



**Marin County Transit District
2006 Draft Service Plan
Revised: May 30th, 2006**

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1.0 Introduction

This Service Plan outlines major service changes for the Marin County Transit District (MCTD) fixed route operations that will occur in 2006. The service changes are based on the analysis and service plan contained in the Short Range Transit Plan (MCTD, March 2006). This document provides detailed route descriptions to aid readers in understanding the service plan; but it is expected that some schedules will be adjusted as part of the final implementation process. MCTD services addressed in this plan include:

- Local Bus Service
- Rural Service (The West Marin Stagecoach)
- Supplemental School Service
- Local Partnership and Community Shuttles
 - Twin Cities Shuttle
 - Santa Venetia Shuttle/School Service

Where routes operate on new street sections, the route alignments must be approved by the local jurisdictions before bus operations begin. These street sections include:

City of Novato

- Arthur Street, Diablo Avenue, and Hill Street for School Route 155
- Multiple streets in Hamilton to serve the Hamilton Library

City of San Rafael

- Montecillo Road for school Route 139
- Del Presidio Boulevard for the Route 45

As explained in the Short Range Transit Plan, changes to the fixed route system are designed to meet a number of system-wide and area specific planning objectives. If these objectives are met, the system should perform better in virtually every area. The system-wide objectives include:

- Provide increased frequency on key corridors throughout the system to maximize ridership.
- Enhance connectivity so that consumers can ride from any place to any other place in Marin County with no more than two transfers, and the majority of transfers can be timed.
- Allow for appropriately sized vehicles throughout the County, introducing small vehicles on routes where the maximum load will not exceed the seated capacity of a smaller bus.
- Better reflect travel model results for travel demand.
- Enhance school service, especially serving schools that did not meet service standards in the previous plan, and provide better bell time coordination.
- Provide a system that is a better match to the performance criteria identified in the Short range Transit Plan.

This service plan reflects area specific goals that were developed in public workshops, from surveys, and from working with the Technical and Citizens Advisory Committee, as well as from priority projects listed in the Measure A Sales Tax Expenditure Plan. The list below shows the specific accomplishments of the service plan in each part of the County. MCTD services that reflect the Measure A priority projects are **highlighted** in the follow list.

Northern Marin

- € **Enhances local circulation – recognizing that over half of the trips generated in Novato stay in Novato – emphasizes small buses in neighborhoods.**
- € Eliminates the long and circuitous trips on the 57 and 59 routes in favor of more direct trips.
- € **Creates a consistent half-hour service on South Novato Boulevard.**
- € **Provides service to Hamilton.**
- € **Adds new school service to Novato High, Marin Oaks and Hill Middle School.**

San Rafael Area

- € **Expands hours of 15 minute service to Canal.**
- € Adds direct service from Canal to Marin General, and College of Marin.
- € Adds direct service from SRTC to Mill Valley with convenient connections to the Canal route.
- € Creates a single seat ride from Canal to Civic Center, Northgate, and northern San Rafael destinations.
- € **Creates fast direct service from Civic Center, Northgate and Kaiser to San Rafael Transit Center.**
- € **Maintains peak hour service to neighborhoods that have lost their service due to recent Golden Gate Transit cuts.**
- € **Improves school service to Terra Linda High and schools in Terra Linda neighborhood.**

Ross Valley Area

- € **Creates direct service from Fairfax to San Rafael Transit Center eliminating the need to transfer in San Anselmo.**
- € **Increases frequency on Sir Francis Drake corridor.**
- € Eliminates low performing Route 21, but retains coverage through new routing.
- € Enhances service to Larkspur Landing.
- € **Improves school service to Lagunitas and San Geronimo schools from San Anselmo.**

Southern Marin Area

- € **Enhances peak period frequency between Sausalito, Marin City, Corte Madera, Larkspur, Kentfield, San Anselmo and San Rafael.**
- € Creates direct Mill Valley/San Rafael service.
- € **Creates a midday shuttle service through Larkspur and Corte Madera that is a good candidate for local initiative expansion.**
- € Creates direct service from Southern Marin to Ross Valley serving College of Marin and connecting Sausalito, Marin City, Corte Madera, Kentfield and San Anselmo.
- € **Improves service to Del Mar Middle School from Mill Valley and Tiburon.**
- € **Improves service to Tam High, Mill Valley Middle School.**
- € Reduces dependence on Strawberry as a transfer point.
- € Improves transfer point at Marin City.

West Marin Area

- € **Creates better coordination between the Stage and High Schools.**
- € Eliminates pass ups through larger vehicles.
- € Extends the North Route to San Rafael Transit Center.
- € Adds year round Saturday service and seasonal Sunday service on the South Route
- € Adds year round Saturday service on the North Route
- € Creates pilot coastal service.

