



Reimagine SamTrans Bus Network Alternatives

Coastside Virtual Public Meeting

May 5, 2021



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Agenda

- Project Goals and Timeline
- Introducing the Alternatives
 - Summary of Changes on the Coastside
- Public Input
- Questions/Discussion





Revisiting Our Project Goals

The goals of Reimagine SamTrans are to ...

Improve the experience for existing SamTrans customers

Grow new and more frequent ridership on SamTrans

Build SamTrans' efficiency and effectiveness as a mobility provider

How does Covid-19 impact our project purpose?



More important than ever

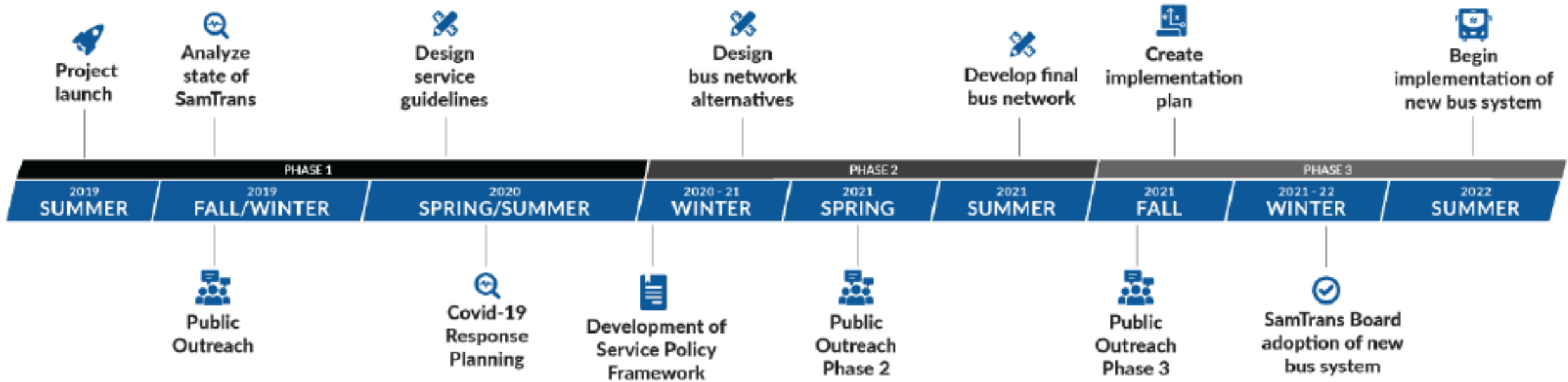
Uncertainty around new rider market

More frequent riders still possible

More important to be efficient and effective with resources — has effectiveness changed?



Project Timeline



We're here



Informing the Alternatives



Existing conditions

What's working and not working for SamTrans?



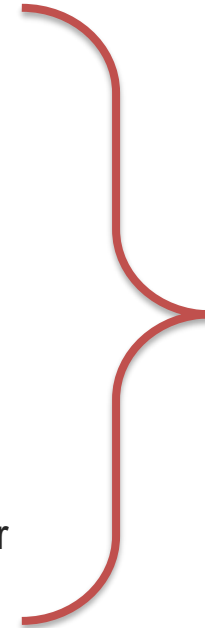
Public outreach

What are the community's priorities for SamTrans?



Market research

What are rider and non-rider perceptions and desires?



Alternatives

Three bus network alternatives for the public to comment on



THE ALTERNATIVES

- Guiding principles and shared objectives
- Overview of the alternatives



What Are Our Guiding Principles?



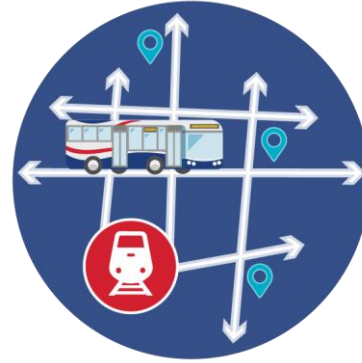
Customer Focus

Employ customer-focused decision-making



Workforce Delivery

Design service that can be reasonably delivered by our workforce



Effective Mobility

Be an effective mobility provider



Social Equity

Provide transportation services that support principles of social equity



What are the objectives of **all three alternatives**?

Scheduling

More efficient scheduling to reduce costs and maximize resources

Equity

Add or improve service in high-need areas

Efficiency

More efficient resource allocation, such as using all capacity on school-related routes

Reliability

Address reliability and on-time performance

Connections

Improve connections at county and regional hubs

Less Duplication

Reduce route duplication within our system



What are the themes of our **three alternatives**?

- **Alternative 1:** Emphasize direct, high frequency access to places within the county
- **Alternative 2:** Improve connections to rail and the region
- **Alternative 3:** Retain geographic coverage of service within the county



Alt 1: Direct, high-frequency service within the county

Implications by service type...

