

MONDAY, MARCH 17, 2014



2014 Rural Fixed Route **Expansion Plan**

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Introduction

Marin Transit has expanded West Marin Stagecoach transit service in rural Marin County several times over the past ten years, and ridership has responded with equal growth. The service has reached a point where it continually achieves the adopted productivity standard (4 passengers per hour) and subsidy (\$12.00 per passenger) targets for this service. Marin Transit has been successful in securing stable funding for rural services through ongoing sources, including local sales tax (Measure A) and federal 5311 rural grant fund. The District's Rural budget has a surplus of revenues available for further expansion of these services. The following assessment outlines a strategy for allocating available revenue to support further expansion of the rural services that specifically target unmet needs and create opportunities for further ridership growth.

Background

Marin Transit fixed route transit services for Marin County's rural areas are referred to as the West Marin Stagecoach. These consist of Route 61 (South Route) and Route 68 (North Route) that connect these rural areas to the more urbanized east Marin and the greater local and regional transit network. These routes operate seven days a week and serve both residents and visitors in West Marin.

Service levels on the Stagecoach program have increased considerably over the years as funding has allowed. Added revenue hours of service have consistently been outpaced by ridership growth. Between FY 2007 and FY 2013, revenue hours on all routes in the Stagecoach program have increased by 65% while ridership has grown by 122%. In FY 2013 over 78,000 passenger trips were completed on the Stagecoach program, double the annual total in FY 2007. The recommendations in this report propose the addition of 38% more revenue hours of service over current levels. Figure 1 shows the annual growth in revenue hours and ridership since FY2007 and depicts recommended revenue hours in FY2015.

Figure 1: Stagecoach Ridership and Service Levels (FY2007-FY2013)

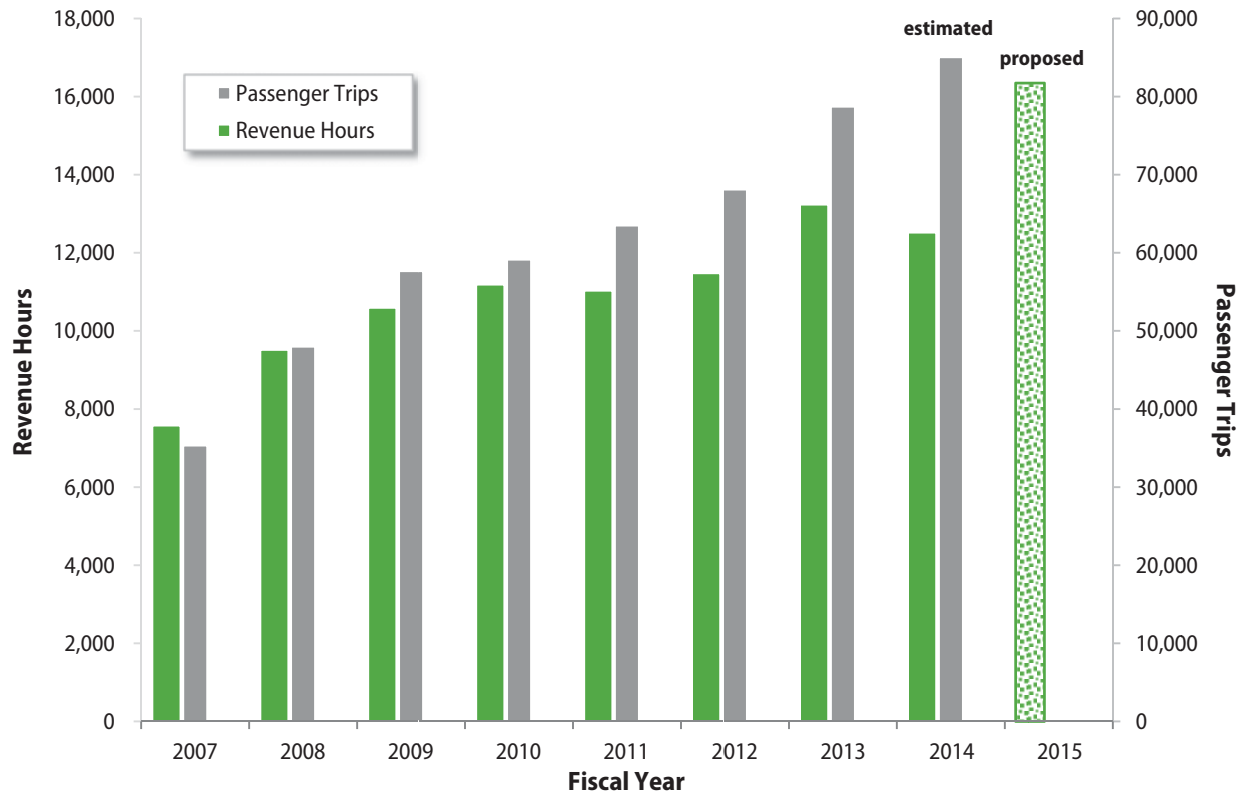
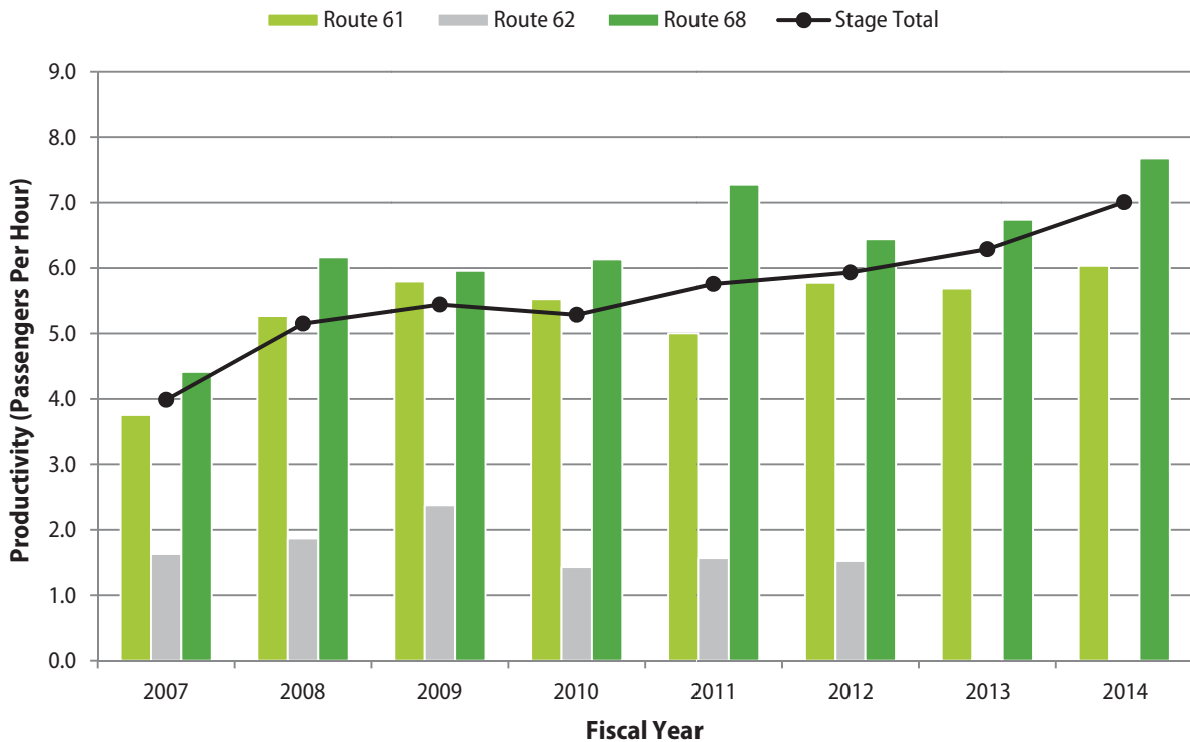


Figure 2: Stagecoach Productivity (FY2007-FY2013)



Route 61

Route 61 connects Bolinas, Stinson Beach, and Mt. Tamalpais State Park (Pantoll Ranger Station) to Tam Junction, Mill Valley, and Marin City during weekdays. The alignment is extended south to Stinson Beach on weekends. Figure 3 shows the current alignment.

Weekdays Route 61 provides four eastbound and four westbound trips, starting at 6:55 AM and ending at 8:00 PM. Weekend service is similar during the off peak times and expands during the peak season (2nd Sunday in March to 2nd Saturday in November) to provide eight eastbound and eight westbound trips. The current schedules are provided below in Table 1 through Table 4.

Prior to 2007, the South route operated on a weekday alignment connecting Stinson Beach to Marin City via Shoreline Highway and a weekend alignment connecting these destinations via Panoramic Highway. The Route was consolidated into the current alignment in April 2007. Schedules on the weekday Route 61 trips have been nearly unchanged in past 10 years. Peak service during the weekends and holidays has expanded in terms of both span of service and frequency. In 2007, the District expanded the peak season schedule from four to seven round trips and added another round trip in January 2012. The District expanded service to Sausalito on the weekends in June 2010.

Table 1: Route 61 Weekday Westbound Schedule

Marin City	Tam HS	Mt. Home Inn	Pantoll Ranger Station	Stinson Beach	Bolinas
8:20 AM	8:35 AM	8:57 AM	9:06 AM	9:21 AM	8:20 AM
11:45 AM	12:00 PM	12:22 PM	12:31 PM	12:46 PM	11:45 AM
4:05 PM	4:20 PM	4:42 PM	4:51 PM	5:06 PM	4:05 PM
6:45 PM	7:00 PM	7:22 PM	7:31 PM	7:46 PM	6:45 PM

Table 2: Route 61 Weekday Eastbound Schedule

Bolinas	Stinson Beach	Pantoll Ranger Station	Mt. Home Inn	Tam HS	Marin City
6:55 AM	6:55 AM	6:55 AM	7:10 AM	7:24 AM	7:33 AM
9:45 AM	9:45 AM	9:45 AM	10:00 AM	10:14 AM	10:23 AM
2:45 PM	2:45 PM	2:45 PM	3:00 PM	3:14 PM	3:23 PM
5:25 PM	5:25 PM	5:25 PM	5:40 PM	5:54 PM	6:03 PM

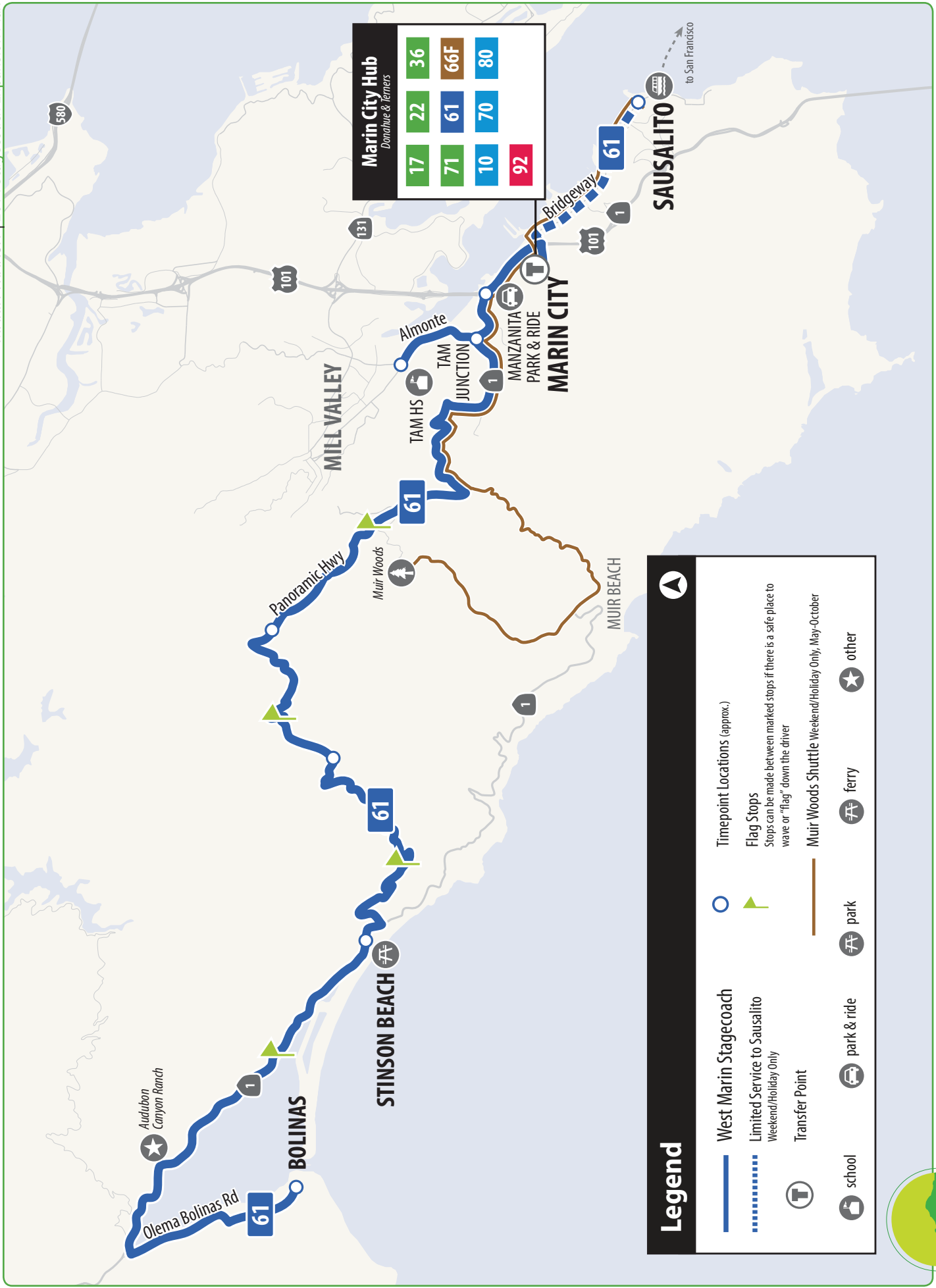


Figure 3: Route 61 Alignment



Table 3: Route 61 Weekend/Holiday Westbound Schedule

Sausalito	Marin City	Tam HS	Mt. Home Inn	Pantoll Rgr. Stn.	Stinson Beach	Bolinas	Notes
–	8:20 AM	8:34 AM	8:55 AM	9:04 AM	9:19 AM	9:34 AM	
–	10:00 AM	10:14 AM	10:35 AM	10:44 AM	10:59 AM	11:14 AM	A
11:15 AM	11:33 AM	11:47 AM	12:08 PM	12:17 PM	12:32 PM	12:47 PM	
1:15 PM	1:33 PM	1:47 PM	2:08 PM	2:17 PM	2:32 PM	2:47 PM	A
3:08 PM	3:26 PM	3:40 PM	4:01 PM	4:10 PM	4:25 PM	4:40 PM	
5:08 PM	5:26 PM	5:40 PM	6:01 PM	6:10 PM	6:25 PM	6:40 PM	A
6:18 PM	6:36 PM	6:50 PM	7:11 PM	7:20 PM	7:35 PM	7:50 PM	
8:35 PM	8:53 PM	9:07 PM	9:28 PM	9:37 PM	9:52 PM	10:07 PM	A

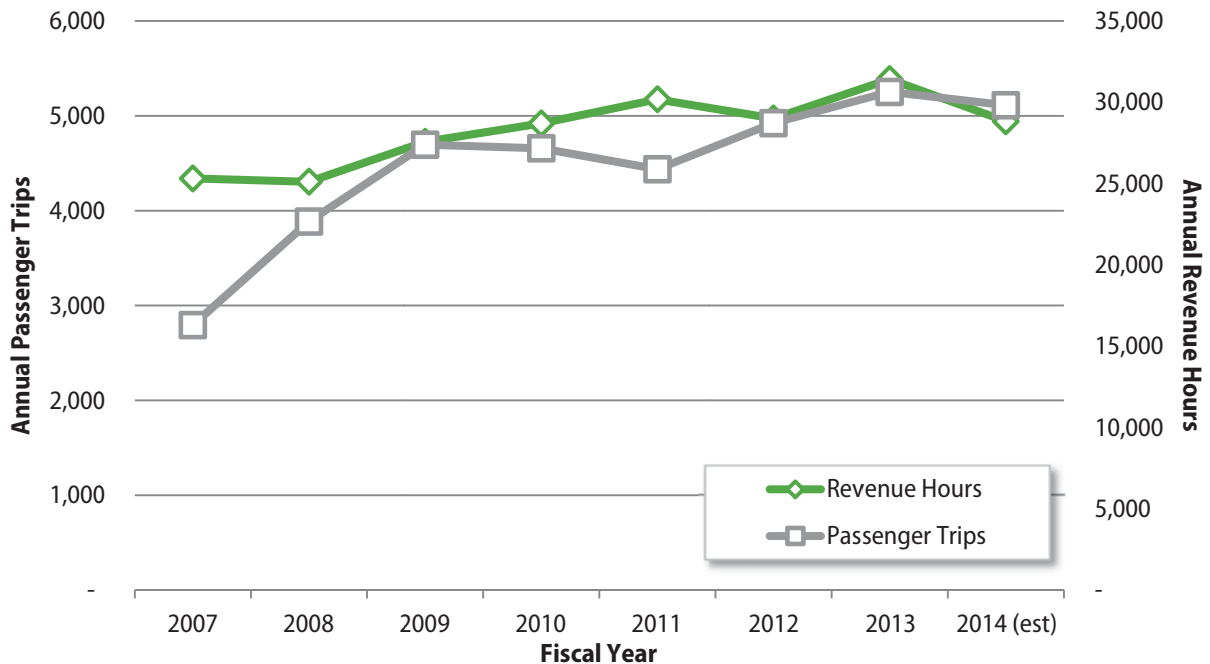
A. Trip operates peak season only (2nd Sunday in March to 2nd Saturday in November)

