



RTA and SLO Transit Short Range Transit Plans

2024 - 2031

Public Workshop

June 5th, 2024



Agenda

- Project Overview
- Progress to Date
- Background Information
- SLO Transit Service Alternatives
- RTA 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)

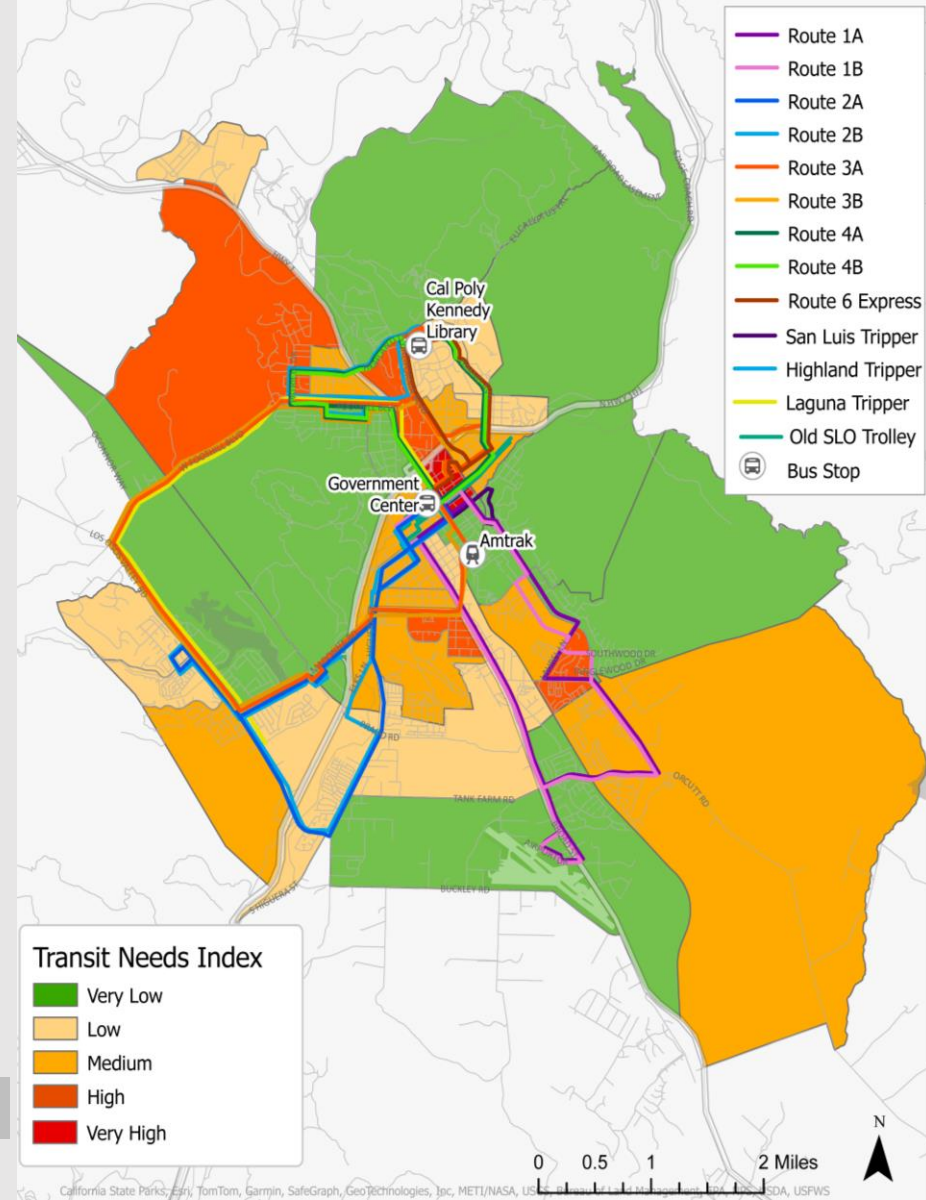


Population and Commuting Trends

- 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.

