



# 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)

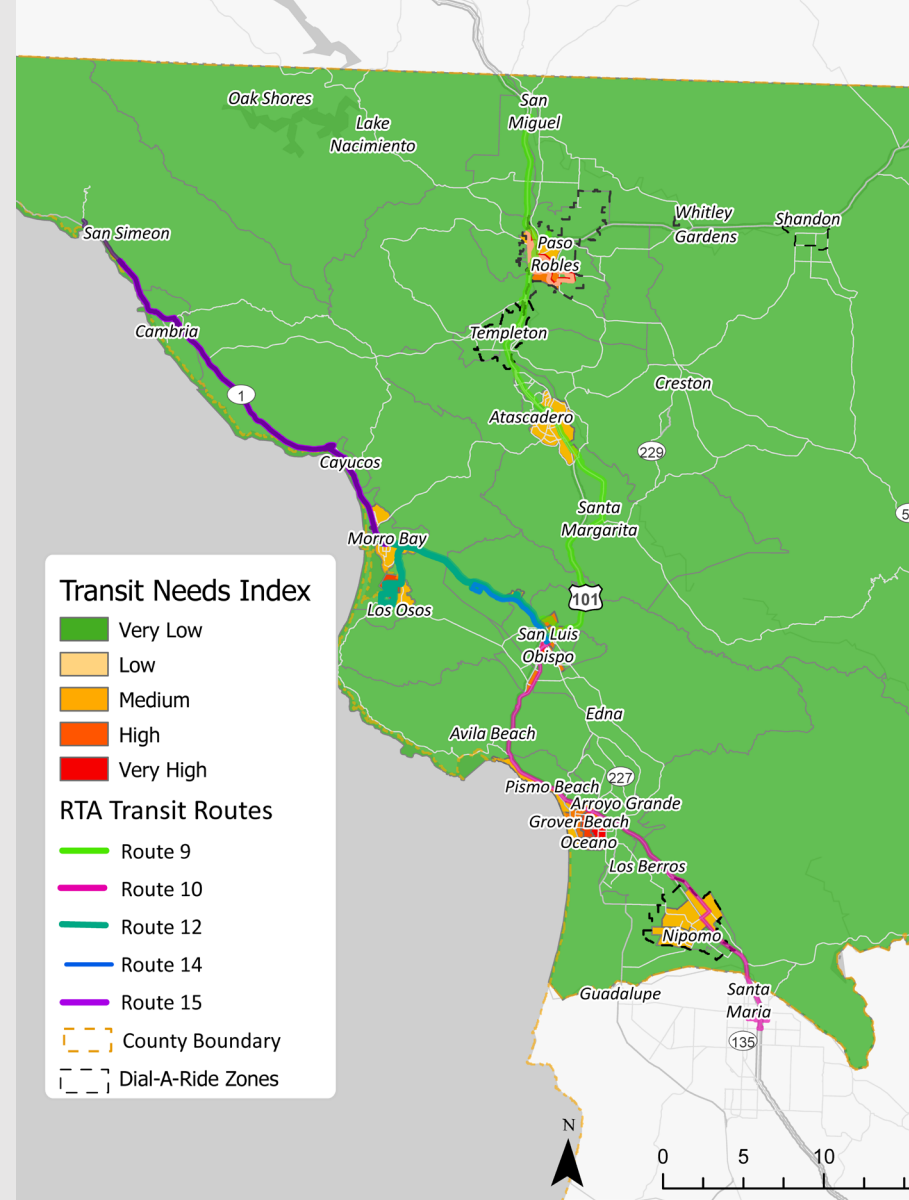


# Population and Commuting Trends

- 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.