Table 4: Route 61 Weekend/Holiday Eastbound Schedule

Bolinas	Stinson Beach	Pantoll Rgr. Stn.	Mt. Home Inn	Tam HS	Marin City	Sausalito	Notes
8:35 AM	8:50 AM	9:05 AM	9:14 AM	9:35 AM	9:49 AM	–	A
9:40 AM	9:55 AM	10:10 AM	10:19 AM	10:40 AM	10:54 AM	11:06 AM	
11:18 AM	11:33 AM	11:48 AM	11:57 AM	12:18 PM	12:32 PM	12:44 PM	A
1:36 PM	1:51 PM	2:06 PM	2:15 PM	2:36 PM	2:50 PM	3:02 PM	
3:02 PM	3:17 PM	3:32 PM	3:41 PM	4:02 PM	4:16 PM	4:28 PM	A
4:46 PM	5:01 PM	5:16 PM	5:25 PM	5:46 PM	6:00 PM	6:12 PM	
6:43 PM	6:58 PM	7:13 PM	7:22 PM	7:43 PM	7:57 PM	8:09 PM	A
7:56 PM	8:11 PM	8:26 PM	8:35 PM	8:56 PM	9:10 PM	–	

A. Trip operates peak season only (2nd Sunday in March to 2nd Saturday in November)

Figure 4: Route 61 Annual Growth (Revenue Hours & Passenger Trips)



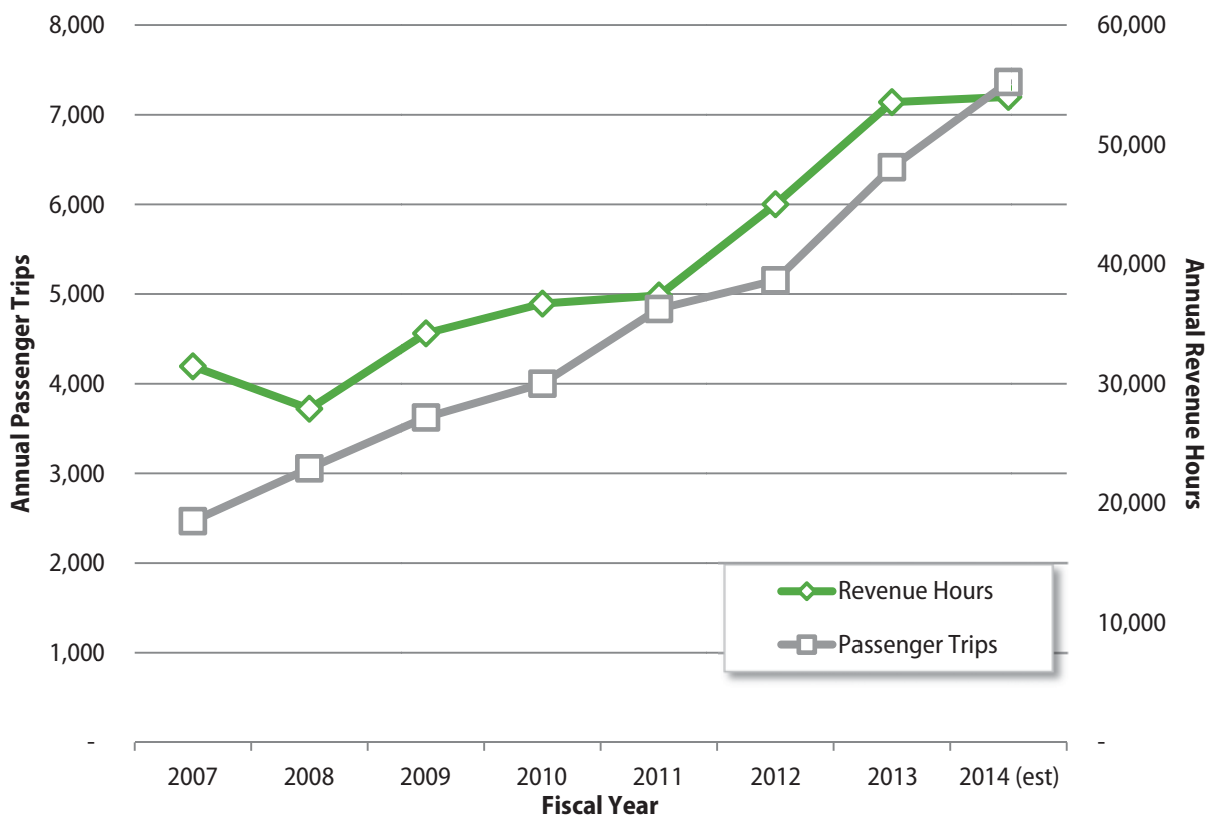
Route 68

Route 68 connects Inverness, Pt. Reyes Station, Samuel P. Taylor State Park, and the San Geronimo Valley to Fairfax, San Anselmo, and San Rafael seven days a week. The route offers connections to other local and regional routes at the San Anselmo Hub and the San Rafael Transit Center. Figure 6 shows the current alignment.

Route 68 operates a non-traditional Monday-Saturday schedule with a different Sunday/Holiday schedule as shown in Table 5 through Table 8 below. A total of seven eastbound and seven westbound trips are provided between 6:30 AM and 7:52 PM. All trips operate the full alignment between Inverness and San Rafael.

Route 68 has operated its current schedule since January 2012 when it changed from four to eight round trips Monday-Saturday, significantly improving the frequency of service. Prior to 2012, there was limited service expansion or service changes on this route.

Figure 5: Route 68 Annual Growth (Revenue Hours & Passenger Trips)



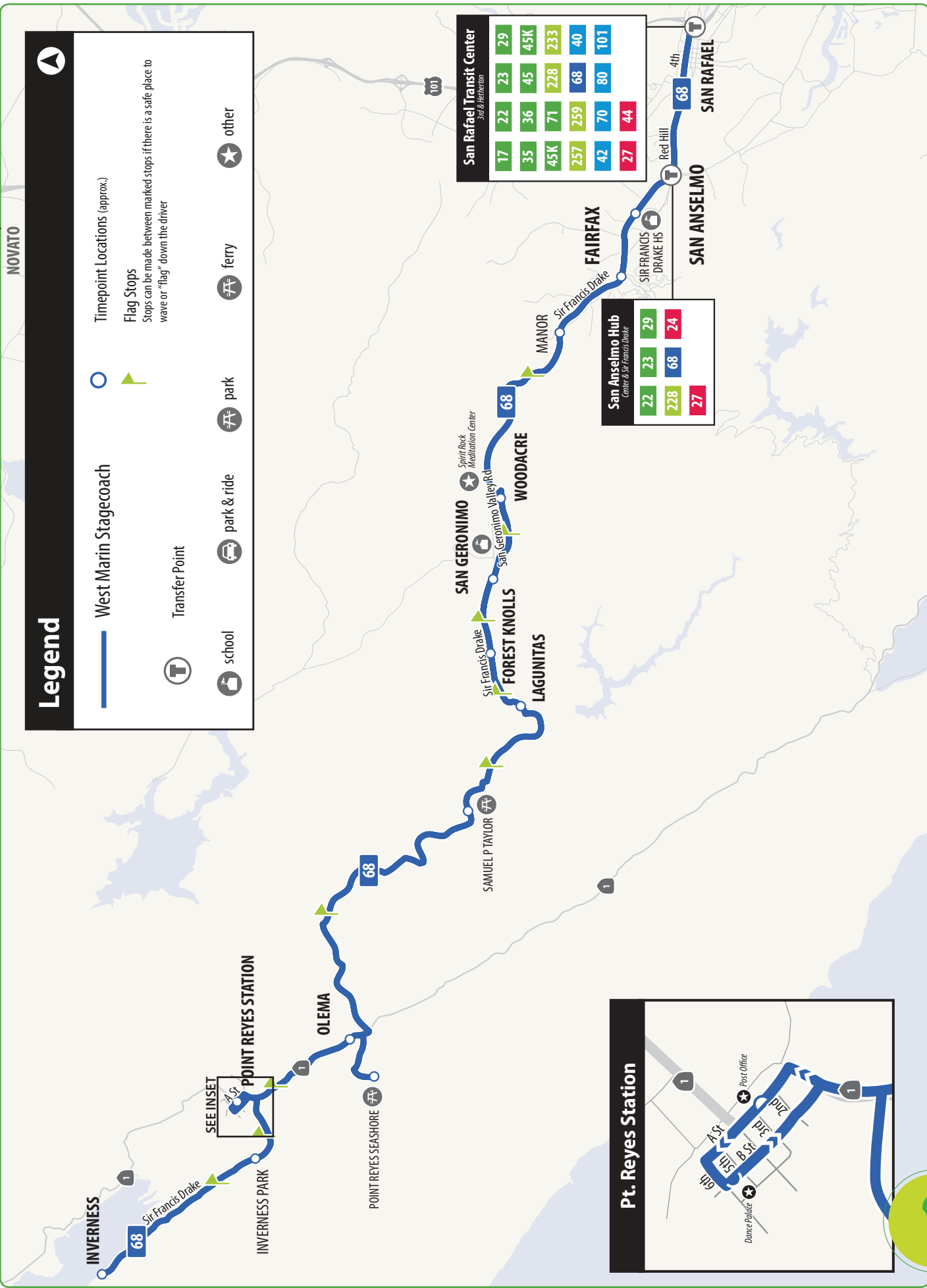


Figure 6: Route 68 Alignment

Table 5: Route 68 Monday-Saturday Westbound Schedule

San Rafael Transit Ctr	Fairfax Manor	Woodacre	San Geronimo	Lagunitas	Samuel P Taylor	Pt. Reyes	Inverness
8:05 AM	8:31 AM	8:36 AM	8:41 AM	8:48 AM	8:55 AM	9:18 AM	9:27 AM
10:15 AM	10:41 AM	10:46 AM	10:51 AM	10:58 AM	11:05 AM	11:28 AM	11:37 AM
11:30 AM	11:56 AM	12:01 PM	12:06 PM	12:13 PM	12:20 PM	12:43 PM	12:52 PM
1:45 PM	2:11 PM	2:16 PM	2:21 PM	2:28 PM	2:35 PM	2:58 PM	3:07 PM
3:15 PM	3:41 PM	3:46 PM	3:51 PM	3:58 PM	4:05 PM	4:28 PM	4:37 PM
4:45 PM	5:11 PM	5:16 PM	5:21 PM	5:28 PM	5:35 PM	5:58 PM	6:07 PM
6:30 PM	6:56 PM	7:01 PM	7:06 PM	7:13 PM	7:20 PM	7:43 PM	7:52 PM

Table 6: Route 68 Monday-Saturday Eastbound Schedule

Inverness	Pt. Reyes	Samuel P	Lagunitas	San Geronimo	Woodacre	Manor	SRTC
6:30 AM	6:38 AM	7:02 AM	7:09 AM	7:16 AM	7:21 AM	7:26 AM	7:52 AM
9:35 AM	9:43 AM	10:07 AM	10:14 AM	10:21 AM	10:26 AM	10:31 AM	10:57 AM
11:40 AM	11:48 AM	12:12 PM	12:19 PM	12:26 PM	12:31 PM	12:36 PM	1:02 PM
1:07 PM	1:15 PM	1:39 PM	1:46 PM	1:53 PM	1:58 PM	2:03 PM	2:29 PM
3:09 PM	3:17 PM	3:41 PM	3:48 PM	3:55 PM	4:00 PM	4:05 PM	4:31 PM
4:40 PM	4:48 PM	5:12 PM	5:19 PM	5:26 PM	5:31 PM	5:36 PM	6:02 PM
6:10 PM	6:18 PM	6:42 PM	6:49 PM	6:56 PM	7:01 PM	7:06 PM	7:32 PM

Table 7: Route 68 Sunday/Holiday Westbound Schedule

San Rafael Transit Ctr	Fairfax Manor	Woodacre	San Geronimo	Lagunitas	Samuel P Taylor	Pt. Reyes	Inverness
9:00 AM	9:26 AM	9:31 AM	9:36 AM	9:43 AM	9:50 AM	10:13 AM	10:22 AM
12:30 PM	12:56 PM	1:01 PM	1:06 PM	1:13 PM	1:20 PM	1:43 PM	1:52 PM
4:10 PM	4:36 PM	4:41 PM	4:46 PM	4:53 PM	5:00 PM	5:23 PM	5:32 PM
7:10 PM	7:36 PM	7:41 PM	7:46 PM	7:53 PM	8:00 PM	8:23 PM	8:32 PM

Table 8: Route 68 Sunday/Holiday Eastbound Schedule

Inverness	Pt. Reyes	Samuel P	Lagunitas	San Geronimo	Woodacre	Manor	SRTC
7:18 AM	7:26 AM	7:50 AM	7:57 AM	8:04 AM	8:09 AM	8:14 AM	8:40 AM
10:25 AM	10:33 AM	10:57 AM	11:04 AM	11:11 AM	11:16 AM	11:21 AM	11:47 AM
2:07 PM	2:15 PM	2:39 PM	2:46 PM	2:53 PM	2:58 PM	3:03 PM	3:29 PM
5:35 PM	5:43 PM	6:07 PM	6:14 PM	6:21 PM	6:26 PM	6:31 PM	6:57 PM

Analysis

Marin Transit conducted an analysis and assessment of the Stagecoach services using a variety of quantitative and qualitative methods listed below. This analysis provided an understanding of how the services are used and a framework for considering appropriate areas for adjustment and expansion.

- Review of West Marin Transit Needs Assessment Study (2009);
- Review unfunded rural service needs from the Short Range Transit Plan (2012);
- System wide Onboard Passenger Survey Results (2012);
- Bus Driver Interviews (2014);
- Customer feedback reports (2011-2014);
- Ongoing ridership and performance monitoring (2010-2014);
- On time performance (2013-2014); and
- Route 68 onboard survey (2014).

A brief summary of each input source is described below. A more comprehensive summary of the analysis is provided in Attachment A.

Review of West Marin Transit Needs Assessment Study (2009)

Marin Transit conducted a comprehensive assessment of rural services and transit needs in West Marin in 2009. This assessment included community meetings, stakeholder interviews, focus groups, and passenger surveys to identify how transit services should be structured in West Marin to best meet the needs of its residents. A number of recommendations were developed and implemented following the study. Staff reviewed the unfunded recommendations that are still applicable and included these in the updated assessment. The final West Marin Transit Needs Assessment report can be found online at:

<http://www.marintransit.org/pdf/planning/west%20marin/WEST%20MARIN%20Needs%20Assessment%20FINAL%20REPORT.pdf>

Review of Unfunded Rural Service Needs from 2012 Short Range Transit Plan (SRTP)

Staff reviewed the 2012 Short Range Transit Plan (SRTP) to identify applicable unfunded service needs for the rural services. The plan highlighted the need to consider service to the northern most areas of West Marin including Tomales. The final SRTP report can be found online at:

http://www.marintransit.org/pdf/SRTP/FY2011-12/SRTP_FINAL.pdf

Systemwide Onboard Survey Results (2012)

Marin Transit surveyed passengers on all fixed route service in October and November 2012 and asked questions related to how they use services (identifying origin/destination, trip purpose, frequency of use, etc.) and customer satisfaction questions regarding availability of service, vehicle cleanliness, and on-time performance etc.). Staff present the results by program and by route and provide a summary as part of the Existing Service Assessment within the Countywide Transit Market Assessment study. This portion of the report is available online at: http://www.marintransit.org/pdf/planning/CTMA/CTMA_Existing_Service_Assessment.pdf

Bus Driver Interviews (2014)

Marin Transit staff met with all drivers of Routes 61 and 68 in January 2014 to discuss their thoughts on the current service and opportunities for service expansion. Topics included time points within the existing schedule where the schedules are challenging to maintain, times within the day where overcrowding occurs, regular feedback observed from passengers, and any other challenges while operating a safe and reliable service. Input was also obtained on areas where drivers believed service expansion could be sustained.

