



San Bruno / South San Francisco

Community-Based Transportation Plan Update

MEMORANDUM

To: Susy Kalkin, City/County Association of Governments of San Mateo County

From: Stephanie Pavon, MIG, Inc. and Taylor McAdam, Fehr & Pehrs

Re: San Bruno / South San Francisco Community-Based Transportation Plan Update Project

Task 3: Action Plan 2012 Assessment: Memo to Project Team

Date: November 13, 2024

Stephanie Pavón from MIG and Taylor McAdam from Fehr and Peers met with members of the planning teams from the City of South San Francisco, the City of San Bruno and SamTrans in separate Zoom calls in August and September to discuss 2012 CBTP Action Plan elements related to their cities/agencies, and recent developments related to transportation and mobility improvements in their communities.

Given the distance in time from the previous plan, there is not a lot of institutional knowledge among staff about the 2012 planning process or commitments made to transportation strategies addressed in the CBTP. However, we discussed more current work that each is doing to address the transportation strategy themes of the 2012 plan.

Below are key themes from our discussion, an assessment of each of the nine transportation strategies laid out in the 2012 CBTP and recommendations for next steps for each. Most of these strategies include ongoing transportation needs that still need to be addressed in this plan update. The summary from our discussions is included at the end of this document. Attached as separate documents are 1) the matrix the project team developed to track 2012 CBTP Action Plan outcomes and updates, and 2) MIG's review of updates to corridors and intersections named in the 2012 CBTP.

Key Discussion Themes

Improving amenities

- The cities of San Bruno and South San Francisco are continuing to improve pedestrian and bicycle safety, access and amenities, by implementing their bicycle and pedestrian plans, Vision Zero, Safe Routes to School, Grand Boulevard Initiative, and other efforts.
- SamTrans is adding amenities to many of its transit stops and seeks more efficient and effective partnerships with cities to streamline amenities additions and new bus stops where needed.

Connectivity

- Updated information is needed about what community priorities and needs are related to transit connectivity and timing of services.
- Cities are working together to connect Class I multi use trails, such as the Southline Trail project.
- Both San Bruno and South San Francisco are implementing additional bicycle facilities to fill gaps in their bicycle networks.
- There is a continued need to understand the barriers to using Clipper START card to improve its use among low-income riders.

Safety

- There are ongoing safety concerns among bicyclists when sharing roadways on high traffic boulevards and many feel unsafe on roads around transit stations.
- There is a continued need for improvements in pedestrian safety throughout both cities, such as high visibility crosswalks and traffic calming.

New development

- The City of San Bruno mentioned several new housing and mixed-use developments that may come online in the next few years in and near the CBTP study area, adding potentially thousands of new housing units, as well as additional commercial and retail space.

Engagement

- There are upcoming opportunities for joint community outreach activities with several projects in process at SamTrans and at cities. Look to partner where possible on engagement activities and share spaces to hear community priorities.

- SamTrans is interested in input related to information, service connections and timing, need for additional bus service, and types of bus stop amenities

Implementation

- Implementation recommendations should be more specific and that this part of the plan syncs with other plans and projects.
- CBTP parallels and intersects with the work of many other plans; the CBTP should support and build upon specific community needs, rather than be repetitive of other work and plans.
- Include a road map of actionable items and space to measure and publicize ongoing progress related to action items.

Assessment of 2012 Transportation Strategies

The table below displays the nine strategies developed as part of the 2012 CBTP, potential lead agencies and partners for each, and proposed timeframe and funding for implementation.

Table of Strategies Implementation Matrix from 2012 San Bruno / South San Francisco Community-Based Transportation Plan (p.5)

	Strategies	Timeframe	Capital or Operating	Potential Lead Agencies	Potential Partners
1	Improve Transit Stop Amenities and Security	Short- to Mid-term	Operating and Capital	SamTrans	San Bruno; South San Francisco
2	Improve Affordability of Public Transit for Low-Income Users	Short-term	Operating	MTC, HSA	SamTrans
3	Improve Bicycle Amenities	Mid- to Long-term	Capital	San Bruno, South San Francisco, C/CAG, SamTrans, BART, Caltrain	
4	Provide Free or Low-cost Bicycles	Short-term	Operating	CBOs	The Alliance, Local bike shops and bicycle committees, Social service organizations
5	Improve Pedestrian Amenities	Mid- to Long-term	Capital	San Bruno, South San Francisco	
6	Increase Public Access to Information about Transportation Options	Short-term	Operating	CBOs, SamTrans	CBOs, SamTrans, Caltrain, BART, adult schools, community colleges, Churches, HSA
7	Increase SamTrans Bus Service	Short-term	Operating	SamTrans	
8	Improve Connectivity of Existing Transit Service	Short- to Mid-term	Operating	SamTrans	
9	Improve Access to the South San Francisco Caltrain Station	Mid- to Long-term	Capital	Caltrain, South San Francisco	

1. Improve Transit Stops Amenities and Security

This first strategy proposed additional shelters and amenities in Study Area neighborhoods in San Bruno and South San Francisco.

