

SamTrans Express Bus Feasibility Study & Implementation

SPUR

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February 6, 2019

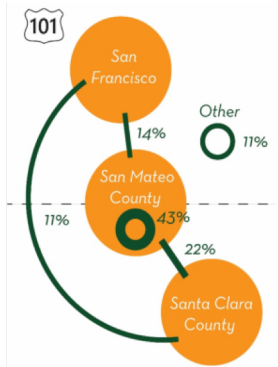


Project Purpose

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.



Market Analysis Factors



O-D Pairs

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



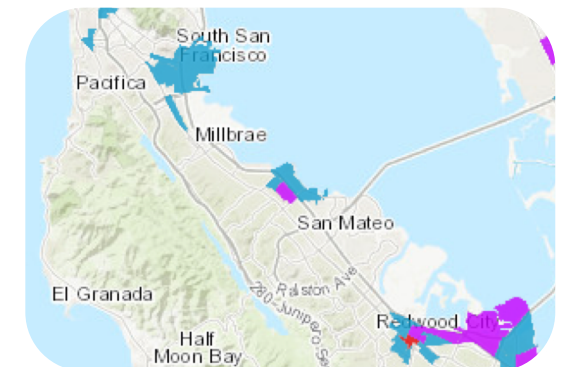
Regional Transit Access

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



Likelihood of Transit Use

- Previous SamTrans express bus performance
- Transit-supportive land uses
- Strong TDM programs



Equity

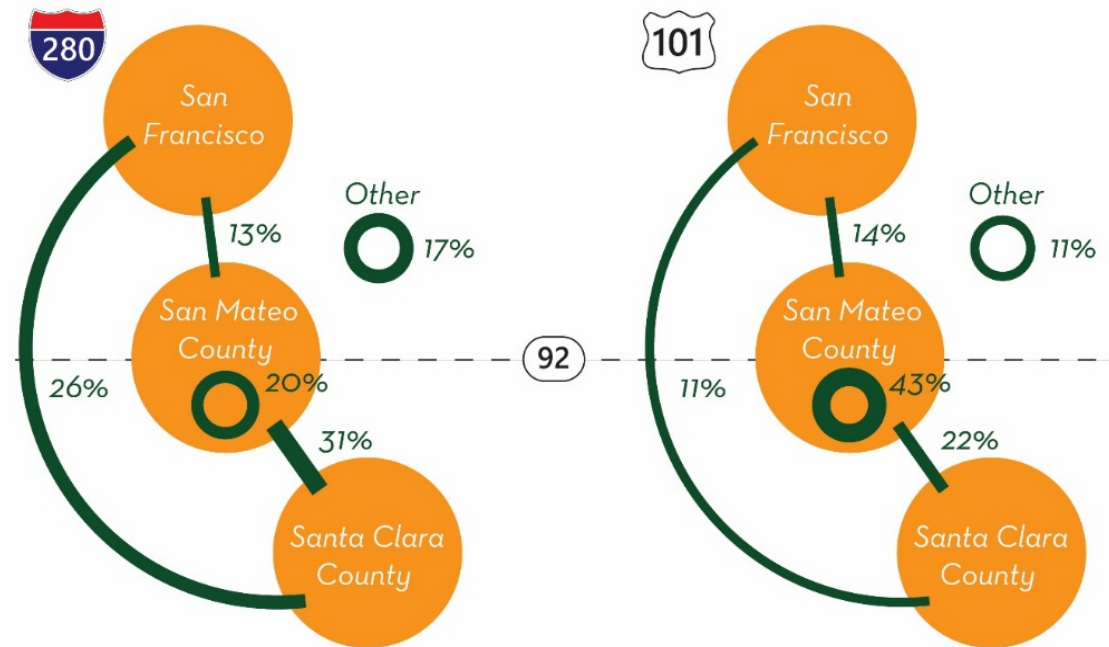
- Communities of Concern
- Underserved by long-haul transit