Customer Feedback Reports (2011-2014)

Ongoing customer feedback related to service improvements or service complaints are recorded in Marin Transit's Transtrack data management system. Marin Transit staff reviewed the last three years of comments related to the Stagecoach program, and included these in its assessment of potential service improvements.

Ongoing Ridership and Performance Monitoring (2010-2014)

Ridership and other key performance metrics are continually monitored to ensure the services are used effectively and efficiently. Detailed on/off counts by stop are captured by the District's automatic passenger counters (APC) equipped on all Stagecoach vehicles. In addition, staff have completed focused ride checks in recent years to provide a comprehensive look at ridership by time of day and day of the week. The District reports monthly to the Board of Directors on route level and program level performance for two primary performance measures: productivity (passengers per hour) and subsidy (cost per passenger). This data provides the best quantitative resource for analyzing the service. Historic annual and monthly monitoring reports can be found on the District's website at: <http://marintransit.org/monitoringreports.html>

Schedule Adherence (2013-2014)

Schedule Adherence or "on time performance" is a measure of how reliable the service performs relative to the published schedule. The District uses data from the automatic vehicle locator (AVL) system equipped on all vehicles to identify areas or times where service is running ahead or behind schedule and specific days of the week or times of year. Staff coupled this data with the information from driver interviews to fully identify problem areas and develop adjustments.

Route 68 Survey (2014)

The final piece of data used in the planning process was an onboard survey on Route 68. This outreach technique allows passengers to preview the recommendations and provide feedback for use in final schedule adjustments prior to requesting Board action. Since the recommendations included a significant expansion of service with more travel options, staff were primarily concerned with how the new schedule would impact transfer connections important to riders. Based on feedback from this effort, staff modified the initial schedule to respond to rider requests. A copy of this survey and the comments received are included in Attachment A.

Results and Recommendations

The recommendations for expanding service were developed and guided by a series of goals developed from the analysis results. These goals guided staff as they evaluated options for new schedules and connections to existing and new services. If approved, the combined service recommendations will be implemented as a one year pilot project to allow staff to evaluate and refine them before Board action to approve permanent service changes.

Planning Goals

In identifying how to prioritize expansion resources, staff developed a series of goals as a framework for the service planning. These goals included:

- Improve schedule adherence
 - Adjust schedules to create predictable travel for passengers
- Improve connectivity at SRTC, Marin City, and Sausalito and create more consistent headways
 - **Evaluate improvements to connections on** Route 68 at SRTC – move to a “pulse” timing
 - **Evaluate improvements to connections on** Route 61 at Marin City and Tam Junction
- Increase capacity during school bells (primarily north route)
 - **Explore a morning** Route 125 **service to Sir Francis Drake High School with larger equipment**
 - **Explore opportunities to provide** supplemental service to Lagunitas School
- Improve service levels on high ridership segments (Manor, San Geronimo Valley, Lagunitas)
 - **Explore** adding frequency
 - **Explore increasing** span of service / **hours of operation**
- **Coordinate with other Main Transit** recreational programs and National Park Service on Muir Woods Service Planning
 - **Avoid duplication of** services in West Marin
 - **Identify opportunities for connectivity with recreational services**
- Reduce weekend congestion in Sausalito/Tam Junction and add peak season capacity
 - **Identify opportunities to further expand** recreational travel **using transit** to West Marin during peak season
 - Evaluate short run Route 61 trips to address overcrowding from Stinson Beach during PM weekends
- Explore service **expansion models** to other destinations in West Marin
 - Tomales, Muir Beach, **and/or** Marshall

Recommendations

The recommendations were guided by the planning goals and took into account the District’s available resources, historical experience with transit service in West Marin, and other ongoing efforts related to transit service improvements in West Marin. Below is a summary of the recommendations by route. Staff recommends implementation of these changes as a one-year pilot program and will use the adopted Stagecoach performance targets to assess performance following any changes to the service.

Route 61

Route 61 has a core group of weekday riders that consists primarily of students and commuters and a core group of recreational riders on weekends. Weekday timings have been adjusted over the years to allow students and commuters to meet bell times and make connections in Tam Junction, Manzanita, and Marin City to other local and regional bus services. Weekend expansion, including a route extension to the Sausalito Ferry, has accommodated increasing demand for recreational travel.

Approximately 80% of all weekday ridership tends to occur on the ends of the route (Bollinas/Stinson Beach – Mill Valley/Marin City) with the remaining 25% riding in between these endpoints. Weekend ridership shows stronger usage at bus stops at and around the Pantoll Ranger Station and Panoramic Highway and an especially strong demand from passengers going eastbound from Stinson Beach in the late afternoon.

While ridership on this route is steady, opportunities to grow *weekday* ridership is limited. Staff have identified more opportunities to grow *weekend/holiday* ridership. There is overcrowding on many weekend trips as hikers and bikers look to travel between Stinson Beach, Mt. Tamalpais, Muir Woods, and Mill Valley. Specifically, day hikers exploring these trails are inclined to take the bus back up or over the hill from Stinson Beach.

Staff were cautious in considering recommendations for the South Route to preserve the current connections and serve the trip patterns of the existing weekday market. Thus, ***no changes are recommended to the weekday schedules.***

Improvements to the weekend service, primarily added connectivity for the recreation markets, have the most potential for ridership growth on this route. Marin Transit recently met with the National Park Service to explore options to serve Fort Baker during the peak summer season on weekends and holidays. A service plan was identified to expand Route 61 service within West Marin and also provide a new connection to Fort Baker. Through a partnership similar to the Muir Woods Shuttle, this additional service will be a shared venture. In this instance, funding will come entirely from the National Park Service to further expand the reach of recreational services on the peak summer weekends and reduce roadway congestion through Tam Junction and into West Marin.

Recommendations for service expansion on Route 61 include the following:

- **Add a new weekend/holiday peak season schedule and alignment between Memorial Day and Labor Day to expand recreational transit options in West Marin**

The proposed expansion would maintain the existing weekend schedule between Sausalito and Bollinas, while also providing 12 trips to Fort Baker from Sausalito and Marin City. Half of these would be an extension of existing trips, providing a direct connection between Fort Baker, Stinson Beach, and Bollinas. The service would connect in Sausalito to the Golden Gate and Blue and Gold Ferries, the Muir Woods Shuttle, Local Route 17, and Regional Route 10. Marin City would offer further connections to Local Route 22 and Regional Route 70/80. The

proposed Westbound and Eastbound schedules are shown in Table 9 and Table 10, respectively. Figure 7 shows the proposed alignment.

Table 9: Proposed Weekend/Holiday Westbound Route 61 Schedule (Peak of Peak Season Only)

Ft. Baker	Sausalito	Marin City	Mill Valley	Pantoll Ranger Station	Stinson Beach Parking Lot	Bolinas
7:52 AM	8:02 AM	8:20 AM	8:34 AM	9:04 AM	9:19 AM	9:34 AM
9:32 AM	9:42 AM	10:00 AM	10:14 AM	10:44 AM	10:59 AM	11:14 AM
10:30 AM	10:40 AM	10:58 AM	–	–	–	–
–	11:15 AM	11:33 AM	11:47 AM	12:17 PM	12:32 PM	12:47 PM
11:40 AM	11:50 AM	12:08 PM	–	–	–	–
1:05 PM	1:15 PM	1:33 PM	1:47 PM	2:17 PM	2:32 PM	2:47 PM
1:45 PM	1:55 PM	2:13 PM	–	–	–	–
2:58 PM	3:08 PM	3:26 PM	3:40 PM	4:10 PM	4:25 PM	4:40 PM
3:25 PM	3:35 PM	3:53 PM	–	–	–	–
–	5:08 PM	5:26 PM	5:40 PM	6:10 PM	6:25 PM	6:40 PM
5:00 PM	5:10 PM	5:28 PM	–	–	–	–
6:08 PM	6:18 PM	6:36 PM	6:50 PM	7:20 PM	7:35 PM	7:50 PM
7:00 PM	7:10 PM	7:28 PM	–	–	–	–
8:25 PM	8:35 PM	8:53 PM	9:07 PM	9:37 PM	9:52 PM	10:07 PM

Table 10: Proposed Weekend/Holiday Eastbound Route 61 Schedule (Peak of Peak Season Only)

Bolinas	Stinson Beach Parking Lot	Pantoll Ranger Station	Mill Valley	Marin City	Sausalito	Ft. Baker
8:35 AM	8:50 AM	9:05 AM	9:35 AM	9:49 AM	10:01 AM	10:11 AM
9:40 AM	9:55 AM	10:10 AM	10:40 AM	10:54 AM	11:06 AM	–
–	–	–	–	11:15 AM	11:27 AM	11:37 AM
–	–	–	–	12:10 PM	12:22 PM	12:32 PM
11:18 AM	11:33 AM	11:48 AM	12:18 PM	12:32 PM	12:44 PM	12:54 PM
–	–	–	–	2:15 PM	2:27 PM	2:37 PM
1:36 PM	1:51 PM	2:06 PM	2:36 PM	2:50 PM	3:02 PM	3:12 PM
3:02 PM	3:17 PM	3:32 PM	4:02 PM	4:16 PM	4:28 PM	–
–	–	–	–	4:30 PM	4:42 PM	4:52 PM
–	–	–	–	5:30 PM	5:42 PM	5:52 PM
4:46 PM	5:01 PM	5:16 PM	5:46 PM	6:00 PM	6:12 PM	6:22 PM
–	–	–	–	7:30 PM	7:42 PM	7:52 PM
6:43 PM	6:58 PM	7:13 PM	7:43 PM	7:57 PM	8:09 PM	8:19 PM
7:56 PM	8:11 PM	8:26 PM	8:56 PM	9:10 PM	9:22 PM	9:32 PM

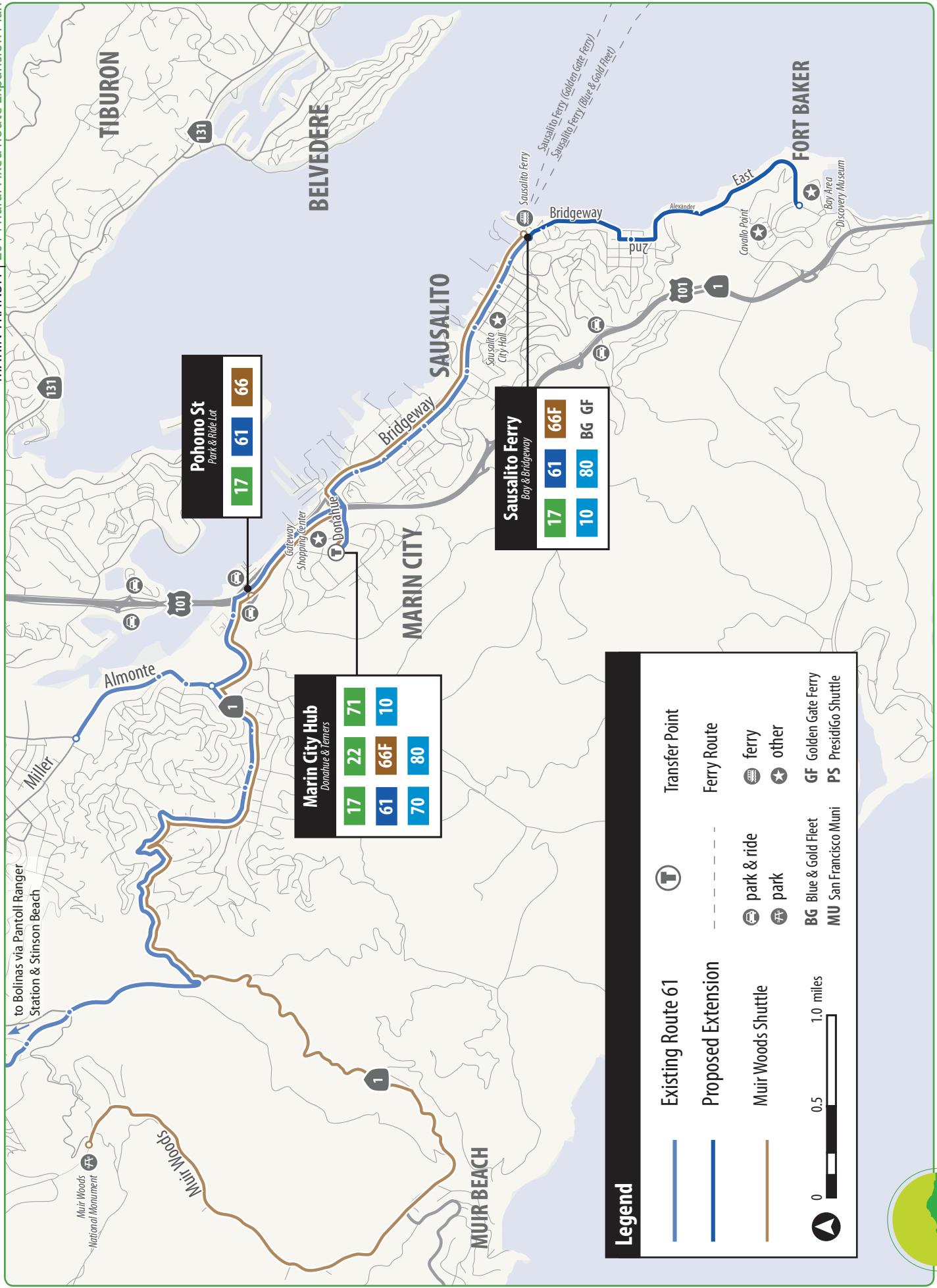


Figure 7: Proposed Route 61 Extension



Route 68

Route 68 has shown strong growth in ridership and has a core ridership base in West Marin. The 2012 service expansion was followed by similar growth in ridership and kept the productivity well above the performance target. Nearly 80% of current ridership activity occurs east of Lagunitas on the route, and a strong commute and student market was observed during the onboard surveying. Overcrowding is also typical for the first eastbound trip in the morning due to many students traveling from the San Geronimo Valley to Sir Francis Drake High School and many commuters traveling to the urbanized area. A relatively high degree of transferring also occurs on Route 68 and connecting services ranging from the Highway 101 trunkline routes to San Francisco to local routes serving San Anselmo and San Rafael.

The alignment of Route 68 within the urbanized area also allows for opportunities to benefit residents in Fairfax, San Anselmo, and San Rafael. While Routes 22, 23, and 29 provide service to these communities, offsetting the schedules increases the service frequencies in these corridors and supports other District goals.

Recommendations for service expansion on Route 68 include the following:

- **Convert current schedule to a traditional weekday / weekend schedule;**
- **Time trips to the 0:45 pulse point at SRTC;**
- **Add short run trips between SRTC and Forest Knolls/Lagunitas;**
- **Operate 60 minute frequencies daily, with possible gaps to account for driver breaks and fueling;**
- **Expand span of service; and**
- **Add morning trip to Sir Francis Drake High School on Route 125 or operate the larger XHF vehicle on first AM Eastbound trip during school days.**

The proposed schedule for Route 68 is shown below in Table 11 through Table 14 . Aside from significantly more service offered daily, the proposed schedules also create a 15 minute service frequency between SRTC and San Anselmo and a 30 minute service frequency between Fairfax, San Anselmo, and SRTC on weekdays.

