

Appendix A: Ridership

A summary of average daily boardings and alightings on Route 19 is shown in Table A–1 and Table A–2, for weekday and weekend respectively.

Table A–1: Route 19 Existing Average Weekday Ridership

Stop	Boarding	%	Alighting	%	Total	%
Donahue St @ Terners Way	16	5%	13	4%	29	4%
Us Hwy 101 @ Seminary Dr Bus Pad⁽¹⁾	7	2%	1	0%	8	1%
Redwood Frontage Rd @ US101 SB On-Ramp ⁽²⁾	0	0%	0	0%	0	0%
Tiburon Blvd @ US101 NB Off-Ramp ⁽¹⁾	14	4%	0	0%	14	2%
Strawberry Frontage Rd @ Seminary ⁽²⁾	0	0%	1	0%	1	0%
Reed Blvd @ Strawberry Front. Rd	21	6%	18	5%	39	6%
Reed Blvd @ Belvedere Dr	8	2%	9	3%	17	2%
Belvedere Dr @ Strawberry Front Rd	12	4%	0	0%	12	2%
Redwood High School @ East Parking Lot⁽³⁾	148	44%	40	11%	188	27%
Lucky Dr @ Doherty Dr	0	0%	0	0%	0	0%
Tiburon Blvd @ US101 NB Off-Ramp ⁽¹⁾	0	0%	0	0%	0	0%
Tiburon Blvd @ N. Knoll Rd	7	2%	9	3%	16	2%
Tiburon Blvd @ Strawberry Dr/Bay Vista Dr	1	0%	4	1%	5	1%
Tiburon Blvd @ Greenwood Cove Rd/Blackfield	13	4%	34	10%	47	7%
Tiburon Blvd @ Cecilia Way	5	1%	25	7%	30	4%
Tiburon Blvd @ Reed Ranch Rd ⁽²⁾	6	2%	0	0%	6	1%
Tiburon Blvd @ Greenwood Beach Rd ⁽¹⁾	0	0%	15	4%	15	2%
Tiburon Blvd @ Jefferson Dr ⁽²⁾	2	1%	0	0%	2	0%
Tiburon Blvd @ Stewart Dr	4	1%	21	6%	25	4%
Tiburon Blvd @ Avenida Miraflores ⁽²⁾	4	1%	0	0%	4	1%
Tiburon Blvd @ Pine Terrace ⁽¹⁾	0	0%	9	3%	9	1%
Tiburon Blvd @ Rock Hill Dr	1	0%	10	3%	11	2%
Tiburon Blvd @ Gilmartin Dr	2	1%	5	1%	7	1%
Tiburon Blvd @ San Rafael Ave	8	2%	9	3%	17	2%
Tiburon Blvd @ Neds Way	7	2%	15	4%	22	3%

Stop	Boarding	%	Alighting	%	Total	%
Tiburon Blvd @ Lyford Dr	6	2%	19	5%	25	4%
Tiburon Blvd @ Mar West St	7	2%	24	7%	31	4%
Beach Rd @ Juanita Ln	0	0%	1	0%	1	0%
Beach Rd @ San Rafael Av⁽³⁾	4	1%	5	1%	9	1%
Tiburon Blvd @ Beach Rd	13	4%	18	5%	31	4%
Tiburon Blvd @ Main St	24	7%	48	14%	72	10%
Total	340		353		693	

Notes:

Source: 2011 Ridecheck

1. Stop only served in the Eastbound direction.

2. Stop only served in the Westbound direction.

3. Limited trips per day: 2 in the AM Westbound direction, 4 in the PM Eastbound direction

Table A–2: Route 19 Existing Average Weekend Ridership

Stop	Boarding	%	Alighting	%	Total	%
Donahue St @ Terners Way	51	18%	27	9%	78	14%
Us Hwy 101 @ Seminary Dr Bus Pad⁽¹⁾	8	3%	2	1%	10	2%
Redwood Frontage Rd @ US101 SB On-Ramp ⁽²⁾	0	0%	5	2%	5	1%
Tiburon Blvd @ US101 NB Off-Ramp ⁽¹⁾	33	12%	5	2%	38	7%
Strawberry Frontage Rd @ Seminary ⁽²⁾	1	0%	1	0%	2	0%
Reed Blvd @ Strawberry Front. Rd	9	3%	38	13%	47	8%
Reed Blvd @ Belvedere Dr	39	14%	29	10%	68	12%
Belvedere Dr @ Strawberry Front Rd	10	4%	5	2%	15	3%
Tiburon Blvd @ N. Knoll Rd	4	1%	8	3%	12	2%
Tiburon Blvd @ Strawberry Dr/Bay Vista Dr	1	0%	3	1%	4	1%
Tiburon Blvd @ Greenwood Cove Rd/Blackfield	4	1%	3	1%	7	1%
Tiburon Blvd @ Cecilia Way	3	1%	2	1%	5	1%
Tiburon Blvd @ Reed Ranch Rd ⁽²⁾	2	1%	0	0%	2	0%
Tiburon Blvd @ Greenwood Beach Rd ⁽¹⁾	1	0%	4	1%	5	1%
Tiburon Blvd @ Jefferson Dr ⁽²⁾	4	1%	3	1%	7	1%
Tiburon Blvd @ Stewart Dr	10	4%	1	0%	11	2%
Tiburon Blvd @ Avenida Miraflores ⁽²⁾	0	0%	0	0%	0	0%
Tiburon Blvd @ Pine Terrace ⁽¹⁾	0	0%	2	1%	2	0%
Tiburon Blvd @ Rock Hill Dr	1	0%	0	0%	1	0%
Tiburon Blvd @ Gilmartin Dr	1	0%	2	1%	3	1%
Tiburon Blvd @ San Rafael Ave	6	2%	2	1%	8	1%
Tiburon Blvd @ Neds Way	11	4%	16	6%	27	5%
Tiburon Blvd @ Lyford Dr	8	3%	11	4%	19	3%
Tiburon Blvd @ Mar West St	9	3%	11	4%	20	4%
Tiburon Blvd @ Beach Rd	24	9%	38	13%	62	11%
Tiburon Blvd @ Main St	39	14%	67	24%	106	19%
Total	279		285		564	

Notes:

1. Stop only served in the Eastbound direction.
2. Stop only served in the Westbound direction.

Source: 2011 Ridecheck

Appendix B: RUSD Home Origins

Home origin locations for the three schools in the Reed Union School District are shown in the following figures.

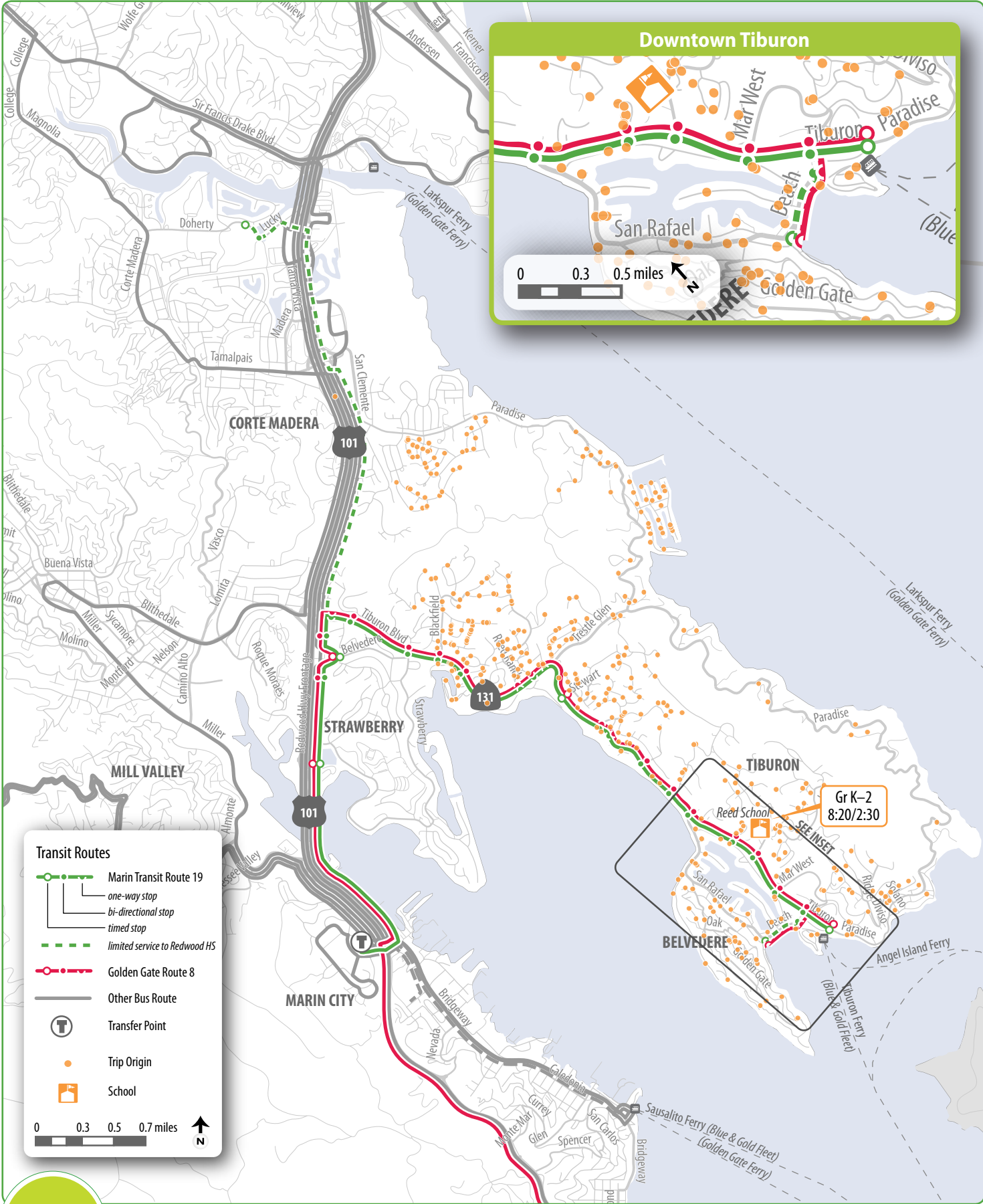


Figure B-1: Reed Elementary School – Origins

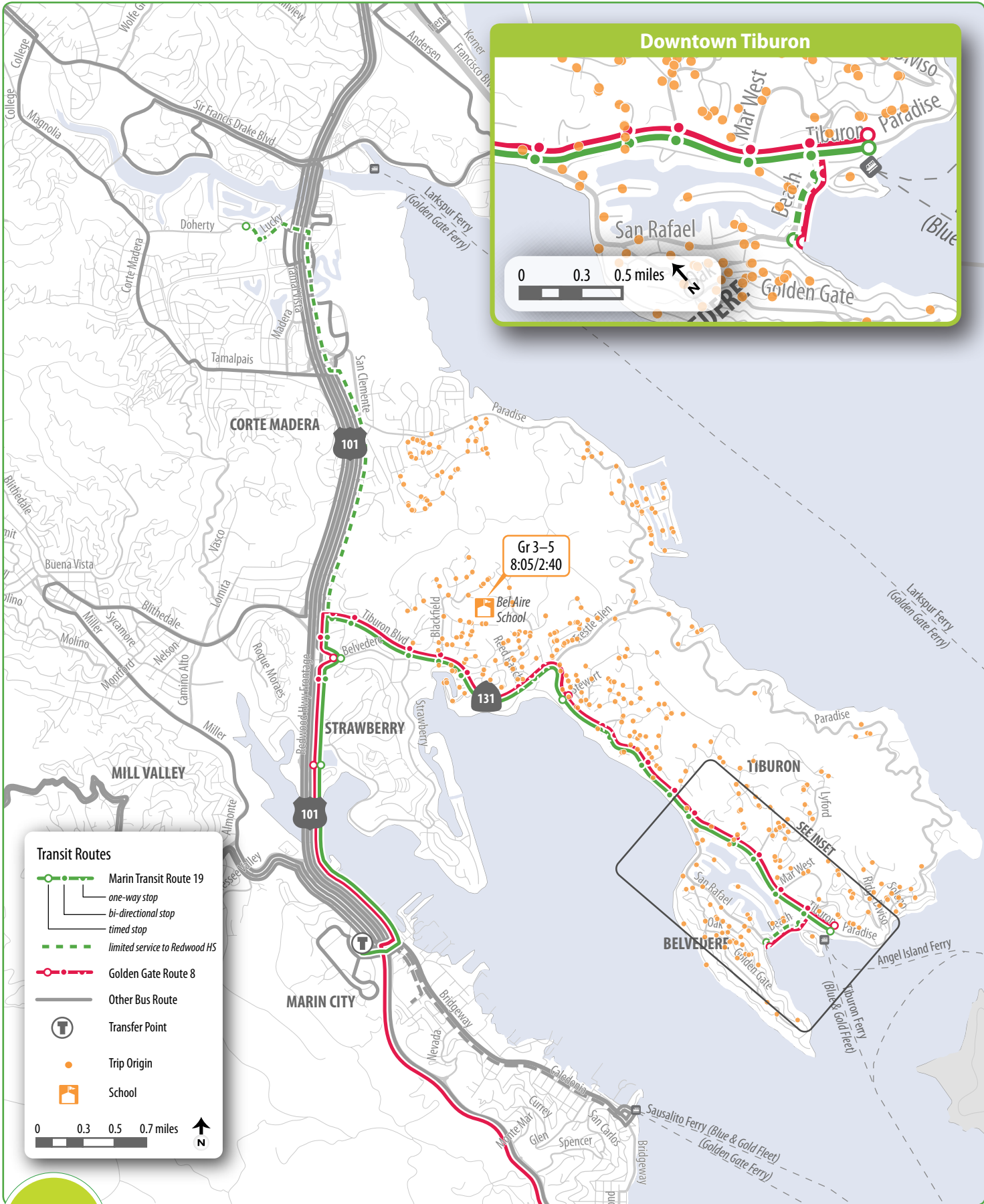


Figure B-2: Bel Aire Elementary School – Origins



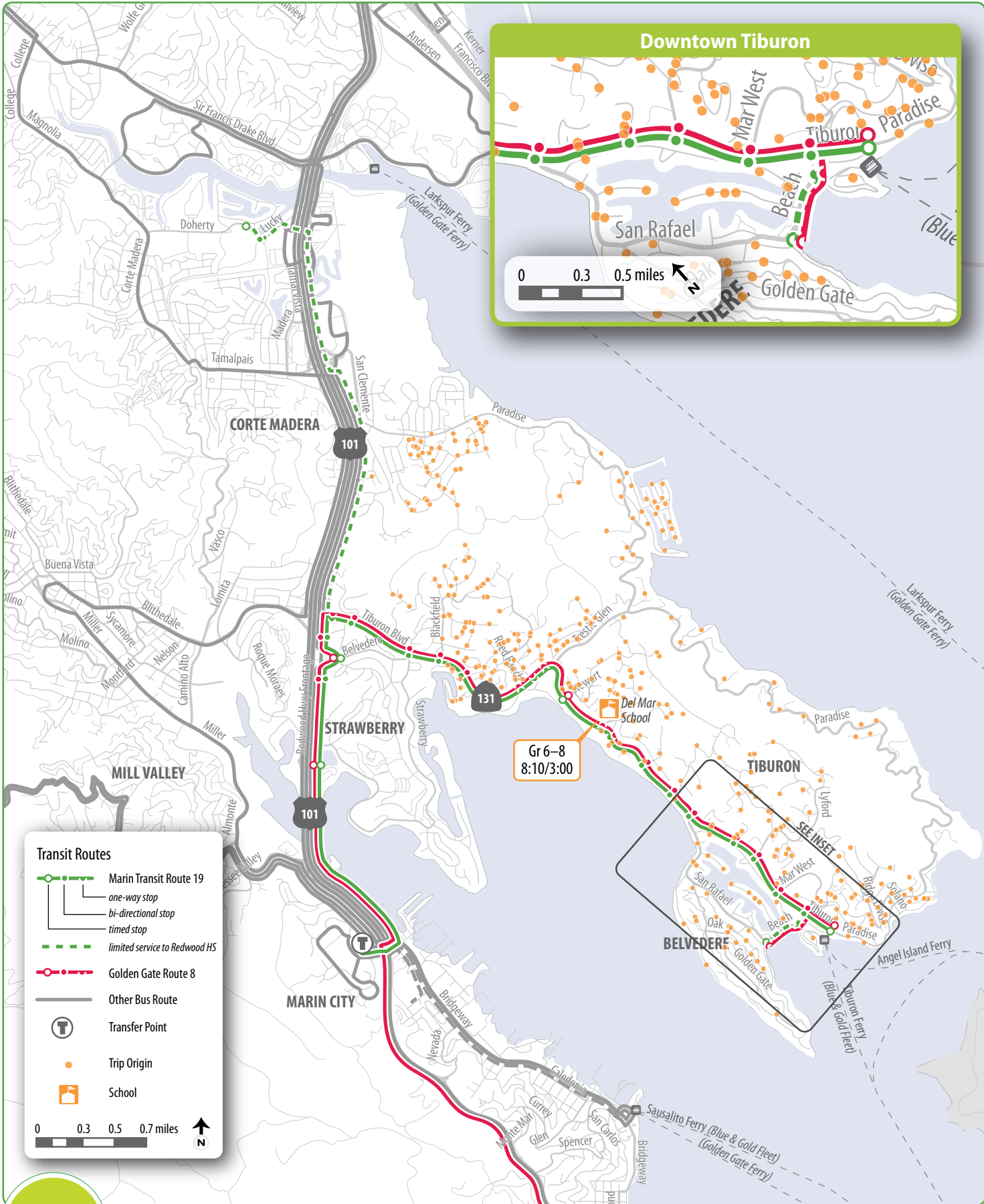


Figure B-3: Del Mar Middle School – Origins

Appendix C: Stakeholder Interviews

Stakeholder Interview Summaries

Business Community Stakeholder Interview

February 1, 2012

Attendees:

Jim Allen, Belvedere Land Company

Robert Betts, Senior Planner, Marin Transit

Doug Langille, Transit planner, HDR Engineering Inc.

Discussion Feedback:

- Mr. Allen has been a long term carpool participant between Santa Rosa and Tiburon.
- Congestion outbound on Tiburon before 3:00 PM – northbound commuters trying to avoid HWY PM peak congestion. If congestion could be reduced during PM peak on HWY 101, commuters working in Tiburon could spread their homebound trip departure time over a longer period. Suggested concept to reduce HWY 101 focuses on increasing vehicle occupancy through Fast Pass and intelligent transportation technology.
- Contractor traffic is the source of much of peak hour congestion on Tiburon Blvd. corridor.
- Mr. Allen manages a 115 unit apartment complex in Belvedere (west of Main St. on Beach Rd. and San Rafael Ave.). A high portion of seniors live in his apartment complex. Mr. Allen feels that a “Zip Car” car share concept might work well for the residents of his apartment complex.
- Likes the idea of a jitney service between Strawberry Plaza and the ferry terminal, but notes that it may draw shoppers away from Peninsula retailers (local shopping).
- Mr. Allen identifies Gilmartin Dr. as the boundary where Peninsula residents generally choose to turn west towards Strawberry for shopping. Residents east of Gilmartin Dr. generally turn east and shop in downtown Tiburon.

Town of Tiburon Staff Stakeholder Interview

February 1, 2012

Attendees:

N. Nguyen, Town Engineer, Dept. of Public Works

Daniel Watrous, Planning Manager

Scott Anderson, Director of Community Development

Robert Betts, Senior Planner, Marin Transit

Doug Langille, Transit planner, HDR Engineering Inc.

Discussion Feedback:

1. What would you like the City to get out of this project?
 - Transport people down from the residential hills.
 - Once on corridor connect residents to civic center and ferry terminal.
 - Transport service workers from HWY 101 corridor to local jobs in Tiburon.

2. In your opinion, what is the biggest transportation challenge facing the Peninsula? (general traffic congestion, parking, bell time congestion at schools, not enough bus service, other)
 - Peak hour congestion along Tiburon Blvd. especially at school bells times.
 - Peaks are short – (8:00 AM – 9:00 AM and 5:00 – 6:00 PM).
 - Traffic volumes around bell times are not high – congestion results from increased left turn movements and crosswalk use.
 - Congestion is not a problem when school is not in session.
 - Afternoon traffic spike occurs outbound on Tiburon as employees leave Peninsula jobs between 2:00 PM and 3:00 PM to avoid peak congestion on HWY 101 corridor northbound.

3. What role do you feel public transit can play in addressing this (these) challenge(s)?
 - Transit could reduce single occupant vehicle (SOV) use during commute peaks.

4. Based on your knowledge of public transit services on the Peninsula, what do you think the strengths and weaknesses of the current services are (coverage, access, availability)?
 - Service is infrequent.
 - Lack of coverage in residential hills (awareness that hills are not easy to serve with public transit and aware of high household automobile ownership).

5. What do you think the principal roles should be for transit on the Peninsula – Please rank each choice:
Not important / Somewhat Important / Important / Significantly Important
 - a. Regional links to BART and San Francisco (Blue and Gold Ferry/Transit Center/San Rafael)
 - b. Local community circulation on the Peninsula
 - c. Southern/Central Marin Circulation (San Rafael)
 - d. Senior and disabled mobility
 - e. School transportation
 - f. Bringing service workers to jobs on the Peninsula
 - g. Improving local circulation for tourist and day visitors (arriving by ferry)
 - Students, service workers and seniors are likely transit markets.

- Tiburon seniors are tending to age in place during current real estate slump. The trend has been for seniors to move from hills to downsized accommodation along corridor (flat – avoid slopes) or beyond Peninsula in areas with more affordable housing.
 - With lack of parking, ferry commuters tend to live within walking distance of the ferry terminal.
6. How can access to the ferry be improved for Peninsula commuters?
- With lack of parking, ferry commuters tend to live within walking distance of the ferry terminal.
7. Do you transit can play a role in supporting local land use, economic development, and quality of life goals? If yes please elaborate.
- A Park and Ride intercept lot close to HWY 101 corridor could serve as a staging/collection area for contractor crews working on the Peninsula. Ride sharing beyond Park and Ride to work site reduce congestion. Currently contractor crews use Tiburon Blvd. /Lyford parking as an informal staging area for work sites in the hills with limited onsite parking. Blackies Pasture at Tiburon Blvd and Trestle Glen Blvd was identified as a potential Park and Ride intercept site.
 - Intercept lot concept may also work for domestic help.
8. Please list any developments or planning initiatives on the horizon that you feel transit could benefit?
- No major developments on horizon.
 - Concept plans exist to improve Tiburon Blvd. from Tiburon Civic Center to the ferry terminal.
Question – Could a shuttle service enhance corridor improvements?
9. Other thoughts/insights regarding public transit and transportation on the Peninsula?
- Event shuttles might be needed for America’s Cup spectator access to Angel Island ferry service from Tiburon. Shuttles connecting intercept lots to ferry terminal to reduce parking demand in downtown Tiburon and congestion along Tiburon Blvd.
 - A shuttle connector between Tiburon and Sausalito ferry terminals might enhance Tiburon tourism.
 - Concept of a downtown trolley service has been around for a while. A limited ridership potential was recognized.
 - City staff mentioned Trestle Glen as the line where Peninsula residents generally choose to travel east or west for shopping.

Blue & Gold Fleet Stakeholder Interview

February 8, 2012

Attendees:

Carolyn Horgan, VP – Chief Operations Officer

Doug Langille, Transit Planner, HDR Engineering Inc.

Discussion Feedback:

1. Ferry Service to Tiburon

- On weekdays peak service is provided between Tiburon and the SF Ferry Building (AM peak 4 sailings from Tiburon and 3 sailings to Tiburon) (PM Peak – 4 sailings to Tiburon and 3 sailings from Tiburon).
- On weekdays midday service is between Tiburon and SF Pier 41 (there are 4 sailings to Tiburon and 3 sailings from Tiburon).
- On weekends and holidays service is provided between Tiburon and Pier 41 (5 round trip sailings).
- On Friday evenings there are additional sailings connecting Pier 41 with both Tiburon and Sausalito. This extended service is provided May through October to promote retail and dinner trips from San Francisco and is promoted in conjunction with restaurant discount coupons. The service operators with one ferry serving both Sausalito and Tiburon. Each sailing docks at both ferry terminals and provides a service between Sausalito and Tiburon. The sailing time between Sausalito and Tiburon is 10 minutes.
- Blue & Gold is not authorized to operate between Tiburon and Angel Island. Blue & Gold's Angel Island service sails from Pier 41.

