



# *Reimagine SamTrans* Bus Network Alternatives

North County Virtual Public Meeting

May 18, 2021





# Agenda

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- Project Goals and Timeline
- Introducing the Alternatives
  - Summary of Changes in North County
- 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

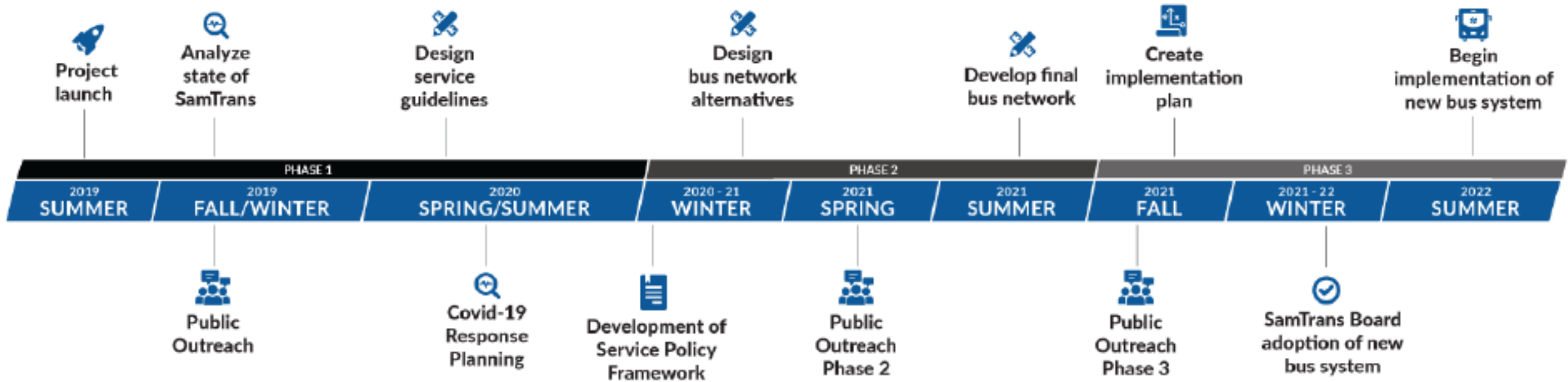
Uncertainty around new rider market

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?



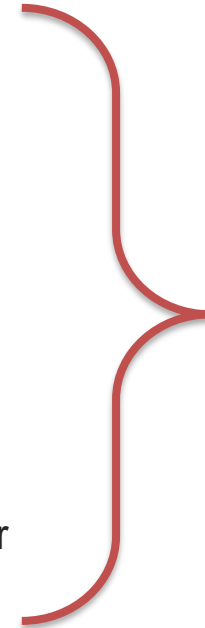
## Public outreach

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?



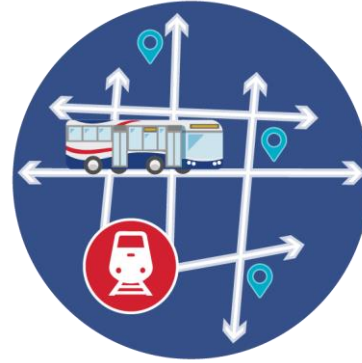
## Customer Focus

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**?

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- **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...