City Transit Needs Index

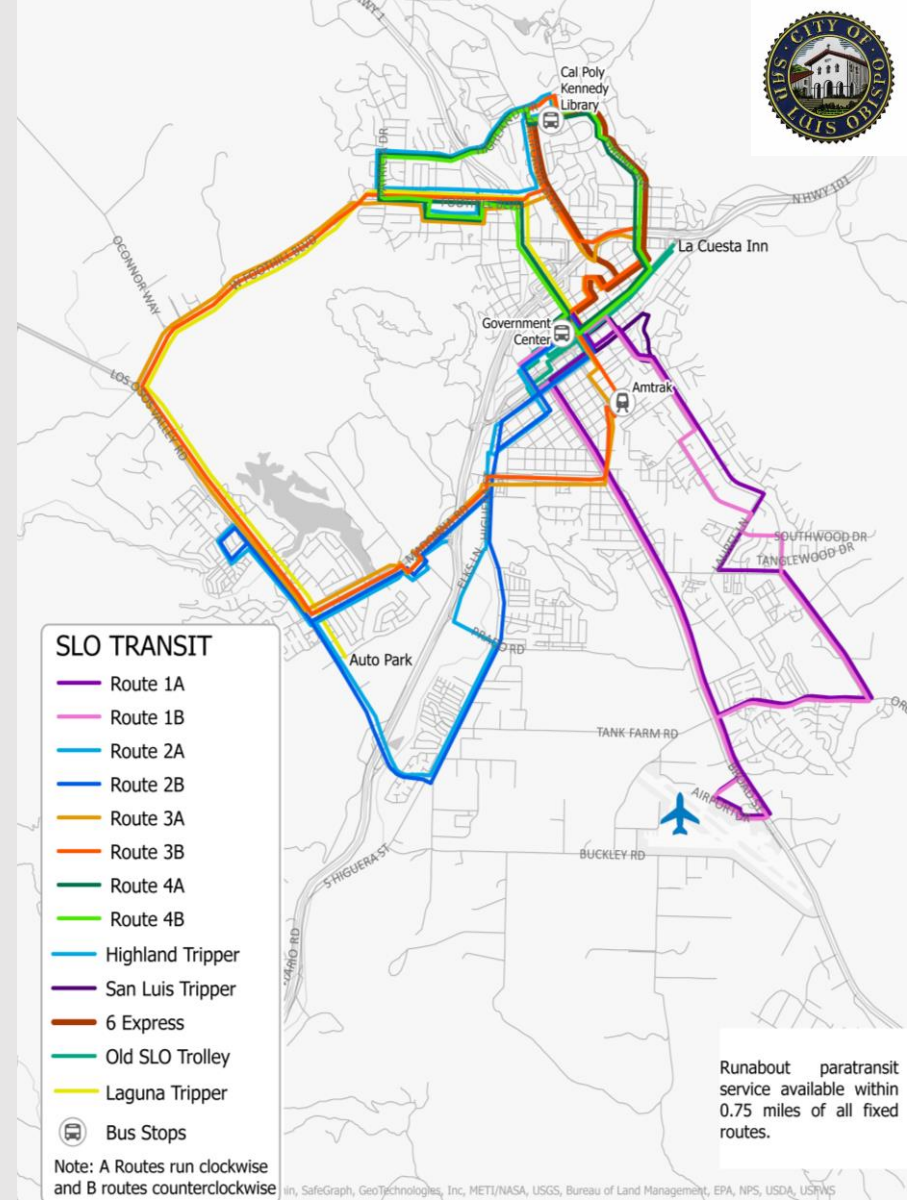
- Areas in red and orange have greater relative need for transit services:
 - Downtown
 - Neighborhoods near Cal Poly
 - South SLO
- Most of San Luis Obispo has some level of need
- All areas of medium to high need are served by some level of transit



