Stanford Transportation
Return-To-Your Commute Toolkit
Updates | November 11, 2021
Topics

- Return-to-Campus Updates
- Parking Permits: Addressing Concerns
- What’s In Your Toolkit
- Takeaways
Return-to-Commute Updates

NOVEMBER 11, 2021
Caltrain Increases Service To the Highest Levels Ever

- As of August 30, Caltrain service surpasses its pre-pandemic levels, higher than any point in its history.
- Caltrain offers 104 trains per weekday, including hourly, all-stop Local trains throughout the day.
- Weekday peak commute hours increased to four trains per hour (6 a.m. to 9 a.m., 4 p.m. to 7 p.m.).
- Baby Bullet express trains have returned.
- Limited-Stop train service offers faster midday service
- Half hourly service extends until 11 p.m. in keeping with the goals of the Framework for Equity, Connectivity, Recovery and Growth.
Summer 2021 – Ridership Increasing Slowly

- Caltrain Average Weekday Ridership

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Riders</td>
<td>50,000</td>
<td>45,000</td>
<td>40,000</td>
<td>35,000</td>
<td>30,000</td>
<td>25,000</td>
<td>20,000</td>
<td>15,000</td>
<td>10,000</td>
<td>5,000</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Other Transit Agencies

- **AC Transit**
  - Pre-pandemic: 190,000 average weekday riders
  - March 2021: 59,200 daily weekday riders
  - July 2021: >70,500 daily weekday riders

- **VTA Total Ridership**
  - VTA ridership was 35% of pre-pandemic levels in June 2021.
  - This was prior to light rail service being fully restored as of Sept. 18, 2021.

- **BART**
  - BART’s average weekday ridership was 22% of pre-pandemic levels in August 2021.
Total Bay Area Transit Ridership As of August 2021

Bay Area Transit Ridership Is Climbing but Still Way Down

- Ridership on local services has returned more quickly than regional commute services.
- On regional systems, weekend ridership has returned more quickly than weekday

Bay Area Transit Ridership vs 2019

Source: NTD
Drive-Alone Traffic is up 18% above 2019 levels

Single Occupant Vehicle (SOV) Trips Have Recovered Faster Than Carpool Or Transit

SOV Increased
Never decreased and peaked at 32% above pre-COVID levels, now at 18%

Carpool (HOV) Recovery Slower
Dropped to -78% but have recovered to -30%

Transit Recovery Slowest
BART peak period Transbay trips slowly increasing from -96% down, but still down -81%

Refer to MTC’s slides for more Bay Area transportation updates.
VTA Has Fully Restored Light Rail Service

• Following the tragedy at the Valley Transportation Authority’s (VTA’s) rail yard, the agency has worked to bring light rail back to full service.

• As of Sept. 18, VTA’s light rail system is fully operational.

• VTA offers trip planning support:
  › 408.321.2300 or customer.service@vta.org.
  › The TransitApp is also an option for real-time bus information.
Free Transit Passes Remain Valid

- Free transit passes remain active for eligible commuters:
  - Caltrain Go Pass
  - VTA SmartPass
  - AC Transit EasyPass
  - Monthly SamTrans passes can be requested by SRWC commuters

- Use our Transit Pass Eligibility and Status Checker to check your pass status.
- New employees and other eligible commuters can request transit passes through our online form.
# Vanpools and Carpools

## Current Stanford Vanpools
### Main Campus

**East Bay**
- Hayward/Fremont
- Manteca (4) Tracy/Lathrop/"Altamont/Stockton"
- Tracy (2)
- Union City/Fremont

- North Bay/San Francisco
- Fairfield
- San Francisco

- South Bay
- Morgan Hill (2) SHC, LPCH
- San Jose/Sunnyvale
- San Jose/Gilroy
- San Jose/Morgan Hill

## Fiscal Stewardship: Subsidies Offered/Required

- **Stanford Subsidy:** 100% Lease
- **MTC Subsidy** (Metropolitan Transportation Commission): $350/month/vanpool
- **DIBS Subsidy** (San Joaquin Council of Governments): $400/month/vanpool
- **VTA Subsidy** (Santa Clara Valley Transportation Authority): $350/month/vanpool

## Free Ridematching Services

- **Stanford’s free Carpools/Vanpool Listings** (Stanford-affiliates only)
- **Public ridematching services**

---

*Vanpools receiving Stanford’s 100% lease subsidy are required to secure regional subsidies available to them.*

---

**Stanford University**
Bicycle Program

Bike Commuters

▪ Return to Campus and Bikes

▪ Video recordings of our bike webinars

▪ Currently, Stanford’s 11 bike repair stands are open on the main campus. Users should follow CDC guidelines.

