Meeting Agenda

- Introduction
- Project Information & Background
- Proposed route changes
- Next Steps & Project Schedule
Meeting Purpose

- Draft SamTrans Service Plan Background
- Service Plan recommendations and proposals
- Feedback and input for future revisions
Where People Live & Work

2005 Population & Employment Density

- 40% of people who work in the county live in the county
- Nearly 60% of residents commute to work outside the county:
  - San Francisco County (17%)
  - Santa Clara County (14%)
  - Alameda County (10%)
  - Other Counties (19%)

Source: 2009 SamTrans Onboard Survey
Where People Travel To

MTC 2005 Travel Demand Model – All Trips

Where People Travel to by SamTrans

- Significant transit travel within cities:
  - Daly City
  - South San Francisco
  - San Bruno
  - San Mateo
  - Redwood City
- Significant transit travel between cities:
  - In north county
  - In south county
- Less transit travel from:
  - North to south county
  - South to north county
What we have learned

- Employment and population centers have shifted
- Riders needs have changed over time
- A majority of SamTrans routes should be improved
Service Plan Proposals

Give riders more of what works
• Provide more effective service where the riders currently need it

Less of what does not work
• Discontinue routes that aren’t working

Try new things
• Try new ways of delivering transportation services
A wellness program will

• Create a strong foundation for continual improvement
• Reflect the riders’ changing needs over time
• Keep our services relevant and efficient
• Address the financial conditions in a healthy way: by growing our ridership rather than trying to cut service to save money

This is a first step towards making our system healthier

Service Proposals

• Service Improvements
  - El Camino Real improvements
  - Enhance service areas in high demand based on population and job growth

• Modify Services
  - Minor service reductions
  - Schedule changes
  - Route changes

• Discontinue Services

• New Routes
  - Alternative Service Pilot Program (San Carlos and Pacifica)
**Service recommendation:**
- Consolidate 390/391 (ECR) to simplify the service, improve reliability and increase the frequency
- Modify Route KX & Route 292 SF service to peak periods* only
- Discontinue Route 391 SF service
- No change to Route 397 late night service

<table>
<thead>
<tr>
<th>Route</th>
<th>Connection Point</th>
<th>Available Transit Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>KX</td>
<td>SFO (off-peak and weekends)</td>
<td>BART</td>
</tr>
<tr>
<td>292</td>
<td>San Bruno/Arleta Avenue (off-peak)</td>
<td>Muni 8X, 8AX/8X, 9, 9L, T Line, Caltrain</td>
</tr>
<tr>
<td>391</td>
<td>Daly City BART</td>
<td>BART, Muni 14, 14L, 14X</td>
</tr>
</tbody>
</table>

*AM Peak: 6am – 9am
PM Peak: 3pm – 6pm
Routes with no proposed change

- Route 53
- Route 54
- Route 55
- Route 58
- Route 72
- Route 73
- Route 83
- Route 85
- Route 297
- Route 397

Route 250

- Route Modifications
  - Route will serve downtown San Mateo directly from Delaware via 3rd Ave, allowing for quicker connections for customers
  - Direct connection to ECR
  - Route 252 will serve segments in Monte Diablo neighborhood, resulting in no loss of coverage
Route 251

- **Route Modifications**
  - Realign route to serve Beach Park Blvd and Foster City Blvd. to serve Bridgepoint Shopping Center more directly
  - Route 54 serves Shell Blvd, other areas of Foster City during school times

Route 252

- **New Route**
  - Replaces portion of Route 250 to Monte Diablo neighborhood
  - Serves Downtown San Mateo via 3rd to Humboldt to Peninsula to Monte Diablo to Norfolk
  - Service will employ a 60 minute frequency
Route 260

• Route Modifications
  − Make service more direct by operating bi-directionally on Marine World Pkwy and Redwood Shores Parkway
  − Straighten route along Ralston Ave, with school trips kept on existing Chula Vista Dr alignment
  − Discontinue Saturday service due to low ridership

