

Monthly Monitoring Report for January 2008

The Monthly Monitoring Report is one method that Marin Transit staff use to track and evaluate route and service performance. Service planning decisions are based on a combination of service planning goals and performance criteria, including those based on the transit performance measures under Measure A.

On September 9, 2007 the major service changes in 2006 had been in place for a year. As specified in the Short Range Transit Plan, Marin Transit did not make any significant service changes until at least one year of service. While no major changes are planned at this time, Marin Transit is evaluating some of the route options and discussing larger changes that would be implemented over time. Smaller-scale changes to improve connections, adjust supplemental school routes, fill identified gaps, or fix missed connections are made on a quarterly schedule that matches Golden Gate Transit's driver sign-ups.

In January 2008, Marin Transit carried 248,437 riders on fixed-route transit. This is 15,997 fewer trips than January 2007. This represents a productivity loss on the local routes operated by Golden Gate Transit and passenger losses on routes serving the Canal area of San Rafael accounted for 70% of the decline. January is typically a low transit ridership month and may not represent a general trend. Both the Shuttle service and West Marin Stagecoach service were more productive in January 2008 than in January 2007.

Routes Performing Well or Improving

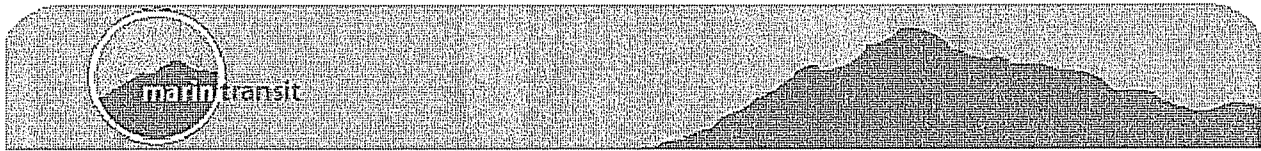
- Route 17 (San Rafael to Mill Valley) continues to perform well and carried 25 passengers per hour compared to 23.7 passengers per hour in January 2007.
- Route 233 (Santa Venetia to San Rafael) ridership improved relative to January 2007.

Underperforming Routes

- While not underperforming by any measure, Route 35 (San Rafael Transit Center to Canal) ridership was 6,041 passengers lower than January 2007 and makes up almost 50% of the system losses between January 2007 and 2008.
- Route 221 Twin Cities Shuttle continues to carry less than 3 passengers per hour
- Route 62 the Coastal Route of the Stage carried less than 2 passengers per hour

Local Service Operated by Golden Gate Transit

In January, Marin Transit carried 242,437 patrons on local transit service operated by Golden Gate Transit (GGT). The productivity of 25.3 passengers per service hour is lower than the productivity of 27.7 passengers per service hour for the same month in the prior year. Marin Transit carried around 17,497 (7%) fewer passengers and provided 235 (2.5%) more service hours than in December 2006. By comparison, Golden Gate Transit's regional services experienced a ridership decrease of 0.2% and a 0.1% increase in total hours for the same period.



Community Shuttles

The Community Shuttles carried 5.4 passengers per hour in January 2008 compared to 4.6 passengers per hour in January 2007. The Route 233 Santa Venetia shuttle continues to exceed the shuttle productivity goal with 9.9 passengers per hour.

The Twin Cities Shuttle Route 221 productivity was 2.6 passengers per hour. The route and schedule will be changed on Monday, March 10, 2008 to serve Marin General, Bon Air and limited trips to the Larkspur Ferry terminal.

Ridership on the Marinwood/Terra Linda Shuttle Route 259 declined in January which is likely due to the weather.

West Marin Stagecoach

The Stage carried 2,988 passengers in January 2008. The Stage was more productive this month as compared to January 2007, carrying 4.0 passengers per hour compared to 3.6.

Both the North Route 68 and South Route 61 experienced some seasonal ridership declines in January. On March 9, 2008, new Sunday service will start on the North Route and additional seasonal weekend service will start on the South Route.

The new Coastal Route 62, which began on April 1, 2007, continues to have weak productivity – with 1.5 passengers per hour.

Supplemental School Routes

Marin Transit is reviewing all school trips to look for improvements for the 2008/09 school year. Certain trips on the Route 143 to Tam High School are not meeting their productivity targets and may be duplicating Route 17 service. Some Route 125 trips serving Lagunitas School have also been consistently performing below acceptable productivity standards and are being reviewed for possible changes in the 08/09 schedule.

Paratransit and EZ Rider

Local paratransit met the productivity goal of two passengers per hour. Non-mandated denials have dropped significantly since Whistlestop Wheels began a Taxi Overflow program in November 2006.

EZ Rider's productivity was 2.0 passengers per hour in January.