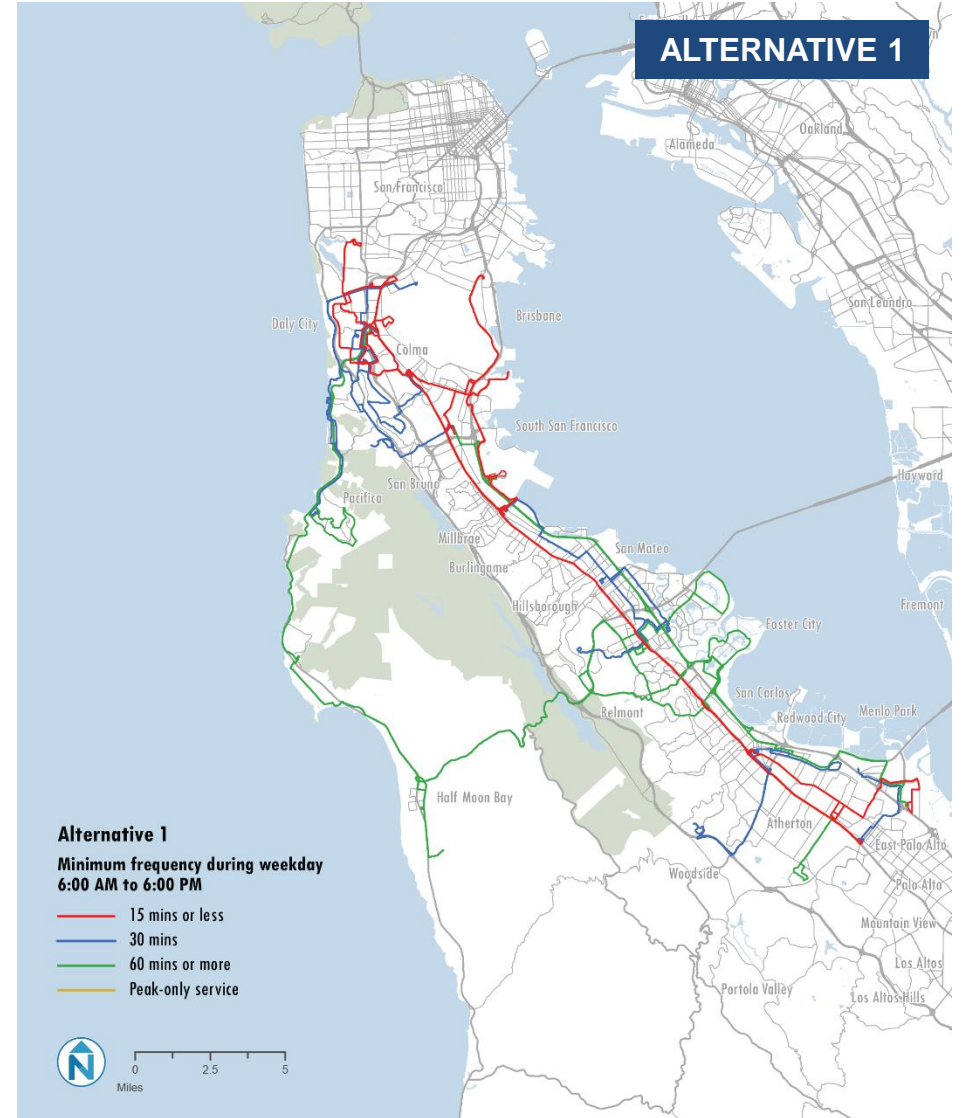
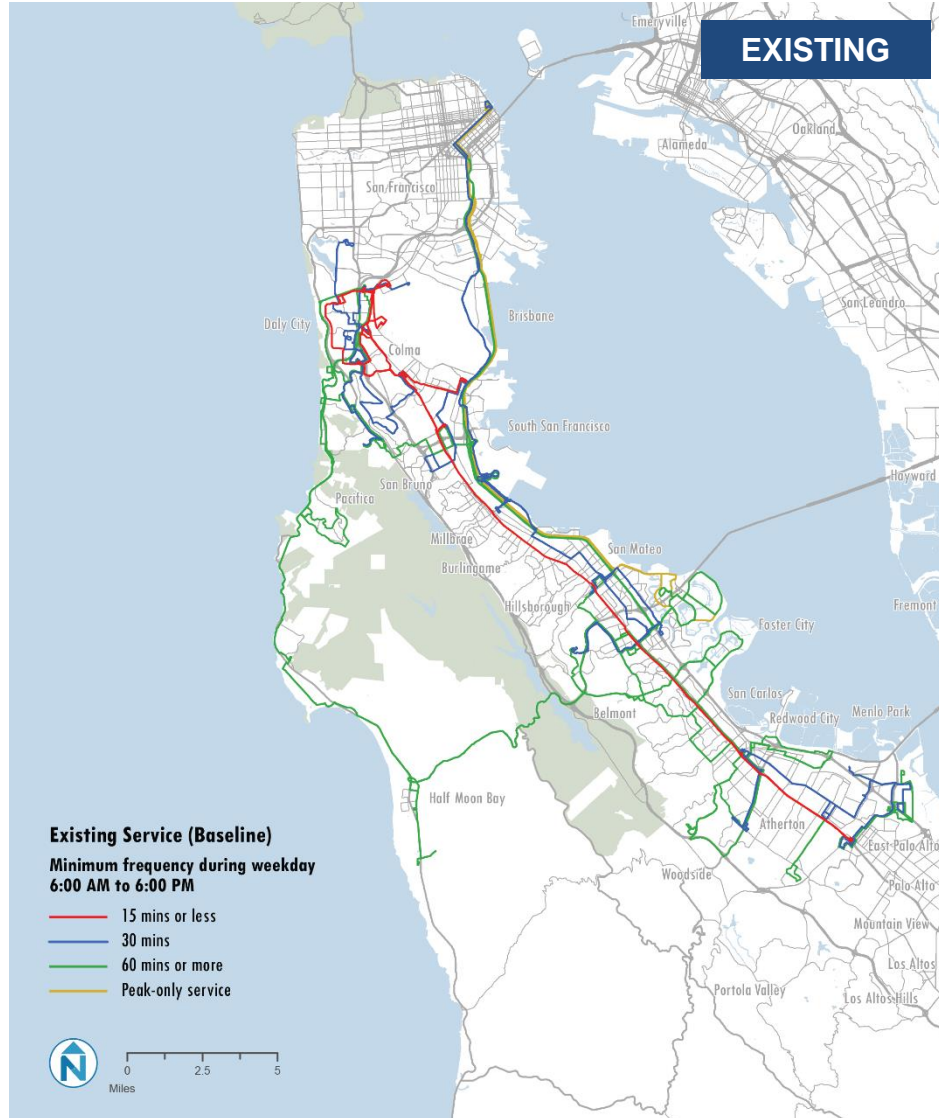
- ↓ School-related service: Modest reduction
- ↓ Local service: Neutral – modest reduction
- ↑ Frequent service: Moderate increase
- ↓ Express service: Neutral – moderate reduction