▪ The Campus Bike Shop has resumed full operations.

▪ Bike cages available at main campus and Stanford Redwood City.

▪ We are updating the 2017 bicycle commuter access study, improving infrastructure, and working with Redwood City on bike improvements.

New Student Orientation

▪ Hosted NSO Bike Safety Mobile Bike Concierge At White Plaza, on Sept. 14 and Sept. 17

▪ Bike Safety 101 Webinar Sunday, Sept. 26, online, 2 sessions

▪ Bike Skills 101 Training (bring your bike & helmet) Oct. 6, 2021; 6:00 p.m. to 7:30 p.m.
Parking Permits

ADDRESSING CONCERNS
What Is The Highest Benefit? Where To Save?

- The cost of driving alone is generally higher than the cost of a permit. Vehicle expenses include gas, insurance, maintenance, and bridge tolls. Calculate your costs: Commute Cost & Carbon Emissions Calculator

Example: East Bay commute
- 30 miles roundtrip
- $205 per month in apparent commuting expenses
- $35 per month for a Stanford ‘C’ parking permit

- Stanford’s rates are in line with other Bay Area universities and municipalities.
  - Stanford’s rates are $35 to $116 per month.
  - U.C. Berkeley employee parking rates range from $85 to $159 per month
  - Downtown Palo Alto employee permits cost $806 per year, or $67.16 per month.

- Stanford invests in free transit passes and other sustainable commute options to provide commuters with alternatives to the high cost of driving alone.

Stanford’s land is incredibly valuable and best used for teaching, research, and patient care. Building parking is costly. According to a California parking database, the cost to build garages and underground parking is estimated at $50,000 to $80,000 per space, and 31% of spaces go unused on average.
Equivalent Cost-Per-Day for ‘C’-Daily vs. ‘C’-Monthly Permit

- Discounts are built into the monthly ‘C’ permit, as illustrated in the chart. If parking 7 or more days, purchase the monthly ‘C’ permit to save.

- Essential workers often commute full-time, incurring the highest commute expenses. They receive the greatest savings/value from the monthly permit, while hybrid workers save on days they are allowed to work remotely.

- Stanford’s leadership is sensitive to affordability concerns and has kept the ‘C’ permit as an affordable option.

- Parking rates have been held at FY’20 rates for FY’21 and FY’22.
‘A’ Daily vs ‘A’ Monthly Equivalent Rate Per Day

Based on Days Commuting

<table>
<thead>
<tr>
<th>Days</th>
<th>Daily 'A'</th>
<th>Monthly 'A'</th>
</tr>
</thead>
<tbody>
<tr>
<td>22</td>
<td>$5.27</td>
<td>$16.25</td>
</tr>
<tr>
<td>12</td>
<td>$9.66</td>
<td>$16.25</td>
</tr>
<tr>
<td>10</td>
<td>$11.60</td>
<td>$16.25</td>
</tr>
<tr>
<td>8</td>
<td>$14.50</td>
<td>$16.25</td>
</tr>
<tr>
<td>7</td>
<td></td>
<td>$16.57</td>
</tr>
</tbody>
</table>

- If saving is a priority, purchase the ‘C’ permit instead of ‘A.’

- ‘A’ permits are offered at a premium for those who prioritize convenience over cost:
  - Closer parking to destinations
  - Availability of closer parking throughout the day.

- If you park 8 or more days per month, purchase an ‘A’ monthly permit to save over the daily rate.
Our Permit Picker Tool Makes It Easier to See How Discounts Are Built Into Monthly Permits

1. Enter the number of commute days into the ‘C’- or ‘A’-permit box.

2. View the equivalent daily cost and savings of a monthly permit compared to a daily permit.

3. Note: If you commute up to 6 days with a ‘C’ permit or up to 7 days with an ‘A’ permit, purchasing daily instead of monthly permits is better financially.

