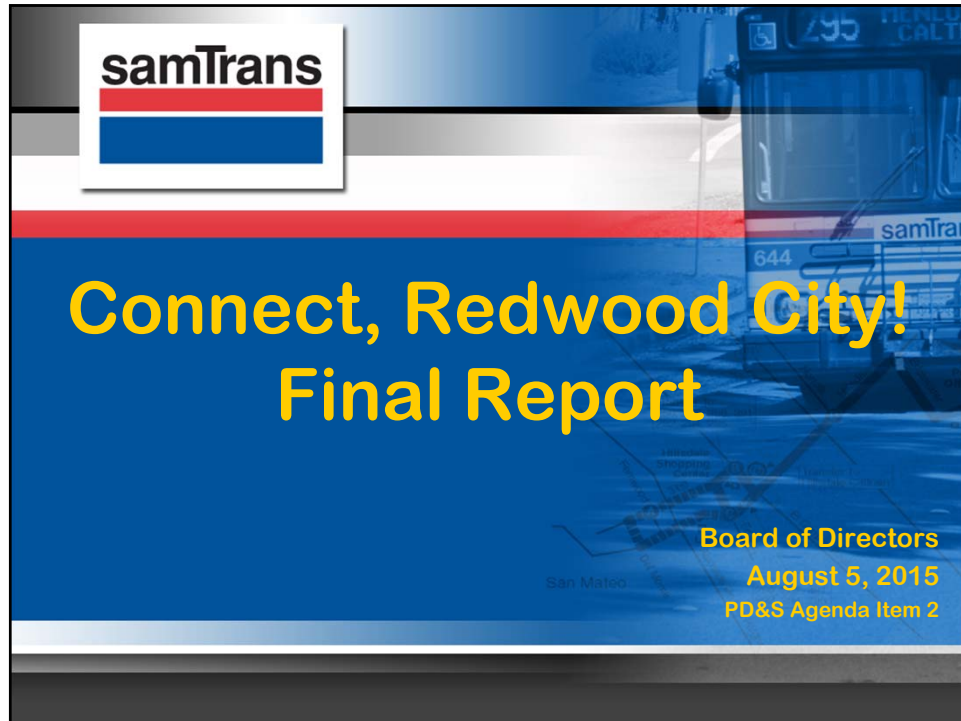




Overview



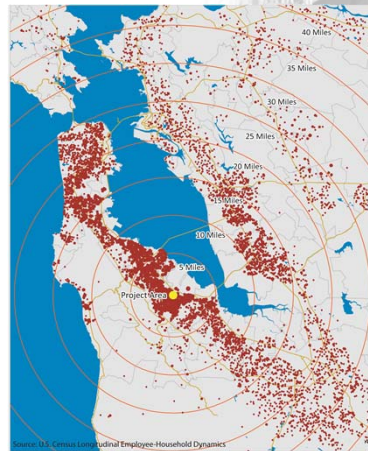
- \$1.5m Climate Initiatives Program grant
- SamTrans partnered with:
 - Redwood City
 - San Mateo County
 - Commute.org
 - Caltrain
 - Transportation Authority
- This presentation will cover:
 - Findings
 - Lessons learned
 - Next steps

2

Connect, Redwood City!

samTrans

- 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

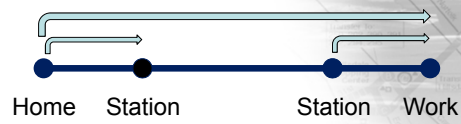


3

Bike Share

samTrans

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



4

Bike Share

samTrans

- 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

samTrans

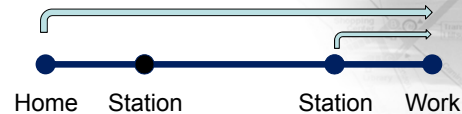
- Air District and MTC voted to privatize system in May 2015
 - San Francisco, San Jose, East Bay
- Redwood City, Palo Alto, Mountain View not part of privatized system
- Peninsula cities to examine
 - Buying into the new system
 - Less capital-intensive bike share models

6

Car Share

samTrans

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



7

Car Share

samTrans

- 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

samTrans

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

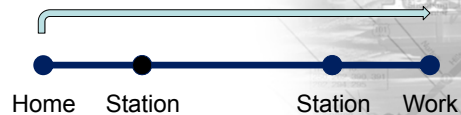


9

Traditional Vanpool

samTrans

- 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

samTrans

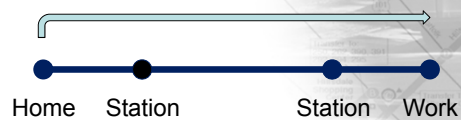
- Best for congested commutes with HOV lanes where transit is not viable
 - Central and Southern Alameda County
 - West Santa Clara County
- Employer pre-tax commuter benefits, emergency ride home programs and monthly subsidies encourage vanpool
- 12 vanpools are still active
- Participants continue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

11

Telework/Flex Schedules

samTrans

- 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

samTrans

- 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

samTrans

- 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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