Overall Changes:

- Seven routes with service every 15 minutes all day, seven days a week
- Service into Oyster Point from Daly City, SSF, San Bruno
- East Palo Alto to SFO/San Bruno BART limited stop route
- All service into downtown SF truncated near county line
- Routes 292 and ECR split into two routes to improve reliability and increase frequency in busiest areas
- Areas with low ridership targeted for service reductions



Alt 1 | System Map Comparison





Alt 2: Expanded connections to rail and the region

Implications by service type...

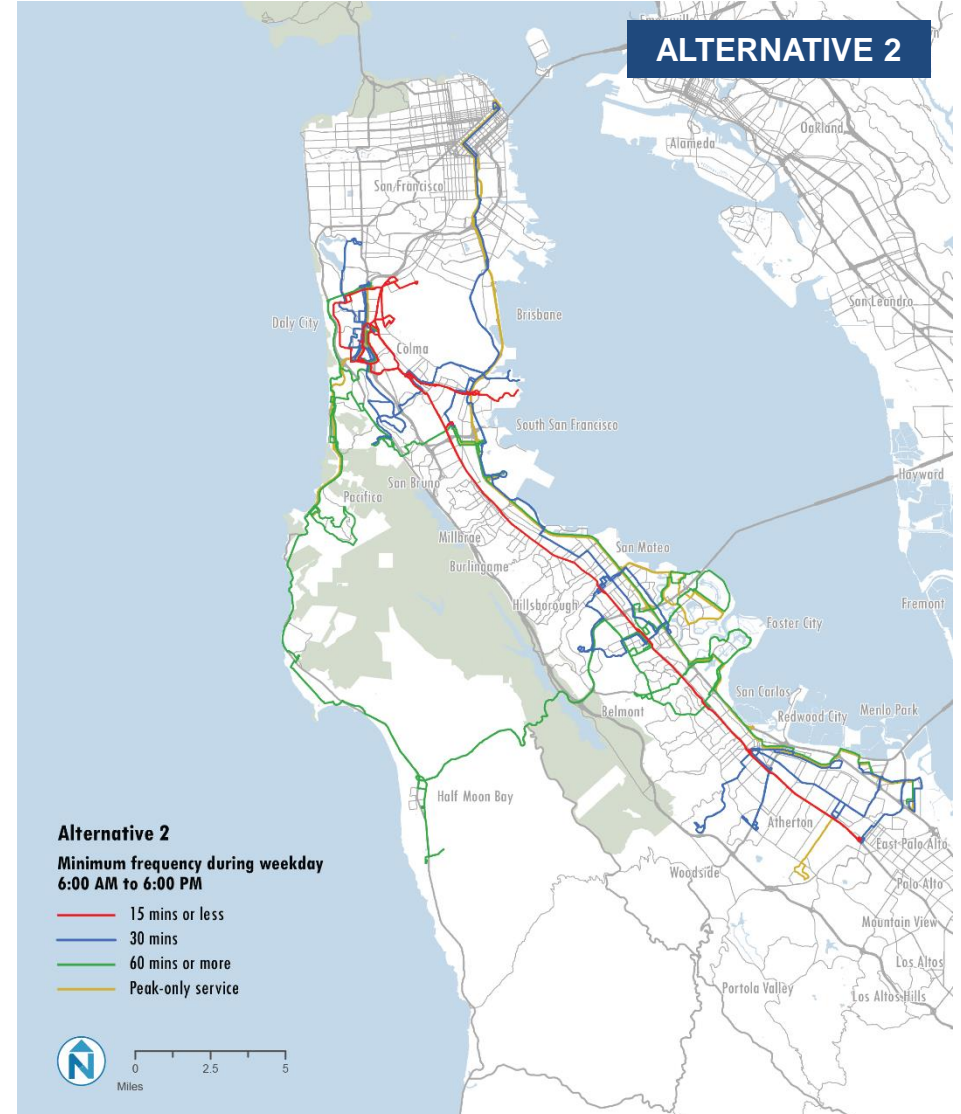
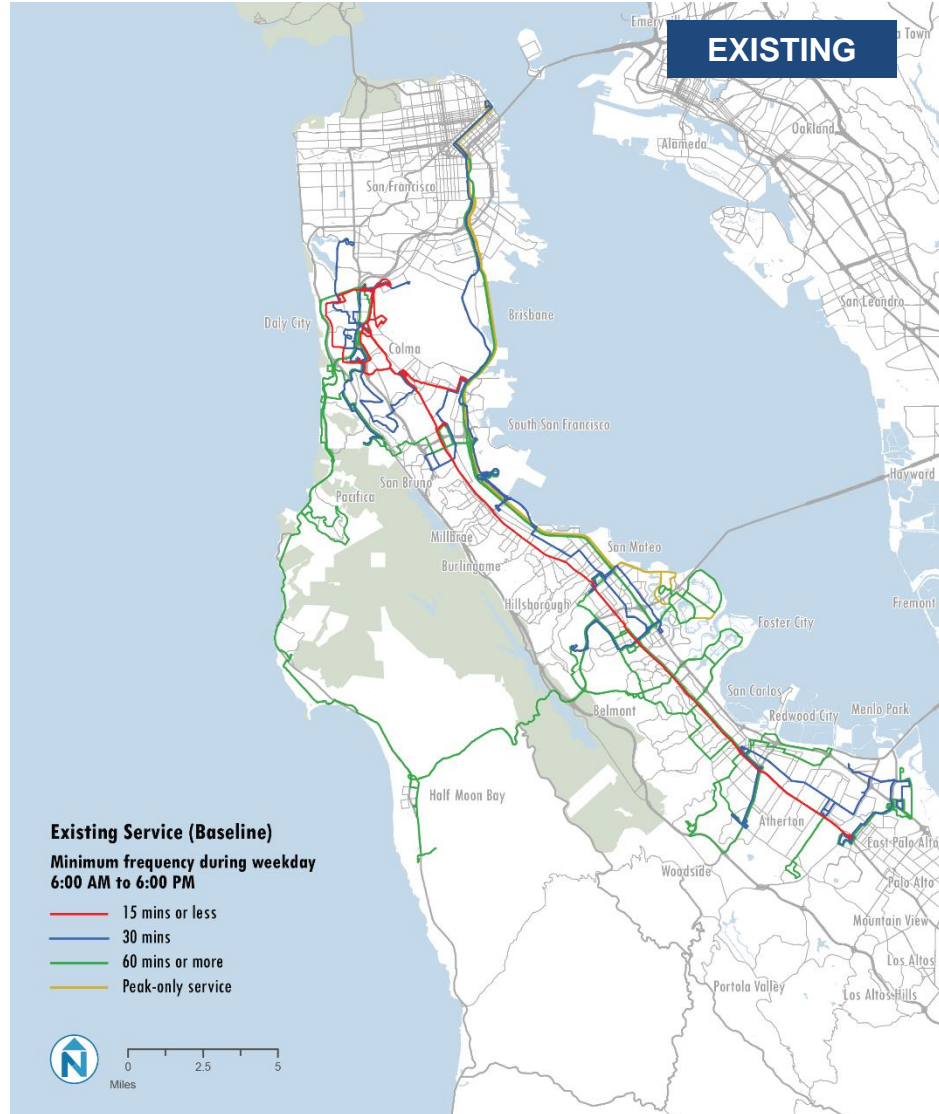
- ↓ School-related service: Modest reduction
- ↑ Local service: Moderate – significant increase
- Frequent service: Neutral
- ↑ Express service: Moderate - significant increase

Overall Changes:

- Expanded service to Colma BART, Millbrae BART/Caltrain, Hillsdale Caltrain, Redwood City Station
- Two new routes into Oyster Point
- Expanded service to community colleges
- Three routes into downtown SF – Route 292 and two express routes from San Mateo and Foster City (FCX)
- Areas with low ridership targeted for service reductions



Alt 2 | System Map Comparison





Alt 3: Retain geographic service coverage

Likely implications by service type...