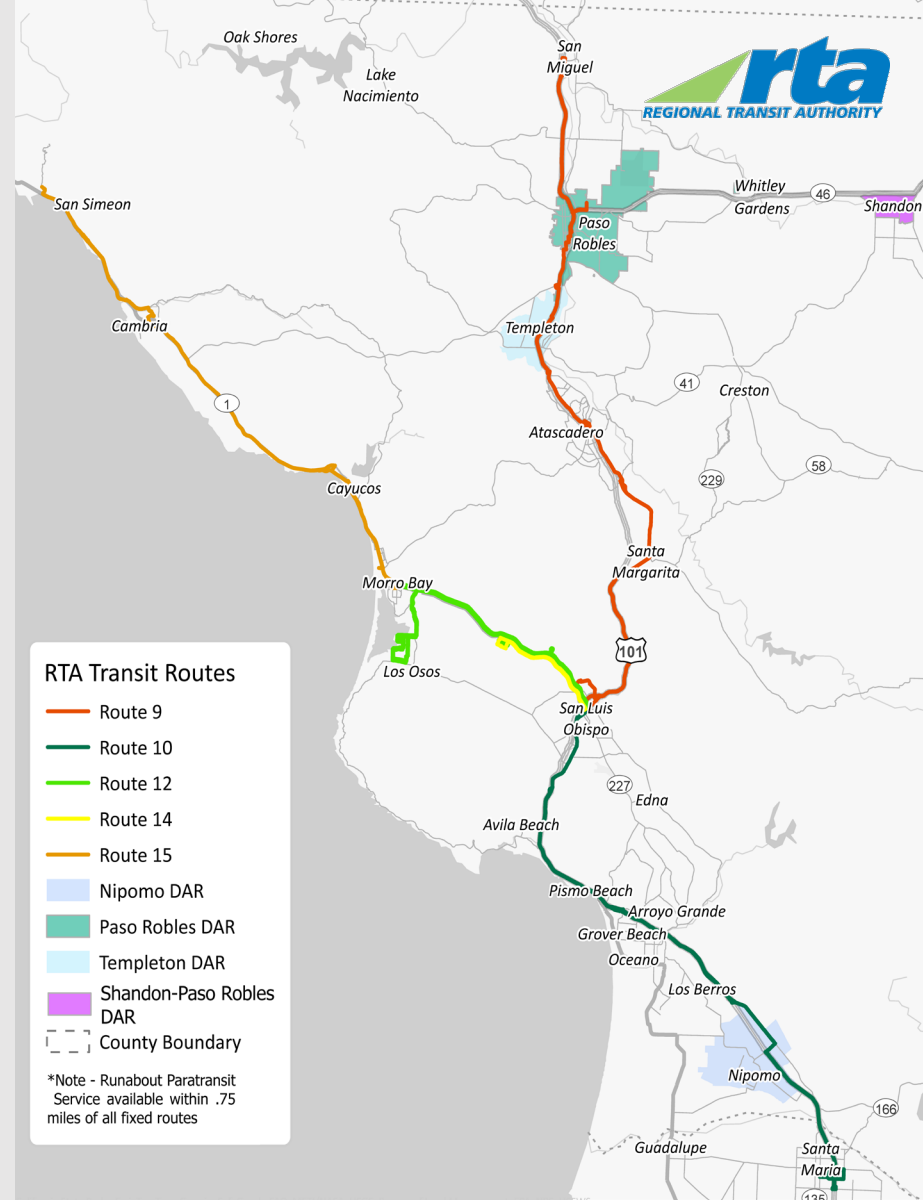
# County Transit Needs Index

- 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



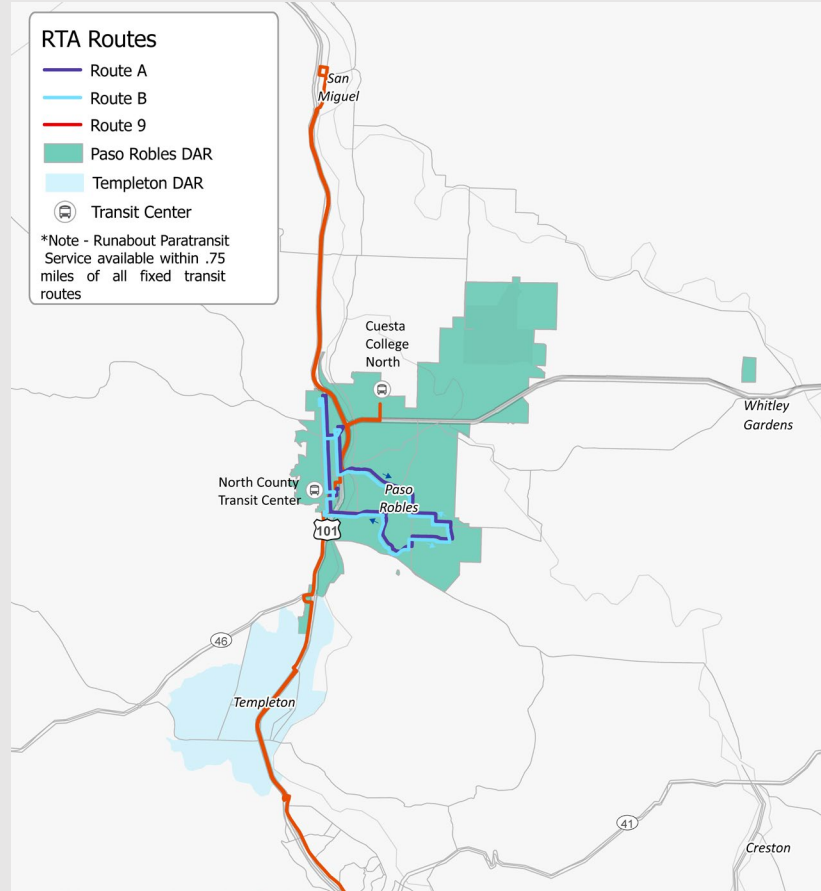