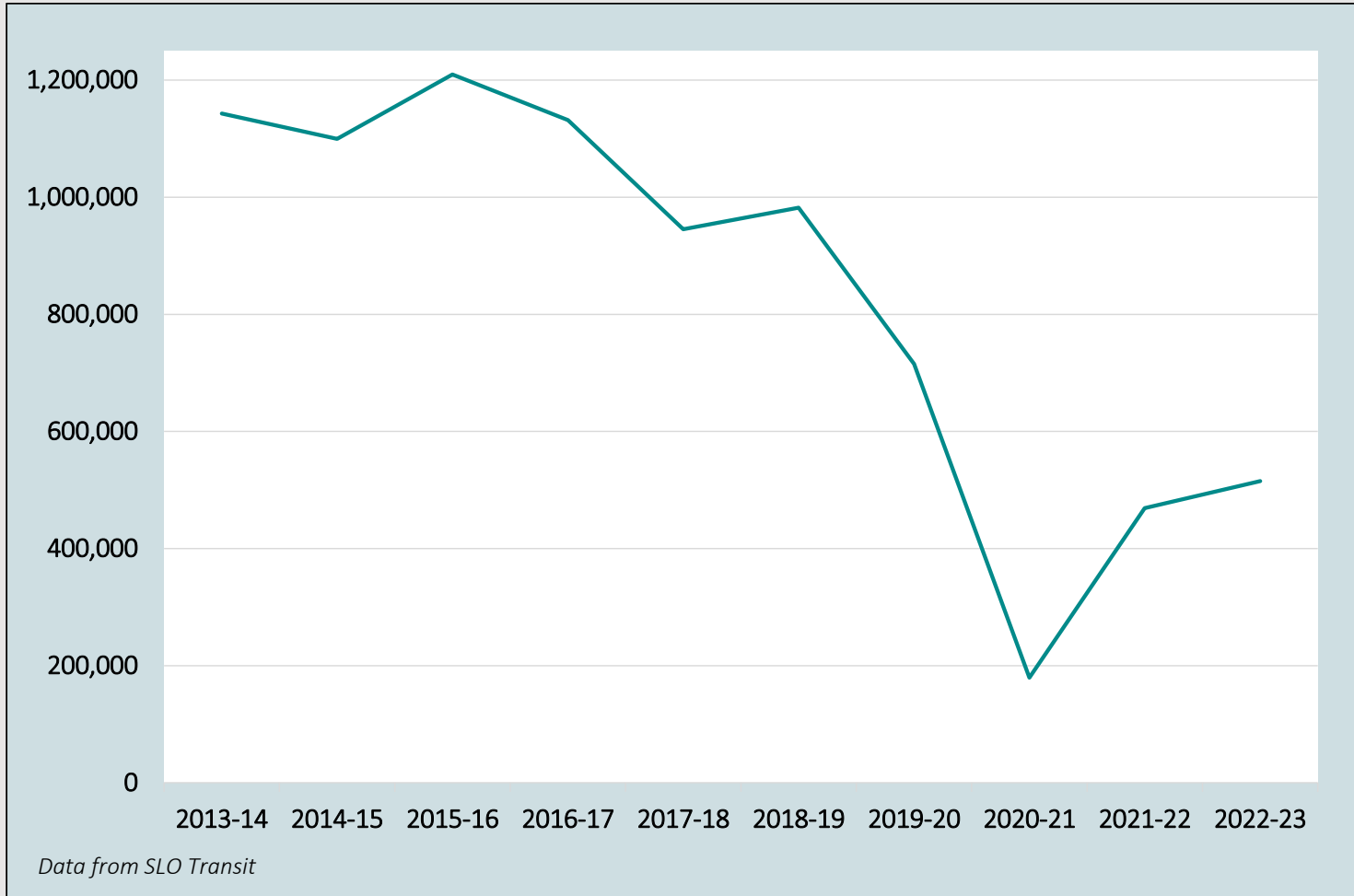
Overview of SLO Transit Services

- **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)

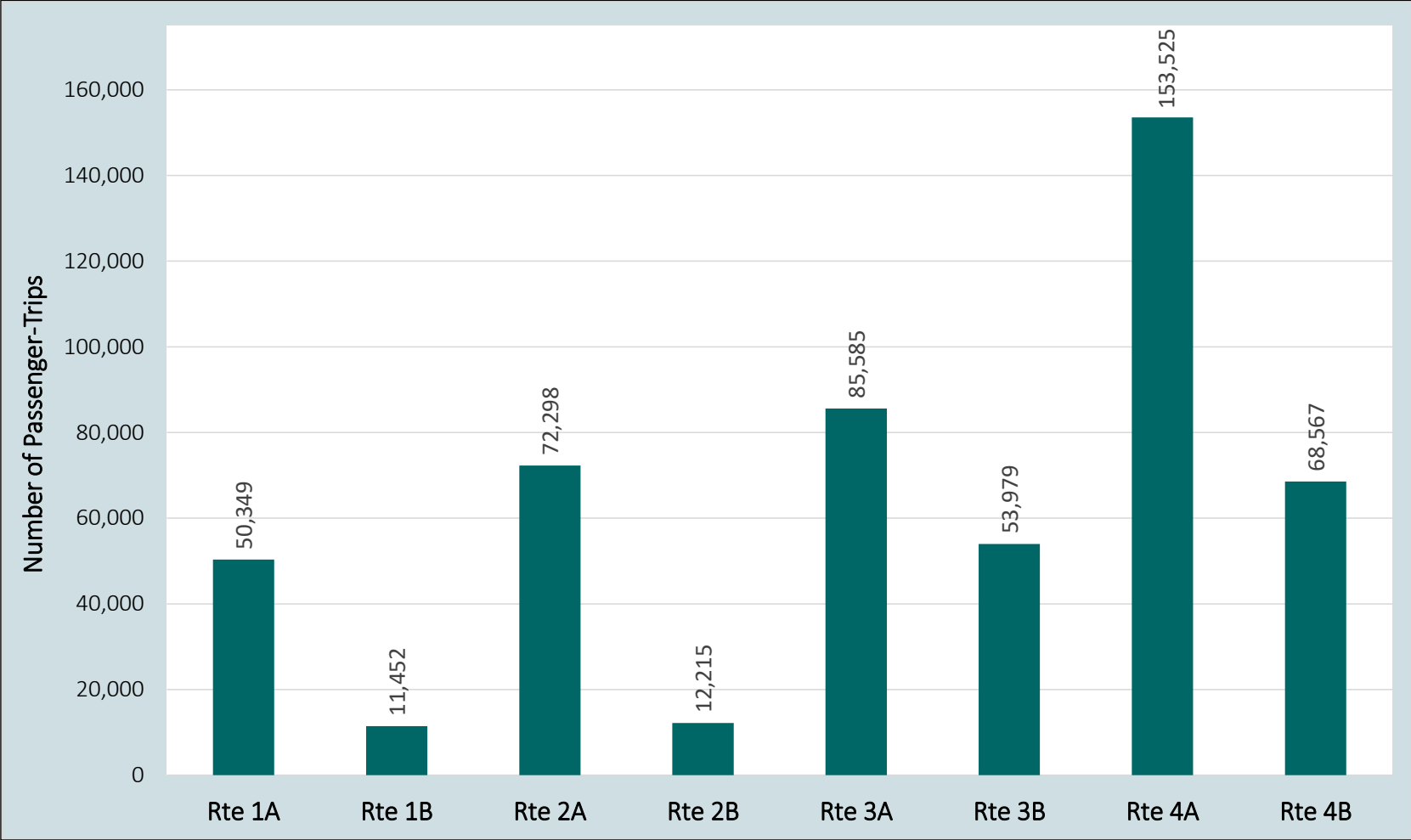
**San Luis Tripper, Highland Tripper, 6 Express not currently operating*



