Monterey – Salinas Transit
Comprehensive Operational Analysis

Operations Performance Committee

Draft Plan
August 16, 2021

Daniel Costantino
Why are we here?

• We are reviewing where and how much service MST provides, and whether that needs to change.

• In June, the Operations Committee provided staff and consultants with direction on how to allocate resources.

• Today we present to you the key features of the resulting Draft Network Plan for your information and preliminary input.
Plan Direction

• Focus a little more on ridership, a little less on coverage. Aim for 60% Ridership / 40% Coverage.

• Prioritize coverage that serves the needs of low-income, low-car ownership communities.

• A little more service in Salinas, a little more regional service, and a little less service on the Peninsula.
  – 40% greater Monterey/Seaside urban area
  – 40% Salinas
  – 20% regional
An Important Note!

- This direction was only about the service that MST pays for out of its general funds.

  - This is about services paid for by everybody’s taxes, throughout the county.

  - This is not about contract services paid for directly by cities, colleges, the military, or anyone else.

  - Measure Q resources would continue to be used for the needs of seniors, veterans and people with disabilities.
What does this add up to?

• More focus on frequency and legible, direct routes.

• Service increases targeted at low-income communities and high-volume destinations.

• Less service in areas with very low population density.

• A little more service in Salinas and South County, a little less service in the Peninsula.
Three Scenarios

• The medium funding scenario matches MST’s expected resources in 2022-2023.
  – The medium scenario is the most realistic view on what MST could implement out of this plan.
  – This is the network we are focusing most on today, and the one we intend to present to the public and gather detailed input on.

• Two other scenarios were prepared to help MST adapt to possible future conditions.
  – The high scenario shows what MST could do with additional service funding, equivalent to another 1/8-cent sales tax.
  – The low scenario is a contingency for what to do in the case of a future fiscal crisis, or other critical resources constraints, requiring a service cut.
Core Network - Existing
Draft Plan – Medium Scenario

Monterey-Salinas Transit Medium Concept Network (Midday)

On weekdays, the bus comes about every...

- 15 minutes or better
- 16-25 minutes
- 26-39 minutes
- 40-60 minutes
- Over 60 minutes
- Limited service (8 trips or less per day)
- Non-stop segment
Proximity to Existing Service

**Existing Scenario - Weekday at noon**

What percentage of Monterey County is near transit that comes every

- 15 minutes or better
- 16 - 25 minutes
- 26 - 39 minutes
- 40 - 60 minutes
- More than 60 minutes
- Not within 1/2 mile

**Residents**

- 10% 15 minutes or better
- 3% 16 - 25 minutes
- 14% 26 - 39 minutes
- 12% 40 - 60 minutes
- 14% More than 60 minutes
- 47% Not within 1/2 mile

**Residents in Poverty**

- 19% 15 minutes or better
- 3% 16 - 25 minutes
- 14% 26 - 39 minutes
- 9% 40 - 60 minutes
- 16% More than 60 minutes
- 40% Not within 1/2 mile

**Minority Residents**

- 14% 15 minutes or better
- 2% 16 - 25 minutes
- 15% 26 - 39 minutes
- 8% 40 - 60 minutes
- 17% More than 60 minutes
- 44% Not within 1/2 mile

**Jobs**

- 6% 15 minutes or better
- 8% 16 - 25 minutes
- 6% 26 - 39 minutes
- 11% 40 - 60 minutes
- 12% More than 60 minutes
- 56% Not within 1/2 mile

Note: Proximity is measured as being located within 1/2 mile of a bus stop.
Proximity – Medium Scenario

Medium Scenario - Weekday at noon
What percentage of Monterey County is near transit that comes every

- 15 minutes or better
- 16 - 25 minutes
- 26 - 39 minutes
- 40 - 60 minutes
- More than 60 minutes
- Not within 1/2 mile

Residents
- 17% 29% 10% 3% 42%

Residents in Poverty
- 26% 31% 7% 3% 33%

Minority Residents
- 20% 31% 8% 3% 37%

Jobs
- 16% 21% 7% 2% 53%

Note: Proximity is measured as being located within 1/2 mile of a bus stop.
Consistent, timed transfers would make local and regional connections more viable.
Consistent, timed transfers would make local and regional connections more viable.
This would create significant door-to-door time savings for many trips.

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Salinas – Existing Service

- Many routes with very little service.

- Except for Routes 20 and 41, all routes operate once an hour, or less.
Salinas – Medium Scenario

• Higher frequencies nearly everywhere.

• Two routes run every 15 minutes (41 and 49)

• Service every 30 minutes to Boronda, Natividad and South Salinas.

• Timed transfers at Salinas Transit Center.
Salinas - Existing

Existing - Weekday at noon
What percentage of Salinas residents are near transit that comes every

15 minutes or better 26 - 39 minutes More than 60 minutes
16 - 25 minutes 40 - 60 minutes Not within 1/2 mile

Residents

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Note: Proximity is measured as being located within 1/2 mile of a bus stop.
Salinas – Medium Scenario

Medium Scenario - Weekday at noon
What percentage of Salinas residents are near transit that comes every

- 15 minutes or better
- 26 - 39 minutes
- More than 60 minutes
- 16 - 25 minutes
- 40 - 60 minutes
- Not within 1/2 mile

Residents

- 36% within 15 minutes or better
- 30% within 26 - 39 minutes
- 13% within 40 - 60 minutes
- 20% not within 1/2 mile

Residents in Poverty

- 50% within 15 minutes or better
- 24% within 26 - 39 minutes
- 8% within 40 - 60 minutes
- 16% not within 1/2 mile

Minority Residents

- 39% within 15 minutes or better
- 27% within 26 - 39 minutes
- 13% within 40 - 60 minutes
- 20% not within 1/2 mile

Jobs

- 25% within 15 minutes or better
- 29% within 26 - 39 minutes
- 9% within 40 - 60 minutes
- 2% not within 1/2 mile
- 34% not within 1/2 mile

Note: Proximity is measured as being located within 1/2 mile of a bus stop.
Trip Example: North Salinas to South Salinas

If you lived near North Salinas High School, and you were trying to reach Salinas Valley Memorial Hospital at 9:00 AM, here’s how long that would take:

This same trip would take up to 2 hours coming home, because northbound Route 48 arrives at Salinas Transit Center 56 minutes before northbound Route 49.
Trip Example: North Salinas to South Salinas

Here’s how that would change under the Draft Plan, in the Medium Scenario:

You would save 25 minutes in this direction, and over an hour in the other direction, because it would take the same amount of time in both directions.