Market Analysis Findings

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

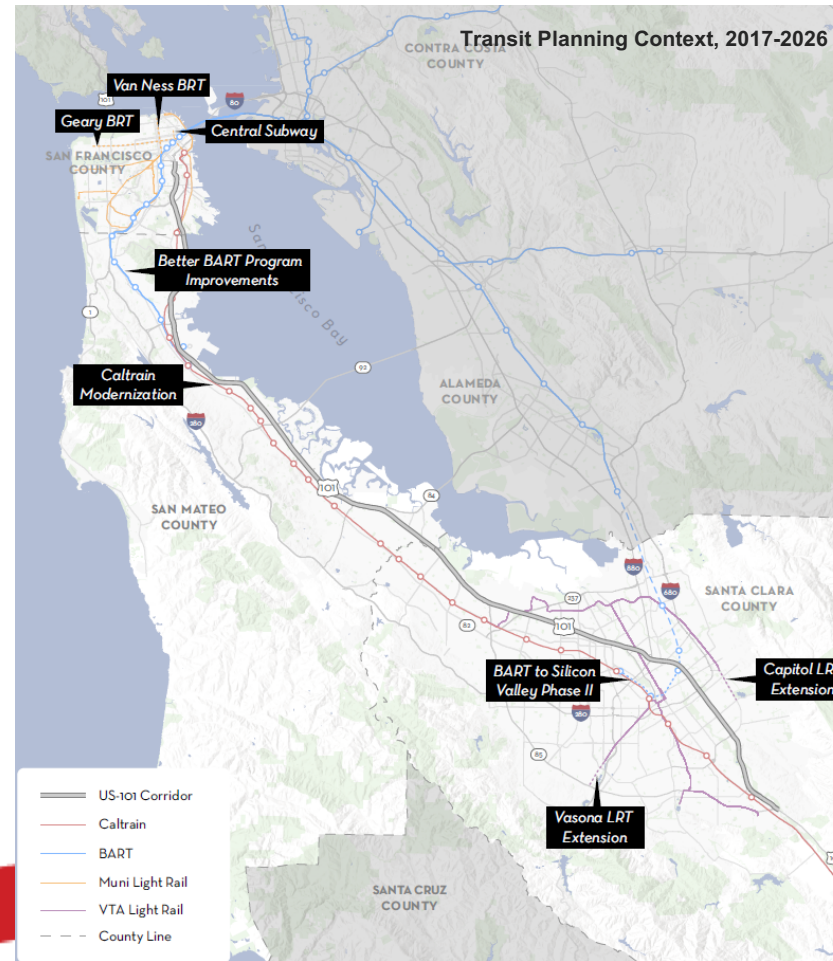
Pass-through trips from SF to Santa Clara County are only 11% of trips on US-101 in the AM peak period.

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



Market Analysis Findings

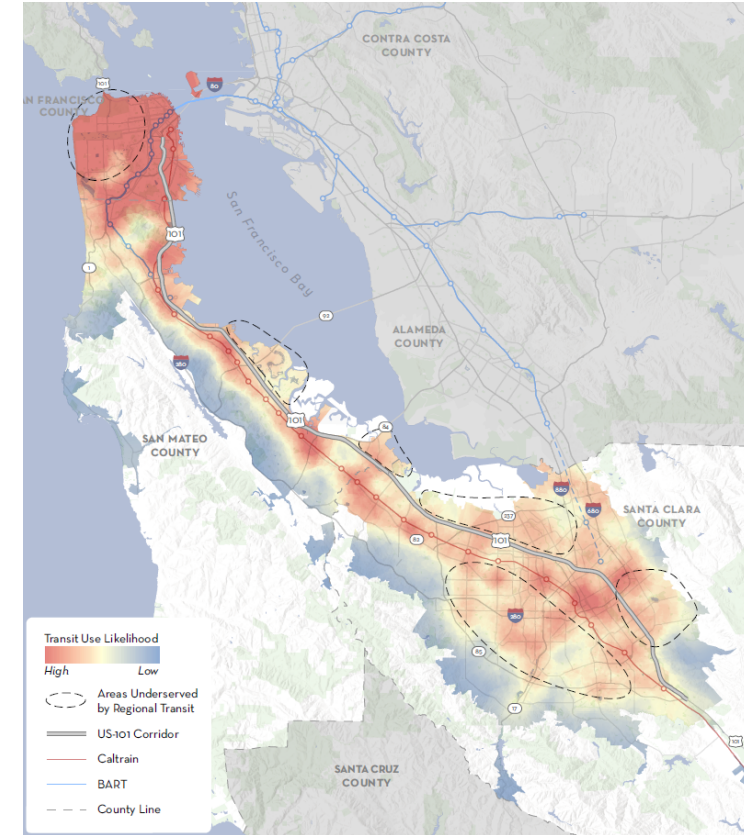
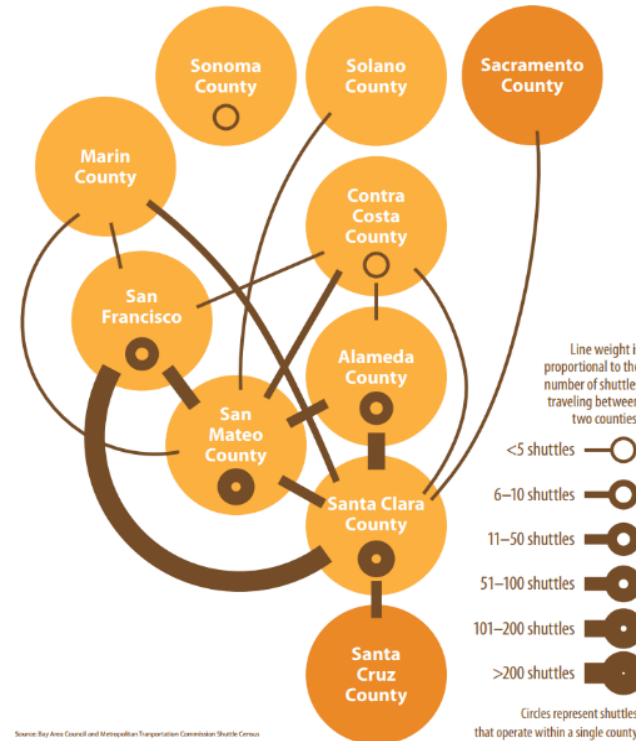
Upcoming improvements to Caltrain and BART present strong potential for mode shift in San Francisco and San Mateo counties – and may be hard to compete with.



