

April 2023 Marin Transit Board Meeting

Note: Please put a check mark next to the item number(s) you are providing comment on. Your comments will be forwarded to the Board of Directors and will be placed into the public record.

Name (optional)

Anthony

Contact Information (optional)

(415) 488-7995

Board Item(s): *

Item 1

Item 2

Item 3

Item 4

Item 5

Item 6

Other: Item 7

Comments: *

On Item 2, I recall that your agency has been considering what can potentially replace the shuttle vans currently used with Marin Transit in a bid to reduce its carbon footprint and comply with California's mandate of transit agencies operating all electric vehicles by 2040. There is a pilot project right now with the Minnesota Valley Transit Authority (MVTA), a transit agency operating in the southern suburbs of Minneapolis, MN, that your agency might be interested in: Karsan, a Turkish bus manufacturer, and the MVTA, are testing a 19-foot electric minibus on the agency's MVTA Connect service that can seat up to 25 passengers and might be a perfect vehicle to test on the Tiburon Hills where the 219F might be discontinued if your Board pursues to go through with the service changes highlighted in Item 6 later in the meeting. That vehicle might also be helpful in closing significant transit gaps that are still visible throughout the county, including Sleepy Hollow, portions of Terra Linda and Lucas Valley, Bel Marin Keys, and more. Hopefully, your agency will consider collaborating with Karsan and MVTA on bringing a similar demonstrator bus to Marin Transit to potentially meet the changing ridership profile in Marin County and still meet the mandated transition to all electric vehicles by 2040. Details can be found below: (feel free to copy and paste the websites for your perusal and evaluation)

<https://www.karsan.com/en/e-jest-highlights>

<https://www.mvta.com/mvta-connect/>

<https://www.mprnews.org/story/2023/03/05/minnesota-transit-agency-is-testing-a-new-electric-bus-from-turkey>

Also for Item 2, I'd also like to express a route idea that could be added to Marin Transit's services, especially for the upcoming summer season: I'd love to see the agency collaborate more with the National Parks Service, alongside Golden Gate Transit and San Francisco Municipal Transportation Agency (SFMTA), in potentially restoring a weekend- and holiday-only service called Route 76. Muni called it the 76X, which operated between Sansome & Sutter (Montgomery BART) and Point Bonita Lighthouse in the Marin Headlands, with limited stops along Sutter Street (outbound), Post Street (inbound), Van Ness Avenue, Lombard Street, Richardson & Francisco/Lyon, and Golden Gate Bridge Toll Plaza before crossing the bridge to Marin and serve many stops around the Headlands. My idea would be to have two routes, both of which involve using existing stops as the 76X and a potential extension to serve nearby Fort Baker and the Bay Area Discovery Museum, which would be ideal as it is located not far from the Baker Tunnel used to access the Headlands. One route will terminate at the Golden Gate Bridge Toll Plaza for access to and from San Francisco (call it the 76), the other will end at Sausalito Ferry for visitors accessing from the Marin side (call it the 77). Combining these operations with the Muir Woods Shuttle (66F from Sausalito Ferry), and the agency might see even more visitors riding transit to and from the Golden Gate National Recreation Area, which can further reduce vehicle congestion through the Marin Headlands. I hope it will be feasible to run both services where possible to meet the return of tourists visiting the San Francisco Bay Area.

On Item 5f, I am surprised that Caltrans is considering rebuilding the Paradise Drive/Tamalpais Drive interchange that it did not show on any of my social media feeds until your agency brought it up on this month's Board meeting. That interchange can be particularly tricky to navigate, especially when there are not many wayfinding signs for pedestrians to go through that interchange. While there are signs to safely cross the freeway through the overpass, the awkward locations of bus stops makes the interchange not that safe for riders who many need to transfer between buses, especially when your board will consider approving the extension of Route 29 to East Corte Madera, highlighted on Item 6. And while the idea of moving the bus stops from close to the freeway interchange (as most bus pads are setup) to a place closer to the shopping centers (Town Center on the south side, Village at Corte Madera on the north side) would be a huge boon for shoppers as their walk paths would be safer and more accessible than their current locations, there was not that much public consultation from other stakeholders in Marin County that I felt being left out of the conversation on this important project.

I fully support moving the bus pads from their current locations next to the freeway to their new locations next to Paradise Drive northbound, Tamalpais Drive southbound, provided that the corresponding bus lines (Routes 17, 22, 29,

36, 71, 130, 132, and 150) will have safe, reliable transfers available for commuters. At the same time, however, consider moving the bus stops at Tamalpais Drive & Madera Blvd closer to the interchange to facilitate transfers between the 22 and 29, similar to the rearrangement made at Rowland Boulevard bus stops in Novato. Most importantly, since the interchange can get congested during rush hours and on weekends, implementing a transit-only lane and transit signal priority that allows queue jumping for buses will be necessary additions to improve transit service reliability through that interchange.