2.0 Maps and Service Summary

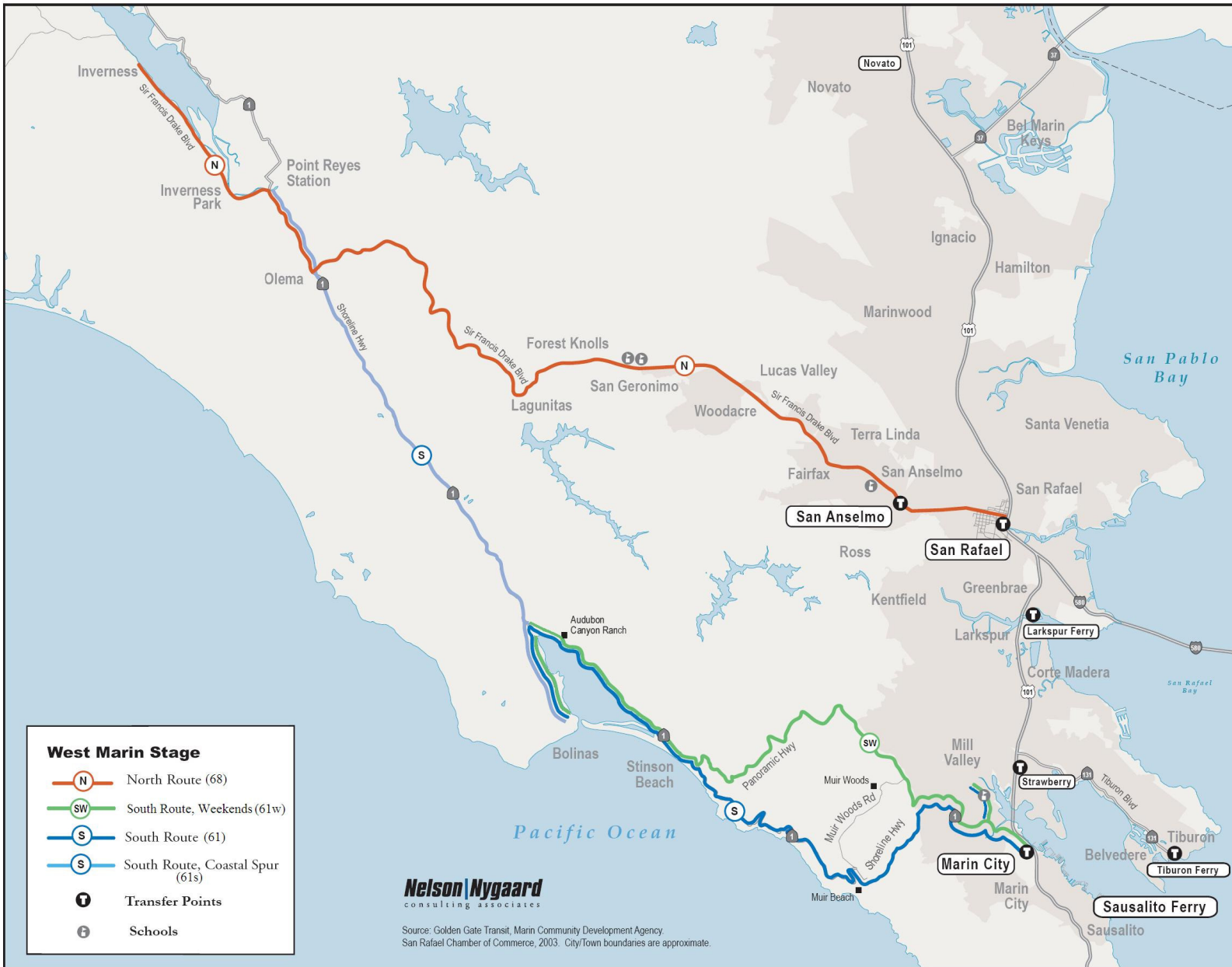
Figure 1 and Figure 2 show maps of the proposed service plans for implementation in 2006. The proposed service map introduces a route numbering scheme that rationalizes numbers while retaining as much tradition as possible. The table below shows the proposed route numbering convention.

TABLE 1 ROUTE NUMBERING	
Number	Type of Route
Multiple of 10 (<i>10 to 70, 80</i>)	All day intercounty service
Other two-digit number	All day local route
100-199	School day service
200-299	Peak period year-round service
300-399	Local initiative service

