland, and beyond. Some route adjustments were made to proposal L22 Dwight in order to improve frequency and connectivity along Adeline and provide better access to frequent service for more residents in West Oakland. Proposal L19 was modified to provide continued service to West Oakland BART from Lakeshore and Emeryville. Taken together, proposals L22 and L19 will provide service every 10 minutes between West Oakland BART and Emeryville.

Staff also adjusted proposal L23 MLK/Solano to maintain a high frequency, linear route from downtown Oakland to downtown Berkeley via Martin Luther King Jr Way, continuing onto the Solano district and UC Village. Proposal L20 was modified to maintain existing levels of service on Grand Ave and introduce a Grand Lake to Jack London Square connection. Both L23 and L20 were adjusted to provide direct service to downtown Berkeley from MLK and Grand Avenues.

There were some concerns raised regarding the proposed elimination of Line 58L. Staff is therefore proposing to invest some resources from the 58L into increasing the frequency of the NL every 15 minutes during peak periods and 20 minutes in the off peak, in order to maintain a frequent connection from the MacArthur corridor to 20th Street (the remaining line 58L resources will be reinvested in the 57 extension to Emeryville). This increase in service will benefit the majority of 58L riders who do not travel past 20th and Broadway, while providing a simplified and clearer service structure on MacArthur Blvd. Riders continuing down Broadway to Jack London Square will be able to transfer to one of four lines, with combined average service every 3 minutes.

Overview: San Leandro/Hayward Proposed Improvements

Central Alameda County in AC Transit's service area is defined as the planning area south of Oakland and north of Union City and includes the cities of San Leandro and

Hayward, and the unincorporated areas of Alameda County, including Castro Valley, Ashland, Cherryland, and San Lorenzo.

With the exception of lines 97 and 99, service in Central County is infrequent, carries fewer passengers and is less productive than the AC Transit average, receiving 13 percent of revenues for service while carrying only nine percent of the District's ridership. Today's low ridership is partially due to the fact that a majority of the routes in Central County operate at hourly frequencies with six loop routes. In addition, the planning area includes low density residential neighborhoods, industrial areas and central business districts that are smaller than those of Oakland or Berkeley. Much of Central County has radial, rather than grid, patterns of streets, which make it harder to operate efficient bus routes and provide effective service.

Due to the low productivity of service in Central County, AC Transit offers the following proposals.

- Significantly overhaul the existing infrequent network and replace all 60-minute frequency service with 30-minute frequencies or better.
- Loop routes will be replaced with straight routes to simplify the network.
- Design the weekend network to be identical to the weekday network in order to minimize confusion and improve weekend ridership. Overall, this will result in somewhat less coverage in the area, though the vast majority of existing riders will still have access to the new and improved service network.

Comments received on the initial proposals were generally favorable and supportive of increased frequencies, expansion of night and weekend service, and elimination of circular and hourly routes. In order to increase frequencies on all routes to 30 minutes or better, some unproductive route segments had to be eliminated. Most comments pertained to eliminated route segments. As a result, staff made a number of modifications to the service proposals in order to preserve service on the majority of route segments in central Alameda County. Proposal L83 will be extended from Hayward BART to Castro Valley BART via Foothill Blvd and Grove. The plan also now preserves all existing Line 32 and 93 segments through Ashland and Cherryland. In addition, staff adjusted the L4 Whitman and L11 South Hayward proposals to preserve service on the majority of segments currently served by lines 37 and 85, while maintaining the proposed hourly to half-hourly frequency improvements.

Fremont & Newark Service

Proposals developed in the SEP for the Fremont and Newark area are not being considered for approval at this time. A one-year "flex service" pilot in Newark will launch in the coming months to test the concept of operating service in response to individual passenger requests. Depending on the results of the pilot, an expanded flex

service network or more traditional service improvements will be proposed for implementation in 2016.

Transbay Service

Because the SEP is focused on building a strong local service network, proposed changes to transbay service are limited to the three all-day lines F, NL, and O, which have high local ridership, and Line J, where a route change would complement changes to Line F. A comprehensive regional review of transbay service for future improvements is underway now.

Get Involved

Through November 11, the public is encouraged to review and comment on AC Transit's proposed Service Expansion Plan (SEP), a far-reaching set of recommendations to significantly improve bus service in the East Bay. The SEP is designed to dramatically increase service reliability and frequency, while creating a service network that enhances connections to key destinations.

Attend one of the meetings, talk with staff about the specific proposals, and submit comments. See below for more information on the plan and how you can give input before or at the November public hearing.

You are invited to learn more about the proposed Service Expansion Plan at these meetings:

Tuesday, October 13

6:00 p.m.–8:00 p.m.

City of Hayward, Conference Room 2A

[777 B St.](#)

Hayward

Wednesday, October 14*

5:00 p.m.

El Cerrito City Council Chambers

[10890 San Pablo Avenue](#)

El Cerrito

Wednesday, October 21

6:00 p.m.–8:00 p.m.

