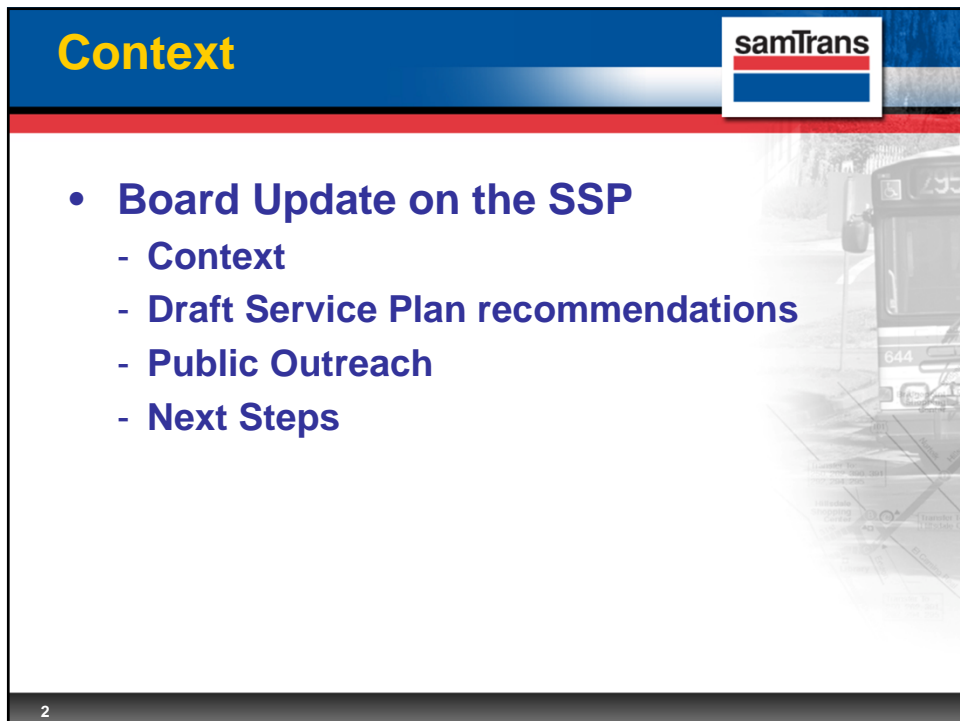



Draft SamTrans Service Plan: Board Update


August 2012

Context




- **Board Update on the SSP**
 - Context
 - Draft Service Plan recommendations
 - Public Outreach
 - Next Steps

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Context 

- **The Transit District is facing an uncertain future:**
 - Debt obligations
 - Contributions to Caltrain
 - SamTrans ridership declining
 - Paratransit expenses increasing
 - Unresolved structural deficit

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Context 

- **SSP does not resolve the structural deficit**
- **The SSP will :**
 - Improve service efficiencies
 - Increase ridership
 - Increase revenues
 - Hold costs at current levels

4


SamTrans Service Plan



- **Vision**
 - Grounded in the Strategic Plan
- **Service Plan**
 - Near-term service improvements and efficiencies
- **Actions for performance improvement**
 - Next steps for achieving vision

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Vision



- **Build ridership and increase revenue**
- **Expand service**
- **Evaluate new service types and other creative ways of delivering service**
- **Establish a framework for continuous expansion and improvement**
- **Provide some of the steps towards financial sustainability**

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Vision



- **Grounded in the goals and initiatives of the SamTrans Strategic Plan**
 - **Comprehensively addresses mobility management**
- **Reflects the District's family of services, programs and ongoing planning initiatives**
- **Meets the needs of transit dependent communities**
- **Improves quality of life, transportation mobility**
- **Begins to address east-west connectivity**
- **Actively engages cities and local and regional stakeholders**

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Service Plan



- **Service route recommendations**
- **Balance reinvesting existing resources with proposed service improvements**
- **Aim to increase ridership and revenues**
- **Anticipates no increase in operating cost**
- **Does not address fare policy**

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Actions for Performance Improvement



