



# *Reimagine SamTrans* Bus Network Alternatives

Mid-County Virtual Public Meeting

April 29, 2021





# Agenda

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

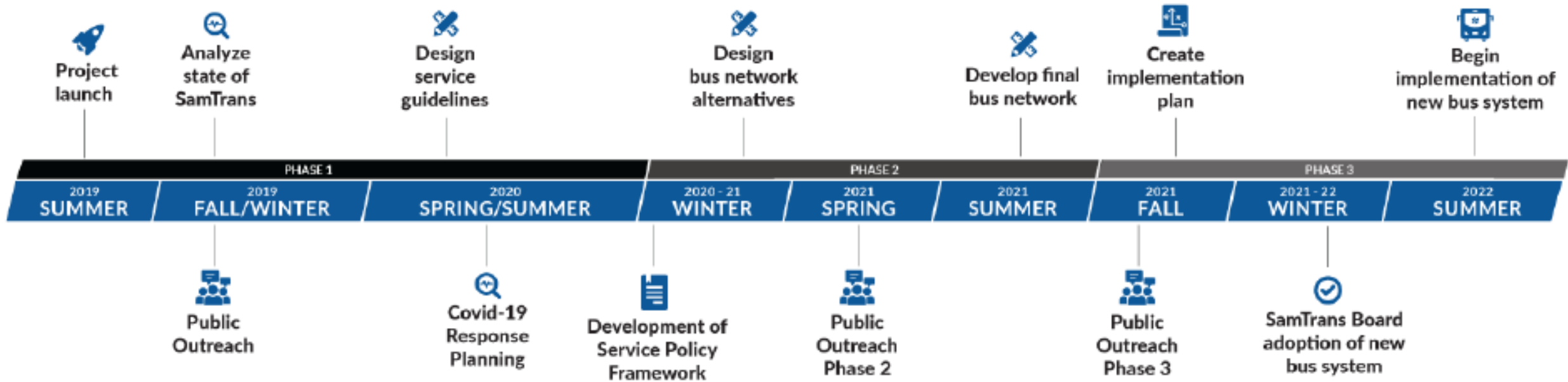
Uncertainty around new rider market

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?



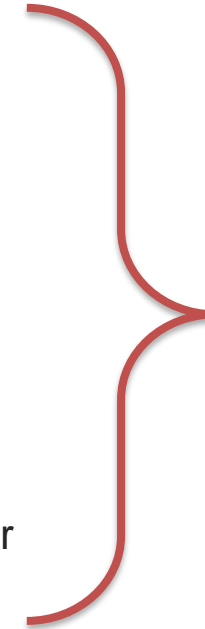
## Public outreach

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?



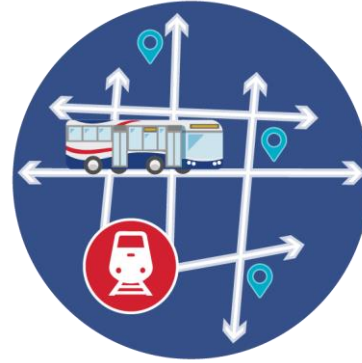
## Customer Focus

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...