Table 11: Proposed Route 68 Weekday Westbound Schedule

SRTC	Fairfax Manor	Woodacre	Forest Knolls	Lagunitas	Samuel P Taylor	Pt. Reyes	Inverness
6:45 AM	7:17 AM	7:23 AM	7:32 AM	–	–	–	–
7:45 AM	8:17 AM	8:23 AM	8:32 AM	8:35 AM	8:41 AM	9:02 AM	9:10 AM
9:45 AM	10:17 AM	10:23 AM	10:32 AM	10:35 AM	10:41 AM	11:02 AM	11:10 AM
10:45 AM	11:17 AM	11:23 AM	11:32 AM	11:35 AM	11:41 AM	12:02 PM	12:10 PM
11:45 AM	12:17 PM	12:23 PM	12:32 PM	–	–	–	–
12:45 PM	1:17 PM	1:23 PM	1:32 PM	1:35 PM	1:41 PM	2:02 PM	2:10 PM
1:45 PM	2:17 PM	2:23 PM	2:32 PM	2:35 PM	2:41 PM	3:02 PM	3:10 PM
2:45 PM	3:17 PM	3:23 PM	3:32 PM	3:35 PM	3:41 PM	4:02 PM	4:10 PM
4:45 PM	5:17 PM	5:23 PM	5:32 PM	5:35 PM	5:41 PM	6:02 PM	6:10 PM
6:45 PM	7:17 PM	7:23 PM	7:32 PM	7:35 PM	7:41 PM	8:02 PM	8:10 PM
7:45 PM	8:17 PM	8:23 PM	8:32 PM	–	–	–	–

Table 12: Proposed Route 68 Weekday Eastbound Schedule

Inverness	Pt. Reyes	Samuel P	Lagunitas	San Geronimo	Woodacre	Manor	SRTC
6:16 AM	6:24 AM	6:45 AM	6:51 AM	6:54 AM	7:04 AM	7:10 AM	7:40 AM
–	–	–	–	7:54 AM	8:04 AM	8:10 AM	8:40 AM
9:16 AM	9:24 AM	9:45 AM	9:51 AM	9:54 AM	10:04 AM	10:10 AM	10:40 AM
11:16 AM	11:24 AM	11:45 AM	11:51 AM	11:54 AM	12:04 PM	12:10 PM	12:40 PM
1:16 PM	1:24 PM	1:45 PM	1:51 PM	1:54 PM	2:04 PM	2:10 PM	2:40 PM
–	–	–	–	12:54 PM	1:04 PM	1:10 PM	1:40 PM
3:16 PM	3:24 PM	3:45 PM	3:51 PM	3:54 PM	4:04 PM	4:10 PM	4:40 PM
4:16 PM	4:24 PM	4:45 PM	4:51 PM	4:54 PM	5:04 PM	5:10 PM	5:40 PM
6:16 PM	6:24 PM	6:45 PM	6:51 PM	6:54 PM	7:04 PM	7:10 PM	7:40 PM
8:16 PM	8:24 PM	8:45 PM	8:51 PM	8:54 PM	9:04 PM	9:10 PM	9:40 PM
–	–	–	–	9:54 PM	10:04 PM	10:10 PM	10:40 PM

Table 13: Route 68 Weekend/Holiday Westbound Schedule

SRTC	Fairfax Manor	Woodacre	Forest Knolls	Lagunitas	Samuel P Taylor	Pt. Reyes	Inverness
7:45 AM	8:17 AM	8:23 AM	8:32 AM	8:35 AM	8:41 AM	9:02 AM	9:10 AM
8:45 AM	9:17 AM	9:23 AM	9:32 AM	9:35 AM	9:41 AM	10:02 AM	10:10 AM
10:45 AM	11:17 AM	11:23 AM	11:32 AM	11:35 AM	11:41 AM	12:02 PM	12:10 PM
12:45 PM	1:17 PM	1:23 PM	1:32 PM	1:35 PM	1:41 PM	2:02 PM	2:10 PM
1:45 PM	2:17 PM	2:23 PM	2:32 PM				
2:45 PM	3:17 PM	3:23 PM	3:32 PM	3:35 PM	3:41 PM	4:02 PM	4:10 PM
3:45 PM	4:17 PM	4:23 PM	4:32 PM	4:35 PM	4:41 PM	5:02 PM	5:10 PM
4:45 PM	5:17 PM	5:23 PM	5:32 PM				
5:45 PM	6:17 PM	6:23 PM	6:32 PM	6:35 PM	6:41 PM	7:02 PM	7:10 PM
6:45 PM	7:17 PM	7:23 PM	7:32 PM	7:35 PM	7:41 PM	8:02 PM	8:10 PM
9:40 PM	10:12 PM	10:18 PM					
10:40 PM	11:12 PM	11:18 PM					

Table 14: Route 68 Weekend Eastbound Schedule

Inverness	Pt. Reyes	Samuel P	Lagunitas	San Geronimo	Woodacre	Manor	SRTC
7:16 AM	7:24 AM	7:45 AM	7:51 AM	7:54 AM	8:04 AM	8:10 AM	8:40 AM
9:16 AM	9:24 AM	9:45 AM	9:51 AM	9:54 AM	10:04 AM	10:10 AM	10:40 AM
10:16 AM	10:24 AM	10:45 AM	10:51 AM	10:54 AM	11:04 AM	11:10 AM	11:40 AM
12:16 PM	12:24 PM	12:45 PM	12:51 PM	12:54 PM	1:04 PM	1:10 PM	1:40 PM
2:16 PM	2:24 PM	2:45 PM	2:51 PM	2:54 PM	3:04 PM	3:10 PM	3:40 PM
				3:54 PM	4:04 PM	4:10 PM	4:40 PM
4:16 PM	4:24 PM	4:45 PM	4:51 PM	4:54 PM	5:04 PM	5:10 PM	5:40 PM
				5:54 PM	6:04 PM	6:10 PM	6:40 PM
7:16 PM	7:24 PM	7:45 PM	7:51 PM	7:54 PM	8:04 PM	8:10 PM	8:40 PM
8:16 PM	8:24 PM	8:45 PM	8:51 PM	8:54 PM	9:04 PM	9:10 PM	9:40 PM
					10:19 PM	10:25 PM	10:55 PM
					11:19 PM	11:25 PM	11:55 PM

Route 125

Route 125 is a supplemental school route that serves Sir Francis Drake High School during after school hours. It is one of the most productive routes in the system and carries over 50 passengers per trip. Based on analysis that shows strong student ridership during the morning hours, staff recommends adding a morning trip to this Route for the 2014-15 school year. The added morning trip will operate school days only and arrive at the Sir Francis Drake High School stop around 7:40 AM. Staff also proposes an extension of the route to the San Rafael Transit Center (operating express between San Anselmo and San Rafael) to further improve overall service in this corridor. A complete schedule for Route 125 is shown in Table 15 and Table 16.

Table 15: Proposed Route 125 Weekday Westbound Schedule

SRTC	San Anselmo	Sir Francis Drake HS	Fairfax	Fairfax Manor	Woodacre	Lagunitas	Notes
6:30 AM	6:38 AM	6:42 AM	6:50 AM	6:56 AM	7:02 AM	7:10 AM	
2:30 PM	2:40 PM	2:54 PM	3:00 PM	3:05 PM	3:13 PM	3:21 PM	A
3:10 PM	3:20 PM	3:34 PM	3:40 PM	3:45 PM	3:53 PM	4:01 PM	B

A. Trip operates Wednesdays and Fridays which are school days
 B. Trip operates each school day except Wednesdays and Fridays

Table 16: Proposed Route 125 Weekday Eastbound Schedule

Lagunitas	Woodacre	Fairfax Manor	Fairfax	Sir Francis Drake HS	San Anselmo	SRTC	Notes
7:12 AM	7:25 AM	7:31 AM	7:35 AM	7:41 AM	7:45 AM	7:55 AM	
3:41 PM	3:54 PM	4:00 PM	4:04 PM	4:10 PM	4:14 PM	4:25 PM	A
4:11 PM	4:24 PM	4:30 PM	4:34 PM	4:40 PM	4:44 PM	4:55 PM	B

A. Trip operates Wednesdays and Fridays which are school days
 B. Trip operates each school day except Wednesdays and Fridays

Dillon Beach – Tomales – Petaluma Shuttle

The northwestern most portion of the County including Dillon Beach and Tomales is one of the few areas in the County that do not have regular transit service. This area is isolated from many services including medical, shopping, employment, and higher education. The one Marin Transit service provides is a subscription shopper shuttle for persons with disabilities, which operates one round trip per week between Dillon Beach, Tomales, and Petaluma. This service has been in place for over ten years.

The 2009 West Marin Needs Assessment Study identified the need for additional service for Dillon Beach and Tomales. The study analyzed demographic information along with the results of a series of onboard surveys, stakeholder meetings, and community meetings to identify strategies that address service gaps and projected future needs.

As community support for a deviated fixed-route service developed, local residents formed a non-profit organization, Tomales Transit, to organize efforts and look for funding and partnership opportunities. Tomales Transit administered a local survey to get a better sense of how local transit could benefit the community. The most significant result of the survey was that two-thirds responded favorably regarding using a transit service that met their travel needs. In terms of destinations, the majority of respondents requested a connection to Petaluma for shopping and medical opportunities. Specific stops within Petaluma were identified: Downtown Petaluma (Keller Street/Petaluma Market), Copeland Transit Center (connections to regional services), Petaluma Fairgrounds (shopping and Airporter connections), and East Petaluma (Safeway/Raleys shopping). Two planned major shopping areas including the East Washington Place Shopping Center (Target) and the Deer Creek Village (Friedmans) were also identified as attractive destinations.

Over the past two years, Tomales Transit and Marin Transit have joined forces to explore service delivery options and pursue funding to implement a project that meets the community's needs. In April 2012, Marin Transit and Marin County Supervisor Steve Kinsey invited community members to further discuss the need for a fixed route system. This meeting led to increased community support and helped Marin Transit explore how a new service could fit within the larger rural Stagecoach program. Continued planning work was done by Marin Transit staff including an unsuccessful grant application in 2013 for a weekday service.

The Dillon Beach/Tomales service is included in the 2012 SRTP as a top unfunded need. Staff is proposing implementing a Tuesday only, deviated fixed route shuttle between Dillon Beach, Tomales, and Petaluma. The service will have formal stops in Dillon Beach, Tomales, and serve four major stops within Petaluma to provide local and regional connections. The proposed service will be operated using a Dial-A-Ride vehicle with a capacity of 16 passengers, two wheelchairs, and two bikes. Decaling on this vehicle is consistent with the Community Shuttle fleet and an electronic destination sign allows for configurable destination programming. Fares will follow the local fixed route policy and the District will pursue suggested transfer agreements with Petaluma Transit. The route will be monitored as part of the Stagecoach program using the same performance standards (4 passengers/hour, \$12 subsidy/passenger).

Deviation of the service would follow the current Stagecoach policy and be available for all customers within a $\frac{3}{4}$ mile radius of the fixed route in the areas outside the urbanized area boundary. Riders must make deviation requests one day in advance, and these requests will be subject to the vehicle's ability to negotiate the road conditions. Deviated pick-ups must be at safe locations on public roads. Only one deviation will be allowed per trip and deviations are on a first come first served basis.

The proposed schedule (Table 17 and Table 18) for the Tuesday shuttle includes three eastbound and three westbound trips between Dillon Beach/Tomales and Petaluma. Service will be timed to connect to Petaluma Transit Route 24 (Lakeville Hwy – Kaiser) at the Copeland Transit Mall and Route 2 (N. McDowell Blvd - Petaluma Valley Hospital) at the Eastside Transit Mall. The route will also serve the Keller & Washington stop, 4th & C stop in Downtown Petaluma, the Sonoma-Marin Fairgrounds stop (Sonoma Airport Express, Amtrak, Target, and Petaluma Library), and continue along North McDowell Boulevard to the Community Hospital. Staff will explore a future extension to the new Deer Creek Village Shopping area if route runtime allows. Untimed connections to Sonoma County Transit and Golden Gate Transit services are feasible at the Copeland Transit Mall and 4th and C Street.

Table 17: Proposed Westbound Dillon Beach/Tomales Shuttle (Tuesdays Only)

Petaluma				Coast Guard Station	Tomales	Dillon Beach
Petaluma Valley Hospital	Eastside Transit Mall	Copeland Transit Mall	Bodega & Bantam Way			
		9:28 AM	9:33 AM	9:48 AM	10:00 AM	10:15 AM
12:42 PM	12:48 PM	12:58 PM	1:03 PM	1:18 PM	1:30 PM	1:45 PM
3:12 PM	3:18 PM	3:28 PM	3:33 PM	3:48 PM	4:00 PM	4:15 PM

Table 18: Proposed Eastbound Dillon Beach/Tomales Shuttle (Tuesdays Only)

Dillon Beach	Tomales	Coast Guard Station	Petaluma			
			Bodega & Bantam Way	Copeland Transit Mall	Eastside Transit Mall	Petaluma Valley Hospital
10:20 AM	10:35 AM	10:47 AM	11:02 AM	11:08 AM	11:16 AM	11:22 AM
1:50 PM	2:05 PM	2:17 PM	2:32 PM	2:38 PM	2:46 PM	2:52 PM
4:20 PM	4:35 PM	4:47 PM	5:02 PM	5:08 PM	5:16 PM	5:22 PM

Cost Summary

Expansion of Route 61, Route 68, and Route 125 would occur under the current Rural and Seasonal contract with MV Transportation. Stagecoach Routes 61 and 68 is funded within the Rural Operations budget, and the additional trip on Supplemental School Route 125 would be paid for within the Local Operations budget. The new Dillon Beach/Tomales Shuttle will be implemented under the current Whistlestop contract as an expansion of the Novato Dial-A-Ride within the Rural Operations budget.

Table 19 below shows the added revenue hours of service and the estimated cost implications.

Table 19: Expanded Service Revenue Hour and Cost Estimates (Annual)

	Current Revenue Hours ¹	Proposed Revenue Hours ¹	Change in Revenue Hours ¹	Estimated Additional Operating Cost
Route 61	4,913	5,270	+357	\$50,662.26 ²
Route 68	6,972	10,779	+3,807	\$305,134.48
Dillon Beach / Tomales Shuttle	-	300	+300	\$25,181.37
Route 125	100	251	+151	\$17,275.10
Total	11,885	16,349	+4,615	\$398,253.21

1. Revenue Hour estimates are annual estimates

2. Additional operating costs for Route 61 will be paid in full by the National Park Service

Funding to support expansion of rural transit is available through the District's current rural operations revenue sources - Measure A and FTA 5311. This includes the expenditure over time of reserved Measure A rural funding held by the Transportation Authority of Marin (TAM). The proposed additional service is within the planned budget for rural service in the Marin Transit 10-year financial model.

Funds to support expansion of Route 61 will be provided in full by the National Park Service through a grant they have programmed for Fort Baker. In addition to the operating costs, the Park Service will also contribute up to \$17,000 for capital costs related to vehicle leases, signs, and other equipment. The added service will be initiated as a pilot and reevaluated after the first year to determine if a permanent expansion of the South Route is desired. Funding for a permanent expansion of Route 61 that would include Marin Transit funds would need approval Board of the Board of Directors.

Attachment A: Analysis Details

West Marin Transit Needs Assessment Study (2009)

The West Marin Transit Needs Assessment Study was completed in August 2009. This effort evaluated existing transit services in West Marin, identified the transit needs of both residents and those travelling to and through the area, and recommended specific strategies to address short term and long term service gaps and needs. Below is a summary of these recommendations organized by immediate, short-term, and long term timelines. Included in parenthesis is an update or status of these recommendations if action has been taken since this study.

Immediate Term (12-18 months)

- Extend Route 61 to Sausalito Ferry [\[Partially Implemented\]](#)
- Provide deviated fixed-route service to the Health Clinic on the Bolinas mesa on request [\[Implemented\]](#)
- Partner with Marin County Bicycle Coalition on bike parking/sharing/rentals in West Marin
- Partner with West Marin businesses, especially recreational, for co-marketing [\[Partially Implemented\]](#)
- Inventory current bus stops for adequate parking and turn-around space, signage, information, shelter, and accessibility [\[Implemented\]](#)

Short-Term (1-5 years)

- Short-turn service from Stinson Beach to Mt. Home Inn [\[Included in 2014 Recommendations\]](#)
- Design and implement a better bus stop arrangement for downtown Stinson Beach [\[Implemented\]](#)
- ~~Separate mid-day Route 62 and Route 68 interline to provide dedicated trips on each route~~
- ~~Increase Route 62 weekday service days~~
- Add an earlier Route 68 westbound bus to increase frequency and to replace mid-day service provided via an interline with Route 62 [\[Implemented\]](#)
- Muir Beach: Explore partnerships with school transportation providers
- Muir Beach: Provide a van to a community-based organization for a volunteer driver program
- Implement the regional electronic fare payment system (Clipper) [\[In Progress\]](#)
- Continue to look for ways to increase bicycle capacity [\[Ongoing\]](#)

Long-Term Actions & Strategies

- Adjust Route 61 schedule earlier and later; add vehicles and drivers [\[Partially Implemented\]](#)
- Explore management/charging for parking at Stinson Beach
- ~~Deviate Route 62 to the Point Reyes hostel (in partnership with the National Park Service)~~
- ~~Add more service days to Route 62 as demand warrants (weekdays first, then Sunday)~~
- Work with Parks to connect Route 68 to possible future recreational services [\[Included in 2014 Recommendations\]](#)
- Work with GGNRA and Caltrans to establish a bus stop in Muir Beach [\[In Progress\]](#)
- Acquire hybrid buses for routes for which they are suitable [\[Under evaluation\]](#)

New Routes & Services

- Point Reyes to Novato [\[Implemented as part of 2014 gap grant\]](#)
- Point Reyes to Petaluma
- Extend to northern West Marin and the Point Reyes peninsula [\[Included in 2014 Recommendations\]](#)

Review of Unfunded Rural Service Needs from 2012 Short Range Transit Plan (SRTP)

Below is the text in the 2012 SRTP that identifies unfunded rural transit needs:

Based on the 2009 West Marin Needs Assessment and extensive community outreach, Marin Transit has identified the need for additional rural transit services connecting residents in the most northern part of West Marin to goods and services. These include communities north of Point Reyes Station along Highway 1 including Marshall and Tomales where there are increasing concentrations of seniors and persons with disabilities with very limited transportation options. Marin Transit provides a weekly shopper shuttle between these communities and Petaluma that is currently oversubscribed. Future expansion of the rural program should reconsider these community mobility needs.