Market Analysis Findings

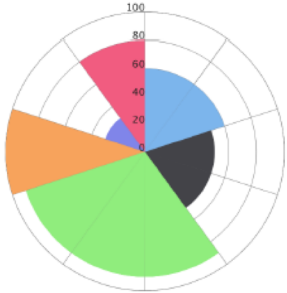
Express bus service shows greatest ridership potential in dense areas underserved by regional transit and employer shuttles.

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

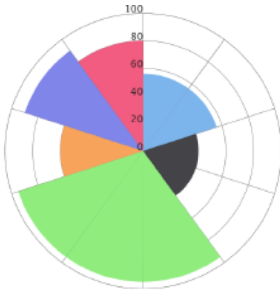


Detailed Evaluation

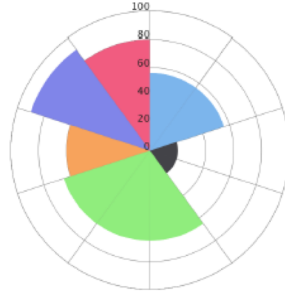
Route Concept 2
East Palo Alto to San Bruno BART limited



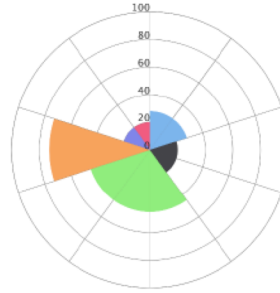
Route Concept 3
Foster City to San Francisco



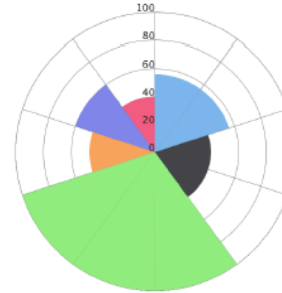
Route Concept 4
Redwood Shores to San Francisco



Route Concept 5
Foster City to Palo Alto



Route Concept 6
Western SF to Palo Alto via Daly City



Project Goals:

Mobility

Market Share

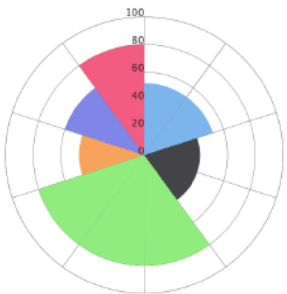
Cost-Effectiveness

Equity

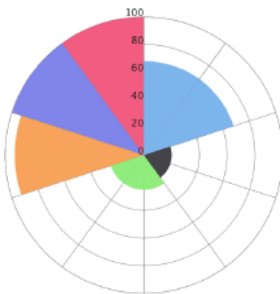
Access

Sustainability

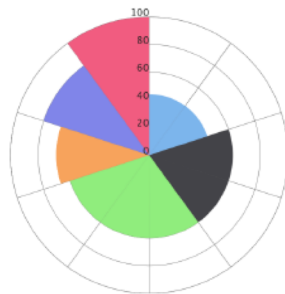
Route Concept 8
Western San Francisco to San Mateo