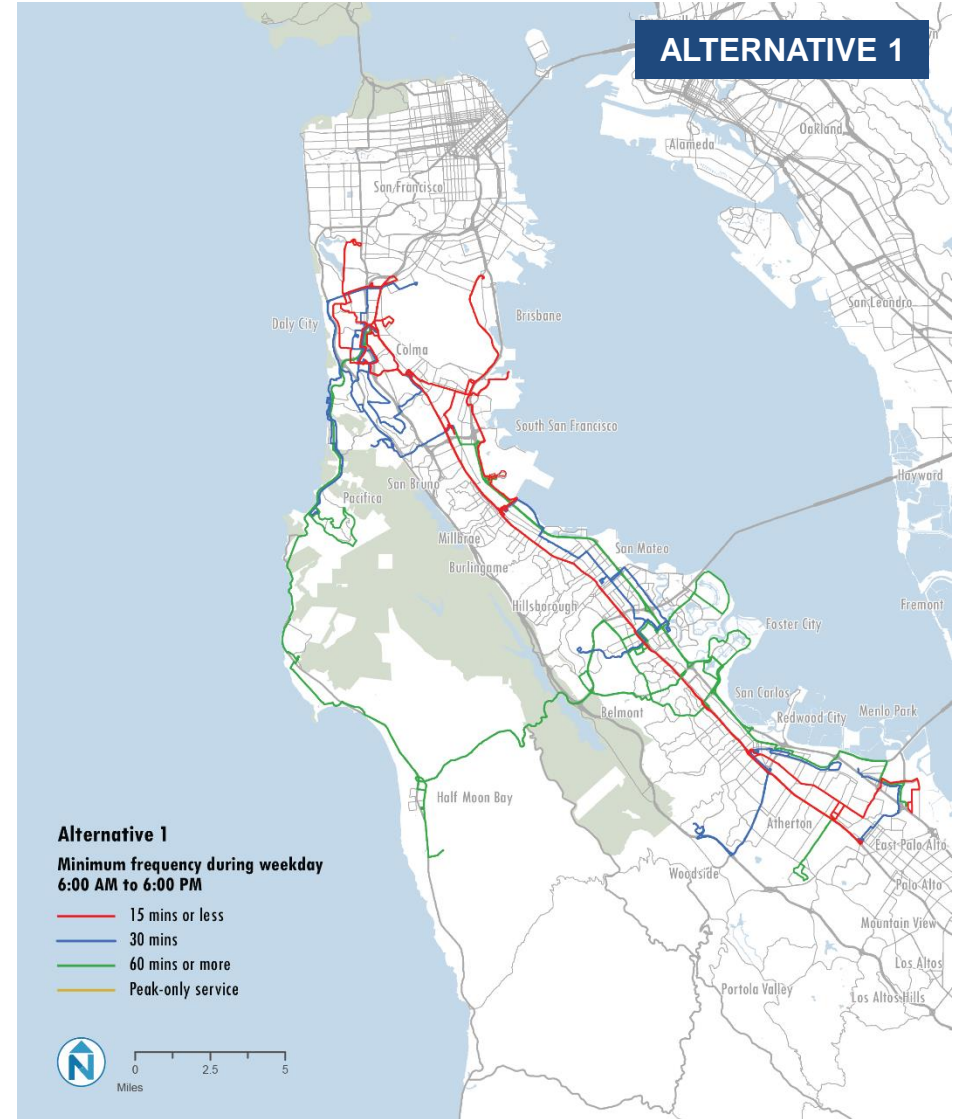
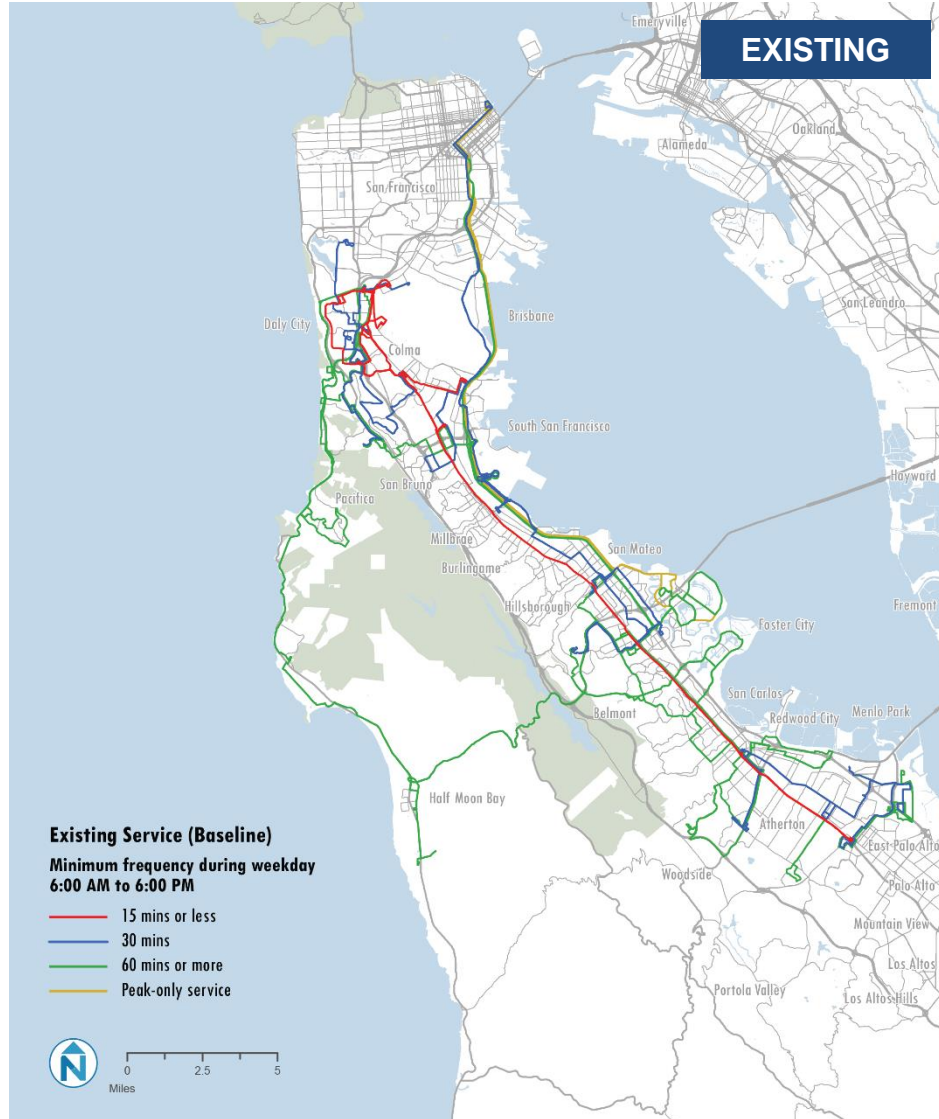
- ↓ School-related service: Modest reduction
- ↓ Local service: Neutral – modest reduction
- ↑ Frequent service: Moderate increase
- ↓ Express service: Neutral – moderate reduction

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...

