



Monthly Monitoring Report for December 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 December 2007, Marin Transit carried 252,987 riders on fixed-route transit. This is 3,294 fewer trips than December 2006. This represents a small productivity loss on the local routes operated by Golden Gate Transit. Since December includes many school and work holidays it is typically not a representative month for evaluating individual route trends.

Routes Performing Well or Improving

- Route 259 was the only route in the system to have improved productivity between November and December 2007.

Underperforming Routes

- Route 51 dipped to 10.7 passengers per hour to become the poorest performing local bus route operated by Golden Gate Transit.
- 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 December, Marin Transit carried 246,952 patrons on local transit service operated by Golden Gate Transit (GGT). The productivity of 26.3 passengers per service hour is lower than the productivity of 27.6 passengers per service hour for the same month in the prior year. Marin Transit carried around 4,777 (1.9%) fewer passengers and provided 242 (2.6%) more service hours than in December 2006. By comparison, Golden Gate Transit's regional services experienced a ridership increase of 0.3% and a 1.2% 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 5.8 passengers per hour. The Route 233 Santa Venetia shuttle had slightly higher December 2007 productivity than December 2006 even with the addition of two midday hours.



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 was the only Marin Transit route to have higher productivity in December than November, carrying 4.2 passengers per hour.

West Marin Stagecoach

The overall productivity of the Stagecoach continues to rise. The Stage carried 3,141 passengers in December. This is a 50% ridership increase from the December 2006 (2,098 passengers) with only a 30% increase in hours.

Both the North Route 68 and South Route 61 experienced some seasonal ridership declines in December. 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 certain trips 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. 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 1.8 passengers per hour in December.