SLO Transit Public Meeting

Short Range Transit Plan
Suggested Route Changes

Presented By Gamaliel Anguiano, Transit Manager
What is an SRTP:

- Study conducted approximately every 5 years
- Complete evaluation of a transit system
  - Operations
  - Finances
  - Capital
  - Customer Perceptions
- Opportunity for changes and improvements
  - Largely driven by data
  - But also with public participation
  - Also the basis for several grant applications
Background:

- Last SRTP done in 2009
  - “Great Recession” severely impacted ability and need to carry out recommendations

- Thanks to a State grant, the regions first ever Joint SRTP done in conjunction with RTA for multi-system continuity

- RFP carried out and awarded to LSC Inc.
SRTP Process:

- Analysis of current system – Working Paper #1
- Goals & Objectives – Working Paper #2
- System Peer Analysis, Part B – Working Paper #4
- Route Changes, Part A – Working Paper #4
- Joint Coordination – Working Paper #7
Highlights of Working Paper #3

- 98.0% of runs were on time
- 90% of population within ¼ mile of bus route
- Passenger-trips per revenue vehicle-hour of service have increased by an impressive 83 percent over the last 10 years, and by 16 percent over the last three years.
- Passenger-trips per revenue vehicle-mile of service have increased by 63 percent over the last ten years and 10 percent over the last three years.
- All routes have bus stops spaced appropriately to meet the mileage standard
- Routes serve the majority of major trip generators within the city
What Can be Done Better?

- Routes 4, 5 and 6 carry loads exceeding standards, though the use of the double decker bus helps to address this.
- Route 1 and the Trolley are not meeting productivity goals
- Routes 1, 2, 4 and 5 are not meeting minimum farebox return ratio goals
- SLO Transit is not meeting currently-adopted goals for frequency and for hours of operation
Highlights of Working Paper #3

- When asked to rate their overall experience with SLO Transit, a very large majority of riders gave either an “Excellent” response (32 percent) and an additional 62 percent gave a “Good” response. When you sum up the “Good” and the Excellent” a whopping 94% of our surveyed riders feel SLO Transit is doing Good or Excellent job.

- “On-Time” option received the relative lowest rating, it is significant to note over two-thirds of the riders rated it as “Good” or “Excellent.”

- Passengers have rated their experience using the SLO Transit services to be comfortable and efficient.

- Passengers ranked vehicle cleanliness very high.
Figure 28: Rider Opinion of SLO Transit Service on a Scale from Very Poor to Excellent
Riders were asked to respond to the question “What single most important improvement would you suggest for SLO Transit”. The largest number of comments (218) was regarding the hours or days of service. Of these, 89 were for expanded “weekend” service, 19 for expanded service on Sundays, and 5 for expanded service on Saturdays. A high number of comments (144) were also made regarding service frequency or run times. A very common request was simply for more buses, to address overcrowding problems at the beginning and end of the academic day on weekdays.
How to Decide What Needs Changes

- Basically:
  - What's Working
  - What's Not Working
  - And What Can Be Done Better

Based on Working Papers

And of course with Public Comment
Hierarchy of Route Changes

1. **Safety**
2. **Reliability**
3. **Convenience/Accessibility**
4. **Efficiency**

*In that Order*