SLO Transit Historical Performance

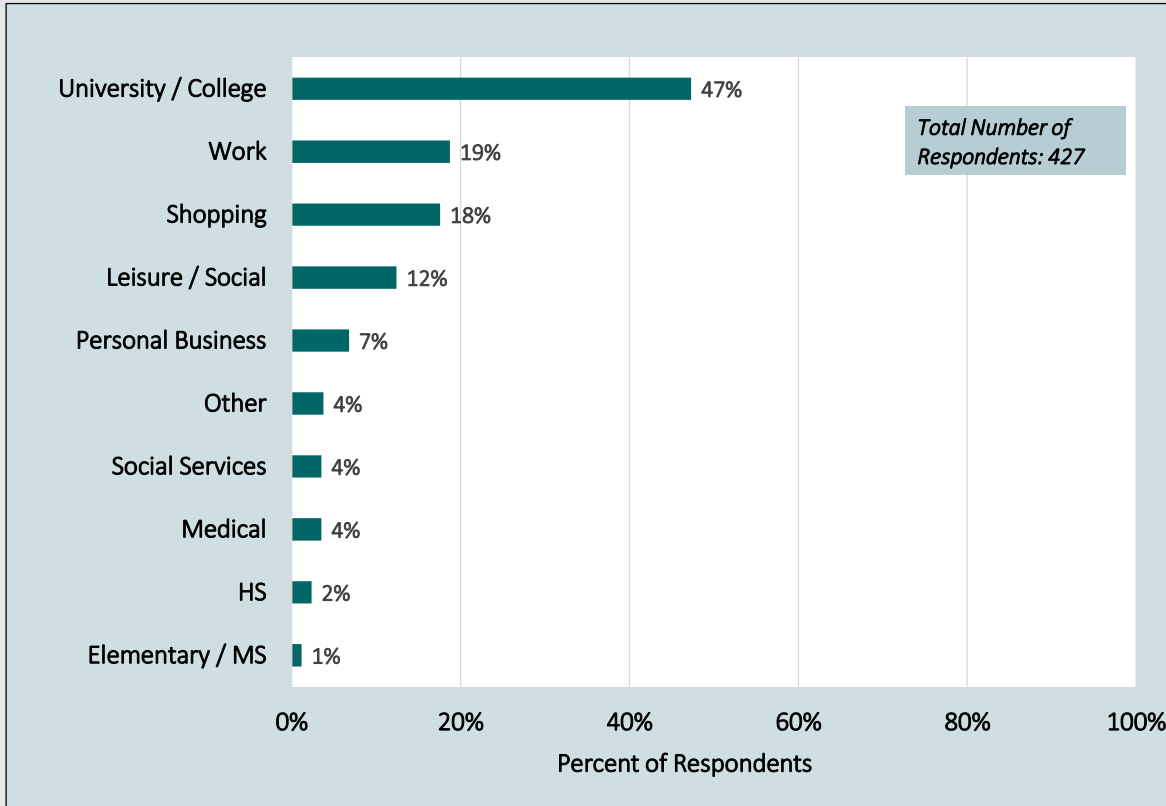


SLO Transit Ridership by Route (FY 2022-23)