2. Key Markets

- Markets include commuters during peaks, tourists and SF residents for leisure trips and Peninsula residents (midday for leisure to SF).
- Outbound markets from the Peninsula are limited by the lack of parking at the Tiburon ferry terminal.
- Does not feel that GGT bus service competes with Tiburon ferry service.
- Blue & Gold and Golden Gate Ferry service have a fare reciprocity arrangement allowing passengers to go on one service and return on the other. This could likely work if there was a bus shuttle service between the Sausalito and Tiburon ferry terminals.
- Blue & Gold works closely with the Tiburon Chamber of Commerce on tourist promotions.

3. America's Cup

- Will be operating Angel Island service for spectators between Pier 41. Unless given authority they will not operate spectator service between Tiburon and Angel Island. (Note: additional capacity from Tiburon may be required in conjunction with bus shuttles from intercept lots in Marin County).

4. General

- Blue & Gold does not receive public subsidy for service. They are also a low priority for CLIPPER integration making fare reciprocity with Golden Gate more difficult.

Marin County Commission on Aging Stakeholder Interview

February 10, 2012

Attendees:

Vera Gertler, MCCOA

Allan Bortel, MCCOA

Lori Haladay, M.C. Health and Human Services

Robert Betts, Marin Transit

Doug Langille, HDR Engineering Inc.

Discussion Feedback:

1. In your opinion, what is the biggest transportation challenge facing the Peninsula? (general traffic congestion, parking, bell time congestion at schools, not enough bus service, other)
 - School traffic congestion along Tiburon Blvd at bell times.
 - Carpooling amongst parents or central pick up points for escorted group walk of students to and from elementary school. Volunteer parents or seniors could provide the escort.

2. Senior Markets
 - Seniors continue to age in place in the hills. Many still have cars. Peninsula seniors tend to be independent and to some degree, isolationists. This will go against ride sharing programs such as volunteer drive programs or dial-a-ride services.
 - More accessible housing opportunities along corridor are limited.

3. Key Senior Destinations
 - Marin General Hospital, and clinics and medical offices along Eliseo Drive.
 - Safeway in Strawberry Village Shopping Center (prices tend to be 20-40% higher at local Woodland Market.
 - Tiburon Library.
 - San Francisco via SF Ferry Terminal (Midday sailings from Larkspur Ferry Terminal). Seniors prefer SF Ferry terminal to Pier 41 for general access to City.

4. Existing Transit
 - Fixed route – limited coverage (along corridor) and low frequency. Fixed route schedules difficult to understand interconnectivity – where and when to transfer.
 - Whistlestop – requirement to book ahead and potentially long wait times (lack of spontaneity) and “disability” service images (majority of seniors do not need a lift equip vehicle and seem to prefer not to ride in one.

- Golden Gate ferry fares are lower than Blue & Gold's.

5. Improvements

- Produce a community booklet of all transit services and alternatives for Peninsula. The booklet would include transfer information to access other regional or county destinations.
- Increased midday fixed route bus frequency to Strawberry for shopping and connections.
- Good connections with Route 222 at Strawberry (Marin General and Trader Joe's).
- Reconfigure Route 222 to serve Larkspur Ferry Terminal (midday).
- Shuttles from Peninsula to Civic Center Farmers Market (Thursday & Saturday).
- Taxi voucher program could be fine for local Peninsula travel, but taxi fares would still be too high for trips beyond Peninsula (Marin General area or Civic Center).

6. General

- Contact Marin Village housing complex in Tiburon as a stakeholder.
- Involve Marin Transit's Mobility Management office in development of solutions.

St. Hilary School Stakeholder Interview

February 17, 2012

Attendees:

Doug Langille, HDR Engineering Inc.

Discussion Feedback:

1. What are the bell times?
 - 8:00 AM and 3:00 PM
2. How many of your students come from the Tiburon Peninsula? (Geo coded residence locations?)
 - St Hilary is a K through grade 8 school with 248 students
 - 25-30% of students live on Peninsula.
3. How do they get to/from class (% by car, school bus, public transit bus, walk etc.)?
 - 85% of students are driven by parents including some informal carpools.
 - 10% take school tripper boarding in Sausalito and Mill Valley
 - 5% walk
4. Are there any organized car pools?

- Some informal carpools amongst parents
5. Are there traffic congestion problems around the school at bell time?
 - Congestion at Tiburon Blvd traffic lights and left turn lane onto Rock Hill.
 - AM peak is 7:45 AM and PM peak outbound is around 3:05 PM.
 - Note school tripper goes up to school entrance.
 - Bell time congestion is short lived.
 5. What role do you feel public transit can play in addressing bell time congestion?
 - Organize student pick up points along route (similar to yellow bus service design) where parents could drop and pick up students. This could encourage more transit use for school trips.
 - Develop routing from Paradise side of Peninsula with pick up/drop off points. Could reduce bell congestion over Trestle Glenn Blvd.
 6. Other thoughts/insights regarding public transit and transportation on the Peninsula (in relation to quality of life etc.)?
 - Some students come from San Francisco and are driven by parents.

Senior Stakeholder Interview: Ms. Ellie Bloch

February 17, 2012

Attendees:

Doug Langille, HDR Engineering Inc.

1. What are the important trip purposes for seniors living on the Peninsula? (rank in order of importance)
 - Grocery shopping
 - Social visits
 - Recreation/entertainment trips to San Francisco
2. What destinations are important to seniors living on the Peninsula (local and/or regional)? Provide specific locations or institution names. (rank in order of importance)
 - Mill Valley downtown – wide range of stores and cafes for socialization.
 - Grocery stores – Woodlands, Safeway, Trader Joes and Whole Foods (Mill Valley).
 - Larkspur Ferry Terminal more important than Tiburon because midday service goes to SF Ferry Building (better access to SF attractions and destinations)
3. How do you currently travel to meet your needs? (car as driver, driven by family member/friend/neighbor/etc., walk, public transit bus, Whistlestop, taxi, other).

- Car as driver
4. Do you need assistance getting in/out of a car/bus, or getting to and from a vehicle? If yes please explain?
 - Fully independent – no assistance required.
 6. What challenges do seniors have getting around?
 - Bus service is not frequent enough.
 - Currently transit does not directly serve a wide enough range of destinations used by Peninsula seniors.
 7. How could public transit better address these challenges?
 - Increase frequency
 8. Further to question 7, can you suggest any ways of improving public transit for Peninsula seniors (frequency, routing, different service types, other)?
 - Support volunteer driver program – door to door service, help with groceries and flexibility to effectively access a wide range of destinations.
 - Operate a jitney along Tiburon Blvd between downtown Tiburon and downtown Mill Valley.
 9. Based on your knowledge of public transit services on the Peninsula, what do you think the strengths and weaknesses of the current services are (including Whistlestop) are (coverage, access, availability)?
 - Whistlestop provides a needed service that is limited by resources – booking in advance limits and onboard travel time can be long due to shared ride nature of service.
 - Fixed route frequency is limited by funding.
 - Fixed route service does not penetrate residential neighborhoods in the hills to reduce walking distances to bus stops (slope is also a barrier to pedestrian access to Tiburon Blvd corridor bus stops.
 10. Other thoughts/insights regarding transit or transportation on the Peninsula?
 - Other markets include domestic workers, nannies and staff in covalence homes. Staff can have long walks in from existing bus stops on Tiburon Blvd.
 - Wants to see an emergency evacuation plan with transit’s role clearly defined.

Elected Officials Stakeholder Interview: Mayor Jim Fraser & Councilmember Alice Fredericks

February 17, 2012

Attendees:

Doug Langille, HDR Engineering Inc.

Robert Betts, Marin Transit

1. What would you like the City to get out of this project?
 - Meaningful transit services that more accurately meet Tiburon markets.

2. What do you think the principal roles should be for transit on the Peninsula
 - Transit services that bring:
 - residents to hubs of commerce;
 - residents down from hill neighborhoods to Tiburon Blvd corridor;
 - serve key hubs of commerce; and
 - residents and visitors to/from Airporter service on HWY 101 corridor.

3. Key destinations.
 - Tiburon town-center - city hall and library
 - Safeway at Strawberry
 - Tiburon downtown retail

5. Key Markets
 - Local commuters – jobs off Peninsula
 - Service workers – hospitality and retail workers in Tiburon downtown
 - Seniors – wide range of goods and service in County
 - Students to out-of-school activities.

6. How important is the Blue & Gold ferry service to the Town of Tiburon?
 - Ferry service is important to commuters to jobs in San Francisco and tourism

7. How could bus transit support the Blue & Gold ferry service?
 - Provide an overload shuttle service back to San Francisco for bicycle tourists who cannot return to SF by ferry because of ferry capacity limitations (weekends and holidays).

8. Other thoughts/insights regarding public transit and transportation on the Peninsula (in relation to quality of life etc.)?
 - Transit should have a clean image to attract ridership – increased exterior and interior cleaning.
 - Because of local concerns, Blackie's Pasture should not be considered as a transit or carpool intercept lot (expanding parking capacity).

Hawthorne Terrace Stakeholder Interview

February 21, 2012

Attendees:

Sandra Smith –Neighborhood Representative

Stan Smith - Neighborhood Representative
 Ken Weil - Neighborhood Representative
 Sara Klein - Neighborhood Representative
 Robert Betts, Transit Planner, Marin Transit

Discussion Feedback:

- School traffic is primary issue on Peninsula. Need to reduce parent drop-off. Is there a way to better time buses to bell times? Is there a way to offer financial incentive to carpool/take transit?
- Many SF workers commuting from Tiburon work on market time and need to go earlier into the City and leave early afternoon. Currently no transit, including ferry, provides this option. An early ferry with a shuttle or another commute bus to meet these times is desired.
- Frequent shuttle on Tiburon Blvd is desired. Blackie's Pasture to Downtown would be a good alignment. Many people could get dropped at this location by neighbors.
- Connection to Marin Airporter lot is also desired.
- Service to Strawberry is not highly desired. Town Center/Village is more attractive but Downtown is highest rated destination.
- Most residents of this neighborhood can walk to Tiburon Blvd so service into the hills in this area is less desirable.
- Service workers on construction side are a major contributor to traffic. When the economy was up, there were a lot more cars on the road. This is a hard population to get on transit but maybe a remote parking lot would make sense.

Belveron Stakeholder Interview

February 21, 2012

Attendees:

Marti Andrews –Neighborhood Representative
 Frances Barbour - Neighborhood Representative
 Daniel Amir - Neighborhood Representative
 Robert Betts, Transit Planner, Marin Transit

Discussion Feedback:

- The Peninsula needs a shuttle service that loops back and forth along Tiburon Boulevard. Service should also extend to Corte Madera (The Village), Trader Joes, Larkspur Landing and the Whole Foods in Mill Valley. A frequency of 20-minutes is the golden number. Once an hour won't do it.

- Access to the Larkspur Ferry terminal may not be needed if residents could park or better access the Tiburon Ferry. Many do currently drive to Larkspur due to the free parking, cheaper fare and more service.
- By the time you pay for parking in Tiburon, the commute cost to drive is nearly the same
- A ferry feeder service to the Tiburon dock would be desirable.
- There is a strong market from Tiburon to San Francisco. More GGT regional service would make commute bus more feasible but the current schedule leave you stranded if you miss one trip.
- Residents will need future connectivity to SMART
- All day parking in downtown Tiburon is not possible unless you pay
- Traffic on Tiburon Boulevard is the single largest issue.
- The current location of bus stops is good.
- Transit to connect service worker, especially those from Richmond, would be desired
- Access to Marin Airporter would be good. Many try to park overnight at Manzanita or have family/friend pickup car.
- Friday nights on Main would be a good special event to provide transit service. This event is seasonal from April-October.

Mt. Tiburon Homeowners Stakeholder Interview

February 22, 2012

Attendees:

Joe Shekou – Homeowners Board Member
Robert Betts, Transit Planner, Marin Transit

Discussion Feedback:

- There is general agreement from his organization that we should not widen Tiburon Boulevard as a way to reduce traffic congestion.
- Traffic associated with student drop-off and pick-up is the primary mobility issue in Tiburon.
- Solution should look at using smaller buses to transport students to school. These vehicles could better navigate the hills.
- There needs to be an educational campaign to encourage parents to put their child on the bus. Educate on how much it costs to drive and the environmental impacts.
- Volunteer driver program may work for seniors in hills.
- Most people with flexible schedules will work around school congestion. Service workers tend to have more flexible schedules and thus do not contribute to traffic congestion.
- Whistlestop program works well for Tiburon seniors. Vehicles could even be reduced size-wise to sedans or minivans for the windy, hilly terrain.

- Service workers drive and park in Tiburon and carpool more in Belvedere due to the roadway restrictions and tight parking conditions.
- Tiburon residents use Marin Airporter SFO service frequently. Many drive or get dropped off at either Larkspur or Manzanita lots.

Business Community Stakeholder Interview

February 27, 2012

Attendees:

Steve Sears, Owner Sam's
 Unknown, Kitchen Manager
 Unknown, Shift Manager
 Robert Betts, Senior Planner, Marin Transit

Discussion Feedback:

- The current service does not run late enough for staff to use.
- There are many traveling between SF and Tiburon and need to get to 101 corridor. Other major origins for kitchen staff are the Canal and East Bay. Early morning weekend connections to the East Bay are challenging.
- Most workers carpool in to work but variation in the shift schedules make it challenging to get off at the same time. Depending upon how busy the night is, some may get cut after only a few hours while others may staff the full shift. More flexibility with the return trip would be the immediate need.
- Current shifts: (8AM-4PM day shift, 3PM-11PM night shift)
- A demand response model may work better than a fixed route service. Something even like a flex route would be of value.
- Every kitchen worker has a smart phone. Real-time information would benefit this user group. Maybe even a display in the kitchen would be good.
- Buses need to be smaller and more dynamic in terms of scheduling.
- Additional rider information should be provided at the major stops including Tiburon and Main
- America's cup will be a big draw to Tiburon and transit should be in a position to support the tourists
- 85% of business at Sam's is locals
- Blue and Gold did a late boat pilot to SF on Friday and Saturdays but did not do well
- Added cab service would benefit Downtown Tiburon. Service workers could even share rides if it was subsidized.

Downtown Tiburon Community Stakeholder Interview

February 28, 2012

Attendees:

Janice Anderson-Gram, Downtown Tiburon Vibrancy and Marketing and Communication Taskforce Representative

Robert Betts, Senior Planner, Marin Transit

Discussion Feedback:

- Transit service within Tiburon is very limited. Only Route 19.
- Transit should connect with Mill Valley and not go south of Strawberry. Major destinations include downtown Mill Valley, Strawberry Shopping, CVS and the Cove Shopping.
- It is challenging to park and use the ferry. Ferry service on the weekends should
- There are over 500 Blazing Saddles bicyclists that go through Tiburon on a nice day. Weekend ferry service ends at 4:30 and many miss the last boat. Having a shuttle service for bikes (similar to rafting companies at the end of the ride shuttling riders back up) should be considered.
- A downtown shuttle would be desirable
- Taxis would not work due to the long waits to get a cab to come to Tiburon
- Transit would help support events such as the Art Fair, Beer/Wine festival, Antique Car Show, the Tiburon Mile
- A bike station should be explored for Blackie's Pasture
- It would be great to have an interactive kiosk which shows next ferry and bus departures so tourists know their options.

City of Belvedere Council Stakeholder Interview

February 28, 2012

Attendees:

Siavash Barmand, Belvedere City Council

Robert Betts, Marin Transit

Doug Langille, HDR Engineering

Discussion Feedback:

1. In your opinion, what is the biggest transportation challenge facing the Peninsula?
 - School traffic congestion along Tiburon Blvd at bell times. Schools are experiencing increasing enrollment and impacting roadways. AM has one congested period and PM has a peak around 3 PM and again at 5 PM. Many parents feel obligated to drive their child to school.
 - Bike safety, especially at intersection of San Rafael and Tiburon Boulevard. Many large bike clubs and tourist groups use the multi-use path and many do not observe the speed limits or traffic control signage.
 - Parking at Tiburon Ferry is limited and costly. Very few spots to park all day at no cost. By the time you park and ride at Tiburon the auto cost is competitive. Many also choose to drive to Larkspur for

the free parking and cheaper ride.

2. What are appropriate markets for transit in Belvedere?
 - Persons without vehicles
 - Workers – day workers
 - Ferry service is very popular but most people in Belvedere walk
 - Most elderly can still drive but should be included as future user

3. Suggestions for Improved Transit
 - Destinations served by transit should focus on areas in Marin County south of San Rafael including The Village @ Corte Madera, Downtown Mill Valley, Downtown Sausalito and Downtown San Rafael. Redwood High School should also be a priority.
 - Transit service should come into Belvedere. Although terrain is challenging, locations for potential stops in Belvedere include Britton/Golden Gate/Oak, Madrona/Golden Gate and along San Rafael and maybe Belvedere Avenue.

4. Other Comments
 - Should consider a mailer to residents to see reaction to proposed service changes.

Latino Community Stakeholder Interview

February 28, 2012

Attendees:

Cecilia Zamora, Executive Director Latino Council, President of Marin County Hispanic Chamber of Commerce

Robert Betts, Senior Planner, Marin Transit

Discussion Feedback:

- Latino community is grouped in concentrated areas within Marin. The Canal and Marin City have the highest percentages. Marin City's Latino population now matches the African American population. As Latino's become more established in Marin County, they tend to move to Novato, Santa Venetia and areas of Gristle Park in San Rafael – specifically multifamily housing sites within these communities.
- There is significant travel that occurs between the Canal and San Rafael High and the Canal and San Pedro School that is challenging due to the physical separation of the waterway. These are very close to each other as the crow flies but requires a long trip (often transit) to complete.

- Canal residents need transit access to the College of Marin and Marin General. There are also new clinics in Novato and Marin City
- The first two items typically obtained by the Latino community when moving to Marin include cell phones and cable TV. These items allow them to communicate with family living abroad and keep updated on news from their native country. 80% of Latinos use their phone for internet access.
- Latinos use transit primarily to access areas such as health care, education, ESL sites, employment sites, the Civic Center and retail (Northgate).

City of Belvedere Staff and Council Stakeholder Interview

February 29, 2012

Attendees:

Robert Betts, Marin Transit and:

10am-11am

1. Scott Derdenger, Public Works Manager
2. Tricia Seyler, Police Chief
3. Lylene Philips, Police Department Secretary
4. Felicia Wheaton, Assistant to the City Manager
5. George Rodericks, City Manager
6. Charles Wayshak, Police
7. Paul Sims, Police

11am-Noon

8. Vice-Mayor Sandy Donnell
9. Council Member John Telischak

1pm-2pm

10. Gerhard Laufer, Public Works Crew
11. Max Sandoval, Public Works Crew
12. Javier Sandoval, Public Works Crew
13. Lorraine Weiss, Planner
14. Pierce Macdonald, Planning Manager
15. Lorrie Duffy, Planning Department Secretary

2pm-3pm

16. Nancy Miller, Planning Department Secretary
17. Leslie Carpentiers, City Clerk
18. Rachel Lang, Building Official

19. Mariel Steiner, Assistant Planner/Records Technician
20. Genaro Muniz, Building Inspector

3pm-4pm

21. Council Member Dr. Tom Cromwell

Discussion Feedback:

1. In your opinion, what is the biggest transportation challenge facing the Peninsula?
 - Traffic congestion along Tiburon Blvd, primarily at bell times. City of Belvedere has done a good job with flex schedules to work around congestion.
 - Transportation for workers at large residential job site in the hills. City requires parking and staging plan for large projects and limits the number of vehicles to three per site. Many jobs provide a dedicated shuttle to transport workers. Not exactly sure where workers are getting shuttled from.
 - Parking at Tiburon Ferry is limited and costly. Very few spots to park all day at no cost. By the time you park and ride at Tiburon the auto cost is competitive. Many also choose to drive to Larkspur for the free parking and cheaper ride.
 - Everyone has cars and they drive themselves. Converting to transit for Belvedere residents will be a challenge.
 - We need to find a way to better transport kids to school. Is there a way to stagger the bell times or subsidize the cost of using the bus?
 - Tiburon Boulevard congestion – school traffic. The typical pick-up and drop-offs are an issue but also getting kids to and from after-school activities. There is not a lot of carpooling going on.
 - Senior mobility – aging population and few mobility options. The weekly bridge card event at City Hall draws a large group and they all still drive.
 - Bicyclist- primarily tourists. We need better directional signage. Many come over on ferry and get lost in Belvedere.
 - Mobility for service workers-many business have trouble attracting workforce if they don't have access to a car.
 - Terrain in Belvedere makes it difficult to locate bus stops.
 - The current transit service is too inconvenient and too impersonal
 - Parents don't trust the bus or any other means of getting their child to school so they drive them and add congestion to Tiburon Boulevard. After school programs also create added traffic as parents continue to chauffeur. Very little carpooling.
 - The current transit service is just not feasible. Long headway and connections between local and regional at the Tiburon Wye is challenging.
 - Bikers create a lot of safety issues
 - Aging population – how do they get around as they become unable to drive themselves?

- School traffic – many parents driving one child to school and creating congestion on Tiburon Boulevard
2. What are appropriate markets for transit in Belvedere?
- Staff working Downtown Tiburon. Late night service does not meet the needs of these workers.
 - Domestic help. Residents rely on help for all types of services including housecleaning, gardening, tree trimming, pool, dry cleaners (Alex's), dog poop pickup, dog walkers, Christmas lights, etc.
 - Special events – art festival/wine festival/Fridays on Main
 - Ferry patrons, however many walk or park down on Lagoon and walk
 - Seniors who are unable to drive. There is a significant amount of elder abuse related to mobility and having a reliable source for transportation would be useful. Seniors also do not want to stand out from the rest of the community. Seniors in Belvedere would likely pay more for this service than the current minimal fee.
 - Geographically, transit should serve the major destinations (The Cove Shopping Center, Safeway, Strawberry Village and Downtown Tiburon). Multifamily housing along Lagoon would be potential users.
 - School kids – all parents tend to drive their kids to school and don't trust the bus or other forms of transportation.
 - Residents in affordable housing – site across from Belvedere City Hall
 - Low-income residents need transit to get to work. Transit service along San Rafael would be adequate for getting people to town and then they could walk up/down hills.
 - Restaurant and service industry workers in Downtown Tiburon.
 - Seniors
 - Late night crowds who have been drinking. There is a general fear of getting pulled over on the way home.
 - Tourists-sunny weekends are magnets for outsiders to Tiburon
 - Students. In addition to Redwood, many belvedere students go to Marin Catholic (Kentfield), Marin Academy (San Rafael) or Branson (Ross).
 - Special events – especially America's Cup.
 - Tourists – if we could connect to Manzanita on the weekends we could draw on the Muir Woods Shuttle riders. Angel Island visitors also have a problem finding parking so they may use a shuttle if it was convenient.
 - Transit markets in belvedere are very limited.
 - Reverse commuters from San Francisco who come over on ferry and don't bring a car but need to get around midday.
 - Seniors
 - Service workers going to the residential site in Belvedere

- Residents along the Lagoon and along San Rafael may use a fixed route since it's more walkable in these areas.
3. Suggestions for Improved Transit
- Potential special events trolley.
 - Any new transit service needs to connect to Corte Madera, Larkspur Landing and Mill Valley. Whole foods in Mill Valley and The Village in Corte Madera are popular destinations.
 - Service back and forth on Tiburon Boulevard. Could also function as a possible Ferry feeder service
 - Develop apps or mobile site for transit users
 - Shuttle service between Downtown Tiburon and Mill Valley would make sense
 - Would an electric cart feeder system from the hills make sense? Similar model to bike share where you have an account and drop-off/pick-up at multiple locations.
 - Real-time transit information near or in the restaurants in Downtown Tiburon
 - Smaller vehicles/buses that connect to Mill Valley
 - Service needs to have some component of luxury for people to use it in Belvedere – they can afford it and it is what they are used to. Car services and limos are very popular in Belvedere.
 - Pedi-cabs on the multi-use path?
 - Improve the stop and shelter at Tiburon/Knoll Road (EB direction is boarding direction).
 - Added frequency and better connections between 101 services and Route 19
 - Smaller vans for school shuttles
 - A town car model may be the only feasible solution for residents
4. Other comments
- Taxi drivers are insane and not sure residents would look favorable at them as reliable means of transportation.
 - Why do we have so many buses going westbound that say “out of service”? Why not make those revenue trips?
 - Large job sites tend to keep tools on site and locked up so workers are more likely to be able to use transit.
 - A courier service would help reduce traffic.
 - Improvements to the safe routes to school program in Tiburon would help school congestion
 - Car share (Zip car or Getaround). While the traditional car share providers may not see a market in Belvedere/Tiburon, the Getaround model or leasing your car may be desirable.
 - Formalizing a casual carpool site in Belvedere/Tiburon?
 - We need to think about emergency evacuation on the Peninsula.