This is due to the higher frequency on both routes, compared to existing service. Many trips in Salinas would benefit from generally higher frequencies and timed transfers.
Bay & Peninsula – Existing

- Extremely complex service, with many infrequent and indirect routes.
Bay & Peninsula – Medium Scenario

- A little less service overall, some areas no longer covered.

- Simplified service with more consistent headways.

- Timed transfers at Monterey Transit Plaza and Sand City
Bay & Peninsula – Existing

Existing - Weekday at noon
What percentage of the greater Seaside-Monterey urban area is near transit that comes every

Residents

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<tr>
<th>Percentage</th>
<th>16 - 25 minutes</th>
<th>26 - 39 minutes</th>
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<tr>
<td>Residents</td>
<td>12%</td>
<td>27%</td>
<td>26%</td>
<td>32%</td>
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Residents in Poverty

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<th>Percentage</th>
<th>16 - 25 minutes</th>
<th>26 - 39 minutes</th>
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<tr>
<td>Residents</td>
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Minority Residents

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<td>16%</td>
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Jobs

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<th>Percentage</th>
<th>16 - 25 minutes</th>
<th>26 - 39 minutes</th>
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<tr>
<td>Jobs</td>
<td>29%</td>
<td>12%</td>
<td>23%</td>
<td>4%</td>
<td>32%</td>
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Note: Proximity is measured as being located within 1/2 mile of a bus stop.
Bay & Peninsula – Medium Scenario

**Medium Scenario - Weekday at noon**

What percentage of the greater Seaside-Monterey urban area is near transit that comes every

<table>
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<tr>
<th></th>
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<th>Residents in Poverty</th>
<th>Minority Residents</th>
<th>Jobs</th>
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Note: Proximity is measured as being located within 1/2 mile of a bus stop.
Trip Example: Seaside to Pacific Grove

If you lived in the middle of Seaside, and you were trying to reach the shopping centers near David & Forest in Pacific Grove, here’s how long that would take:

This is shorter than any possible walk (at least 2 hours), but still much over 3 times longer than driving (~30 minutes).
Trip Example: Seaside to Pacific Grove

Here’s how that would change under the Draft Plan, in the Medium Scenario:

Because frequency improvements are marginal, the gains in travel time are also marginal. Timed transfers will help more on some trips than others.
Regional Network - Existing

- Regional routes mostly operate every two hours.

- South County cities have local on-call service with very limited capacity.

- Some routes just 2 or 3 times a day, e.g. Big Sur, Paso Robles.
Regional Network – Medium Scenario

• Route 23 in South County every 60 minutes, on a more direct path.

• South County On-call service is replaced with local circulators, running every 30 minutes.

• Timed connections to and from Watsonville

• Reduced frequency in the Carmel Valley; no service to Big Sur.
Trip Example: Soledad to Watsonville

*If you lived in Soledad, and you needed to go to Watsonville in the middle of the day, here’s how long that would take:*

![Route Map and Trip Details]

- **Route 28** (Limited trips, no timed transfer)
- **Route 23** (More than every 60 minutes)

**3 Hours 17 Minutes**
- 12 minutes walking, 84 minutes waiting, 101 minutes riding

- Start trip at home at 1st & Monterey (Soledad) at 8:43am.
- Walk 9 minutes to the stop at Front & East.
- Wait 5 minutes for Line 23 to Salinas Transit Center.
- Ride Line 23 for 53 minutes to Salinas Transit Center.
- Arrive 9:50am. Wait 55 minutes for Line 28. Get on at 10:45am.
- Ride Line 28 for 48 minutes to Watsonville Transit Center.
- Walk 3 minutes to get to Lake & Main at 11:36am.
- Wait 24 minutes for start of work at 12:00pm.
Trip Example: Soledad to Watsonville

Here’s how that would change under the Draft Plan, in the Medium Scenario:

You would save over an hour on this trips, largely due to the timed transfer in Salinas, and partly due to higher frequency and slightly faster routing on Route 23.

Many longer regional trips would benefit from a consistent, short wait at transfer points rather than a random and sometimes very long wait.
Weekend service compared to Weekday service

- Weekend service would remain significantly less than on weekdays.

- Weekend service ends earlier than Weekday service.

- Improvements to weekend service would have required lower frequencies on weekdays, or reductions in coverage in areas with significant low-income populations.
Key Questions for Community Outreach

• Do the proposed changes in this network reflect your values and priorities?

• Would the proposed changes have a positive or negative impact on:
  • you and your family?
  • your neighborhood and community?
  • Monterey County as a whole?

• Would you accept lower service levels on weekdays, to allow improvements in evening or weekend service?

• What should be corrected in the Final Plan?
Next Steps

Analyze the Network

Community Input

Choices Report
May 2021

Committee Direction
June 2021

Redesign the Network

Draft Network Plan
August 2021

Community Input

Final Plan
December 2021

Board Decision
Early 2022

Implementation by MST
Thank you!