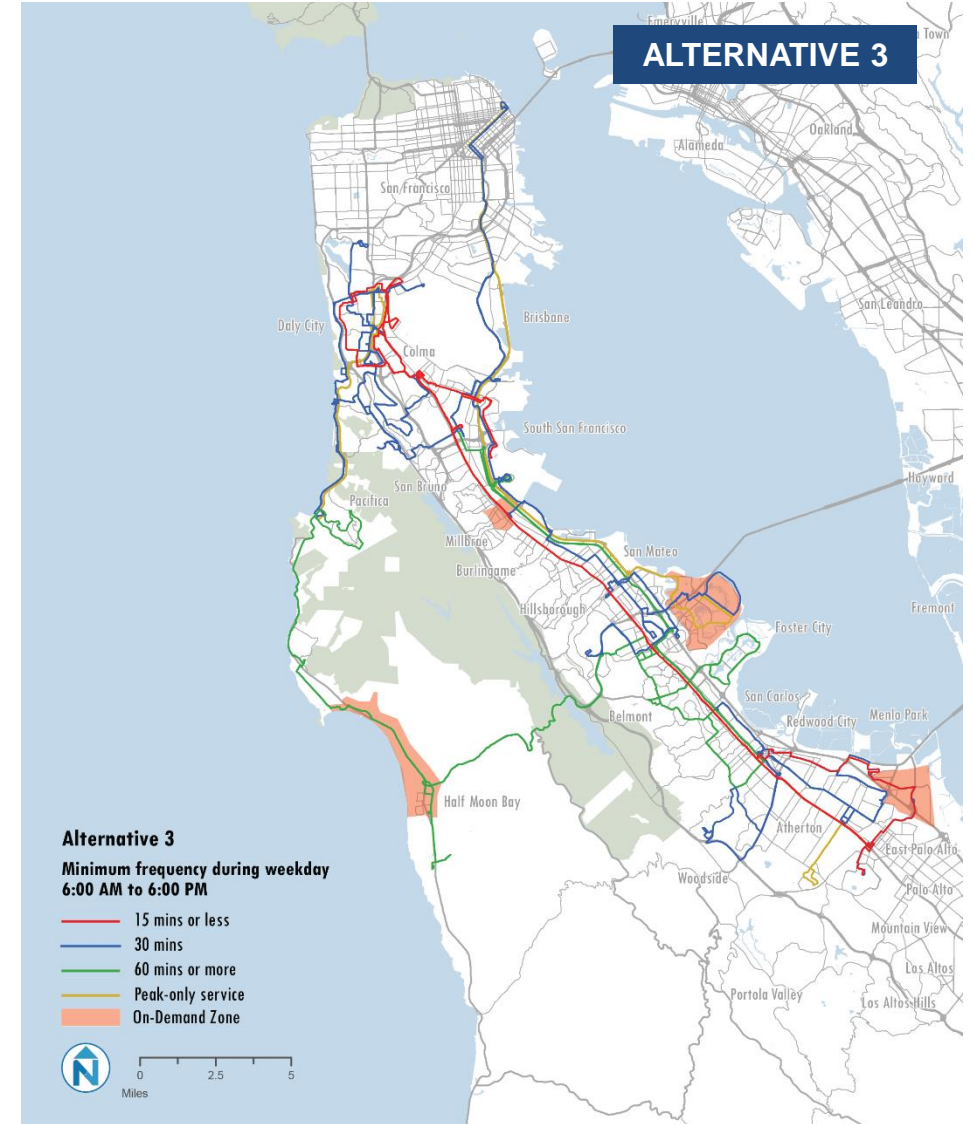
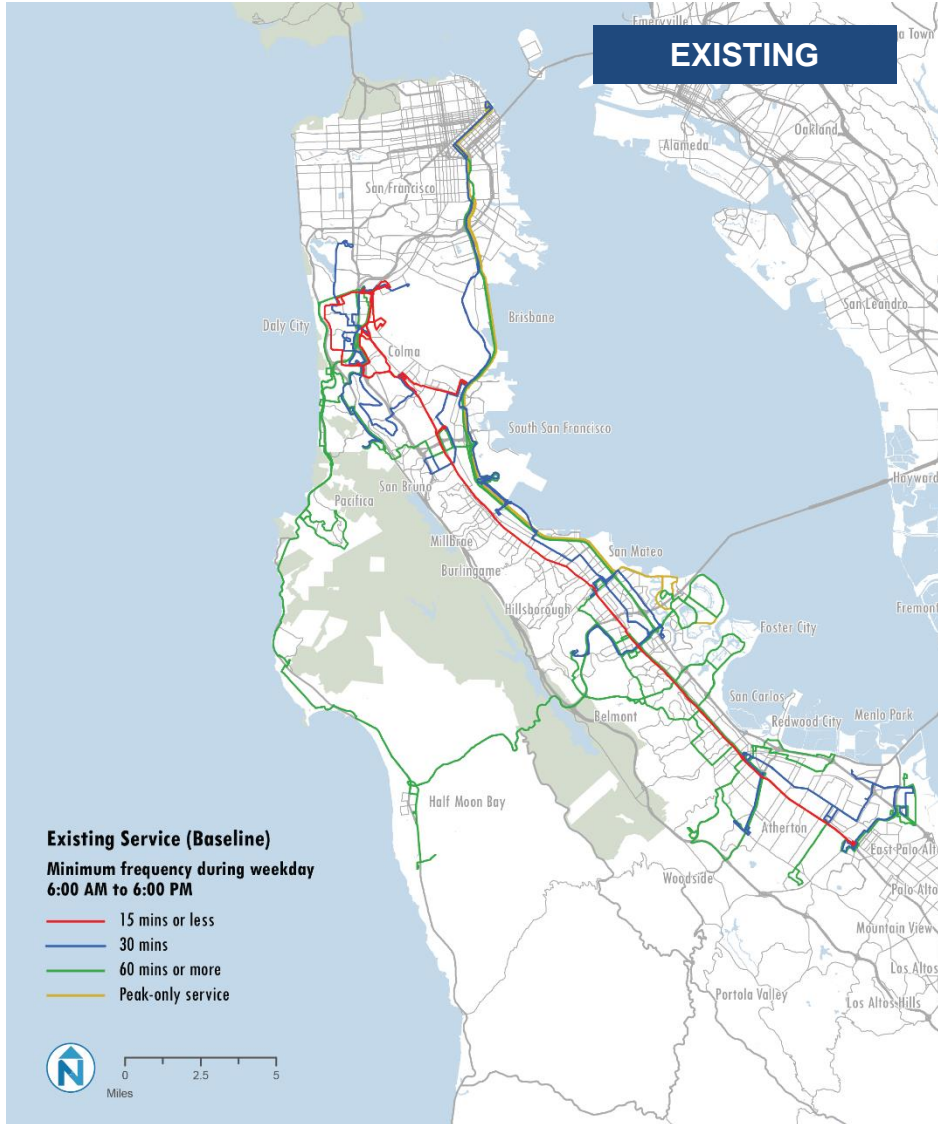
- ↓ School-related service: Modest reduction
- ↑ Local service: Neutral – moderate increase
- Frequent service: Neutral
- ↓ Express service: Significant reduction