Route 262

• Schedule Change
  Restructure to peak-only service for school trips
  Low ridership during non-school time periods
Route 270

- **Route Modifications**
  - Restructure for more direct, bi-directional service on Marshall St., Broadway, 2nd Ave, Bay Rd, 17th Ave, and Page St.
  - Discontinue Bayshore Rd segment due to low ridership
  - Climate Best shuttle serves Bayshore Rd (Tues-Sat., 10 AM-5 PM)
- **Schedule Changes**
  - Improve to 30 minute frequency (weekday)

Route 271

- **Schedule Change**
  Restructure to peak-only service for school trips
  Low ridership during non-school time periods
Route 274

• Schedule Change
  - Discontinue Saturday service due to low ridership

Route 275

• New Route
  - Replaces Woodside Rd portion of Route 295
  - Will operate with 30 minute frequency (weekday)
Route 280

- **Discontinue due to low ridership/duplicative service**
  - Alternative service within walking distance provided by Routes 281 and 296 (more frequent) as well as East Palo Alto shuttle service

Route 281

- **Route Modifications**
  - Discontinue loop around Stanford Shopping Center, end at Palo Alto Caltrain

- **Schedule Changes**
  - Improve to 15-minute frequency (weekday) due to strong performance
**Route 292**

- **Route Modifications**
  - Operate directly on Delaware rather than deviating through downtown San Mateo (faster travel times)
- **Schedule Changes**
  - Service into San Francisco will be peak-only limited stop (with all-day service maintained from Hillsdale to Brisbane)
  - Alternative options into SF provided by Caltrain, Muni, BART

**Route 294**

- **Route Modifications**
  - Route will operate from Hillsdale to Half Moon Bay where riders can transfer to Route 17 (due to duplicative Coastside service)
  - Realigned to ECR instead of Alameda de las Pulgas between Highway 92 and Hillsdale Shopping Center
- **Schedule Changes**
  - Add 90-minute Saturday/Sunday service
**Route 295**

- **Route Modifications**
  - Route will operate from San Mateo Caltrain to San Carlos Caltrain Station
  - Route will serve San Mateo County Hospital directly via 37th
  - Discontinue southern portion due to low ridership
  - New Route 272 will serve Woodside Rd
  - San Carlos area considered for pilot dial-a-ride service

**Route 296**

- **Schedule Changes**
  - Improve to 15 minute frequency (weekday), 30 minute frequency (Saturday) due to strong performance
  - No change in alignment
Route 359

• Discontinue due to low ridership
  - Alternatives include Routes 251 and ECR

Route ECR

• Proposed Route
  - New consolidated route (former 390/391) along El Camino Real from Daly City to Palo Alto
  - Discontinue service to San Francisco due to low performance
  - Alternatives include BART, Caltrain, Muni

• Proposed Schedule
  - Service will have fifteen minute frequencies seven days a week
Route KX

- **Route Modifications**
  - Peak-only service will extend from Redwood City to San Francisco
  - Off-peak service will operate between Redwood City and SFO
  - ECR, Caltrain, and Muni provide service alternatives
- **Schedule Changes**
  - AM Peak service will be reduced to every

Alternative Service Option

- **Serve markets including:**
  - Area previously covered by Route 295
  - San Carlos Caltrain Station
  - Sequoia Hospital
  - Redwood City Caltrain Station
- **Customers may call ahead to reserve a trip to/from anywhere within the zone**
- **Timed connections every 60 minutes at the San Carlos and Redwood City Caltrain Stations**
- **Operate between**
Next Steps

Project Process & Schedule

- Host public outreach meetings
- Receive public comment on Draft Plan
- Revise Draft Plan into a Final Draft
- Hold public hearing on Final Draft
- SamTrans Board adoption on Final Draft
Learn More!

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Thank You