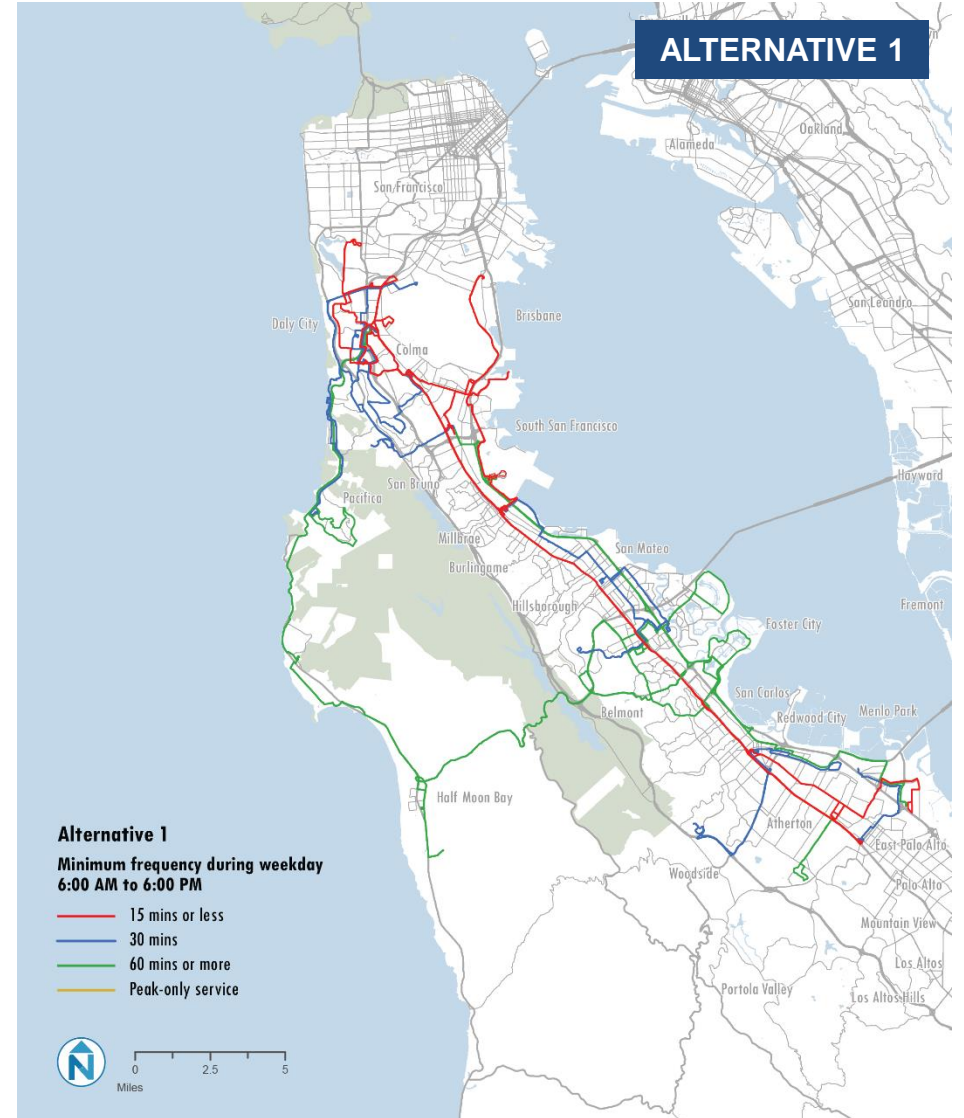
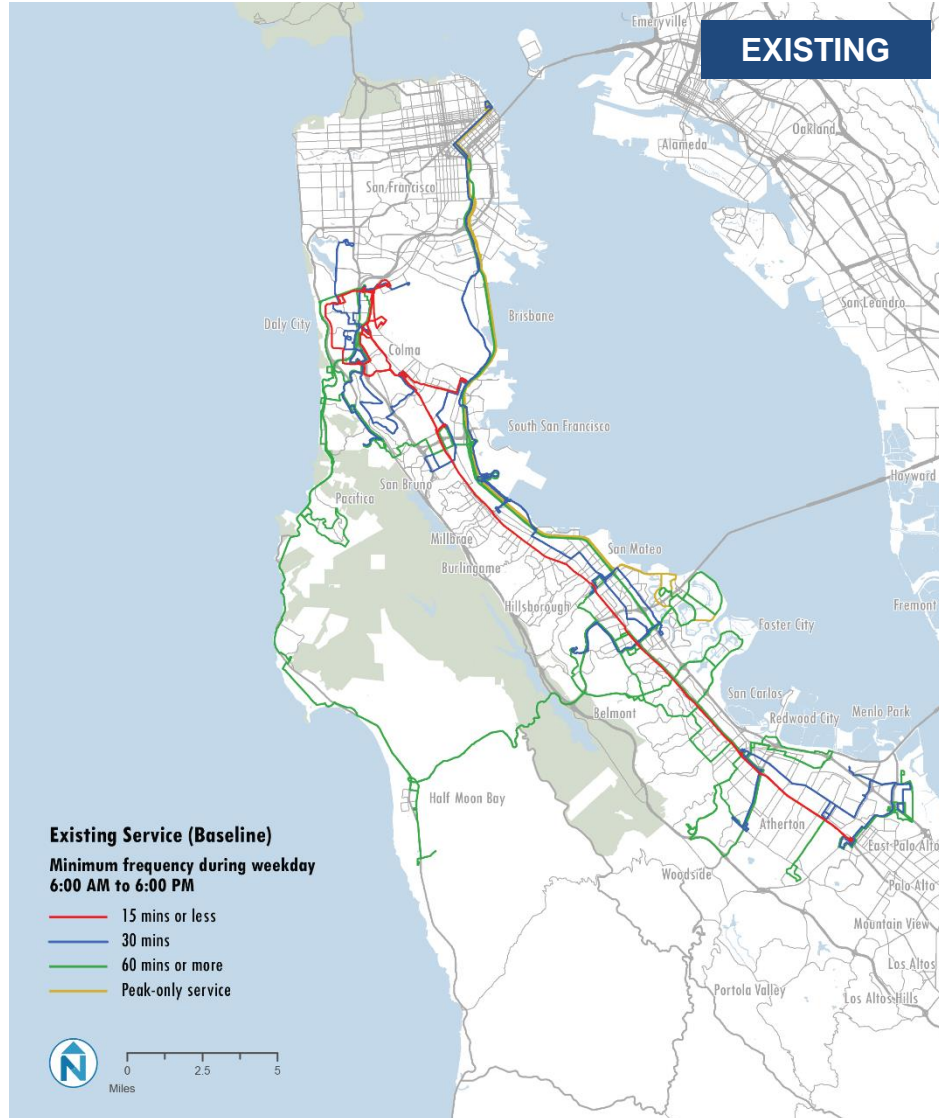
- ↓ School-related service: Modest reduction
- ↓ Local service: Neutral – modest reduction
- ↑ Frequent service: Moderate increase
- ↓ Express service: Neutral – moderate reduction