Angel Island Ferry Stakeholder Interview

March 1, 2012

Attendees:

Maggie McDonogh, Owner-Angel Island Ferry Company
 Richard Neil Snyder, Lawyer-Angel Island Ferry Company
 Robert Betts, Senior Planner, Marin Transit

Discussion Feedback:

- Ferry services are very important for emergencies. Angel Island Fleet played a key role in the Angel Island fire and could support emergencies within Tiburon.
- The largest transportation issue is traffic on Tiburon Boulevard during the weekdays.
- Company currently has 8 employees and 3 boats. Most employees are from Tiburon. Two boat sizes – larger holds 350 PAX (85 bikes) and smaller holds 102 PAX (20 bikes).
- Company has a lot of flexibility with operations and can increase or decrease trips based on demand.
- In addition to Angel Island transportation, they also offer private charter services
- Weekend usage is higher than weekday on ferries. Although they compete with ferry services directly from SF, they offer the most frequent schedule and cheapest price.
- Significant ridership from the East Bay.
- Would be interested in opportunities to connect to Muir Woods Shuttle and other tourist areas within Marin County. Also consider serving the GG Bridge visitor lots and Disney museum at Presidio. National parks may be taking a more active role in overseeing State Parks including Angel Island.
- Should consider park and ride locations along Tiburon Blvd including Blackies and school sites which may be vacant on the weekends.
- Look at expanding transit service to connect directly to SF and the East Bay.

Redwood High School Stakeholder Interview

March 2, 2012

Attendees:

LaSandra White, Assistant Principal
 Robert Betts, Senior Planner, Marin Transit

Discussion Feedback:

- Ideal bus service gets to campus 20 minutes prior. Our schedules today seem to work well.
- Seems like we have too many standees on our current buses – we should look at adding service or larger buses.
- Safe Route to School program is quite active at Redwood – transit should piggyback on these efforts. There is a current online survey through SR2S.
- Many students have cars and drive to school. Only juniors and seniors are allowed to park in the lot so sophomore with licenses park on the residential streets.

- Cities which attend Redwood include: Belvedere, Tiburon, Corte Madera, Greenbrae, Kentfield, Ross and Larkspur (except Larkspur Landing and Drakes Cove which is part of the San Rafael School District). 50 slots are available for open enrollment and some students from Marin City take these openings.
- Most after school activities take place on or near campus except rowing and golf.
- Open campus at lunch
- Students are required to take six periods and seven are offered. Most bus service is timed to 1st period which makes taking transit not feasible for 2nd period start students. Most bus riders are juniors and seniors with full day schedules.
- Current enrollment = 1,450 students. Expected to increase by 100 in 1-2 years.

Lyford Cove HOA Stakeholder Interview

March 5, 2012

Attendees:

Tom Brandon

Linda Tripp

Susan Wilkins

Dellie Woodring

Seamus Brady

Fran Wilson

Barry Wilson

Robert Betts, Senior Planner, Marin Transit

Discussion Feedback:

- Lyford Cove includes 500 homes along the eastern end of the Tiburon Peninsula.
- Many seniors continue to live in home with in-home care
- Transportation is a major need for residents in this part of Tiburon
- Marin Village has a volunteer driver program. There are current 10 volunteers but most are unwilling to drive during the congested peak periods when demand is high. In February there were 19 requests. See Attachment A below for details.
- Recent shuttle service provided to Designer Showcase home by Seamus Brady was a success. They originally scheduled cutaway vehicles but realized only 15 PAX vans would work.
- There are parking issues within the downtown, especially when there is good weather.
- Shuttle service along Tiburon Blvd should get at least to Strawberry – Mill Valley would be ideal
- Traffic on Tiburon Blvd is not only an inconvenience, but also a safety hazard. It demonstrates the susceptibility of the area if a natural disaster would occur.
- Cyclists on Paradise are a transportation safety concern.

- Transit could support mobility for those who have a drink downtown and want to get back home. Business could help fund this shuttle service.
- There are tourist bikers who get stuck at the ferry on the weekends without a way home.
- Shuttle route to serve seniors should go to the Yacht Club, up Beach, Right on Tiburon Blvd and serve the Library. Midday trips would be most desired for this demographic. Bridge clubs at Belvedere would also use.
- Taxi service comes from Mill Valley and often has significant delays and high costs. Taxis are also too unreliable.
- Transit needs to be reliable so users trust schedules. It would be great to have the same driver on the route so residents get to know the service - personalizes it.
- Many residents need to get down the hill to use current services.
- Whistlestop is a nice service but you have to qualify and many residents don't.
- Park and Ride opportunities should look at Reed School, Blackie's Pasture and Tiburon Peninsula West lot (behind Library)

Servino's Restaurant Stakeholder Interview

March 19, 2012

Attendees:

Angelo Servino, Owner, Servino's Restaurant

Robert Betts, Senior Planner, Marin Transit

Discussion Feedback:

- Employees would be the primary user of transit services but many European tourists are also looking for transportation options. Many come over on the ferry and would take the bus back to SF if the option was available. Europeans are used to taking transit but Tiburon has very few options.
- Two shifts per day, the first starts around 9:30 AM and the second around 3PM. The evening shift gets out at various times depending upon how busy the restaurant is. Many employees carpool in but driver and passengers may get off at different times, making the commute home challenging.
- There is a high level of support for a shuttle system by Downtown businesses. A while back, Angelo organized signatures when he was President of the Chamber.
- There may be interest by downtown business to post real-time information either at the bar or in the kitchen so people now when the next bus will leave.
- They may be interest in the business community to participate in a "token" program or some other financial contribution to support the shuttle.

SF Yacht Club Stakeholder Interview

March 29, 2012

Attendees:

Steve De Petro, SF Yacht Club Manager

Robert Betts, Senior Planner, Marin Transit

Discussion Feedback:

- Patrons of the club include private members and workers. The majority of both workers and members drive and parking is provided on site.
- Lunch and dinner is offered Wednesday thru Sundays.
- Busiest days at the club are Saturdays and Sundays when approximately 60 will be on
- Workers are primarily in the food and beverage division. Worker shifts go from mid-morning to late night. Morning shifts tend to start at 9 AM and run to 3 PM and afternoon shifts run from 3 PM – 10 or 11 PM.
- Other workers are in the maintenance and housekeeping departments.
- Majority of workers come from San Rafael.
- Current bus service is not late enough. Some workers may take bus in but not home at night.

Appendix D: Outreach Materials

Meeting /Event Summary

Public Meeting

Date: Tuesday, June 5, 2012

Time: 4:30 pm to 7:00 pm

Location: Strawberry Recreation District

Special Event

Date: Friday, June 22, 2012

Time: 6:00 pm to 9:00 pm

Location: Friday Night's on Main, Main Street

Project Team Attendees

Robert Betts, Marin Transit

Melody Chan, Marin Transit

Douglas Langille, HDR Engineering, Inc.

Tammy Nguyen, HDR Engineering, Inc.

In June 2012, Marin Transit reached out to the public to garner additional input on the draft transit improvement concepts during two special events for the Tiburon Transit Needs Assessment Project. The first event was an open house which took place on Tuesday, June 5th from 4:30 pm to 7:00 pm at the Strawberry Recreation District, Gymnasium. The second event took place on Friday, June 22nd from 6:00 pm to 9:00 pm and included a booth (included a Marin Transit shuttle) at Friday Nights on Main—an annual event on Main Street hosted by the Tiburon Peninsula Chamber of Commerce.

Marin Transit and the community outreach consultant firm, HDR, made multiple efforts to contact the community and stakeholders to invite them to the events. Approximately 216 e-blasts were sent to community members and key stakeholders, as well as hand delivered to key locations such as the Library, Town Hall, and local market. An advertisement was also published in The Ark on Wednesday, May 30th. As a result of these efforts, approximately 18 members of the community attended the open house, while over 30 event attendees visited the booth at the Friday Nights on Main event to talk transit.

Special attendees included Tiburon Councilmember Alice Fredericks, as well as a reporter from The Ark who both attended the Strawberry meeting and the Friday Nights on Main event.

The public meeting was set up as an informal open house that allowed attendees to walk around the room, view a variety of project displays, illustrations of the study area and potential alternatives, and talk one-on-one with the project team staff and consultants. These printed materials are shown in Figure D–1, Figure D–2, Figure D–3, and Figure D–4.



At both events, attendees were also given sticky dots to place (vote) on their favorite alternative(s).

At 4:30 pm, Douglas Langille opened with welcoming remarks and noted the elected officials and the project team present. He then gave a brief overview of the project's background and potential alternatives. Prior to opening the floor to questions and comments (see below), Doug thanked community members for their critical participation and continued patience during the project planning process and then outlined the next steps.

Once all questions and concerns had been addressed, the meeting format reverted back to open house style, and attendees were encouraged to continue visiting with project staff to discuss their specific questions in more detail.

During the question and answer session, HDR recorded all comments and questions. These comments have been placed in no particular order below.

- Did you look at capacity pricing during rush hour?
- What about talking to the schools since kids start at 7?
- There is a relative amount of traffic during peak hour by older kids taking bus. Do they carpool or already take the bus? Is this going to help transit?
- Are you going to have meetings elsewhere such as Sausalito, Corte Madera, etc.?
- Who are all these people coming into town? When do workers and kids come? Look at the landscape crew, domestic, renovators, plumbers, etc.
- There was a program 10 years ago in the San Geronimo Valley in West Marin called GO Geronimo. Maybe this project can mimic some of its features. There have also been screened hitchhiking programs. How can the community help each other? In Washington, DC, folks meet downtown to go to certain places. They get together informally to designated spots to use HOV lanes.

During sign-in and throughout the evening, attendees were given the opportunity to write comment cards, which could be turned in to the comment box during the meeting or brought home to mail or fax later.

The following comment cards were submitted at the Strawberry open house:

Comment #1:

General Comments: I know this isn't a Marin focused option, but how about creating the infrastructure for private water taxis? By infrastructure, I mean a dock a taxi car tie up at to load or unload passengers. This would allow me to reserve a taxi from Tiburon, Sausalito, etc. and go to dinner and a show in the city of the east bay, etc.

Submitted by:

Josh Sale

150 Chapel Drive, Mill Valley, CA 94941

415-388-8866

jsale@tril.com

Comment #2:

What is your favorite alternative and why: Expand a Whistlestop bike system. Expand #222. Use a smaller bus for Tiburon and have it run more often. Run the #19 line more often with longer hours and better connections. Have connecting buses more often at Strawberry Shopping Center. A single parent living in Tiburon without a car needs all day to do an errand, go to the doctor, or comply with any pre-arranged schedule with the County or schools. Getting to work and back into town is impossible midday.

What is your least favorite alternative and why: Depending on volunteers is not something that you can depend on as a regular service. It might be nice to fill in with. Cab vouchers could be expensive, but in a pinch they may work especially for evening employees. Cab drivers like to be tipped. Making some arrangements for compensation would need to be worked out.

General Comments: The people who really need the bus system to live in this county cannot be at this meeting because the bus schedule makes it either impossible, or very inconvenient. I suggest a small bus more often to Tiburon. Maybe expand the 211 route and put more buses on the route for shopping centers, doctors, hospitals and evening and night service. What about a tax on business who profit from tourist and local employees and low wages. Thank you for making an effort.

Submitted by:

Barbara Warren
101 Neds Way, Tiburon, CA 94920
415-596-9332
barbjwar@yahoo.com

Comment #3:

What is your favorite alternative and why: 1A—flexible with connections with other buses. 1E—takes a lot of cars off Tiburon Boulevard.

What is your least favorite alternative and why: 2C—cannot see any advantage, discounted cab rides seem ok.

General Comments: Suggestion:

1. Time preference pricing: people such as contractors can purchase a pass (like a large green card for their truck) as proof they are in a carpool with 4 people in the truck. In exchange, they can use Tiburon Boulevard at peak times. Other must wait until an hour earlier or later. Would require policing.
2. Classes with staggered hours.

Submitted by:

Ann Eve Hazen
20 Spring Lane, Tiburon, CA 94920
415-435-4818
Ahazen1945@yahoo.com

The following comment card was submitted at the Friday Nights on Main:

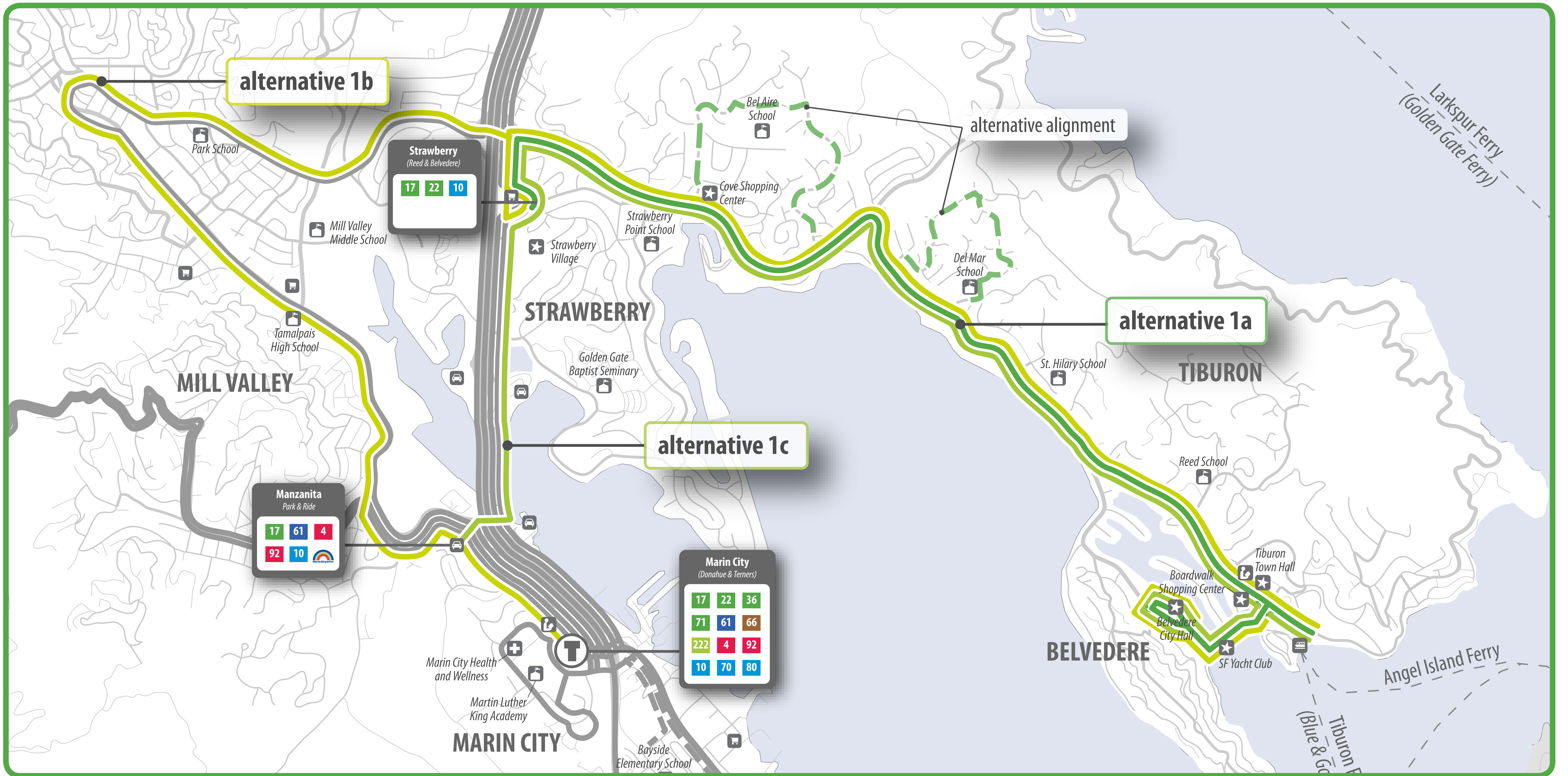
Comment #4:

General Comments: Bring back the service that would go up the hills, including Hillery Drive!!

Submitted by:

Roy Crumrine

178 Steward Drive, Tiburon, CA 94920



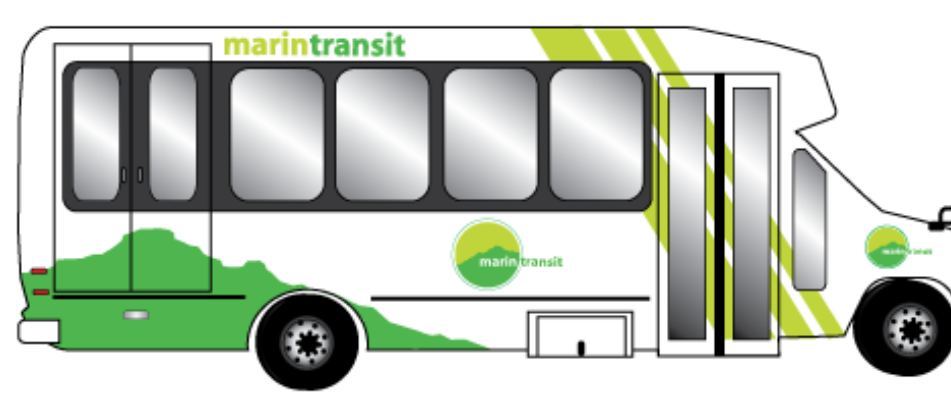
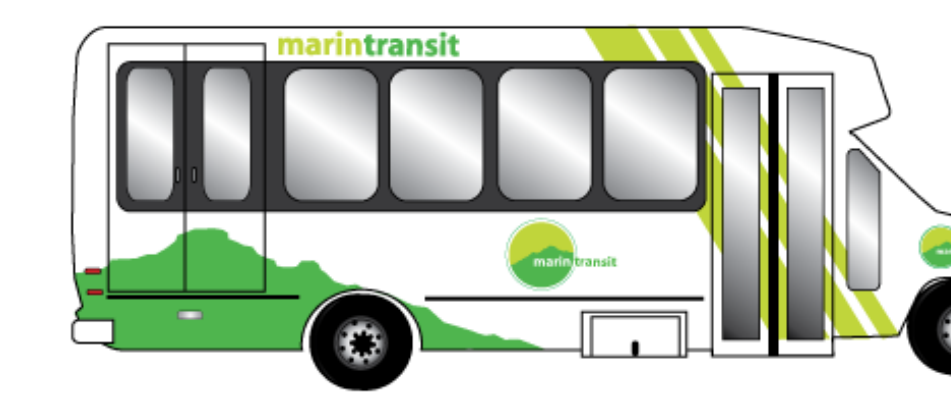
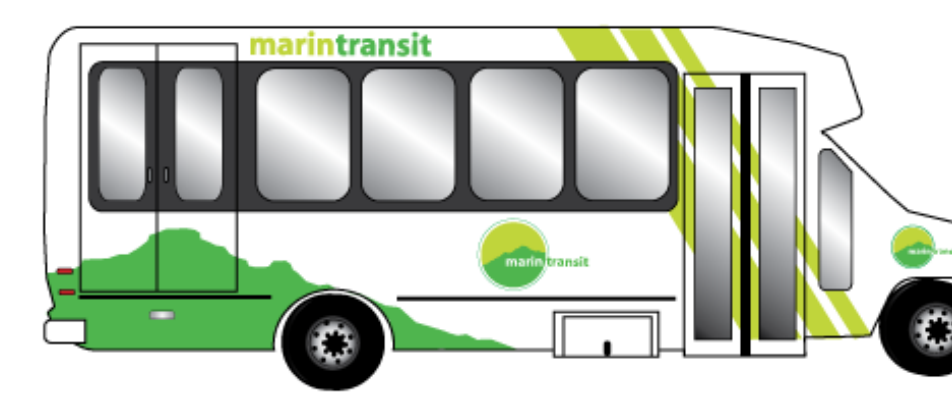



	alternative 1a tiburon community shuttle	alternative 1b mill valley/marin city extension	alternative 1c manzanita connector																														
description	cancel route 19; add a fixed-route shuttle between strawberry and downtown tiburon	alternative 1a with an extension to mill valley and marin city	alternative 1a with an extension to manzanita park & ride																														
service level frequency in minutes	<table border="1" style="width: 100%; text-align: center;"> <tr> <td style="background-color: #0070C0; color: white;">30</td> <td style="background-color: #0070C0; color: white;">30</td> <td style="background-color: #0070C0; color: white;">30</td> <td style="background-color: #0070C0; color: white;">30</td> <td style="background-color: #0070C0; color: white;">30</td> </tr> <tr> <td>early AM</td> <td>peak</td> <td>midday</td> <td>late PM</td> <td>weekend</td> </tr> </table>	30	30	30	30	30	early AM	peak	midday	late PM	weekend	<table border="1" style="width: 100%; text-align: center;"> <tr> <td style="background-color: #0070C0; color: white;">60</td> <td style="background-color: #0070C0; color: white;">30</td> <td style="background-color: #0070C0; color: white;">60</td> <td style="background-color: #0070C0; color: white;">60</td> <td style="background-color: #0070C0; color: white;">30</td> </tr> <tr> <td>early AM</td> <td>peak</td> <td>midday</td> <td>late PM</td> <td>weekend</td> </tr> </table>	60	30	60	60	30	early AM	peak	midday	late PM	weekend	<table border="1" style="width: 100%; text-align: center;"> <tr> <td style="background-color: #0070C0; color: white;">30</td> <td style="background-color: #0070C0; color: white;">30</td> <td style="background-color: #0070C0; color: white;">30</td> <td style="background-color: #0070C0; color: white;">30</td> <td style="background-color: #0070C0; color: white;">30</td> </tr> <tr> <td>early AM</td> <td>peak</td> <td>midday</td> <td>late PM</td> <td>weekend</td> </tr> </table>	30	30	30	30	30	early AM	peak	midday	late PM	weekend
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cost	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$																														
transportation benefits																																	
primary markets	<ul style="list-style-type: none"> ✓ residents ✓ SF commuters ✓ peninsula employees ✓ students ✓ seniors tourists 	<ul style="list-style-type: none"> ✓ residents ✓ SF commuters ✓ peninsula employees ✓ students ✓ seniors tourists 	<ul style="list-style-type: none"> ✓ residents ✓ SF commuters ✓ peninsula employees ✓ students ✓ seniors ✓ tourists 																														



Figure D-1: tiburon fixed-route service options

	alternative 1d tiburon school connectors	alternative 1e redwood school tripper extension
description	add a fixed-route shuttle between east corte madera, strawberry and downtown tiburon realign route 17 tripper to st. hilary's to follow east corte madera service in tiburon	extend one of the current fixed-route bus trips between downtown tiburon and redwood high school to marin catholic
service level frequency in trips	<div style="display: flex; align-items: center;"> <div style="background-color: #0056b3; color: white; padding: 2px 5px; margin-right: 5px;">x2</div> <div style="display: flex; gap: 10px;"> early AM peak midday late PM weekend </div> </div>	<div style="display: flex; align-items: center;"> <div style="background-color: #0056b3; color: white; padding: 2px 5px; margin-right: 5px;">x2</div> <div style="display: flex; gap: 10px;"> early AM peak midday late PM weekend </div> </div>
typical vehicle		
phasing	next 2 years	next 2 years
cost	\$\$\$	\$\$\$\$
transportation benefits	<div style="display: flex; align-items: center;"> <div style="width: 100px; border-bottom: 1px solid black; position: relative;"> <div style="position: absolute; left: 0; bottom: 0; width: 100%; height: 2px; background: linear-gradient(to right, black 40%, gray 40% 60%, gray 60% 80%, black 80%);"></div> <div style="position: absolute; left: 0; bottom: 0; width: 100%; height: 2px; background: linear-gradient(to right, black 40%, gray 40% 60%, gray 60% 80%, black 80%);"></div> </div> <div style="margin-left: 10px;"> <p>low medium high</p> </div> </div>	<div style="display: flex; align-items: center;"> <div style="width: 100px; border-bottom: 1px solid black; position: relative;"> <div style="position: absolute; left: 0; bottom: 0; width: 100%; height: 2px; background: linear-gradient(to right, black 40%, gray 40% 60%, gray 60% 80%, black 80%);"></div> <div style="position: absolute; left: 0; bottom: 0; width: 100%; height: 2px; background: linear-gradient(to right, black 40%, gray 40% 60%, gray 60% 80%, black 80%);"></div> </div> <div style="margin-left: 10px;"> <p>low medium high</p> </div> </div>
primary markets	<ul style="list-style-type: none"> residents SF commuters peninsula employees ✓ students seniors tourists 	<ul style="list-style-type: none"> residents SF commuters peninsula employees ✓ students seniors tourists