Systemwide Onboard Survey Results (2012)

The following is an overview of the onboard survey results for Route 61 and 68 from the 2012 effort.

Table A- 1: Route 61 Overview

Stagecoach Service	Route 61	Average, Stagecoach Service
Ridership performance (FY 2012)		
Productivity (boardings/hour)	5.7	6.1
Subsidy/Passenger	\$12.76	\$12.09
How riders accessed the bus stop		
Walked	48.1%	51.5%
Drove alone / carpooled	2.9%	4.7%
Dropped off by car	10.6%	8.9%
Transfer to/from another bus	20.2%	18.7%
Bike	3.8%	4.3%
Trip purpose		
Commuter to or from work	24.0%	25.5%
Work-related event or /meeting	5.8%	6.4%
School	17.3%	19.6%
Medical/dental	0.0%	1.3%
Social, recreational, entertainment	39.4%	31.9%
Shopping	3.8%	4.7%
Escort others (children, elderly, etc.)	0.0%	0.4%
Other	0.0%	4.2%
No response	6.7%	6.0%

Route 61

Route 61 is one of the “West Marin Stage” routes operating in the rural western part of Marin County. Route 61 connects Marin City with the small coastal towns of Stinson Beach and Bolinas. Passengers on this route include local residents connecting to service on Highway 101 and tourists going to the beach and the State and National parks, especially on weekends outside of the rainy season. The route jogs north from Tam Junction and Marin City to take students to Tamalpais High School. Since a Safeway is directly across the street from the school, this route also serves shopping purposes for Marin City residents.

Because of the great distances this covers, there are only four trips per day on weekdays; one late afternoon trip extends north to Olema to connect to Route 68.

Weekend service varies for this route depending on the season to accommodate tourist demand and extends to the Sausalito Ferry. From mid-November to mid-March, there are four westbound and three eastbound trips per day. Starting in mid-March, weekend and holiday service is increased to eight trips in each direction.

Maps of Route 61 can be found in the following pages.

Table A- 2: Route 61: General Service Characteristics

Days of Service	Weekdays	Saturday (March – November)	Sunday & Holidays (March – November)
Span of service	6:55 AM – 8:28 PM	8:20 AM – 10:05 PM	8:20 AM – 10:05 PM
	- Headways -		
AM Peak (6 AM – 9 AM)	1 trip each way	60 to 90 minutes	60 to 90 minutes
Midday (9 AM to 2 PM)	1 trip each way	60 to 90 minutes	60 to 90 minutes
PM Peak (2 PM to 6 PM)	1 trip each way	2 hours	2 hours
Evening (7 PM to 12 AM)	1 trip each way	2 hours	2 hours

Performance

The figure on the previous page shows the current performance of Route 61 relative to other local routes. The same table shows key information about access to the stop and trip purpose.

Stagecoach Service, which operates in a rural area, has a performance target of four passengers per hour and a subsidy target of \$12 per passenger. Route 61 performs at an overall ridership average of 5.7 passengers per hour. The weekday average is 5.4 boardings per hour, with weekend ridership at 6.2 passengers per hour for both Saturday and Sunday. Weekend passengers make up almost half of the total ridership on this route. Subsidy per passenger is close to average for this service type and the subsidy target at \$12.76.

Who Rides?

Surveyors collected 104 surveys on this route; however, not all respondents answered all questions.

Route 61 connects urban trunk routes with State and National parklands; 42% of the 91 respondents to this question said they were on a recreational or social trip. Work commutes and school trips make up most of the balance, with 32% going to or from work or a work-related event, and 19% going to or from school. School trips are reflected in the age profile for this route, with 20% of riders in the 13 to 15 age group. Another 13% are over age 65, the highest percentage of all routes surveyed.

Twenty-seven percent of respondents report that they have been using the route for less than six months, which may be a reflection of one-time recreational trip purposes. Other than school routes, this route has the lowest percentage of people identifying as Hispanic or Latino (14%), with over 90% reporting that they speak English “well” or “very well.” This is also an affluent group of riders, 37%— just over twice the system average of 16%— makes \$75,000 per year or more.

What Are Their Choices?

If Route 61 were not available, 46% of riders would not make their trip, while 33% would either drive or get a ride. While 4% said they would walk, only 9% said they would bike, 4 percentage points less than the overall average. This group also has access to more vehicles than average, with only 25% reporting that they had no car and 46% reporting access to two or more cars.

Transfers

The main transfer points on this route are Marin City and the Manzanita Park and Ride. Of the 91 survey respondents, 23% transferred to Route 61; with about half coming from the highway trunk lines (routes 70, 71, 80, 101) and the remainder from routes 10, 17, 36, and 40. Two people reported transferring from the Muir Woods Shuttle. Transfers from Route 61 to other buses involved the same bus routes, with the addition of the Marin Airporter and the Sausalito Ferry.

Where Do Riders Live?

Riders live both in central and south Marin, and in the small coastal communities served by this route. Of the 72 riders who provided home ZIP codes, 26% live in Mill Valley, 11% live in San Rafael, 4% live in Novato, and other east-side Marin towns make up 6%. On the west side of the route, 24% live in Bolinas and 10% live in Stinson Beach. Fourteen percent report living in San Francisco, and likely were using the bus for recreational trips.

Where Is the Ridership?

The maps on the following pages show average numbers of daily boardings and alightings at each stop along the line in both directions. The tables following the maps show weekday boardings, alightings and loads in tabular form.¹

¹ Average loads for this route were not readily available and are not shown.

Stop activity for both weekdays and weekends is highest at Marin City, Tamalpais High School/Safeway, Stinson Beach, and Bolinas, with very little activity between these major stops.

Average loads for this route were not readily available and are not shown.