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

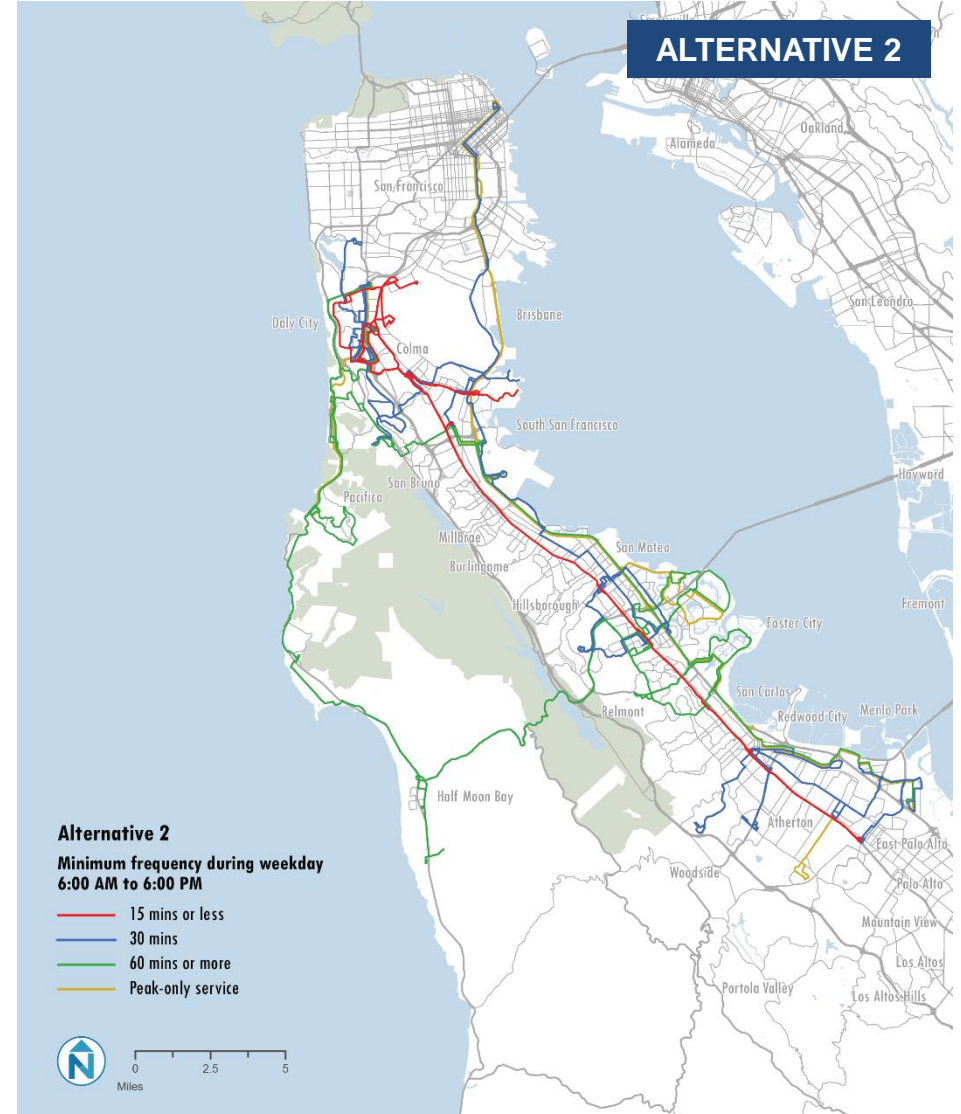
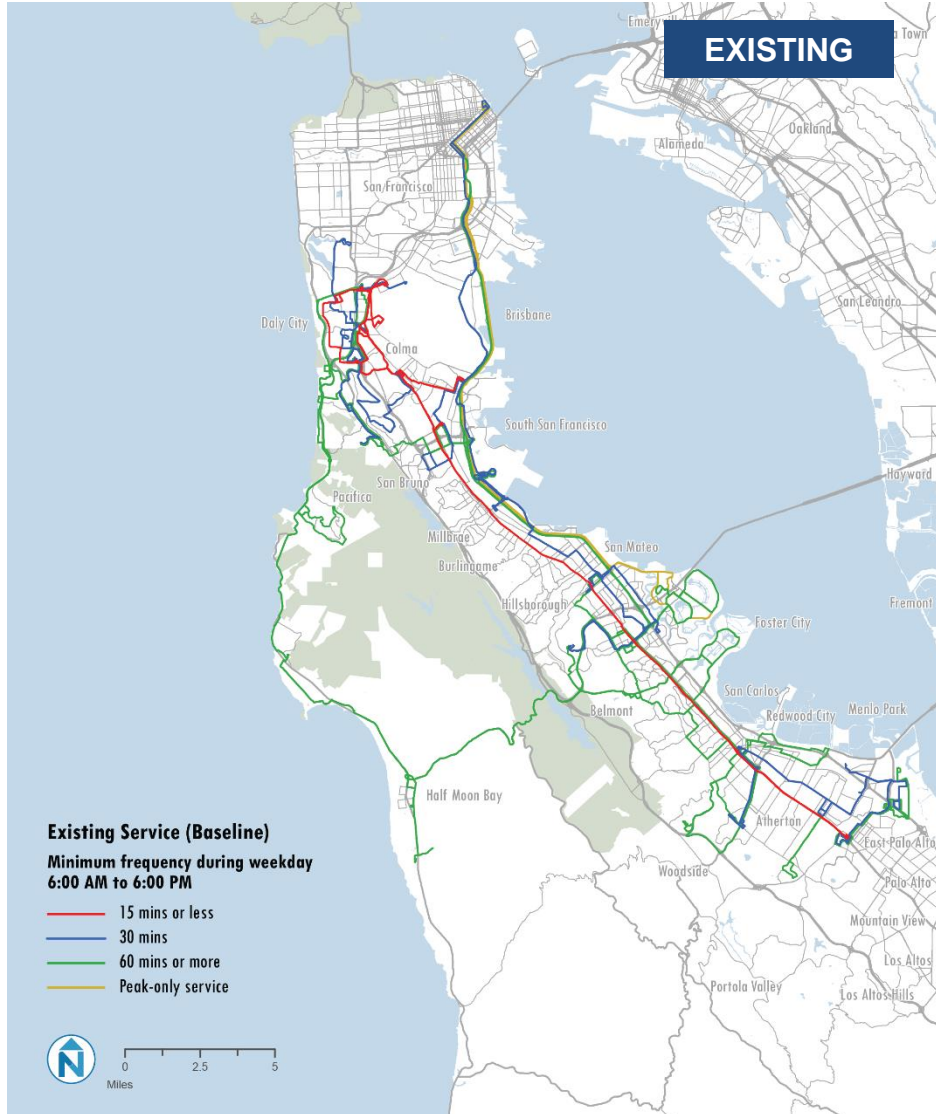
Overall Changes:

- 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...

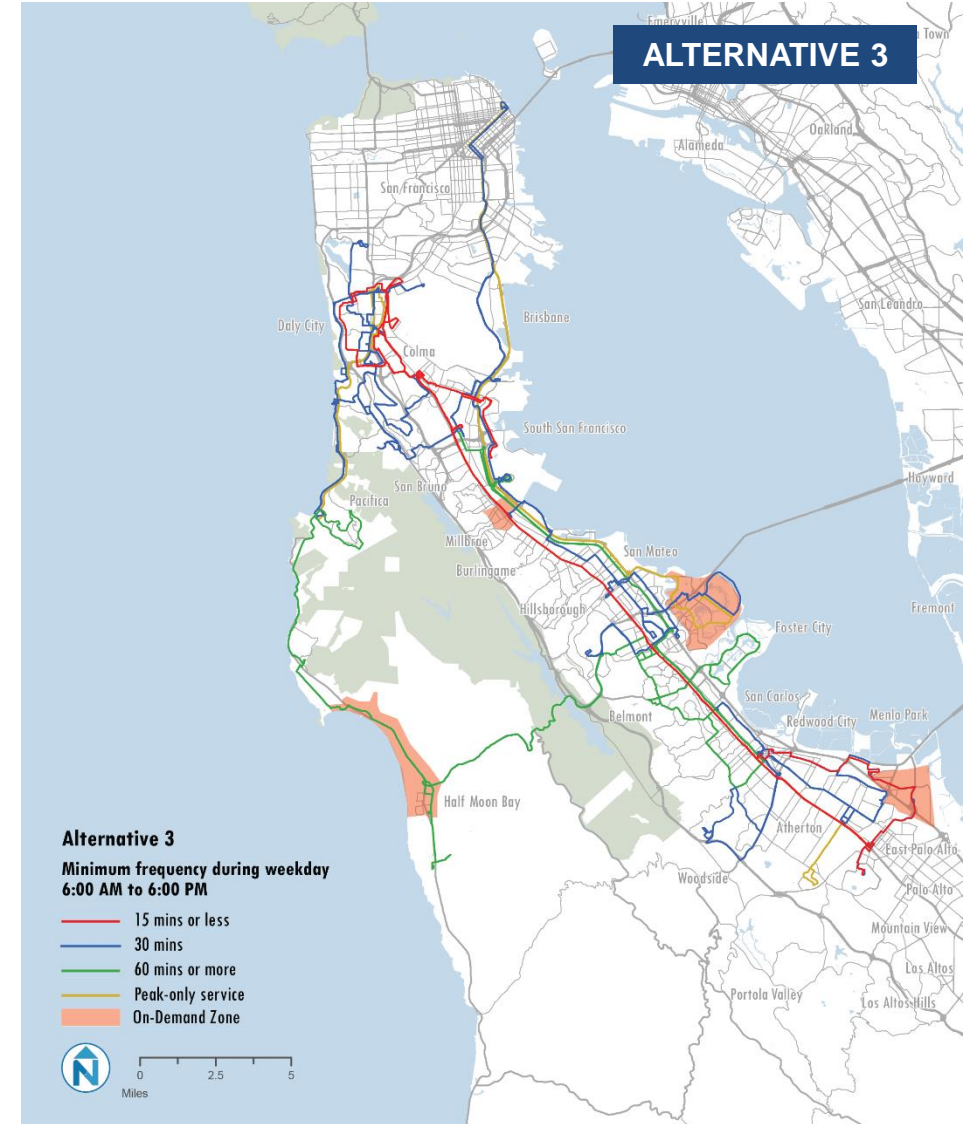
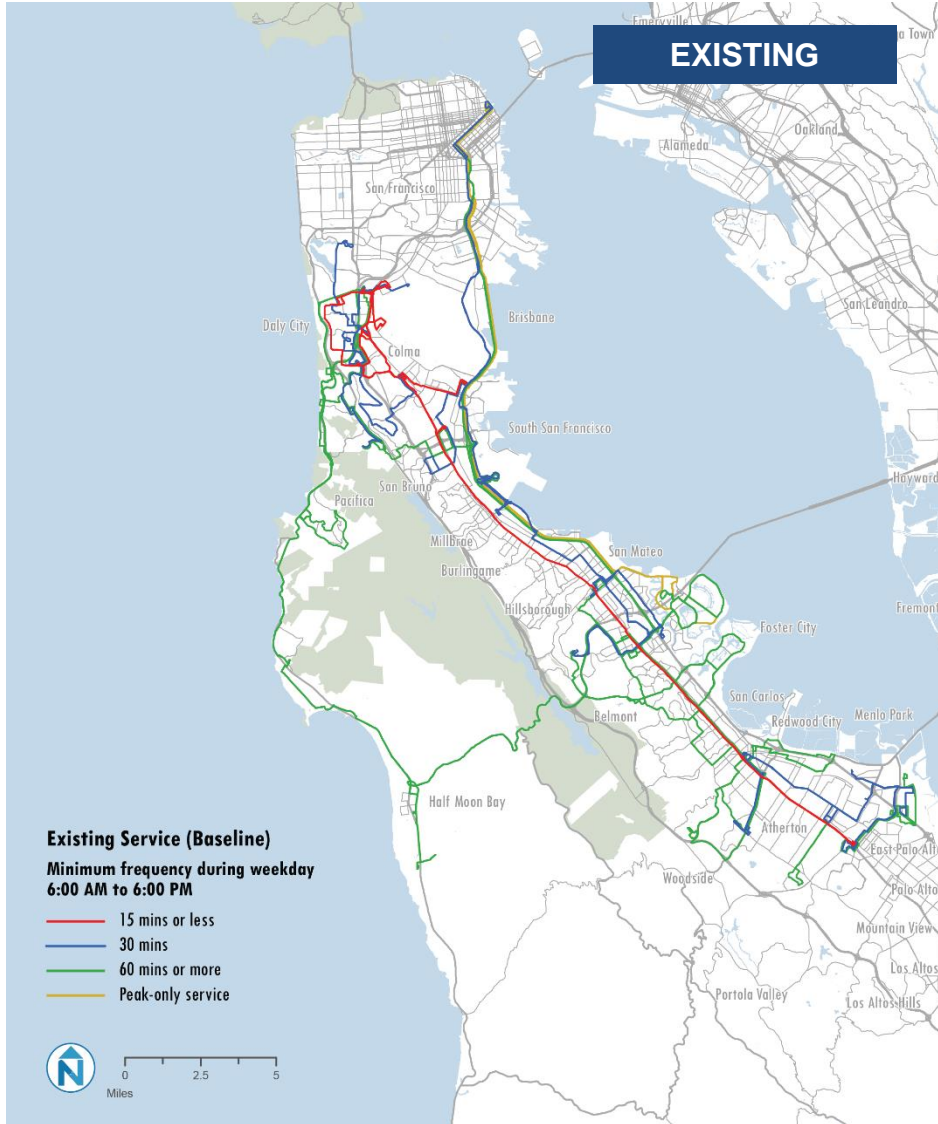
- ↓ School-related service: Modest reduction
- ↑ Local service: Neutral – moderate increase
- Frequent service: Neutral
- ↓ Express service: Significant reduction

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?