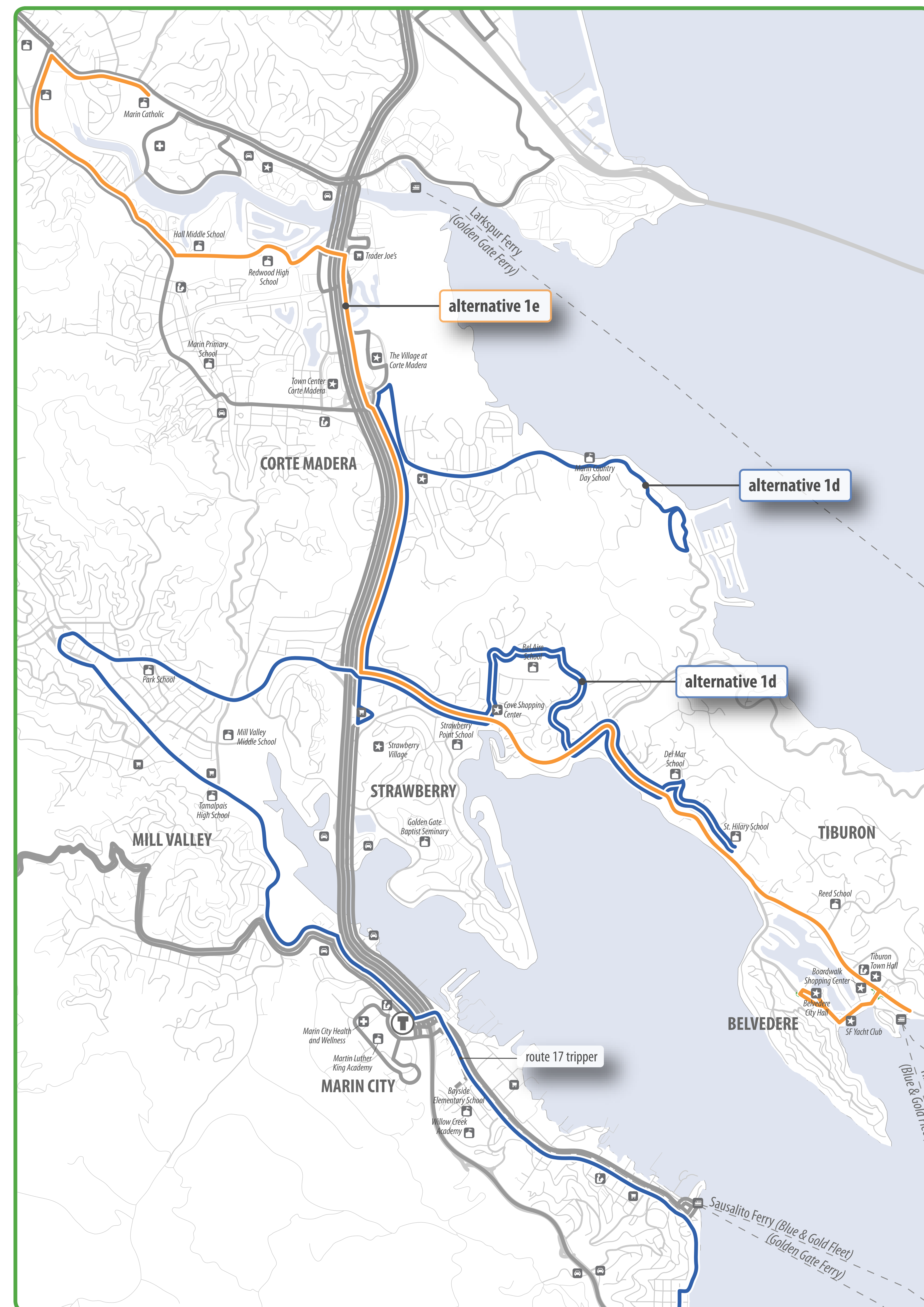


Figure D-2: tiburon fixed-route school service options








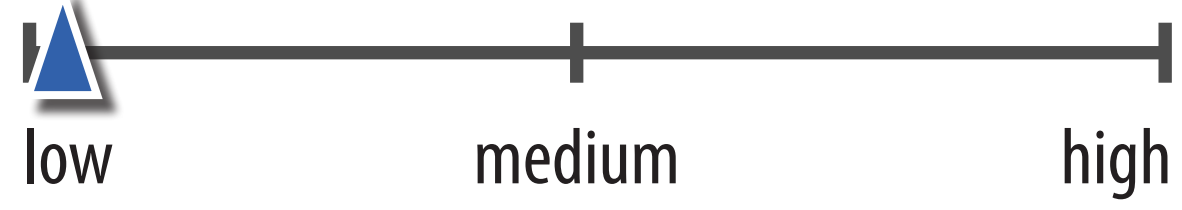
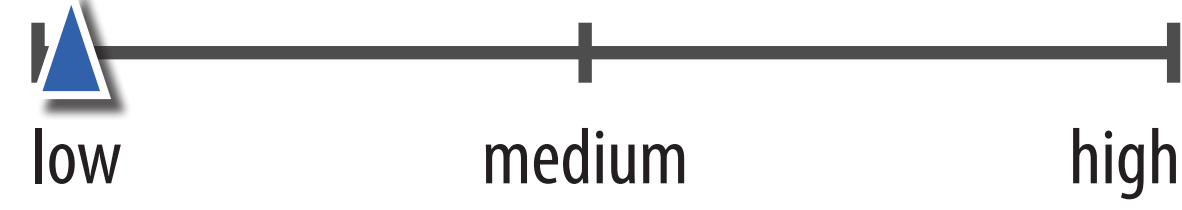
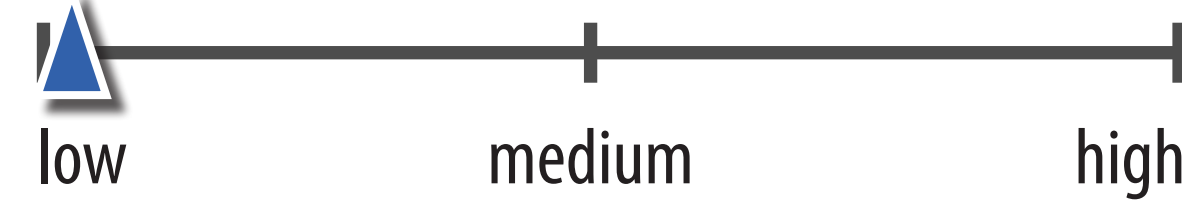

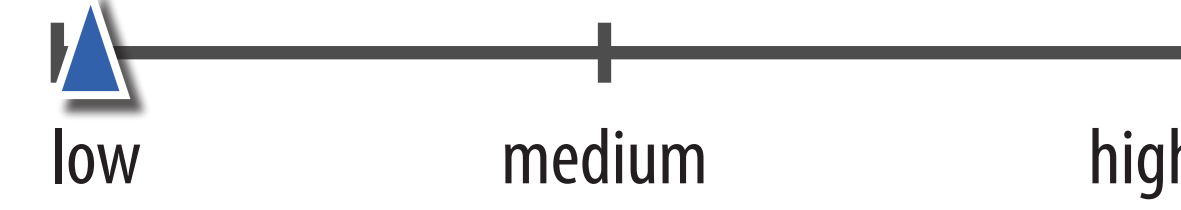
	alternative 2a general public dial-a-ride	alternative 2b community flex route	alternative 2c volunteer driver	alternative 2d taxi voucher	alternative 2e subcontracted services
description	point to point shuttle which requires advanced reservation service area limited to tiburon peninsula, mill valley and corte madera	structured flex route service within tiburon peninsula which would include set time-points at tiburon ferry and strawberry and allow for reserved and requested deviations	further market marin transit's volunteer driver program to residents in tiburon program allows participants to pay friends or neighbors for transportation services	allows eligible seniors to purchase discounted taxi vouchers to offset costs of taxi trips	further market marin transit's upcoming catch-a-ride program which uses a variety of subcontracted services including taxi, towncar and private shuttles to provide subsidized options to eligible users
service level availability					
typical vehicle			personal auto	taxi	various
phasing	3-5 years	3-5 years	next 2 years	next 2 years	next 2 years
cost	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$
transportation benefits					
primary markets	<ul style="list-style-type: none"> ✓ residents SF commuters ✓ peninsula employees students ✓ seniors tourists 	<ul style="list-style-type: none"> residents SF commuters peninsula employees students ✓ seniors tourists 	<ul style="list-style-type: none"> residents SF commuters peninsula employees students ✓ seniors tourists 	<ul style="list-style-type: none"> residents SF commuters peninsula employees students ✓ seniors tourists 	<ul style="list-style-type: none"> residents SF commuters peninsula employees students ✓ seniors tourists



Figure D-3: tiburon demand response/mobility management service options

	alternative 3a blue & gold policies	alternative 3b blue & gold service structure	alternative 3c bike rental	alternative 3d bike share	alternative 3e dynamic rideshare
description	work with blue & gold to make ferry service more competitive with other ferry and commute services in marin county this would be focused on price and integration of fare media	work with blue & gold to increase services to markets in marin and SF changes would include service to sausalito and midday service to the ferry building	encourage private sector to locate bike rental space or kiosks in downtown tiburon to reduce bike demand on ferries	evaluate the possibility of a bike share station in downtown tiburon	further market upcoming dynamic rideshare service
lead agency	blue & gold fleet	blue & gold fleet	town of tiburon private sector angel island ferry	TAM	TAM
typical vehicle	ferry	ferry	ferry bike	bike	personal auto
phasing	3-5 years	3-5 years	next 2 years	next 2 years	next 2 years
cost	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$
transportation benefits					
primary markets	<ul style="list-style-type: none"> residents ✓ SF commuters peninsula employees students ✓ seniors ✓ tourists 	<ul style="list-style-type: none"> residents ✓ SF commuters peninsula employees students ✓ seniors ✓ tourists 	<ul style="list-style-type: none"> residents SF commuters peninsula employees students seniors ✓ tourists 	<ul style="list-style-type: none"> ✓ residents ✓ SF commuters peninsula employees ✓ students ✓ seniors tourists 	<ul style="list-style-type: none"> ✓ residents ✓ SF commuters peninsula employees ✓ students ✓ seniors tourists



Figure D-4: tiburon other transportation service options

TIBURON TRANSIT ASSESSMENT SURVEY



Marin Transit would like to know more about how transit service could better serve you and your community within the Tiburon Peninsula. Your input is very important and will be used in our transit assessment study. Please provide your contact information at the end of this survey if you'd like to be notified of future study events.

DEMOGRAPHICS:

1. Please specify your gender (optional): Male Female

2. Please indicate your age (optional):

- | | |
|-----------------------------------|--|
| <input type="checkbox"/> Under 18 | <input type="checkbox"/> 45 – 54 |
| <input type="checkbox"/> 18 – 24 | <input type="checkbox"/> 55 – 64 |
| <input type="checkbox"/> 25 – 34 | <input type="checkbox"/> 64 or older |
| <input type="checkbox"/> 35 – 44 | <input type="checkbox"/> Prefer not to say |

3. What is the nearest cross street to your residence?

First Street:

Second Street:

4. What is your zip code?

5. Please identify your race or ethnicity (optional):

- | | |
|---|---|
| <input type="checkbox"/> African American | <input type="checkbox"/> Asian or Pacific Islander |
| <input type="checkbox"/> Caucasian/White | <input type="checkbox"/> Native American |
| <input type="checkbox"/> Hispanic | <input type="checkbox"/> Other (please specify): <input type="text"/> |

6. Please state your annual household income (optional):

- | | |
|---|--|
| <input type="checkbox"/> Less than \$25,000 | <input type="checkbox"/> \$75,000 |
| <input type="checkbox"/> \$25,000 | <input type="checkbox"/> \$99,999 |
| <input type="checkbox"/> \$49,999 | <input type="checkbox"/> \$100,000 |
| <input type="checkbox"/> \$50,000 | <input type="checkbox"/> \$149,999 |
| <input type="checkbox"/> \$74,999 | <input type="checkbox"/> \$150,000 or more |

TIBURON TRANSIT ASSESSMENT SURVEY

7. Do you have access to a personal vehicle? Yes No

8. Please tell us about your typical travel needs and mode of choice (please fill in your mode using DRIVE, RIDE, TRANSIT, BIKE, or WALK):

	Work	Shop	Recreation	Medical	School
Tiburon					
Belvedere					
Strawberry Village					
South Marin					
Mill Valley					
Sausalito					
San Rafael					
Ross Valley (Fairfax, San Anselmo, Ross, Kentfield)					
Larkspur/Corte Madera					
Northern Marin (including Novato)					
San Francisco					
East Bay (Oakland, Berkeley, etc.)					
West Marin					
Other (specify below)					

Please specify other locations:

9. Do you typically use the bus for any of your travel? Yes No

If yes, please continue to the Transit User section on the following page.

If no, please skip to the Non-Transit User section on page 5.

TIBURON TRANSIT ASSESSMENT SURVEY

TRANSIT USER:

1. Please rank the features of transit service that are most important to you:

	1 (not important)	2	3	4	5 (very important)
Low Fares	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schedule reliability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Frequency of bus service (how often it serves a stop)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Span of service (the hours service is available)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Convenient access to bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety at bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clean vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
One seat ride; no transfers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. Please tell us what brings you to the Peninsula and mode of choice (please select all that apply):

	Work	Shopping	Recreation/ Social	School/ College	Medical
Route 8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route 10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route 17	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route 19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route 70, 71, 80	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tiburon Ferry	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Marin Access Paratransit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
School Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (specify below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please specify other transit:

TIBURON TRANSIT ASSESSMENT SURVEY

3. Please tell us how often you use these transit services (fill in all that apply):

	4-6 days per week	2-3 days per week	1 day per week	1-3 times per month	Less than once a month
Route 8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route 10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route 17	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route 19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route 70, 71, 80	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tiburon Ferry	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Marin Access Paratransit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
School Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (specify below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please specify other transit:

4. When you start your trip, how do you typically get to the bus stop?

- Walk
- Drop off
- Bike
- Other (please specify):
- Drive

5. Once you get off the bus, how do you typically travel from the bus stop to your destination?

- Walk
- Drop off
- Bike
- Other (please specify):
- Drive

6. How far is the nearest bus stop to your home? Please estimate the number of blocks:

Once complete, please skip to the General Questions on page 7.

TIBURON TRANSIT ASSESSMENT SURVEY

NON-TRANSIT USER:

1. Please select all reasons why you do not currently use transit for your travels:

- | | |
|--|---|
| <input type="checkbox"/> Not aware of available transit | <input type="checkbox"/> Using public transit is not convenient |
| <input type="checkbox"/> Have never used transit | <input type="checkbox"/> Transit does not go where I live or need to travel |
| <input type="checkbox"/> Transit is too expensive | <input type="checkbox"/> Transit is not safe |
| <input type="checkbox"/> Need help planning trips on transit | |

Service Improvements

If you could choose one transit-related improvement for the Tiburon Peninsula to come out of this effort, what would it be? Please rank your influence:

2. Expanded Service Information

	No influence	Moderate influence	Influence	Significant influence
Easy to use website	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transit mobile app or mobile website	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route and schedule posted at bus stop	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schedule/route change announcements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trip planning function online	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Real-time bus location information	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional information and signage at bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Different customer service hours or locations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. Expanded Area Coverage

	No influence	Moderate influence	Influence	Significant influence
Service to new location	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More direct routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More frequent bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fewer transfers between certain locations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

What is the most desirable destination to connect to transit?

TIBURON TRANSIT ASSESSMENT SURVEY

4. Expanded Time Coverage

	No influence	Moderate influence	Influence	Significant influence
Earlier start time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Later end time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Midday Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increased weekend service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increased schedule frequency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Improved Service Quality

	No influence	Moderate influence	Influence	Significant influence
Comfort	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vehicle cleanliness	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility cleanliness (bus stops, stations)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Driver courtesy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility security (crime)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus safety (driving, traffic)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. Improved Service Reliability

	No influence	Moderate influence	Influence	Significant influence
Improved on-time performance (service arrives when scheduled)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Timed scheduled transfers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Easier schedule to remember	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Real-time bus arrival information	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

TIBURON TRANSIT ASSESSMENT SURVEY

GENERAL QUESTIONS:

1. What do you feel is an appropriate role for public bus transit on the Tiburon Peninsula?
Check and rank all that apply:

	Not important	Somewhat important	Important	Very important
Serve the regional travel needs of Peninsula residents	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Serve the local travel needs of residents (work, shopping, recreation, business)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Serve local travel needs of seniors and persons with disabilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Serve school trips for high school and middle school students	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Serve school trips for elementary school students	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Serve local travel needs for youth	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provide local circulation from remote parking to destinations specifically within Downtown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Serve travel needs of service industry workers with employment on the Peninsula	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Serve travel needs of stay visitors and tourists	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (specify below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please specify other roles for public transit on the Tiburon Peninsula:

2. If you could choose one destination or area to better serve by transit, what would it be?

TIBURON TRANSIT ASSESSMENT SURVEY

3. If you are interested in participating in upcoming events to further discuss transit service options in the Tiburon Peninsula, or if you would like to be included in future notifications about the transit study, please provide your contact information below:

Name:

Email Address:

Phone Number (optional):

Thank you for your time and participation in this important Transit Needs Assessment Survey!

Please return survey via mail or fax to:

Robert Betts, Senior Planner
Marin Transit
750 Lindero Street, Suite 200
San Rafael, CA 94901
Fax: (415) 226-0856

ENCUESTA DE EVALUACIÓN DEL TRANSPORTE PÚBLICO EN TIBURÓN

Marin Transit está interesado en conocer más acerca de la manera en la que el servicio de transporte público podría brindarle un mejor servicio tanto a usted como a su comunidad dentro de la Península de Tiburón. La información que pueda aportar es muy importante y se utilizará en nuestro estudio de evaluación del transporte público. Procure brindar su información de contacto al final de la encuesta si desea que le notifiquemos acerca de eventos de estudios futuros.



ASPECTOS DEMOGRÁFICOS:

1. Especifique su género (opcional): Masculino Femenino

2. Señale su edad (opcional):

- | | |
|-----------------------------------|--|
| <input type="checkbox"/> Under 18 | <input type="checkbox"/> 45 – 54 |
| <input type="checkbox"/> 18 – 24 | <input type="checkbox"/> 55 – 64 |
| <input type="checkbox"/> 25 – 34 | <input type="checkbox"/> 64 or older |
| <input type="checkbox"/> 35 – 44 | <input type="checkbox"/> Prefer not to say |

3. ¿Cuál es la intersección más cercana a su residencia?

Primera calle:

Segunda calle:

4. ¿Cuál es su código postal?

5. Marque su raza o grupo étnico (opcional):

- | | |
|---|---|
| <input type="checkbox"/> Afroamericano | <input type="checkbox"/> Asiático o habitante de las islas del Pacífico |
| <input type="checkbox"/> Caucásico/Blanco | <input type="checkbox"/> Nativo americano |
| <input type="checkbox"/> Hispano | <input type="checkbox"/> Otro (especifique): <input type="text"/> |

6. Señale el ingreso familiar anual (opcional):

- | | |
|--|--|
| <input type="checkbox"/> Menos de \$25,000 | <input type="checkbox"/> \$75,000 |
| <input type="checkbox"/> \$25,000 | <input type="checkbox"/> \$99,999 |
| <input type="checkbox"/> \$49,999 | <input type="checkbox"/> \$100,000 |
| <input type="checkbox"/> \$50,000 | <input type="checkbox"/> \$149,999 |
| <input type="checkbox"/> \$74,999 | <input type="checkbox"/> \$150,000 o más |

ENCUESTA DE EVALUACIÓN DEL TRANSPORTE PÚBLICO EN TIBURÓN

7. ¿Tiene acceso a un vehículo personal? Sí No

8. Cuéntenos sobre sus necesidades de viaje típicas y el medio de elección (complete utilizando CONDUCIR, MONTAR, TRANSPORTE PÚBLICO, BICICLETA o CAMINAR):

	Trabajo	Compras	Recreación	Cuestiones médicas	Escuela
Tiburón					
Belvedere					
Strawberry Village					
Sur de Marin					
Mill Valley					
Sausalito					
San Rafael					
Ross Valley (Fairfax, San Anselmo, Ross, Kentfield)					
Larkspur/Corte Madera					
Norte de Marin (incluido Novato)					
San Francisco					
East Bay (Oakland, Berkeley, etc.)					
Oeste de Marin					
Otro (especifique abajo)					

Especifique otras ubicaciones:

9. ¿Utiliza típicamente el autobús para alguno de sus viajes? Sí No

Si la respuesta es afirmativa, continúe en la sección “Usuario de transporte” en la página siguiente.

Si la respuesta es negativa, continúe en la sección “Personas que no usan el transporte” en la página 5.

ENCUESTA DE EVALUACIÓN DEL TRANSPORTE PÚBLICO EN TIBURÓN

USUARIO DE TRANSPORTE:

1. Clasifique las funciones del servicio de transporte que son más importantes para usted:

	1 (Menos importantes)	2	3	4	5 (Muy importantes)
Tarifas bajas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Confiabilidad de cronograma	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Frecuencia del servicio de autobús (con qué frecuencia tiene paradas)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Período de servicio (las horas en las que está disponible el servicio)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Acceso conveniente a las paradas de autobús	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Seguridad en las paradas de autobús	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vehículos limpios	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Viaje de una sola plaza, sin transbordo	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. Cuéntenos qué lo trae a Península y sobre el medio de elección (seleccione todas las que correspondan):

	Trabajo	Compras	Recreación/ Actividades sociales	Escuela/ Universidad	Cuestiones médicas
Ruta 8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ruta 10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ruta 17	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ruta 19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ruta 70, 71, 80	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ferry de Tiburón	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Acceso al servicio de transporte para discapacitados de Marin	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Autobús escolar	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro (especifique abajo)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Especifique otros transportes:

ENCUESTA DE EVALUACIÓN DEL TRANSPORTE PÚBLICO EN TIBURÓN

3. Cuéntenos con qué frecuencia utiliza estos servicios de transporte (complete todas las que correspondan):

	4 a 6 días por semana	2 a 3 días por semana	1 día por semana	1 a 3 veces por mes	Menos de una vez por mes
Ruta 8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ruta 10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ruta 17	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ruta 19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ruta 70, 71, 80	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ferry de Tiburón	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Acceso al servicio de transporte para discapacitados de Marin	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Autobús escolar	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro (especifique abajo)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Especifique otros transportes:

4. Cuando inicia su viaje, ¿por lo general cómo llega a la parada del autobús?

- Camina Lo dejan en la parada
 Bicicleta Otro (especifique abajo):
 Conduce

5. Una vez que se baja del autobús, ¿por lo general cómo viaja desde la parada hasta su destino?

- Camina Lo dejan en la parada
 Bicicleta Otro (especifique abajo):
 Conduce

6. ¿A qué distancia está la parada de autobús más cercana a su hogar? Calcule la cantidad de cuadras:

Una vez completo, pase a las preguntas generales de la página 7.

ENCUESTA DE EVALUACIÓN DEL TRANSPORTE PÚBLICO EN TIBURÓN

PERSONAS QUE NO USAN EL TRANSPORTE:

1. Seleccione todos los motivos por los que actualmente no usa el transporte para sus viajes:

- | | |
|---|---|
| <input type="checkbox"/> No está al tanto del transporte público disponible | <input type="checkbox"/> El uso del transporte público no es conveniente |
| <input type="checkbox"/> Nunca usó el transporte público | <input type="checkbox"/> El transporte no llega a donde vivo o cerca de donde viajo |
| <input type="checkbox"/> El transporte es demasiado caro | <input type="checkbox"/> El transporte público no es seguro |
| <input type="checkbox"/> Necesita ayuda para planificar viajes en el transporte público | |

Mejoras en el servicio

Si pudiera elegir una mejora relacionada con el transporte público de la Península de Tiburón que surja de este esfuerzo, ¿cuál sería? Clasifique su influencia:

2. Información extendida sobre el servicio

	Sin influencia	Influencia moderada	Influencia	Influencia significativa
Página web fácil de usar	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Página web móvil o aplicación móvil sobre transporte público	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rutas y cronogramas publicados en la parada del autobús	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Anuncios de cambio de ruta/cronograma	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Función de planificación de viajes en línea	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Información de ubicación de autobuses en tiempo real	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Información adicional y carteles en las paradas de autobús	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Horarios de servicio para clientes y ubicaciones diferentes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. Cobertura de área extendida

	Sin influencia	Influencia moderada	Influencia	Influencia significativa
Servicio a una nueva ubicación	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rutas más directas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Paradas de autobús más frecuentes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Menos transbordos entre determinadas ubicaciones	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¿Cuál es el destino que más desea conectar al transporte público?

