

Daly City CBTP Community Needs Assessment

INTRODUCTION

This report documents existing demographic and transportation conditions in transportation-challenged communities in and near Daly City. The information will inform the Daly City Community-Based Transportation Plan (CBTP) to be prepared by the San Mateo City/County Council of Governments (C/CAG).

CBTPS AND THE LIFELINE TRANSPORTATION PROGRAM

In 2001, the Metropolitan Transportation Commission (MTC) concluded that community-oriented planning was required to address the travel needs of residents in low-income Bay Area neighborhoods. MTC implemented two complimentary programs designed to allocate funding for transportation improvement projects based on intensive outreach to low-income communities.

The goal of the CBTP program is to improve mobility in “Communities of Concern” (COC). These are neighborhoods defined by a series of census tract-level factors that increase susceptibility to transportation access gaps. These factors include high rates of minorities, low-income residents, seniors, and lack of car ownership. Per MTC guidelines, CBTPs require a diverse outreach plan to multiple community stakeholders, as well as ongoing coordination with local advisory committees.

CBTPs facilitate the identification of projects that are eligible for funding under the Lifeline Transportation Program (LTP). The LTP was designed to fund projects that result in improved mobility for low-income and other challenged communities. Per its 2018 guidelines, projects that are eligible for funding by the LTP must:

- Be developed through an inclusive planning process that engages a broad range of stakeholders.
- Improve a range of transportation choices by adding new or expanded services.
- Address transportation gaps and/or barriers identified in CBTPs or other substantive local planning efforts involving focused outreach to low-income populations.

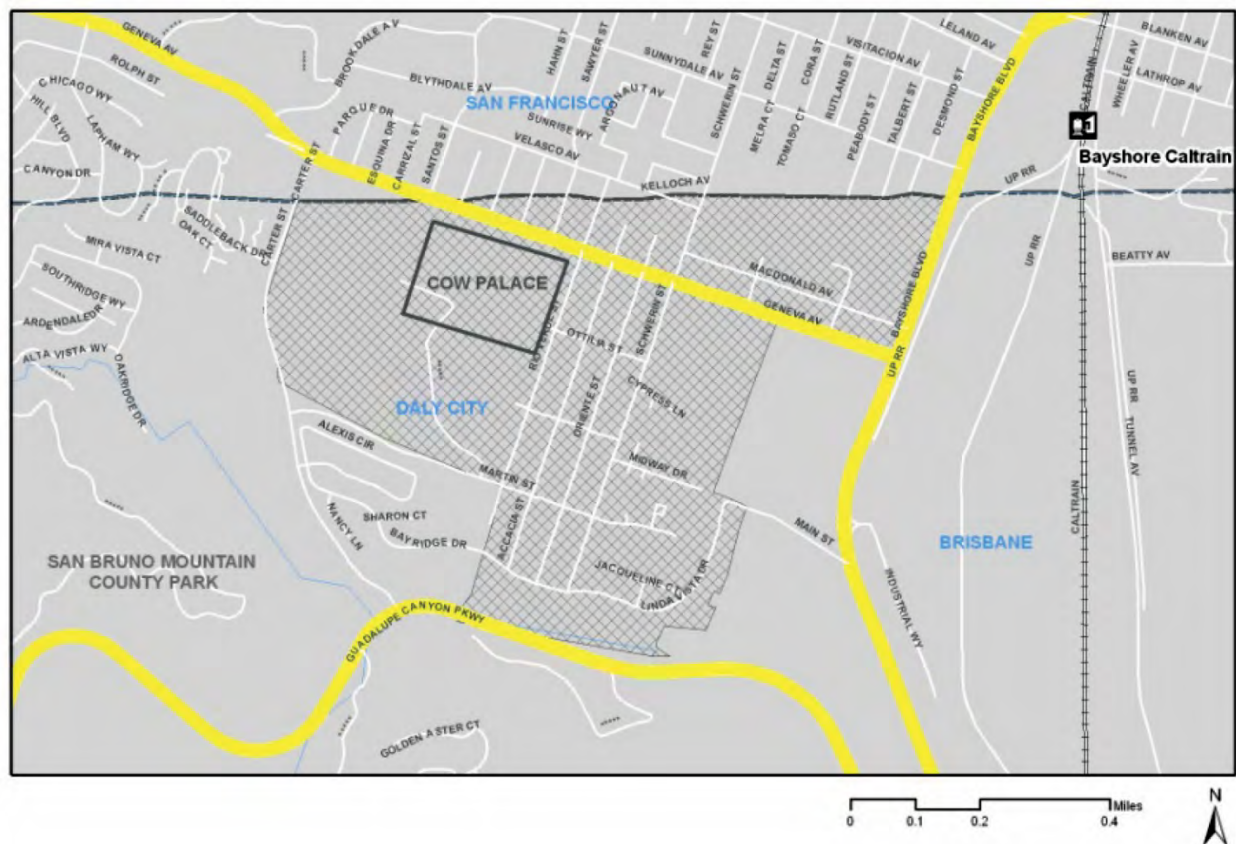
The Daly City CBTP will include a series of project and program recommendations developed according to the program outreach guidelines, and consistent with the funding requirements established in the LTP.

