



US-101 Express Bus Feasibility Study

Board of Directors Update

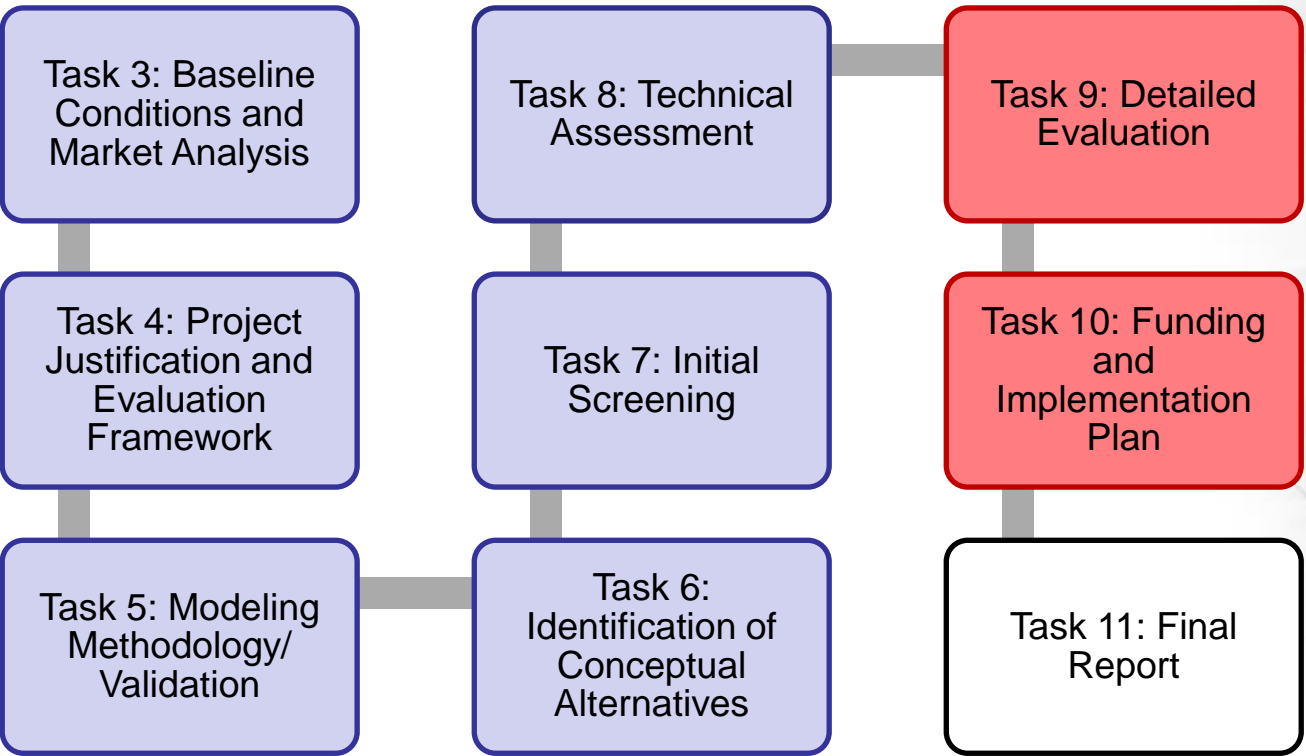
July 11, 2018

San Mateo

Project Status



Task 1: Project Management & Administration



Task 2: Public Outreach (1st Round)

Task 2: Public Outreach (2nd Round)



Tasks Completed



Tasks In Progress



Next Steps

Project Purpose



*Provide a **direct, fast, frequent and reliable** transportation choice for **long-distance commute** trips within and between San Mateo, San Francisco, and Santa Clara counties.*

Project Goals



Goal 1: Provide **Mobility Options** and Improved **Connections** for **Regional Trips**



