



# RTA and SLO Transit Short Range Transit Plans

2024 - 2031

*Public Workshop*

*June 6<sup>th</sup>, 2024*



# Agenda

- Project Overview
- Progress to Date
- Background Information
- RTA Transit Service Alternatives
- SLO Transit Alternatives Summary
- Questions and Discussion
- Next Steps



# What is a Short Range Transit Plan?

Evaluates Existing Conditions

- Population Trends
- Transit Issues
- Transit Performance

Done – Winter 2024

Develops Potential Solutions

- New and Modified Routes
- Span of Service Changes
- Alternative Modes

Now – Spring and Summer 2024

Results in a Five-Year “Business Plan”

- Service Plan
- Capital Plan
- Financial Plan

Fall 2024

# Transit Operators Overview

## SLO RTA



- Regional transit operator
- Provides important connections between communities
- Local fixed route service for Paso Robles and Five Cities
- Demand Response Service in Paso Robles, Templeton, Nipomo and Shandon
- Complementary paratransit service
- Generally hourly headways
- Annual boardings = 740,000
- Annual operating budget = \$16 million

## SLO Transit



- Transit operator for City of San Luis Obispo
- Multiple fixed routes connection neighborhoods to downtown, Cal Poly, commercial centers and the airport
- 30 – 60 minute headways
- Service between 6 AM and 11 PM
- Annual boardings = 515,000 (FY 2023)
- Annual operating budget = \$5.7 million

# Project Progress

- On-board passenger surveys (October)
- RTAC/MTC Meeting (March)
- Public Workshops (June)
- Working Papers:

Overview of Transit System

Goals, Objectives, and Standards

Survey Summary

**Service Alternatives** ←

We are Here

Operating Budget and Financial Projections

Marketing Plans

Capital Plan

Coordination between RTA and SLO Transit (including Runabout)

Draft and Final Plans (Fall 2024)

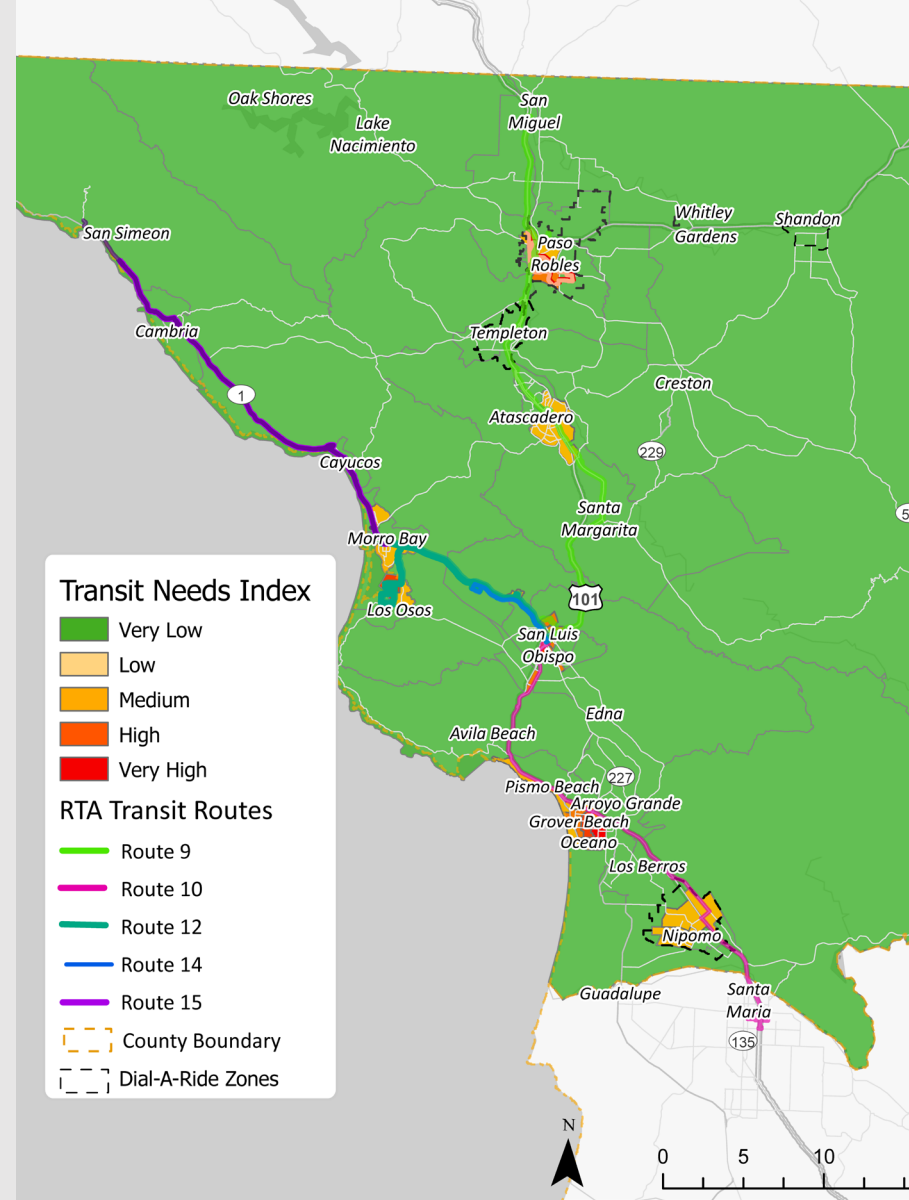


# Population and Commuting Trends

- From 2020 to 2030:
  - San Luis Obispo County population is projected to grow by 1%.
  - City Of SLO population is projected to grow by 5%.
- San Luis Obispo County senior population (75 years and older) is expected to grow by 98 percent from 2020 to 2040.
- Most San Luis Obispo County residents work in SLO County (71,000 employees/65 %).
  - Top locations : San Luis Obispo, Paso Robles, Atascadero, Arroyo Grande.
  - Top out-of-county location: Santa Maria (6,300 jobs).
- Only 22% of persons employed in the City of SLO live in the City.
  - Atascadero (1,450 workers) and Santa Maria (1,340 workers) are the top two other communities of residence for workers.