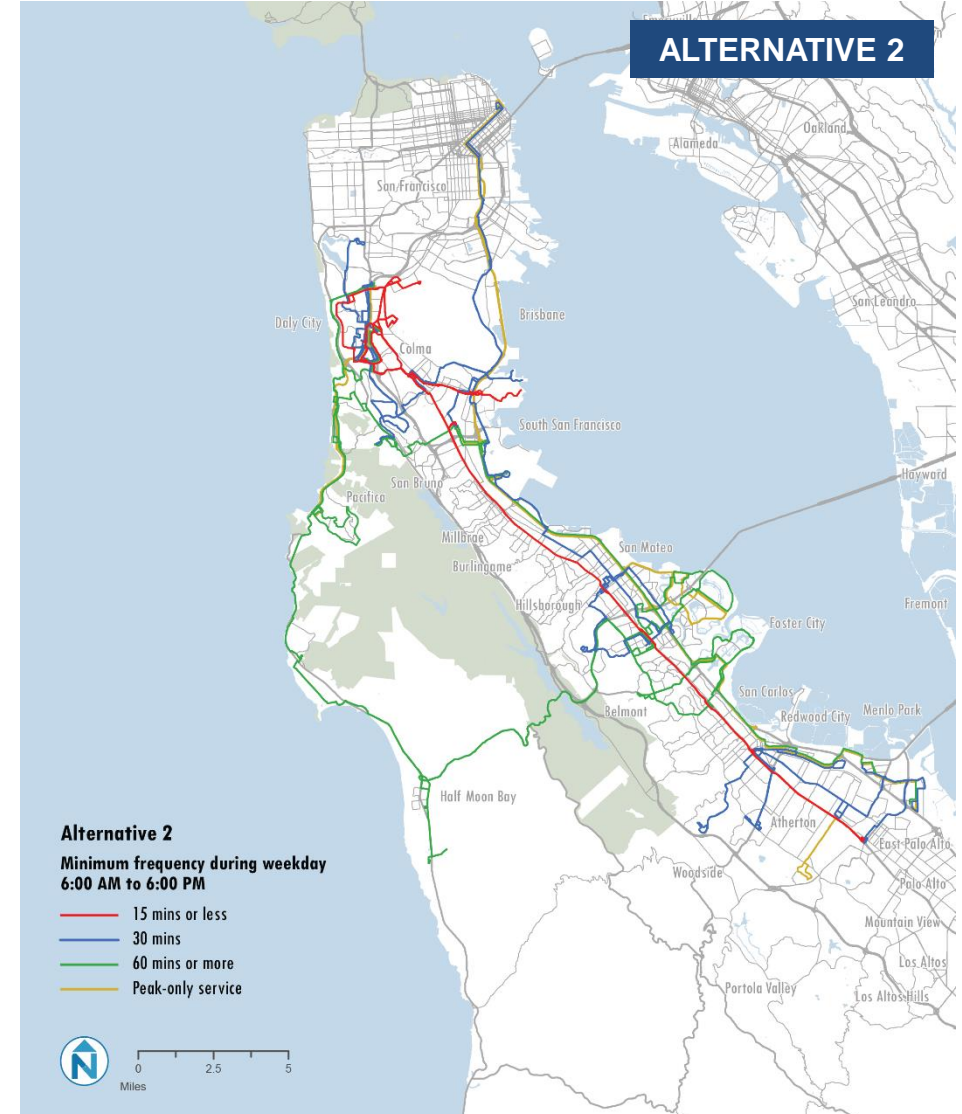
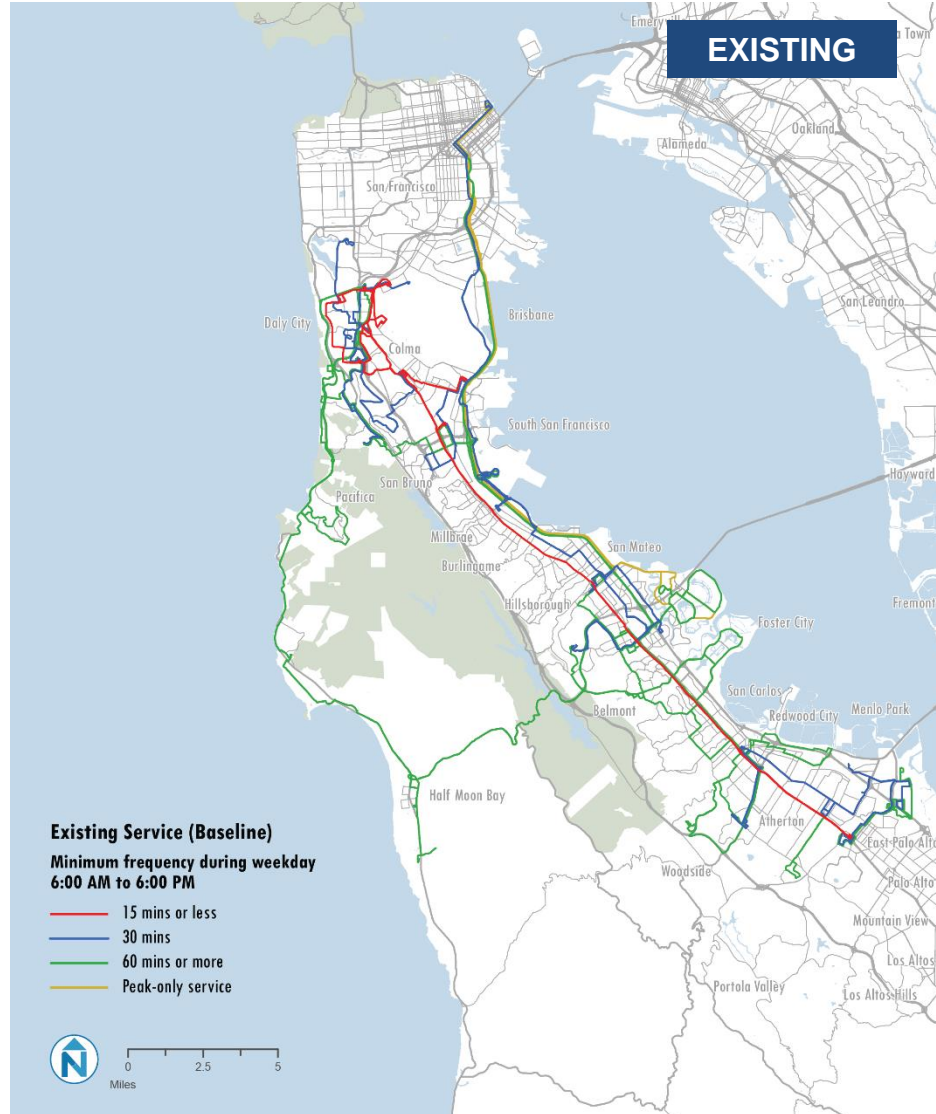
- ↓ School-related service: Modest reduction
- ↑ Local service: Moderate – significant increase
- Frequent service: Neutral
- ↑ Express service: Moderate - significant increase