Goal 2: Increase **Transit Market Share** in Corridor



Goal 3: Develop a **Cost-Effective Service**



Goal 4: Improve Transportation **Equity**



Goal 5: Enhance **Access** to **Jobs** and Population Centers



Goal 6: Support Sustainable **Land Use** and Transportation Policies

Market Analysis Factors

samTrans

O-D Pairs

- Origin-destination trip data from Streetlight, C/CAG Model, MTC Model, and CHTS, serving:
 - North-South trips focused on US-101
 - Trips to, from, or through San Mateo County
 - Possible intermediate stops

Regional Transit Access

- Underserved by BART, Caltrain Baby Bullet, or employer shuttle service
- Trips requiring two or more transfers via transit

Likelihood of Transit Use

- Previous Express Bus Performance
- Transit-supportive land uses
- Strong TDM programs

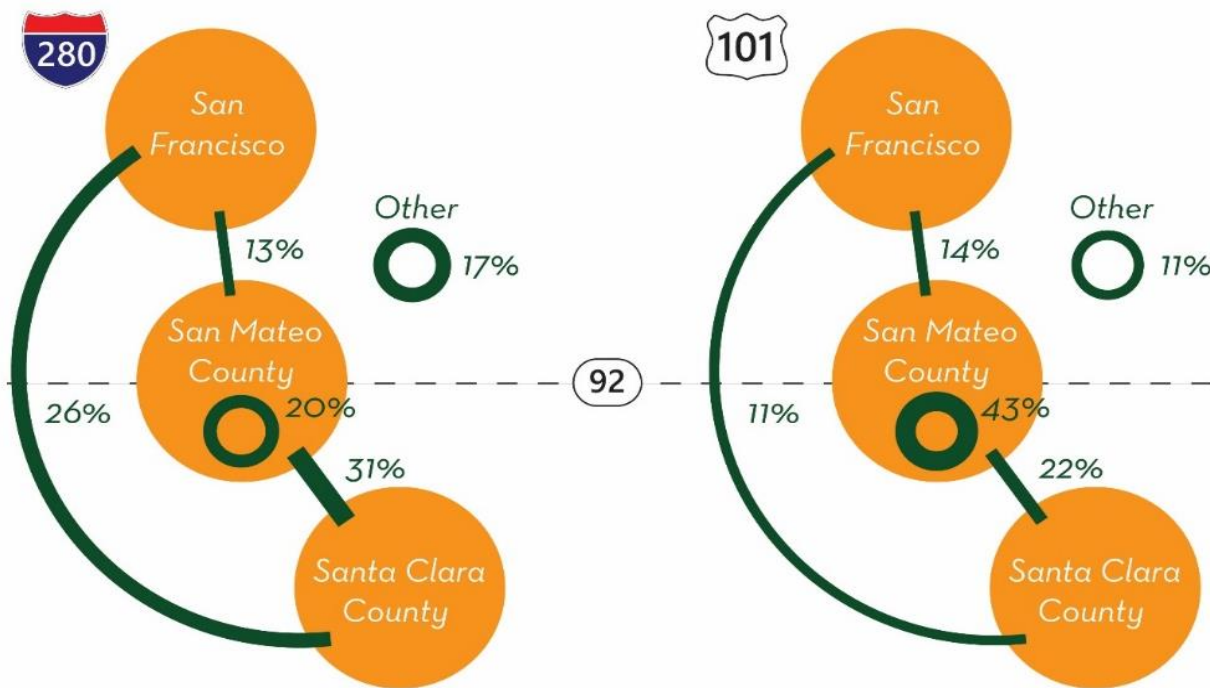
Equity

- Communities of Concern
- Underserved by long-haul transit

Key Takeaways