On Item 6, I would like to thank Robert and his team for making the difficult yet needed service changes possible, despite the challenges and issues found with each change. I am pleased that the team listened to College of Marin students that it will keep the later trips at 8pm and 9pm to San Rafael so that students who attend night classes will be able to use transit and get home safely, and I am excited to see a return of transit service to more parts of northern Novato with the Route 49 extension through San Marin and Fireman's Fund. I am also thankful that an idea of extending the 257 to Hamilton will be implemented in the revised plan, alongside re-establishing transit service to and from Paradise Cay via Corte Madera (hopefully, you will revisit adding a stop close to the Village at Corte Madera later) with Route 29, and increasing frequency on Route 71 for service north of San Rafael. Hopefully, on a future service change, Marin Transit will consider adding more trips to routes that have historically seen sporadic evening service (meaning no service after 9pm daily), including Routes 49 and 257 to Novato, to allow more riders to use transit without needing to rely on Route 71 that use freeway bus pads and result in longer walk times for many commuters.

On Item 7, several questions come to mind:

- Does this upcoming amendment mean that MV Transportation is looking to drop its current contract and hand all of its existing service contracts to Marin Airporter?
- From the description, it does not mention the Muir Woods Shuttle as part of Marin Airporter's potential scope of service from July 1st, which begs the question: will Marin Airporter also operate the Muir Woods Shuttle, meaning it will also need to enter into a deal with the National Parks Service to operate the shuttle from that date?
- On the vehicle roster, it does not mention two heavy duty shuttle vans also used for West Marin Stagecoach, units 1560 and 1561. Does that imply those two vehicles will not be inherited by Marin Airporter as part of its roster and instead retire them by June 30th (or disposed of before that date)?
- How much savings will Marin Transit get from potentially dropping MV Transportation as a contractor and handing it over to Marin Airporter, a locally-run transportation service?
- Will there be opportunities for potentially retrenched staff currently under MV Transportation to consider switching over to Marin Airporter, Golden Gate Transit, or Transdev once the new contract is signed? If so, how many operators, mechanics, and other support staff will be affected by this change?
- From previous discussions with Airporter operators, they still are at least ten operators short to fulfill the services they currently operate. Since Marin Airporter will shoulder even more burden when the contract is approved by the Board, how will Marin Transit help Marin Airporter recruit even more operators, mechanics, and support staff that are not affiliated with MV (or any agency for this matter) not just to fill up more open operator slots, but also ensure that canceled trips will be significantly reduced and improve service reliability?

This form was created inside of Marin Transit.

[info] Barbier Security Group/ San Rafael Transit Center.

Kate Burt <kburt@marintransit.org>

Thu, Mar 30, 2023 at 1:06 PM

To: United Transit Alliance UTA <unitedtransitalliance@gmail.com>

Hello,

Thank you for your comments. They are being distributed to the Marin Transit Board of Directors as a public comment for the upcoming Board meeting.

Sincerely,

Marin Transit

On Wed, Mar 29, 2023 at 2:03 PM United Transit Alliance UTA <unitedtransitalliance@gmail.com> wrote:

We understand the personal matter can not be commented on.

However the brown act seems to be violated. It should be in public comment and at least distributed to Board Members.

The Security Team is the one that videoed and posted out to social media. Very disturbing

Regards UTA

On Fri, Mar 17, 2023 at 3:29 PM Kate Burt <kburt@marintransit.org> wrote:

Dear United Transit Alliance:

Thank you for your recent inquiry regarding an incident at the San Rafael Transit Center. Marin Transit cannot comment on this as Marin Transit understands the incident is the subject of a confidential personnel matter.

Sincerely,

Marin Transit

On Thu, Mar 16, 2023 at 10:22 PM United Transit Alliance UTA <unitedtransitalliance@gmail.com> wrote:

To Whom it may concern :BOD of Marin Transit.

We sent this in by 5:00 3/5/23 to be included in the March 3/6/23 meeting minutes.

However it was not listed anywhere under public comment or other items.

Please distribute video to all board members. What are next steps?

Regards, UTA

On Sun, Mar 5, 2023 at 3:10 PM United Transit Alliance UTA <unitedtransitalliance@gmail.com> wrote:

Transit Board Directors.

Please investigate how this security video got released.

It is a violation of this driver's privacy and only shows aftermath without context

Marin transit contracted Marin Airporter driver spat at and thrown urine on by Passenger. Driver takes actions into her own hands while a contracted security guard videotapes the incident.

Regards, UTA

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