

The logo for samTrans, featuring the text "samTrans" in a bold, black, sans-serif font. Below the text are two horizontal bars: a red one on top and a blue one on the bottom. The entire logo is enclosed in a white rectangular box with a thin black border.

samTrans

The background of the slide is a blue-tinted image. On the right side, there is a close-up of the front of a white bus with a red and blue stripe. The bus has a wheelchair accessibility symbol, the number "295", and "MENLO CALTR" visible. Below the windshield, the "samTrans" logo and the number "644" are visible. On the left side, there is a faint map showing a transit route with various station names like "Hillsdale Shopping Center", "San Mateo", and "Transfer to Hillsdale Caltrain".

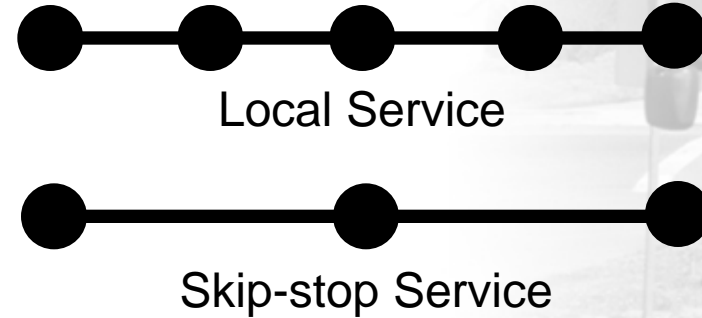
El Camino Real Bus Rapid Transit Phasing Study

**C/CAG Congestion Management &
Environmental Quality Committee
February 23, 2015**

What is Bus Rapid Transit?

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- **Rapid Bus**
 - Mixed-flow operations
 - Skip-stop service
 - Signal/street priority
- **Full BRT**
 - Dedicated lanes
 - Enhanced stations
 - Rail-like operations
 - High capital outlay
 - Challenges



- **Caltrans 2013 Planning Grant**
 - Focus is long-term BRT phasing plan
 - Short-term Rapid Bus service opportunities
 - Build off SSP, Grand Boulevard Initiative
- **An opportunity to**
 - Improve experience for current customers
 - Attract new riders
 - Support planned growth (Grand Blvd. Initiative)
 - Improve options for Caltrain riders
- **Feasibility study**

Phasing Plan

- Short-term plan for implementation of Rapid service and minor infrastructure
- Long-term plan for implementation of “Full BRT” transit priority and amenities



ECR

Now



Rapid

Short Term



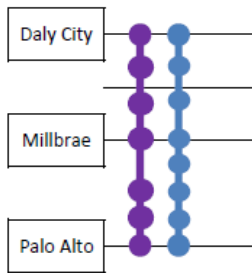
BRT

Long Term

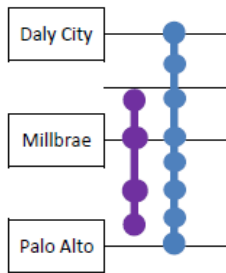
Service Concepts

- How many stops?
- How frequent?
- What about ECR?
- Maximize ridership, minimize costs

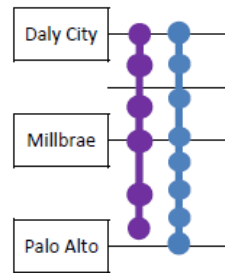
Option 1: Rapid / ECR



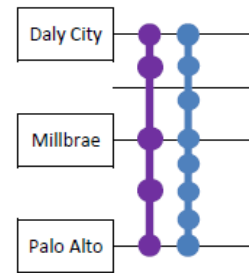
Option 2: Truncated Rapid (SB-RC)



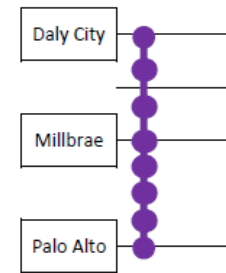
Option 3: Truncated Rapid (DC-RC)



Option 4: Peak Rapid (Rapid/ECR)



Option 5: Pure Hybrid



- **Ridership Forecasts**
 - **Fewer stops = reduced travel time**
 - Can save 15-30 minutes per trip
 - **Transit priority at signals**
 - Can save up to 15 minutes per trip
 - Technologically viable
- **Rapid Service can reduce travel times by 25%**



Rapid Overlay of ECR



- **ECR ridership in 2020**
 - 16,600 daily boardings
 - \$14.5 million annual net operating cost
- **Impact of Rapid Bus overlay**
 - Ridership grows 19% to 34%
 - Operating costs increase 34% to 59%
 - Capital costs potentially minimal