SLO Transit Passenger Survey

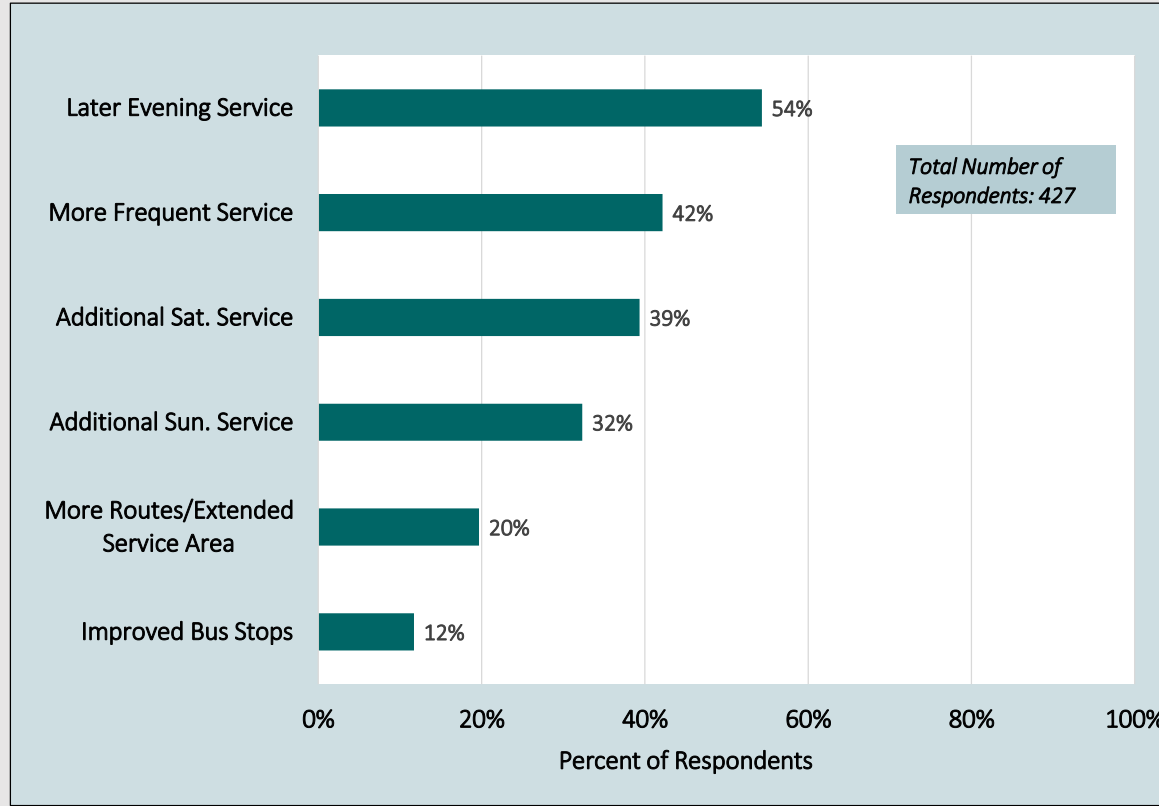
Trip Purposes



*Compared to 2015, fewer passengers were traveling to/from university/college (-14%), and more were traveling to/from work (+4%) and shopping (+12%).

SLO Transit Passenger Survey

Most Popular Improvements



SLO Transit – Frequency Alternatives

Challenge/Need - Increase frequency to attract more riders (City of SLO Climate Action Plan transit mode split goal of 7% by 2030 and City of SLO Circulation Element transit mode split goal of 12% by 2035)

- Option Analyzed: Add 2 more trips on Route 4A in the morning (between 8AM and 10 AM) and 2 more trips on Route 4B in the afternoon (between 3PM and 5 PM). Academic year only.
 - Net annual impact: +4,200 trips, \$21,500
 - **Meets productivity and cost per trip standards**
- Option Analyzed: Double frequency on Routes 1, 2, 3, 4 (A & B)
 - Full-service day, year-round
 - Net annual impact: +208,300 trips (40% increase), \$2.6 million
 - 8:00 AM to 6:00 PM, weekdays, year-round
 - Net annual impact: +119,700 trips (23% increase), \$1.6 million
 - Full-service day, weekdays, academic year
 - Net annual impact: +153,600 (30% increase), \$1.7 million
 - **Close to marginal cost per trip standard**



SLO Transit – Span of Service Alternatives

Challenge/Need - Address survey requests.