ENCUESTA DE EVALUACIÓN DEL TRANSPORTE PÚBLICO EN TIBURÓN

4. Cobertura de horarios extendida

	Sin influencia	Influencia moderada	Influencia	Influencia significativa
Hora de inicio más temprana	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hora de finalización más tarde	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Servicio durante el medio día	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor servicio durante los fines de semana	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor frecuencia de horarios	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Calidad de servicio mejorada

	Sin influencia	Influencia moderada	Influencia	Influencia significativa
Comodidad	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Limpieza de los vehículos	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Limpieza de las instalaciones (paradas de autobús, estaciones)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gentileza del conductor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Seguridad en las instalaciones (delitos)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Seguridad en el autobús (conducción, tráfico)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. Confiabilidad en el servicio mejorada

	Sin influencia	Influencia moderada	Influencia	Influencia significativa
Rendimiento a tiempo mejorado (el servicio llega a la hora programada)performance (service arrives when scheduled)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transbordos programados	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cronograma más fácil de recordar	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Información de llegada de los autobuses en tiempo real	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENCUESTA DE EVALUACIÓN DEL TRANSPORTE PÚBLICO EN TIBURÓN

PREGUNTAS GENERALES:

1. ¿Cuál considera usted que es un rol apropiado para el transporte público de autobuses en la Península de Tiburón? Marque y clasifique todas las opciones que correspondan:

	No es importante	Un tanto importante	Importante	Muy importante
Atender las necesidades de viaje regionales de los residentes de la Península	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Atender las necesidades de viaje locales de los residentes (trabajo, compras, recreación, negocios)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Atender las necesidades de viaje locales de las personas grandes y de las personas con discapacidades	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Atender los viajes escolares de los estudiantes de secundaria y escuela media	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Atender los viajes escolares de los estudiantes de escuela primaria	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Atender las necesidades de viaje locales de los jóvenes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Brindar circulación local desde estacionamientos remotos a destinos que se encuentran específicamente en el centro de la ciudad	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Atender las necesidades de viaje de los trabajadores de la industria de servicios que trabajan en la Península	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Atender las necesidades de viaje de los visitantes del día y los turistas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro (especifique abajo)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Especifique otros roles del transporte público de autobuses en la Península de Tiburón:

2. Si pudiera elegir un destino o área para que el transporte público brinde un mejor servicio, ¿cuál sería?

ENCUESTA DE EVALUACIÓN DEL TRANSPORTE PÚBLICO EN TIBURÓN

3. Si está interesado en participar en los próximos eventos para seguir analizando las opciones de servicio del transporte público en la Península de Tiburón, o si desea que lo incluyamos en las notificaciones futuras sobre el estudio de transporte, proporcione su información de contacto aquí abajo:

Nombre:

Dirección de correo electrónico:



Número de teléfono (opcional):

Gracias por su tiempo y su participación en esta importante Encuesta de evaluación de las necesidades del transporte público.








Favor de regresar su encuesta por correo o por fax a la dirección o numero proveido:

Robert Betts, Senior Planner
Marin Transit
750 Lindero Street, Suite 200
San Rafael, CA 94901
Fax: (415) 226-0856



1. Please specify your gender (optional):

		Response Percent	Response Count
Male		41.8%	66
Female		58.2%	92
		answered question	158
		skipped question	22


2. Please indicate your age (optional):

		Response Percent	Response Count
Under 18		3.8%	6
18-24		3.2%	5
25-34		10.3%	16
35-44		12.8%	20
45-54		15.4%	24
55-64		20.5%	32
64 or older		34.0%	53
Prefer not to say		0.0%	0
		answered question	156
		skipped question	24





3. What is the nearest cross street to your residence?

		Response Percent	Response Count
First Street:		98.1%	159
Second Street:		82.1%	133
		answered question	162
		skipped question	18

4. What is your zip code?

		Response Percent	Response Count
Zip Code:		100.0%	166
		answered question	166
		skipped question	14

5. Please identify your race or ethnicity (optional):

		Response Percent	Response Count
African American		2.0%	3
Caucasian/White		88.6%	132
Hispanic		8.1%	12
Asian or Pacific Islander		1.3%	2
Native American		0.0%	0
	Other (please specify):		3
answered question			149
skipped question			31

6. Please state your annual household income (optional):

		Response Percent	Response Count
Less than \$25,000		13.7%	17
\$25,000-\$49,999		7.3%	9
\$50,000-\$74,999		8.9%	11
\$75,000-\$99,999		9.7%	12
\$100,000-\$149,999		12.9%	16
\$150,000 or more		47.6%	59
		answered question	124
		skipped question	56

7. Do you have access to a personal vehicle?

		Response Percent	Response Count
Yes		86.4%	140
No		13.6%	22
		answered question	162
		skipped question	18

8. Please tell us about your typical travel needs and mode of choice (please select all that apply):

Work

	Drive	Ride	Transit	Bike	Walk	Response Count
Tiburon	53.3% (32)	8.3% (5)	20.0% (12)	8.3% (5)	10.0% (6)	60
Belvedere	60.0% (12)	5.0% (1)	25.0% (5)	0.0% (0)	10.0% (2)	20
Strawberry Village	69.2% (9)	0.0% (0)	30.8% (4)	0.0% (0)	0.0% (0)	13
South Marin	83.3% (10)	0.0% (0)	8.3% (1)	8.3% (1)	0.0% (0)	12
Mill Valley	53.3% (8)	6.7% (1)	20.0% (3)	20.0% (3)	0.0% (0)	15
Sausalito	66.7% (6)	0.0% (0)	22.2% (2)	11.1% (1)	0.0% (0)	9
San Rafael	56.3% (9)	12.5% (2)	31.3% (5)	0.0% (0)	0.0% (0)	16
Ross Valley (Fairfax, San Anselmo, Ross, Kentfield)	61.5% (8)	7.7% (1)	30.8% (4)	0.0% (0)	0.0% (0)	13
Larkspur/Corte Madera	66.7% (8)	0.0% (0)	33.3% (4)	0.0% (0)	0.0% (0)	12
Northern Marin (including Novato)	81.8% (9)	0.0% (0)	18.2% (2)	0.0% (0)	0.0% (0)	11
San Francisco	47.8% (22)	0.0% (0)	52.2% (24)	0.0% (0)	0.0% (0)	46
East Bay (Oakland, Berkeley, etc.)	71.4% (10)	0.0% (0)	28.6% (4)	0.0% (0)	0.0% (0)	14
West Marin	50.0% (2)	0.0% (0)	25.0% (1)	25.0% (1)	0.0% (0)	4
Other (specify below)	66.7% (2)	33.3% (1)	0.0% (0)	0.0% (0)	0.0% (0)	3

Shop

	Drive	Ride	Transit	Bike	Walk	Response Count
Tiburon	69.3% (79)	1.8% (2)	3.5% (4)	3.5% (4)	21.9% (25)	114
Belvedere	57.9% (22)	0.0% (0)	0.0% (0)	10.5% (4)	31.6% (12)	38
Strawberry Village	89.9% (71)	2.5% (2)	6.3% (5)	0.0% (0)	1.3% (1)	79
South Marin	97.8% (44)	2.2% (1)	0.0% (0)	0.0% (0)	0.0% (0)	45
Mill Valley	88.0% (66)	4.0% (3)	8.0% (6)	0.0% (0)	0.0% (0)	75
Sausalito	97.9% (47)	2.1% (1)	0.0% (0)	0.0% (0)	0.0% (0)	48
San Rafael	89.3% (67)	4.0% (3)	6.7% (5)	0.0% (0)	0.0% (0)	75
Ross Valley (Fairfax, San Anselmo, Ross, Kentfield)	92.1% (35)	2.6% (1)	5.3% (2)	0.0% (0)	0.0% (0)	38
Larkspur/Corte Madera	91.2% (62)	2.9% (2)	5.9% (4)	0.0% (0)	0.0% (0)	68
Northern Marin (including Novato)	90.2% (46)	3.9% (2)	3.9% (2)	0.0% (0)	2.0% (1)	51
San Francisco	77.0% (47)	4.9% (3)	14.8% (9)	0.0% (0)	3.3% (2)	61
East Bay (Oakland, Berkeley, etc.)	85.3% (29)	8.8% (3)	2.9% (1)	0.0% (0)	2.9% (1)	34
West Marin	95.5% (21)	4.5% (1)	0.0% (0)	0.0% (0)	0.0% (0)	22
Other (specify below)	100.0% (2)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	2

Recreation

	Drive	Ride	Transit	Bike	Walk	Response
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Tiburon	48.1% (50)	1.9% (2)	2.9% (3)	11.5% (12)	35.6% (37)	104
Belvedere	39.2% (20)	2.0% (1)	0.0% (0)	13.7% (7)	45.1% (23)	51
Strawberry Village	68.0% (17)	4.0% (1)	12.0% (3)	8.0% (2)	8.0% (2)	25
South Marin	93.8% (30)	3.1% (1)	0.0% (0)	3.1% (1)	0.0% (0)	32
Mill Valley	76.4% (42)	3.6% (2)	7.3% (4)	9.1% (5)	3.6% (2)	55
Sausalito	74.4% (32)	4.7% (2)	9.3% (4)	11.6% (5)	0.0% (0)	43
San Rafael	82.1% (32)	0.0% (0)	7.7% (3)	7.7% (3)	2.6% (1)	39
Ross Valley (Fairfax, San Anselmo, Ross, Kentfield)	77.8% (28)	2.8% (1)	5.6% (2)	13.9% (5)	0.0% (0)	36
Larkspur/Corte Madera	74.4% (29)	2.6% (1)	10.3% (4)	10.3% (4)	2.6% (1)	39
Northern Marin (including Novato)	84.0% (21)	8.0% (2)	4.0% (1)	4.0% (1)	0.0% (0)	25
San Francisco	67.2% (43)	7.8% (5)	20.3% (13)	3.1% (2)	1.6% (1)	64
East Bay (Oakland, Berkeley, etc.)	85.7% (30)	2.9% (1)	8.6% (3)	2.9% (1)	0.0% (0)	35
West Marin	86.5% (45)	3.8% (2)	5.8% (3)	3.8% (2)	0.0% (0)	52
Other (specify below)	57.1% (4)	0.0% (0)	42.9% (3)	0.0% (0)	0.0% (0)	7

Medical

	Drive	Ride	Transit	Bike	Walk	Response Count
Tiburon	90.3% (56)	1.6% (1)	0.0% (0)	1.6% (1)	6.5% (4)	62

Belvedere	66.7% (6)	11.1% (1)	11.1% (1)	0.0% (0)	11.1% (1)	9
Strawberry Village	75.0% (6)	12.5% (1)	12.5% (1)	0.0% (0)	0.0% (0)	8
South Marin	73.3% (11)	13.3% (2)	6.7% (1)	0.0% (0)	6.7% (1)	15
Mill Valley	84.2% (16)	10.5% (2)	5.3% (1)	0.0% (0)	0.0% (0)	19
Sausalito	80.0% (4)	20.0% (1)	0.0% (0)	0.0% (0)	0.0% (0)	5
San Rafael	76.5% (26)	14.7% (5)	8.8% (3)	0.0% (0)	0.0% (0)	34
Ross Valley (Fairfax, San Anselmo, Ross, Kentfield)	82.6% (19)	13.0% (3)	4.3% (1)	0.0% (0)	0.0% (0)	23
Larkspur/Corte Madera	92.0% (23)	4.0% (1)	4.0% (1)	0.0% (0)	0.0% (0)	25
Northern Marin (including Novato)	90.9% (10)	9.1% (1)	0.0% (0)	0.0% (0)	0.0% (0)	11
San Francisco	84.8% (28)	9.1% (3)	6.1% (2)	0.0% (0)	0.0% (0)	33
East Bay (Oakland, Berkeley, etc.)	80.0% (4)	20.0% (1)	0.0% (0)	0.0% (0)	0.0% (0)	5
West Marin	50.0% (1)	50.0% (1)	0.0% (0)	0.0% (0)	0.0% (0)	2
Other (specify below)	100.0% (1)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	1

School



	Drive	Ride	Transit	Bike	Walk	Response Count
Tiburon	62.5% (15)	4.2% (1)	20.8% (5)	8.3% (2)	4.2% (1)	24
Belvedere	50.0% (2)	0.0% (0)	50.0% (2)	0.0% (0)	0.0% (0)	4
Strawberry Village	0.0% (0)	0.0% (0)	50.0% (1)	0.0% (0)	50.0% (1)	2

South Marin	33.3% (1)	0.0% (0)	66.7% (2)	0.0% (0)	0.0% (0)	3
Mill Valley	66.7% (2)	0.0% (0)	33.3% (1)	0.0% (0)	0.0% (0)	3
Sausalito	0.0% (0)	0.0% (0)	100.0% (1)	0.0% (0)	0.0% (0)	1
San Rafael	60.0% (3)	0.0% (0)	40.0% (2)	0.0% (0)	0.0% (0)	5
Ross Valley (Fairfax, San Anselmo, Ross, Kentfield)	30.0% (3)	40.0% (4)	30.0% (3)	0.0% (0)	0.0% (0)	10
Larkspur/Corte Madera	33.3% (1)	0.0% (0)	66.7% (2)	0.0% (0)	0.0% (0)	3
Northern Marin (including Novato)	0.0% (0)	0.0% (0)	100.0% (1)	0.0% (0)	0.0% (0)	1
San Francisco	20.0% (1)	20.0% (1)	60.0% (3)	0.0% (0)	0.0% (0)	5
East Bay (Oakland, Berkeley, etc.)	0.0% (0)	0.0% (0)	100.0% (2)	0.0% (0)	0.0% (0)	2
West Marin	0.0% (0)	0.0% (0)	100.0% (1)	0.0% (0)	0.0% (0)	1
Other (specify below)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0

Please specify other locations: 19

answered question	155
skipped question	25

9. Do you typically use the bus for any of your travel?

		Response Percent	Response Count
Yes		22.8%	41
No		77.2%	139
		answered question	180
		skipped question	0

10. Please rank the features of transit service that are most important to you:

	1. (Not Important)	2.	3.	4.	5. (Very Important)	Rating Average	Response Count
Low Fares	0.0% (0)	14.7% (5)	29.4% (10)	11.8% (4)	44.1% (15)	3.85	34
Schedule reliability	0.0% (0)	0.0% (0)	0.0% (0)	16.7% (5)	83.3% (25)	4.83	30
Frequency of bus service (how often it serves a stop)	0.0% (0)	0.0% (0)	2.9% (1)	20.6% (7)	76.5% (26)	4.74	34
Span of service (the hours service is available)	0.0% (0)	0.0% (0)	2.9% (1)	17.6% (6)	79.4% (27)	4.76	34
Convenient access to bus stops	0.0% (0)	3.0% (1)	6.1% (2)	39.4% (13)	51.5% (17)	4.39	33
Safety at bus stops	0.0% (0)	2.9% (1)	14.3% (5)	20.0% (7)	62.9% (22)	4.43	35
Clean vehicles	2.9% (1)	2.9% (1)	28.6% (10)	11.4% (4)	54.3% (19)	4.11	35
One seat ride; no transfers	9.4% (3)	3.1% (1)	28.1% (9)	25.0% (8)	34.4% (11)	3.72	32
answered question							36
skipped question							144






11. Please tell us what brings you to the Peninsula and mode of choice (please select all that apply):

	Work	Shopping	Recreation/Social	School/College	Medical	Response Count	
Route 8	75.0% (6)	25.0% (2)	12.5% (1)	12.5% (1)	0.0% (0)	8	
Route 10	33.3% (2)	33.3% (2)	50.0% (3)	0.0% (0)	16.7% (1)	6	
Route 17	57.1% (8)	35.7% (5)	28.6% (4)	0.0% (0)	14.3% (2)	14	
Route 19	60.9% (14)	34.8% (8)	30.4% (7)	13.0% (3)	21.7% (5)	23	
Route 70,71,80	55.6% (10)	44.4% (8)	38.9% (7)	5.6% (1)	16.7% (3)	18	
Tiburon Ferry	53.3% (8)	33.3% (5)	60.0% (9)	6.7% (1)	6.7% (1)	15	
Marin Access Paratransit	0.0% (0)	100.0% (1)	0.0% (0)	0.0% (0)	0.0% (0)	1	
School Bus	0.0% (0)	0.0% (0)	0.0% (0)	100.0% (1)	0.0% (0)	1	
Other (specify below)	20.0% (1)	40.0% (2)	100.0% (5)	20.0% (1)	0.0% (0)	5	
					Please specify other transit:	11	
						answered question	34
						skipped question	146






12. Please tell us how often you use these transit services (fill in all that apply):

	4-6 days per week	2-3 days per week	1 day per week	1-3 times per month	Less than once a month	Response Count	
Route 8	71.4% (5)	14.3% (1)	0.0% (0)	14.3% (1)	0.0% (0)	7	
Route 10	0.0% (0)	33.3% (2)	16.7% (1)	33.3% (2)	16.7% (1)	6	
Route 17	45.5% (5)	9.1% (1)	18.2% (2)	9.1% (1)	18.2% (2)	11	
Route 19	60.0% (12)	5.0% (1)	10.0% (2)	15.0% (3)	10.0% (2)	20	
Route 70,71,80	63.2% (12)	0.0% (0)	5.3% (1)	15.8% (3)	15.8% (3)	19	
Tiburon Ferry	33.3% (4)	0.0% (0)	0.0% (0)	25.0% (3)	41.7% (5)	12	
Marin Access Paratransit	66.7% (2)	0.0% (0)	0.0% (0)	0.0% (0)	33.3% (1)	3	
School Bus	33.3% (1)	0.0% (0)	33.3% (1)	0.0% (0)	33.3% (1)	3	
Other (specify below)	0.0% (0)	0.0% (0)	0.0% (0)	20.0% (1)	80.0% (4)	5	
					Please specify other transit:	11	
						answered question	31
						skipped question	149

13. When you start your trip, how do you typically get to the bus stop?

		Response Percent	Response Count
Walk		78.9%	30
Bike		5.3%	2
Drive		5.3%	2
Drop off		7.9%	3
Other (specify below)		2.6%	1
Please specify other mode:			2
		answered question	38
		skipped question	142


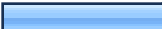





14. Once you get off the bus, how do you typically travel from the bus stop to your destination?

		Response Percent	Response Count
Walk		86.5%	32
Bike		5.4%	2
Drive		2.7%	1
Drop off		2.7%	1
Other (specify below)		2.7%	1
	Please specify other mode:		2
answered question			37
skipped question			143

15. How far is the nearest bus stop to your home? Please estimate the number of blocks:

	Response Count
	34
answered question	34
skipped question	146

16. Please select all reasons why you do not currently use transit for your travels:

		Response Percent	Response Count
Not aware of available transit		16.5%	18
Have never used transit		9.2%	10
Transit is too expensive		0.9%	1
Need help planning trips on transit		8.3%	9
Using public transit is not convenient		82.6%	90
Transit does not go where I live or need to travel		45.9%	50
Transit is not safe		4.6%	5
		answered question	109
		skipped question	71

17. Expanded Service Information

	No influence	Moderate influence	Influence	Significant influence	Rating Average	Response Count
Easy to use website	37.0% (30)	24.7% (20)	21.0% (17)	17.3% (14)	2.19	81
Transit mobile app or mobile website	45.2% (33)	19.2% (14)	21.9% (16)	13.7% (10)	2.04	73
Route and schedule posted at bus stop	38.8% (31)	28.8% (23)	22.5% (18)	10.0% (8)	2.04	80
Schedule/route change announcements	40.0% (30)	21.3% (16)	20.0% (15)	18.7% (14)	2.17	75
Trip planning function online	31.3% (26)	19.3% (16)	33.7% (28)	15.7% (13)	2.34	83
Real-time bus location information	28.4% (23)	18.5% (15)	24.7% (20)	28.4% (23)	2.53	81
Additional information and signage at bus stops	39.7% (29)	26.0% (19)	21.9% (16)	12.3% (9)	2.07	73
Different customer service hours or locations	45.3% (34)	18.7% (14)	8.0% (6)	28.0% (21)	2.19	75
					answered question	96
					skipped question	84

18. Expanded Area Coverage

	No influence	Moderate influence	Influence	Significant influence	Rating Average	Response Count
Service to new location	34.6% (28)	17.3% (14)	18.5% (15)	29.6% (24)	2.43	81
More direct routes	20.0% (17)	14.1% (12)	22.4% (19)	43.5% (37)	2.89	85
More frequent bus stops	41.1% (30)	23.3% (17)	15.1% (11)	20.5% (15)	2.15	73
Fewer transfers between certain locations	29.7% (22)	14.9% (11)	20.3% (15)	35.1% (26)	2.61	74
What is the most desirable destination to connect to transit?						53
answered question						93
skipped question						87

19. Expanded Time Coverage

	No influence	Moderate influence	Influence	Significant influence	Rating Average	Response Count
Earlier start time	49.3% (35)	15.5% (11)	21.1% (15)	14.1% (10)	2.00	71
Later end time	41.1% (30)	17.8% (13)	13.7% (10)	27.4% (20)	2.27	73
Midday service	38.8% (26)	23.9% (16)	17.9% (12)	19.4% (13)	2.18	67
Increased weekend service	42.9% (30)	24.3% (17)	14.3% (10)	18.6% (13)	2.09	70
Increased schedule frequency	28.0% (23)	20.7% (17)	19.5% (16)	31.7% (26)	2.55	82
					answered question	90
					skipped question	90

20. Improved Service Quality

	No influence	Moderate influence	Influence	Significant influence	Rating Average	Response Count
Comfort	36.6% (30)	22.0% (18)	23.2% (19)	18.3% (15)	2.23	82
Vehicle cleanliness	26.3% (21)	22.5% (18)	21.3% (17)	30.0% (24)	2.55	80
Facility cleanliness (bus stops, stations)	26.3% (21)	25.0% (20)	25.0% (20)	23.8% (19)	2.46	80
Driver courtesy	25.6% (20)	21.8% (17)	25.6% (20)	26.9% (21)	2.54	78
Facility security (crime)	23.8% (19)	22.5% (18)	15.0% (12)	38.8% (31)	2.69	80
Bus safety (driving, traffic)	23.7% (18)	23.7% (18)	18.4% (14)	34.2% (26)	2.63	76
answered question						85
skipped question						95

21. Improved Service Reliability

	No influence	Moderate influence	Influence	Significant influence	Rating Average	Response Count
Improved on-time performance (service arrives when scheduled)	21.0% (17)	19.8% (16)	29.6% (24)	29.6% (24)	2.68	81
Timed scheduled transfers	27.4% (20)	15.1% (11)	26.0% (19)	31.5% (23)	2.62	73
Easier schedule to remember	37.3% (28)	21.3% (16)	22.7% (17)	18.7% (14)	2.23	75
Real-time bus arrival information	24.0% (18)	17.3% (13)	32.0% (24)	26.7% (20)	2.61	75
answered question						85
skipped question						95

22. What do you feel is an appropriate role for public bus transit on the Tiburon Peninsula? Check and rank all that apply:

	Not Important	Somewhat Important	Important	Very Important	Rating Average	Response Count
Serve the regional travel needs of Peninsula residents	5.2% (6)	22.4% (26)	37.1% (43)	35.3% (41)	3.03	116
Serve the local travel needs of residents (work, shopping, recreation, business)	3.5% (4)	15.8% (18)	28.9% (33)	51.8% (59)	3.29	114
Serve local travel needs of seniors and person with disabilities	5.2% (6)	8.6% (10)	36.2% (42)	50.0% (58)	3.31	116
Serve school trips for high school and middle school students	5.1% (6)	10.2% (12)	26.3% (31)	58.5% (69)	3.38	118
Serve school trips for elementary school students	7.9% (9)	14.0% (16)	26.3% (30)	51.8% (59)	3.22	114
Serve local travel needs for youth	4.6% (5)	13.8% (15)	32.1% (35)	49.5% (54)	3.27	109
Provide local circulation from remote parking to destinations specifically within Downtown	15.1% (16)	24.5% (26)	28.3% (30)	32.1% (34)	2.77	106
Serve travel needs of service industry workers with employment on the Peninsula	3.4% (4)	12.1% (14)	25.0% (29)	59.5% (69)	3.41	116
Serve travel needs of day visitors and tourists	14.3% (16)	16.1% (18)	37.5% (42)	32.1% (36)	2.88	112
Other (specify below)	7.1% (1)	7.1% (1)	35.7% (5)	50.0% (7)	3.29	14

Please specify other roles for public bus transit on the Tiburon Peninsula:

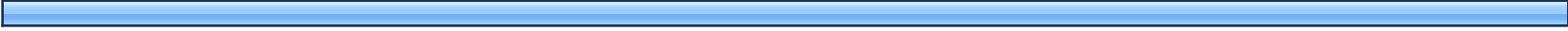


30

answered question	126
skipped question	54

23. If you could choose one destination or area to better serve by transit, what would it be?

	Response Count
	70
answered question	70
skipped question	110

24. If you are interested in participating in upcoming events to further discuss transit service options in the Tiburon Peninsula, or if you would like to be included in future notifications about the transit study, please provide your contact information below:

		Response Percent	Response Count
Name:		96.7%	59
Email Address:		78.7%	48
Phone Number (optional):		29.5%	18
		answered question	61
		skipped question	119

Tiburon Alternatives

Welcome!