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...

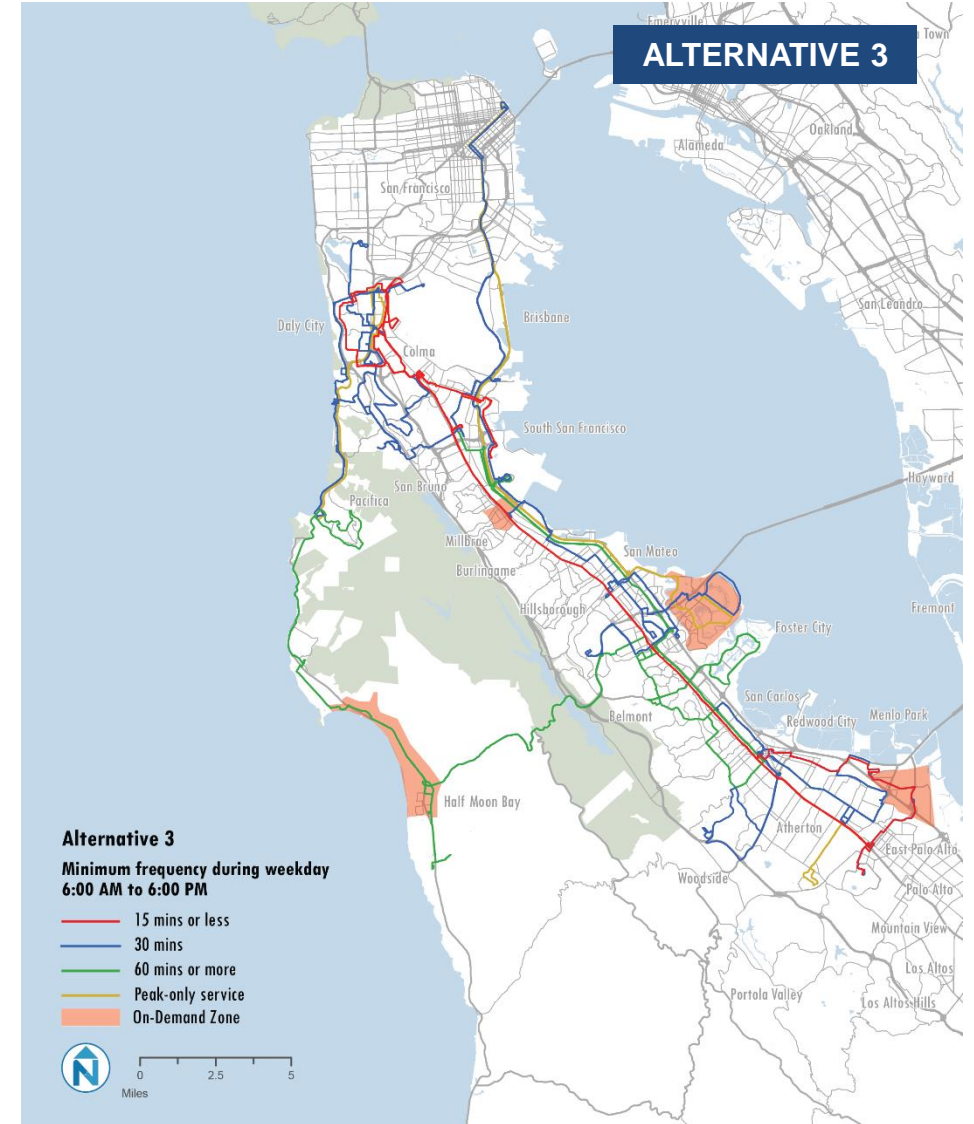
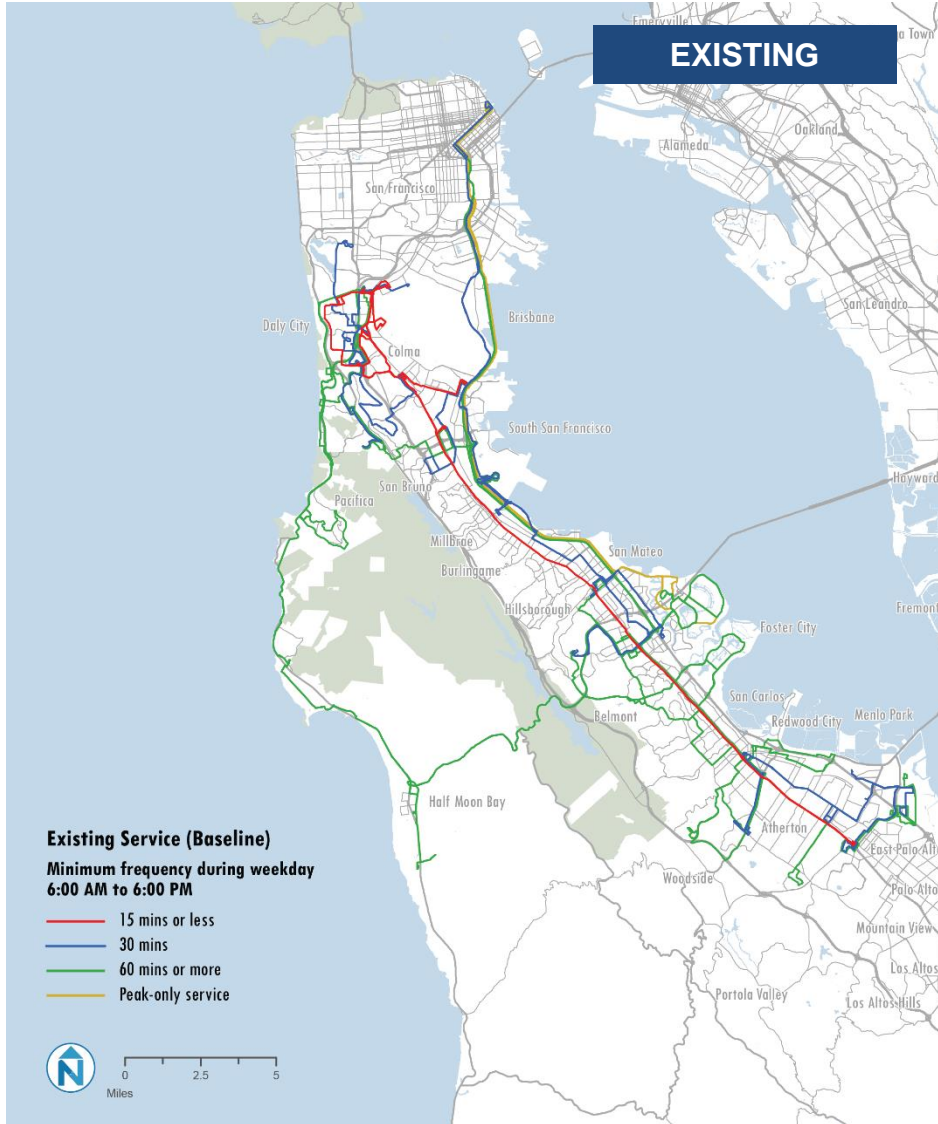
- ↓ School-related service: Modest reduction
- ↑ Local service: Neutral – moderate increase
- Frequent service: Neutral
- ↓ Express service: Significant reduction