Figure 1: Map of Proposed Urban Fixed Route Services



Figure 2: Map of Rural Services



**Figure 3: Summary of Frequency and Span for Fixed Routes
(Excluding School and Rural Services)**

Number	Route Name	Vehicle Ride Type	Running Time		Weekdays		Saturdays		Sundays	
			Roundtrip running time (peak without layover)	Roundtrip running time (peak with layover)	Frequency (Peak)	Span (hours per day)	Frequency	Span (hours per day)	Frequency	Span (hours per day)
17	Marin City - Mill Valley - San Rafael	S ¹	106	120	60	15	60	13	60	12
19	Marin City - Tiburon	S ¹	52	60	60	13	60	13	60	12
22	SRTC - San Anselmo - Marin City - Sausalito	L	128	147	30	15	60	14	60	14
23	Fairfax - San Anselmo - San Rafael	L	52	60	30	15	60	14	60	14
29	SRTC - Larkspur - College of Marin - San Anselmo	L	100	115	60	13	60	13	0	0
35	Canal/ SRTC daily	A/L	24	28	15	19	30	19	30	19
35	Canal/SRTC daily SUPPLEMENTAL SERVICE	A/L	24	28	15	6	0	0	0	0
36	SRTC - Marin City trip	A/L	77	89	30	8	30	2	0	0
45/ 45K	Kaiser/Northgate - SRTC	A/L	54	62	30	16	60	13	60	11
49	Novato - Ignacio - Hamilton - Grand - SRT	S ¹	104	120	60	15	60	13	60	12
51	Novato local	S ¹	104	120	60	14	0	0	0	0
52	Novato Blvd (Novato - Ignacio)	S ¹	40	46	30	14	60	13	60	12
71	Novato - SRTC - Marin Cit	L	101	116	60	11	120	3	120	2
221	Larkspur - Corte Madera Community Route	S	34	39	60	6	0	0	0	0
233	Santa Venetia (all year peak period)	S	48	55	60	7	0	0	0	0
347	County Connection (HHS Shuttle	V	47	54	60	11	0	0	0	0

L = Standard Large Bus, A = Articulated 60' Bus, S = Small Bus, V = Van or Very Small Bus

Note: 1) Small buses will be introduced on these routes over time as fleet becomes available. These routes will be operated with larger buses until small buses arrive.

3.0 Fixed Route Services

The following provides detailed information on the proposed schedules for fixed route bus services. The information provided is based on the draft schedules being built by Golden Gate Transit. Exact route schedules and spans may shift before the final schedules are developed.

Marin Local Fixed Route Service

Route 17: Marin City -Mill Valley- San Rafael Transit Center

This new small bus route replaces service previously provided by Route 15. The bus continues at Marin City as Route 19 to provide service to Tiburon. Service details are shown in Table 1. Until small buses are available, it will be operated by a large bus.

TABLE 1 ROUTE 17 DRAFT SERVICE DETAILS										
	Frequency (mins)		First Bus (AM)				Last Bus (PM)			
	Peak	Base	Northbound		Southbound		Northbound		Southbound	
			MC	SRTC	SRTC	MC	MC	SRTC	SRTC	MC
Weekday	60	60	5:30	6:25	5:30	6:08	7:42	8:25	7:30	8:11
Saturday	60	60	7:42	8:25	7:30	8:12	7:42	8:25	7:30	8:11
Sunday	60	60	7:42	8:25	7:30	8:12	6:42	7:25	6:30	7:12

Route 19: Marin City – Tiburon

This new small bus route replaces service previously provided by Route 15. This bus continues as Route 17 at Marin City to provide one bus service to the San Rafael Transit Center for passengers not wishing to transfer at the Strawberry freeway bus pads. Service details are shown in Table 2. Until small buses are available, it will be operated by a large bus.

TABLE 2 ROUTE 19 DRAFT SERVICE DETAILS										
	Frequency (mins)		First Bus (AM)				Last Bus (PM)			
	Peak	Base	Northbound		Southbound		Northbound		Southbound	
			MC	Tiburon	Tiburon	MC	MC	Tiburon	Tiburon	MC
Weekday	60	60	7:17	7:41	7:13	7:37	7:17	7:40	7:18	7:37
Saturday	60	60	7:17	7:30	7:15	7:38	6:17	6:42	7:18	7:37
Sunday	60	60	7:17	7:39	7:14	7:37	6:17	6:42	6:15	6:37

Route 22: San Rafael Transit Center - San Anselmo –Marin City – Sausalito

The existing bus route will mostly be unchanged, but the frequency of the route will be upgraded to every 30 minutes during peak commute periods. The route will now serve the off-freeway bus pads at Strawberry to connect with the Route 17 and 19. Service details are shown in Table 3. There are also additional early morning trips on the Route 22 between the San Rafael Transit Center and the College of Marin that start at 5:32 am similar to the existing schedule.

TABLE 3 ROUTE 22 DRAFT SERVICE DETAILS										
	Frequency (mins)		First Bus (AM)				Last Bus (PM)			
	Peak	Base	Northbound		Southbound		Northbound		Southbound	
			Saus	SRTC	SRTC	Saus	Saus	SRTC	SRTC	Saus
Weekday	30	60	6:22	7:25	5:30	6:31	10:56	11:55	8:30	9:41
Saturday	60	60	6:56	7:55	7:30	8:27	7:35	8:55	7:30	8:27
Sunday	60	60	6:55	7:54	7:30	8:27	7:53	8:55	7:30	8:27

Route 23: Fairfax- San Anselmo – San Rafael

This existing bus route will be modified so every trip serves the San Rafael Transit Center, eliminating transfers for passengers traveling between Fairfax and the San Rafael Transfer Center. Service details are shown in Table 4.