In 2022, SamTrans initiated and is now implementing its Bus Stop Improvement Plan, which will add shelters starting at stops identified as highest priority locations. Some of these are in San Bruno and South San Francisco. SamTrans has also been consolidating its bus stops along El Camino Real and relocating bus stops across the system, so they are located after

traffic signals to improve service times. In San Bruno, these changes have often meant different stop amenities are available (for example, a bus stop in front of the library with a shelter was moved across the street to in front of City Hall, and the new bus stop only has a bench, no shelter). SamTrans staff say they are currently looking at how changes to bus stops are impacting service in San Bruno and South San Francisco.


The City of South San Francisco recently upgraded many bus stop locations for its Free South City shuttle to include seating.

Next Steps: SamTrans staff mentioned the need for ongoing partnerships with cities, as well as city support for increased amenities and locations. Expanding amenities and services sometimes requires addressing the realities of limited street space and the tradeoffs that come with conflicting demands for this space, such as removing a parking spot to provide the red curb needed for a bus stop.

2. Improve the Affordability of Public Transit for Low-Income Users

This strategy proposed to expand transit pass and discount fare programs available to low-income transit riders, especially those who have to transfer once or more during their travel.

MTC launched the Clipper START pilot program in 2020 which provides a 50 percent discount for bus and transit riders with low incomes, including on SamTrans, BART, Caltrain, San Francisco Bay Ferry and many other Bay Area transit agencies. However, Clipper START adoption has been low due to complexities of eligibility and the sign-up process. MTC is continuing fare coordination discussions at the regional level.

SamTrans staff mentioned recent data showing the use of Clipper START day pass among riders who use multiple modes of  travel.

The City of South San Francisco runs Free South City Shuttle for local trips and currently offers three shuttle routes which stop at stores, senior centers, Kaiser Hospital, the new Library/Parks and Recreation building, downtown South San Francisco, Veterans village, parks and other locations. It also provides connections to SamTrans, BART and Caltrain.¹

Next Steps: Many responses to the 2012 CBTP community survey and several responses at community workshops focused on the need for more affordable local and regional transit options, free transfers and more affordable long term transit passes. Engagement activities should include a follow-up about access to affordable transit and determine with community members where barriers remain to accessing local and regional free and

¹ [Free South City Shuttle - City of South San Francisco \(ssf.net\)](https://ssf.net)

affordable transit options. The project team should also follow up with SamTrans and other agencies with Clipper START data to learn more about who is using the pass and how they are using it (for example, for multiple modes of travel; use among residents in the CBTP area).

3. Improve Bicycle Amenities

This strategy focused on improving safety and access for bicyclists by proposing expansions to the bicycle network, additional bike parking and related facilities near transit stops and stations, and more bike storage on transit vehicles.

The cities of San Bruno and South San Francisco have been working on expanding access to bike lanes and related facilities, and both have adopted recent updates to their bicycle and pedestrian plans. The City of San Bruno developed their Walk 'n' Bike plan in 2016, which included proposed additions to their bicycle network. Since then, San Bruno has added Class III bike lanes throughout the city as part of a citywide bike sharrows project, and Class IV lanes along Huntington Ave between the BART and Caltrain stations. San Bruno is also working on segments of a Class 1 multiuse trail as part of South City's Southline Project.

The City of South San Francisco adopted their Active South City Plan and Local Roadway Safety Plan, both in 2022, and recently was awarded funding to develop a Vision Zero Action Plan. South San Francisco has been building bikeways throughout the city. In the Downtown area, the city restriped lanes and included Class II bike lanes. Upcoming work includes Bike Lanes for the Boulevards, adding bike lanes along Westborough and Junipero Serra Boulevards. There is also bikeway planning underway East of the 101 as part of a possible Community Facilities District.