# Overview of RTA Services

- 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

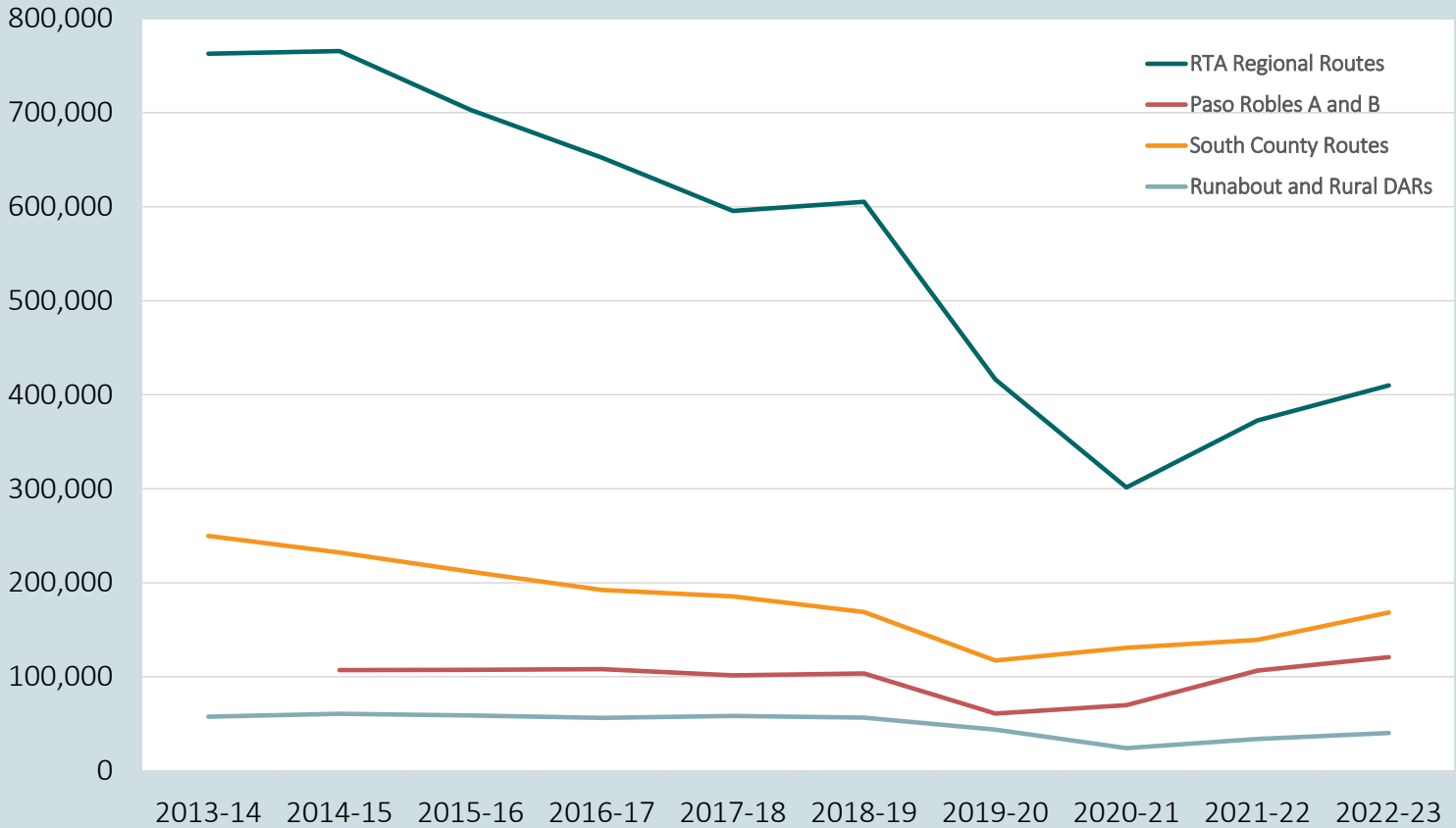




# Overview of North County RTA Services

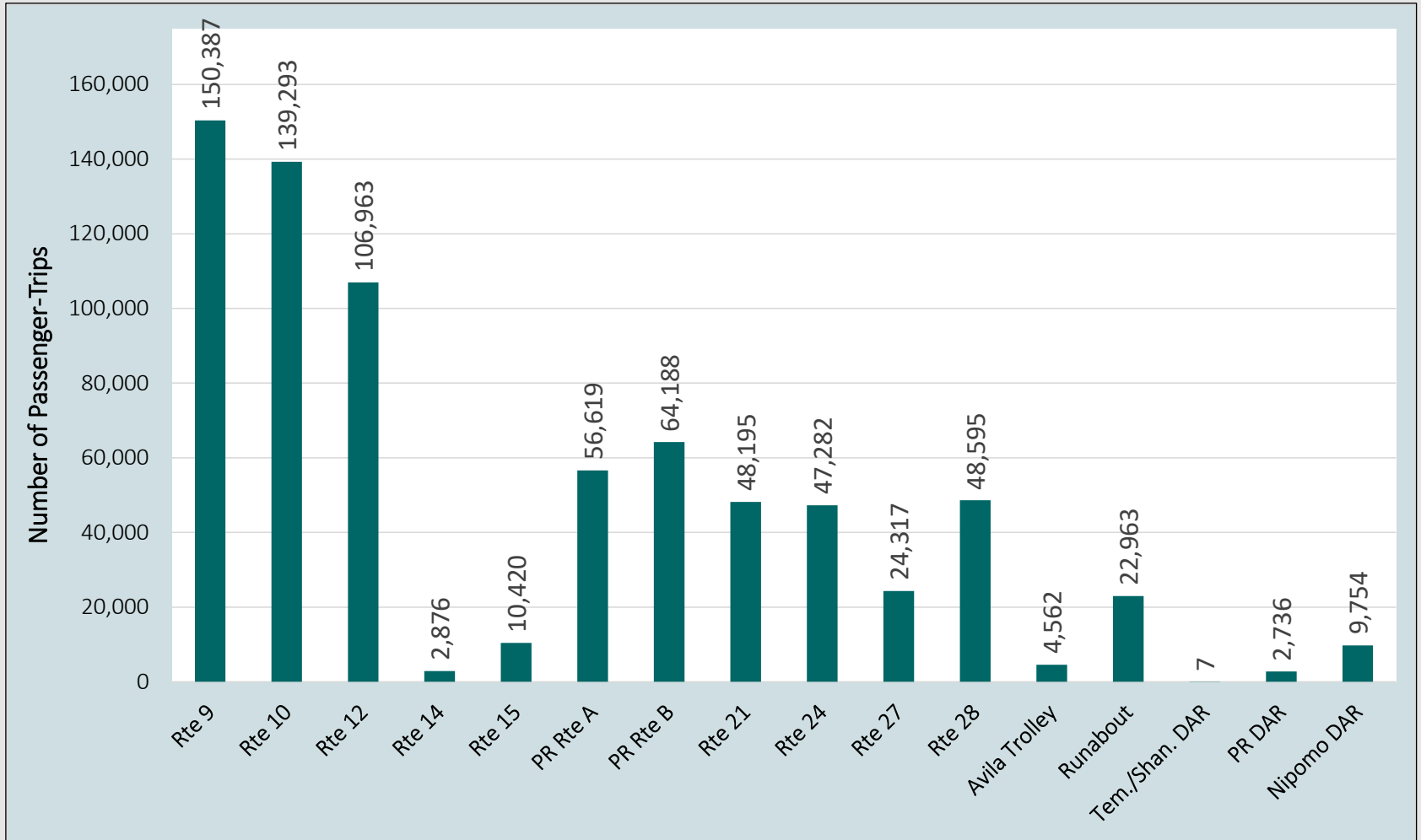