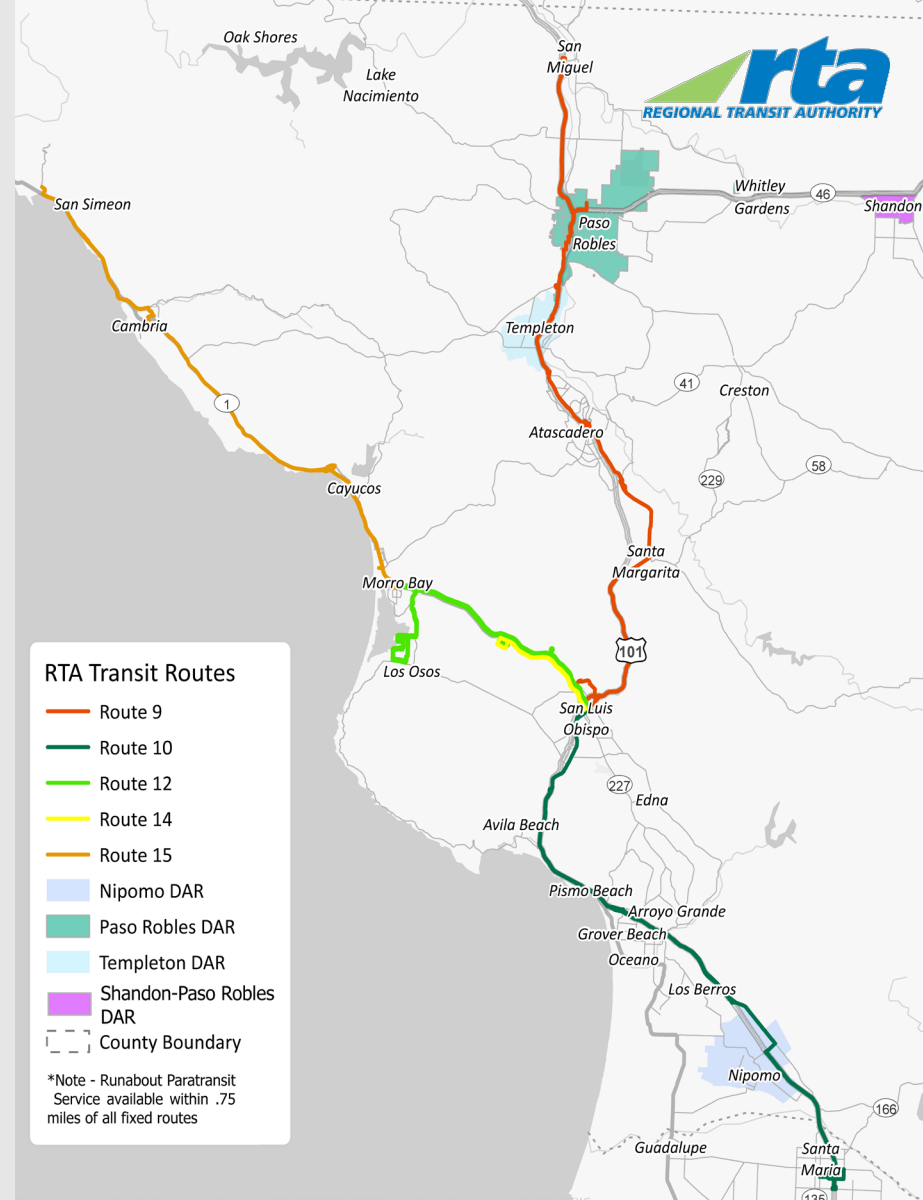
# County Transit Needs Index

- Areas in red and orange have greater relative need for transit services:
  - Grover Beach
  - Oceano
  - Arroyo Grande
  - Paso Robles
  - Los Osos
  - San Luis Obispo
- Most of the higher need areas are already served by some level of transit



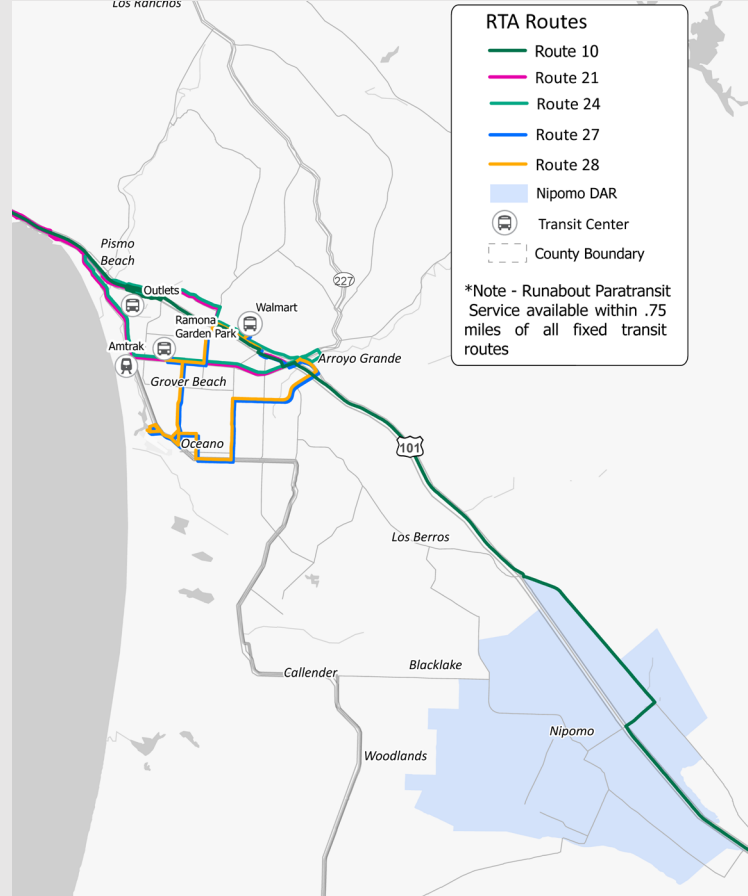
# Overview of RTA Services

- Regional Routes:
  - 9, 10, 12, 14, 15
- Local Paso Robles Routes:
  - A and B
- Local South County Routes:
  - 21, 24, 27, and 28
- ADA Complementary Paratransit Service:
  - Runabout
- Rural Dial-a-Rides:
  - Paso Robles DAR, Nipomo DAR, Shandon/Templeton DAR

