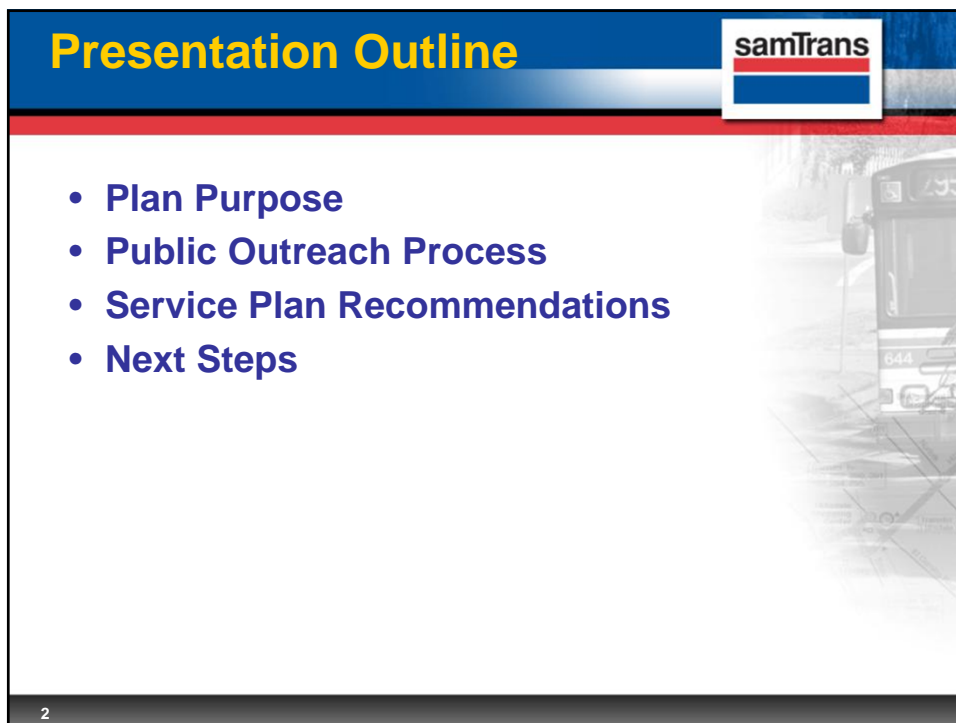



SamTrans Service Plan Public Hearing

Board of Directors
April 3, 2013

San Mateo

Presentation Outline



- Plan Purpose
- Public Outreach Process
- Service Plan Recommendations
- Next Steps

2


Plan Purpose




- More of what works**
 - Improve service where our customers need it
- Less of what doesn't work**
 - Discontinue routes or segments that aren't working
- Try new things**
 - Try innovative ways of delivering transportation services

3

Plan Approach



- SSP Framework**
 - **Guiding Principles**
 - Customers
 - Service
 - Service Markets
 - Financial Stability
 - Coordinated Planning



4

Developing the Draft Plan



- Balance various elements of the guiding principles
- Developed the plan through comprehensive data analysis, testing of alternatives and public outreach
- Focus the plan to improve efficiency, effectiveness and ridership for the system as a whole
- Understand the trade-offs needed to move SamTrans into the future
- Completed a Draft SSP for release in August 2012 and conducted extensive outreach to the customers and community

5

Engaging the Community



- **Involved the community in locally focused conversations**
- **Utilized community organization partnerships to create additional awareness**
- **Engaged all levels of the community in the process:**
 - **SamTrans customers**
 - **Public**
 - **Operators**
 - **Stakeholders**
 - **City councils**



6



Public Feedback



- Engaged public provided extensive input
- Outreach in fall 2012 yielded more than 1,200 comments:
 - 9 public meetings
 - E-mail and U.S. mail
 - Multiple operator outreach sessions
 - Online survey
 - 16 city council meetings
 - Dedicated project phone line
 - 3 tabling events


7

Response to Public Input




- We evaluated every comment
- For underperforming routes, major effort to meet customers needs
 - Careful analysis of options
 - Improve nearby routes (e.g., Route 275)
 - Use new information to improve service (e.g., Route 251)
- Our response to customers
 - Restored service where it's appropriate

8

Recent Outreach – March 2013 

- Prepared a Draft Final Plan for March 2013 to incorporate comments received fall 2012
- Conducted five public meetings in March 2013 to receive input on the Final Draft Plan
- Met with bus operators to solicit input
- Comment period ends April 15, 2013

9



Service Recommendations

10

Service Recommendations

- Improve El Camino Real service
- Modify San Francisco service
- Enhance the core market bus network
- Modify service
 - Consolidate duplicative routes
 - Increase/decrease frequency when appropriate
 - Adjust route alignment
- Discontinue low-performing routes
- Alternative Service Pilot


11

Improve El Camino Real Service

- Improve performance of north-south spine
- Consolidate Routes 390 and 391 into weekday ECR
- Increase service frequency to 15-minutes between Palo Alto and Daly City
- Routes impacted: 390, 391

