



Approval of September Service Change

Board of Directors Meeting

June 8, 2009



Public Feedback

- More favored approach:
 - Frequency over span
 - Off-peak reductions
 - Cuts to least used route segments, trip times
- Less favored approach:
 - Wholesale elimination of services, routes
- Concern over geographic coverage

Option A: Eliminate Night Owl

- No service midnight to 4 a.m.
- Least cuts to peak
- Least potential impact on daily ridership
 - Weekday: 41,134 (Night Owl ~ 521)
 - Saturday : 31,600 (Night Owl ~ 506)
 - Sunday : 28,740 (Night Owl ~ 521)
- Geographic coverage maintained
- Greatest administrative cost savings
 - Reduced need for field supervision, police and base resources
 - Fewer service hours need to be cut

Option B: Modified Late Service

- Operate service until 1:00 a.m. on Owl routes
- More cuts to frequency in peak
- More span reductions on non-Owl routes
- Daily ridership – potential impact
 - Weekday: 41,340 (Night Owl ~ 344)
 - Saturday rides: 31,898 (Night Owl ~ 344)
 - Sunday rides: 28,955 (Night Owl ~ 307)
- Geographic coverage maintained
- Approximately 75% administrative cost savings as compared with Option A

Option C: Retain Night Owl

- Maintain Night Owl service
- More frequency reductions peak
- More span reductions on non-Owl routes
- Daily ridership – potential impact
 - Weekday: 42,714
 - Saturday: 33,399
 - Sunday: 29,370
- Geographic coverage maintained
- No administrative cost savings

Service Hour Reductions

	Option		
	A	B	C
Frequency Peak Hour	28,000	28,000	33,600
Off-Peak Weekdays	22,300	25,400	28,500
Off-Peak Weekends	15,300	16,200	19,200
Segment - Short Turns	8,200	8,200	8,200
Span	8,500	9,200	10,000
Select Trip Reduction	4,600	4,600	4,600
Night Owl	17,400	12,700	-
Total Estimated Hrs	104,300	104,300	104,100



Recommendations



- Approve Option A for September service change program
- Return to the Board with next service reduction plan