

SHORT-RANGE TRANSIT PLAN FY 2016/17 – FY 2025/26



Golden Gate Bridge, Highway and Transportation District
February 2017

SRTP Purpose

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- Serves as “blueprint” for future transit development
 - Covers 10-year planning horizon
- Assesses overall “health” of current transit service
 - Includes 3-year retrospective
- Opportunity to fine-tune goals and objectives of District’s transit service
- Satisfies Metropolitan Transportation Commission (MTC) requirements

SRTP Process

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- MTC requires large Bay Area transit operators to prepare new SRTP every 2 years
- Performance measures are evaluated using established standards
- Standards are reviewed and updated if necessary based on long-term trends and industry practice
- Existing transit service is compared to programs and projects to ensure consistency and compliance
- Recommendations are made so transit service can meet standards and requirements of programs and projects

Key Findings

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- Bus ridership is declining over time
- Ferry ridership is holding steady
- Bus on-time performance struggles to meet standard
- Commuters using transit from North Bay to SF is slowly declining
- Paratransit service is becoming more efficient
- System-wide operating cost per passenger mile is on track to meet MTC's TSP requirement
- Transit service is in compliance with Title VI and other requirements

Recent/Planned Service Changes

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- Implement new Tiburon Ferry service
- Modify service levels to accommodate SMART
 - Route 31 – San Rafael Transit Center to Larkspur Ferry Terminal
- Modify Route 27 alignment
 - Serve additional bus pads on midday trips
 - Extend all trips to Caltrain
- Enhance Route 40X service levels

Potential Future Service Changes

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- Expand Larkspur Ferry service
- Modify service levels to reflect SMART
 - Analysis after 6 months of full-fare operation
- Modify Route 27 – terminate midday trips in San Anselmo
- Consider new “recreational” bus service on weekends
- Enhance Route 101 service levels
- Replace Route 44 with enhanced service on Routes 27, 38 & 58
- Modify Route 4, merge Routes 92 & 93 into new Route 94

Conclusions

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- Transit operations must overcome challenges
 - ▣ Expanding ferry service can address capacity, mode share issues
 - ▣ Changing bus routes can help improve productivity
 - ▣ Fare increases necessary to maintain adequate funding
- External factors influence transit service design
 - ▣ Construction and congestion reign for now
 - ▣ SMART, Van Ness BRT, etc. are coming online over the next few years
 - ▣ Travel behavior changes over time, and the District must stay relevant
- What does the future hold? Only 2 years until the next SRTP!