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





# NORTH COUNTY SUMMARY

Daly City, Colma, Brisbane, South San Francisco,  
San Bruno, Millbrae



[www.reimaginesamtrans.com](http://www.reimaginesamtrans.com)



[reimagine@samtrans.com](mailto:reimagine@samtrans.com)

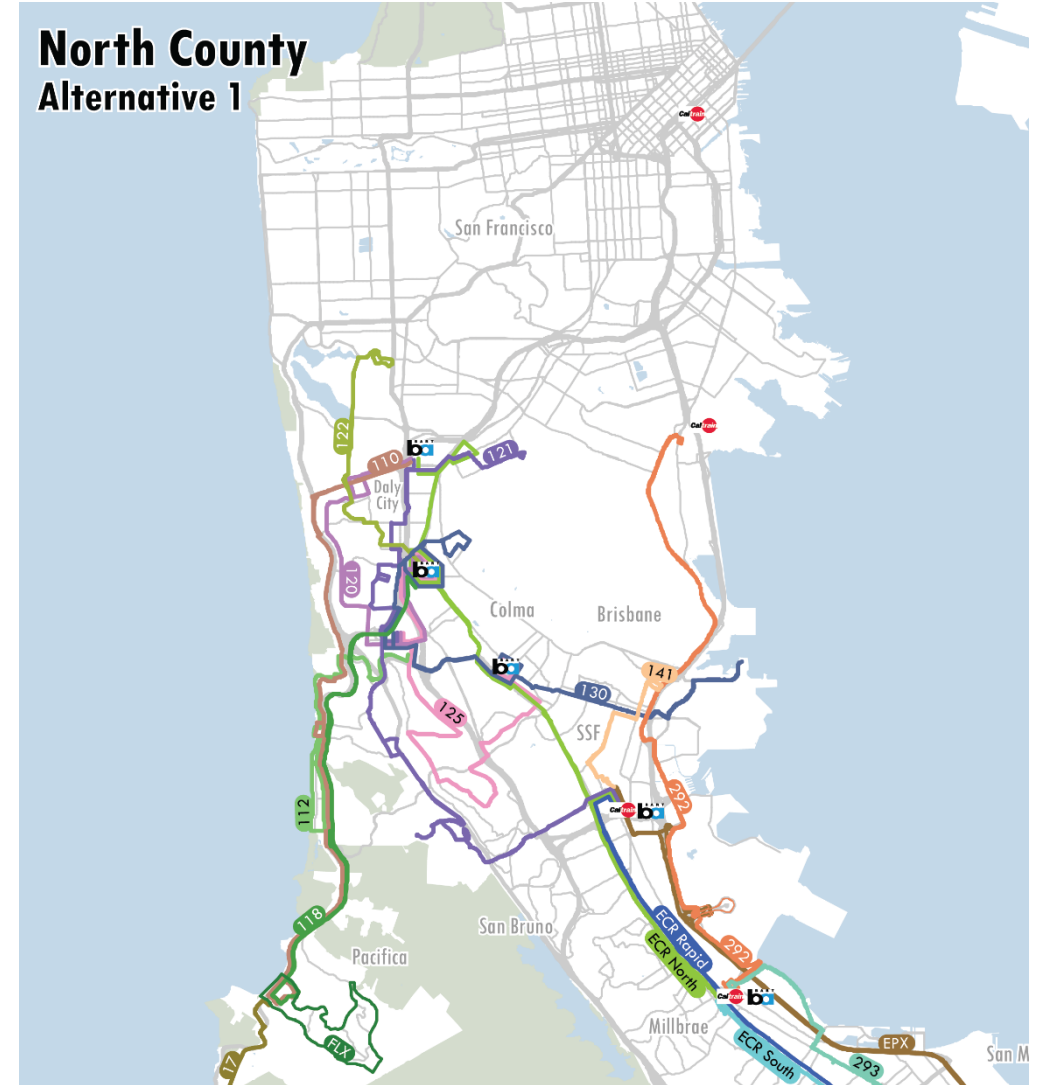


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# North County Summary – Alt. 1