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?

		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>	●●●	●●●	●●●





# MID-COUNTY SUMMARY

Burlingame, San Mateo, Foster City, Belmont, San Carlos, Redwood Shores



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



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

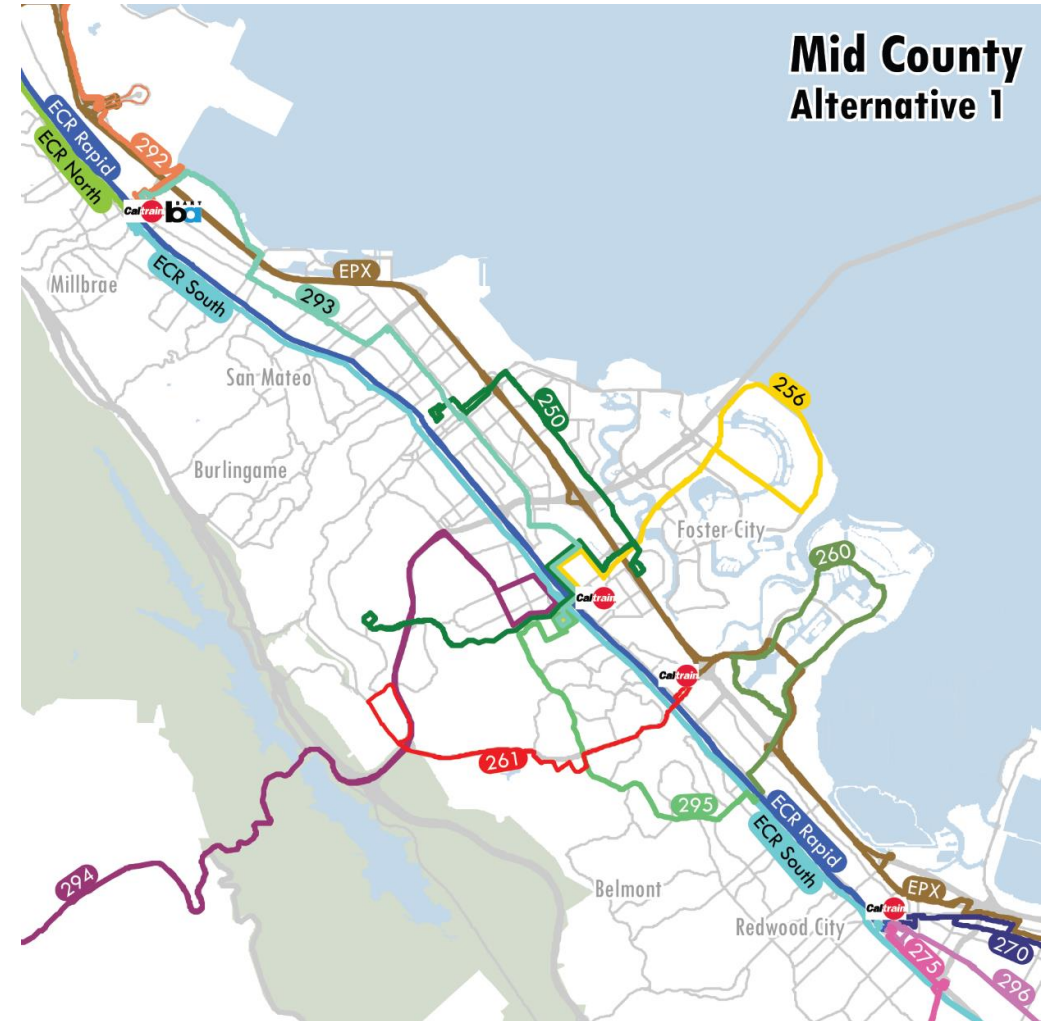