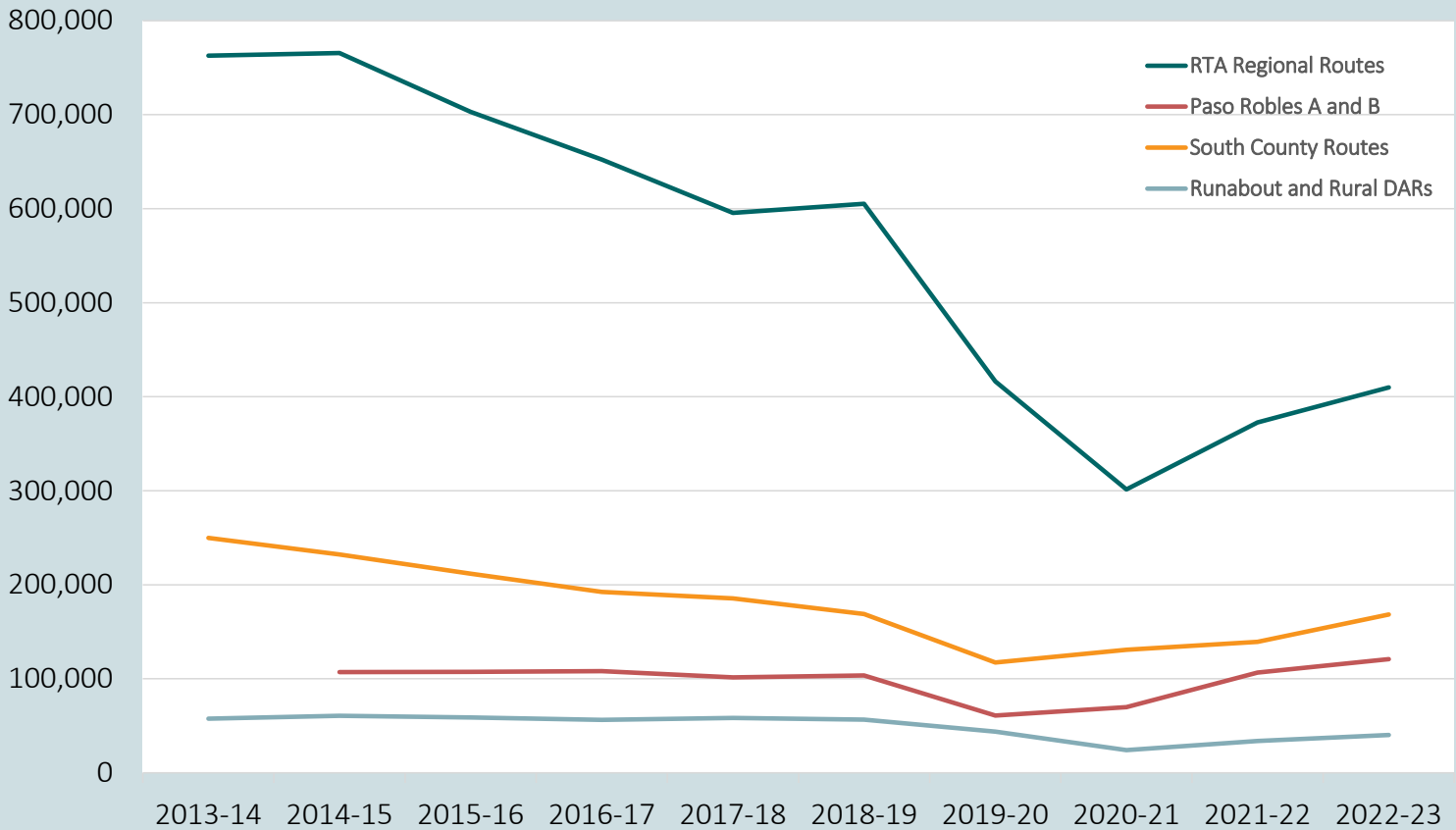




# Overview of South County RTA Services

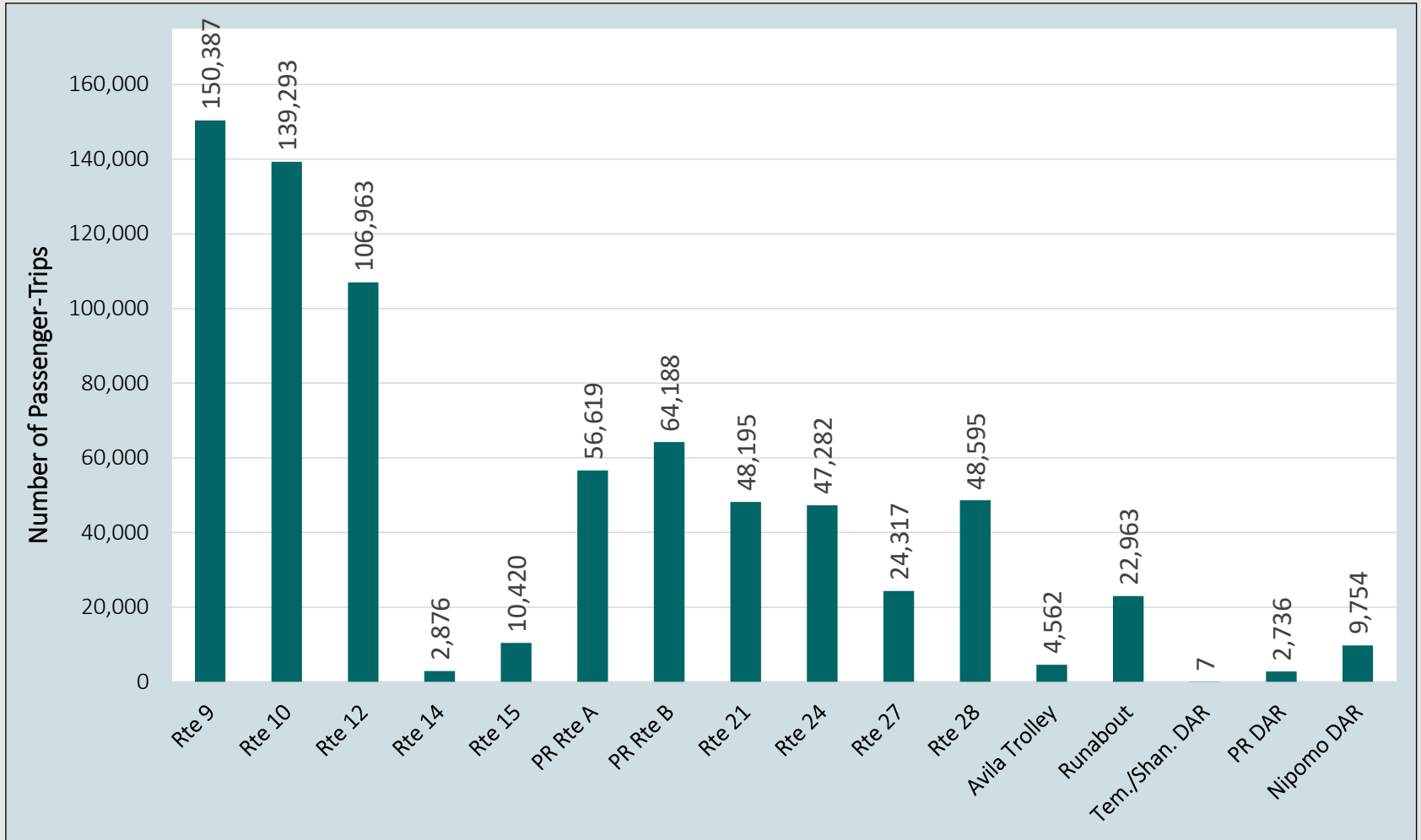


# RTA Historical Performance



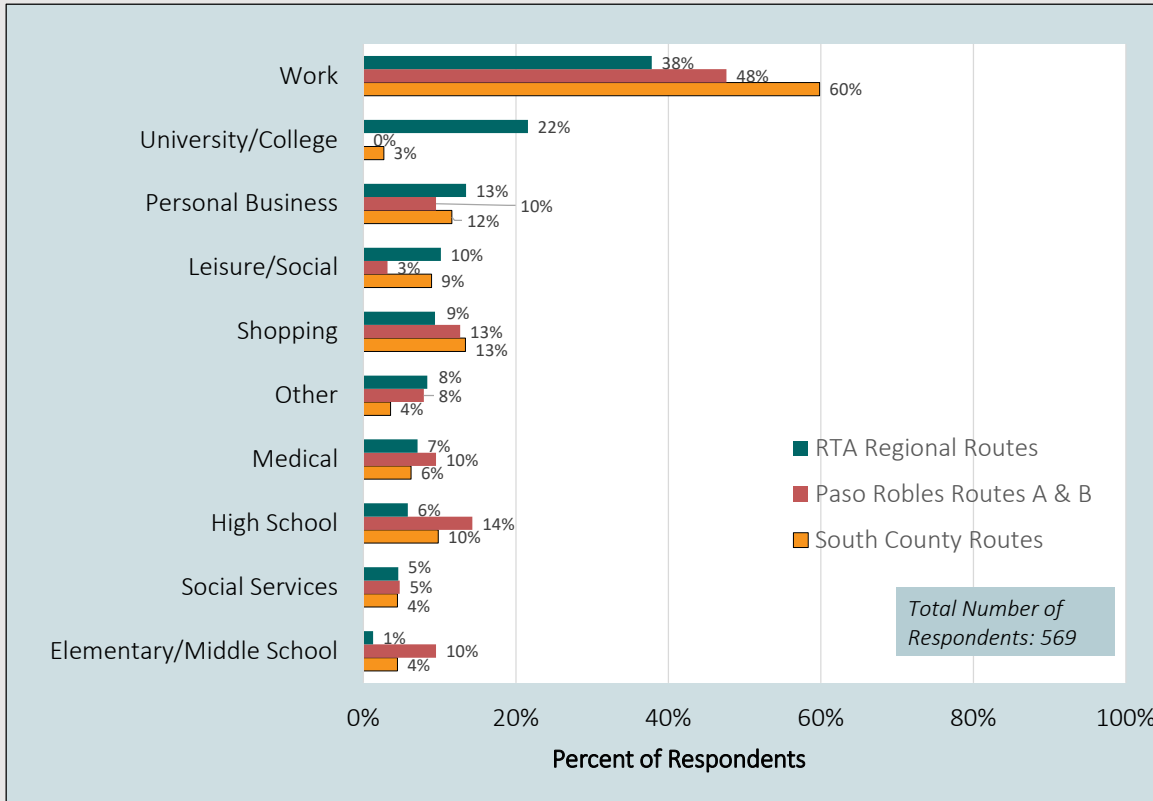
Data from RTA

# RTA Ridership by Route (FY 2022-23)



# RTA Passenger Survey

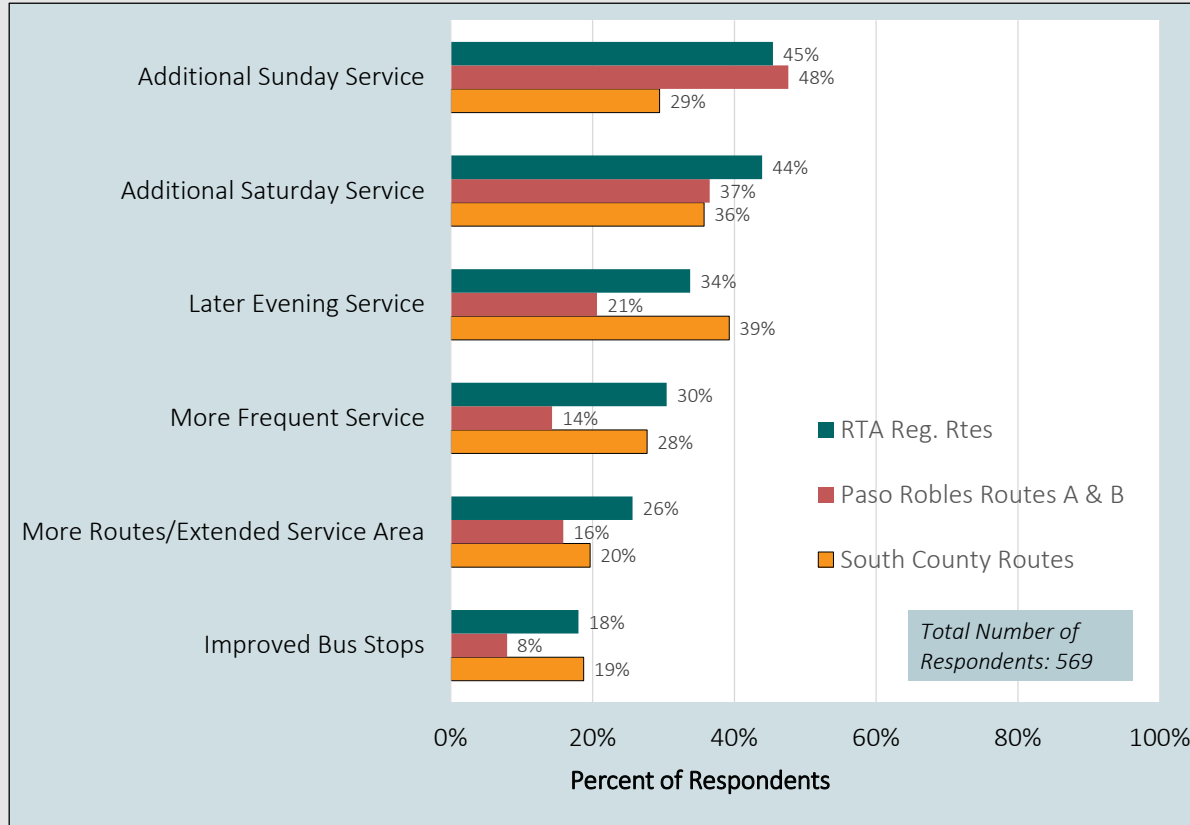
## Trip Purposes



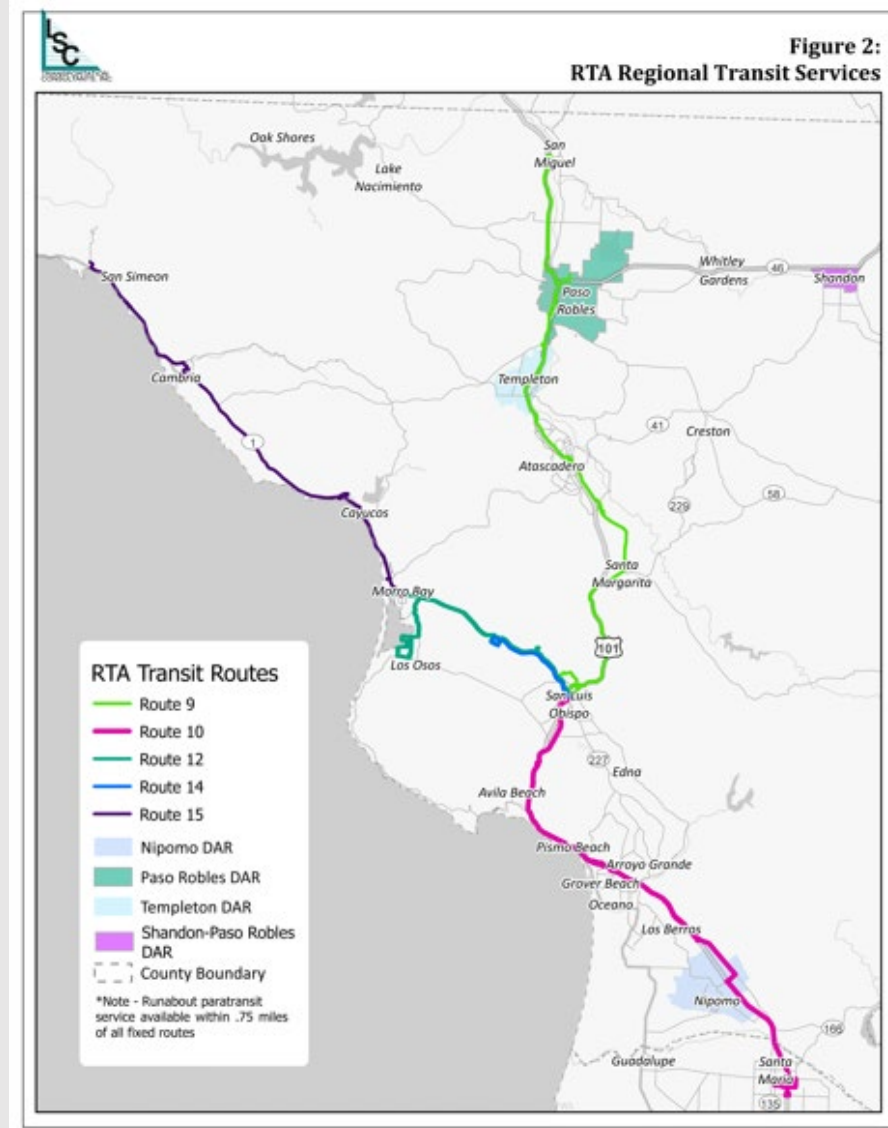
\*Compared to 2015, fewer passengers were traveling to/from university/college (-19 %).

# RTA Passenger Survey

## Most Popular Improvements



# RTA Regional Route Alternatives



# RTA Routes 9, 10, 12, 14, 15

## Challenge/Need – Reduce travel time on regional routes for commuters going into City of SLO

- Options Analyzed: one AM and one PM Express Runs on Routes 9 and 10
  - Route 9 net annual impact: +1,600 trips, \$67,800
  - Route 10 net annual impact: +1,000 trips, \$79,500

## Challenge/Need – Hourly headways, increase frequency

- Options Analyzed: Increase frequency during peak AM and PM commute hours (6 AM to 9 AM and 4 PM to 7 PM) on Routes 9 and 10
  - Route 9 net annual impact: +16,600 trips, \$446,800
  - Route 10 net annual impact: +23,300 trips, \$486,000
  - Route 12 net annual impact: Analysis pending
- Option Analyzed: Increase Route 12 Frequency to half-hourly 7:00 AM to 6:30 PM
  - Net annual impact: +42,000 trips, \$614,800
- Option Analyzed: Re-establish Route 14 service (Cuesta College)
  - Net annual impact: +18,400 trips, \$266,400

