



Monthly Monitoring Report for February 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 February 2008, Marin Transit carried 260,347 riders on fixed-route transit. This is 23,175 more trips than February 2007. The increase is from both an increase in service hours on all services and an increase in productivity. The strong ridership in February may indicate that the lower ridership in January was mostly attributable to the rainy weather and seasonal employment.

Routes Performing Well or Improving

- Route 17 (San Rafael to Mill Valley) continues to perform well and carried 26.5 passengers per hour compared to 23.4 passengers per hour in February 2007.
- Route 68 (Stagecoach North Route) carried 5.7 passengers per hour compared to 4.4 passengers in February 2007.
- Route 233 (Santa Venetia to San Rafael) carried 11.0 passengers per hour compared to 9.3 passengers per hour in February 2007.

Underperforming Routes

- Route 51 (Novato Local) carried 11.8 passengers per hour compared to 13.0 passenger per hour in February 2007.
- 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 February, Marin Transit carried 253,902 patrons on local transit service operated by Golden Gate Transit (GGT). The productivity of 28.1 passengers per service hour is higher than the productivity of 27.8 passengers per service hour for the same month in the prior year. Marin Transit carried around 20,935 (9%) more passengers and provided 676 (8.1%) more service hours than in February 2007. By comparison, Golden Gate Transit's regional services experienced a ridership increase of 11.5% and a 5.8% increase in total hours for the same period.



Community Shuttles

The Community Shuttles carried 3,091 passengers and had a productivity of 6.2 passengers per hour in February 2008 compared to 4.9 passengers per hour in February 2007. The Route 233 Santa Venetia shuttle continues to exceed the shuttle productivity goal with 11.0 passengers per hour.

The Twin Cities Shuttle Route 221 productivity was 3.3 passengers per hour. The route and schedule was changed on Monday, March 10, 2008 to serve Marin General, Bon Air and provide limited trips to the Larkspur Ferry terminal.

Ridership on the Marinwood/Terra Linda Shuttle Route 259 was 3.6 passengers per hour compared to 2.8 passengers per hour in February 2007.

West Marin Stagecoach

The Stage carried 3,354 passengers in February 2008. The Stage was more productive this month as compared to February 2007, carrying 4.6 passengers per hour compared to 3.8 passengers per hour last year.

Both the South and North Routes had strong ridership for winter months carrying 4.3 and 5.7 passengers per hour, respectively. 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 Coastal Route 62, which began on April 1, 2007, continues to have weak productivity – with 2.1 passengers per hour.

Supplemental School Routes

Marin Transit reviewed 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 and will be canceled in the 08/09 schedule. Some Route 125 trips serving Lagunitas School have also been consistently performing below acceptable productivity standards and are being canceled 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 February.