1-800-660-4287



# Mid County Summary – Alt. 1

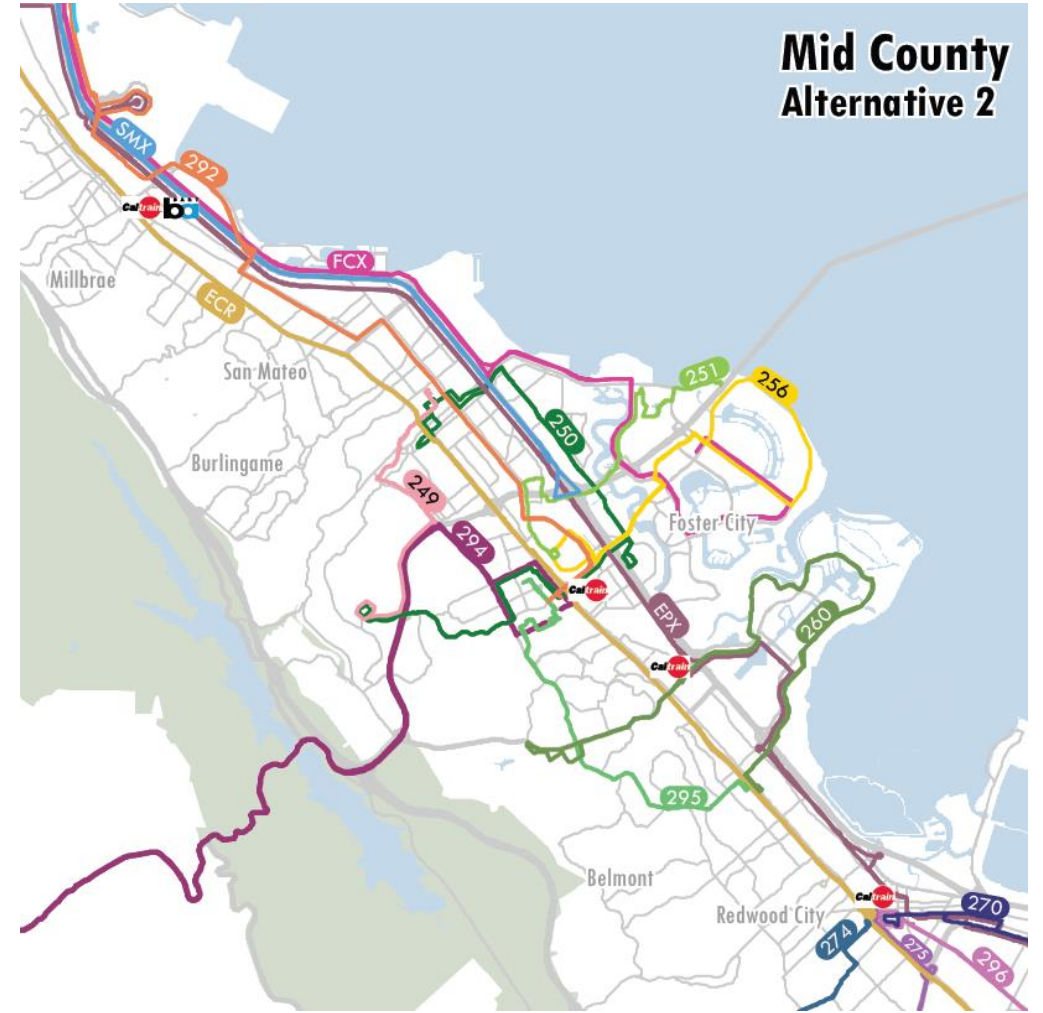
- Route 294 more direct and frequent midday on weekdays
- New limited stop route connects East Palo Alto, Redwood City, SFO and San Bruno BART
- Foster City would have one more frequent route
- Reduced service/stops on routes FCX, 256, 260, 295, and 398