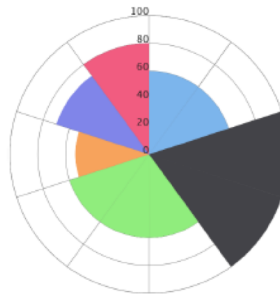
Route Concept 10
Sunnyvale to San Francisco



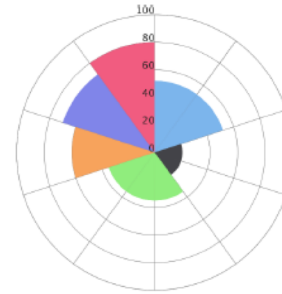
Route Concept 11
Burlingame to San Francisco



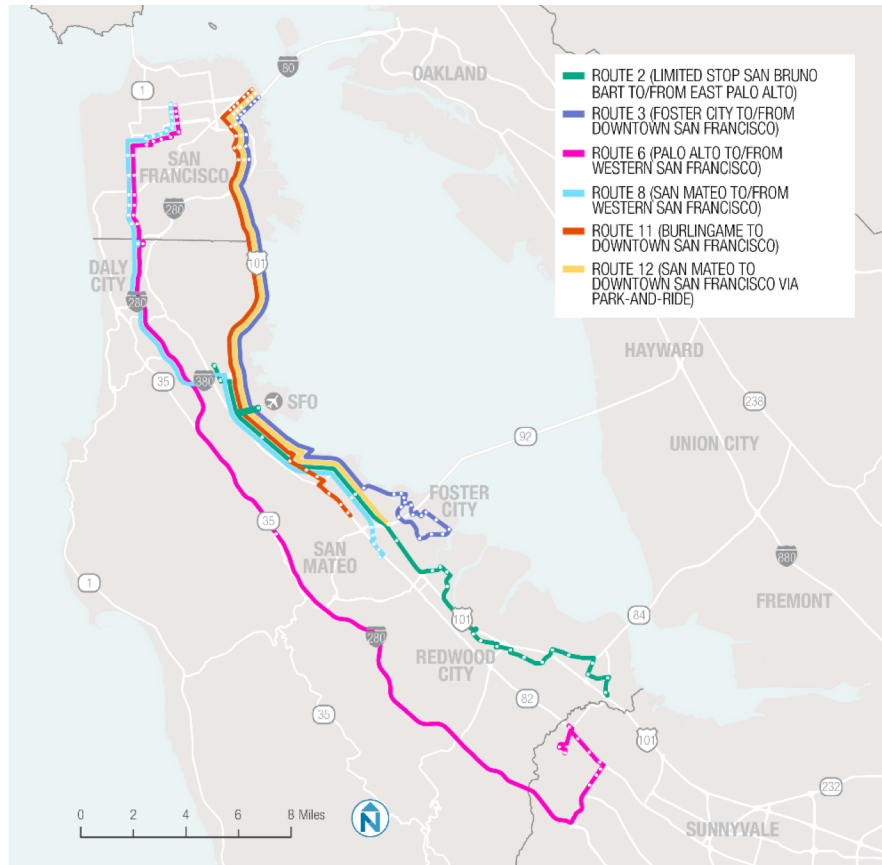
Route Concept 12
San Mateo (101/92 PNR) to San Francisco



Route Concept 13
San Carlos/Belmont to San Francisco



Proposed Express Bus Network



- Four bidirectional routes, two one-directional routes
- One limited stop route from East Palo Alto to San Bruno
- Three routes into downtown San Francisco from Foster City, San Mateo, Burlingame
- Two routes into Western SF from Palo Alto, San Mateo

Implementation Strategy

- Phase 1: Pilot Project (2019/2020)
- Phase 2: With San Mateo County Managed Lanes Opening (2022)
- Phase 3: Further Growth (2023)

Keys to success:

- Employer partnerships
- Easy and accessible fare products
- Reliability and comfort
- First-mile/last-mile options
- Optimize routes for use of managed lanes & explore coordinated programs