



Bus Stop Improvement Plan (BSIP)



Board of Directors – May 1, 2024

Daniel Shockley, Principal Planner

BSIP: A Landmark Project

A historic, milestone customer experience project for SamTrans riders.

- Study conducted 2022-2024
- Systemwide needs analysis of over 1,800 stops
- Updated Bus Stop Design Guidelines
- Recommends near-term bus stop improvements valued at **\$53 million** to be funded with local funds along with competitive grants over the next 3-5 years.



Public/Stakeholder Feedback

- Welcomed public & stakeholder input on the draft final Bus Stop Improvement Plan late March to mid-April
- Twelve comments received in total
- Mostly specific inquiries about report content
- Highlights:
 - *“I support upgrades to all stops. Every stop should have a bench, a shelter, a light, and a bus line map”*
 - *“The overall plans look good - the priorities to me for bus stops are: sheltered stop, seating at stop, real time bus arrival information”*
 - *“As a stakeholder in the BSIP process, Stanford Transportation is pleased to see that SamTrans Bus Stop Design Guidelines are aligned with Stanford Transportation’s Bus Stop Guidelines.”*

Overview of Systemwide Amenity Needs

Based on the minimum recommended amenities for each stop category, SamTrans bus stops systemwide should receive about:



330

New shelters across the system, **double** compared to existing

650

New shade structures

580

New benches or simme-seats

1,200

New service maps And schedules

1,200

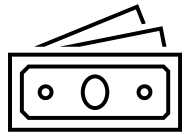
New real-time Information signs

Near-Term Capital Investment

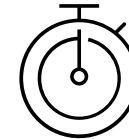
The recommendation of BSIP is to move a near-term package of amenities into the site-specific engineering review phase, including:



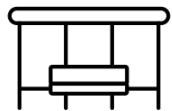
220+
Stops



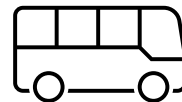
\$50M+
Value



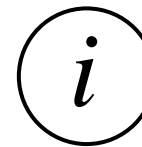
3-5 Years
Plan Delivery Goal



Approx.
170
New shelters



Approx. **75**
New bus bulbs/
boarding islands



Approx. **195**
New digital real-time
information signage

The near-term plan includes mostly high-priority stops, with a smaller amount of locally-important stops.

Near-Term Implementation Approach

- Goal to deliver the near-term improvements within 3-5 years
- Near-term improvements are spread throughout San Mateo County, with an emphasis on high ridership/high impact stops
- Next, SamTrans will lead engineering-level site review, checking for:
 - Availability of utilities (e.g., power for large real-time signage)
 - Precise measurement of sidewalk width
 - Presence/absence of obstructions (e.g., poles, trees, driveways)
 - Others
- Site review may require changes to some recommendations
 - SamTrans will work with the cities to identify preferred path forward

Wrapping Up BSIP





Thank You



Please email shockleyd@SamTrans.com with any questions.