# RTA Historical Performance



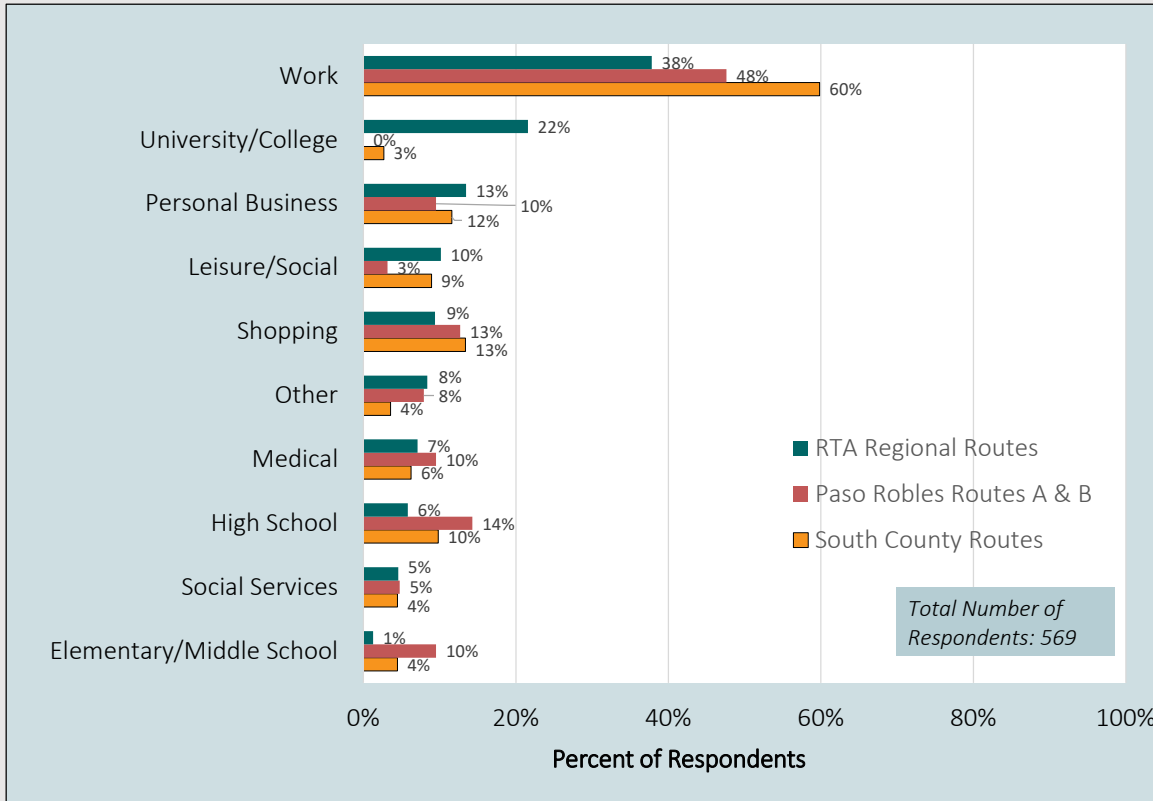
Data from RTA

# RTA Ridership by Route (FY 2022-23)



# RTA Passenger Survey