A second part of this strategy was focused on expanding bicycle facilities and parking near transit stops and expanding access to bicycle storage on transit vehicles. Starting last year, SamTrans began updating its bus bicycle racks with larger racks to handle the larger tires of e-bikes and other bikes. Bike racks and on demand lockers are available at San Bruno and South San Francisco BART and Caltrain stations.

Next Steps: A number of streets and corridors were suggested by community members in 2012 as potential locations for Class II bicycle lanes. A recent review of these corridors located Class II lanes on sections of El Camino Real in South San Francisco (ECR across the study area was one suggestion), but the others had no visible bicycle facilities at all. The project team may want to revisit these suggestions with the cities of San Bruno and South San Francisco to see if any of these streets are viable for Class II lanes. Reviewing safe access to transit stations for cyclists should also be reviewed as part of this update.

4. Provide Free or Low-cost Bicycles

This strategy proposed a partnership with community-based organizations to provide free or low-cost bicycles through bicycle donation programs to help improve mobility options for low-income residents. There is no information available about any direct outcomes or programs related to this strategy.


Recent related programs include City of South San Francisco’s “Every Kid Deserves a Bike Program,” which gave 150 bicycles in 2022 and 350 in 2023.

Bike share programs briefly existed in South San Francisco (in 2017) but was not financially sustainable to maintain. C/CAG is continuing to evaluate other micromobility options. Peninsula Clean Energy provides rebates of up to \$1,000 for residents who buy an e-bike.

Next Steps: Silicon Valley Bicycle Coalition was listed as a potential partner – their new policy director is a San Bruno native and former planner for the City of San Bruno who worked on their Walk and Bike Plan. The project team should reach out to SVBC and similar organizations if this remains an important issue to community members and look to expand upon the recent success of the City of South San Francisco bicycle donation program mentioned above.

5. Improve Pedestrian Amenities

This strategy included suggested improvements to pedestrian safety and access at key locations across study area using traffic calming techniques, closing gaps in the pedestrian network and installing landscaping.

South San Francisco recently restriped crosswalks throughout Downtown, improving visibility. The City has launched many improvements around schools as part of its Safe Routes to School Program, including a pilot program near Parkway Heights Middle School. South San Francisco  upgraded intersections along El Camino Real between the BART station and Arroyo Drive and will be launching a study of additional improvements. Both South San Francisco and San Bruno are planning access improvements for pedestrians around the San Bruno BART station along Huntington and Sneath.

The City of San Bruno has been focusing on improvements to intersections along San Bruno and Huntington Avenues, including adding more high visibility crosswalks. The City will be initiating a San Bruno Road Diet demonstration project. It is also adding pedestrian improvements through its Safe Routes to School program, with a focus on Angus Ave and El Camino Real crosswalks and refuge islands.

SamTrans, through its work on the Grand Boulevard Initiative, is looking to support pedestrian improvements on El Camino Real.

Next Steps: MIG reviewed the intersections and corridors in South San Francisco and San Bruno identified by residents as in need of amenities or amenities upgrades. Most of these locations appeared to be still in need of updates and should be part of a review of current pedestrian needs in the Study Area.

6. Increase Public Access to Information about Transportation Options

This strategy proposed expanding the educational programs and information available to residents about transportation options. Community members voiced a need for more information about transit services and schedules, bicycle use and safety, driver education, sharing the road, and carpooling and carshare programs.

The City of South San Francisco has a webpage for their Free South City Shuttle, which includes a route map, schedule and live shuttle tracker.

On its website SamTrans has “How to ride” guides and resources for new riders and senior riders. Its Mobility Ambassadors program, which was highlighted in the 2012 plan, continues to provide support for senior riders and riders with disabilities on transportation and mobility issues such as safe driving, using transit and finding the best mode of transportation to fit their needs.

As part of a recent amenities refresh, SamTrans updated the available information at transit stops—this includes QR codes riders can scan to view timetables, and “digital paper” viewers at bus stops to see real time information about routes. SamTrans staff say they are open to adjusting the timetables and other information that is posted at stops, and they are looking for input about how to make these more useful and accessible.

Next Steps: Many community residents mentioned the need for more information on transit and mobility options and safety during community engagement activities in 2012. Some also mentioned the need to provide materials in additional languages and to expand education to young people. The project team should reflect with community partners and residents on the success of current information programs and take additional suggestions related to expanding public access to information. During upcoming engagement activities, SamTrans staff would like to join to hear feedback from community members related to access to information.

7. Increase SamTrans Bus Service

This strategy proposed to increase frequency and service hours of SamTrans bus service to address resident needs, including more frequent service and additional service on nights and on weekends. Residents mentioned a need to access senior centers, the library and other key locations on holidays and weekends and during special events when bus service was not always available.