TABLE 4 ROUTE 23 DRAFT SERVICE DETAILS										
	Frequency (mins)		First Bus (AM)				Last Bus (PM)			
	Peak	Base	East		West		East		West	
			Fairfax	SRTC	SRTC	Fairfax	Fairfax	SRTC	SRTC	Fairfax
Weekday	30	30	6:00	7:11	5:30	6:01	9:02	9:26	9:00	9:32
Saturday	60	60	7:28	7:40	6:45	6:57	8:28	8:40	8:45	8:57
Sunday	60	60	7:28	7:40	6:45	6:57	8:28	8:40	8:45	8:57

Route 29: San Rafael Transit Center-Larkspur-Marin General-College of Marin -San Anselmo(SA)

This existing bus route will be re-routed to serve the Canal district of San Rafael and provide a direct link between the Canal and all Lower Sir Francis Drake destinations including Larkspur Landing, Marin General, and College of Marin. The route will continue to operate on weekdays and Saturdays with hourly headways. Service details are shown in Table 5.

TABLE 5 ROUTE 29 DRAFT SERVICE DETAILS										
	Frequency (mins)		First Bus (AM)				Last Bus (PM)			
	Peak	Base	Eastbound		Westbound		Eastbound		Westbound	
			SA	SRTC	SRTC	SA	SA	SRTC	SRTC	SA
Weekday	60	60	6:39	7:25	6:30	7:11	7:42	8:25	7:38	8:17
Saturdays	60	60	6:39	7:25	6:30	7:11	7:42	8:25	7:38	8:17

Route 35: Canal San Rafael

Route 35 will continue to provide frequent service between the Canal district of San Rafael and the San Rafael Transit Center. There will be around 18 additional weekday peak period trips to and from the Canal. These trips, combined with Route 36 trips provide buses every 15 minute or less from 5:00 to 8:15 am and 3:00 and 6:00 pm. MCTD will continue to monitor crowding on buses in the Canal and add trips when needed. Most trips will be provided on articulated buses and trips arriving at the Transit Center on the half-hour or the hour will continue to Kaiser Hospital as the Route 45. Service details are shown in Table 6.

TABLE 6 ROUTE 35 DRAFT SERVICE DETAILS										
	Frequency (mins)		First Bus (AM)				Last Bus (PM)			
	Peak	Base	Northbound		Southbound		Northbound		Southbound	
			Canal	SRTC	SRTC	Canal	Canal	SRTC	SRTC	Canal
Weekday	<15	30	5:11	5:26	5:30	5:41	11:41	12:30	12:00	12:41
Saturday	30	30	5:11	5:26	5:30	5:41	11:41	11:56	12:00	12:11
Sunday	30	30	5:11	5:26	5:30	5:41	11:41	11:56	12:00	12:11

Route 36 Canal –Marin City

The Route 36 will continue to supplement Route 35 service in the Canal and provide a direct connection to Marin City. Since the 17 will have a similar route and cause a decrease in Route 36 ridership, MCTD will monitor ridership on these routes to see if future service changes are needed. Service details are shown in Table 7.

TABLE 7 ROUTE 36 DRAFT SERVICE DETAILS										
	Frequency (mins)		First Bus (AM)				Last Bus (PM)			
	Peak	Base	Northbound		Southbound		Northbound		Southbound	
			MC	Canal	Canal	MC	MC	Canal	Canal	MC
Weekday	30	0	6:23	6:53	5:24	6:02	5:18	5:54	5:24	6:00
Saturday	30	0	7:53	8:24	6:57	7:30	5:22	5:54	5:27	6:00

Route 45 and 45 K

The Route 45 and 45K will provide frequent, direct service between the following high ridership destinations: San Rafael Transit Center, the Civic Center, and Northgate Mall. The bus will also be connected with the Route 35 in the Canal neighborhood of San Rafael to provide a direct connection to this highly-transit dependent community. Route 35 is a heavily used route that requires a mix of the large articulated buses and standard 40-foot buses. Service on every other Route 45 will be Route 45K that is a standard bus with an extension to Kaiser Hospital. The Route 45K will be offset from the Route 49 to provide a combined half-hourly frequency to Kaiser Hospital. Neither the Route 45 nor the Route 45K will run on Lower Nova Albion Way or Golden Hinde Blvd.

The combined Route 45 and Route 45K is proposed to operate every 30 minutes on weekdays and every hour on weekends and holiday. Table 8 shows the service detail for Route 45/Route 45K.