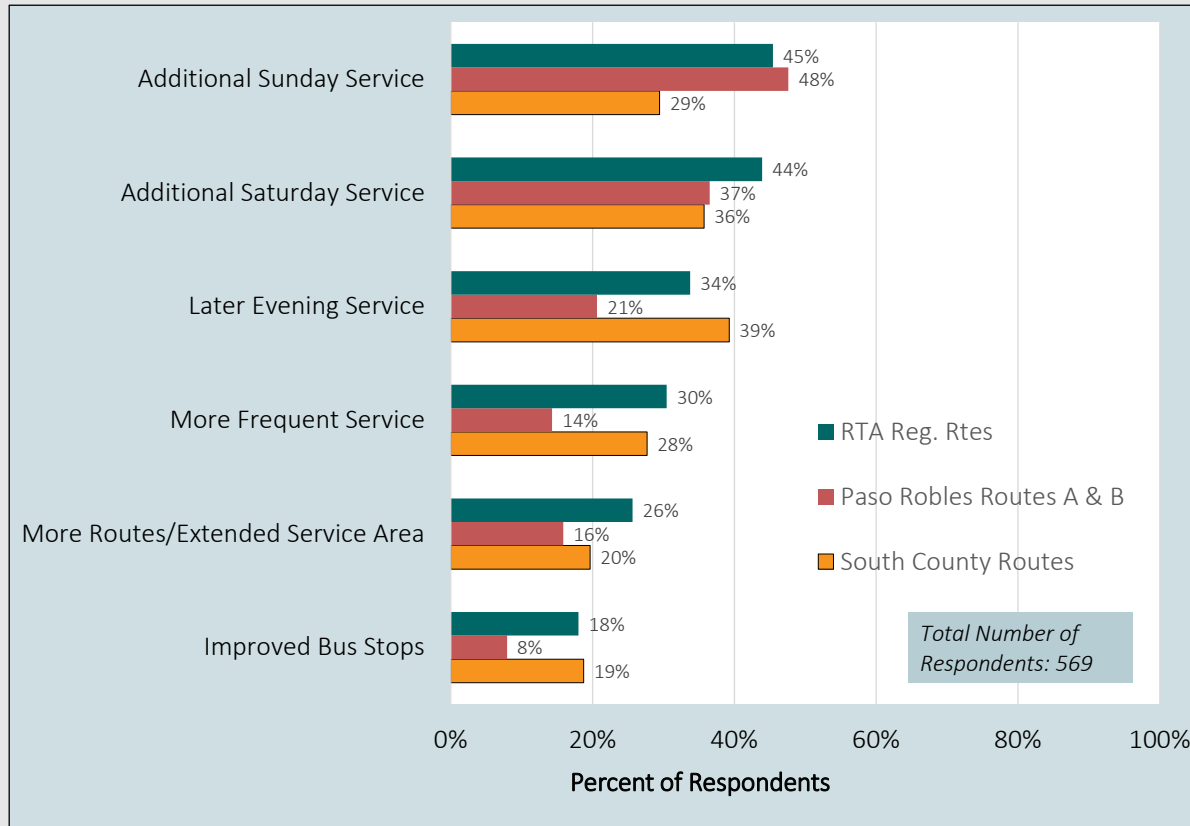
## Trip Purposes



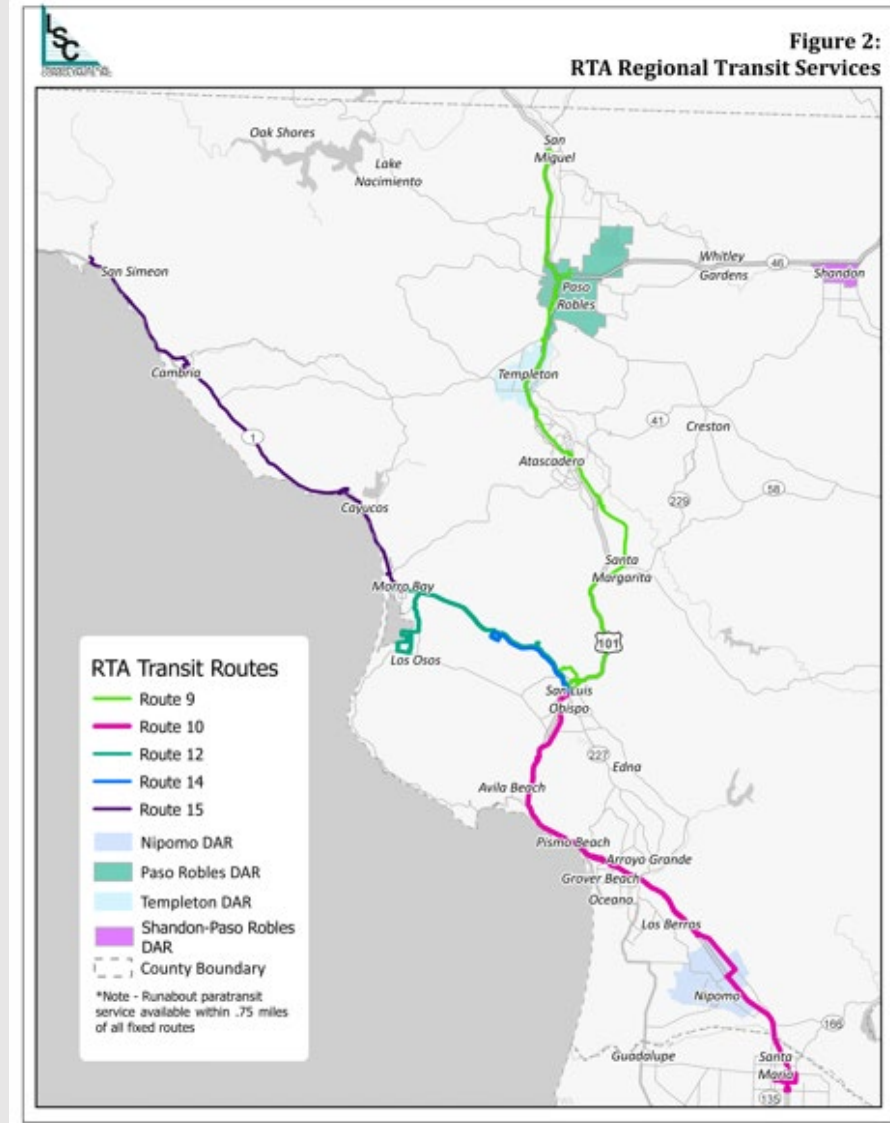
\*Compared to 2015, fewer passengers were traveling to/from university/college (-19 %).