<table>
<thead>
<tr>
<th>Days Commuting (per month)</th>
<th>'C'/C-SRWC' permit cost equivalent (per day)</th>
<th>'C'/C SRWC' permit type to purchase</th>
<th>Savings per Day (Monthly vs. daily permit rate)</th>
<th>Savings per Month (Monthly vs. daily permit rate)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 6</td>
<td>$5.45</td>
<td>Daily ($5.45/day)</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Select: 8</td>
<td>$4.38</td>
<td>Monthly ($335/mo.)</td>
<td>$1.07</td>
<td>$8.56</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Days Commuting (per month)</th>
<th>'A' permit cost equivalent (per day)</th>
<th>'A' permit type to purchase</th>
<th>Savings per Day (Monthly vs. daily permit rate)</th>
<th>Savings per Month (Monthly vs. daily permit rate)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 7</td>
<td>$16.25</td>
<td>Daily ($16.25/day)</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Select: 8</td>
<td>$14.50</td>
<td>Monthly ($116/mo.)</td>
<td>$1.75</td>
<td>$14.00</td>
</tr>
</tbody>
</table>

Here is the link to our Permit Picker. We also show the cost of permits by days commuting.
Parking Pilot Programs

Currently in development; timing to be announced

We recognize that hybrid work schedules are changing the way commuters park at Stanford. To better meet their needs, we are developing tools to make it faster and easier to purchase daily parking. We also are working to make real-time parking data available to help commuters find available parking spaces. Stay tuned for the timing of availability.

Bringing back “Scratchers”

Purchase a block of daily permits and redeem them easily through an app. This is not a new permit system. It would be daily permits at current daily rates.

Real-Time Parking Information

Real-time data for parking guidance and fully automated parking enforcement. See where spaces are available before arriving—saving time, money, and emissions.
What's In Your Commute Toolkit?

RESOURCES FOR STANFORD COMMUTERS
What’s it like to return to a Stanford commute?

Stanford Transportation staff share their experiences

**I TRAIN...**

“I’ve been riding Caltrain from San Francisco to Redwood City since mid-June, and there’s plenty of space on board! I plan to continue to ride the train during the flexible work pilot.”

Brian Shaw
Executive Director

**I BIKE...**

“Riding from Los Altos to the main campus over the past several months, I’ve noticed an increase in traffic and activity. As cyclists, we really need to pay attention and, of course, wear a helmet every time we ride.”

Anadine Delon Scott
Assistant Director of Active Mobility

**I CARPOOL...**

“My husband and I commute several days a week together in our hybrid car to the Stanford Redwood City campus. While the traffic has definitely increased since the shelter-in-place days, it’s still pleasant riding together!”

Kim Ratcliff
Communications Manager

**I DRIVE...**

“Ever since the pandemic, my time has been split working 50% on campus and 50% remotely. In early 2021, my commute... took 10 minutes. Nowadays, traffic is 75% back to normal and my commute is 20 to 30 minutes.”

Nico Baradi
Parking Field Agent
Which Commute Will You Choose?

**BIKE**
- Safety first! Follow these bike safety tips for a safer commute.
- Brush up on bike safety skills by watching bike webinars online.
- Request bike commute planning assistance.

**CARPOOL/VANPOOL**
- A 100% lease subsidy continues for existing vanpools. Some are accepting new riders.
- Carpoolers can share expenses. Scoop and other ridematching services are available.
- Carpool permits and subsidies are currently unavailable.

**TRANSIT**
- Stanford-issued transit passes continue for eligible commuters (i.e., Caltrain, VTA, AC Transit, SamTrans)
- Face masks required. Check transit policies and schedule updates
- All Aboard Bay Area provides the latest information from Bay Area transit agencies.

**DRIVE**
- Hourly, daily, and monthly parking options are available.
- Most commuter and visitor spaces are enforced between 6 a.m. and 4 p.m. on weekdays or as posted.
- ‘A’ and ‘C’ permits are valid at both the main campus and Stanford Redwood City.

Exercise + Commute savings

Re-connect + Share expenses

Healthy steps + Save with free transit

Healthy steps + Save with ‘C’ permits
Status of Transportation Programs

Stanford Transportation is returning to near-normal operations with a few changes. The Marguerite shuttle service is up and running on the most traveled routes. As demand increases, Marguerite routes may be expanded. Parking permits are required and parking policies remain the same as before the pandemic.

