

The logo for samTrans, featuring the text "samTrans" in a bold, sans-serif font. Below the text are three horizontal bars: a red bar on top, a white bar in the middle, and a blue bar on the bottom.

Connect, Redwood City! Final Report

TA Board of Directors
September 3, 2015
Agenda Item 10a

Overview

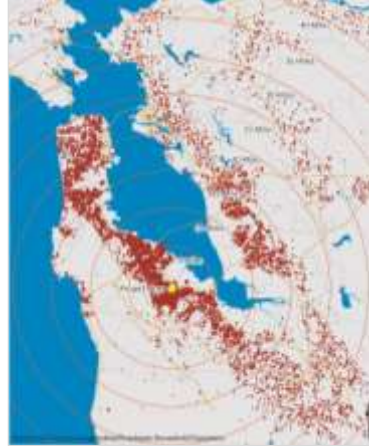
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- **\$1.5m Climate Initiatives Program grant**
- **SamTrans partnered with:**
 - Transportation Authority
 - Redwood City
 - San Mateo County
 - Commute.org
 - Caltrain
- **This presentation will cover:**
 - Findings
 - Lessons learned
 - Next steps

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

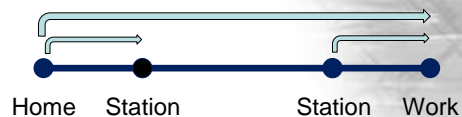


3

Bike Share



- 70 bicycles, 7 stations
- Redwood City has the lowest ridership – 25% of Palo Alto
- Additional study recommended
 - Moving stations
 - Supplemental marketing



4

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



5

Bike Share



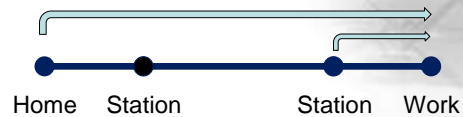
- Air District and MTC voted to privatize system in May 2015
 - San Francisco, San Jose, East Bay
- Redwood City, Palo Alto, Mountain View not part of privatized system
- Peninsula cities to examine
 - Buying into the new system
 - Less capital-intensive bike share models

6

Car Share



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



7

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



8

Last-mile Vanpool



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

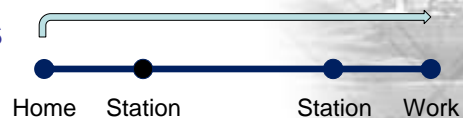


9

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



10

Traditional Vanpool



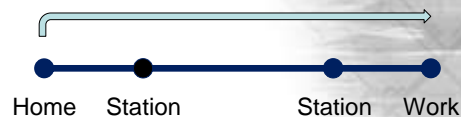
- **Best for congested commutes with HOV lanes where transit is not viable**
 - Central and Southern Alameda County
 - West Santa Clara County
- **Employer pre-tax commuter benefits, emergency ride home programs and monthly subsidies encourage vanpool**
- **12 vanpools are still active**
- **Participants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

11

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**



12

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**

13

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 will be shared with Commute.org, who manages the TA-funded Alternative Congestion Relief program**

14