



Fact Sheet | Spring 2022

## ABOUT THE STUDY

The *El Camino Real Bus Speed and Reliability Study* (ECR Study) analyzes the impact of slowdowns on SamTrans bus service on El Camino Real and identifies potential changes to achieve faster and more reliable service. As the backbone of the SamTrans network, Route ECR serves 13 cities across 25 miles, accounting for one quarter of average weekday bus ridership on SamTrans. This study is evaluating near-term and long-term improvement opportunities to street design and bus stop placement to achieve faster and more reliable service.

**Study Goal**  
*Increase bus speeds and improve bus reliability on El Camino Real*

**Desired Outcomes:**

- Improved rider experience
- Attract new riders and support ridership recovery
- Improved operational efficiency
- Better driving experience for SamTrans bus operators

## Project Timeline



▲  
We Are Here

## Community Priorities

The ECR Study builds upon Reimagine SamTrans, the agency's bus network redesign that will implement a new bus system in phases beginning in Summer 2022. SamTrans conducted extensive public outreach and heard four top priorities from riders and San Mateo County residents which this study seeks to implement:

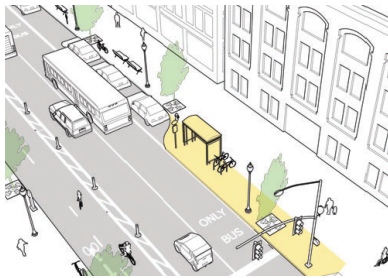
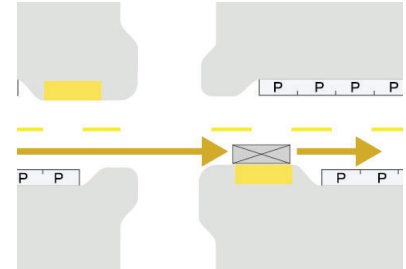
- More frequent service**
- Better real-time bus arrival information**
- Faster routes with fewer stops**
- Better connections to rail service like BART and Caltrain**

## IMPROVEMENT OPPORTUNITIES

SamTrans seeks to reduce Route ECR travel times by at least 15 percent through a combination of the following improvements:

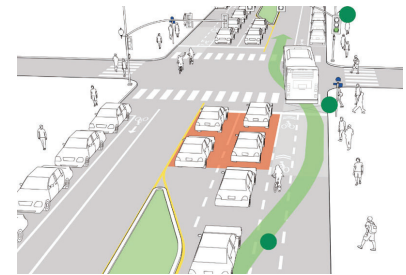
### Bus Stop Balancing & Placement

Bus stops located at the far-side of the intersection with balanced spacing helps buses travel faster and more reliably. Route ECR would stop every ¼ to ½ mile, with shorter spacing occurring in areas with high ridership and/or serving key connections. Stops would be located on the far side of intersections in the lane of travel to minimize delays and conflicts.



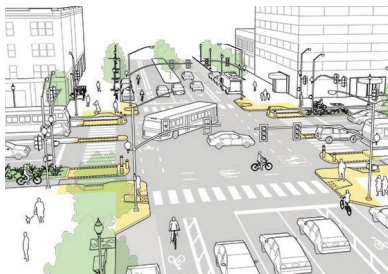
### Bus Bulbs

Bus bulbs extend the sidewalk curb to allow buses to stop in the lane of traffic. Bus bulbs improve speed and reliability by reducing the amount of time lost when merging in and out of traffic, while also reducing pedestrian crossing distances.



### Queue Jumps

When it makes more sense for a bus stop to be located on the near-side of an intersection, a queue jump can reduce delay for buses merging back into traffic. Queue jumps give buses priority via a dedicated signal to re-enter traffic flow from a dedicated bus lane or right-turn only lane.



### Pedestrian Access Improvements

Improving pedestrian connections to bus stops helps reduce overall passenger travel times and access barriers. Pedestrian access improvements may include striping unmarked crosswalks, adding traffic signals at unsignalized crossings, and adding or upgrading sidewalks and curb ramps.



### Bus-Only Lanes

Bus-only lanes help buses bypass traffic congestion to achieve faster and more reliable service. Bus-only lanes can offer substantial travel time savings but require tradeoffs; usually, a general purpose lane would need to be converted to accommodate a bus-only lane.

[www.samtrans.com/ecrstudy](http://www.samtrans.com/ecrstudy)



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## Tell Us What You Think!

Visit the project website to check out the **interactive map** and share your feedback.