TABLE 8 ROUTE 45 AND 45K DRAFT SERVICE DETAILS										
	Frequency (minutes)		First Bus (AM)				Last Bus (PM)			
	Peak	Base	Northbound		Southbound		Northbound		Southbound	
			SRTC	Northgate/ Kaiser ¹	Northgate/ Kaiser ¹	SRTC	SRTC	Northgate/ Kaiser ¹	Northgate/ Kaiser ¹	SRTC
Weekday	60	60	5:00	5:23	5:29	5:55	8:30	8:53	8:29	8:55
Saturday	30	30	7:30	7:53	7:00	7:25	7:30	7:53	7:00	7:25
Sunday	60	60	8:30	8:54	7:58	8:25	6:30	6:53	6:00	6:25

Notes
¹ The Route 45K will serve Kaiser and Northgate. The Route 45 will only serve Northgate.

Route 49 Ignacio - Hamilton- Grand - San Rafael Transit Center

This new small bus route is designed to provide hourly service to areas that are somewhat harder to reach. From the San Rafael Transit Center, the route would serve Grand Avenue, Dominican University, Civic Center, and Kaiser, and then run up 101 to Hamilton and Ignacio. On weekdays, this route will become the Route 51 at Ignacio Blvd. Service details are shown in Table 9. Until small buses are available, it will be operated by a large bus. The routing in Hamilton and near Kaiser and Northgate will be established in coordination with the City of Novato and the City of San Rafael. Near Kaiser the Route 49 will not operate on Lower Nova Albion Way or Golden Hinde Blvd.

TABLE 9 ROUTE 49 DRAFT SERVICE DETAILS										
	Frequency (mins)		First Bus (AM)				Last Bus (PM)			
	Peak	Base	Northbound		Southbound		Northbound		Southbound	
			SRTC	Ignacio	Ignacio	SRTC	SRTC	Ignacio	Ignacio	SRTC
Weekday	60	60	6:00	6:50	6:05	6:55	8:00	8:56	8:05	8:55
Saturday	60	60	7:00	7:50	7:05	7:55	7:00	7:50	7:05	7:55
Sunday	60	60	8:00	8:52	8:05	8:55	7:00	7:50	7:05	7:55

Route 51 Novato Local Ignacio – San Marin (SM)

This new small bus route is designed to replace existing Routes 53 and 55 to form a local circulator covering much of Novato. From Ignacio Transit Center, it would serve Ignacio Blvd, Indian Valley College (IVC), Sunset Blvd., Rowland Blvd., Vintage Oaks, Sutter Novato Medical Center, and South Novato Blvd. to downtown Novato and San Marin. This route will provide additional evening service to many areas in Novato but will be limited to weekday only service. On weekends, Route 52 will modify its routing to serve Vintage Oaks. Service details are shown in Table 10. Until small buses are available, it will be operated by a large bus.

TABLE 10 ROUTE 51 DRAFT SERVICE DETAILS										
	Frequency (mins)		First Bus (AM)				Last Bus (PM)			
	Peak	Base	Northbound		Southbound		Northbound		Southbound	
			Ignacio	SM	SM	Ignacio	Ignacio	SM	SM	Ignacio
Weekday	60	60	6:58	7:46	7:58	8:46	7:11	8:03	8:11	9:03

Route 52 Novato Service from Alameda del Prado (AdP) to Redwood and Grant (R&G)

This new small bus route is designed to make a direct trip between the Ignacio area and the transfer point at Redwood and Grant every 30 minutes. The route will extend slightly northward to Olive Street where it will be able to serve demand from a new grocery store (Trader Joe’s). To the south, it will be extended via Alameda del Prado and Nave Drive to turn the bus around and provide service to a portion of the former Route 59. On weekends, the routing of Route 52 will change to extend to Vintage Oaks, preserving the service to this destination when the Line 51 does not operate. Service details are shown in Table 11. Until small buses are available, it will be operated by a large bus.

TABLE 11 ROUTE 52 DRAFT SERVICE DETAILS										
	Frequency (mins)		First Bus (AM)				Last Bus (PM)			
	Peak	Base	Northbound		Southbound		Northbound		Southbound	
			AdP	R&G	R&G	AdP	AdP	R&G	R&G	AdP
Weekday	30	30	6:07	6:27	6:17	6:37	7:45	8:05	7:25	7:45
Saturday	60	60	7:52	8:20	7:35	8:03	7:52	8:20	8:35	9:03
Sunday	60	60	7:52	8:20	8:35	9:03	7:52	8:20	7:35	8:03

Route 71 Highway 101 Corridor Service

This route will continue to provide supplemental corridor service to Golden Gate Transit buses within Marin County when demand for service on the corridor is at its highest. This will include ten southbound buses and eight northbound buses.

4.0 Supplemental School Services

The following details changes to existing MCTD operated supplemental school services that will be implemented at the start of the 2006/2007 school year. Supplemental school service is not exclusive school transportation, but additional fixed route service that is designed to provide additional capacity when needed. Figure 1 shows the fixed bus routes including supplemental school services. MCTD adjusted many of its supplemental school routes in Fall 2005 to address new service standards, and these will remain unchanged. MCTD will continue to add or remove school service when new trips are needed based on the following standards.