Overall Changes:

- Eleven routes with better midday and weekend service
- Better connections between East Palo Alto and Stanford, Daly City and SFO
- Microtransit zones for East Palo Alto, Foster City, Millbrae and mid-Coast/Half Moon Bay
- Fully restore FCX express
- Fewer transfers, more one-seat rides to key destinations



Alt 3 | System Map Comparison





How do the alternatives compare?

| | | 1 | 2 | 3 |
|---------------------------|--|-----|-----|-----|
| Customer Focus | Address key themes of rider feedback | ●●● | ●●● | ●●● |
| | Add more midday and weekend service | ●●● | ●●● | ●●● |
| | Add frequency | ●●● | ●●● | ●●● |
| Workforce Delivery | Reduce pressure on peak service delivery | ●●● | ●●● | ●●● |
| | Reduce split shifts | ●●● | ●●● | ●●● |
| Effective Mobility | Have the potential to increase ridership | ●●● | ●●● | ●●● |
| | Leverage other transportation investments (101 Managed Lanes, BART, Caltrain) | ●●● | ●●● | ●●● |
| | Add faster routes with fewer stops | ●●● | ●●● | ●●● |
| | Provide service to new areas | ●●● | ●●● | ●●● |
| Social Equity | Increase access to places within 45 minutes on transit from equity zones | ●●● | ●●● | ●●● |
| | Increase share of residents in equity zones with high frequency service | ●●● | ●●● | ●●● |



COASTSIDE SUMMARY

Pacifica, Montara, Moss Beach, Half Moon Bay,
Pescadero



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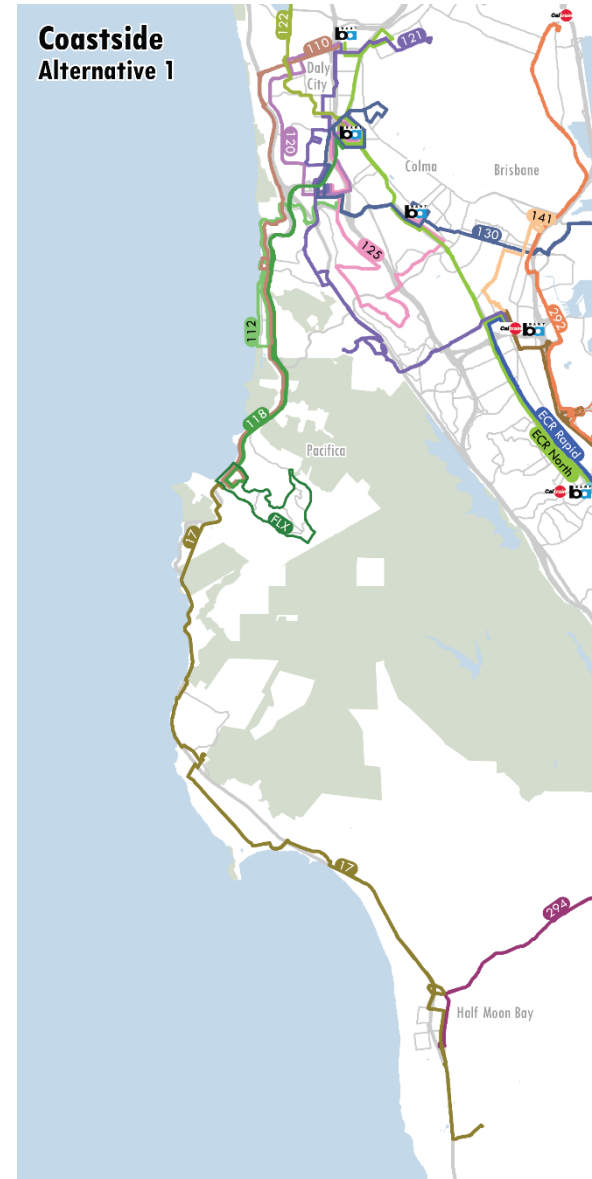