# RTA Routes 9, 10, 12, 14, 15

## Challenge/Need – Increase service on the weekends (popular survey request)

- Options Analyzed: More Saturday Service
  - Route 9 net annual impact: +1,700 trips, \$19,000 (1 additional RT)
  - Route 10 net annual impact: +1,700 trips, \$20,300 (1 additional RT)
  - Route 12 net annual impact: +2,600 trips, \$51,200 (Hourly service)
  - **Route 9 and 10 meet marginal cost per trip standard**
- Options Analyzed: More Sunday Service (Same as existing Saturday Service)
  - Route 9 net annual impact: +700 trips, \$34,400 (2 additional RT)
  - Route 10 net annual impact: +700 trips, \$36,700 (2 additional RT)
  - Route 12 net annual impact: +2,600 trips, \$5,000 (longer span of service, more service in Los Osos)

## Challenge/Need – More direct service to Cal Poly from North County

- Option Analyzed: Route 9 mid-day service to Cal Poly
  - Net annual impact: +400 trips, \$1,700
  - **Meets marginal cost per trip standard.**

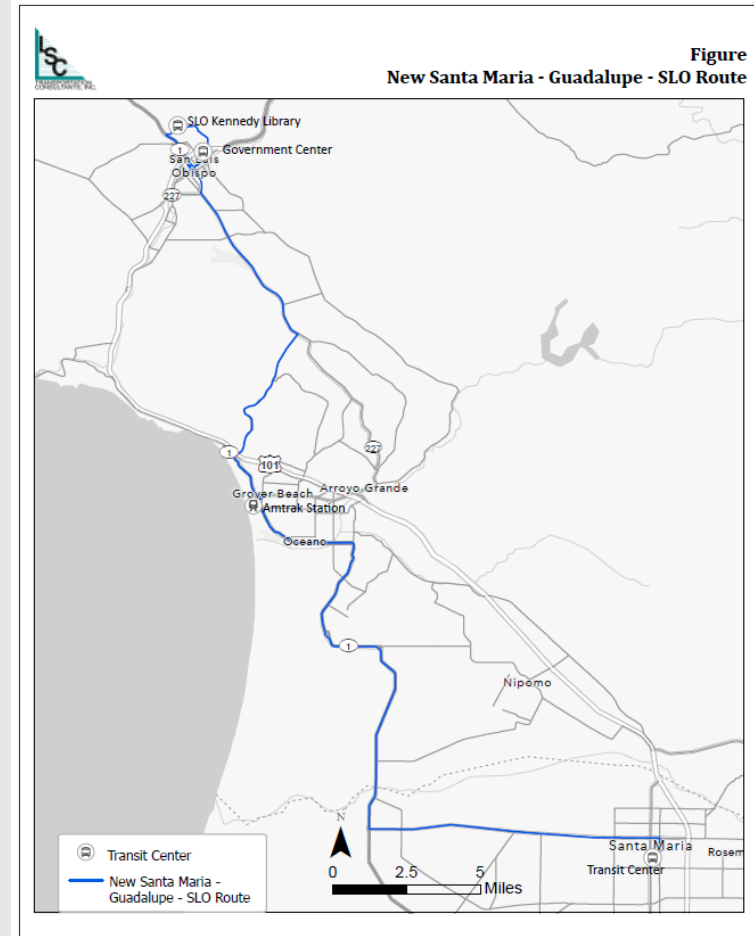




# RTA – New Commuter Service between SLO and Santa Maria

Challenge/Need – Provide an express commuter service between Santa Maria and SLO for residents of Guadalupe/Five Cities via SR 227

- Options Analyzed: 2 Roundtrips, 5 days/week
- New areas served: Guadalupe, Price Canyon Corridor, SLO Airport
- Potential Connections: RTA South County Routes, Santa Maria Transit, Amtrak
  - Net annual impact: +1,800 trips/\$218,800



# RTA Route 10 – Other Options

Challenge: City of Santa Maria discontinued subsidizing Route 10 (roughly loss of \$250K in FTA revenue)

- Options Analyzed:
  - End Route 10 in Nipomo
    - Significant ridership loss (-27,500 trips) but large cost savings (-\$381,300)
    - Most \$ saved per trip lost
  - Streamline Route 10 in Santa Maria – Discontinue serving Marian Medical Center and Amtrak
    - Smallest loss in ridership (-2,200 trips, -\$25,700)
  - Eliminate Route 10 8:33 PM Southbound trip
    - (-3,500 trips, -\$36,500)
  - End Route 10 7:33 PM and 8:33 PM Southbound Trips in Nipomo (No existing connections to SMRT)
    - Least cost effective – (-3,300 trips, -\$22,100)
  - Additional “express” runs from south SLO to Santa Maria in the morning (“open doors on deadhead runs”)
    - Cost effective way to provide more service between the two communities



# RTA South County Service Alternatives



# RTA – South County Services

## Challenge/Need: Is Ramona Gardens the best transfer point for South County Routes?

- Options Analyzed: Move transfer point to Grover Beach Train Station
  - Better access to Amtrak and some commercial along Grand Ave.
  - Could maintain connection to Rt 10 at outlets
  - Would increase mileage for all 4 routes (+\$25,100)
  - Fewer transit generators near train station (-1,600 trips)
  - Capital improvements needed to accommodate all buses
- Option Analyzed: Move transfer point to Walmart
  - Walmart is a major transit activity center; however less residential density
  - Less residential density, reroute Route 10, worse connections for some
  - Ridership loss (-4,100 trips) with a small cost (\$2,300)
  - Capital improvements needed at Walmart bus stop