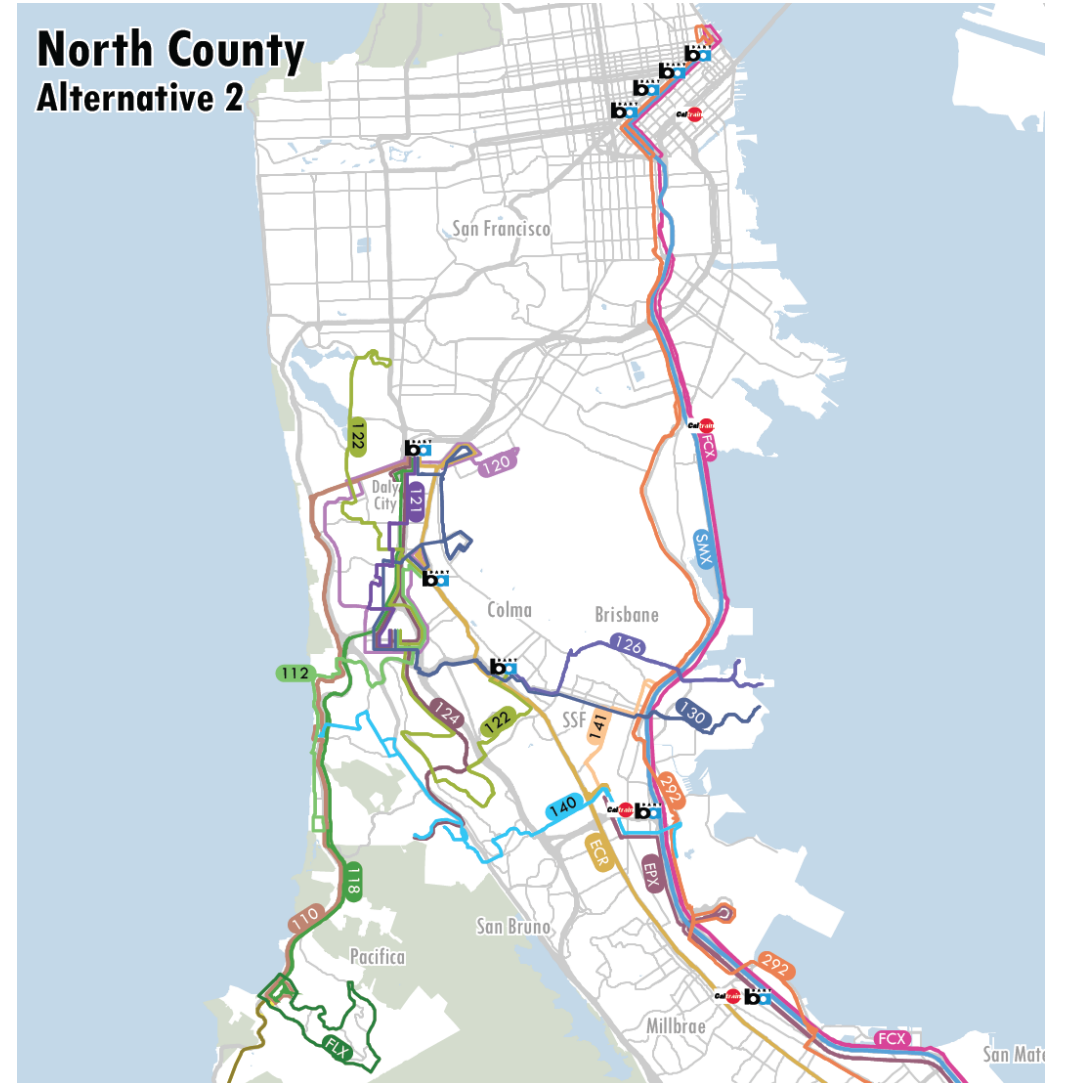
- Five frequent, all-day routes:
  - Routes ECR, 120, 130, 141, 292
- More frequent weekday route 121
- New limited stop route connects East Palo Alto, Redwood City, SFO and San Bruno BART
- Route 292 no longer serves San Francisco, but service is doubled between Bayshore and Millbrae
- No Route 130 Hillside service, but ECR comes every 10 minutes





# North County Summary – Alt. 2

- Three new limited stop services:
  - Routes ECR, 292 in SF, and 124 between Daly City and Serramonte
- Better all-day connections to Oyster Point
- Less duplicative service and less deviations results in longer walks but more frequent service







# ROUTE ECR FOCUS

Palo Alto to Daly City

**samTrans**



[www.reimaginesamtrans.com](http://www.reimaginesamtrans.com)



[reimagine@samtrans.com](mailto:reimagine@samtrans.com)



1-800-660-4287







# Route ECR – Alt. 2

- Reduce number of stops on route to improve speed and reliability
  - Up to 30% of stops could be consolidated to reduce travel times between Daly City and Palo Alto by 10-15 minutes during peak times
  - About 13% of riders would need to walk further to a new stop
- Shorten route in Daly City by using Flourney Street