Alameda High School, Cafeteria

[2201 Encinal Avenue](#)

Alameda

Saturday, October 24

10:30 a.m.–12:30 p.m.

Berkeley Library South Branch

[1901 Russell Street](#)

Berkeley

Monday, October 26

6:00 p.m.–8:00 p.m.

Youth Employment Partnership

[2300 International Blvd.](#)

Oakland

Wednesday, October 28*

5:00 p.m.

San Leandro City Council Chambers

[835 E. 14th Street](#)

San Leandro

Public Hearing on the Service Expansion Plan

Wednesday, November 11

2:00 p.m. & 5:00 p.m.

AC Transit Board of Directors Room

[1600 Franklin Street](#)

Oakland

*These are presentations at regular meetings of the AC Transit Board of Directors, which is meeting away from its site in Downtown Oakland during October.

Comments may be submitted in the following ways by November 11, 2015.

- Via an online survey, www.actransit.org/SEP about specific bus lines, within four geographic areas:
 - Richmond/San Pablo/El Cerrito (West CC County) Proposed Improvements
 - Albany/Berkeley/Emeryville Proposed Improvements
 - Oakland/Piedmont Proposed Improvements
 - San Leandro/Hayward (Central County) Proposed Improvements
- Filling out comment forms at public meetings and events
- Submitting written comments:
 - by mail to AC Transit Board of Directors, 1600 Franklin Street, Oakland, CA 94612

- by fax to (510) 891-7157
- by e-mail to planning@actransit.org
- Leaving comments in a voicemail message by calling (510) 891-7201 (English), (510) 891-7291 (Spanish), or (510) 891-7292 (Chinese).

Comments may also be submitted by speaking or providing written comments at the public hearing.

Public Hearing on the Service Expansion Plan

Wednesday, November 11

2:00 p.m. & 5:00 p.m.

AC Transit Board of Directors Room

1600 Franklin Street, Oakland

Board Decision & Implementation

Staff will compile and review all public comments received before and at the public hearing, and forward these to the Board of Directors in advance of its December 9th meeting. The Board may then take action to approve, modify, or reject some or all of the proposed changes.

Implementation of approved changes will occur in phases beginning in 2016, dependent on operational capacity. Since the use of Measure BB funds is limited to Alameda County, improvements in west Contra Costa County – with the exception of changes to lines 72, 72M, and 72R – will occur when additional new funding becomes available.

ATTACHMENT 3 Major Corridors Study

Improving Transit Now, and in the Future

The east bay is growing, and AC Transit is in the process of making important decisions about how to improve transit service for current and future riders. The Service Expansion Plan will increase service and adjust some routes to enhance bus frequency and reliability. The Major Corridors Study is evaluating short-term and long-term investments on AC Transit's high-ridership corridors, which are the backbone of a frequent and reliable transit network.

What is the Major Corridors Study?

The Major Corridors Study (MCS), is a detailed examination of AC Transit's 11 high-ridership corridors and how improvements to the infrastructure along these corridors, (the streets, bus stops, sidewalks, traffic signals, etc.) can improve reliability and travel time. The types of infrastructure improvements being considered include longer bus stops, "smart" traffic signals that provide transit signal priority, dedicated bus lanes, and bus stop relocation and consolidation, to name a few.

Through the MCS, AC Transit will create its vision for 2020 and 2040. The goal is to identify corridor-specific investment strategies that will improve reliability and travel time, enhance customer satisfaction, and increase ridership.

AC Transit's 11 high-ridership Corridors:

- San Pablo Ave./Macdonald Ave. (Lines 72, 72M, 72R)
- Line 18
- Telegraph Ave. (Lines 1, 1R)
- Line 51 (Lines 51A, 51B)
- MacArthur Blvd. (Lines 57, 58L, NL)
- Foothill Blvd. (Line 40)
- International Blvd./East 14th Street (Lines 1, 1R)
- Hesperian Blvd. (Line 97)
- East 14th Street/Mission Blvd. (Line 99)
- Line F
- Fruitvale/Park (Lines 20, 21)

Schedule

AC Transit wants to hear from you on the preliminary alternatives for each corridor by October 30, 2015. Your feedback will be used to refine and finalize the alternatives in early 2016.

Get Involved. Stay Informed.

Attend a community meeting; they are at the same time/place as the Service Expansion Plan meetings. We want to hear from you!