# Mid County Summary – Alt. 2

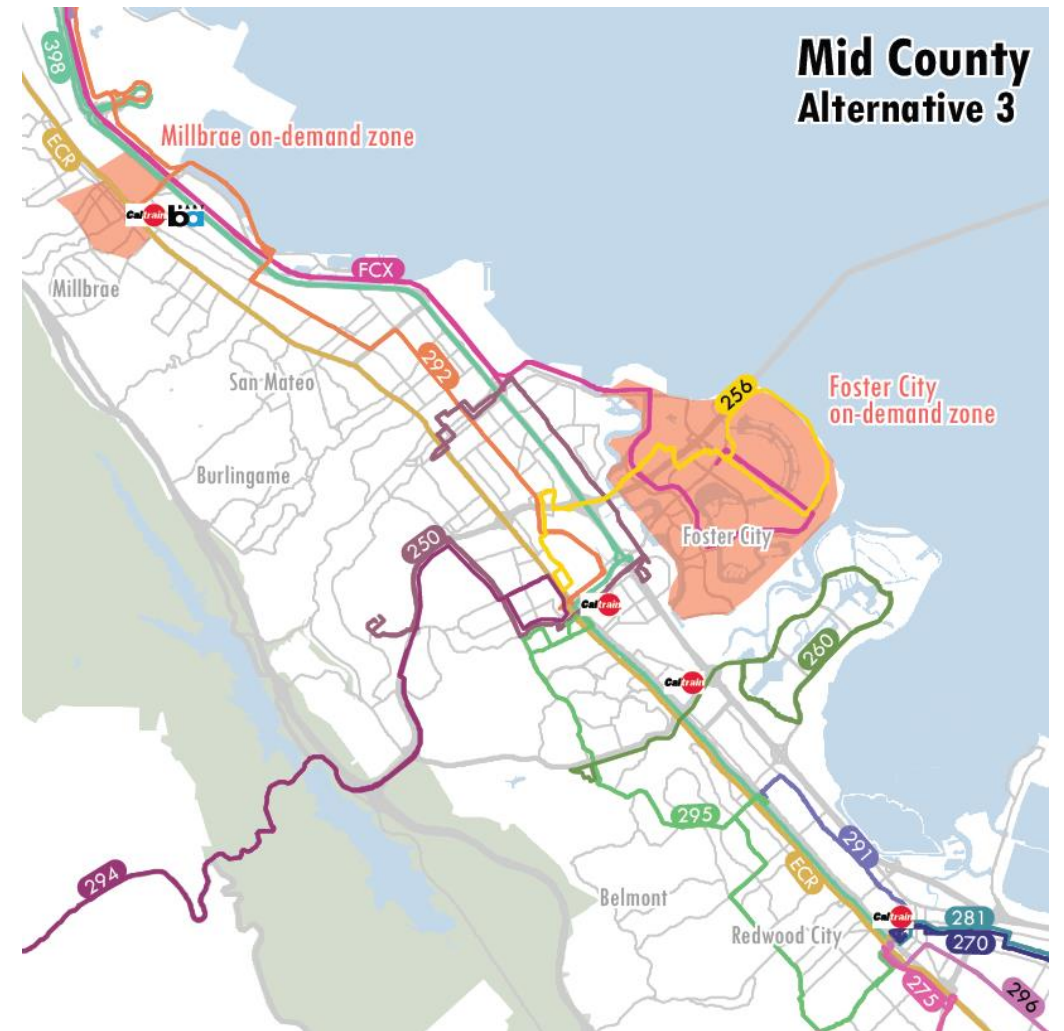
- New Route 249 connecting San Mateo and College of San Mateo
- Route 294 would be more direct
- 3 commuter / regional routes
  - Route EPX connecting East Palo Alto, Redwood City, SFO, and San Bruno
  - Route FCX – Foster City and SF
  - Route SMX – San Mateo PR and SF
- Foster City has two routes which operate more frequently
- Routes with reduced service/stops include 260, 295, and 398





# Mid County Summary – Alt. 3

- New Route 291 connecting San Carlos and Redwood City
- Route FCX service restored
- Foster City has one local route which operates more frequently and a new on-demand service
- Expanded Sunday service on Routes 256, 291, 295
- Routes with reduced service/stops include 260 and 295





# ROUTE ECR FOCUS

Palo Alto to Daly City

**samTrans**



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



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# Route ECR – Alt. 1

- Split into two routes - ECR North and ECR South - at the Millbrae Transit Center
  - Route ECR North would operate every 10 min on weekdays and every 15 min on weekends
  - Route ECR South would operate every 15 minutes, seven days/wk
- Shorten route in Daly City by using Flourney Street
- Reintroduce ECR Rapid between Redwood City and San Bruno BART