Thank you for participating in the Tiburon Transit Needs Assessment study. The following survey asks for your opinion on various service options developed for operation on the Tiburon Peninsula. These options were developed using input received in initial outreach and data collection stages of the project. This is your opportunity to let us know what you think of the options and to let us know if we heard you right during the outreach efforts.

A total of 15 options are provided for comment on the following pages. These options are divided evenly into three categories of services including: fixed route transit options (x5), demand response service options (x5), and other transportation services including ferry and bike (x5). Each option is presented on its own page. Your time and feedback is greatly appreciated.

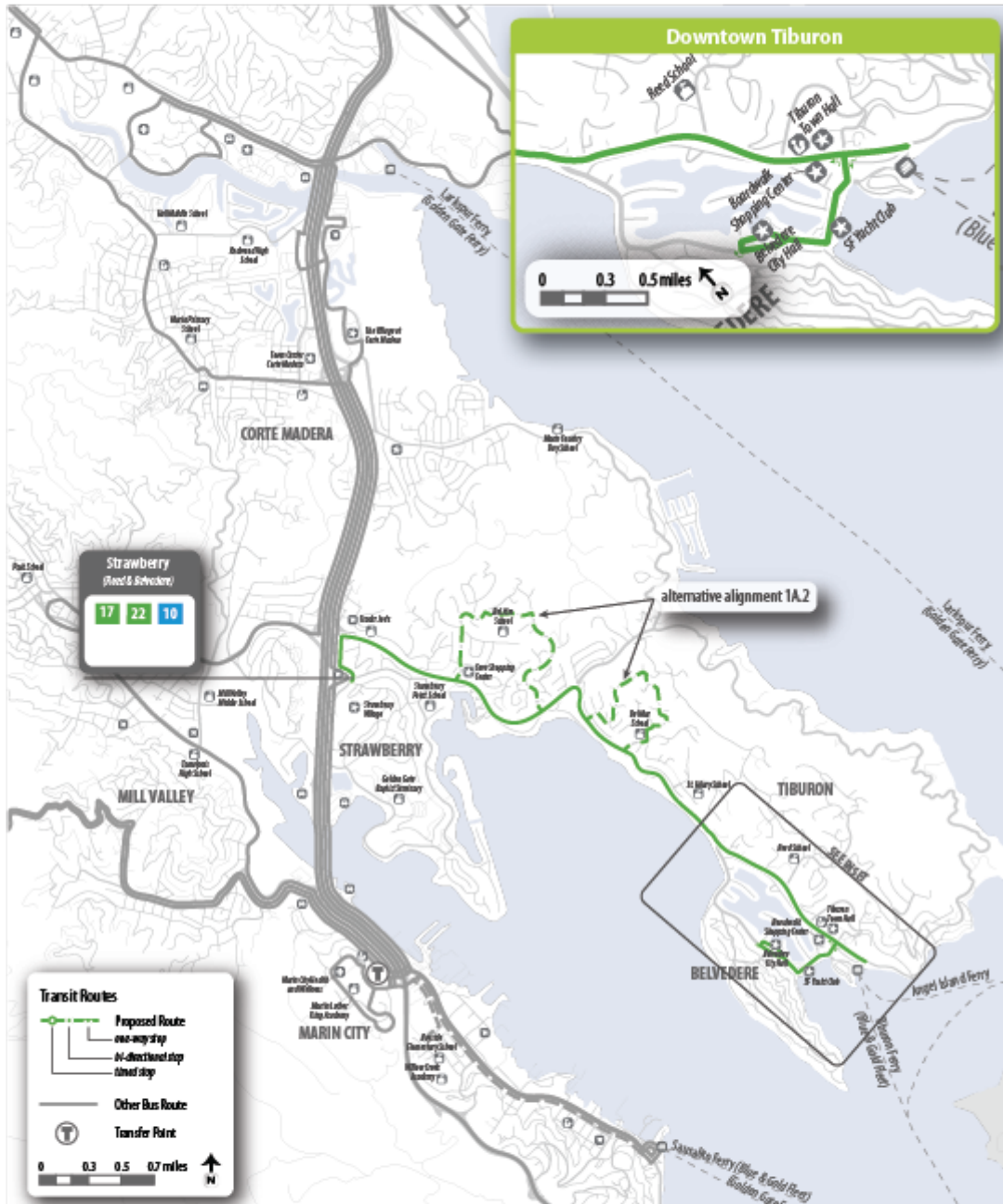
Thanks-
Marin Transit

Tiburon Alternatives

Fixed Route Service Options

Fixed Route Option 1: Tiburon Community Shuttle - Tiburon Boulevard ([click here](#) to open pdf of map)

map



description

Cancel Route
Strawberry
include open
Rafael in Be
through mo
trippers to P

typical serv

Every 30 mi

comments:

Service time
Gold ferry, s
Routes 10, 1
alignment (

Tiburon Alternatives

1. What do you think of Fixed Route Option 1 with the 1a.1 alignment (along Tiburon Boulevard)?

- like it! I don't like it. I don't have an opinion.

2. What do you think of Fixed Route Option 1 with the 1a.2 alignment (along Neighborhood Streets)?

- like it! I don't like it. I don't have an opinion.

3. If this service was available, please indicate when and how often you would use it.

	Never	Sometimes	Often
Peak Hours (7-9 AM, 3-6 PM)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Midday (9 AM-3 PM)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Late Night (after 6 PM)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Weekends (7 AM-7 PM)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

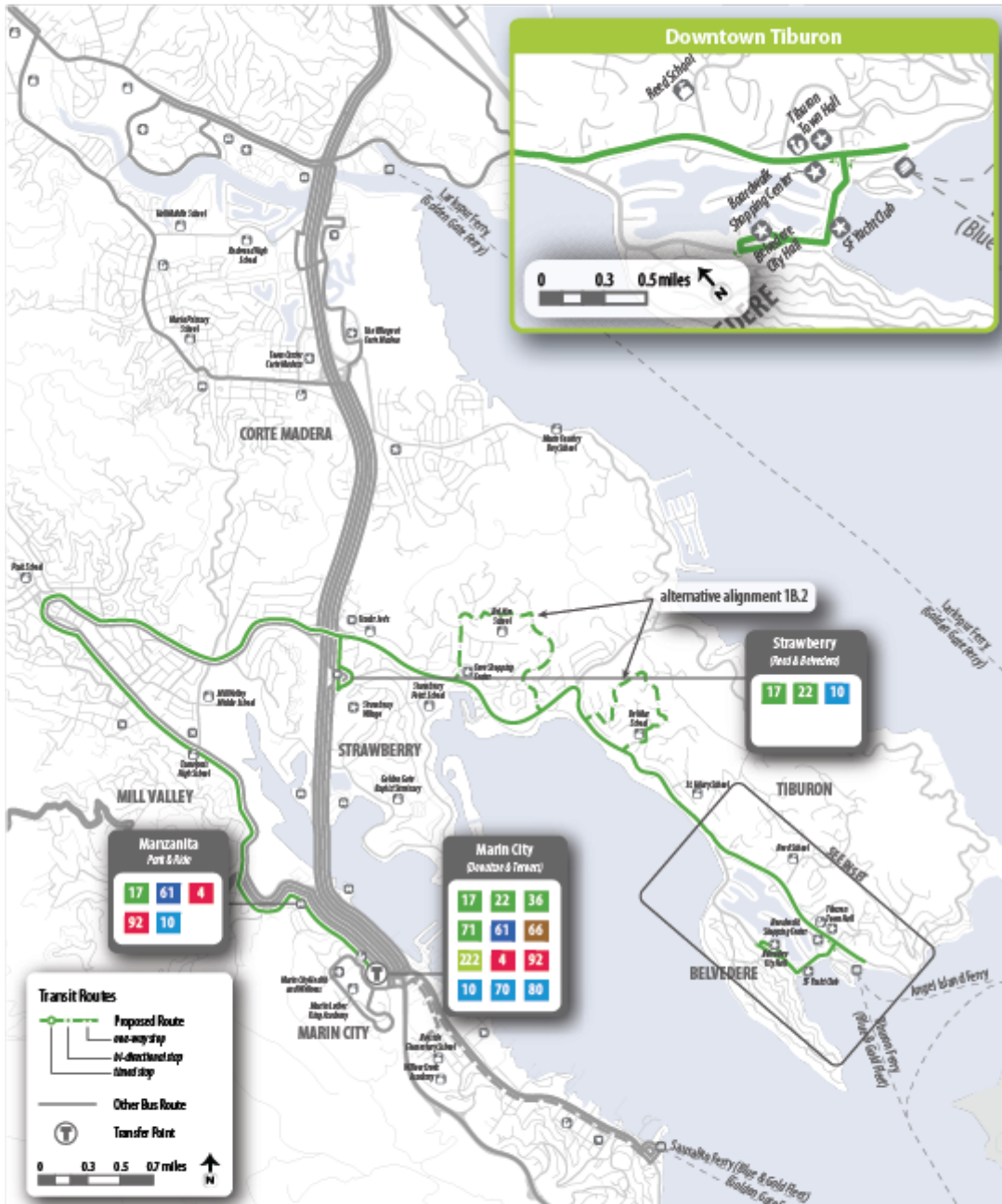
4. Please provide comments/feedback on this option:

Tiburon Alternatives

Fixed Route Service Options

Fixed Route Option 2: Tiburon Community Shuttle + Mill Valley-Marin City Extension ([click here](#) to open pdf of map)

map



description

Cancel Route
Marin City, M
ron. This wo
Mill Valley a
Redwood H

typical serv

Every 30 mi
minutes

comments:

Emphasizes
10, 17, 22, 2
changes to
hour trips.

Tiburon Alternatives

1. What do you think of Fixed Route Option 2?

- I like it! I don't like it. I don't have an opinion.

2. If this service was available, please indicate when and how often you would use it.

	Never	Sometimes	Often
Peak Hours (7-9 AM, 3-6 PM)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Midday (9 AM-3 PM)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Late Night (after 6 PM)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Weekends (7 AM-7 PM)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

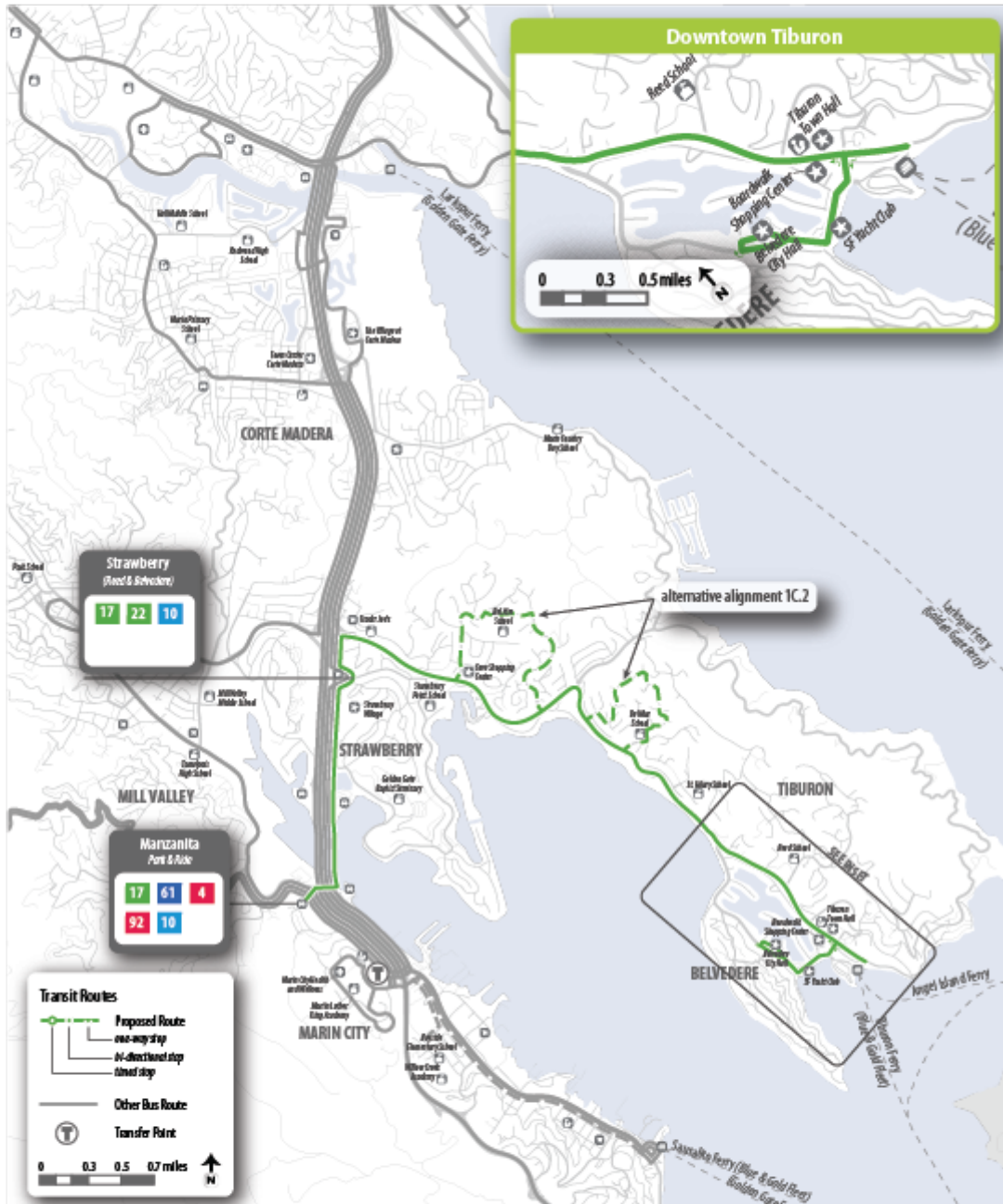
3. Please provide comments/feedback on this option:

Tiburon Alternatives

Fixed Route Service Options

Fixed Route Option 3: Tiburon Community Shuttle + Manzanita Connector ([click here to open pdf of map](#))

map



description

Cancel Route 18 between Marin City and Tiburon. This would be replaced by a new route between Manzanita and Tiburon. This would be a school route. School would be replaced by Route 18 to Tiburon.

typical service

Every 30 minutes

comments:

Allows early morning connections to Route 18 compared to Woods Shuttle in Mill Valley.

Tiburon Alternatives

1. What do you think of Fixed Route Option 3?

- I like it! I don't like it. I don't have an opinion.

2. If this service was available, please indicate when and how often you would use it.

	Never	Sometimes	Often
Peak Hours (7-9 AM, 3-6 PM)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Midday (9 AM-3 PM)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Late Night (after 6 PM)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Weekends (7 AM-7 PM)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

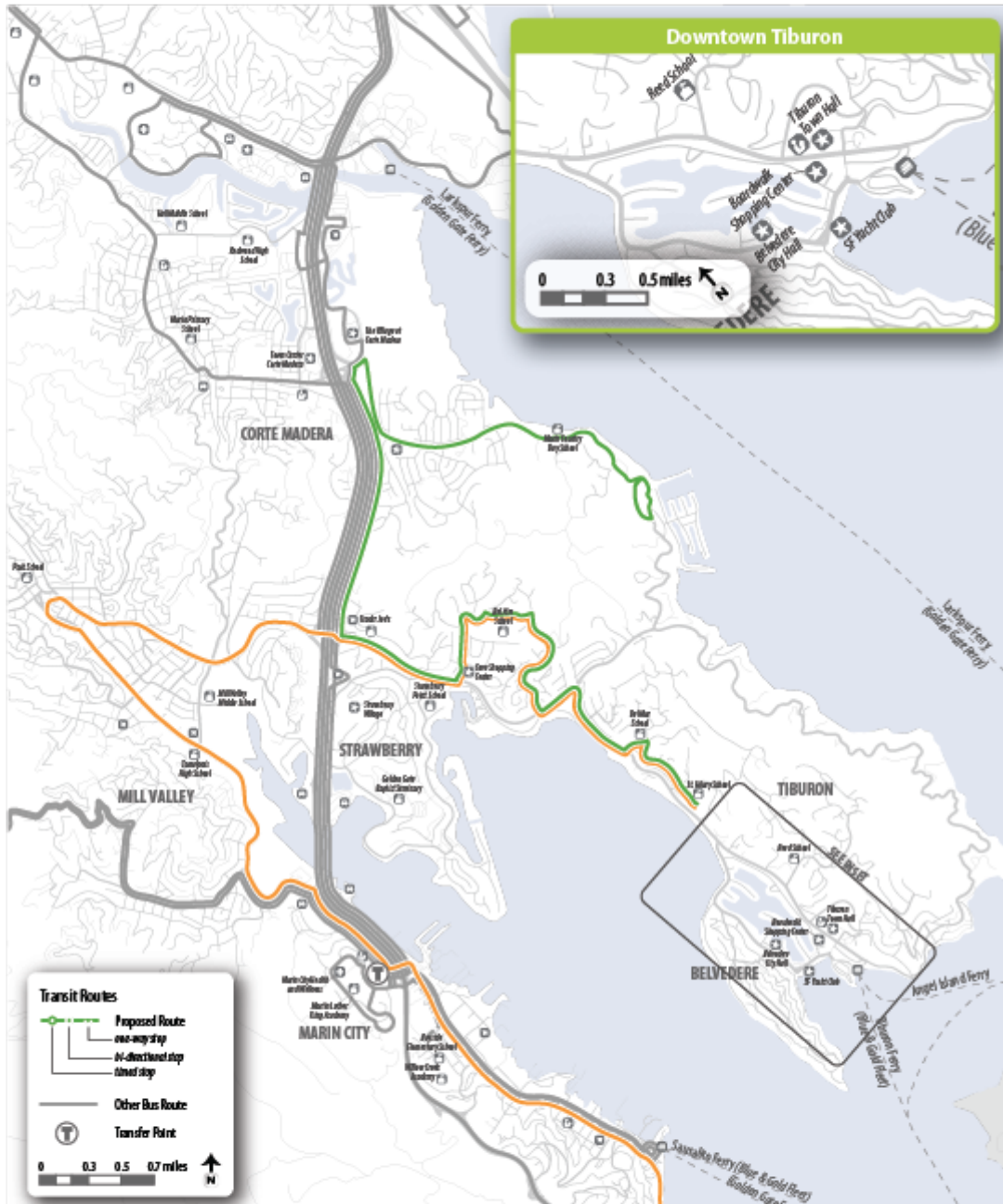
3. Please provide comments/feedback on this option:

Tiburon Alternatives

Fixed Route Service Options

Fixed Route Option 4: Additional Tiburon School Tripper Service ([click here](#) to open pdf of map)

map



description

Add a fixed Strawberry tripper to St service in Ti

typical serv

2 AM trips, 2

comments:

School servi
Aire, Del Ma

Tiburon Alternatives

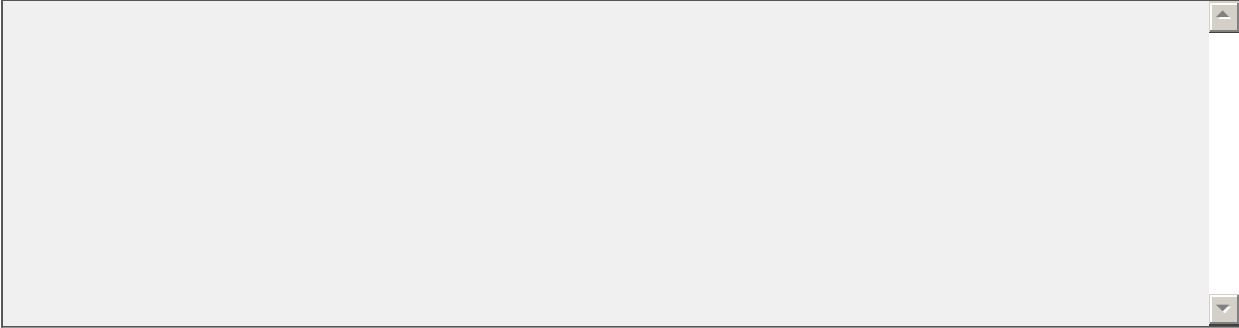
1. What do you think of Fixed Route Option 4?

I like it!

I don't like it.

I don't have an opinion.

2. Please provide comments/feedback on this option:

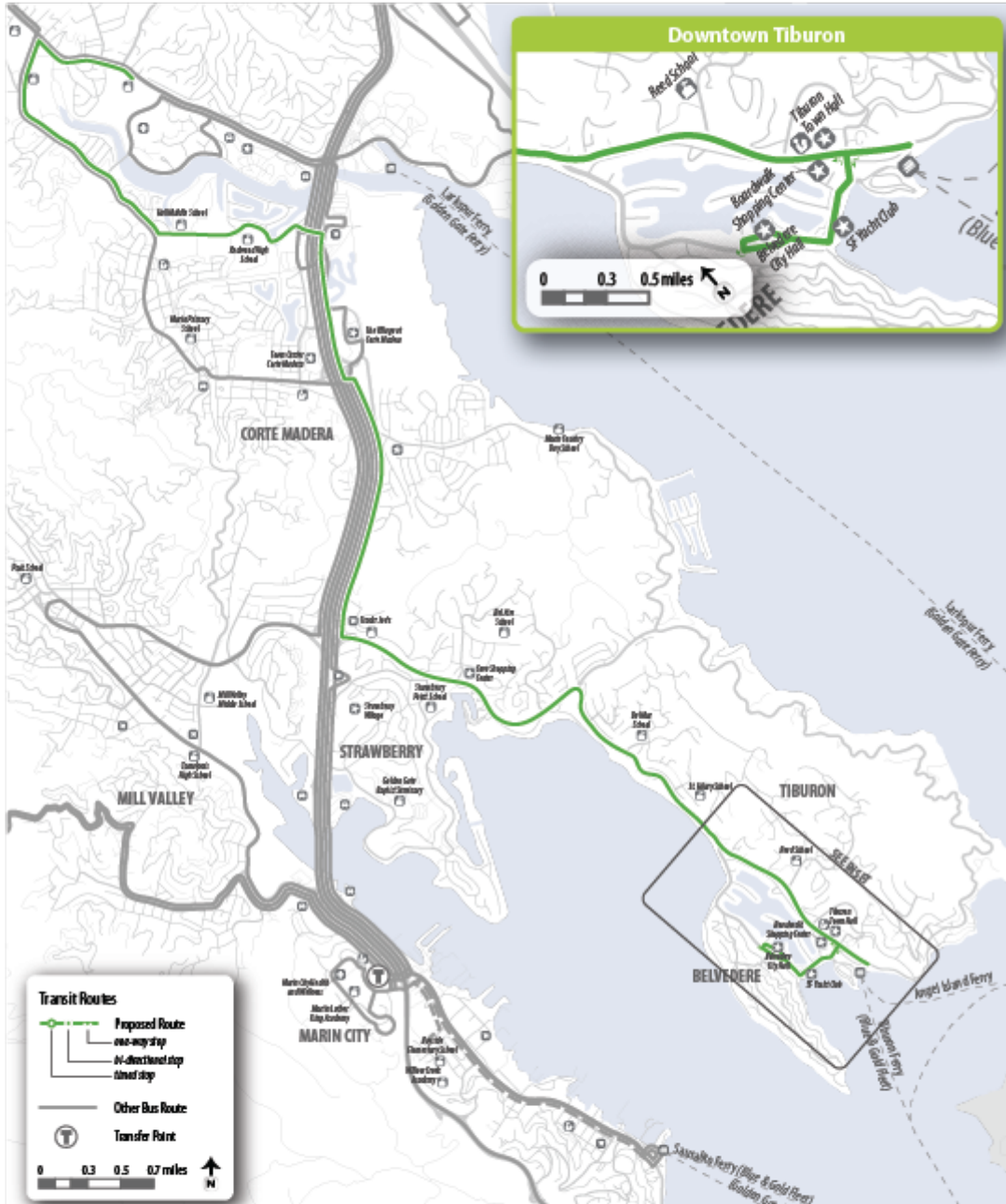


Tiburon Alternatives

Fixed Route Service Options

Fixed Route Option 5: Marin Catholic Extension ([click here](#) here to open pdf of map)

map



description

Extend one Downtown Catholic.

typical service

2 AM trips, 2

comments:

Would need feasible.