- MCTD will attempt to provide transit service to public and private middle and high schools in Marin County, where adequate service is defined as a route within ¼ mile of the school, operating within 20 minutes of the bell time.
- Any extra service added to supplement fixed route service must carry a minimum of 20 passengers per trip.

To facilitate ongoing coordination between MCTD and Schools, MCTD will be starting a joint transit-school committee to meet four times during the year. Meetings before each semester will focus on coordinating school bell and transit times. It will continue to be the responsibility of the Schools to notify MCTD is school bell times changes.

MCTD School Routes Operating for School Year 2006/2007

Route 107 Sausalito/St Hilary's School - The routing and schedule will be modified slightly to better serve students from Mill Valley and Tiburon attending the Reed School.

Route 113 Corte Madera/Redwood High School – There are no new changes scheduled for this route.

Route 115 Tiburon/Redwood High School - There are no new changes scheduled for this route.

Route 117 Corte Madera/Neil Cummins School/Hall Middle School – There are no new changes scheduled for this route.

Route 123 San Anselmo/White Hill School - There are no new changes scheduled for this route.

Route 125 Lagunitas /Drake High School - An additional morning trip will be added to serve students going to Lagunitas and San Geronimo Schools from the San Anselmo Transit Center.

Route 126 San Rafael /Brookside Schools - There are no new changes scheduled for this route.

Route 127 Sleepy Hollow/White Hill School - There are no new changes scheduled for this route.

Route 139 Lucas Valley/Terra Linda High School – The routing will be changed slightly to better serve schools to the west of the Northgate Mall area (Terra Linda High School, St. Marks School, and St. Isabella School) and better serve the Terra Linda neighborhood.

Route 143 Sausalito/Tam High School– New morning service will be added in both directions to serve students at Tam High School, and Mill Valley Middle School. The southbound bus will depart from Strawberry and end at the high school. The northbound bus will travel north from the Ft. Baker area, drop students at the high school, then deadhead to Strawberry to provide a southbound trip to the Mill Valley Middle School, and then a northbound trip to the middle school.

Route 151 Novato/San Marin High School – This route was previously the Route 153. Other than the route number change, there are no new changes scheduled for this route.

Route 155 Novato/Ignacio – This is a new route to provide better service to Hill Middle School, Marin Oaks High School, and Novato High School. This route will connect at downtown Novato and the future Ignacio Transit Center, providing superior access to these schools for students in this area. MCTD's implementation of this route is dependent on locating new stops and approval from the City of Novato.

Other Service Changes Affecting School Service

- Route 131 will be replaced with Route 233, an all-year service that will have an expanded peak period (morning and afternoon) schedule, offering new service in the afternoon, and will restore service to the San Rafael Transit Center from Santa Venetia during commute times.
- Increasing weekday frequency on Route 22 to every 30 minutes during peak periods will offer more frequent service to students in Ross Valley, more transit choices to schools along this route, and more passenger capacity. (School service to Redwood High School will not change.)
- The new Route 52 will offer service every 30 minutes on S. Novato Blvd between Ignacio and the transfer point at Redwood and Grant, providing another alternative (with, in some cases, slightly longer walking distances) to dedicated school service in the area.
- By routing Line 29 through the Canal area, it will offer direct service from the Canal area to schools along Sir Francis Drake Blvd.
- Direct all day service every 30 minutes between San Rafael and Fairfax will increase the mobility of students living along this corridor.
- Expanded peak-period schedule of Route 233 will improve school service to students living along North San Pedro Road in Santa Venetia; the midday shuttle Route 221 will do the same for students in Larkspur.
- The schedule of the Northern Route of the West Marin Stage was adjusted to better serve students from West Marin attending schools in Central Marin.

Youth Fare Implementation

In Fall 2006, a student convenience pass program will be implemented, including an annual or monthly youth pass. MCTD currently provides tickets to middle and high school students who qualify for subsidized lunch programs. When the convenience pass is implemented, MCTD will replace the tickets with a pass for students receiving subsidized lunches. The convenience pass will be available for purchase to all other students.

MCTD will continue using the \$1.00 youth fare implemented in August 2005 for any trip on any route in the local system. This will also include trips on rural and local initiative routes. Convenience tickets will continue to be available at the \$1.00 price.

5.0 Rural Service Plan

MCTD is adding 2,200 service hours to rural transit services in west Marin (including the Stage and previous Route 63). Changes to rural services will coincide with a new service contract starting in July 2006. West Marin residents have been active participants in the planning process and MCTD will be working with residents and the contract operator to finalize schedule details before implementation. With this in mind, Figure 3 is the current map of rural transit services and Table 12 shows the service parameters. Detailed information about the two routes follows but may be modified before the final implementation.

