

CHAPTER 5 - TRANSPORTATION GAPS

A requirement of Community Based Transportation Plans is to summarize and analyze the transportation gaps that were identified in the Metropolitan Transportation Commission's 2001 *Lifeline Transportation and Environmental Justice* report that was part of the process to develop the *Regional Transportation Plan*.

5.1 Spatial Gap Analysis

The Metropolitan Transportation Commission performed a spatial gap analysis to identify low-income neighborhoods not served by transit. Their 2001 *Lifeline* report did not point to any specific spatial gap within the project area.

5.2 Temporal Gap Analysis

The MTC *Lifeline* report identifies SamTrans Route 292, which runs through the project area via Delaware Street, as a Lifeline Transportation Network route. As the report states, this route serves a pre-defined concentration of CalWORKs households, serves essential destinations, and is a SamTrans trunkline route. The temporal gap analysis was based on MTC objectives for hours of operations and frequency of service and shows that Route 292 does not constitute a temporal gap in terms of hours of operation. SamTrans Route 292 is actually one of three of the 12 total identified SamTrans Lifeline routes that exceeds the hours of operation objectives for non-urban operators on all days. The route also meets all objectives for frequency of service except during the weekday night service hours. Table 3 below shows the MTC objectives against SamTrans Route 292 hours of operation and frequency of service.

Table 3: Temporal Gap Analysis

	Hours of Operation			Frequency of Service				
	Weekday	Saturday	Sunday	Weekday Commute	Weekday Midday	Weekday Night	Saturday	Sunday
MTC Objectives for Suburban Transit Lifeline Routes	6am - 10pm	6am - 10pm	8am - 10pm	30	30	30	30	30
SamTrans Route 292	4:45am - 12:45am	5am - 12:45am	5am - 12:45am	20-30	20-30	60	30	30