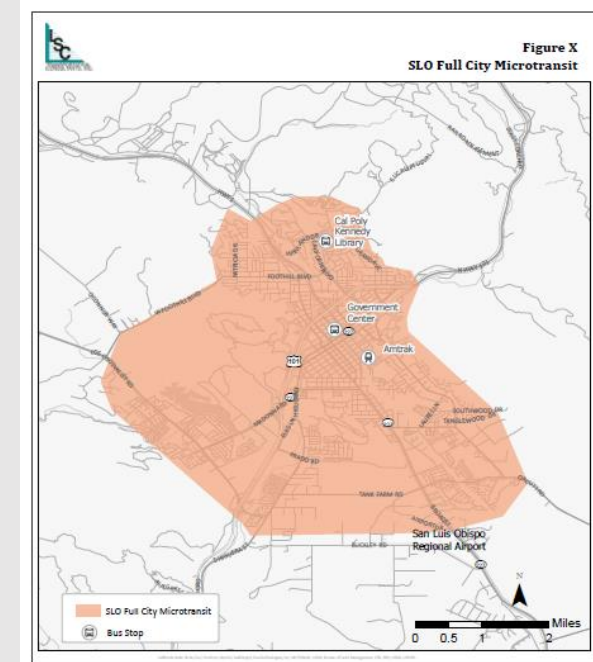
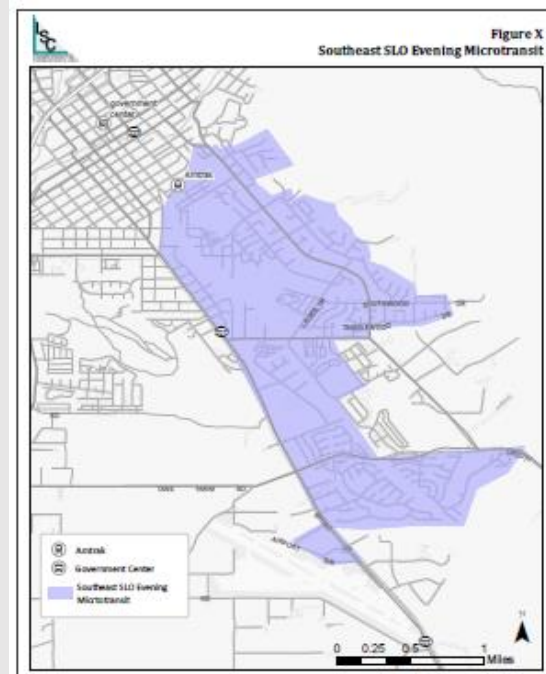
- Option Analyzed: Extend weekday evening service on A Routes
 - Until midnight - academic year net annual impact: +3,600 trips, \$96,300
 - Until 10 PM – non-academic year net annual impact: +2,000 trips, \$54,400
- Option Analyzed: Expand service on B Routes
 - Operate B Routes on Weekends – 7:45 AM to 8:00 PM
 - Net annual impact: +39,600 trips, \$279,400
 - **Meets productivity and cost per trip standards**
 - Extend Routes 1B and 2B until 10 PM weekdays – academic year
 - Net annual impact: +4,000 trips, \$85,100



SLO Transit – Microtransit Alternatives

Challenge/Need - Respond to requests for evening service with on-demand flexibility.

- Option Analyzed: Evening microtransit pilot in southeast SLO - 7 PM to 10 PM, weekdays, year-round
 - Net annual impact: -1,000 trips, \$12,200
- Option Analyzed: Late night microtransit – 10 PM to midnight, weekdays, academic year
 - Net annual impact: +4,700 trips, \$120,000