- **Create a Performance Monitoring and Action Plan**
 - **Service and Financial Metric Goals**
 - Ridership
 - Passenger per Revenue Hour
 - Cost per Passenger
 - Cost per Passenger Mile
 - Cost per Service Hour
 - Farebox recovery ratio
 - Subsidy per Passenger Boarding
 - **Incorporate into updated SamTrans Strategic Plan**
- **Reflect SamTrans commitment to regional efforts**

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Actions for Performance Improvement



- **Continue and strengthen coordination with cities, regional, and state agencies**
- **Implement findings from El Camino Real studies**
 - Bus Rapid Transit study
 - Grand Boulevard Initiative efforts
- **Implement Shuttle Best Practices program**
- **Explore new service delivery options**
 - Demand response services

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Draft Service Recommendations

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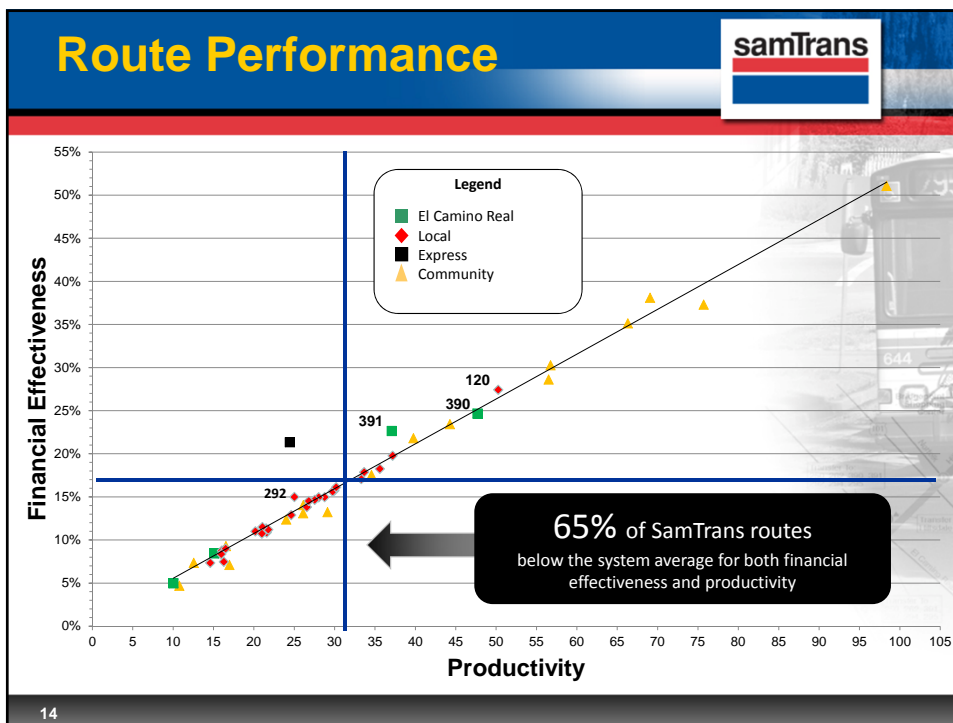
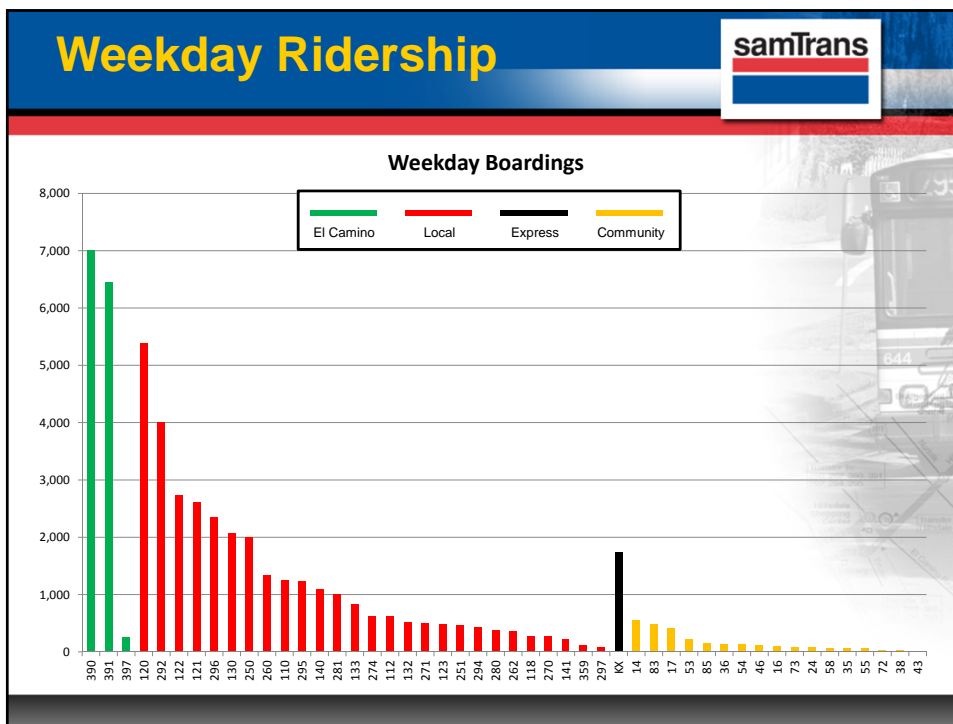
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Core Markets