West Marin Stage Route	Approx. Annual Service Hours	Desired Vehicle Size	Days of week	Typical Span	Months
Route 61 South Route	4,800	22 passenger	Mon—Sun Mon—Sat	6:45am—7:00pm	Mar 15-Nov 15 Nov 15-Mar 15
Route 68 North Route	4,200	22 passenger	Mon—Sat	6:50am—7:30pm	All year

North Route - Route 68

The North Route will run four trips from Inverness to the San Rafael Transit Center. The service will operate Monday thru Saturday year round. This extension, combined with the addition of Saturday service, increases existing service hours from about 2,950 at present to about 4,200 per year.

MCTD is also proposing to adjust the schedule to improve service for school trips. Secondly, the schedule was also designed to make better connections to the trunk lines on the 101 corridor.

Table 12 shows a draft schedule for the North Route. The route will be extended to the San Rafael Transit Center to improve connections with local and regional transit service. Times at San Rafael Transit Center may be modified to better meet regional and local bus schedules.

Westbound	Leave San Rafael TC	Arrive Inverness	Notes
	8:22am	9:38am	Picks up students from Sir Francis Drake High School at 3:29pm, or at 6:29pm for students in after school activities
	11:22am	12:38am	
	3:07pm	4:23pm	
	6:07pm	7:23pm	
Eastbound	Leave Inverness	Arrive San Rafael TC	Notes
	6:50am	8:10am	Students arrive Sir Francis Drake High School at 7:48am
	9:50am	11:10am	
	1:35pm	2:55pm	
	4:35pm	5:55pm	

South Route- Route 61

By combining the previous Route 63-Stinson Beach with the West Marin Stage, the South Route of the West Marin Stage will operate year-round on weekends. The combined route will continue to offer the same recreational service as the previous Route 63-Stinson Beach and improve its recreational purpose by providing year-round Saturday (rather than seasonal) and seasonal Sunday recreational service not just to Stinson Beach but also to Bolinas and Audubon Canyon, when it is open. The route is scheduled to extend beyond Marin City to the Manzanita Park & Ride to improve multimodal connections.

Weekend service will access Stinson via Panoramic Highway (routing of current Route 63). Weekday service will remain on the Highway 1 alignment to provide service to Muir Beach. MCTD will be actively monitoring ridership on both of these route alignments and working with affected communities to develop a single routing for the South Route of the Stage. Current data shows low ridership along the Highway 1 routing that serves Muir Beach. Since both alignments serve communities with few other transportation options, alternatives like vanpools and other community shuttles will need to be considered in partnership with residents and other social service organizations.

In response to community interest in Stage service that operates between Pt. Reyes Station and Stinson Beach, MCTD altered the schedule of the South Route to offer this coastal service as a pilot service on a trial basis, with only a marginal increase to annual service hours. This service will allow MCTD and the community to demonstrate demand for coastal service, with minimal impact to the South Route service. The coastal service can later be evaluated against productivity standards before, if merited, investing in a new vehicle, finding new funding sources, and/or reallocating available service hours from the core Stage service. Tables 14 and 15 show the proposed weekday schedules.

Though MCTD and the community must continue to work together to define this route, MCTD is planning to operate it on Wednesdays and Fridays. Though the amount of service provided on the coast will be minimal, it is expected to provide basic mobility as well as to match expected demand. To provide this service between Bolinas and Pt Reyes Station and still maintain an afternoon trip from Bolinas for students participating in after school sports in Mill Valley, there will be no early morning trip on Wednesdays and Fridays. Ridership counts are low on this trip and many riders are students that may be able to take existing school service on these days.

Separate weekend schedules reflect the different weekend demand that is mainly recreational visitors to West Marin. Table 16 shows the proposed weekend schedule.

TABLE 14 SOUTH ROUTE - MONDAY, TUESDAY, THURSDAY,			
Westbound	Leave Marin City	Arrive Bolinas	Notes
	8:28am	9:31 am	Afternoon bus is 24 minutes after school bus. Picks students with after school activities up at TAM High School at 6:35 pm
	10:56am	11:59am	
	3:59 pm	5:02 pm	
	6:25pm	7:28 pm	
Eastbound	Leave Bolinas	Arrive Marin City	Notes
	7:15 am	8:18 am	Morning trip is 15 minutes after the school bus. Mid afternoon trip takes students from Bolinas to after school sports programs in Marin City.
	9:43 am	10:46am	
	2:46 pm	3:49 pm	
	5:12 pm	6:15 pm	

TABLE 15 REVISED SOUTH ROUTE - WEDNESDAY AND FRIDAY					
Westbound	Leave Marin City	Arrive Bolinas	Leave Bolinas	Arrive Pt. Reyes	Notes
	--	--	9:23 am	10:00 am	Eliminates morning trip to create extension to Pt Reyes Station and retain 2:46 pm eastbound trip for students to participate in sports programs in Mill Valley.
	12:01 pm	12:34 pm	12:44 pm	1:22 pm	
	3:59 pm	5:02 pm	--	--	
	6:25 pm	7:38 pm	--	--	
Eastbound	Leave Pt. Reyes	Arrive Bolinas	Leave Bolinas	Arrive Marin City	Notes
	10:05 am	10:43 am	10:48 am	11:51 am	
	1:27 pm	2:05 pm	2:46 pm	3:49 pm	
	--	--	5:12 pm	6:15 pm	