Tiburon Alternatives

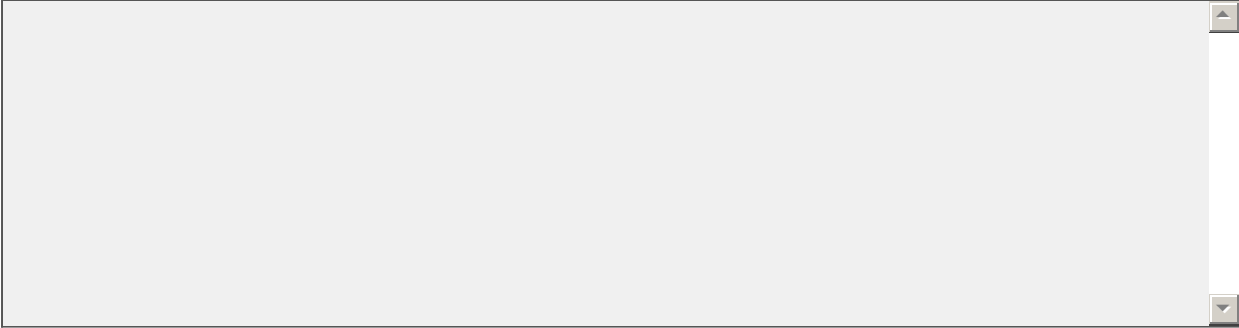
1. What do you think of Fixed Route Option 5?

I like it!

I don't like it.

I don't have an opinion.

2. Please provide comments/feedback on this option:



Demand Response Service Options

Demand Response Option 1: General Public Dial-A-Ride

This service is a point to point shuttle which requires advanced reservation. Service area would likely be limited to Tiburon Peninsula, Mill Valley and Corte Madera.

1. What do you think of Demand Response Option 1?

- I like it! I don't like it. I don't have an opinion.

2. If this service was available, please indicate when and how often you would use it.

	Never	Sometimes	Often
Peak Hours (7-9 AM, 3-6 PM)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Midday (9 AM-3 PM)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Late Night (after 6 PM)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Weekends (7 AM-7 PM)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. Please provide comments/feedback on this option:

Demand Response Service Options

Demand Response Option 2: Community Flex Route

Implement a structured flex route service with Tiburon Peninsula which would include set time points at Tiburon Ferry and Strawberry and allow for reserved and requested deviations in between (where serviceable).

1. What do you think of Demand Response Option 2?

- I like it! I don't like it. I don't have an opinion.

2. If this service was available, please indicate when and how often you would use it.

	Never	Sometimes	Often
Peak Hours (7-9 AM, 3-6 PM)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Midday (9 AM-3 PM)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Late Night (after 6 PM)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Weekends (7 AM-7 PM)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. Please provide comments/feedback on this option:

Demand Response Service Options


Demand Response Option 3: Volunteer Driver

Further market Marin Transit's volunteer driver program to residents in Tiburon. Program allows participants to pay friends or neighbors for transportation services.

1. What do you think of Demand Response Option 3?

- I like it! I don't like it. I don't have an opinion.

2. Please provide comments/feedback on this option:



Demand Response Service Options

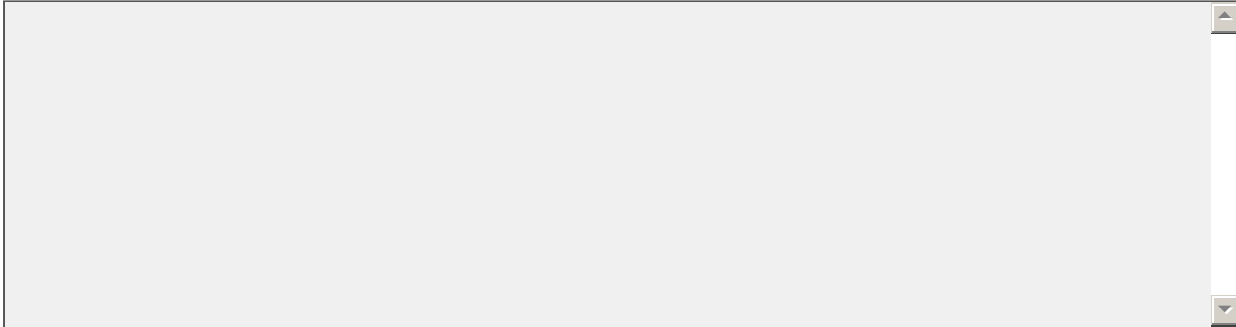
Demand Response Option 4: Taxi Voucher

Allows eligible seniors to purchase discounted taxi voucher to offset costs of taxi trips.

1. What do you think of Demand Response Option 4?

- I like it! I don't like it. I don't have an opinion.

2. Please provide comments/feedback on this option:



Demand Response Service Options


Demand Response Option 5: Subcontracted Services

Further market Marin Transit's upcoming catch-a-ride program which uses a variety of subcontracted transportation services including taxi, town car, and private shuttles to provide subsidized mobility options for qualified users.

1. What do you think of Demand Response Option 5?

- I like it! I don't like it. I don't have an opinion.

2. Please provide comments/feedback on this option:



Other Transportation Services

Other Transportation Services Option 1: Blue and Gold Ferry Policies

Work with Blue and Gold to make ferry service more competitive with other ferry and commute services in Marin County. These changes would be focused on price and integration of fare media (Clipper).

1. What do you think of Other Transportation Services Option 1?

- I like it! I don't like it. I don't have an opinion.

2. Please provide comments/feedback on this option:



Other Transportation Services

Other Transportation Services Option 2: Blue and Gold Ferry Service Structure

Work with Blue and Gold to increase services to markets in Marin and SF. Changes would include service to Sausalito and midday service to the Ferry Building in SF.

1. What do you think of Other Transportation Services Option 2?

- I like it! I don't like it. I don't have an opinion.

2. Please provide comments/feedback on this option:



Other Transportation Services

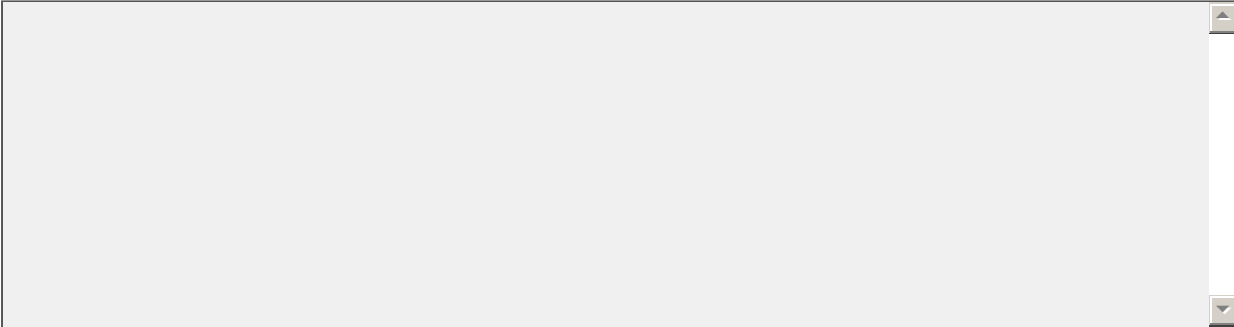
Other Transportation Services Option 3: Bike Rental Space

Encourage private sector to locate bike rental space or kiosks in Downtown Tiburon to reduce bike demands on ferry transport.

1. What do you think of Other Transportation Services Option 3?

- I like it! I don't like it. I don't have an opinion.

2. Please provide comments/feedback on this option:



Other Transportation Services

Other Transportation Services Option 4: Bike Share Stations

Evaluate the possibility of a bike share station in downtown Tiburon. Encourage TAM to select locations within Tiburon for testing in a pilot program.

1. What do you think of Other Transportation Services Option 4?

- I like it! I don't like it. I don't have an opinion.

2. Please provide comments/feedback on this option:



Other Transportation Services

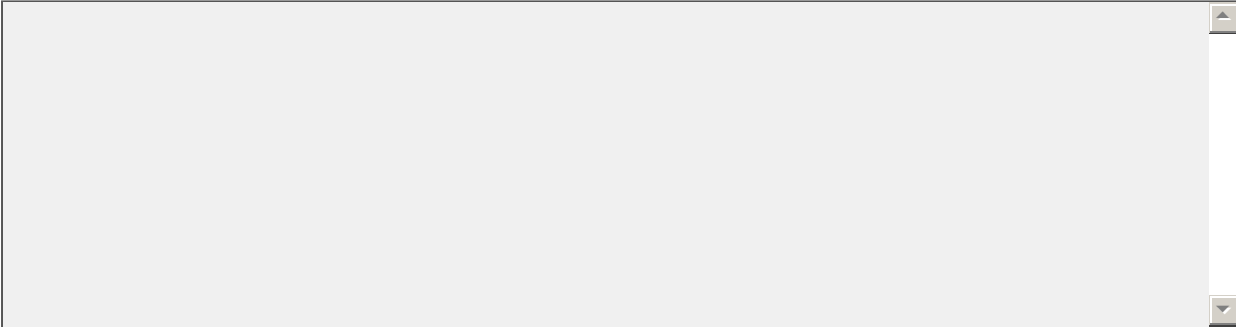
Other Transportation Services Option 5: Dynamic Rideshare

Further market upcoming dynamic rideshare service and the www.wegomarin.com website to Tiburon residents.




1. What do you think of Other Transportation Services Option 5?

- I like it! I don't like it. I don't have an opinion.



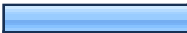
2. Please provide comments/feedback on this option:



1. What do you think of Fixed Route Option 1 with the 1a.1 alignment (along Tiburon Boulevard)?

		Response Percent	Response Count
like it!		54.4%	31
I don't like it.		24.6%	14
I don't have an opinion.		21.1%	12
answered question			57
skipped question			4

2. What do you think of Fixed Route Option 1 with the 1a.2 alignment (along Neighborhood Streets)?

		Response Percent	Response Count
like it!		43.1%	25
I don't like it.		29.3%	17
I don't have an opinion.		27.6%	16
answered question			58
skipped question			3




3. If this service was available, please indicate when and how often you would use it.

	Never	Sometimes	Often	Response Count
Peak Hours (7-9 AM, 3-6 PM)	38.8% (19)	28.6% (14)	32.7% (16)	49
Midday (9 AM-3 PM)	60.0% (27)	31.1% (14)	8.9% (4)	45
Late Night (after 6 PM)	68.3% (28)	24.4% (10)	7.3% (3)	41
Weekends (7 AM-7 PM)	57.1% (24)	33.3% (14)	9.5% (4)	42
answered question				53
skipped question				8

4. Please provide comments/feedback on this option:

	Response Count
	25
answered question	25
skipped question	36

5. What do you think of Fixed Route Option 2?

		Response Percent	Response Count
I like it!		32.7%	16
I don't like it.		32.7%	16
I don't have an opinion.		34.7%	17
answered question			49
skipped question			12

6. If this service was available, please indicate when and how often you would use it.

	Never	Sometimes	Often	Response Count
Peak Hours (7-9 AM, 3-6 PM)	41.7% (15)	41.7% (15)	16.7% (6)	36
Midday (9 AM-3 PM)	61.8% (21)	32.4% (11)	5.9% (2)	34
Late Night (after 6 PM)	65.6% (21)	28.1% (9)	6.3% (2)	32
Weekends (7 AM-7 PM)	66.7% (22)	21.2% (7)	12.1% (4)	33
answered question				38
skipped question				23

7. Please provide comments/feedback on this option:

	Response Count
	19
answered question	19
skipped question	42

8. What do you think of Fixed Route Option 3?

		Response Percent	Response Count
I like it!		36.7%	18
I don't like it.		24.5%	12
I don't have an opinion.		38.8%	19
answered question			49
skipped question			12

9. If this service was available, please indicate when and how often you would use it.

	Never	Sometimes	Often	Response Count
Peak Hours (7-9 AM, 3-6 PM)	55.9% (19)	41.2% (14)	2.9% (1)	34
Midday (9 AM-3 PM)	67.7% (21)	32.3% (10)	0.0% (0)	31
Late Night (after 6 PM)	76.7% (23)	20.0% (6)	3.3% (1)	30
Weekends (7 AM-7 PM)	74.2% (23)	22.6% (7)	3.2% (1)	31
answered question				35
skipped question				26

10. Please provide comments/feedback on this option:

	Response Count
	16
answered question	16
skipped question	45

11. What do you think of Fixed Route Option 4?

		Response Percent	Response Count
I like it!		56.9%	29
I don't like it.		15.7%	8
I don't have an opinion.		27.5%	14
answered question			51
skipped question			10

12. Please provide comments/feedback on this option:

	Response Count
	25
answered question	25
skipped question	36

13. What do you think of Fixed Route Option 5?

		Response Percent	Response Count
I like it!		30.0%	15
I don't like it.		16.0%	8
I don't have an opinion.		54.0%	27
	answered question		50
	skipped question		11

14. Please provide comments/feedback on this option:

	Response Count
	11
answered question	11
skipped question	50

15. What do you think of Demand Response Option 1?

		Response Percent	Response Count
I like it!		52.1%	25
I don't like it.		27.1%	13
I don't have an opinion.		20.8%	10
answered question			48
skipped question			13

16. If this service was available, please indicate when and how often you would use it.

	Never	Sometimes	Often	Response Count
Peak Hours (7-9 AM, 3-6 PM)	48.5% (16)	30.3% (10)	21.2% (7)	33
Midday (9 AM-3 PM)	53.3% (16)	36.7% (11)	10.0% (3)	30
Late Night (after 6 PM)	53.3% (16)	43.3% (13)	3.3% (1)	30
Weekends (7 AM-7 PM)	56.7% (17)	36.7% (11)	6.7% (2)	30
answered question				36
skipped question				25

17. Please provide comments/feedback on this option:

	Response Count
	20
answered question	20
skipped question	41

18. What do you think of Demand Response Option 2?

		Response Percent	Response Count
I like it!		31.3%	15
I don't like it.		16.7%	8
I don't have an opinion.		52.1%	25
answered question			48
skipped question			13

19. If this service was available, please indicate when and how often you would use it.

	Never	Sometimes	Often	Response Count
Peak Hours (7-9 AM, 3-6 PM)	52.0% (13)	24.0% (6)	24.0% (6)	25
Midday (9 AM-3 PM)	70.8% (17)	20.8% (5)	8.3% (2)	24
Late Night (after 6 PM)	72.7% (16)	22.7% (5)	4.5% (1)	22
Weekends (7 AM-7 PM)	69.6% (16)	26.1% (6)	4.3% (1)	23
answered question				26
skipped question				35

20. Please provide comments/feedback on this option:

	Response Count
	8
answered question	8
skipped question	53

21. What do you think of Demand Response Option 3?

		Response Percent	Response Count
I like it!		25.5%	12
I don't like it.		31.9%	15
I don't have an opinion.		42.6%	20
answered question			47
skipped question			14

22. Please provide comments/feedback on this option:

	Response Count
	13
answered question	13
skipped question	48

23. What do you think of Demand Response Option 4?

		Response Percent	Response Count
I like it!		50.0%	23
I don't like it.		19.6%	9
I don't have an opinion.		30.4%	14
answered question			46
skipped question			15

24. Please provide comments/feedback on this option:

	Response Count
	14
answered question	14
skipped question	47

25. What do you think of Demand Response Option 5?

		Response Percent	Response Count
I like it!		28.9%	13
I don't like it.		31.1%	14
I don't have an opinion.		40.0%	18
	answered question		45
	skipped question		16

26. Please provide comments/feedback on this option:

	Response Count
	9
answered question	9
skipped question	52

27. What do you think of Other Transportation Services Option 1?

		Response Percent	Response Count
I like it!		78.3%	36
I don't like it.		4.3%	2
I don't have an opinion.		17.4%	8
answered question			46
skipped question			15

28. Please provide comments/feedback on this option:

	Response Count
	18
answered question	18
skipped question	43

29. What do you think of Other Transportation Services Option 2?

		Response Percent	Response Count
I like it!		55.3%	26
I don't like it.		6.4%	3
I don't have an opinion.		38.3%	18
answered question			47
skipped question			14

30. Please provide comments/feedback on this option:

	Response Count
	14
answered question	14
skipped question	47

31. What do you think of Other Transportation Services Option 3?

		Response Percent	Response Count
I like it!		50.0%	23
I don't like it.		19.6%	9
I don't have an opinion.		30.4%	14
	answered question		46
	skipped question		15

32. Please provide comments/feedback on this option:

	Response Count
	15
answered question	15
skipped question	46

33. What do you think of Other Transportation Services Option 4?

		Response Percent	Response Count
I like it!		39.1%	18
I don't like it.		15.2%	7
I don't have an opinion.		45.7%	21
answered question			46
skipped question			15

34. Please provide comments/feedback on this option:

	Response Count
	8
answered question	8
skipped question	53

35. What do you think of Other Transportation Services Option 5?

		Response Percent	Response Count
I like it!		37.0%	17
I don't like it.		2.2%	1
I don't have an opinion.		60.9%	28
answered question			46
skipped question			15

36. Please provide comments/feedback on this option:

	Response Count
	10
answered question	10
skipped question	51

Page 2, Q4. Please provide comments/feedback on this option:

1	It would be GREAT to offer public bus service for school kids during peak arrival/departure hours of the school day.	Jun 5, 2012 2:06 PM
2	Makes sense to serve the community better by having it go through neighborhoods. People give up on pub transit when it's hard to get to.	Jun 5, 2012 7:46 AM
3	Hopefully st hilary school will be included	Jun 4, 2012 8:46 PM
4	It is important for my mobility to be able to get from Tiburon Blvd to Strawberry. It would be a bonus to be able to get to Mill Valley without changing buses.	Jun 4, 2012 7:55 PM
5	n/a	Jun 4, 2012 5:17 PM
6	It is important to have consistent public transportation so traffic can be better. It takes me 30 minutes from St. Hilary to Mill Valley downtown sometimes. Thank you.	Jun 4, 2012 4:11 PM
7	It's all about the commute and servicing enough neighborhoods with shuttle service (for a fee or not). You'll need to meet all the ferries, not just some of them. Back in the day (i.e 10-15 years ago), we had such a system, and it worked well. Now, without it, what a surprise: traffic congestion is up and parking availability is down.	Jun 4, 2012 3:22 PM
8	Appears to be a workable solution to the present traffic tie-up on Tib. Blvd. It just keeps getting worse each year. Let's get those moms with one student in the vehicle to stay home.	Jun 4, 2012 2:48 PM
9	I commute to Tiburon from San Rafael so these options do not benefit me.	Jun 4, 2012 2:43 PM
10	don't use that route often enough	Jun 4, 2012 2:15 PM
11	I would option 1 with the 1a. alignment if the bus turned around in front of the SF Yacht Club, rather than continuing on San Rafael Avenue/Community Road around Belvedere Park. This would a lot of noise and congestion without adding significant service. Peak hours for coordinating with the Tiburon Ferry need to start at about 6:15AM - to meet the 6:40AM ferry...and should run until at least 7PM	Jun 3, 2012 4:13 PM
12	Something really needs to be done on the Tiburon Blvd area in AM. I think St Hilary (my children's school) should consider starting a bit earlier or later to further relieve congestion. I also think that between the hours of 7-9 am weekdays the bus should come every 15 minutes	Jun 2, 2012 12:52 AM
13	The best part of this option is the high frequency (every 30 minutes all the time). One concern is that there are only limited connections to other routes at Strawberry Village. How will people be able to safely transfer to Hwy 101 buses? The connection to those services would open up this routes to other travel markets, both to San Francisco and San Rafael.	Jun 1, 2012 10:51 PM
14	This is not a good alternative to Route 19, if it winds through neighborhoods as in 1a.2.	Jun 1, 2012 7:52 PM
15	Driving to Blackies to park and catch the Tiburon bound shuttle would be a pain. Might as well drive all the way. Thus, the bus should follow the old #9 Route	May 30, 2012 9:00 PM

Page 2, Q4. Please provide comments/feedback on this option:

	along Reed Ranch Road, Via Capistrano and to Blackfield. In addition, this would allow people to go to the Cove shopping center from the Reed Ranch Road Area (Reedlands subdivision). Many older people here could take advantage of that.	
16	Does this require canceling Route 19? I suppose I shouldn't care, if it turns out to be an improvement on the 19.	May 29, 2012 12:43 AM
17	congestion before Trestle Glen needs to be alleviated. Too many cars coming from Corte Madera, San Rafael, and surrounding cities INTO Tiburon.	May 25, 2012 6:12 PM
18	Important to align w./ school hours to get more kids and families out of cars and onto buses.	May 23, 2012 10:23 PM
19	The alignment to school bell times is a great improvement, allowing option for kids who cannot afford the school bus system and/or live on an oversubscribed route a way to school.	May 23, 2012 6:53 PM
20	It would be good for service people to use or workers to the city. Not helpful for retired people	May 23, 2012 6:42 PM
21	a) Synchronizing with Blue and Gold Ferry is important. But, many riders (including myself) take the 19 to Marin City where they transfer to a San Francisco-bound bus. Eliminating direct service to Marin City would increase transit times to San Francisco by 30-60 minutes due to missing the San Francisco connection at Marin City. b) Lack of service in the middle of the day is isolating for many. c) Lack of evening bus service means I cannot use the public library on weekdays, nor can I see a movie or go to a restaurant downtown unless I want to call a taxi. d) Unshielded bus stops exposing riders to bad weather is a clear deterrent to increasing ridership. e) From the times I have ridden the non-Tiburon Blvd alignments, my impression was that they benefited only a VERY small number of commute-ferry riders. While I recognize the benefit for those persons, the present system seems to be largely ignoring local transit needs. f) It is possible that a Tiburon Blvd "only" alignment could be augmented with a small shuttle service that could feed into the main line.	May 23, 2012 5:22 PM
22	I think regular service to Belvedere is an excellent idea. Please don't give up on this option!	May 23, 2012 3:56 PM
23	Great idea to allow commuters to get to the ferry and not have to pay for parking downtown Tiburon.	May 23, 2012 3:42 PM
24	Frequency is the answer!!!!	May 23, 2012 10:24 AM
25	Seldom travel between neighborhoods. Can walk to downtown. Go to Strawberry to shop. Can't carry purchases on bus. Go to the corridor to meetings. Corridor buses don't match up with my schedule.	May 22, 2012 4:03 PM

Page 3, Q3. Please provide comments/feedback on this option:

1	Would not be of personal interest...we live in Strawberry and our kids attend St. Hilary School. Would be great to focus on routes just along Tiburon Blvd.	Jun 5, 2012 2:07 PM
2	I think most of your community need not wait for a transfer in Marin city. Access to more direct transfer buses more attractive (ie: in morning at pad by Ferrari deer ship for morning commuters.)	Jun 5, 2012 7:49 AM
3	totally content with the #17 route as my child takes it every morning to St Hilary from the Pohono stop. please do not change it.	Jun 4, 2012 8:22 PM
4	n/a	Jun 4, 2012 5:17 PM
5	Only if this makes it easier to connect to the ferry. Otherwise, I don't care.	Jun 4, 2012 3:23 PM
6	I am in favor of more public transit and a way for commuters to get to the ferry as well as students to get to their school.	Jun 4, 2012 2:50 PM
7	I commute to Tiburon from San Rafael so this does not benefit me.	Jun 4, 2012 2:44 PM
8	If the bus goes into Belvedere, it should turn around in front of the SF Yacht Club, rather than continuing on San Rafael Avenue/Community Road around Belvedere Park. This adds a lot of noise and congestion without adding significant service.	Jun 3, 2012 4:14 PM
9	needs to come more frequently...every 15=20 minutes	Jun 2, 2012 12:53 AM
10	Hourly service is too infrequent. Furthermore, how much is the demand for a roundabout route to Mill Valley? However, the good part of this is that there is a connection to Hwy 101 services.	Jun 1, 2012 10:51 PM
11	The detour through Mill Valley make this route an unattractive as a way to get to the bus terminal in Marin City, too long.	Jun 1, 2012 7:54 PM
12	There is nothing of any value in Marin City, it's a lousy shopping center and it's too dangerous to go to most of the time. Why the hell does GGTransit have their transfer point there? That just discourages bus patronage if they have to get off the bus there, especially at night.	May 30, 2012 9:02 PM
13	I quite like the idea of being able to reach Mill Valley from Tiburon using just one bus, as used to exist; I might actually be able to go to Mill Valley again sometimes.	May 29, 2012 12:45 AM
14	THis is better than the other option	May 25, 2012 6:13 PM
15	This route would take people too long to reach their destination. Not direct if going to the city or up the 101 corridor.	May 23, 2012 6:46 PM
16	This would give me easier access to Mill Valley, but eliminating direct service to Marin City would increase transit times to San Francisco by 30-60 minutes due to missing the San Francisco connection at Marin City. However, riders could exit at the Tiburon Wye overpass and walk to the southbound freeway bus pad. It's not a great solution, but it's acceptable if it increases midday or evening access into Tiburon.	May 23, 2012 5:32 PM