1. Most trips in cars within study corridor are relatively short-distance and short-duration.

AM Peak Period County-to-County Flows, South of 101/92 Interchange

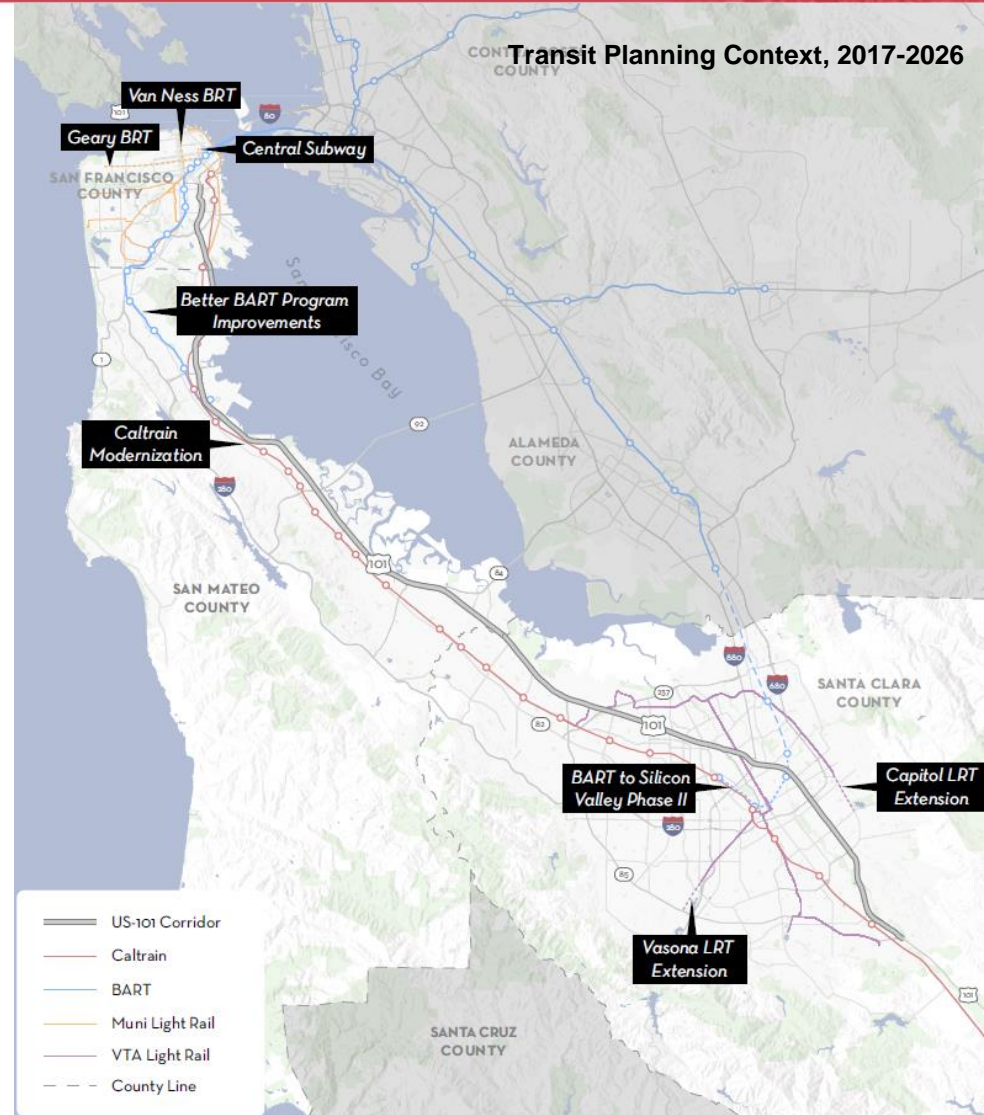


Market Analysis

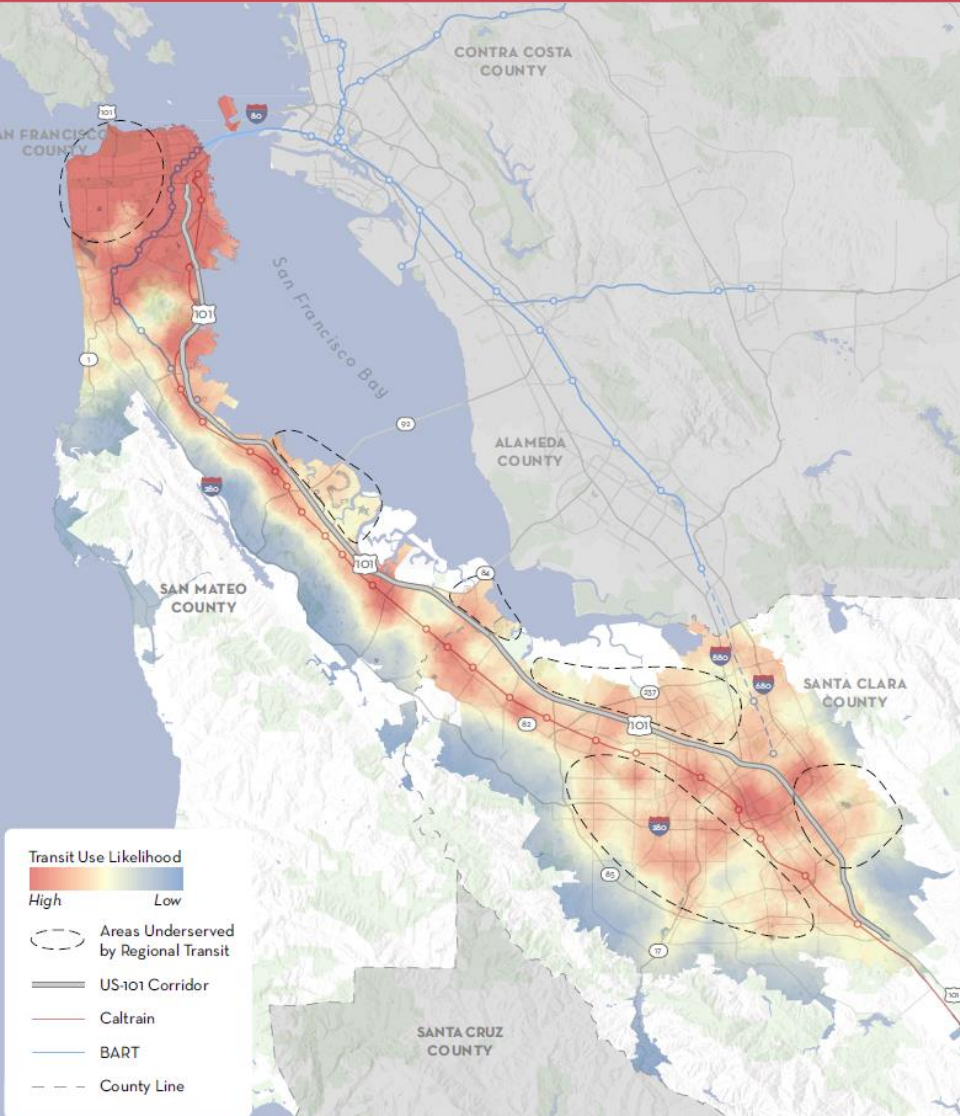
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Key Takeaways

2. Upcoming improvements to Caltrain and BART present strong potential for mode shift in San Francisco and San Mateo counties – and may be hard to compete with.