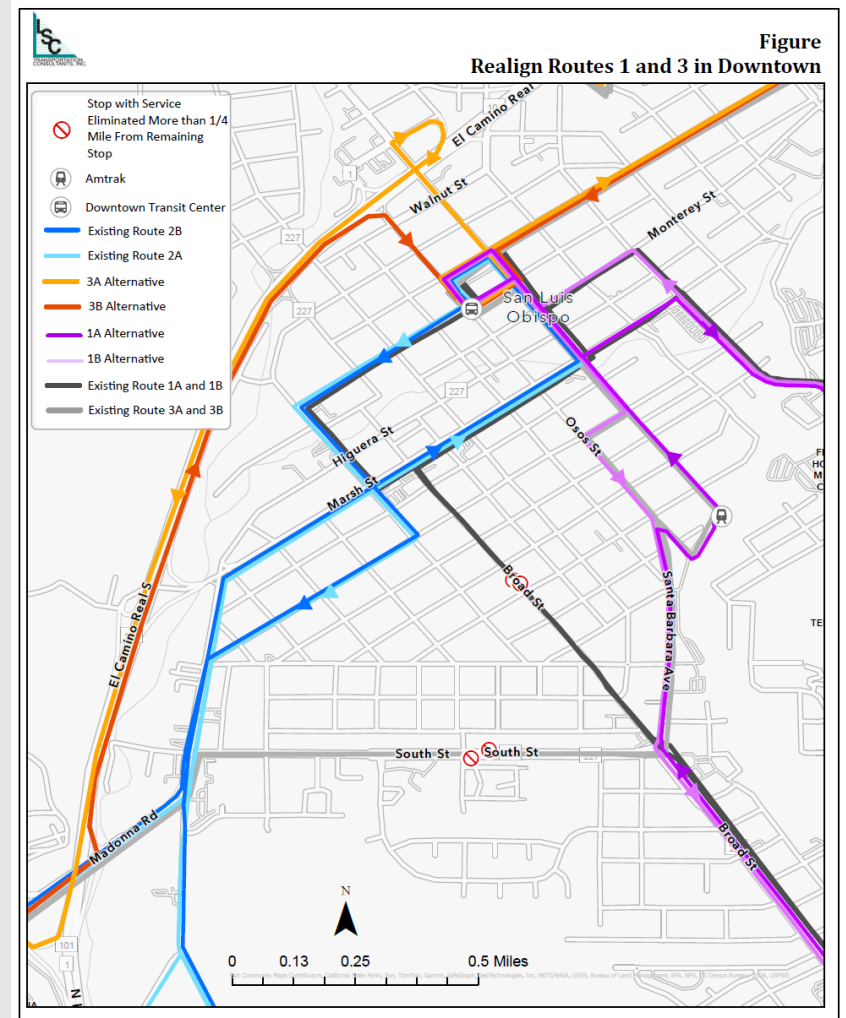
SLO Transit – Routing Alternatives

Challenge/Need - Reinstate services discontinued during COVID

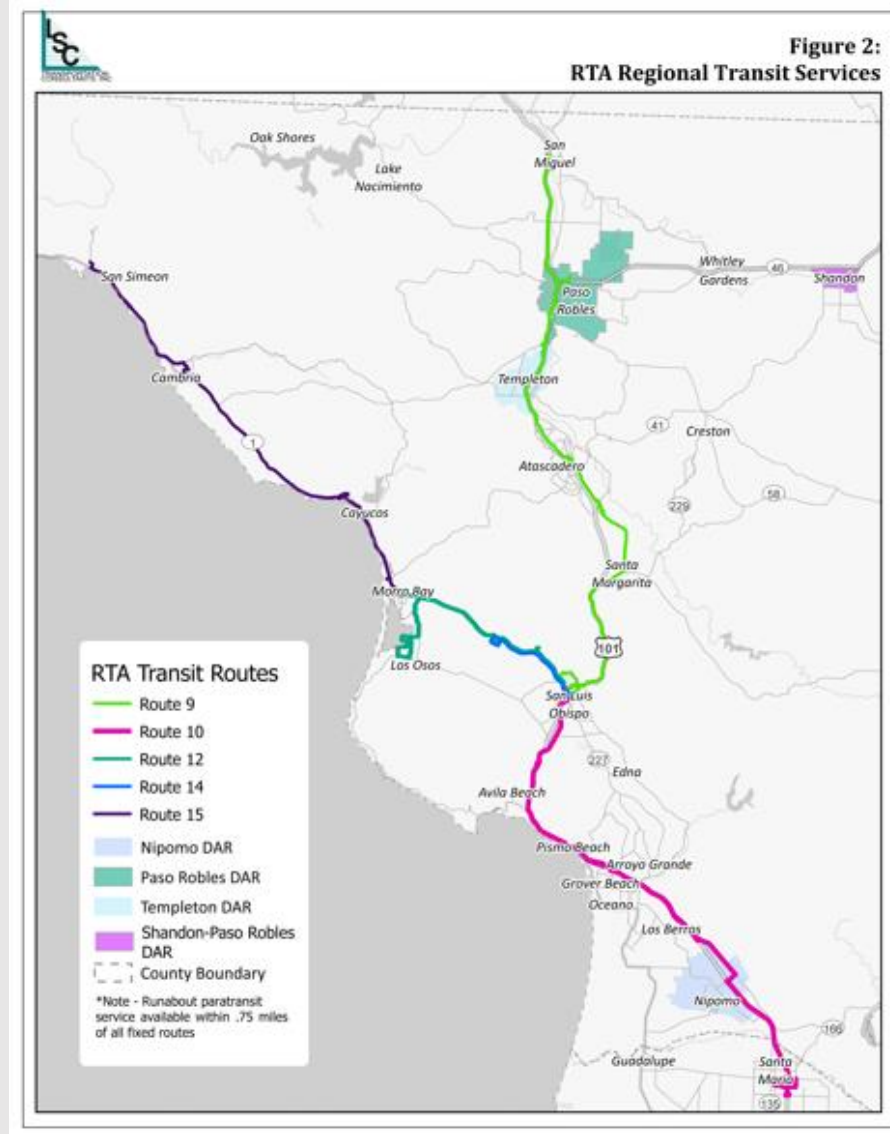
- Option Analyzed: Reinstate Route 6X
 - Net annual impact: +2,000 trips, \$7,700
 - **Meets productivity and cost standards**
- Option Analyzed: Reinstate Highland Tripper
- Option Analyzed: Reinstate SLO Tripper