Figure A-1: Route 61 Eastbound Weekday Ridership

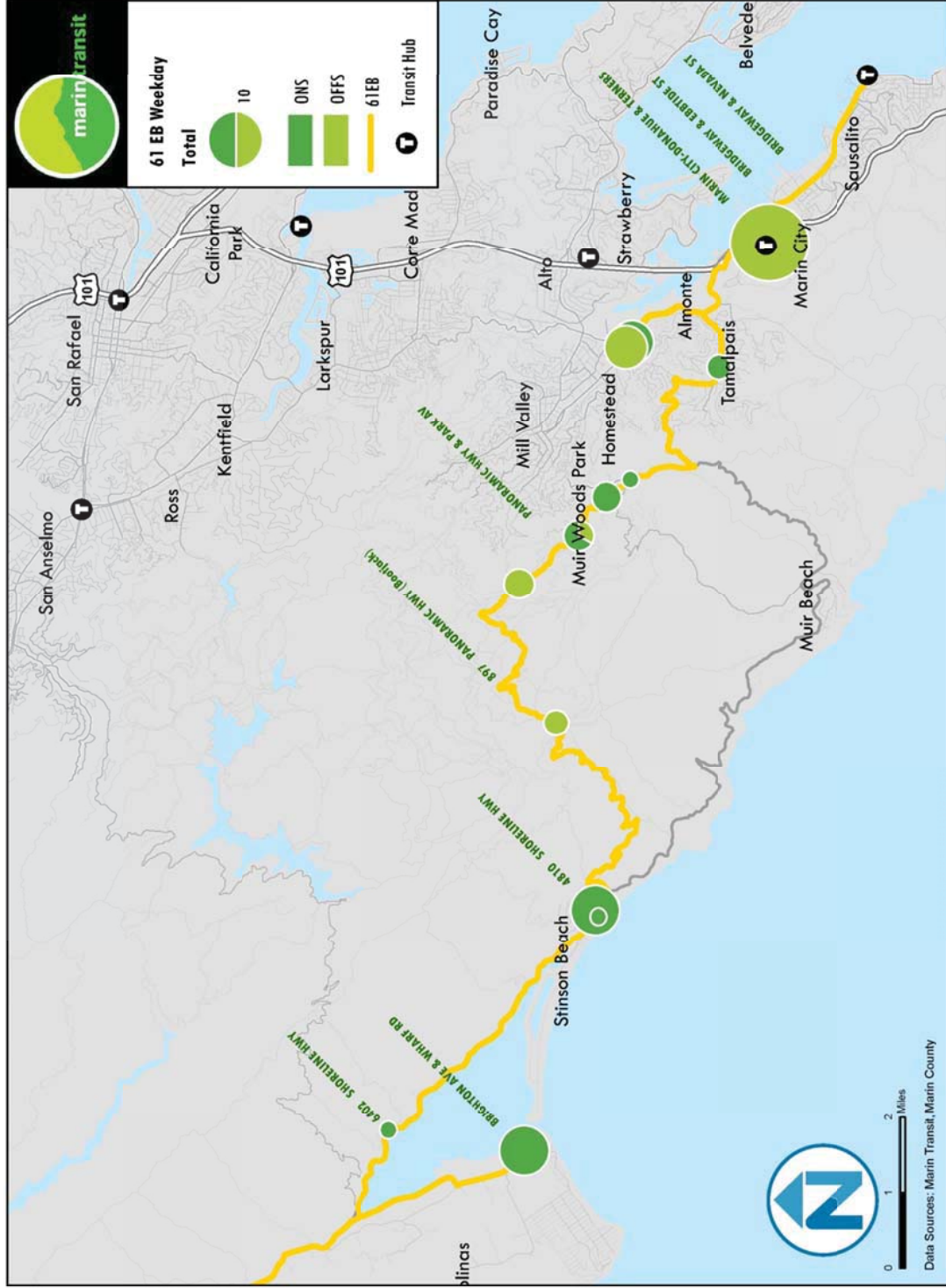


Figure A- 2: Route 61 Westbound Weekday Ridership

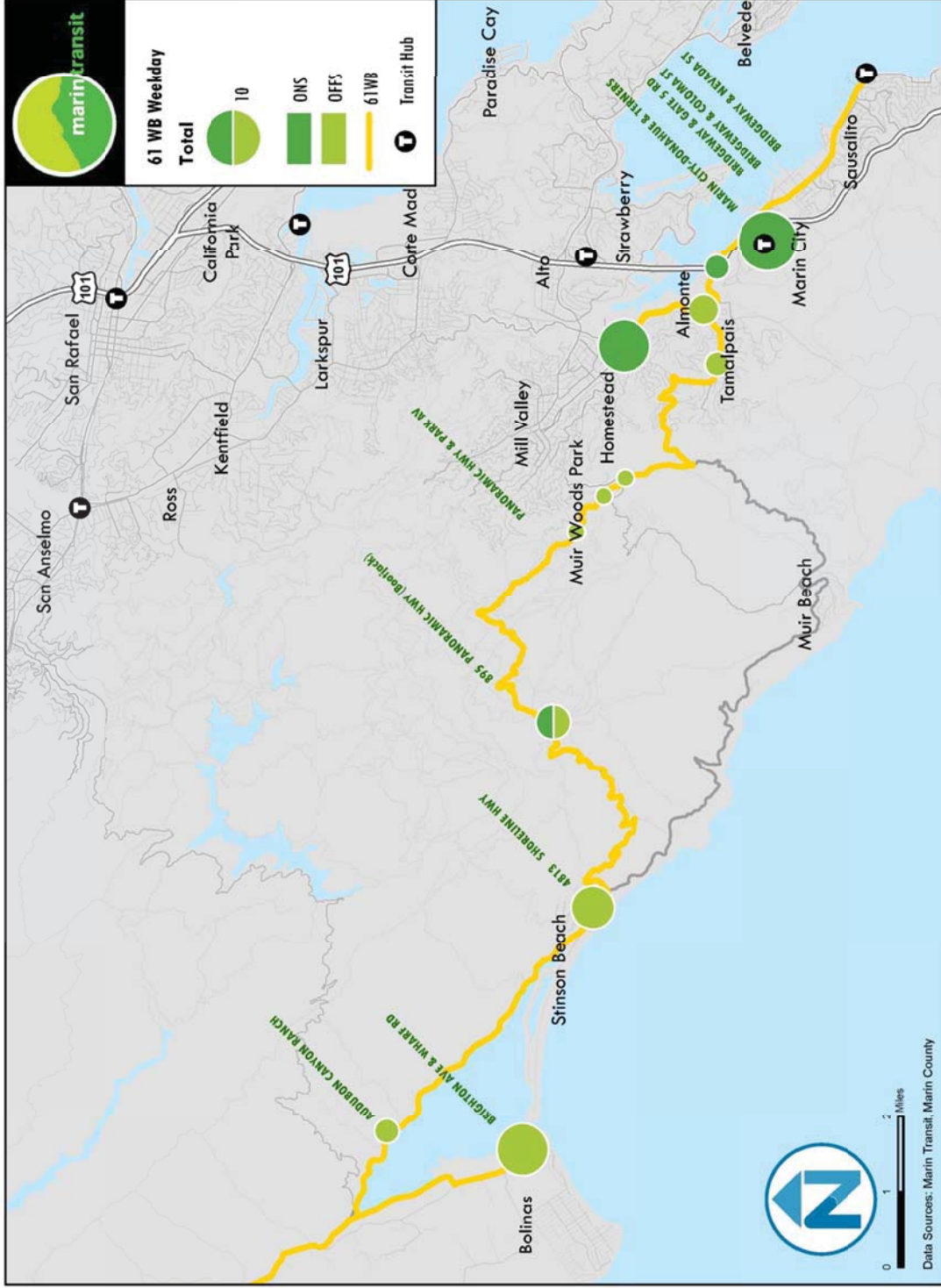


Figure A- 3: Route 61 Eastbound Saturday Ridership

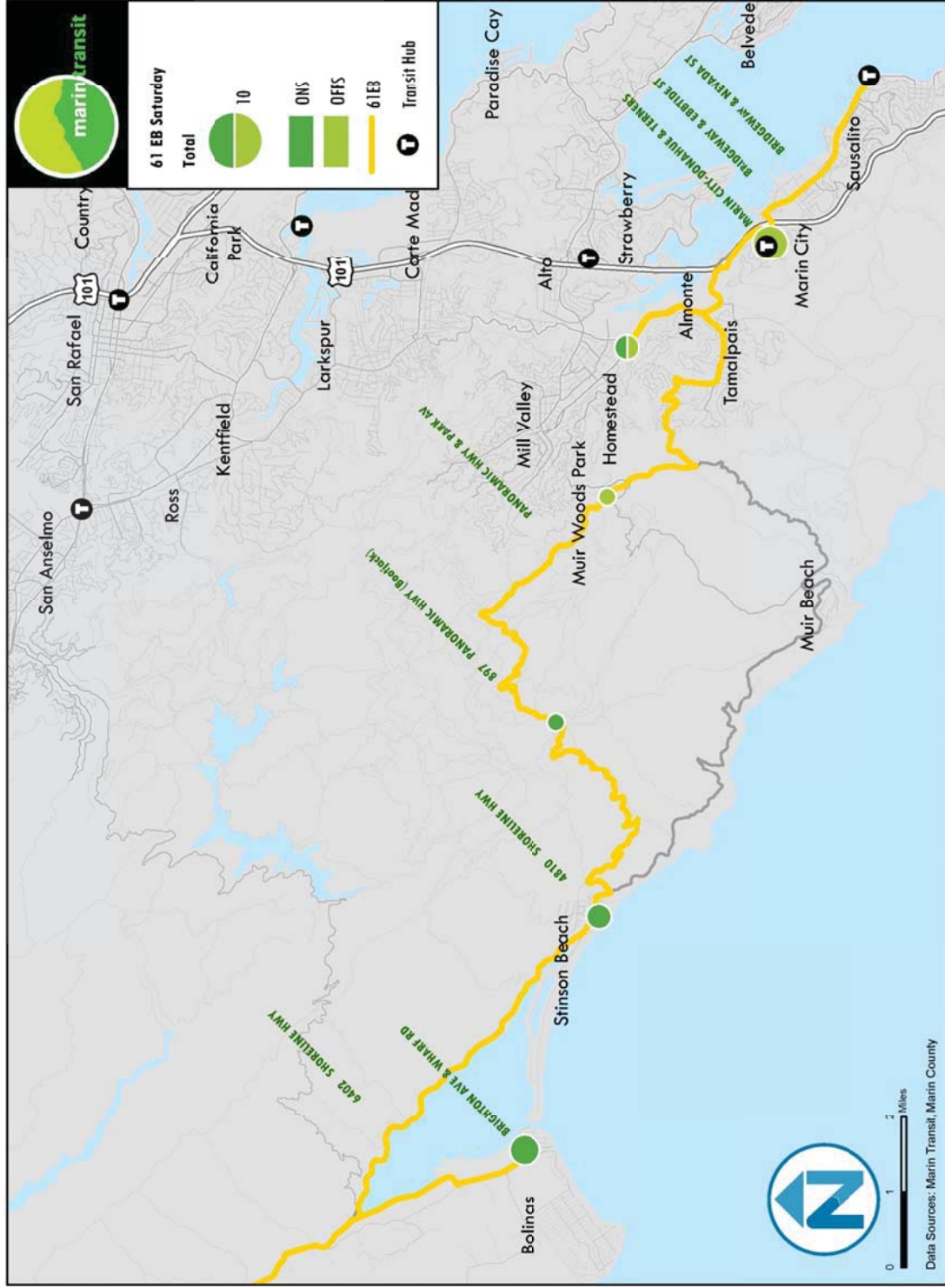


Figure A-4: Route 61 Westbound Saturday Ridership

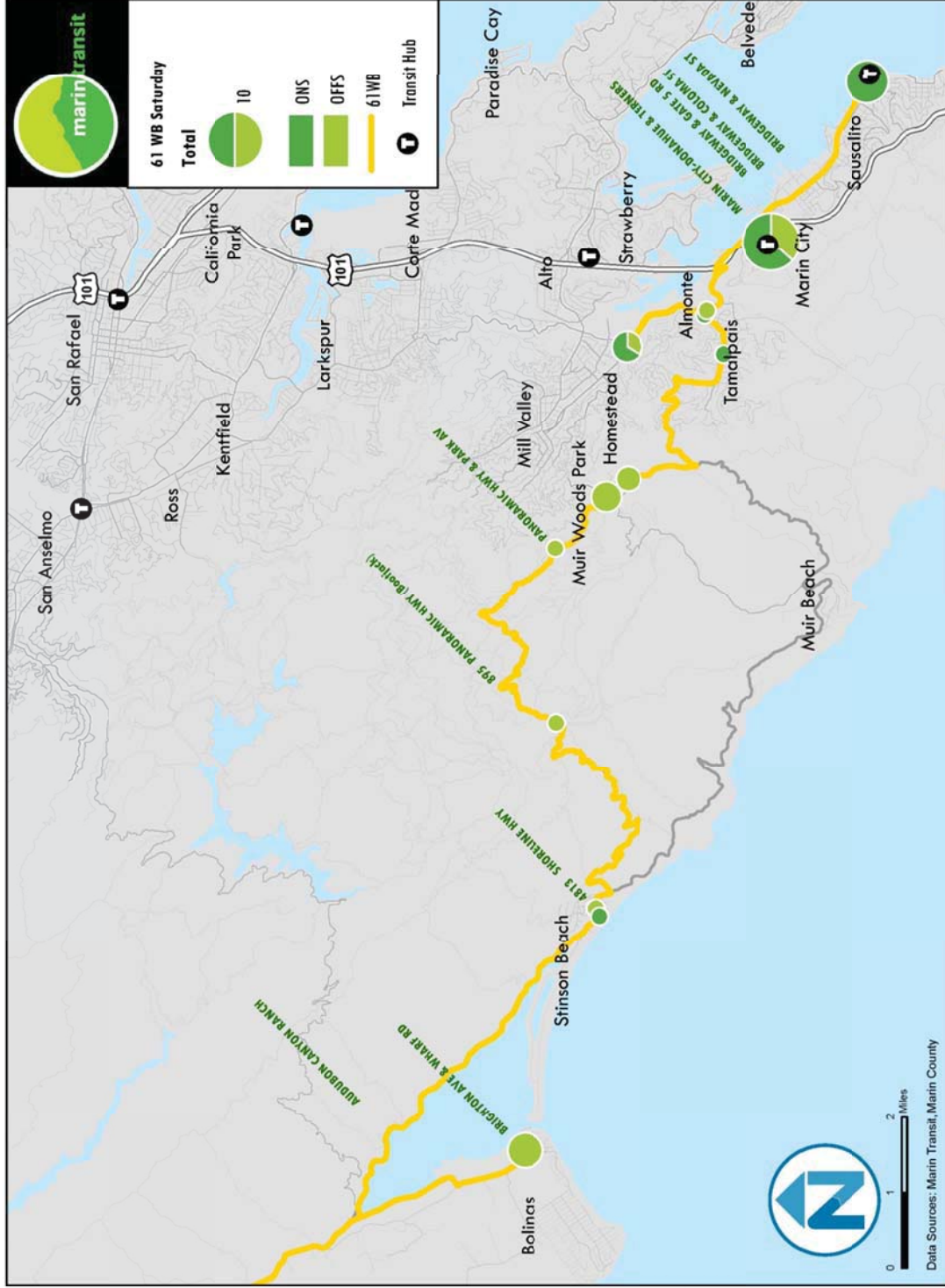


Figure A-5: Route 61 Eastbound Sunday Ridership

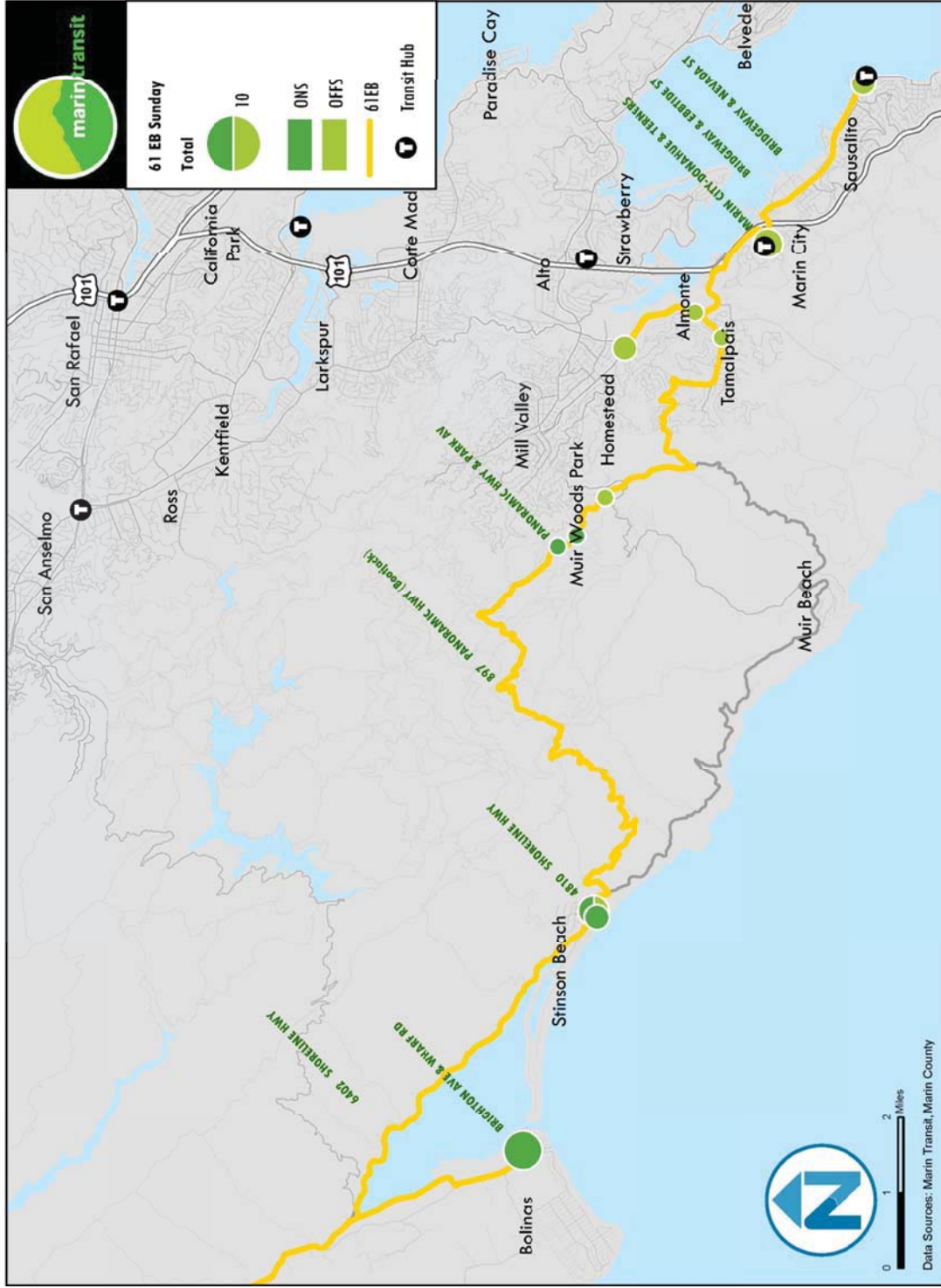


Figure A-6: Route 61 Westbound Sunday Ridership

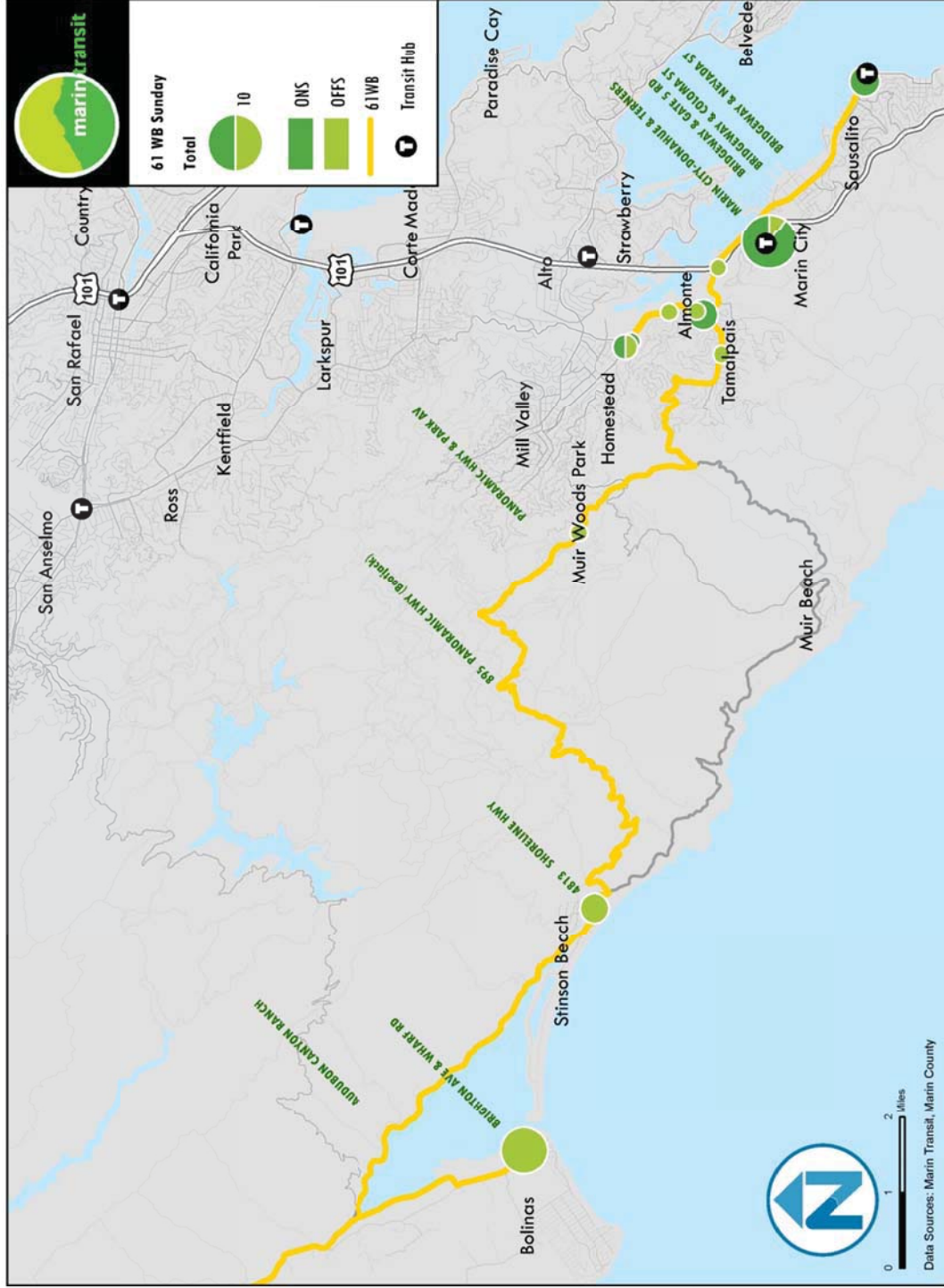


Table A- 3: Route 61 Eastbound Weekday Ridership

Stop	Ons	Offs
Brighton Ave and Wharf Rd	8	0
4900 Shoreline Hwy and Audubon Canyon Ranch	1	0
Stinson Beach and Parking Lot	1	0
Shoreline Hwy and Calle Del Mar	8	0
Panoramic Hwy and Pan Toll Rd	0	2
895 Panoramic Hwy and Bootjack	0	0
Panoramic Hwy and Mountain Home Inn	0	3
Panoramic Hwy and Park Av	0	0
Panoramic Hwy and Ridge Av	2	1
Panoramic Hwy and Bayview Dr	3	0
Panoramic Hwy and Muir Woods Rd	1	0
Shoreline Hwy and Pine St	2	0
Shoreline Hwy and Laurel Way	0	0
Shoreline Hwy and Ross Dr	0	0
Almonte Blvd and Rosemont Av	0	0
Almonte Blvd and Miller Av	0	0
Miller Av and Camino Alto	0	6
Miller Av and Camino Alto	6	0
Miller Av and Almonte Blvd	0	0
Almonte Blvd and Rosemont Av	0	0
Shoreline Hwy and Almonte Blvd	0	0
Manzanita Parking Lt and Hwy 1 & Hwy 101	0	0
Donahue St and Terners Way	0	20

Table A- 4: Route 61 Westbound Weekday Ridership

Stop	Ons	Offs
Donahue St and Terners Way	12	0
Shoreline Hwy and Pohono Park and Ride	0	0
Manzanita Parking Lt and Hwy 1 & Hwy 101	2	0
Shoreline Hwy and Almonte Blvd	0	3
Almonte Blvd and Rosemont Av	0	0
Almonte Blvd and Miller Av	0	0
Miller Av and Camino Alto	9	0
Miller Av and Camino Alto	1	0
Miller Av and Almonte Blvd	0	0
Almonte Blvd and Rosemont Av	0	0
Shoreline Hwy and Almonte Blvd	1	0
Shoreline Hwy and Laurel Way	0	0
Shoreline Hwy and Pine Hill Rd	0	2
Panoramic Hwy and Sequoia Valley Rd	0	1
Panoramic Hwy and Bayview Dr	0	1
Panoramic Hwy and Ridge Av	0	1
Panoramic Hwy and Park Av	0	0
Panoramic Hwy and Edgewood Av	0	0
895 Panoramic Hwy and Bootjack	0	0
Panoramic Hwy and Pan Toll Rd	2	2
Shoreline Hwy and Calle Del Mar	0	6
Stinson Beach and Parking Lot	0	0
4900 Shoreline Hwy and Audubon Canyon Ranch	0	2
Brighton Ave and Wharf Rd	0	9

Table A- 5: Route 68 Overview

Stagecoach Service	Route 68	Average, Stagecoach Service
Ridership performance (FY 2012)		
Productivity (boardings/hour)	6.4	6.1
Subsidy/Passenger	\$11.42	\$12.09
How riders accessed the bus stop		
Walked	54.2%	51.5%
Drove alone / carpooled	6.1%	4.7%
Dropped off by car	7.6%	8.9%
Transfer to/from another bus	17.6%	18.7%
Bike	4.6%	4.3%
Trip purpose		
Commuter to or from work	26.7%	25.5%
Work-related event or /meeting	6.9%	6.4%
School	21.4%	19.6%
Medical/dental	2.3%	1.3%
Social, recreational, entertainment	26.0%	31.9%
Shopping	5.3%	4.7%
Escort others (children, elderly, etc.)	0.8%	0.4%
Other	0.0%	4.2%
No response	5.3%	6.0%

Route 68

Route 68 is one of two “West Marin Stage” routes operating in the rural western part of Marin County. Route 68 connects the San Rafael Transit Center and Inverness via Point Reyes Station. The route starts in Inverness, travels to Point Reyes and Olema, and then travels through the communities of the San Geronimo Valley to Fairfax, San Anselmo, and San Rafael. The route takes approximately 80 minutes for a one-way trip. There are seven round trips on weekdays and Saturday, and four on Sunday.

Maps of Route 68 can be found in the following pages.

Table A- 6: Route 68: General Service Characteristics

Days of Service	Weekdays	Saturday	Sunday & Holidays
Span of service	6:30 AM – 7:42 PM		7:18 AM – 8:32 PM
Headways			
AM Peak (6 AM – 9 AM)	1 trip each way		1 trip each way
Midday (9 AM to 2 PM)	3 trips each way		1 trip each way
PM Peak (2 PM to 6 PM)	3 EB trips, 2 WB trips		1 trip each way
Evening (6 PM to 12 AM)	1 WB trip		1 trip each way

Performance

The figure on the previous page shows the current performance of Route 68 relative to other Stagecoach Service routes. The same table shows key information about access to the stop and trip purpose.