In 2013, SamTrans cut its services in South San Francisco and San Bruno. The South City Shuttle partially backfilled these service cuts. SamTrans' recent "Reimagine SamTrans" project incrementally expanded service in 2022, but service levels have not reached the targets identified in the 2012 CBTP. SamTrans staff say they are interested in expanding service if there is a demonstrated need, and the agency can get support from cities during the permitting process.

SamTrans is beginning to implement its bus stop improvement project, which will add amenities like new shelters and benches to stops across its service area. It has also been changing the locations of stops to after traffic lights to help improve travel times and is currently looking at how these changes have impacted service in San Bruno and South San Francisco. SamTrans has also consolidated bus stops along El Camino Real and will share data when it is available about how this has affected travel times on ECR routes.

Next Steps: SamTrans staff say they are interested in providing more services when needed and when funding is available to cover it. A recent new line, EPX, which runs from East Palo Alto to the San Bruno Bart was funded through an  Affordable Housing grant from East Palo Alto. Community members in 2012 mentioned a need for east-west service options. SamTrans staff are interested in hearing from residents about whether this is still a priority for bus riders.


SamTrans also says that input through CBTP engagement can help with implementation of the bus stop improvement plan if residents in San Bruno and South San Francisco can highlight places where "we need shelters to use these stops." The staff points out that without bus stop amenities it is hard to grow new ridership, but ridership is the essential metric to determine whether a bus stop receives amenities. If amenities and bus stop access is a big issue to residents, SamTrans would like to explore partnerships with cities to develop maintenance agreements and a more formalized encroachment permit process which could expedite the process to add bus stop amenities at places which do not have them.

8. Improve Connectivity of Existing Transit Service

This strategy proposed improvements to connections between SamTrans routes, coordination with regularly scheduled events like the end of the school day, and timed connections between SamTrans and Caltrain and BART for arrivals and departures.

Currently, schedules are not timed to connect due to inconsistency of Caltrain service and low frequency of SamTrans service. Upcoming service expansion due to Caltrain Electrification presents opportunities for improved transfers.

SamTrans is studying speed times and reliability of its routes and will provide data to the project team as needed and as they are available.

Next Steps: As mentioned in Strategy 7, SamTrans is interested in collecting more updated information about community members' priorities for connections and routes, as well as how residents feel about timed connections to BART and Caltrain. They have also seen the use of Clipper  among riders using multiple regional transit services. A review of the need for efficient transit connections should be part of a review of current and potential transit rider needs in the Study Area.

9. Improve Access to the South San Francisco Caltrain Station

This strategy was specific to the South San Francisco Caltrain Station, which residents said needed improved access for seniors, people with disabilities, bicyclists and pedestrians. Suggestions included a redesign of the station to link Grand Avenue and Downtown South San Francisco; provide safety, accessibility and wayfinding improvements; accommodate shuttle services, and add sidewalks and bicycle lanes in the immediate vicinity of the station.

The Caltrain station was relocated in 2021, and it includes direct entrances to downtown South City and to East Grand Avenue. The City of South San Francisco is continuing to work on access improvements along Airport Boulevard and east of 101. In September 2024, the City of South San Francisco held a grand opening for the new Karyl Matsumoto Plaza at the South San Francisco station, which will serve as a space for community gatherings and for travelers arriving in South City.²

Next Steps: The project team should continue to assess accessibility and amenities needs at all transit stops in the study area and review the need for continued safety and access improvements at Caltrain and BART stations in and near the study area.

² [Grand Opening of Karyl Matsumoto Plaza - City of South San Francisco \(ssf.net\)](https://ssf.net)

Appendix: Summary of Discussions related to the 2012 Action Plan Elements

San Bruno- South San Francisco CBTP Update
Review of 2012 Action Plan
Notes from discussion with City of South San Francisco staff
August 22, 2024

Megan Wooley-Ousdahl, City of South San Francisco
Matthew Ruble, City of South San Francisco
Taylor McAdam, Fehr and Peers
Stephanie Pavón, MIG

Limited institutional knowledge to share about the previous CBTP planning effort.

Preventing duplication in plans

- Plans tend to be duplicative. How to make sure this is consistent and doesn't redo what has been done elsewhere?
- How do we consider consistency with the master plan, HIN Plan, etc., and with funding proposals and opportunities?
- Discussed that this would be a focus on key transportation needs of high need communities.
- How to use this plan as a tool to support funding and programming work of the city?