- Areas where transit is a competitive travel option
- Higher concentrations of population and/or employment
- Walkable communities with mixed uses
- Located near major activity/employment centers




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Recommendation Strategies

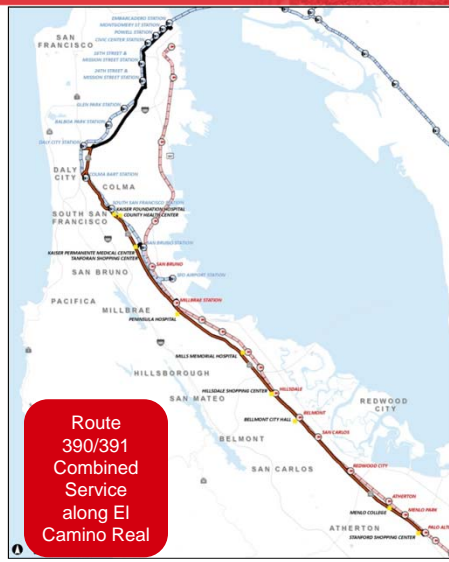
- **Service Improvements**
 - El Camino Real improvements
 - Enhance Core Market Network
- **Modify Services**
 - Service reductions
 - Schedule changes
 - Route changes
- **Discontinue Services**
- **New Routes**
 - Alternative Service Pilot Program



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El Camino Real Improvements

- **Build upon weekend route consolidation pilot program**
- **Consolidate weekday Routes 390 & 391 service**
 - Simplified, more reliable service on corridor
 - Serves most transit stations
- **15-minute frequency between Palo Alto and Daly City**
 - Increase frequency between Palo Alto and Redwood City
- **Discontinue Route 391 SF service**



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Enhanced Bus Network

- Build upon core market area transit potential
- Weekday service at least every 15 minutes in core market areas
- Enhance east-west connectivity to El Camino Real

Enhanced Bus Network
120, 130, 281, 296


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Modify Service




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

- Ways that routes are modified:
 - Service reductions
 - Schedule changes
 - Route changes



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Modify Service




How riders may be affected by modified service:

- + New or added frequency
- + Shortened travel time
- + Increased service reliability


- Reduced service coverage
- Increased bus transfers

Candidates for Modification
 KX, 14, 122, 133, 140, 141, 250, 251, 260, 262, 270, 271, 292, 294, 295




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Modify San Francisco Service




- **Current SamTrans service into SF:**
 - Slow due to roadway traffic conditions
 - Long trip times
 - Duplicates other transit services
 - Costly service to provide

	Boardings per Hour	Subsidy per Boarding
KX	17.5	\$10.95
292	21.8	\$7.92
391	12.9	\$13.54
SamTrans Average	31.3	\$5.23



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Modify San Francisco Service



- **Service recommendation:**
 - **Modify Route KX & Route 292 SF service to peak periods* only**
 - **Discontinue Route 391 SF service**
 - **No change to Route 397 late night service**