# 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)

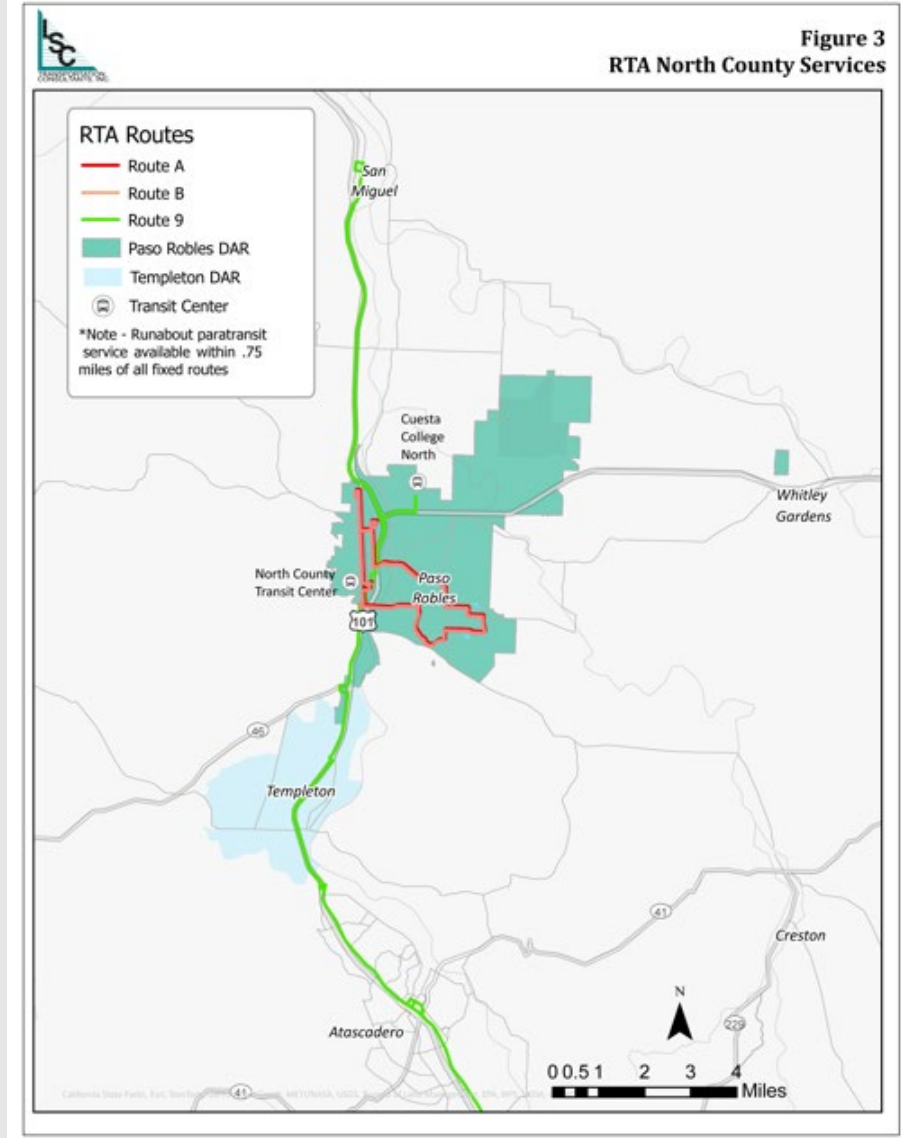
## Challenge/Need – More direct service to Cal Poly from North County

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





# RTA North County Services



# RTA – North County Services

**Challenge/Need - New developments in eastern and northeastern Paso Robles not as well served by fixed route**

- Option Analyzed: Paso Robles Route C
  - Net annual impact: +7,000 trips, \$295,700

**Challenge/Need – Overcrowding on Routes A and B around school bell times**

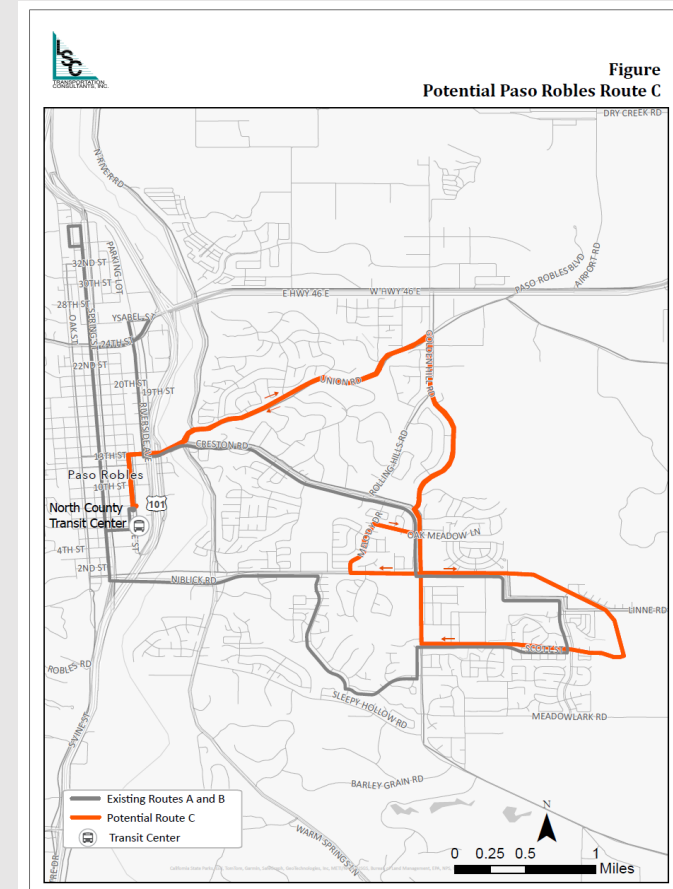
- Option Analyzed: Add School tripper (one AM and one PM)
  - Net annual impact: +1,600 trips, \$18,000