# Route ECR – Alt. 2

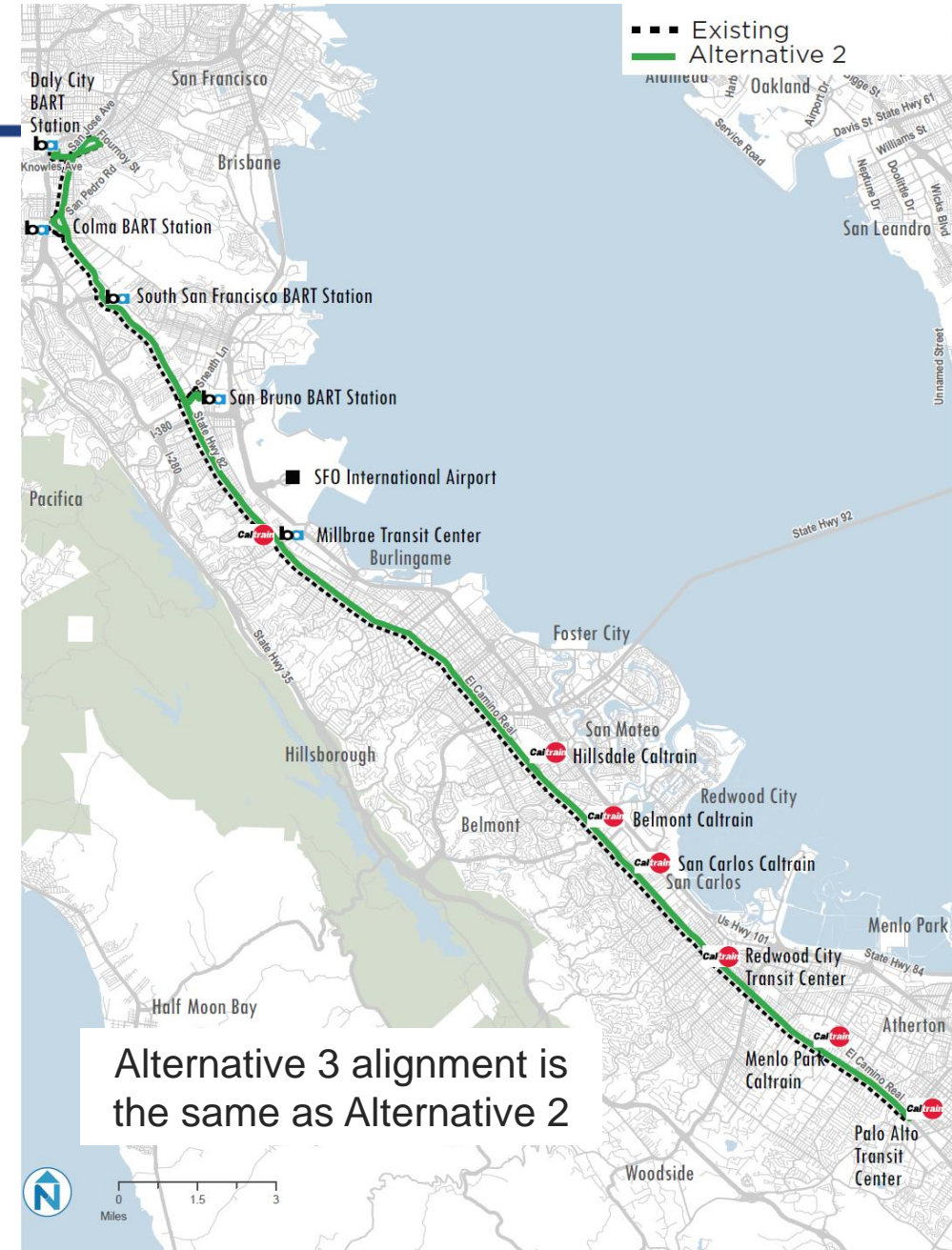
- Reduce number of stops on route to improve speed and reliability
  - Up to 30% of stops could be consolidated to reduce travel times between Daly City and Palo Alto by 10-15 minutes during peak times
  - About 13% of riders would need to walk further to a new stop
- Shorten route in Daly City by using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

The screenshot shows a social media post from the account 'gosamtrans'. The post features a graphic with two circular portraits of staff members. The first portrait is of Ana Rivas, Director of Bus Transportation, with the text 'En español' and 'Ana Rivas Director Bus Transportation' next to it. The second portrait is of Stephanie Torres, Social Media Specialist, with the text 'MAR 5 Stephanie Torres Social Media Specialist' next to it. Below the portraits, the text reads 'LIVE CHAT FRIDAY @ NOON'. The samTrans logo is visible in the bottom right corner of the graphic. Below the graphic are icons for likes, comments, shares, and a bookmark. The post has 29 likes and a caption that reads: 'gosamtrans We can't believe we will be hosting our 5th SamChat this week! Join us this Friday as we recap this month's events. We hope to see... more'.



# 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.

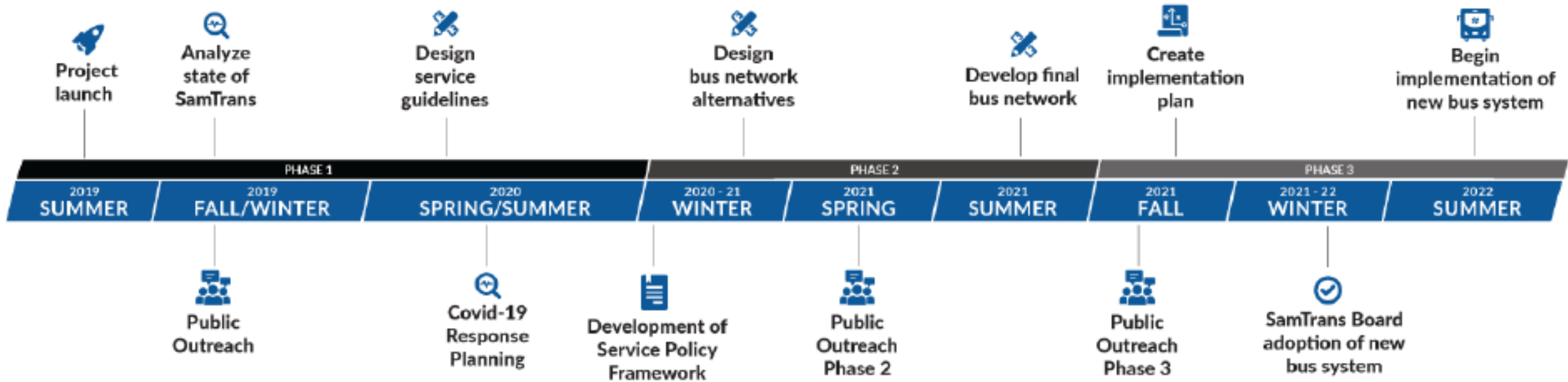
**Click here**



**Give Us Your Feedback**



# What happens next?



We're here



# Questions/Discussion

