Connect, Redwood City!
Final Report

Board of Directors
August 5, 2015
PD&S Agenda Item 2

Overview

- $1.5m Climate Initiatives Program grant
- SamTrans partnered with:
  - Redwood City
  - San Mateo County
  - Commute.org
  - Caltrain
  - Transportation Authority
- This presentation will cover:
  - Findings
  - Lessons learned
  - Next steps
Connect, Redwood City!

• Tested last-mile options
• Included some first-mile and all-mile options
• 6 strategies:
  − Bike share
  − Car share
  − Last-mile vanpool
  − Traditional vanpool
  − Telework
  − Flex schedules

Bike Share

• 70 bicycles, 7 stations
• Redwood City has the lowest ridership – 2% of San Francisco
• Additional study recommended
  − Moving stations
  − Supplemental marketing
Bike Share

- Redwood City ridership up 20 trips per month after making improvements
  - Station at Stanford had positive impact
  - Role of marketing unclear
- New station location strategy
  - Dense locations with transit and bike facility access
  - Employment locations
  - Consider appropriate distances between stations

Bike Share

- Air District and MTC voted to privatize system in May 2015
  - San Francisco, San Jose, East Bay
- Redwood City, Palo Alto, Mountain View not part of privatized system
- Peninsula cities to examine
  - Buying into the new system
  - Less capital-intensive bike share models
Car Share

- 3 cars at Redwood City Caltrain
- Added 3 cars at San Mateo County Center
- 29%-36% utilization at Caltrain

Car Share

- Survey says Zipcar supports Caltrain use
- Worked for Zipcar
  - Caltrain hub was integral
  - Consider a variety of cars and distributing on-street
- Zipcar to continue at Redwood City Caltrain and County Center
- Zipcar planned at public library
**Last-mile Vanpool**

- From Caltrain station to work
- No last-mile vanpools organized because:
  - High level of coordination needed
  - Costly
  - Parking issues

**Traditional Vanpool**

- Door-to-door from home to work
- Commute.org subsidized 15 vanpools over an average of 17 months
- 130 participants
- 42% would continue to vanpool after subsidy ends
Traditional Vanpool

- Best for congested commutes with HOV lanes where transit is not viable
  - Central and Southern Alameda County
  - West Santa Clara County
- Employer pre-tax commuter benefits, emergency ride home programs and monthly subsidies encourage vanpool
- 12 vanpools are still active
- Participants continue leasing vans at program-negotiated rates

Telework/Flex Schedules

- County employees commutes are 33% of County GHG emissions
- Re-launched telework and flex schedule programs
- Developed trainings and a toolkit for other organizations
Telework/Flex Schedules

- No major increase in telework and flex schedules
  - Management didn’t support telework
  - Flex schedules are more acceptable
- Toolkit was developed
  - Helps other employers launch alternative work schedules, address benefits, provides case studies and templates
- County developed a policy so departments can customize programs

Summary

- Car share and traditional vanpool worked well
- Bike share, last-mile vanpool, telework and flex schedules did not work as well
- San Mateo may test car and bike share
- Lessons learned from pilot program will be shared with the San Mateo County Transportation Authority (TA)
- TA provides funding for Alternative Congestion Relief program