- **Optional features**
 - **Enhanced stops (\$11 million)**
 - Canopy, benches, windscreen, lighting, signage
 - Real-time information
 - About \$150,000 per stop
 - **Transit signal priority (\$2.4 million)**
 - 120 signals
 - Reduces travel time by another 15 minutes



Full BRT Service

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- 37 stop overlay, maintain ECR
- 15-minute frequency for both ECR and BRT
- Queue jumps
- Transit signal priority
- Vehicle and stop amenities

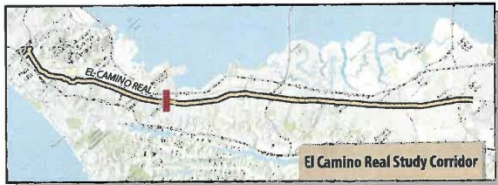


BRT Concept Cross-Sections

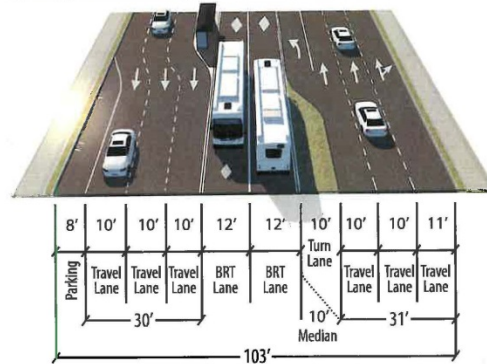


FEHR PEERS

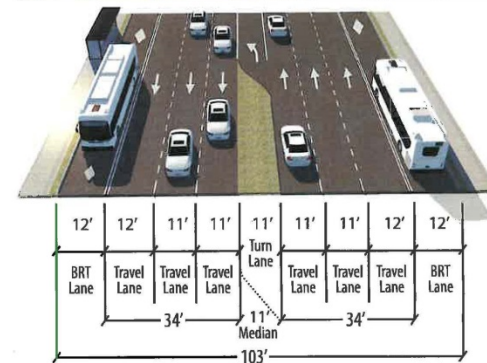
El Camino Real BRT - Cross Sections Segment 1: El Camino Real at Silva and Millbrae



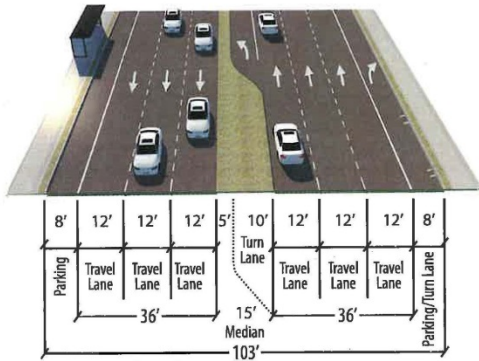
Center Running BRT



Side Running BRT



Existing Conditions



BRT Capital Costs

- **3 potential segments identified**
 - SSF to Burlingame 6 miles
 - San Mateo 3 miles
 - San Carlos to Redwood City 1 mile
- **\$100 million for 10 miles of bus lanes in each direction**
- **\$47 million for 74 enhanced stops**
- **Engineering challenges**
- **Need for consistency with GBI strategies**
- **Political challenges**

Full BRT Concept



- **Ridership forecasts**
 - 2040 ECR only ridership – 26,700
 - 2040 BRT and ECR ridership 33,800
 - BRT increases ridership 27%
- **Operating costs increase \$6.9 million annually**



- **Existing Route ECR enhancements**
 - Signal priority when funding available
 - Queue jumps when approved by Caltrans
- **Introduce Rapid Bus**
 - Reduced stop service when funding available
 - Enhanced bus stops when funding available
- **Introduce Full BRT**
 - Bus Lanes when density and congestion warrants, and funding available
 - Enhanced bus stops when funding available

- **Public input**
 - Public meetings
 - GBI Task Force and Working Committee
 - SamTrans CAC
 - Cities and others upon request
- **Transit signal priority**
 - Ongoing coordination with Caltrans, C/CAG
 - Pursue grants
- **Monitor system performance and consider within context of Strategic Plan**



Full BRT Service



- **Maintain 2 general lanes and turn lanes in each direction**
- **Criteria**
 - **More than two lanes**
 - **Wide lanes/medians**
 - **In-street parking**
 - **Congestion**
 - **1-mile minimum**
- **Lanes allow bus travel at 35 mph**