**Table 8: Example South County Fixed Route Schedules with Walmart as Primary Transfer Point**

	Local South County Routes			
	21	24	27	28
<b>Walmart</b>	<b>12:00 PM</b>	<b>12:00 PM</b>	--	--
Grand at Elm	12:08 PM	--	--	--
Ramona Garden	12:16 PM	12:28 PM	--	--
Dolliver at Pomeroy	12:22 PM	--	--	--
Pismo Beach City Hall	12:26 PM	--	--	--
Premium Outlets	12:38 PM	12:09 PM	--	--
Arroyo Grande City Hall	--	12:39 PM	--	--
<b>Walmart</b>	<b>12:46 PM</b>	<b>12:46 PM</b>	--	--
<b>Walmart</b>	--	--	<b>12:00 PM</b>	<b>12:00 PM</b>
Arroyo Grande High School	--	--	12:07 PM	12:34 PM
Elm at The Pike	--	--	12:13 PM	12:28 PM
19th at Wilmar	--	--	12:17 PM	12:23 PM
Air Park Drive/Oceano Airport	--	--	12:21 PM	12:19 PM
Ramona Garden	--	--	12:30 PM	12:10 PM
<b>Walmart</b>	--	--	<b>12:41 PM</b>	<b>12:42 PM</b>



# RTA – South County Services

## Challenge/Need - Increase transportation options for students, reduce overcrowding

- Option Analyzed: Arroyo Grande High School Tripper, one AM trip of Route 28 and one PM trip of Route 27
  - Net annual impact: +1,100 trips, \$25,200

## Challenge/Need – No Saturday Service on Route 27

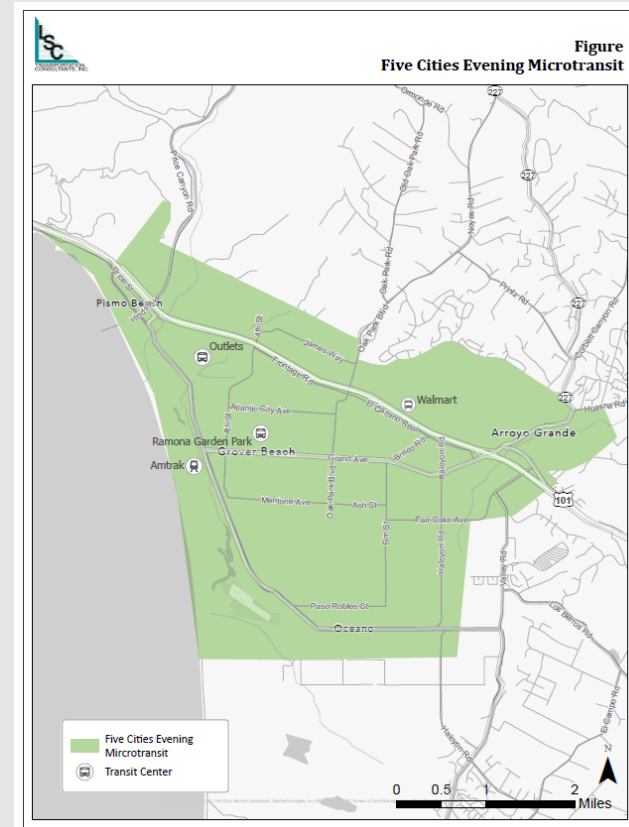
- Option Analyzed: Route 27 Saturday Service
  - Net annual impact: +4,200 trips, \$46,400
  - **Meets marginal cost per trip standard**

## Challenge/Need – Later service

- Option Analyzed: Extend Routes 21 and 28 until 9 PM on weekdays
  - Net annual impact: +1,600, \$67,000

## Challenge/Need – On-demand service (microtransit)

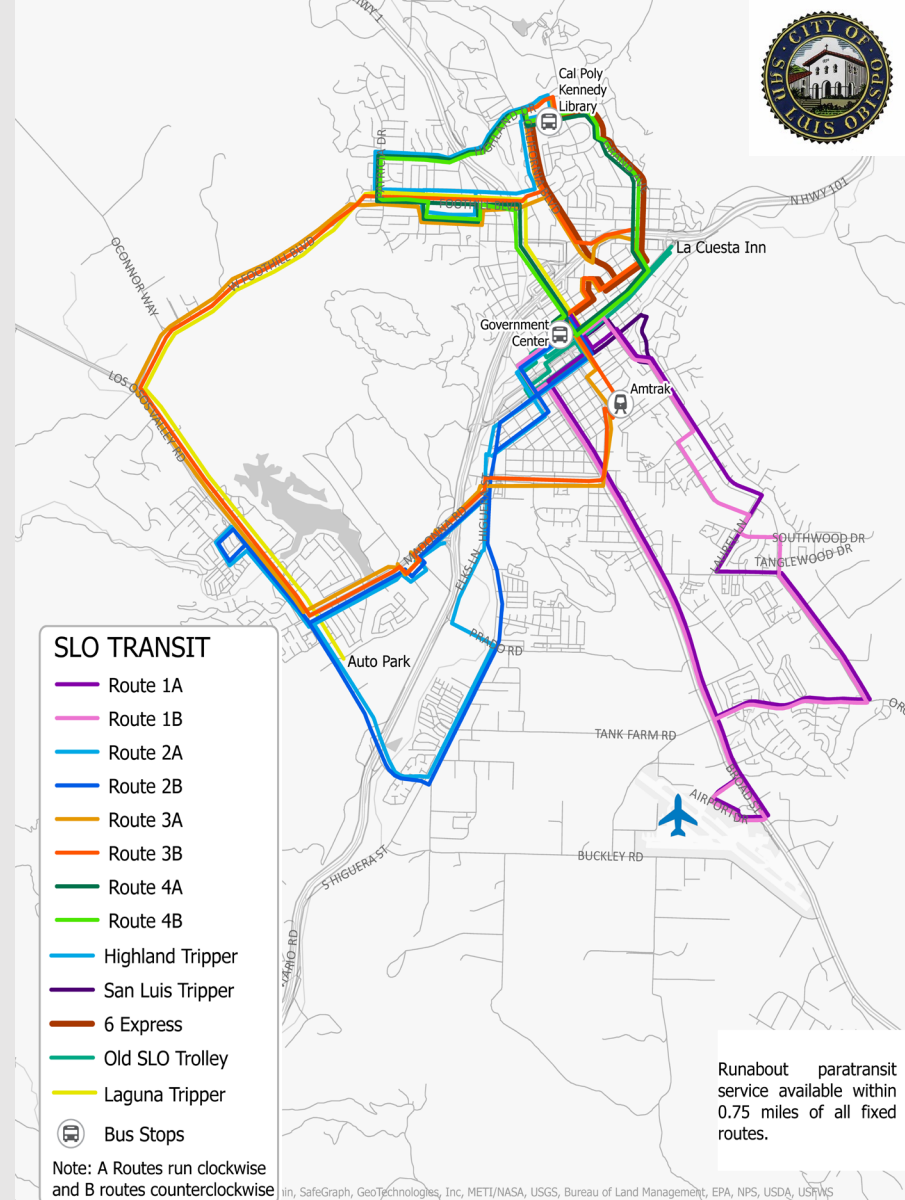
- Option Analyzed: Evening “Five Cities” Microtransit 7:00 PM to 10:00 PM
  - Net annual impact: +1,500 trips, \$145,000
- Option Analyzed: Convert Nipomo DAR to Microtransit
  - Net annual impact: +600 trips, \$9,000