Page 3, Q3. Please provide comments/feedback on this option:

17	If you route the Belvedere/Tiburon buses to Marin City, then count me in!	May 23, 2012 3:57 PM
18	Great idea for the weekends, to allow kids to get to downtown Mill Valley from Downtown tiburon	May 23, 2012 3:43 PM
19	I think this would be great for tourism in Souther Marin on the weekends and maybe summers for tourists. It should be free on the weekends with a purchased ferry pass. I think this would generate business in all towns.	May 22, 2012 3:00 PM

Page 4, Q3. Please provide comments/feedback on this option:

1	The one and only # 8 bus is key for adults to commute to downtown San Francisco. Please do not eliminate Route 8. Current alternative is to walk to Hwy 101 Tiburon Wye bus pad and wait endlessly for Route #18 service.	Jun 5, 2012 2:09 PM
2	totally content with the #17 route as my child takes it every morning to St Hilary from the Pohono stop. please do not change it.	Jun 4, 2012 8:22 PM
3	n/a	Jun 4, 2012 5:17 PM
4	Is this what we need?	Jun 4, 2012 3:24 PM
5	N/A because I commute from San Rafael	Jun 4, 2012 2:46 PM
6	I would not personally use it, as I commute into Tiburon from San Rafael, but anything that would encourage our school families at Saint Hilary to use public transit should be encouraged!!!	Jun 4, 2012 2:08 PM
7	If the bus goes into Belvedere, it should turn around in front of the SF Yacht Club, rather than continuing on San Rafael Avenue/Community Road around Belvedere Park. This adds a lot of noise and congestion without adding significant service.	Jun 3, 2012 4:14 PM
8	This could be a pretty good option if a connection is made at Marin City (there are no connecting off-peak Hwy 101 buses to San Francisco at Manzanita). The #10 Golden Gate Transit bus would no longer need to go from Marin City to Strawberry Village and the savings could be reinvested in making the Tiburon shuttle more frequent (every 30 minutes, as in Alternative 1). I would only support this option if the Tiburon shuttle could be made more frequent. There are also workers in Tiburon who are traveling to the San Rafael and Canal area. This would be a bit of a roundabout way to get there - is there any way to make this connection better? I am not sure about the tourist potential of this route as currently structured. Unlike the Mill Valley Shuttle, there are no restrictions on parking in Tiburon and it is unlikely that people will get off and ride the shuttle once they are in their cars. This service could be marketed to tourists if the connection were at Marin City, so that people traveling from San Francisco could transfer there (as opposed to Manzanita where there is no off-peak service).	Jun 1, 2012 10:51 PM
9	This route gets me almost everywhere I need to go from Tiburon: I can make connections to Northbound buses a Strawberry and Southbound from Manzanita. I hope it will run late enough so that I can get back to Tiburon on this route as late at 9pm. Right now if you miss the last ferry or take a late bus on 101, there's no way back but a taxi.	Jun 1, 2012 7:58 PM
10	You must keep direct buses to the city. Fewer people will use the bus if they have to transfer, especially at night and in the winter.	May 30, 2012 9:03 PM
11	I just don't like the idea of canceling both the 8 and the 19. Maybe this would be an improvement. Maybe it wouldn't.	May 29, 2012 12:47 AM
12	I'm retired and older so would not use the bus, but believe this is a more usable and direct route for Marin City as well as service workers and people going to the city.	May 23, 2012 6:49 PM

Page 4, Q3. Please provide comments/feedback on this option:

13	a) Most cyclists will ride and there are not enough spaces on bike racks b) Muir woods shuttle "synergy"? I'm sorry to be blunt, but is this a joke? c) Manzanita Park & Ride is literally in the middle of nowhere for everyone except car commuters. Making this a transfer point instead of Marin City is a horrible idea.	May 23, 2012 5:46 PM
14	I need direct service to San Francisco. You might add a couple more runs on Route 8.	May 23, 2012 4:00 PM
15	Only needed for commuters.	May 23, 2012 3:44 PM
16	I like the idea of connecting to SF more easily & also to possible connection to Muir Woods Shuttle - would be useful for our visitors when they come to Marin!	May 23, 2012 3:11 PM

Page 5, Q2. Please provide comments/feedback on this option:

1	Yes, we need this desperately. Student going to school are the biggest traffic cloggers. Great plan!	Jun 6, 2012 7:15 AM
2	This route would work for students to return from St. Hilary to Strawberry in afternoon commute. This route would be acceptable.	Jun 5, 2012 2:11 PM
3	This would free up quite a bit of traffic since school children could be taking this alternative as opposed to parents having to pick them up and causing the existing bottle-neck.	Jun 5, 2012 10:13 AM
4	With three school drops, is there concern with getting kids to respective school on time??	Jun 5, 2012 7:52 AM
5	Would reduce traffic on Tiburon Blvd	Jun 5, 2012 7:14 AM
6	NO! how is this route better than the existing #17 going to St Hilary's in the morning? numerous kids get on at Marin City and along the way into Mill Valley. This would take that away? Strong no vote to this. Add this if you want, but do not cancel the existing #17 from Marin City please!!	Jun 4, 2012 8:25 PM
7	n/a	Jun 4, 2012 5:17 PM
8	My children will use public transportation from Mill Valley to St. Hilary in Tiburon.	Jun 4, 2012 4:12 PM
9	Yeah, probably a good idea to get the kids out of their parents' cars.	Jun 4, 2012 3:24 PM
10	I approve of the service taking into account, the school bells.	Jun 4, 2012 2:51 PM
11	n/a because I commute from San Rafael	Jun 4, 2012 2:47 PM
12	Excellent idea!!!!	Jun 4, 2012 2:13 PM
13	I wonder if it is stopping at three schools if 2 am and 2pm buses would be enough.	Jun 4, 2012 2:09 PM
14	As I said in the last question, as a teacher (and the transit coordinator) at Saint Hilary, I would love more of our kids to have the option of public transportation to get to and from school.	Jun 4, 2012 2:09 PM
15	needs to happen more frequently	Jun 2, 2012 12:54 AM
16	This bus is not useful to me.	Jun 1, 2012 7:59 PM
17	Great way to get cars ferrying children to Reed, Del Mar and Bellaire off the road.	May 30, 2012 9:04 PM
18	MUCH better option.	May 25, 2012 6:15 PM
19	We live in Corte Madera and go to school at St Hilary. Three kids would ride at Am and Pm times	May 24, 2012 5:51 PM
20	We really need help on Tiburon Blvd. during these major school times. I am thrilled you are considering this for our children -- and for our adults who get stuck in the traffic. Thank you!	May 24, 2012 4:39 PM

Page 5, Q2. Please provide comments/feedback on this option:

21	Great idea whose time has come. If kids are acclimated to using public transit at a young age, perhaps they will continue to use public transit in high school, college and as working adults.	May 23, 2012 6:56 PM
22	Would the kids actually use it???	May 23, 2012 6:51 PM
23	I actually know people who live in Tiburon and commute to Corte Madera in the morning and from Corte Madera in the evening and this service would suit them well.	May 23, 2012 4:02 PM
24	Great for the school kids	May 23, 2012 3:44 PM
25	Please make this happen!	May 23, 2012 12:20 PM

Page 6, Q2. Please provide comments/feedback on this option:

1	Finally!!!	Jun 6, 2012 7:18 AM
2	Does not apply to our needs...	Jun 5, 2012 2:11 PM
3	Would reduce traffic	Jun 5, 2012 7:14 AM
4	n/a	Jun 4, 2012 5:17 PM
5	Why are we spending public money to connect to a private school, let along a parochial school. Let's connect to Branson and MA, too, while we're at it.	Jun 4, 2012 3:25 PM
6	I think the service to Marin Catholic is great for those students leaving St. Hilary.	Jun 4, 2012 2:53 PM
7	If the bus goes into Belvedere, it should turn around in front of the SF Yacht Club, rather than continuing on San Rafael Avenue/Community Road around Belvedere Park. This adds a lot of noise and congestion without adding significant service.	Jun 3, 2012 4:14 PM
8	GREAT IDEA	May 25, 2012 6:16 PM
9	Great idea.	May 23, 2012 6:56 PM
10	Don't think you'd have enough ridership to make it pay.	May 23, 2012 6:52 PM
11	Great idea, but the high school kids like to drive, so even though it would help out as an option, lots of high school kids prefer to drive	May 23, 2012 3:45 PM

Page 7, Q3. Please provide comments/feedback on this option:

1	Wouldn't a 'Super Shuttle' system be complex to maintain? And inconvenient for the riders?	Jun 5, 2012 2:12 PM
2	Would be great to have this option as well on week and weekend nights to minimize drinking and driving. This would be very successful...even if it were a pay-by-use option during those times (ie: up to midnight or so).	Jun 5, 2012 7:54 AM
3	Great for students	Jun 5, 2012 7:15 AM
4	Of course, this depends on the cost.	Jun 4, 2012 7:59 PM
5	n/a	Jun 4, 2012 5:17 PM
6	Can I put in an order now to take me to the ferry and pick me up when I return every day?	Jun 4, 2012 3:26 PM
7	Sounds good but may be a scheduling nightmare.	Jun 4, 2012 2:54 PM
8	This sounds great!	Jun 3, 2012 4:14 PM
9	more frequently in am	Jun 2, 2012 12:55 AM
10	Dial-a-ride is OK but fixed route is easier to understand and actually more reliable. Dial-a-ride makes it hard to schedule convenient transfers to Hwy 101 service.	Jun 1, 2012 10:51 PM
11	This would be a great service for people who can't drive, but for me, living near Tiburon Blvd, the regularly scheduled route would do.	Jun 1, 2012 8:03 PM
12	As long as other routes to the city directly and the #9 aren't affected.	May 30, 2012 9:05 PM
13	Have to make reservations ahead of time? Not thrilled.	May 29, 2012 12:49 AM
14	good idea as well	May 25, 2012 6:16 PM
15	Nice idea but not certain whether it would really get people out of their cars - Tiburon Boulevard is a 10 minute drive in or out to downtown, think most people would skip the phone call and wait and just drive.	May 23, 2012 6:58 PM
16	This could certainly be a boon for those in the more isolated parts of Tiburon, as well as those cut off by existing service limitations. But how far in advance would the reservations need to be made?	May 23, 2012 5:52 PM
17	I prefer fixed route service.	May 23, 2012 4:03 PM
18	the wait would be to long. Not reliable, so could not use for commuting.	May 23, 2012 3:46 PM
19	I think this is an EXCELLENT option for seniors - if well publicized - also for people who on a temporary basis are unable to drive (due to medical condition, e.g.) - I would like to see this added even though I do not need it myself at this time - I feel it would be a good experiment to see how many seniors in Marin might take advantage of this over taking cabs!!!	May 23, 2012 3:13 PM
20	This would probably be for elderly people.....so midday would be best for them.	May 22, 2012 3:04 PM

Page 8, Q3. Please provide comments/feedback on this option:

1	n/a	Jun 4, 2012 5:18 PM
2	Hey, as long as I don't have to drive to/from ferry, I'm fine (dropping me off/picking me up at TPC would be nice, too!)	Jun 4, 2012 3:26 PM
3	Peak hours for coordinating with the Tiburon Ferry need to start at about 6:15AM - to meet the 6:40AM ferry...and should run until at least 7PM	Jun 3, 2012 4:15 PM
4	The big concern I would be whether the schedule would be reliable enough if I had to make connections to Hwy 101 buses or the Tiburon Ferry. If too many people want deviations, I could be delayed and miss my connection.	Jun 1, 2012 10:51 PM
5	The detours to other locations would be a drag for those of us trying to get from one end to the other.	Jun 1, 2012 8:04 PM
6	I'd have to see how this was set up to see if it would be useful to me	May 23, 2012 5:59 PM
7	More fixed route service, please!	May 23, 2012 4:04 PM
8	I want to know where i am going, this sounds like a shuttle which makes it unreliable for length of ride.	May 23, 2012 3:46 PM

Page 9, Q2. Please provide comments/feedback on this option:

1	Why compete with local taxi services?	Jun 5, 2012 2:13 PM
2	Why would you have to pay a friend?	Jun 5, 2012 7:56 AM
3	n/a	Jun 4, 2012 5:18 PM
4	Do we really need to spend govt money on this?	Jun 4, 2012 3:27 PM
5	Getting volunteer drivers from Tiburon area can become a problem. So many of us lead busy lives and don't wish to be tied to a driving program. I presently volunteer as a driver for Tiburon Peninsula Village and am unable to give a lot of time. I am not in favor of this being a paid service. I personally am committed to the concept of "volunteerism"	Jun 4, 2012 3:00 PM
6	In general, I do not like the idea of a "volunteer" driver program because I am unsure of the reliability of a volunteer.	Jun 4, 2012 2:51 PM
7	Hard to disagree with this one.	Jun 1, 2012 8:05 PM
8	Bad idea on so many levels.	May 23, 2012 6:00 PM
9	Sure sounds good, but how many drivers are really available - you would be better off with a flexible carpool pick up spot similar to what they do in Piedmont for commuters to get to SF over the bay bridge.	May 23, 2012 3:47 PM
10	This is a creative program & should be expanded & publicized! It's the wave of the future - and as Marin continues to have one of the highest percentages of seniors in the state, we need to continue to try these innovative approaches out. Expand it further to Mill Valley too!	May 23, 2012 3:14 PM
11	Also market volunteer driving by Marin Village (Tiburon Peninsula Village).....	May 23, 2012 10:28 AM
12	This seems like it would provide the most flexibility. Would driver use their own car?	May 22, 2012 10:00 PM
13	Great idea! Especially for the elderly.	May 22, 2012 3:05 PM

Page 10, Q2. Please provide comments/feedback on this option:

1	Cabs are expensive. I like this.	Jun 5, 2012 7:56 AM
2	I think this is being done in LA.	Jun 4, 2012 8:01 PM
3	n/a	Jun 4, 2012 5:18 PM
4	who would pay for the total remainder? the taxpayer?	Jun 4, 2012 3:42 PM
5	Sounds ridiculous. When we're cutting school services, we're going to pay for taxis for seniors (in this kind of community)?	Jun 4, 2012 3:28 PM
6	Another good plan, but what constitutes eligibility?	Jun 4, 2012 3:01 PM
7	Sounds very helpful to the senior population...	Jun 4, 2012 2:11 PM
8	This is a good option for seniors, but what about the general public or people with disabilities? I would only support this if it were in addition to a fixed route option.	Jun 1, 2012 10:53 PM
9	This sounds expensive.	Jun 1, 2012 8:05 PM
10	Put the money into increased services for persons of all ages.	May 23, 2012 6:01 PM
11	More buses, please, fewer taxis.	May 23, 2012 4:05 PM
12	Taxi fares are ridiculous and the service, cars and drivers are sketchy at best.	May 23, 2012 3:48 PM
13	Seniors need to have more transportation options that are more affordable - this is a step in the right direction!	May 23, 2012 3:14 PM
14	Great for elderly.	May 22, 2012 3:05 PM

Page 11, Q2. Please provide comments/feedback on this option:

1	Waste of tax payer money...we should focus on improving existing system.	Jun 5, 2012 2:14 PM
2	n/a	Jun 4, 2012 5:18 PM
3	who would pay for it?	Jun 4, 2012 3:43 PM
4	They can't market their own services?	Jun 4, 2012 3:28 PM
5	The volunteer alternative sounds a lot less expensive...	Jun 1, 2012 8:05 PM
6	How do you define "qualified"?	May 30, 2012 9:07 PM
7	Fragmenting services leads to lower overall services and higher cost-per-passenger.	May 23, 2012 6:02 PM
8	What does qualified user mean? Many on Tiburon peninsula won't qualify if need to be low income. ALL income levels need help with transportation if they're unable to drive.	May 22, 2012 10:03 PM
9	Who pays for this? Who is it subsidized by? For the elderly it makes sense because they have lived here for a long time. Otherwise, I believe that if you can't afford this area you shouldn't live here!	May 22, 2012 3:07 PM

Page 12, Q2. Please provide comments/feedback on this option:

1	I would definitely use it more if Clipper was introduced and prices reduced. I live by the ferry, but drive to Sausalito to take the ferry due to price and schedule. I would like a weekend route to and from the Ferry Building.	Jun 10, 2012 10:24 AM
2	YES!!!! Would really be supportive of this. Tiburon Ferry is currently too expensive for daily use.	Jun 5, 2012 2:14 PM
3	Currently, the price is too high. There needs to be some sort of 'season ticket package' for commuters that reduce pricing.	Jun 5, 2012 10:17 AM
4	YES!!!!!!!	Jun 5, 2012 7:57 AM
5	n/a	Jun 4, 2012 5:18 PM
6	who would pay for it?	Jun 4, 2012 3:43 PM
7	The ferries are already packed, so they're plenty competitive. Clipper's a good idea, though. Sure, I wouldn't mind paying less, but it's hard even to find a seat sometimes. By the way, the new ferry schedule is an improvement.	Jun 4, 2012 3:29 PM
8	Didn't know B/G Ferry was not competitive with other ferry services. Perhaps B/G has a higher fare, but it is also very conveniently located for people in Tiburon-Belvedere area.	Jun 4, 2012 3:04 PM
9	I like this idea as long as it doesn't jeopardize the frequency of service.	Jun 3, 2012 4:15 PM
10	This is a great idea. Fare coordination with other services is a must to make this work, as people's travel takes them out of the Tiburon Peninsula.	Jun 1, 2012 10:54 PM
11	It's hard to disagree with this one.	Jun 1, 2012 8:06 PM
12	Blue and Gold is an essential service and should be partially subsidized by Cal Trans and other means.	May 30, 2012 9:08 PM
13	Blue and Gold Ferry is a high-priced transit service catering to a relatively select few high-income professionals and tourists. It's been that way for a very long time and I think expecting changes, as welcome as they would be, is simply not realistic.	May 23, 2012 6:10 PM
14	Thank you! Great idea! Please follow through on this one!	May 23, 2012 4:06 PM
15	makes sense...finally	May 23, 2012 3:48 PM
16	We need to integrate Clipper better in the North Bay!	May 23, 2012 3:15 PM
17	Have a mid morning ferry about 10 AM.....	May 23, 2012 10:29 AM
18	YES!!!	May 22, 2012 2:38 PM

Page 13, Q2. Please provide comments/feedback on this option:

1	Midday would be great	Jun 8, 2012 9:17 PM
2	Would be nice to have greater frequency of route outside commute hours.	Jun 5, 2012 2:15 PM
3	YES!!!	Jun 5, 2012 7:58 AM
4	n/a	Jun 4, 2012 5:18 PM
5	yes to SF. no to Sausalito.	Jun 4, 2012 3:44 PM
6	Do we really need this?	Jun 4, 2012 3:29 PM
7	I especially like midday service to the Ferry Building in SF. Also would like to see weekend service to the Ferry Building.	Jun 3, 2012 4:15 PM
8	This is a great idea, especially since taking the ferry is the most direct way to San Francisco.	Jun 1, 2012 10:55 PM
9	You suggest this without regard for the consequences. B&G has already decided these extra trips are not cost effective. To support these, we'd have to pay higher fares on the regular commute ferries. But if it can be made cost effective, I'd be for it.	Jun 1, 2012 8:08 PM
10	Excellent. Give them some public subsidies.	May 30, 2012 9:08 PM
11	Extending the #19 from Marin City to downtown Sausalito would be cheaper, probably just as fast, and certainly more useful all concerned.	May 23, 2012 6:13 PM
12	Yes. Service to Sausalito is and excellent idea!	May 23, 2012 4:07 PM
13	ore service will mean more riders.	May 23, 2012 3:48 PM
14	This would be amazing! Please!	May 22, 2012 2:38 PM

Page 14, Q2. Please provide comments/feedback on this option:

1	SF Bike Renters still need to return their bikes back to S.F. What DOES need investment is proper directional signage for bike tourists. Current system is non-existent.	Jun 5, 2012 2:16 PM
2	It's a great idea and would probably increase the amount of bike riders commuting to the Tiburon Ferry.	Jun 5, 2012 10:19 AM
3	This is huge in London. It's a pay by use system and it's wildly successful!!!	Jun 5, 2012 7:58 AM
4	n/a	Jun 4, 2012 5:18 PM
5	I thought there's already a bike rental place in downtown Tiburon.	Jun 4, 2012 3:30 PM
6	It may be the bikes are also being used once the ferry commuter reaches SF	Jun 4, 2012 3:06 PM
7	Work with Marin Bike Coalition and/or ZipCar	Jun 4, 2012 2:15 PM
8	Would add congestion to downtown Tiburon	Jun 3, 2012 4:15 PM
9	A bike in SF would be good. I don't need one at the Tiburon end.	Jun 1, 2012 8:08 PM
10	Excellent idea. People could pick up their bikes in Tiburon after arriving on the ferry.	May 23, 2012 6:57 PM
11	Commercial space is too expensive in downtown Tiburon for businesses to waste it on bike lockers.	May 23, 2012 6:15 PM
12	Smart thinking on this one. Very nice!	May 23, 2012 4:07 PM
13	worth a try.	May 23, 2012 3:49 PM
14	Excellent idea - but make them PAY for more rental & more kiosks!!!	May 23, 2012 3:15 PM
15	The weekends would be good for this. People who don't want to bike all the way over the Golden Gate Bridge could still have a leisurely bike ride from Sausalito to Mill Valley.....or from Tiburon Ferry to Blackies Pasture.	May 22, 2012 3:10 PM

Page 15, Q2. Please provide comments/feedback on this option:

1	Those that want bike transportation in Tiburon / Strawberry already have bikes.	Jun 5, 2012 2:17 PM
2	n/a	Jun 4, 2012 5:18 PM
3	only if there's a demand for it.	Jun 4, 2012 3:45 PM
4	Sure. Sounds like fun.	Jun 4, 2012 3:30 PM
5	Local residents biking within their area stay on their bikes for the ride and then ride the bike home. Tourists can rent a bike locally, take the ride and then return the bike. I don't see the feasibility of a share station. This works fine in Denmark where the locals use the bikes to get from one location to another and then drop it off for another person to use - rather like a recycling of the cycles.	Jun 4, 2012 3:11 PM
6	I like the idea of a pilot program to see how it would go.	Jun 3, 2012 4:16 PM
7	I don't see how this could work.	May 23, 2012 6:17 PM
8	Have someone see how well it works in Paris. Not sure it would be used as much during the week.	May 22, 2012 3:11 PM

Page 16, Q2. Please provide comments/feedback on this option:

1	n/a	Jun 4, 2012 5:19 PM
2	who pays for it?	Jun 4, 2012 3:45 PM
3	I don't know enough about it.	Jun 4, 2012 3:31 PM
4	Rideshare is a viable option.	Jun 4, 2012 3:12 PM
5	I'm not familiar with this program	Jun 3, 2012 4:16 PM
6	Not enough information on their website to judge it effectively.	May 30, 2012 9:10 PM
7	I'm not sure about this - many mixed feelings.	May 23, 2012 6:21 PM
8	Publicity/education is essential to encouraging & ensuring good participation & higher ridership levels!	May 23, 2012 3:16 PM
9	Door to door? That's what seniors need. Having to get to pick up point won't work for many.	May 22, 2012 10:05 PM
10	To where? From here to SF? or from North Tiburon to downtown Tiburon?	May 22, 2012 3:12 PM

Thank you for your feedback. The DRAFT Recommendations will be loaded to the project website in July, 2012. This page can be found at: www.marintransit.org/projectsinprogress.com