

# Connect, Redwood City! Final Report

San Mateo

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

## Overview



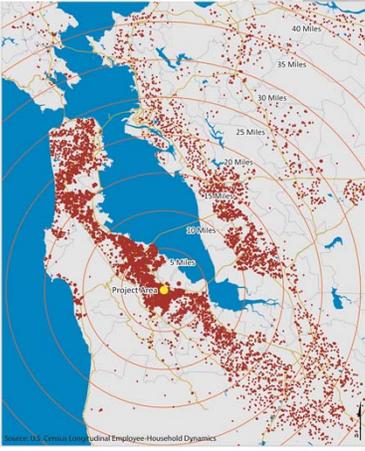
- **\$1.5m Climate Initiatives Program grant**
- **SamTrans partnered with:**
  - Redwood City
  - San Mateo County
  - Commute.org
  - Caltrain
  - Transportation Authority
- **This presentation will cover:**
  - Findings
  - Lessons learned
  - Next steps

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## 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



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## Bike Share



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





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## 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



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## 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

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## Car Share



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



Home   Station   Station   Work

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## 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



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## Last-mile Vanpool



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



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## 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



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## Traditional Vanpool

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- 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

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## Telework/Flex Schedules

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



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## 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**

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## 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**

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