REVISED TABLE 16 SOUTH ROUTE - SATURDAY, AND SUNDAY			
Westbound	Leave Marin City	Arrive Bolinas	Notes
	8:38 am	9:41 am	
	10:56am	11:59am	
	1:25 pm	2:28 pm	
	5:26 pm	6:29 pm	
Eastbound	Leave Bolinas	Arrive Marin City	Notes
	9:51 am	10:54am	Weekend schedules are adjusted to serve recreational activities in West Marin.
	12:12 pm	1:15 pm	
	4:10 pm	5:13 pm	
	6:39 pm	7:42 pm	

Vehicle Capacity

MCTD is applying for grant funding for larger vehicles to use on the West Marin Stage, but it will take about 12 months to acquire new vehicles. Currently, the Stage service uses 13-passenger vehicles. There are already pass-ups noted on the rural system, particularly when school begins, or when there is a new semester. With a service that operates only 4 trips per day, and with the long trip lengths required, it is imperative that there be adequate capacity on every trip to handle all passengers waiting at every stop.

To better meet current demand as well as the ridership growth anticipated from service improvements, MCTD will acquire 22-passenger vehicles and a 30 foot bus to replace the current 13-passenger vehicles as soon as possible. Until new vehicles are available, MCTD will continue to operate its current vehicles for the weekday service. For weekend service on the South Route a larger vehicle will be needed immediately. MCTD expects lease this vehicle or use a vehicle provided through the contract operator.

Consistent Rural Fare Structure

It is proposed that the fare structure on all rural transit services will increase to be consistent with the rest of MCTD’s service. Charging \$2.00 per ride (and offering the same discounts for youth, disabled, and senior riders) on the West Marin Stage will also help the MCTD recover more of the cost of operating these low productivity services.

6.0 Local Initiative Service and Peak Period Community Shuttles

Local Initiative Service and peak period Community Shuttles are included in the same section because they will have a common contract operator. Contingent on a contract, these services are scheduled to be phased in starting in September 2006.

Route 221 Twin Cities Shuttle

This new local shuttle Route 221 will replace the existing Route 21 and provide year round 30-minute midday service . The route would be a one-way loop through the Larkspur area, going from the Village at Corte Madera, and using Tamalpais Drive, Doherty Drive , and Tamal Vista Blvd. The actual schedule and routing is being created in partnership with the City of Larkspur and the Town of Corte Madera. This route is a candidate for expansion into all-day local partnership route with support from Larkspur and Corte Madera.

Route 233: Santa Venetia

Route 233 will be a small bus year-round shuttle between Santa Venetia and the San Rafael Transit Center. The route restores year-round service to this neighborhood by combining school and non-school demand.

Additional Local Initiative Service Routes

There is limited additional funding for local partnership routes in the 2006/2007 fiscal year. Some of this funding may be used for the Shuttle Route 347 that may be a partnership route with County Health and Human Services. MCTD expects to have a call for projects in late 2006 or the first quarter of 2007.

7.0 Coverage Deleted by the Proposed Service Plan

Most of the improvements provided in the proposed service plan are the result of restructuring current routes and services. While the goal was to retain service to all areas that currently have service, these service improvements cannot be made without eliminating the least productive services in the system.

The following is a list of current coverage that will be eliminated or significantly reduced as a result of this plan.

- **Bel Marin Keys service** – The service plan eliminates service traveling into the Bel Marin Keys neighborhood, concentrating service on the arterial streets. Virtually all ridership in Bel Marin Keys was recorded at the last stop at Galli and Digital. About 35 riders per day board or alight there. Analyzing the surveys of passengers recorded at that spot, it appears that many of the riders are actually middle school students who take the southbound route to the end, get off and then reboard, where they were counted again. Improved school service will eliminate the need to do this out of direction travel. Virtually no passengers boarded or alighted inside Bel Marin Keys during commute hours, reinforcing the information from surveys.
- **Miller Creek Road in Marinwood** – The Miller Creek Road segment of the 57/59 will be eliminated as part of this plan. Less than five riders per day board or alight at these stops. These riders will be able to walk from the proposed Route 49, at the 101 pad stop, or south to the new Route 347 on Lucas Valley Road. Since new housing is proposed for this area, MCTD will look at adding service in the next update of the Short Range Transit Plan.
- **Los Ranchitos Road in San Rafael** – This segment of the circuitous 57/59 is also proposed for elimination. Though there is a significant stop activity on this short segment (combined about 100 boardings and alightings per day) all of the riders that board and alight on this segment will be walking distance from more frequent service on the proposed routes 47 and 45 at the Northgate Mall.