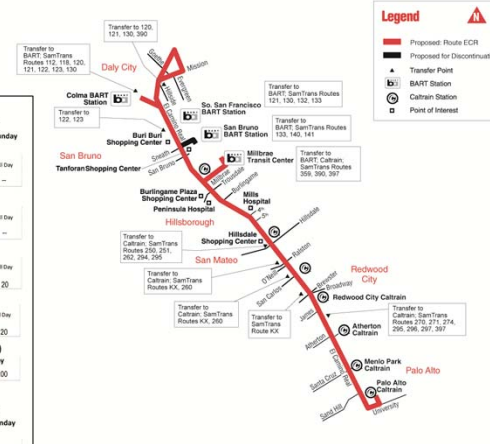
12

Route ECR



Schedule:
Increased to
15 minutes
on
weekdays

Route ECR



Existing Service Frequency (Minutes)


Weekday	Saturday	Sunday
30	30	60

Proposed Service Frequency (Minutes)


Weekday	Saturday	Sunday
15	15	30

13

Modify San Francisco Service



- Adapt to changed market conditions; other travel options exist and compete effectively with SamTrans service
- Reallocate resources towards stronger performing services within San Mateo County
- Routes impacted: 391, KX and 292



14

Modify San Francisco Service

The logo for samTrans, featuring the text "samTrans" in a sans-serif font above a stylized graphic of a bus with red and blue horizontal stripes.

- Discontinue Route 391 into San Francisco
- Discontinue Route KX into San Francisco during non-peak and weekend hours
- No change on 292, except for minor route realignment
- Route 391 travel options: Muni 14, BART
- Route KX travel options: Route 292, BART

15

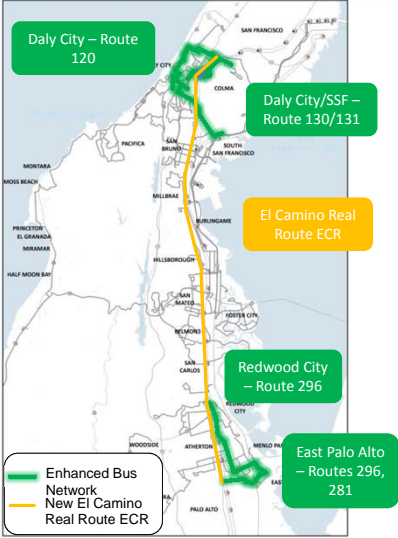
Enhance Core Market Bus Network

The logo for samTrans, featuring the text "samTrans" in a sans-serif font above a stylized graphic of a bus with red and blue horizontal stripes.

- Based on market demand, improve weekday service in the core market areas of Daly City, South San Francisco, Redwood City and East Palo Alto
- Increase frequency of service to every 15 minutes
- Routes impacted: 120, 130, 131, 281 and 296

16

Enhance Core Market Bus Network



Enhanced Bus Network
New El Camino Real Route ECR

- Daly City – Route 120
- Daly City/SSF – Route 130/131
- El Camino Real Route ECR
- Redwood City – Route 296
- East Palo Alto – Routes 296, 281

17


Modify Service

Modify routes to improve service performance and better match service with markets:

- Consolidate duplicative or overlapping services
- Modify route alignments to create more direct route
- Shorten route to capture higher ridership areas
- Increase frequency to reflect higher ridership periods; reduce frequency to reflect lower ridership periods

18

Modify Service




Routes impacted:

- **North County: 121, 122, 131, 132, 133, 140, 141**
- **Central County: 250, 251, 252, 260, 262**
- **South County: 270, 271, 274, 275, 280*, 281***
- **Coastside: 14, 17, 110, 118**
- **Multi-city: 294, 295**

** Changes to Routes 280 and 281 are contingent upon coordination with the City of East Palo Alto's shuttle*

19

Discontinue Services




- **Discontinue routes due to:**
 - Low ridership and low productivity
 - Duplication with other SamTrans routes
- **Other transit options available**
- **Routes impacted: 123, 280*, 359**


** Changes to Route 280 is contingent upon coordination with the City of East Palo Alto's shuttle*

20

Alternative Service Pilot




- **Two pilot demand response projects :**
 - San Carlos
 - Pacifica
- **Mitigation for reduced fixed-route service**
- **Monitor pilot program performance**
- **Expand to other areas based on lessons learned**



21

Resource Estimates



Annual In-service Hours <small>(revised March 2013)</small>					
	Existing In-service Hours	Draft Plan (August 2012)	Net Hours restored	Revised Draft Plan (March 2013)	Percent Differential
Weekday	335,505	311,208	1,333	317,914	-5.24%
Saturday	36,052	34,445	9	36,252	0.55%
Sunday	32,287	33,174	0	34,822	7.85%
Total	403,844	378,827	1,342	388,988	-3.68%

22

Ridership Estimates



Ridership Estimates			
	Existing Ridership	Draft Plan (August 2012)	Revised Draft Plan (March 2013)
Weekly Ridership	237,060	241,790	244,220
Annual Ridership	12,327,310	12,572,900	12,699,600
Net Gain (Weekly)	--	4,720	7,160
Net Gain (Annual)	--	245,580	372,290

23



CEQA Review



- **SamTrans Service Plan was evaluated under State environmental laws**
- **Initial Study finds no significant impacts on the environment**
- **Environmental document comment period March 13 through April 15**
- **Negative Declaration recommended for approval May 1**

24


Next Steps



- April 15: Comment period closes
- April 15 to April 30: Revise draft final SSP and CEQA document as needed
- May 1: Board adoption of SSP, CEQA document, and Title VI analysis
- Fall 2013 to Spring 2014: Implementation of proposed service changes

25

Questions?



26