**Challenge/Need – More weekend service (popular survey request)**

- Option Analyzed: Re-establish Saturday Route A, 8 AM to 8 PM
  - Net annual impact: +5,700 trips, \$43,800 (**Meets standards**)
- Option Analyzed: Add Sunday Route B Service, 9AM to 5PM
  - Net annual impact: +4,400 trips, \$35,100 (**Meets standards**)

**Challenge/Need – Later weekday service (popular survey request)**

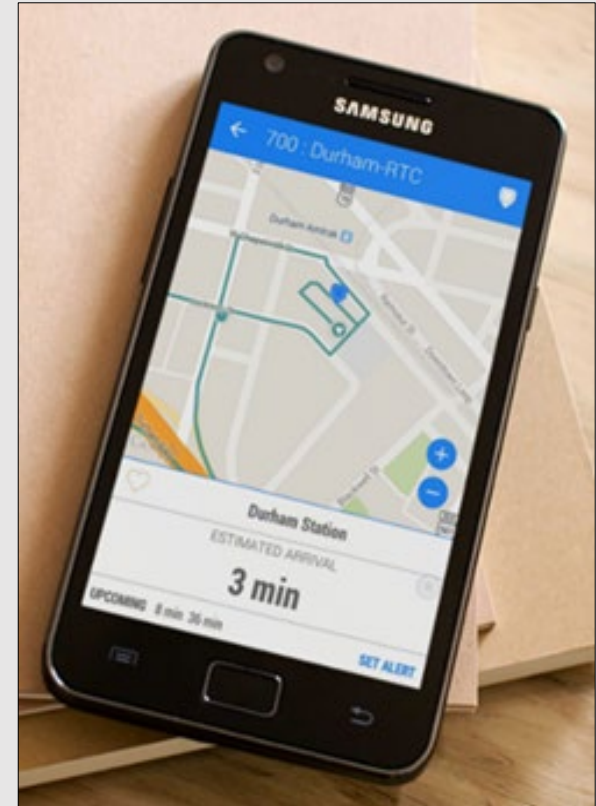
- Option Analyzed: Extend Route B until 9 PM on weekdays
  - Net annual impact: +2,300 trips, \$47,200



# RTA – North County Demand Response Services

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

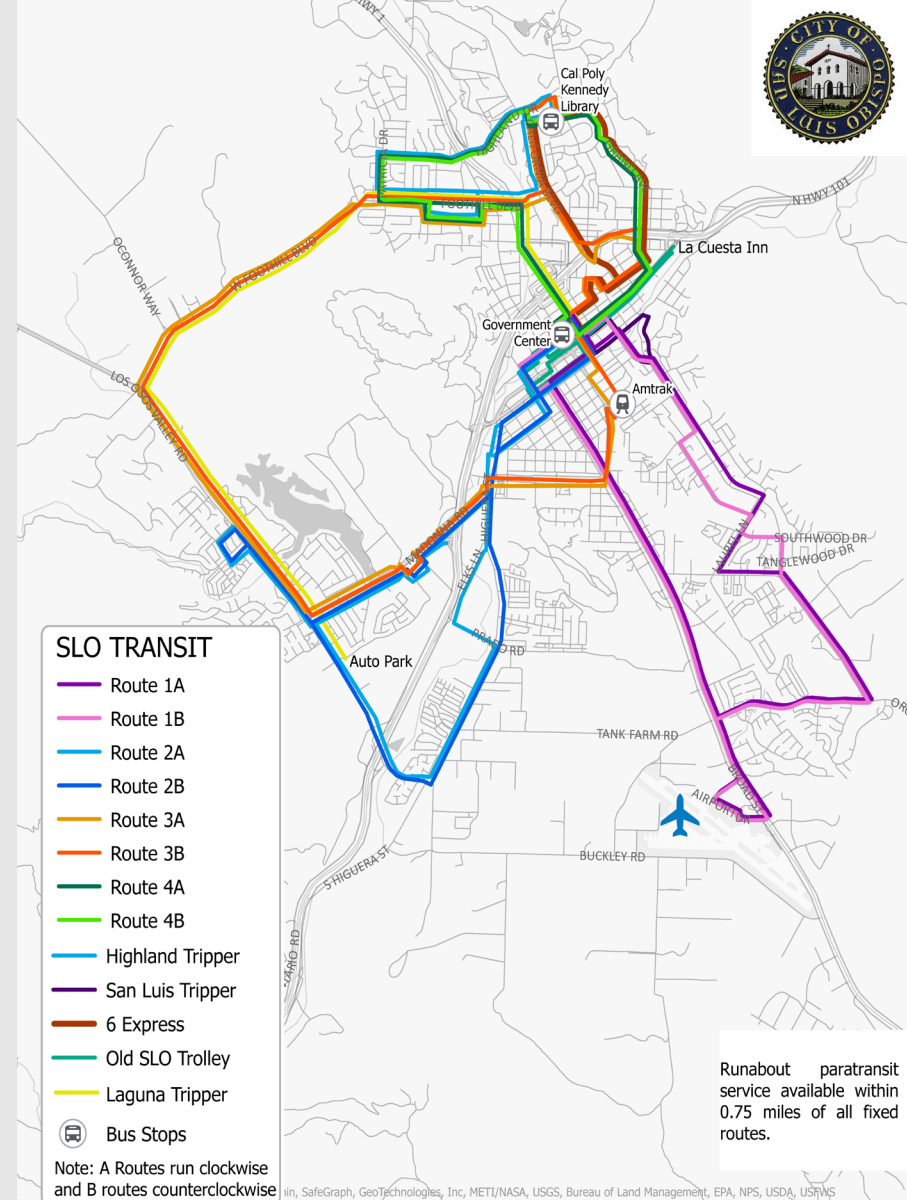
- Option Analyzed: Convert Paso Robles DAR to microtransit
  - Net annual impact: +200 trips, \$6,300
- Option Analyzed: Convert Shandon/Templeton DAR to microtransit
  - Net annual impact: Cost of technology license (\$4,500)