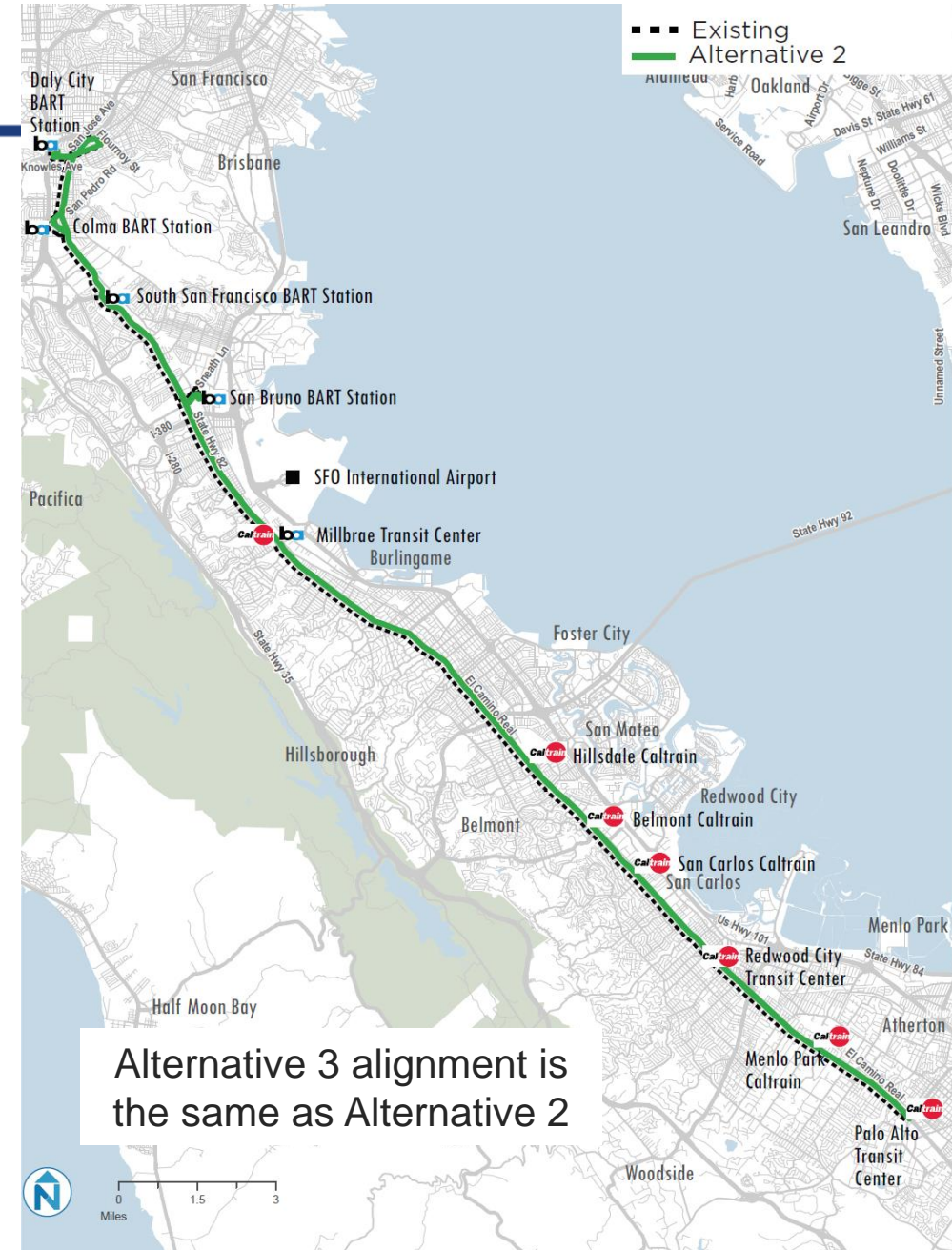






# Route ECR – Alt. 3

- Reschedule route to better reflect actual travel speeds
- Hours of service and frequency would not change
- Shorten route in Daly City by using Fournery Street







# PUBLIC INPUT





# Public Input through May 31, 2021

- Ways to participate:
  - Visit [www.reimaginesamtrans.com](http://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

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- **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](http://www.reimaginesamtrans.com/get-involved)



# Review and Comment on Proposals

Visit [www.reimaginesamtrans.com/alternatives](https://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.

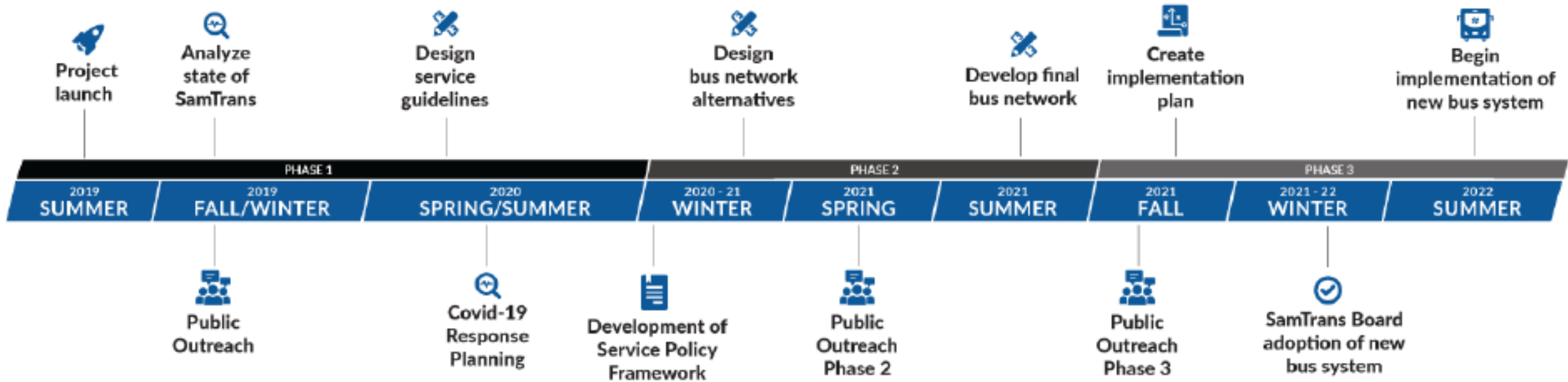
**Click here**



**Give Us Your Feedback**



# What happens next?



We're here



# Questions/Discussion