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2008 BAYSHORE CBTP

The most recent CBTP for the Daly City area was adopted in 2008. The *2008 Bayshore CBTP* included a study area comprised of a single census tract in northeast Daly City. The northern boundary of the study area shares the northern boundary of San Mateo County line, as shown in Figure 1.

Figure 1 2008 Bayshore CBTP Study Area



The *2008 Bayshore CBTP* recommended a series of operations-based and capital programs for improved mobility in the community. The degree to which these recommendations have been implemented and the resulting lessons learned for the current CBTP are discussed in the 2008 CBTP Implementation Status section at the end of this document.

Significant changes in demographics, land use and transit options have occurred in the last 11 years, prompting initiation of the current Daly City CBTP and revised Study Area.

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CURRENT DALY CITY CBTP STUDY AREA

The Daly City CBTP study area (herein referred to as “study area”) is delineated by the red dashed line in Figure 2. The study area has been determined by the location of four separate COCs distributed across Daly City. These COCs, each a single census tract, include:

- **Northwest COC.** This COC is located just south of John Daly Boulevard, at the intersection of Interstate 280. It partially surrounds the Lake Merced Golf Club to the north and west.
- **Northeast COC.** This census tract is in the Bayshore neighborhood of Daly City. It comprised the 2008 Bayshore CBTP study area. It is in the eastern portion of the City and, as shown in Figure 2, shares its northern boundary with San Francisco County.
- **Central COC.** This tract is located immediately east of Interstate 280. Mission Street and East Market Street intersect here, and the Colma BART Station is also located within the tract. This is the only COC that includes an unincorporated area of San Mateo County.
- **Southern COC.** As evident in Figure 2, this tract includes the area North of Hwy 1 and east of St. Francis Boulevard, as well as a larger area southeast of the intersection of Hwy 1 and Skyline Boulevard/SR 35.

The demographic information in this report reflects conditions within the four COC census tracts, not the entire study area. This is consistent with the CBTP guidelines. However, the community focus, reliance on outreach, and potential transportation solutions that result from the CBTP will not be limited to these isolated census tracts. Broader focus on the study area shown in Figure 2 will facilitate the development of projects and plans that provide connectivity, fill transit gaps and include full communities.

DEMOGRAPHIC CHARACTERISTICS

This demographic profile compares census tract data from previous and current U.S. Census and American Community Survey 5-year estimates (2006-2010 and 2013-2017) to show trends since the last CBTP. In addition, future projections are provided from the 2017 Regional Transportation Plan (RTP), which MTC published in July 2017. Also known as Plan Bay Area (PBA) 2040, this RTP contains forecasts for population, housing, and employment for the horizon year of 2040. For purposes of this analysis, data shown for the study area is limited to the census tracts that make up the COCs shown in Figure 2.

