

Weekday Service Changes May 4, 2022



Background

- Pre-COVID, SMART was running **38 trips** per weekday and 10 trips on weekend days.
- March 2020: reduced service to **16 trips** per day weekday; weekends annulled.
- May 2021: increased to **26 trips** per weekday and restored Saturday service.
- May 2022: restored Sunday Service
- June 12, 2022: increase weekday service by 10 trips, resulting in **36 trips** per weekday.

How does SMART prioritize service changes?

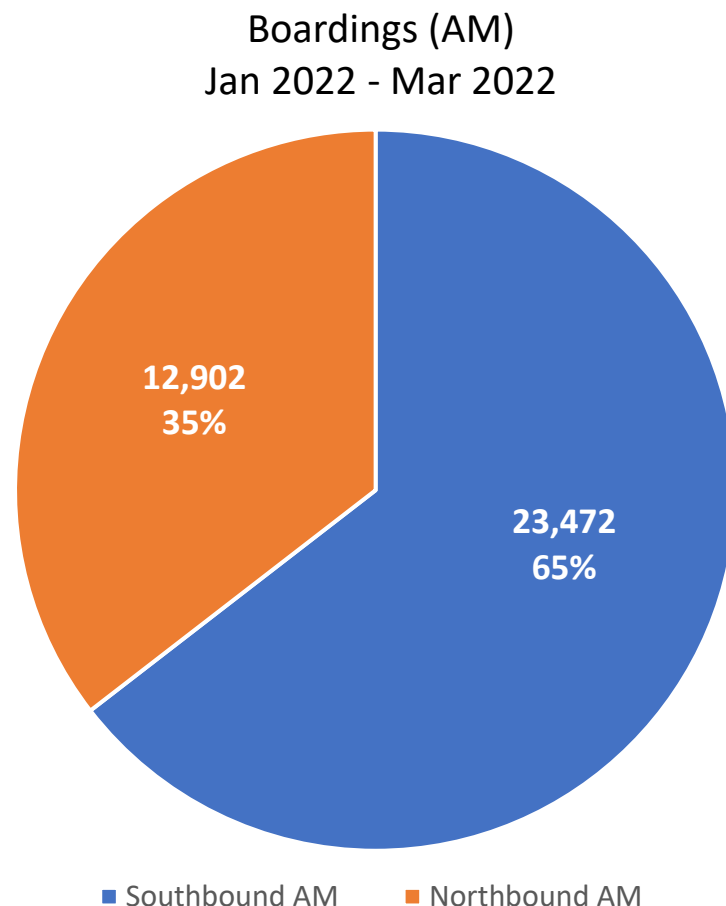
Review:

- SMART boardings
- North Bay travel patterns
- Public input
- SMART transfer data
- Partner transit agency service frequencies



Travel Patterns and SMART Boardings

- 95% of all transportation trips both start and end within Sonoma and Marin Counties (pre-COVID data).
- SMART A.M. Boardings:
 - 65% Southbound
 - 35% Northbound
- Transfers only represent 8% of all boardings (FY22)



North Bay Travel Patterns

- Traffic levels on Hwy 101 have nearly recovered to pre-pandemic levels (over 90% for northbound and southbound).
- Almost half (45%) of Sonoma County VMT is being generated by inter-county trips (10% of total trips).
- This “suggests a more effective way to reduce VMT may be to focus on shifting intra-county trips to active modes of travel and to focus transit and efficiency improvements on longer inter-county travel.”
 - *SCTA Sonoma County Travel Behavior Study (Feb 2020)*

Public Input

Staff has received input through the listening sessions, emails and comments from the public, and the recent online survey:

