State Route 37
Water Transit Study
SR-37 Executive Steering Committee
June 6, 2019
STA study focused on identifying opportunities to expand or create ferry service for Solano County (Vallejo, Benicia, and Rio Vista)
  • Include analyzing ridership projects, landside infrastructure, and financial feasibility

Study was amended to include feasibility of ferry service between the Solano and Marin counties – parallel to the SR-37 corridor

Ridership projections funded by WETA and completed with SFCTA’s SF-Champ model
Initial Ridership Projections

Larkspur Bound Ridership is only 18% of SF Bound Ridership

<table>
<thead>
<tr>
<th>Origin</th>
<th>Destination</th>
<th>Total Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vallejo</td>
<td>SF Ferry Building</td>
<td>5,575</td>
</tr>
<tr>
<td>Vallejo</td>
<td>Larkspur</td>
<td>1,021</td>
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</tbody>
</table>

Three Primary Reasons for Lower Demand
1. Larkspur and SF are similar distance from Vallejo
2. Ferry and Driving Times are similar for Larkspur; for SF Ferry is much faster
3. More dispersed employment in Larkspur vs SF
• New service to Larkspur feasible, especially when considering a private-operator model.
• Difficulty meeting WETA’s standard of 40% farebox recovery. Costly landside improvements would be required in Larkspur for WETA sized ferries.
• No improvements needed at Vallejo
• Moderate daily boardings could potentially justify a smaller-boat service such as water-taxis or boats that carry <100 passengers.
Private operators have expressed interest in the Vallejo-Larkspur Route
  • No Need for Land-side improvements
  • Can target employers and service smaller community.
  • Don’t have to meet federal transit requirements

Further engagement of private operators is recommended.
Thank you! Questions?

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