Stagecoach Service, which operates in a rural area, has a target of four passengers per hour and a subsidy target of \$12 per passenger. Route 68 performs at an overall average of 6.4 passengers per hour, with weekday ridership being slightly higher than on weekends. The overall subsidy per passenger is \$11.42, although the Sunday subsidy is almost \$18. Weekend passengers make up about 21% of the overall ridership.

Who Rides?

Surveyors collected 131 surveys on this route; however, not all respondents answered all questions.

This route serves students going to Drake High School, commuters going to the San Rafael Transit center, and tourists going to West Marin. Regarding their trip purpose, 23% are going to school, a high percentage for a non-Supplemental Service (school) route, and 35% are going to or from work or a work-related event. Over 27% report that their trip is recreational, the next to the highest percentage for this purpose in the system after the other Stagecoach Service Route 68; this is also reflected in the longevity of use, with 23% reporting having used the route for less than six months. This route shows higher youth ridership and slightly higher senior ridership than systemwide averages – 11% vs. 7% for the system overall.

Similar to the other Stagecoach Service, Route 68, only 21%— less than half the system average — identify as Hispanic or Latino, and 92% report that they speak English at home with high proficiency. Eighty three percent identify as white, compared to 63% for the system overall. This is also a slightly wealthier group, with more earning between \$25,000 and \$75,000 a year than the system average.

What Are Their Choices?

If Route 68 were not available, 43% of riders would not make their trip, while 36% would either drive or get a ride. No respondents said they would walk; 16% said they would bike, which slightly higher than the systemwide average.

Transfers

The primary transfer location for this route is Central San Rafael. Almost 20% of respondents said the transferred onto the Route 68, and 18% said they would transfer to another route to complete their journey. The most common transfer was to or from the trunk routes (70, 71, and 80) as well as routes 17, 22, 24, 42, 49, or 233. Two riders transferred from the Marin Airporter and two transferred from a school bus.

Where Do Riders Live?

This route connects San Rafael on the east with Point Reyes on the west, travelling through towns in the San Geronimo Valley. Of the 95 riders who provided ZIP codes, 16% live in San Rafael and 13% live in Fairfax. Thirty eight percent of the ridership lives in the valley towns of Lagunitas, Forest Knolls, San Geronimo, Nicasio Valley, and Woodacre. Point Reyes and Inverness make up 13% and 4% respectively.

Riders also said they lived in San Francisco (4%), with single riders stating they lived in Seattle, WA; Portland, OR; and El Sobrante, reflecting recreational usage of this route.

Where Is the Ridership?

The maps on the following pages show average numbers of daily boardings and alightings at each stop along the line in both directions. The tables following the maps show weekday boardings, alightings and loads in tabular form.²

On weekdays, eastbound passengers board in Inverness and the towns in the San Geronimo Valley and are primarily headed toward Drake High School in San Anselmo, the San Anselmo transit hub, and the San Rafael Transit Center to make regional connections. Westbound trips mirror this pattern, with the largest number of passengers boarding in San Rafael and alighting throughout the San Geronimo Valley.

² Average loads for this route were not readily available and are not shown.

Figure A- 7: Route 68 Eastbound Weekday Ridership

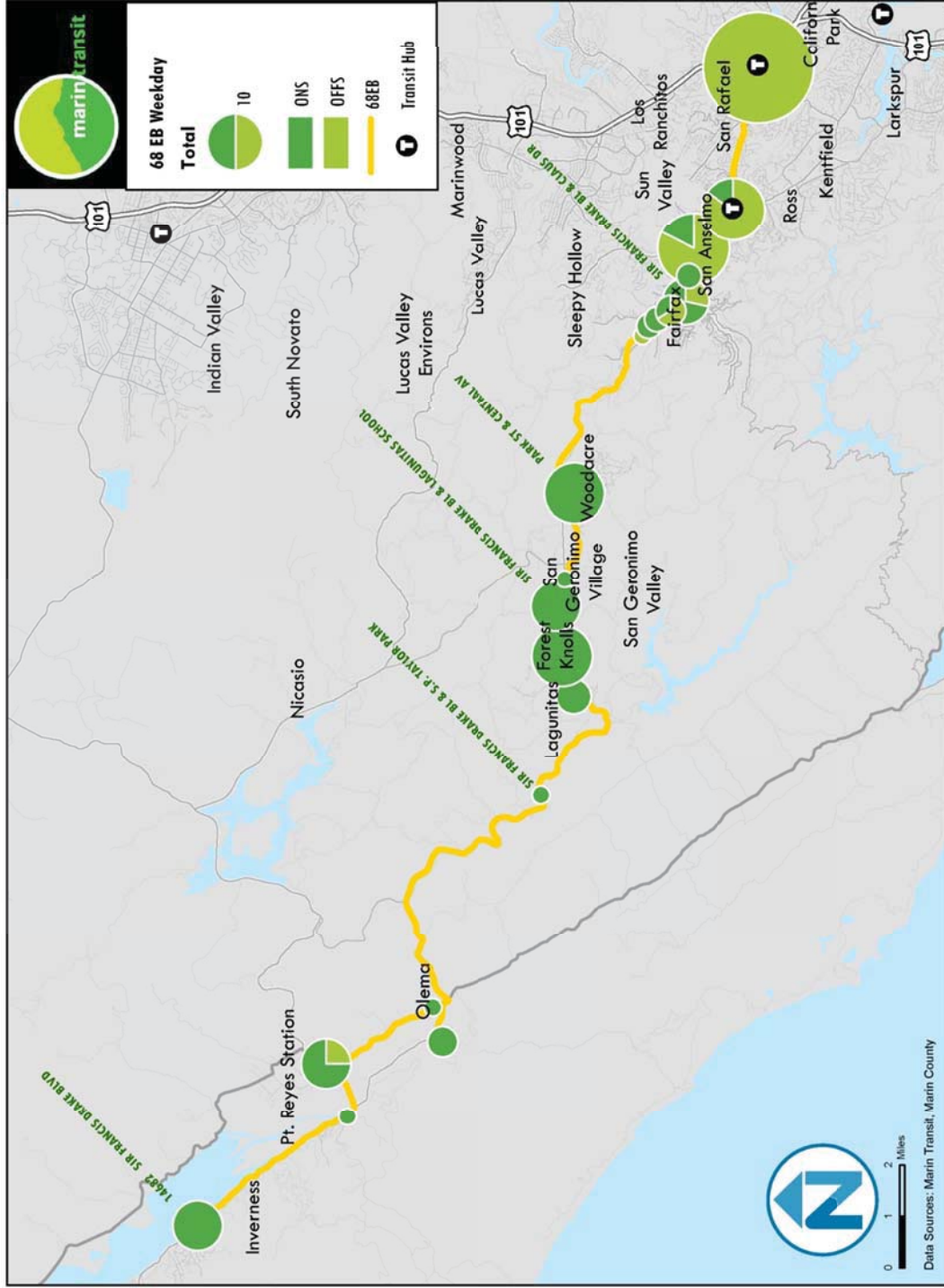


Figure A- 8: Route 68 Westbound Weekday Ridership

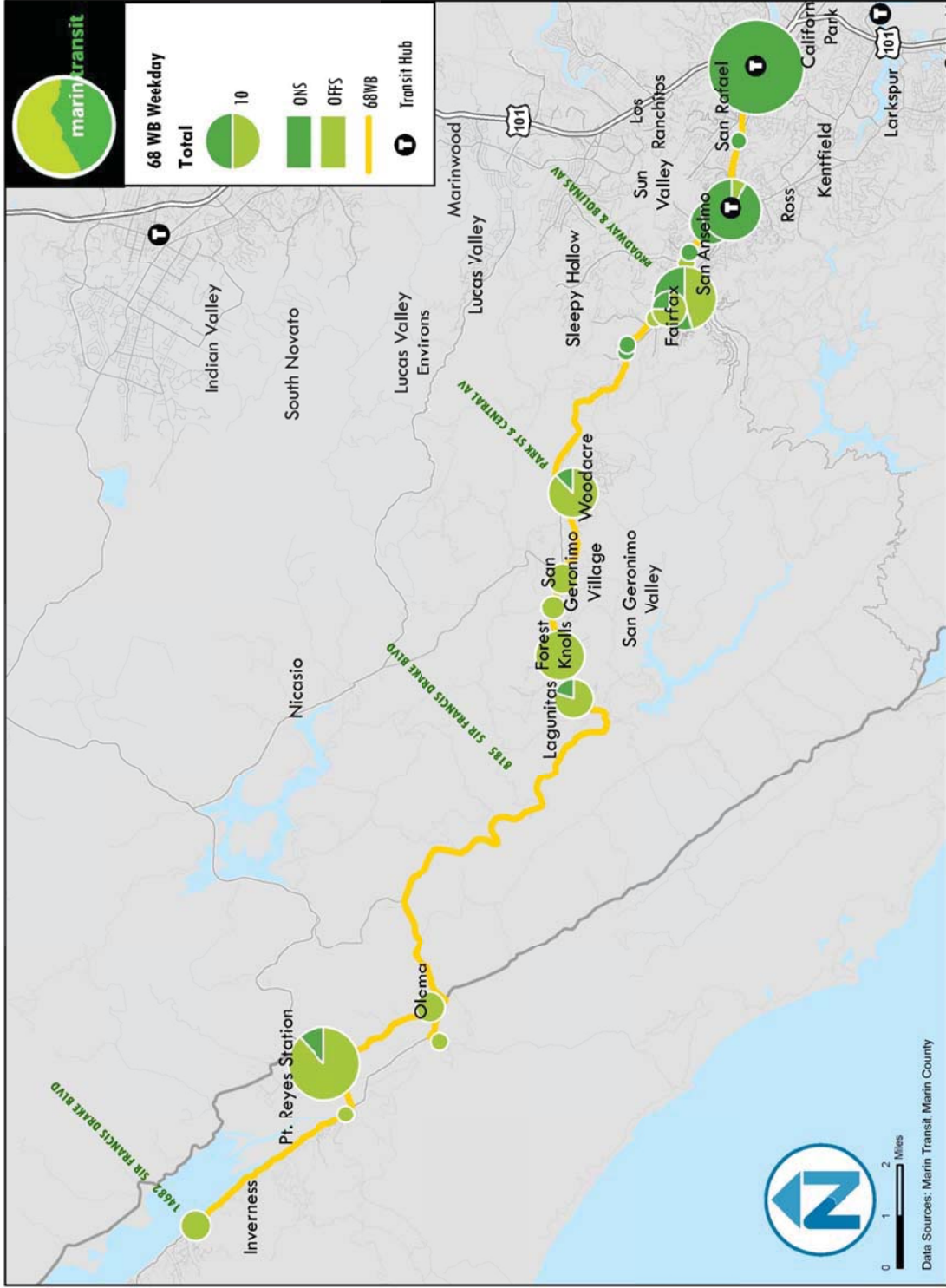


Figure A- 10: Route 68 Westbound Sunday Ridership

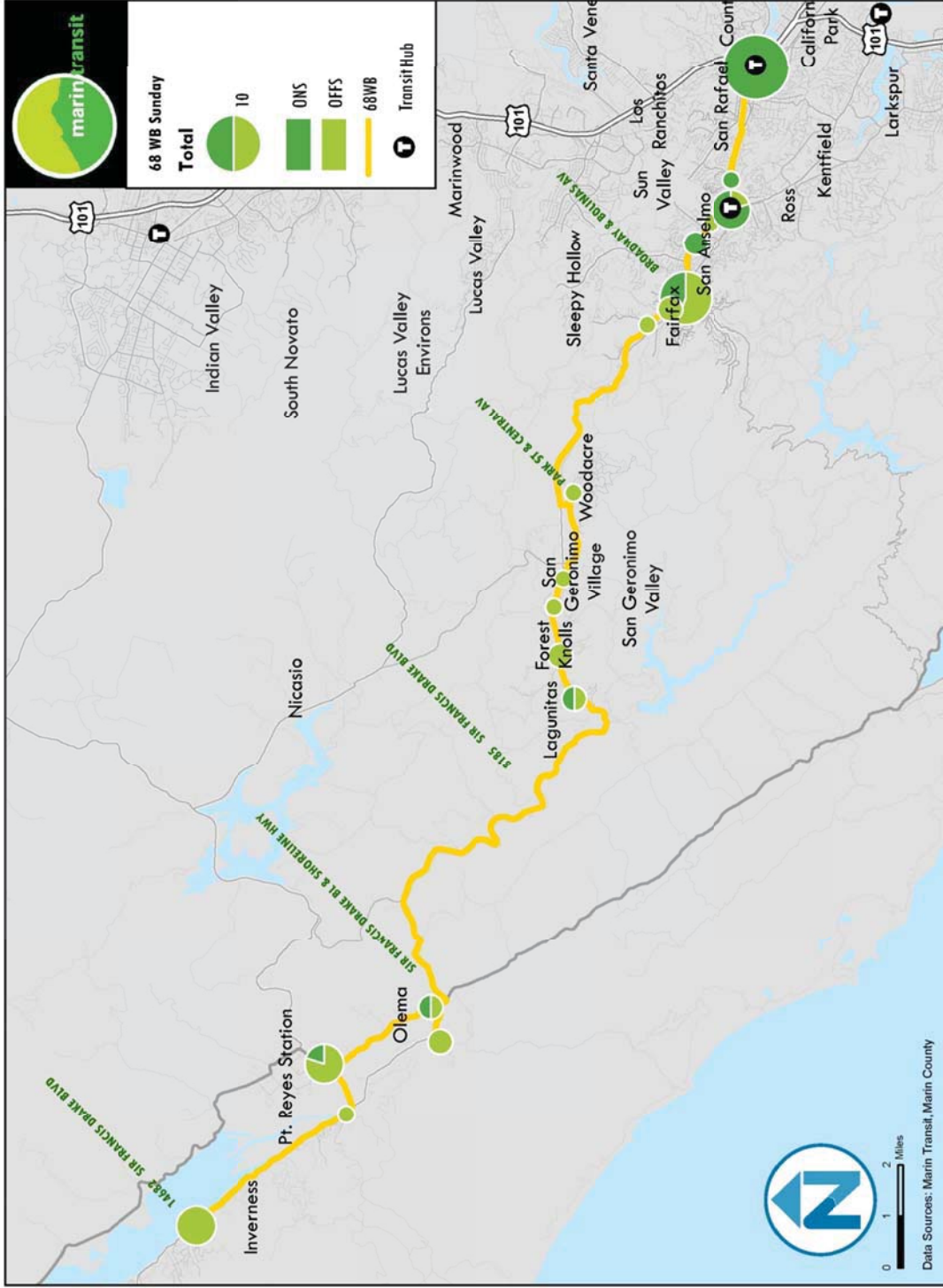


Table A- 7: Route 68 Eastbound Weekday Ridership

Stop	Ons	Offs
14682 Sir Francis Drake Blvd and Inverness Store	8	0
Sir Francis Drake Blvd and Balboa Av	1	0
11250 Shoreline Hwy/A St and 3rd St	6	2
B St and 5th St	1	1
10155 Shoreline Hwy and Olema Post Office	1	0
Bear Valley Visitor Center and Entrance	3	0
Sir Francis Drake Blvd and Samuel P Taylor Park	1	0
Sir Francis Drake Blvd and W Cintura Av	4	0
Castro Ave and Montezuma Rd	12	0
Sir Francis Drake Blvd and Meadow Way	8	0
San Geronimo Valley Dr and Creamery Rd	1	0
Railroad Ave and Park St	12	0
Sir Francis Drake Blvd and Olema Rd	0	0
Sir Francis Drake Blvd and Alhambra Circle	0	0
Sir Francis Drake Blvd and Drake Manor Apts	0	1
Sir Francis Drake Blvd and Oak Manor Dr	2	0
Sir Francis Drake Blvd and Marin Rd	2	0
Sir Francis Drake Blvd and Broadway	1	2
Sir Francis Drake Blvd and Claus Dr	5	2
Sir Francis Drake Blvd and Pastori Av	2	0
Sir Francis Drake Blvd and Butterfield Rd	0	0
Sir Francis Drake Blvd and San Anselmo Av	0	1
Sir Francis Drake Blvd and Ash Av	3	14
Sir Francis Drake Blvd and Tamal Av	0	0
Sir Francis Drake Blvd and Sais Av	0	1
Sir Francis Drake Blvd and Madrone Av	0	0
Center Blvd and Bridge & S.F.D. Blvd	2	11
Red Hill Av and Sequoia Dr	0	0
Fourth St and Ross Valley Dr	0	0
Fourth St and Greenfield Av	0	0

Table A- 8: Route 68 Westbound Weekday Ridership

Stop	Ons	Offs
Transit Center at 3rd & Hetherton	30	0
Fourth St and Court St	0	0
Fourth St and C Street	0	0
Fourth St and E Street	0	0
Fourth St and Ida St	0	0
Fourth St and Greenfield Av	1	0
Fourth St and Santa Margarita Av	0	0
Red Hill Av and Sequoia Dr	0	0
Center Blvd and Bridge & S.F.D. Blvd	11	1
Sir Francis Drake Blvd and Madrone Av	0	0
Sir Francis Drake Blvd and Sunnyhills Dr	5	1
Sir Francis Drake Blvd and San Francisco Blvd	0	0
Sir Francis Drake Blvd and Mountain View Av	0	0
Sir Francis Drake Blvd and Broadmoor Av	1	0
Sir Francis Drake Blvd and Butterfield Rd	0	1
Sir Francis Drake Blvd and Willow Av	0	0
Broadway and Bolinas Av	7	6
Sir Francis Drake Blvd and Marinda Dr	1	3
Sir Francis Drake Blvd and Oak Tree Ln	0	1
Sir Francis Drake Blvd and Oak Manor Dr	0	0
Sir Francis Drake Blvd and Drake Manor Apts	0	0
Sir Francis Drake Blvd and Alhambra Circle	1	0
Sir Francis Drake Blvd and Glen Dr	1	0
Railroad Ave and Park Av	1	7
San Geronimo Valley Dr and Creamery Rd	0	3
Sir Francis Drake Blvd and Lagunitas School Rd	0	2
Castro Ave and Montezuma Rd	0	8
Sir Francis Drake Blvd and W Cintura Av	1	4
Sir Francis Drake Blvd and Samuel P Taylor Park	0	0
Sir Francis Drake Blvd and Shoreline Hwy	0	0
Bear Valley Visitor Center and Entrance	0	1
10155 Shoreline Hwy and Olema Post Office	0	3
11250 Shoreline Hwy/A St and 3rd St	2	15
B St and 5th St	0	2
Sir Francis Drake Blvd and Balboa Av	0	1
14682 Sir Francis Drake Blvd and Inverness Store	0	3

Bus Driver Interviews (2014)

The following is a bulleted summary of the interviews conducted with the Stagecoach bus drivers in 2014.