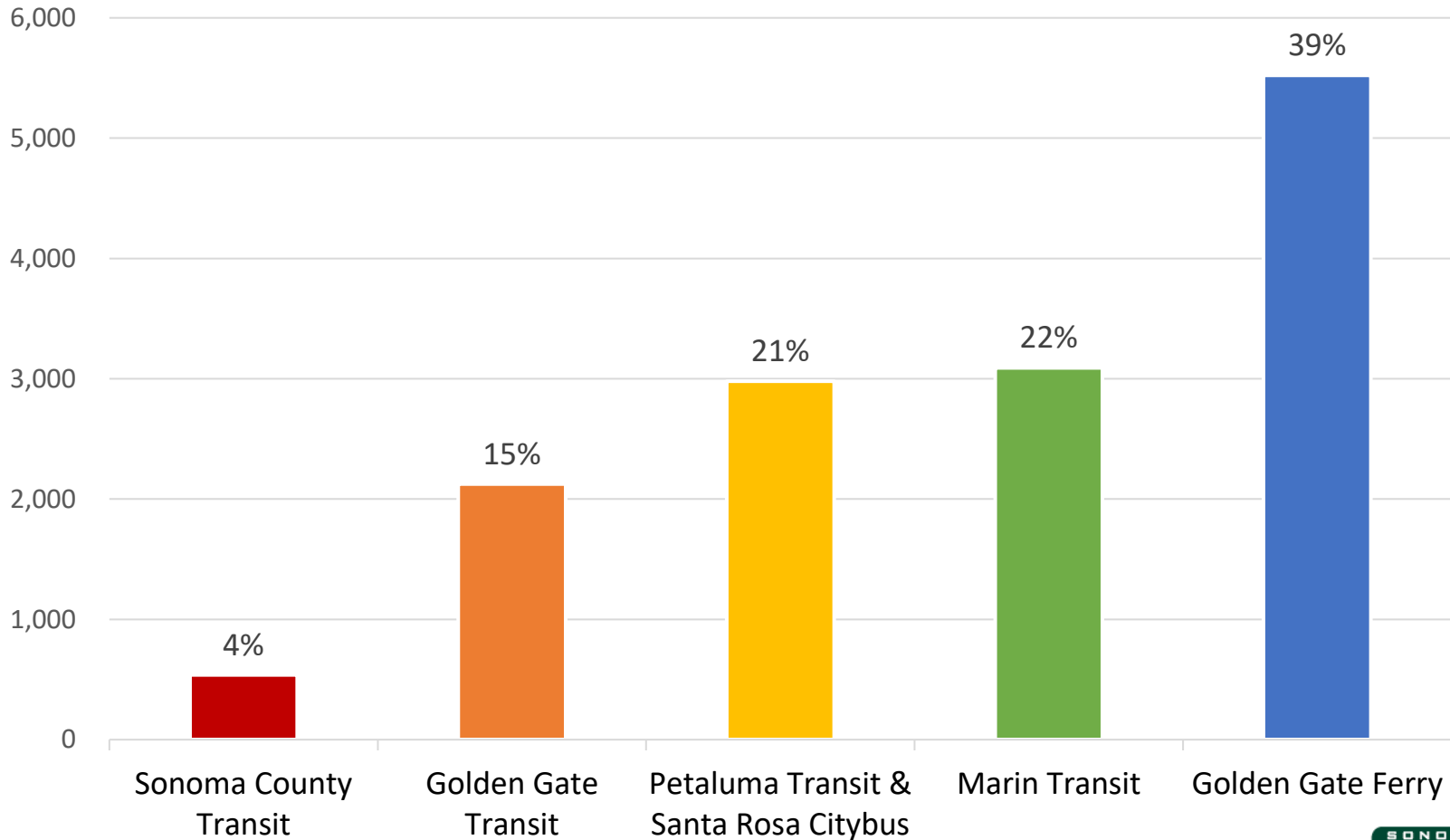
- **Trip Purpose:** 45% Commute, 43% Recreation
- **Obstacle to riding the train:** Train Schedule (52%)
- **Priority Service Times:** *all choices were popular*; three most selected choices were: more frequent service on weekends (47%), commute hours (34%), and late evenings (33%).
- **Transfers:** Golden Gate Ferry (48%), Golden Gate Bus (29%)
- We received many comments on the need to improve transfer times to the Larkspur Ferry, Golden Gate buses, Petaluma Transit buses, and Sonoma County transit buses.

Transfer Considerations

- Transfer credits are only available for riders who use the Clipper card
- SMART has transfers with **six** different transit agencies and connections to **eight** agencies
- Local buses serve many destinations on their route
- For local buses, high frequency is often a more feasible approach to meeting a train than timed schedule meets
- Regional buses are more commonly timed to a rail connection



Transfers (FY22 to date)



Schedule Goals

- Frequent service = transit usability
- Serve existing intra- and inter-county travel demand, including sizable northbound “reverse commute”
- Provide reasonable connection to Larkspur Ferry (goal: 25 minutes)
- Provide connection to SF/East Bay buses (goal: 6-15 minutes)
- Provide convenient connection to local buses (goal: 5 minutes)
- Time to the “pulse” at San Rafael



Schedule Constraints

- With a **single-track system**, SMART scheduling is highly limited by the need to have the trains meet at the existing sidings.
- The resulting headway is 32 minutes, resulting in a **non-“clockface” schedule**, where each train arrives 2 minutes later than the previous one.
- This pattern makes it challenging to have **consistent** transfer times with clockface schedules run by other agencies.
- Meeting **multiple** bus agency services and **infrequency** of local bus service trips creates challenging scheduling environment.



Weekday Service Changes - 36 Trips

Service Additions

- Adding **three round trips** in the morning, leaving Sonoma County Airport at 4:39am, 6:38am and 7:42am
- Adding **two round trips** in the afternoon, leaving Sonoma County Airport at 2:53pm and 6:05pm

Service Adjustments

- Moving the entire northbound schedule back 2 minutes to account for San Rafael gate timing improvements
- Restoring the pre-COVID 4:30am train as a 4:39am to better connect with the 6:35am ferry
- Moving the 8:13pm NB departure to 8:06pm to improve the ferry transfer time
- Moving the 10:30am NB train to 10:47am to improve the ferry transfer time.



Improved Connections

The new schedule improves or creates the following connections:

- 6:00am Southbound Golden Gate Routes 130, 132
- 6:35am Southbound Larkspur Ferry
- 7:50am Northbound Larkspur ferry
- 8:00am Southbound Golden Gate Routes 130, 132, 580
- 8:45am Northbound Larkspur ferry
- 9:00am Southbound Golden Gate Routes 130
- 10:20am Northbound Larkspur ferry
- 4:15pm Southbound Golden Gate Route 101
- 4:25/30pm Northbound Golden Gate Routes 130, 132
- 4:35pm Southbound Larkspur ferry
- 7:30pm Eastbound Route 580
- 7:30pm Northbound Larkspur Golden Gate Ferry

Next Steps

- Weekday service increase planned for **Monday, June 13, 2022**
 - Coordinate with our partners to update their materials
 - Update platform, paper, and online schedules
 - Carry out public information campaign to spread the news about this 38% increase in weekday service
- Ongoing Review and Improvement
 - Monitor ridership on new trips
 - Continue to work with bus and ferry partners to integrate schedule changes
 - Work with all local bus partners to focus on connection times to key destinations and improve resources to operate services
 - Explore first-last mile solutions that improve access to the train
 - Partner with Caltrans to develop service planning, utilizing tools developed for the State Rail Plan



Questions?

Connect with us:

www.SonomaMarinTrain.org



Customer Service:

CustomerService@SonomaMarinTrain.org

(707) 794- 3330