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Coast Summary – Alt. 1

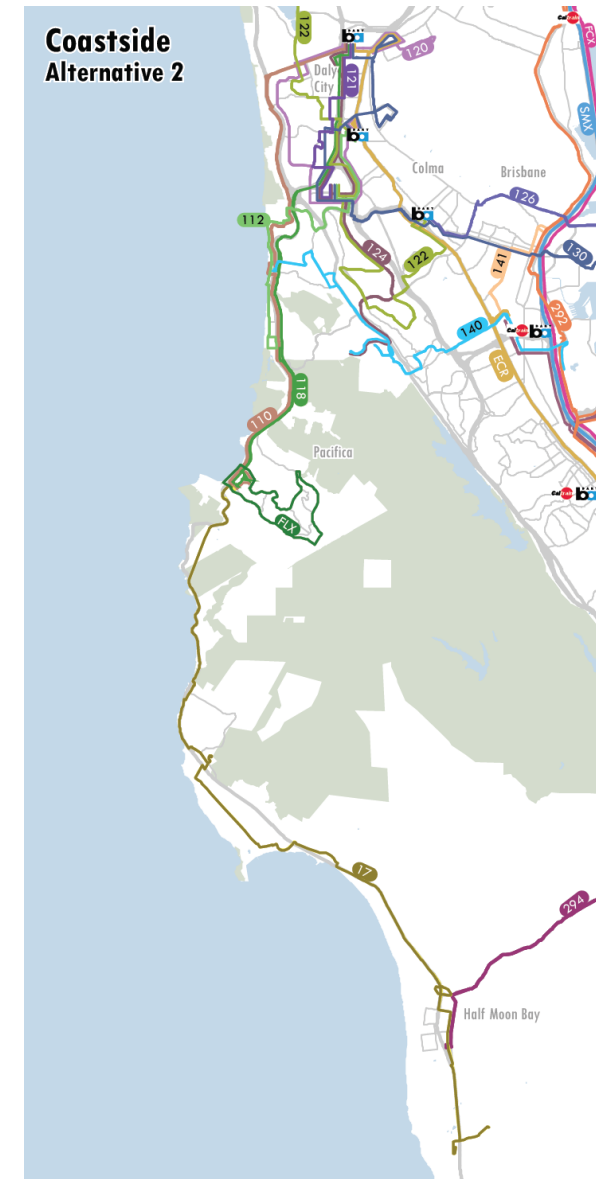
- Route 112 operates between Sharp Park and Serramonte only, improve weekday frequency
- Operate Route 110 every 30 minutes seven days a week
- Remove low-ridership Route 17 deviations to Cañada Cove, Seton Medical Center, and Sunshine Valley Road.
- Route 17 operates hourly on weekends
- Route 118 runs to Colma BART only
- Route 294 no longer serves College of San Mateo and would operate hourly during midday on weekdays