Recent improvements related to bike and pedestrian amenities

- Low level bike improvements across the city
- Cal train station access improvements
- Ongoing improvements around the city
- Curb ramp updates: installed 100s of curb ramps in the last few years.

Looking forward

- Recommendation to take study area map and focus on key communities in need of services

Next Steps

- Review intersections mentioned in the plan to see if amenities have been updated at those sites
- SSF team will review matrix and add notes to Bike and Pedestrian amenities and review/add to other sections
- Include city staff in planning community engagement

San Bruno- South San Francisco CBTP Update
Review of 2012 Action Plan
Notes from discussion with City of San Bruno staff
August 29, 2024

Harry Yip, City of San Bruno
Michael Laughlin, City of San Bruno
Taylor McAdam, Fehr and Peers
Stephanie Pavón, MIG

Limited institutional knowledge to share about the previous CBTP planning effort.

Recent projects related to bicycle and pedestrian goals in 2012 plan

- 2016 Walk and bike plan
- Many active transportation elements implemented in the last 3 to 4 years
- Huntington and San Antonio: class 3 bike lanes installed in 2021

Current projects underway to improve bicycle amenities

- Class 4 bike way on Huntington: Bart station to Caltrain station
- First segment, 380 to Caltrain under construction, northern portion at border of SSF, multiuse class 1 trail as part of Southline project in South City
 - Gap between 380 and Bart: looking to complete in the next year, looking for funding for construction. The segment in the study area is already under construction
- Sneath lane beginning connected to SSF, will be a 3- or 4-way intersection
- Adding class 3 bike lanes throughout the city; dealing with many narrow streets
- Citywide sharrows project:
 - Euclid: connection to bay hill drive. Part of upcoming CIP.
 - Part of Bay Hill specific plan. Hoping to get grant funding for balance of funds needed to get to construction.
- Walk and bike Plan: sharrows on Angus, San Mateo Ave
 - Huntington, south of San Mateo – “enhanced class 3”

Pedestrian amenities and safety improvements

- San Bruno Ave pedestrian improvements, such as Green Ave bulb outs
- San Bruno Ave road diet demo project

- Previous one undone. A lot of community outreach planned before this demo gets done. Include newer tech to capture conflicts, to win over people, show this before and after. Address hot spots for collisions.
- Applying for funding for other intersections. Plans for San Bruno Ave and Huntington are main focus. Plan to include higher vis crosswalks, other safety elements.
- Just submitted SS4A, included a suggested route for the SFO Bay trail
- Safe Routes to school: bike route to bel air school on 4th Ave
 - Angus Ave, ECR: ped improvements: crosswalk, refuge islands.
 - Major route to school at Allen and city hall

Transit amenities, changes and improvements

- Bus stops on El Camino removed as part of Reimagine SamTrans.
 - Benches put up by SamTrans, locations changed to address travel times.
 - Library location before signal, city hall is after signal looking to move stops to after signal. Under guide so improving travel time for riders.
 - Shelter in front of library: removed, now a new stop south of intersection where ELC bell is, only a bench.
- Grade separation project
 - Station changes at Caltrain, pedestrians no longer cross train tracks. Calmed 1st Ave traffic.
 - Bike and Pedestrian underpass, closure for vehicles
 - Bikers ride on the sidewalk if they are going to the train stations, don't feel safe riding on the streets around the stations.

Upcoming projects

- Redevelopment of Tanforan Shopping Center
 - Improve pedestrian access, bicycle station.
 - Includes potential 1,000 additional housing units
- Growing residential development: 3,000 units
 - Tanforan, 3 projects on San Bruno Ave, others along corridors on San Mateo and ECR to address RHNA in Housing Element.
- City is doing a zoning project to allow for more housing on ECR and this area:
 - List of projects on the planning website. Transit corridor plan a good tie in for reference.
- Bay Hill phase 1: YouTube site. Core and shell.
 - Will build building, but no plans for immediate occupancy.
 - Slowing down campus improvements.

- Approached about using parts of parking lots for chargers and improvements for own buses

Additional questions

- Company shuttles: can residents use these? Are they open to everyone?
 - Walmart shuttles are open to the public. Google's is not due to project entitlements.
- Road diet: bike lanes?
 - Transit corridor plan does not include it. SB is trying to include.
- Walk and bike plan implementation: travel patterns have shifted, used to be a lot of queuing along San Bruno Ave.