Challenge/Need – Poor on-time performance

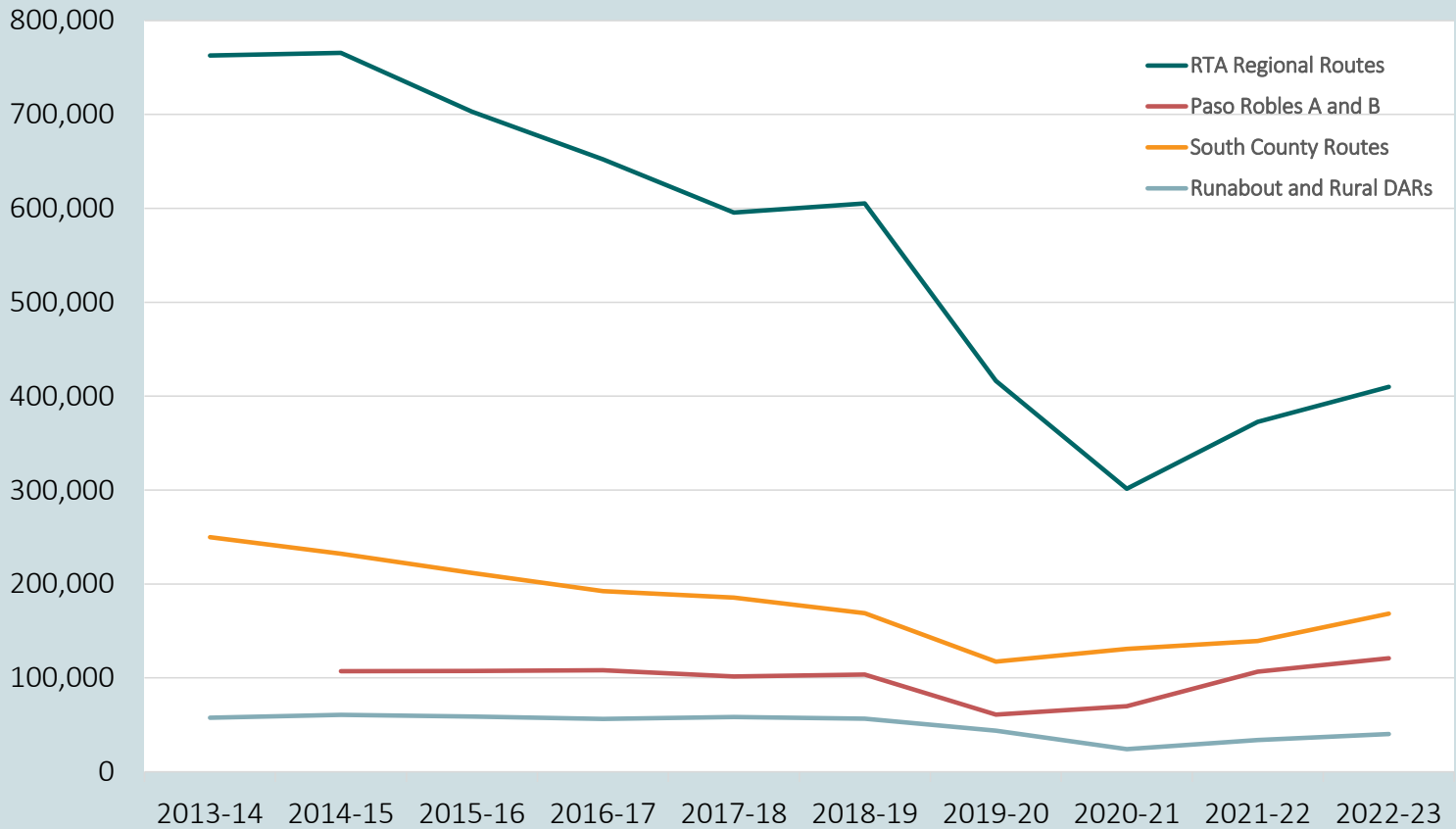
- Option Analyzed: Revise Routes 1 and 3 in Downtown SLO
 - Net annual impact: +17,700 trips, \$9,400
 - No increase in vehicle hours
 - **Meets marginal operating cost per trip standard**
- Option Analyzed: Revise Route 2 to address poor on-time performance
 - Significant ridership loss, not considered further



SLO RTA Services



RTA Historical Performance



Data from RTA

RTA Top Performing Service Alternatives

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

- Provide a mid-day stop at Cal Poly on Route 9.
- Convert one of the existing Route 10 southbound deadhead runs into a 6:03 AM southbound Route 10 scheduled run.
- Increase Route 9 Saturday service frequency
- Increase Route 10 Saturday service frequency
- Provide Paso Robles Route A service on Saturdays
- Provide Paso Robles Route B service on Sundays

Alternatives which could also be considered, depending on funding availability

- Re-establish Route 14 service
- Streamline Route 10 service in Santa Maria
- Eliminate the Route 10 8:33 PM southbound run
- Increase weekday service frequency on Route 12
- Provide tripper service to Paso Robles High School and Daniel Lewis Middle School
- Provide Route 27 service on Saturdays



Questions?



Recap and Next Steps

- Alternatives Memo our for review mid-June
- SLO City Council Study Session on July 16th
- 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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