Coast Summary – Alt. 2

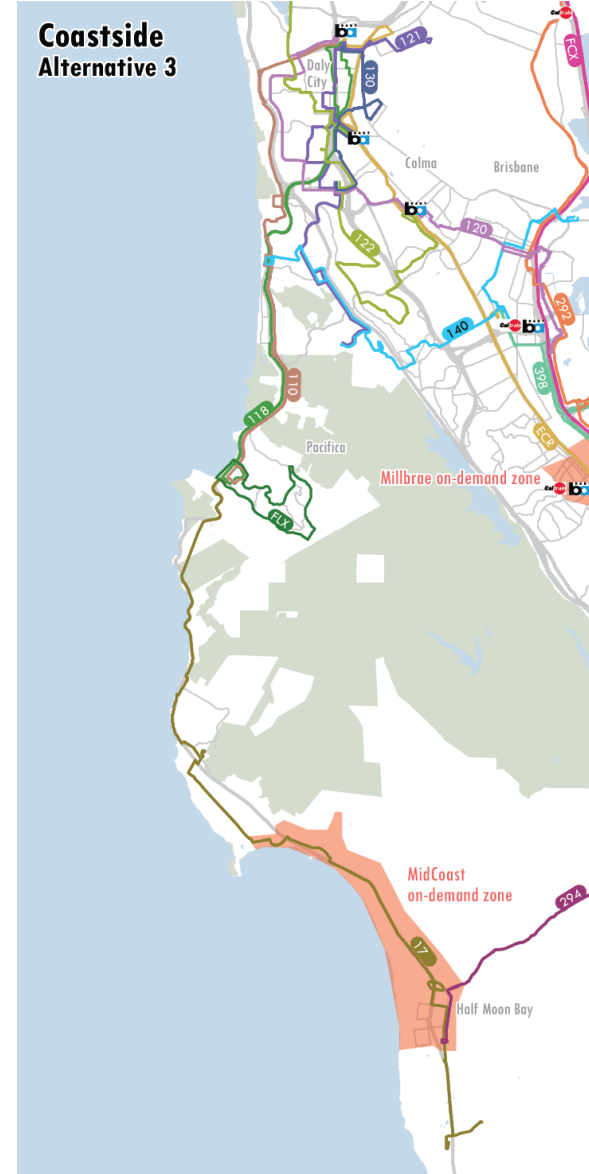
- Operate Route 112 between Sharp Park and Colma BART only
- Operate Route 110 every 30 minutes seven days a week
- Route 118 to Daly City BART only, operates every 30 minutes during rush hour
- Route 294 would no longer serve College of San Mateo due to low ridership and would operate hourly during midday on weekdays





Coast Summary – Alt. 3

- Delete Route 112 and replace with more frequent Route 110 service
- Operate Route 110 every 30 minutes seven days a week
- Route 294 would operate hourly during midday on weekdays
- New on-demand zone in mid-Coast/Half Moon Bay





PUBLIC INPUT





Public Input through May 31, 2021

- Ways to participate:
 - Visit www.reimaginesamtrans.com
 - Review route alternatives and take a survey
 - Talk to staff during a live social media event or virtual Q&A session
 - Meetings with stakeholder groups
 - Limited in-person pop-up events





Attend a Virtual Public Meeting

- **Mid-County: Thurs, April 29 – 5:30-6:30 PM**
 - Languages: Spanish and Mandarin
- **Coastside: Wed, May 5 – 5:30-6:30 PM**
 - Languages: Spanish, Mandarin, and Cantonese
- **South County: Wed, May 12 – 5:30-6:30 PM**
 - Languages: Spanish and Mandarin
- **North County: Tues, May 18 – 5:30-6:30 PM**
 - Languages: Spanish, Mandarin, and Cantonese
- **Get all meeting information at**

www.reimaginesamtrans.com/get-involved



Review and Comment on Proposals

Visit www.reimaginesamtrans.com/alternatives



Reimagine SamTrans > Alternatives



What are the three network alternatives?

The project team designed three new options for bus service. These are known as “bus system alternatives.” Each bus system alternative sets a different vision for future bus service in San Mateo County, and each has benefits and trade-offs.

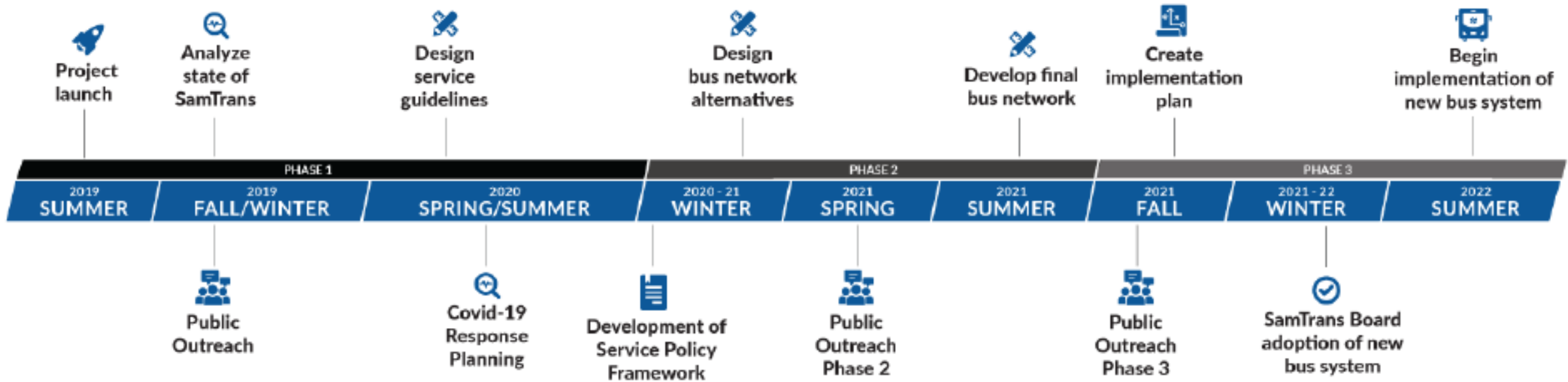
Click here



Give Us Your Feedback



What happens next?



We're here



Questions/Discussion

