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**
  o Coordinate with our partners to update their materials
  o Update platform, paper, and online schedules
  o Carry out public information campaign to spread the news about this 38% increase in weekday service

• Ongoing Review and Improvement
  o Monitor ridership on new trips
  o Continue to work with bus and ferry partners to integrate schedule changes
  o Work with all local bus partners to focus on connection times to key destinations and improve resources to operate services
  o Explore first-last mile solutions that improve access to the train
  o Partner with Caltrans to develop service planning, utilizing tools developed for the State Rail Plan
Questions?