

Monthly Monitoring Report for March 2007

The Monthly Monitoring Report is one method that MCTD staff uses 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.

As specified in the Short Range Transit Plan, MCTD is not planning to make any significant service changes until at least September 2007. 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.

Routes Performing Well or Improving

- The West Marin Stagecoach exceeded the rural productivity goals in March
- The Route 52 improved by 2 passengers per hour to 15 passengers per hour
- Route 233 Santa Venetia Shuttle exceeded 10 passengers per hour
- Route 49 improved by 1 passenger per hour to 17.5 passenger per hour

Underperforming Routes

- Route 19 in Tiburon continues to average about 11 passengers per hour
- Route 51 in Novato continues to average around 13 passengers per hour
- Route 221 Twin Cities Shuttle continue to average around 4.0 passenger per hour
- Route 259 Marinwood/Terra Linda Shuttle maintained recently increased productivity of 2.8 passengers per hour.
- Supplemental School Route 151 in Novato continues to be the poorest performing school route with 9.8 passengers per trip. MCTD is proposing to discontinue this route in fall 2007.

Local Service Operated by Golden Gate Transit

In March, MCTD carried 274,240 patrons on local transit service operated by Golden Gate Transit (GGT). The productivity of 26.9 passengers per service hour exceeded both the productivity in February and the average productivity since the new service plan took effect in September 2006. This increase is due mostly to seasonal variations. MCTD carried 69,389 more passengers and provided 2,780 more service hours than March 2006. This is mostly due to the transitional route MCTD took over in May 2006.

The productivity of Route 52, which was extended from Novato to San Rafael in December 2006, improved by almost two passengers per hour to 15 passengers per hour. MCTD will be including an ad in the June transit guide explaining Novato connections and will be working with Golden Gate Transit to improve connections to this route.

Connections between the Route 23 and Route 22 in San Anselmo continue to cause problems for passengers. Traffic and tight running times on the Route 23 make connections difficult. MCTD has been working with Golden Gate Transit to fix this issue by holding buses and changing how the routes are scheduled in the June 2007 schedule changes.

Routes 71 (Hwy 101 from Novato to Marin City) and Routes 36 (Canal to Marin City) continue to be highly productive routes, but have been showing some declines due to a few less productive trips and a possible shift of riders from the Route 36 to the Route 17. One poorly performing Route 36 on Saturdays will be canceled in the June schedule change. Riders can make the same trip on a Golden Gate Transit Route 80 five minutes later.

Community Shuttles

The Twin Cities Shuttle Route 221 made minor productivity gains in March but continues to struggle since the locally sponsored free fare program ended in December 2006. The majority of riders are students traveling home after school. MCTD will be working with the local jurisdiction on marketing options for the summer months.

The Santa Venetia Shuttle Route 233 continues to meet the shuttle's productivity goal of seven passengers per hour. MCTD expects to add two hours of midday service in September 2007 in response to passengers request for more midday service.

The Marinwood/Terra Linda Shuttle Route 259 ridership was stable at 2.8 passengers per hour but MCTD continues to receive positive feedback on this service through comment cards and two public meetings held in April. The ridership is still very low but the route is successfully attracting seniors and persons with disabilities. Combined, these two populations comprise 36% of the ridership on Route 259. A recent online survey for the Route 259 received over 200 responses. Based on these responses and two public meetings, MCTD will maintain the service unchanged, while focusing on increasing marketing and working to establish a couple of new stops.

West Marin Stagecoach

Both the North Route 68 and South Route 61 met the rural productivity goals of 4.0 passengers per hour in March. Warmer weather has been increasing weekend ridership. This was the last month of service before the schedule changes April 1 that include the new Coastal Route. MCTD expects strong weekend ridership during the spring and summer months to continue to increase the West Marin Stagecoach ridership.

MCTD continues to work on increased marketing for the West Marin Stagecoach. Schedule holders have been placed at all stops, and the schedules will be included in the June Golden Gate Transit Guide.

Supplemental School Routes

School Routes were relatively weak in February. This is likely due to vacation schedules.

Route 151, providing supplemental school service on South Novato Blvd, duplicates service already provided by the Routes 51 and 52. Staff is recommending that the route be eliminated either in the June or September schedule changes.

Route 125, providing supplemental school service to Lagunitas School and Drake High School, slipped below 20 passengers per trip. MCTD has requested more detailed ridership counts on this route.

Paratransit and EZ Rider

Both paratransit and EZ Rider continue to exceed their productivity goals of two passengers per hour.