



Monthly Monitoring Report for November 2007

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 November 2007, Marin Transit carried 281,654 riders on fixed-route transit. This is 11,243 more trips than November 2006. While the number of hours Marin Transit provided has increased slightly this also represents a slight increase in productivity.

Routes Performing Well or Improving

- Route 71 improved productivity since last month as new weekend trips added in the Fall have gained ridership
- Route 45 has increased productivity from 24.9 in November 2006 to 28.7 passengers per hour
- Route 17 has increased productivity from 23.4 in November 2006 to 25.2 passengers per hour

Underperforming Routes

- Route 19 in Tiburon continues to average around 12 passengers per hour
- Route 221 Twin Cities Shuttle continues to carry around 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 November, Marin Transit carried 274,711 patrons on local transit service operated by Golden Gate Transit (GGT). The productivity of 29.1 passengers per service hour is slightly higher than the productivity of 28.6 passengers per service hour for the same month in the prior year. Marin Transit carried around 9,154 (3.3%) more passengers and provided 165 (2.0%) more service hours than in November 2006. By comparison, Golden Gate Transit's regional services experienced a ridership increase of 3.6% and a 2.5% increase in total hours for the same period.

Community Shuttles

Since the start of the Community Shuttles in September 2006, shuttle productivity has increased from 4.9 passengers per hour to 6.1 passengers per hour. Even with the addition of two



additional midday hours on the Route 233, the productivity of Route 233 exceeded ten passengers per hour.

The Twin Cities Shuttle Route 221 productivity was 3.5 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.

The Marinwood/Terra Linda Shuttle Route 259 ridership is maintaining ridership after steady improvements.

West Marin Stagecoach

The overall productivity of the Stagecoach continues to rise. The Stage carried 3,753 passengers in November. This is a 62% ridership increase from the November 2006 (2,318 passengers) with only a 29% increase in hours.

Both the North Route 68 and South Route 61 exceeded the rural productivity goals of 4.0 passengers per hour in November. The North Route carried a record 6.7 passenger per hour and the South Route increased productivity to 4.9 passengers per hour. 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 1.7 passengers per hour.

Supplemental School Routes

Marin Transit is reviewing all school trips to look for improvements for the 2008/09 school year. Route 143 to Tam High School is not meeting its productivity targets and may be duplicating Route 17 service. 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. Route 113 fell below the 20 passenger per trip level mostly because there are two buses operating to avoid overloads on the smaller vehicle needed to serve Paradise Cay.

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 2.1 passengers per hour in November.