Run Time Issues

- Between San Rafael and San Anselmo
- SFD speed limit reduced to 30 MPH (from 40 MPH)
- Olema to Bear Valley
- Between Rt. Reyes and Inverness
- Delays mostly caused by flag stops
- Traffic signal at San Anselmo hub
- Stinson Beach to Mountain Home Inn (boarding & traffic/cyclists)
- Stinson Beach to Pantoll
- Tam Valley signal EB in AM, not enough layover in Marin City

Bus Stop Issues

- Panoramic & Bayview EB, no pull out
- Toby's Feed Barn, conflict with parked cars
- Using Panoramic & Bayview as Muir Woods stop instead of Four Corners

Typical Rider Profile

- Residents to Safeway
- Weekday commuters with jobs in San Rafael (transfer at Marin City)
- Tam HS students (~10)
- SFD HS students, 2pm-4pm, most get off at or before Woodacre
- Summer/peak season, mostly tourists from Marin City going to Muir
- Mostly SFD HS students from east of Lagunitas, only 4-5 passengers already onboard
- WB riders mostly going to San Geronimo Valley
- Route 61 connect to commute Route 4 in Mill Valley

Service Requests

- Route 68 later evening service on Fridays & Saturdays
- Add service to Muir Beach
- Go up Almonte Blvd instead of Miller, behind Tam HS

Customer Feedback Reports (2011-2014)

The following is a bulleted summary of common service request or issues requested on Stagecoach routes over the past three years.

Route 61

- Need to travel to Pt. Reyes, Inverness, San Rafael from Bolinas
- Adjust WB weekend connection at Sausalito to Ferry at 11:15 am to leave later
- Connection w/ Ferry at Sausalito, need more time
- Need adequate time at Stinson before returning when coming from SF
- 3pm Stinson to Mill Valley

- **Accommodate** surfboards on Stage
- Hold Stage for 11:30 to Bolinas from Marin City
- **Add** Muir Beach service
- Service to Bolinas Mesa
- Change 5pm departure to 4pm to catch GGT back to SF
- **Implement** Clipper
- **Further extend Route 61 to Downtown Mill Valley**

Route 68

- Add one more EB trip between 7:09 am and 10:14 am (at Lagunitas)
- Connections to San Domenico school buses in Fairfax
- **Address** EB AM overcrowding **due to students traveling to Sir Francis Drake HS**
- **Improve** connections to Route 22/29 in San Anselmo to College of Marin
- Stop at Bear Valley EB at 3pm
- Need late service after 6:30 pm from Inverness to Lagunitas
- More connections to beach from north route
- More service to Bear Valley
- Hold for Route 27
- **Improve the school bell connection with** Lagunitas School
- Additional weekday service between 3:25pm and 6:50pm for kids to get home from school in Larkspur and San Rafael to San Geronimo
- **Add** PM trip from Pt. Reyes to Inverness around 5pm

Route 68 Survey (2014)

Once a draft schedule was developed for Route 68, Marin Transit administered an onboard survey of passengers to get feedback on the specific times and trips. Figure A- 11 shows the survey form that was used and Table A- 9 shows the feedback received from passengers. The most significant concerns with the proposed schedule were the proposed 5:45 PM westbound trip to Inverness during the weekdays that replaced the existing 6:15 PM trip. Requests for preserving the later service to Inverness led staff to modify the original proposal to that suggested in the recommendations section.

Table A- 9: Survey Feedback

#	Passenger Comment
1	Maybe sync incoming San Rafael Stagecoach schedule more closely with SB 70, 80 or 101.
2	More buses for continuous accessibility. The lunch time gap and later buses (10-11pm) for work schedules.
3	Both earlier & later buses would be good, but this is a start! Both to West Marin & to San Rafael.
4	I work 1:30 -10 Wed-Sun so a later bus would make my life much easier.
5	I don't take this route that often because there is not a clipper card device but the times I have taken the 68 it has been very pleasant and always on time! I would take this bus more often if there was clipper device.
6	I love the 68 for many reasons -goes far -fills in GG Transit gaps -convivial atmosphere -etc. etc. I love the proposed scheduled service increases!
7	The added departure times sound great. The increased frequency of trips is very convenient. I hope we get lots of passengers. Thank you.
8	Looks great. Would love to see Bolinas & Olema connected again!
9	The proposed new schedule is very, very bad for me. If adopted, I will no longer be able to take the Stage (Route 68). Please keep the 6:30pm Stage from San Rafael to Inverness. I rely on the Stage for my daily commute from Inverness to San Francisco (transfer at San Rafael). I need to work a minimum of 8 hours per day. Changing the last Stage to Inverness leaving San Rafael from 6:30pm to 5:45pm makes it impossible for me to work 8 hours, since I would have to leave SF at 3:30pm. Not possible. Please keep the last Stage from San Rafael to Inverness at the 6:30 pm time. Thank you. Ron Leach
10	The drivers have been very courteous and helpful. I would use this line on the weekend-Sunday-sometimes, if the schedule was like the other days.
11	I like this bus and the schedule. It comes before others and is always on time!
12	I'm a senior w/o a car. I so appreciate the stage and the drivers are great. Thank you.

Passenger Comment

13 Dear Stagecoach-

A bus driver gave me this leaflet. I am seventy eight years old, live in Point Reyes Station and rely on the Stage, as I don't drive. I hope you will not change the P.R.S. schedule. The 6:38 bus is invaluable for early morning appointments and reaching the Airporter when necessary. The 9:53 is good for shopping over the hill and of course, afternoon buses get me back home!

Are the new times being added to the existing schedule? It's a bit confusing.

14 The slightly earlier start time of the 6:16 am in Inverness is beneficial to me.

It would be great to have a bus going later at night, say 9pm, from San Rafael to Pt. Reyes Station. That way people in West Marin could go out to eat or a movie in Fairfax or San Rafael & come back at night.

Thank you for asking for our input!

P.S. I could not go to school if it weren't for the Stagecoach!

15 The new schedule is OK. Nothing on it is about PRS. I really think we need the Stage, I have taken care of the elderly for many years, most of them do not drive; now I have taught many (of) them to read and use the Stage. Please do not take it away. P.S. Have said I love the drivers.

(two other comments on front of card about how much she likes the drivers on route 68)

16 Need time table for Lagunitas. Will be great for time changes. I thank you for all the services.

17 This bus is needed-more!

18 It seems good to me. Sunday changes look good, they were very limited, either too early or too late. Excellent schedules. Thank you for taking into account our needs.

(translated from Spanish)

19 It would make transportation home from work, work, as well as just making transportation a lot easier.

20 More Service!

21 More afternoon times are great but more times in the AM would be helpful. 10am-12pm especially

22 I like the increased # of rides! Always excellent service!!

23 Love the added times, would the stops in place already still be there?

I'm a student at Drake and the bus is my only form of transportation. More frequent stop times would be great.

Passenger Comment

24 Need a bus Mon-Fri around 3-3:30 at San Rafael.

Good that it is later. Good weekend.

25 The added routes are awesome!

However, if the bus doesn't come back to Inverness all the time I have no way of getting home.

26 This schedule change would improve work transport.

27 Love the added service. Just hoping the new, later services will extend to Lagunitas.

28 First of all, this is awesome! I have been riding the West Marin Stagecoach for 10+ years. It has always helped me so much. To see it is coming both more frequently and later is great!!

Thank you

29 The more buses and times the better. I just got Medical Health Ins and will need to get to Pt. Reyes for my doc appts. I use 68 two-three times a month to pick up bird food for my chickens. Fairfax and Forest Knolls and return. Don't have car.

30 Your service to Point Reyes is pretty good, but your service to & from SR and Point Reyes to Bolinas is very disappointing to me.

31 Sounds OK.

To Muir Beach(now open) and Muir Woods (relocate car park)

About changing route of Southern Stage

32 It's good. I like it.

(Spanish)

33 The proposed new schedule is very, very bad for me. If adopted, I will no longer be able to take the Stage (Route 68).

I rely on the Stage for my daily commute from Inverness to San Francisco (transfer at San Rafael). I need to work a minimum of 8 hours per day. Changing the last stage to Inverness leaving San Rafael from 6:30pm to 5:45 pm makes it impossible for me to work 8 hours, since I would have to leave San Francisco at about 3:30 pm. NOT POSSIBLE. Please consider keeping the last Stage from San Rafael to Inverness in the 6:30 pm-7:00pm time frame. Thank you. Ron Leach (this is the second survey Ron submitted)

34 I work in Lagunitas and I finish work at 7:00 pm. Would be great to have the bus at 7:15 or 7:30.

Passenger Comment

35 Well I think that it would be a good idea because I would be able to arrive at my work earlier and it would be good for many people who have to travel early. We would thank Marin Transit a lot for the change in schedules because lately we wait until 8:00 to go to Inverness and we arrive at 9:30 a little late. I personally thank you and other friends have commented to me that it is a good proposal. Thank you.
(Translated from Spanish)

36 Love it! Love the extra times. Will be very helpful for my work schedule.
Please keep Bear Valley stop.

37 I welcome the proposed changes. The current arrival times at San Rafael are not good for connecting to other buses to SF and the East Bay.
Later buses will allow for dining and shopping, especially on Sundays. It would support the small restaurants and businesses along the route.
Thank you for considering the new schedule.

38 I will no longer be able to take public transportation to work if the 6:30 pm bus departure from transit center is moved up to 5:45pm I have written a letter about this.

39 Buses from Richmond come in around the top of the hour. By the new schedule that's a 45 min wait for the West bound bus!
More frequency is welcomed. As a commuter from the Hayward it takes 3-4 hours now to get to Olema.

40 My biggest problem with the new schedule is that when I go down to SF, the day has to be cut even shorter because the last bus to Inverness is even earlier than before. For anyone doing business in SF, there is a real need to have a later bus. At first glance, I was very happy seeing the later bus. Then I noticed it did not go to Inverness. Huge problem. Please add Inverness on those later buses. Thanks.

41 I think the stage can use additional trips. However it should be taken into account that people use the stage as an alternative to Routes 23 and 29 to get between San Anselmo and Fairfax. Especially on the weekend. If there is going to be a set schedule for the stage it should be coordinated well with the other Marin Transit routes serving San Anselmo and Fairfax.

42 I get off of work at 5pm. I have to shop for and carry groceries three blocks to the bus stop. Doing all of these things before the bus leaves will definitely be challenging.

Passenger Comment

43 We would be delighted with this proposed schedule.

- Easier to get to/from work & socializing
- Less crowded in the morning
- Easier to remember times-same at all stops every day!
- Superfantastic!!!

Thank you, thank you, thank you

44 The proposed schedule would be a big improvement. I LOVE the idea of a later bus, both on weekdays and weekends. The current last bus westbound is very tight for me to catch after work. The extra time would be a lifesaver. Also, the mid-morning route (8:30sih) eastbound would be awesome. We are car-free, so any added routes help immensely for getting over the hill to San Geronimo. Not negative here for my schedule. Thank you!

45 This expanded schedule would change my days in an amazing way! The additional AM buses would help with the overcrowding that comes with combining commuter and students. The evening PM buses would allow for us to work more shifts/late at work as well as stay out longer to socialize, hike, or even go out to dinner. I also love the idea that the departure times are at the same intervals at the same stops all week long (i.e. 6:45, 7:45, 8:45, etc.) this simplifies/streamlines making it much easier for the drivers to communicate when the next bus will come (Stagecoach or other drivers) and makes the Stagecoach much more approachable for new riders. (Having cleaner seats would also help 😊) Thank You!!!

Attachment 2:

Letters of Support for Expansion Plan



United States Department of the Interior

NATIONAL PARK SERVICE
Golden Gate National Recreation Area
Fort Mason, San Francisco, California 94123

IN REPLY REFER TO:

March 11, 2014

Barbara Duffy
Interim General Manager
Marin Transit
711 Grand Ave #110
San Rafael, CA 94901

Dear Barbara,

Thank you very much for your proposal to operate a Pilot Fort Baker Shuttle by extending the West Marin Stagecoach on weekends and holidays between Memorial Day and Labor Day. We appreciate your partnership on this exciting new service that will provide transportation options to an area of Marin County that currently has no scheduled transit service. After reviewing the two options presented, and in our subsequent discussions, we feel that Option 1 is most suitable for the 2014 season. We agree that extending south of the Golden Gate Bridge could pose risk to the service's on-time performance on the first year of the service. However, we feel that connecting to the Golden Gate Bridge has significant advantages and we would like to work toward extending the service in future years, potentially as early as 2015.

As you are aware, GGNRA has funding to fully fund this service in 2014, and we believe that we will secure sustainable fund sources to continue the service if ridership is sufficient to justify its costs. To ensure its success, we would like to work closely with your staff in the development of a coordinated campaign to market the service. In our conversations with stakeholders about the service there has been enthusiasm about providing incentives, events, and other offers to boost ridership and support the service.

Again, thank you very much to you and your staff for the very prompt and well crafted proposal. The ability of your team to put this together under our very tight schedule is very much appreciated. We believe this service will further enhance our agencies' partnership in providing access to parklands in a manner that reduces vehicle trips and congestion in a cost effective and sustainable manner.

Sincerely,

Darren Brown
Transportation Planner

Tomales Transit
P.O.Box 13
Tomales, CA 94971

March 11, 2014

Marin County Transit District Board of Directors
Board of Supervisors Chambers, Room 330
3501 Civic Center Drive, San Rafael, CA 94903

Board Members:

On behalf of Tomales Transit I am writing to convey our support of Marin Transit's plan to operate a deviated fixed-route public transportation service between the Tomales/Dillon Beach area in Marin County and the nearest city, Petaluma, in Sonoma County. There are few transportation alternatives in Northwestern Marin County, particularly in the isolated, rural communities of Dillon Beach and Tomales. Tomales Transit, a non-profit Public Benefit Corporation, is dedicated to the establishment of regularly scheduled transportation for residents of rural Northwest Marin County, especially seniors, children, the disabled and low-income families.

Currently the only public transportation in the Tomales/Dillon Beach area is the "Dillon Beach Senior Shoppers' Shuttle", a one round-trip per week ADA service operated by Marin Transit. This is a lifeline service for seniors and the disabled that allows a very limited amount of time for shopping. Petaluma is the closest city of any size to the Tomales/Dillon Beach area and is located 16 miles to the East on the Highway 101 corridor. The average travel time to Petaluma is only 30 minutes, and in Petaluma, passengers can connect to both local and regional transit services as well as access shopping and medical destinations.

We are pleased that Marin Transit has proposed this plan to help meet the mobility needs of the residents of the rural Dillon Beach and Tomales area. We believe that the proposed plan will help residents of the area have greater access to medical appointments, shopping, and educational opportunities.

Sincerely,



Doris Pareas, Chairperson
tomalestransit@gmail.com
707-878-9266