Community Engagement

- San Bruno staff looking for more neighborhood input for residents along San Bruno Ave—residents who live in the area do not share their needs like those who travel through the area. What are local pedestrian safety needs?

Implementation recommendations

- Question from SB for plan update: will this version have implementation plans that will be more specific?

San Bruno- South San Francisco CBTP Update
Review of 2012 Action Plan
Notes from discussion with SamTrans staff
September 26, 2024

Nichollette Tolmie, SamTrans
Nicolas Yee, SamTrans
Stephanie Pavón, MIG
Taylor McAdam, Fehr and Peers

Current SamTrans Projects

- Reimagine SamTrans: just completed
 - service recommendations: EPX (limited in South San Francisco and San Bruno) new route funded through affordable housing grant from E Palo Alto. EPX runs from E Palo Alto to San Bruno Bart
- El Camino Real speed and reliability study (Fehr and Peers)
- Bus stop improvement plan
 - Currently looking at how changes have impacted service in SB and SSF
- ECR consolidation of bus stops: in waiting period to determine how this has impacted travel time on ECR. ST will share travel data when available.
- Grand Blvd. Initiative (GBI): improving ECR as a “Grand Blvd,”³ with a focus on transit and pedestrian improvements.
 - Looking at city plans.
 - Separated bikeways in SSF. South City has made improvements on ECR.
 - Common element: we want to implement GBI principles. It’s an actionable item. How do we move forward on this?

2012 Action Plan element updates and questions

- In 2012 plan, one community need was about looking for more east west connections: is this still a priority or interest? Can we repoll/ask the community about this, if this is still important?
- Public Information about transit services:
 - Updates to available information at transit stops part of amenity refresh
 - Digital paper for people to see in the moment bus locations at stops.

³ See <https://grandboulevard.net/>

- What would make transit information more accessible? ST open to adjusting timetables that they post, or shelters they post. How do we make these better? How do we revise and make more accessible?
- Bus stop amenity recommendations: QR codes to view timetables, real time info at shelters
- Making sure members of ST creative services team is invited to hear feedback from community related to information.
- New day pass program on Clipper, a lot of people using multiple modes.

Concerns and barriers

- SamTrans' goal is to improve amenities, but sometimes difficult to navigate the planning process. Requires interdepartmental work within cities. Hard for an outside agency to get those improvements done. Sometimes city goals don't align with priorities on the ground.
- SamTrans' priority is to increase transit service but need red curbs at bus stops, which takes away parking spaces.
- How to get buy-in from the cities to "improve transit amenities"—what is the actionable process?

Suggestions for planning process

- Need for a technical and stakeholder advisory committees: talk about tradeoffs, such as what can be done given limited roadway space.
- It would be helpful for transit improvements that are being presented to be confirmed by city that they want to do these and support them. Make sure that these are feasible and priorities for the cities where the improvements are taking place. Less about inactivity in creating new services, when there may be a need for local buy in by cities.
- Confirming that it makes sense for ST to do it too. Open to new routes, if it makes sense resource wise.

Community Outreach/Engagement

- Excited about the community outreach component. SamTrans wants to expand service, but do communities actually want this? What do they want?
- Natalie from FP leading outreach on ST projects
- Bus stop amenities: stakeholder engagement – priorities when it comes to amenities (DC: wind shelter, shelters effective in foggy weather) other drier hotter

might need other things. Engagement time may align. If there is overlap that would be helpful.

Partnerships and supporting ST work

- ST interested in how people feel about timing between our connections and to Bart and Caltrain
 - Outcomes of a pre-pandemic survey: respondents said they would walk further distances if it meant less waiting time for their regional connection
- Ridership is central part of the metrics for whether a bus stop receives amenities, but having no amenities is a barrier to more riders using the bus stop/transit.
 - Using CBTP to advocate for the need for more amenities.
- Bus stop improvement plan, GBI and system wide planning are live and active. Getting input through CBTP process can impact how we implement. If SSF/SB say “we need shelters in order to use these stops...” this would help supplement this understanding.
- If amenities or bus stop access is huge issue: how do we work with cities in SamTrans to develop a maintenance agreement, and a more formalized encroachment permit process, which could expedite the process for sites which don’t have additional/complex circumstances?
- Need discussion about partnership opportunities with city staff
- ST: have a lot of kick off projects—a good opportunity to leverage outreach. ST can benefit from what makes it into the plan, and other overarching things.

Suggestions for implementation

- Road map: these are actionable items.
 - Showing what has happened at XYZ intersections.
 - Progress has been made of ten of 15 action items.