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

\$6.75 One-way Trip


~50 minutes

*Includes Muni fare & additional travel time

*AM Peak: 6am – 9am
PM Peak: 3pm – 6pm

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Discontinue Service




- **Discontinue routes due to:**
 - **Low ridership and low productivity**
 - **Duplication with other SamTrans routes**
- **Other transit options available**

Candidates for Discontinuation
118, 123, 132, 280, 359


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Proposed New Routes

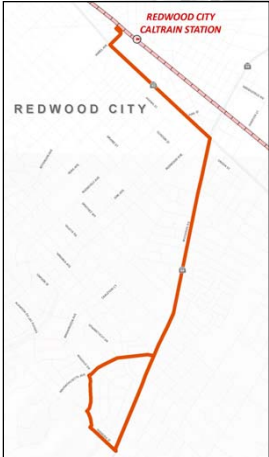


- Two new routes better connect origins and destinations
- Provide more direct east-west connections to El Camino Real
- Provide more efficient service on productive segments

Route 252
60-min. Frequency
Connecting El Camino Real



Route 275
30-min. Frequency
Connecting El Camino Real



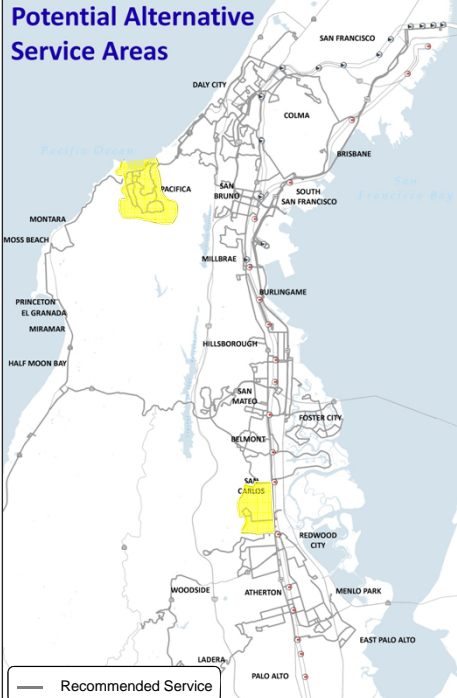
Proposed New Routes
252, 275

23

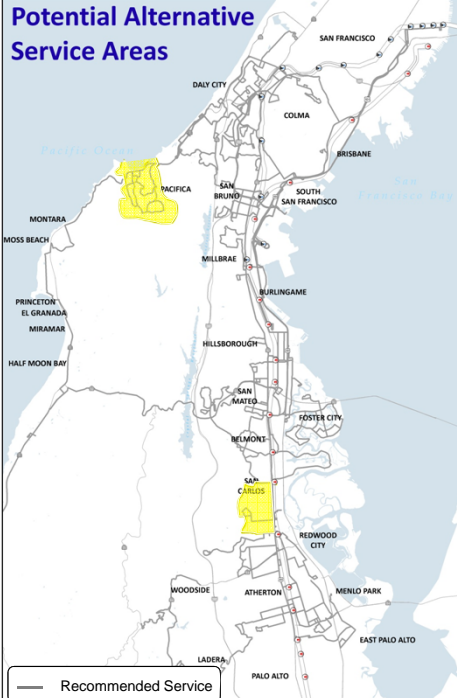
Alternative Service Pilot

- 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


Potential Alternative Service Areas



— Recommended Service




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Key Outcomes 

- **Improve service productivity and efficiencies**
- **Increase ridership**
 - Anticipate approximately 1,000 additional riders per weekday and 310,000 annually
- **Increase revenues**
- **Hold costs at current levels**
- **SSP a living process to continually monitor and make adjustments**

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Public Outreach

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Next Steps 

- **Begin public input/outreach effort for fall 2012:**
 - Rider Forums
 - Public Meetings
 - Presentations to City/Town Councils
 - Stakeholder Forums
 - Community Colleges
 - Engage Employees & Union Leadership
 - Public Hearing

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Next Steps 

- **Continue to refine Service Plan**
 - Incorporate public response
- **Present a final draft to Board for adoption in late 2012/early 2013**
- **Anticipate phased implementation beginning summer 2013**

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