# Overview of SLO Transit Services

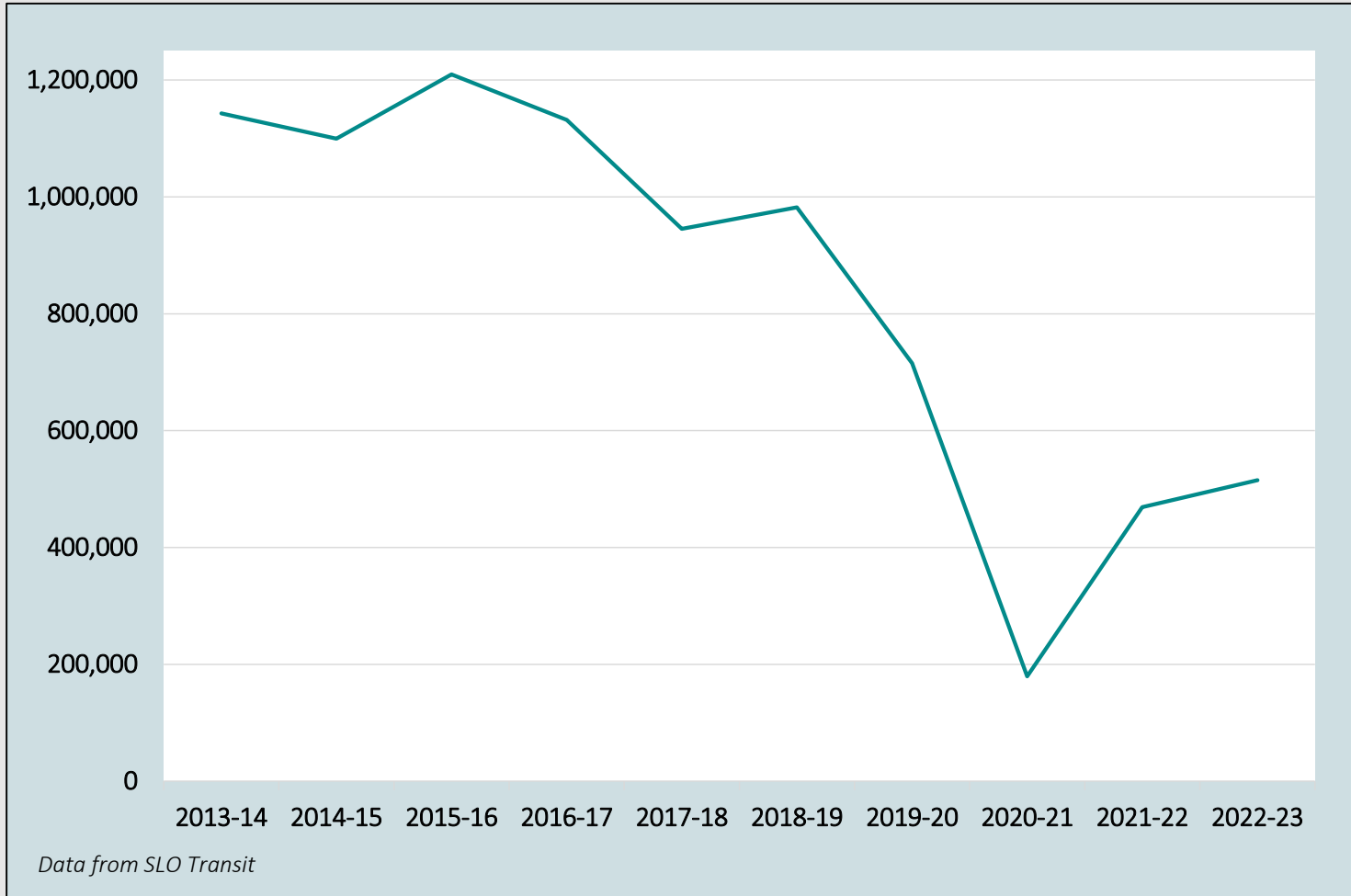
- **Regular Fixed Routes:**
  - 1, 2, 3, 4
    - A Routes – Clockwise, Mon – Sun
    - B Routes – Counterclockwise, weekdays only
- **Trippers:**
  - San Luis, Laguna, Highland.
  - Weekdays only
- **Express:**
  - 6 Express (Thursdays only)
- **Seasonal:**
  - Old SLO Trolley (Thursdays, Spring – Fall)

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



Runabout paratransit service available within 0.75 miles of all fixed routes.

# 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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