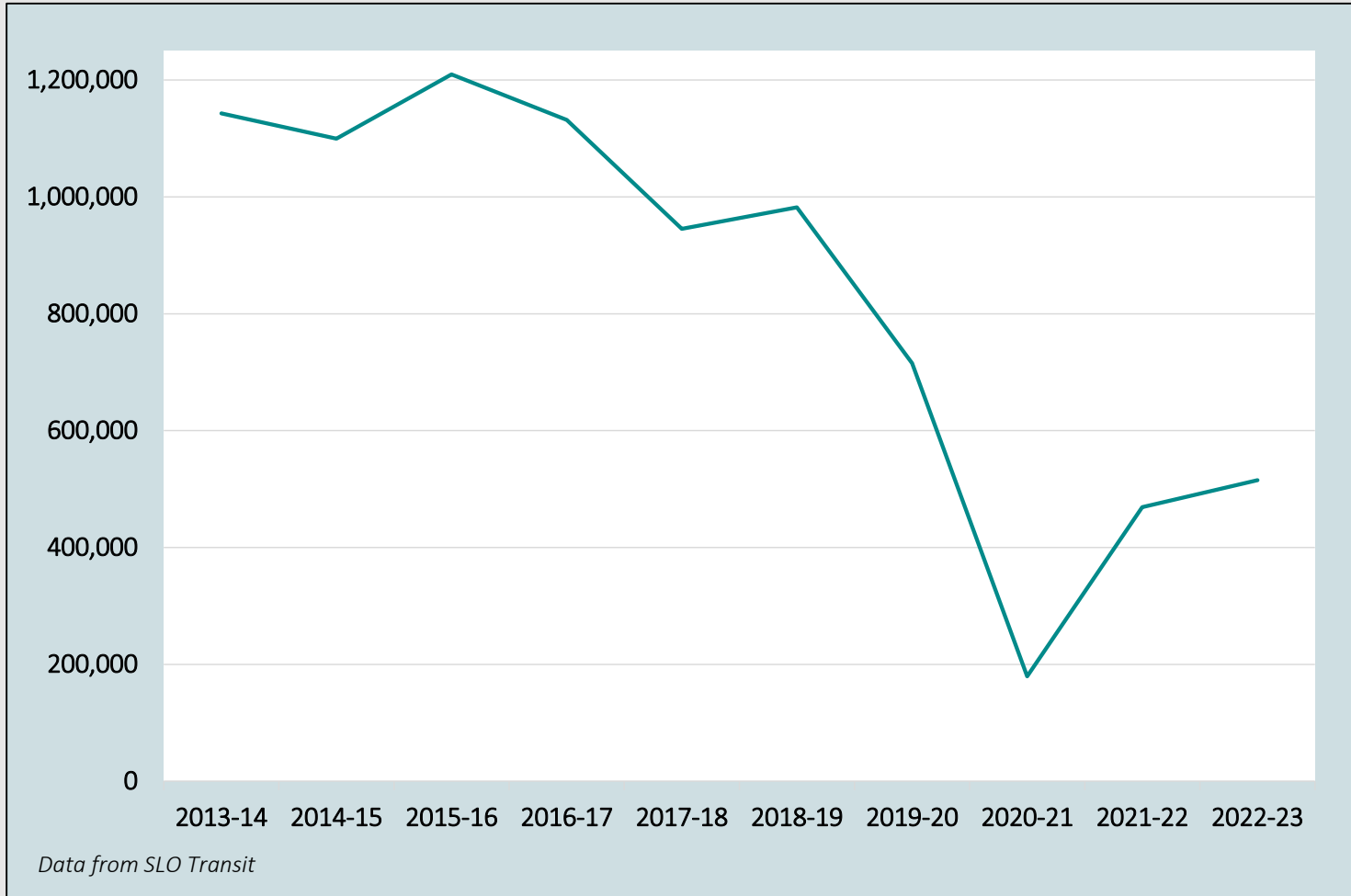
# Overview of SLO Transit Services

- **Regular Fixed Routes:**
  - 1, 2, 3, 4
    - A Routes – Clockwise, Mon – Sun
    - B Routes – Counterclockwise, weekdays only
- **Trippers:**
  - San Luis, Laguna, Highland.
    - Weekdays only
- **Express:**
  - 6 Express (Thursdays only)
- **Seasonal:**
  - Old SLO Trolley (Thursdays, Spring – Fall)

*\*San Luis Tripper, Highland Tripper, 6 Express not currently operating*



# SLO Transit Historical Performance



# SLO Transit Top Performing Service Alternatives

## Alternatives which meet standards and should be considered further for plan development

- Realigning Routes 1 and 3 in downtown San Luis Obispo.
- Providing B route service on weekend days year-round.
- Increasing Route 4A frequency on weekday mornings in the academic year.
- Increasing Route 4B frequency on weekday afternoons in the academic year.
- Reinstating Route 6X.

While doubling service frequency would generate substantial ridership benefits, it would require significant new funding sources as well as consideration of capital fleet and facility needs.





# Questions?



# Recap and Next Steps

- Alternatives Memo our for review mid-June
- SLO City Council Study Session on July 16<sup>th</sup>
- Additional memos discussing capital and marketing options as well as financial projections
- Draft Plans - October
- Board/Council Draft Presentation – November
- Final Plans - December

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