Email planning@actransit.org

Facebook.com/rideact

Twitter.com/rideact

Website – actransit.org/PlanACT

Phone:

(510) 891-7266 English

(510) 891-7267 Chinese

(510) 891-7268 Spanish

ATTACHMENT 4
Lift /Ramp Road Call Report
August 23, 2015 – September 26, 2015

Coach Series	Type	Date	Coach #	Line #	Operator Length of Service	Problem Reported	Problem Found <i>* Indicates Chargeable</i>	Pax Received Ride?
4000 (NABI)	Lift	9/15/15	4085	45	7-12 mos.	BELT STUCK ON WHEEL CHAIR	OPERATOR ERROR	Yes
6000 (MCI-Ricon)	Lift	9/9/15	6043	72R	60+ mos.	LIFT KEEPS ACTIVATING	NO PROBLEM FOUND	Yes
1000 (VH-Ricon)	Ramp	8/25/15	1022	71	60+ mos.	DRAWER NOT CLOSING	B.O. DRAWER LOCK*	Yes
1000 (VH-Ricon)	Ramp	8/25/15	1046	20	60+ mos.	W/C DOOR NOT CLOSING	NONE, CLEARED BY ROAD SUPERVISOR	Yes
1000 (VH-Ricon)	Ramp	9/2/15	1056	45	60+ mos.	DRAWER WON'T STAY CLOSED	DEBRIS UNDER RAMP-DRAWER OK	Yes
1000 (VH-Ricon)	Ramp	9/4/15	1036	45	60+ mos.	COMPARTMENT DOOR OPENS	DEFECTIVE DRAWER LATCH*	Yes
1000 (VH-Ricon)	Ramp	9/8/15	1041	18	60+ mos.	BUS WON'T MOVE AFTER RAMP USE	CLEARED BY ROAD SUPERVISOR	Yes
1000 (VH-Ricon)	Ramp	9/11/15	1041	651	60+ mos.	BUS WON'T MOVE AFTER RAMP USE	DRAWER SENSOR OUT OF ADJUSTMENT*	Yes
1000 (VH-Ricon)	Ramp	9/18/15	1090	72	25-60 mos.	BELT WON'T RELEASE- PASS. STUCK	ROAD HAZARD	Yes
1000 (VH-Ricon)	Ramp	9/18/15	1014	72R	25-60 mos.	DRAWER STUCK, WON'T DISENGAGE	NO PROBLEM FOUND	Yes

Coach Series	Type	Date	Coach #	Line #	Operator Length of Service	Problem Reported	Problem Found * Indicates Chargeable	Pax Received Ride?
1200 (VH-Ricon)	Ramp	9/21/15	1217	1	0-6 mos.	LIFT WON'T RELEASE	OBJECT UNDER RAMP	Yes
1300 (Lift U)	Ramp	8/23/15	1311	NL	7-12 mos.	STALLING-ALARM AND LIGHT ON	DAMAGED PULL RING	Yes
1300 (Lift U)	Ramp	9/19/15	1361	88	60+ mos.	RAMP WON'T LAY FLAT	B.O.FLOORING AND PULL RING ASSYS.*	Yes
1300 (Lift U)	Ramp	9/20/15	1334	98	0-6 mos.	LIFT BEEPING	DEBRIS UNDER RAMP	Yes
2000 (VH-Ricon)	Ramp	9/5/15	2006	F	7-12 mos.	DRAWER WON'T STAY CLOSED	NONE, CLEARED BY ROAD SUPERVISOR	Yes
2100 (VH-Ricon)	Ramp	8/27/15	2104	20	7-12 mos.	LIFT STUCK BUS WON'T MOVE	DAMAGED DRAWER LATCH	Yes
2100 (VH-Ricon)	Ramp	9/13/15	2110	1	60+ mos.	SMOKE FROM W/CHAIR AREA	NO PROBLEM FOUND	Yes
2100 (VH-Ricon)	Ramp	9/15/15	2199	1R	25-60 mos.	RAMP WON'T LAY FLAT	DEBRIS UNDER RAMP	Yes
2100 (VH-Ricon)	Ramp	9/24/15	2110	1	25-60 mos.	PASSENGER STUCK ON COACH	BROKEN DRAWER LINKAGE	Yes
2200 (New Flyer)	Ramp	9/24/15	2203	1	25-60 mos.	KNEELER STUCK DOWN	NO PROBLM FOUND	Yes

Operator Length of Service Totals:

0-6 Mos: **2** Operator; 7-12 Mos: **4** Operators; 13-24 Mos: **0** Operators; 25-60 Mos: **5** Operators; 60+ Mos: **9** Operators
 (63) (27) (131) (163) (866)

Series	Year Added	Type	Qty
1000	2003	True Low Floor Standard (40 ft.)	87
1200	2008	True Low Floor Standard (40 ft.) <Van Hool>	27
1300	2013	Standard Low Floor (40 ft) Gillig	65
1400	2014	Standard Low Floor (40 ft) Gillig	68
2000	2003	True Low Floor Articulated	29
2100	2006-2009	Suburban Articulated	33
2200	2013	Standard Low Floor (60 ft.) <New Flyer>	23
4000	2000-2002	Standard Low Floor (40 ft.) <NABI>	39
3500	2015	Eldorado Small Transit Vehicle	2
5000	2006	Low Floor Standard (30 ft.)	51
5100	2009	Low Floor Standard (30 ft.)	39
6000	2000-2003	Commuter Coaches <MCI>	46
6100	2013	Commuter Coaches (40 ft.) <Gillig>	54
FC	2010	Fuel Cell Standard (40 ft.)	12
<i>Total</i>			<i>575</i>
<i>* Please note the 7200's are classified as 4000 series buses.</i>			