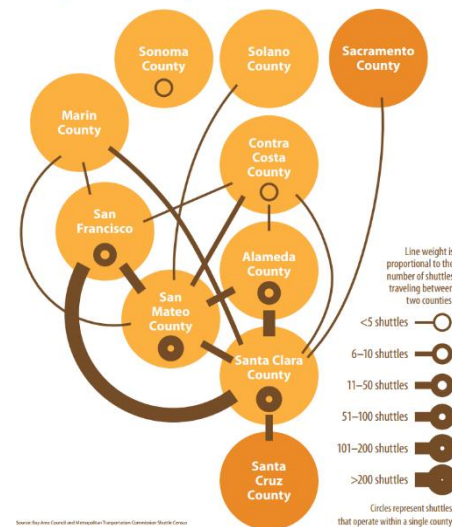
Market Analysis

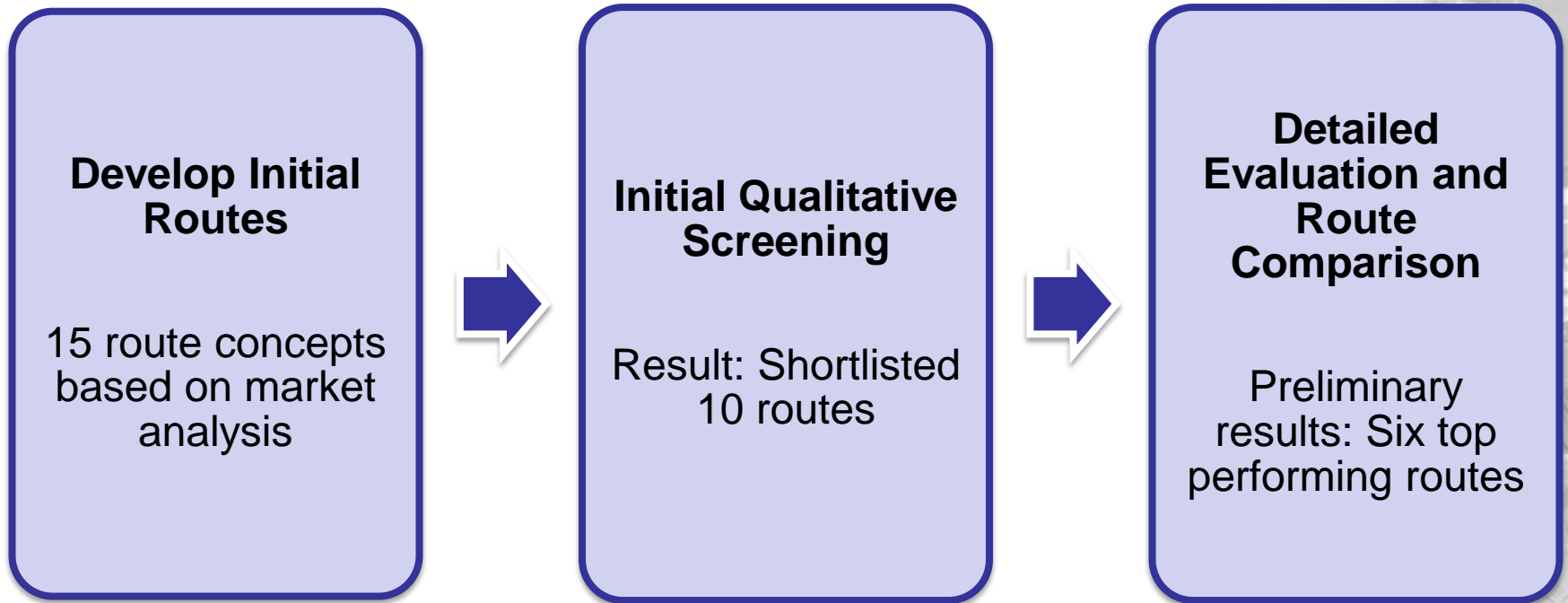


Key Takeaways

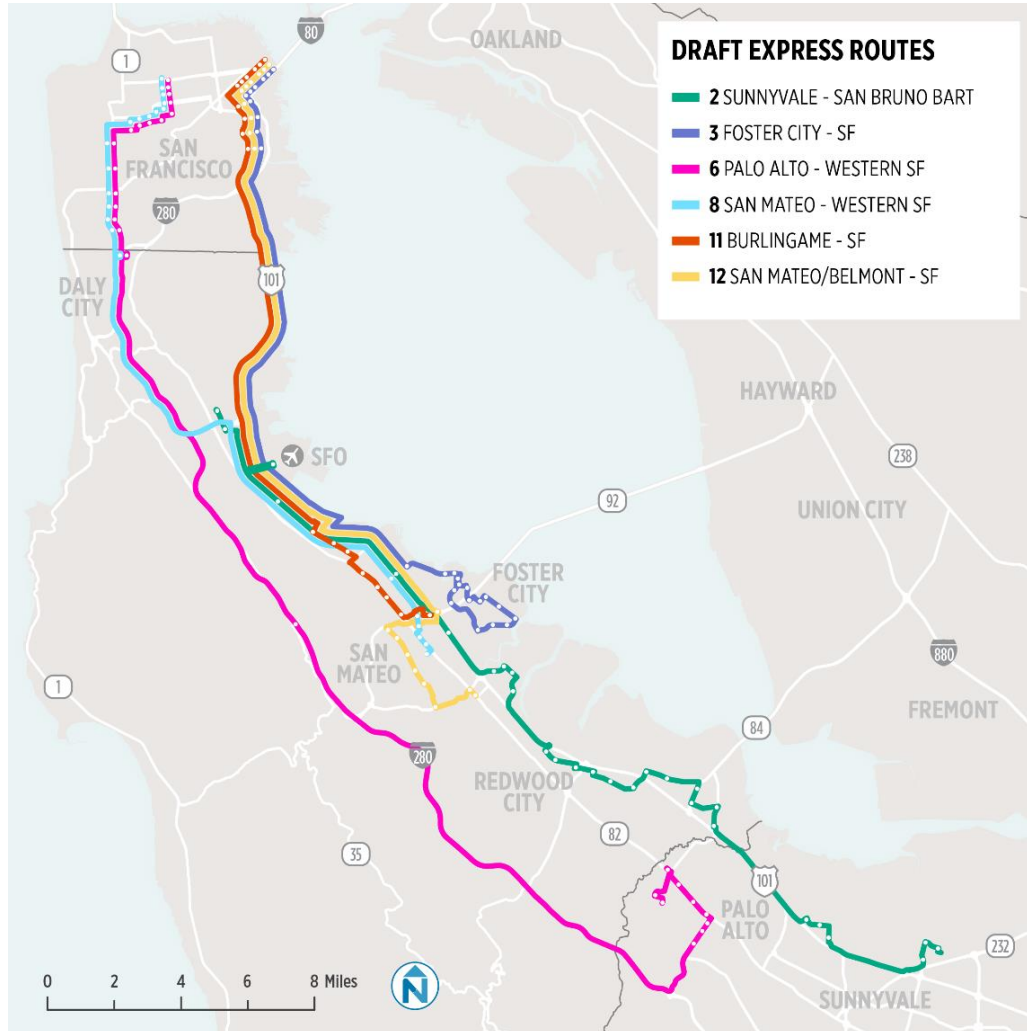
3. Express bus service shows greatest ridership potential in dense areas underserved by regional transit and employer shuttles.

Number of Shuttles Traveling Between Bay Area And Adjacent Counties per Day





Top Performing Routes



- One limited stop route between San Bruno and Sunnyvale
- Three routes into downtown San Francisco
- Two routes into Western San Francisco
- Four bidirectional routes, two one-directional routes

Public Outreach

- Public outreach in July 2017 and June 2018
- Two community meetings, six pop-up events, online website and comment form
- Engaged with 250+ people



Summer 2018

- Complete travel demand modeling and detailed route evaluation
- Identify express bus network and phased implementation plan
- Develop funding strategy – SB1 funds have been allocated
- Meetings with Technical Advisory Committee and stakeholder group

Fall 2018

- Complete draft and final Express Bus Feasibility Study