

San Bruno South San Francisco CBTP (2012)

Review of Implementation of Transportation Strategies Action Plan

| Strategy   | Description   | Expected Outcomes   | Lead Agency   | Partners  | Completed, Ongoing, Not Started | Status/Follow up Needed  |
|--|---|---|---|---|---------------------------------|--|
| Improve Transit Stop Amenities and Security                        | Provide amenities at transit stops and stations to enhance the comfort and safety of transit users.   | Additional shelters and other amenities proposed at ~19 locations in study area in SSF; 5 in study area in San Bruno along ECR  | SamTrans  | Caltrans for stops on El Camino; cities have responsibility for many bus stop elements                  | Ongoing                         | SamTrans to implement bus shelters beginning with priority stops identified in its Bus Stop Improvement Plan. [includes 27 in City of SSF and 14 in City of SB (https://www.samtrans.com/media/33311)]   |
| Improve Affordability of Public Transit for Low-Income Users       | Expand pass and discount fare programs available to low income transit riders, especially those who have to transfer once or more during travel.  | Reduce transit costs for low-income riders, especially those who have to ride multiple buses to complete trip.  | MTC, HSA  | SamTrans  | Ongoing                         | South San Francisco launched the free South City Shuttle for local trips. MTC has also rolled out Clipper Start for discounted bus and rail fares. However, Clipper Start adoption has been low due to complexities of eligibility and sign up. Fare coordination discussions are ongoing at the regional level. San Bruno: developed Walk n Bike Plan (2016) including proposed additions to Bicycle network, need info on implementation |
| Improve Bicycle Amenities  | Improve safety and access for bicyclists by: expanding bicycle network; providing additional bike parking near transit stops and stations; providing more bike storage on transit vehicles.   | More bicycle services would expand low income residents' access to transit stations and other near destinations   | San Bruno, South San Francisco, C/CAG, SamTrans, BART, Caltrain       | MTC for Bay Trail   | Ongoing                         | SSF - Planning: Adopted Active South City Plan in 2022; Local Roadway Safety Plan in 2022; City Council adopted a Vision Zero Policy, and the City was just this week! awarded \$440K in SS4A funds to develop a Vision Zero Action Plan.  |
| Provide Free or Low Cost Bicycles                                  | Partner with CBOs to develop, enhance or expand a bicycle donation program  | Improve mobility of low-income population by providing free or low-cost bicycles to those in need   | City of South San Francisco; CBOs (Silicon Valley Bicycle Coalition?) | Thrive Alliance, bike shops and committees, Social Service, Community orgs listed as potential partners | Ongoing                         | City of SSF has a "Every Kid Deserves a Bike Program" which gave out 150 bicycles in 2022, and 350 in 2023. Operated by the City Manager's Office. Bike share program briefly existed in 2017 in SSF (Lime/Spin) but was not financially sustainable. CCAG continuing to evaluate micromobility options. Peninsula Clean Energy has an e-bike rebate of up to \$1,000.   |
| Improve Pedestrian Amenities                                       | Suggested improvements to pedestrian safety and access at key locations across study area using traffic calming techniques, closing gaps in pedestrian network and installing landscaping   | Provide traffic calming activities at key intersections in SB and SSF, along El Camino Real and near BART stations; address identified gaps in pedestrian network; improve street crossings, add landscaping or sidewalk ramps at recommended locations | San Bruno, South San Francisco  |   | Ongoing                         | SSF upgraded El Camino Real between BART Station and Arroyo Drive and will be launching a study of additional improvements. San Bruno and SSF planning access improvements around San Bruno BART Station along Huntington and Sneath.  |
| Increase Public Access to Information about Transportation Options | Improvements to education, information and outreach related to transit to address residents' needs for information and info availability related to transit schedules, bicycle use and safety, driver education and sharing the road, info and incentives related to carpooling and carshare programs | Create/expand educational Mobility Ambassador programs; conduct targeted outreach with CBOs that serve low income residents; provide SamTrans schedule information at bus stops   | CBOs, SamTrans  | CBOs, SamTrans, BART, adult schools, community colleges, churches, HAS                                  | Completed and Ongoing           | Mobility Ambassadors, How to Ride and Senior Mobility Guides on samtrans website. SSF webpage on the Free South City Shuttle. SamTrans team requests their creative services team be invited to hear feedback from community related to information.   |

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| Strategy   | Description   | Expected Outcomes  | Lead Agency                   | Partners |                                       |   |
| Increase SamTrans Bus Service                              | Increase frequency and service hours of SamTrans bus service to address resident needs, including more frequent service, additional service on nights/weekends  | Increased service frequency on SamTrans routes 390/391, 292, 122; provide additional late night, weekend and special event service on selected routes  | SamTrans                      |          | Changes and updates ongoing           | SamTrans cut service in SSF and San Bruno in 2013. The South City Shuttle partially backfilled these service cuts. Reimagine SamTrans incrementally expanded service in 2022 but service levels have not reached the targets identified in the CBTP.  |
|  |   | (extended Sunday service: 130, 132, 133; weekend and holiday service to senior centers, library and key communities, weekend service on 141, 24 hour service on selected routes.   |                               |          |                                       |   |
| Improve Connectivity of Existing Transit Service           | Improved connections between SamTrans routes, coordination with regularly scheduled events like end of school day, and timed connections with Caltrain and BART | Improved connectivity between SamTrans routes and San Bruno BART and CalTrain Station by timing connections for arrivals and departures; include a direct connection between SamTrans routes and SSF CalTrain station; timed connections at end of high school days which match student departure times; timed connections for SamTrans routes 141 and 390/391 | SamTrans                      |          | Ongoing                               | Schedules are not timed due to inconsistency of Caltrain service and low frequency of SamTrans service. Upcoming service expansion due to Caltrain Electrification presents opportunities for improved transfers.   |
| Improve Access to the South San Francisco Caltrain Station | Improved access at stations is needed for seniors, people with disabilities, bicyclists and pedestrians;  | Provide safety and wayfinding improvements, including redesign to link to Grand Ave and downtown SSF, ADA compliance, accomodation for shuttle services; add sidewalks and bicycle lanes in immediate vicinity of station  | CalTrain, South San Francisco |          | Completed                             | Station was relocated in 2021; the new station includes direct entrances to downtown and East Grand Avenue. The City is continuing to work on access improvements along Airport Boulevard and east of 101. SSF: In a few weeks, the City will be opening the new Karyl Matsumoto Plaza, the new plaza at the SSF Caltrain station |