<table>
<thead>
<tr>
<th>Program / Service</th>
<th>Active</th>
<th>Active with Adjustments</th>
<th>Suspended</th>
<th>Status</th>
<th>Learn More</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking permits and enforcement</td>
<td></td>
<td></td>
<td></td>
<td>As of June 16, the main campus returned to weekday enforcement.</td>
<td>• Stanford’s Main Campus Returns to Weekday Enforcement as of June 16</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Purchase a Parking Permit</td>
</tr>
<tr>
<td>Free Marguerite Shuttle</td>
<td></td>
<td></td>
<td></td>
<td>Service is available, with adjusted schedules and routes.</td>
<td>• Marguerite Shuttle Maps and Schedules</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Marguerite Safety Updates: COVID-19</td>
</tr>
<tr>
<td>Free Transit Passes</td>
<td></td>
<td></td>
<td></td>
<td>Free transit passes remain valid through Dec. 31, 2021. No action required.</td>
<td>• Transit Pass Eligibility and Status Checker</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Public Transit Service Changes: COVID-19</td>
</tr>
<tr>
<td>Line U East Bay Express</td>
<td></td>
<td></td>
<td></td>
<td>Line U continues to be free for those with a valid university ID card, hospital ID badge, or SLAC ID badge.</td>
<td>• AC Transit’s Line U</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Public Transit Service Changes: COVID-19</td>
</tr>
<tr>
<td>SamTrans Pass</td>
<td></td>
<td></td>
<td></td>
<td>Free SamTrans passes continue to be available to eligible SRWC commuters</td>
<td>• Request a SamTrans Pass</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Public Transit Service Changes: COVID-19</td>
</tr>
</tbody>
</table>

View the status of Stanford Transportation’s programs and services

- Free transit passes (i.e., Caltrain, VTA, AC Transit, SamTrans)
- 100% vanpool lease subsidy for existing and returning vanpools—and potentially others
- Emergency Ride Home program
- Bike resources, recordings of recent webinars
- Parking permits required on weekdays
- Carpooling. While carpool permits and subsidies are currently suspended, expenses can be shared informally
- Pre-tax transit. Save on out-of-pocket expenses, such as BART, Muni, and Caltrain parking; tax savings of up to 40%
Marguerite Shuttle Service Returns

- Masks are required on Marguerite buses and public transit.
- Passenger limits have been lifted; rear boarding continues on Marguerite buses.
- We will soon be fully hybrid/electric for vehicles we own! We’re retiring eight older, diesel buses.

View current Marguerite shuttle routes and schedules.
Is It Safe To Return To Public Transit?

Some articles shed light on the answer

▪ “Despite the strong sentiment against it, the science shows public transportation is safe.”

▪ “A CDC study out of Japan at the height of the pandemic found no super spreader events took place on trains, especially where mask compliance was high . . .”

▪ “As numbers increase, rail companies are increasing capacity, to enable social distancing and prevent packed trains.”

▪ “. . . more hand sanitizer at stations, there will be enhanced train-cleaning too.”

▪ “Wearing a mask can lessen the risk . . .”

Sources:
“COVID Road to Recovery: How to Get Wary Bay Area Commuters Back on Public Transit” CBS News

“COVID-19 Changed Public Transportation. Here’s How” PBS News Hour
Key Takeaways

FOR STANFORD COMMUTERS
Key Takeaways

• Reducing peak-hour and drive-alone trips is a priority:
  • To help support Stanford’s mission
  • To combat climate change

• Stanford continues to invest in sustainable transportation programs, and most Stanford Transportation programs are available.
  • Free Marguerite shuttle service: continued and expanded
  • Vanpool subsidies: continued and is expanding
  • Free transit passes: continued for eligible commuters throughout the pandemic and continues to be available
  • The Emergency Ride Home Program and pre-tax transit continue

• Transit service, such as Caltrain, is as good or better than before the pandemic

• Parking permits are required
  • Rates are the same as they were in 2020.
  • If parking more than two days a week, a monthly ‘C’ permit offers a savings over daily permits even for hybrid schedules.
  • Discounts are built into monthly permit rates.
  • We are working on improvements to the parking permit system, but rates are not expected to change.
We recognize that commuting is a personal choice, especially at this time. Commuters are encouraged to assess and select the option(s) that best meet their needs. We are providing information about commute options as a courtesy for those who need it, and it is not intended to encourage specific commute mode choices. Please refer to our website for the most current information.