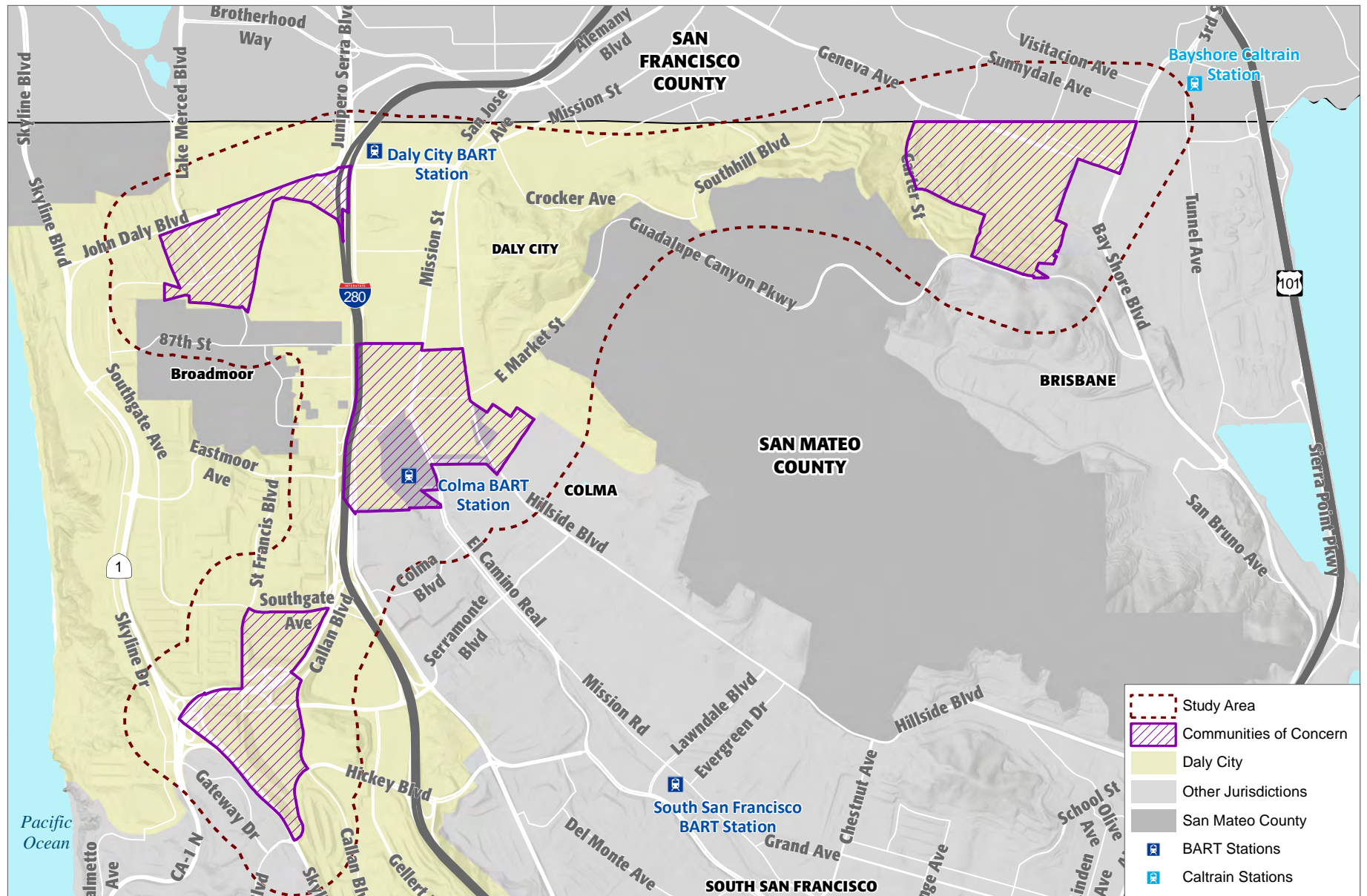
TOTAL POPULATION AND HOUSEHOLD SIZE

According to the 2013-2017 ACS 5-year estimates, the population of the study area in 2017 was approximately 25,533, having grown 8 percent from 2010, when the population was 23,653. This growth rate is similar to growth experienced over the past seven years in San Mateo County overall, where the population grew about 9 percent during the same time period, from 704,327 to 767,450 residents. The population of the study area is predicted to increase 25 percent through 2040, to 31,855 residents. This is slightly higher than the county, which is expected to grow by 19 percent from 2017 to 2040, to a population of 916,590.

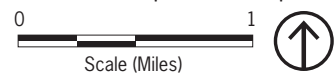
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Source: Metropolitan Transportation Commission, 2018; PlaceWorks 2019.



PLACEWORKS

Figure 2
CBTP Study Area

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Average household size in the study area in 2017 was 3.17 persons, which is about 9 percent larger than San Mateo County overall, at 2.88 persons. This statistic has shown to be relatively stable in the study area, having decreased less than 1 percent since 2010. Average household size has increased 5 percent in San Mateo County during the same timeframe, from 2.72 persons in 2010. By 2040, household size in the study area is expected to 3.36 people per household and will be 18 percent higher than the rest of the county, which is projected to remain stable at 2.84 persons people per household.

RACE AND ETHNICITY

The study area contains higher percentages of Asian, Hispanic or Latino, and Black or African American, residents compared to San Mateo County, while having approximately a quarter of the percentage of white residents compared to the County (Table 1). According to 2013–2017 ACS 5-year estimates, 10 percent of study area residents were white non-Hispanic or Latino compared to 40 percent countywide. The Black or African American population is approximately 5 percent, compared to 2 percent countywide. 30 percent of the study area population is Hispanic or Latino compared to approximately 25 percent in the County.

Table 1: Race and Ethnicity

Race Category	2017 ACS % of Population	
	Study Area	San Mateo County
White	10%	40%
Black or African American	5%	2%
American Indian or Alaska Native	0%	<1%
Asian	51%	27%
Native Hawaiian or Other Pacific Islander	2%	1%
Other	<1%	<1%
Two or More Races	2%	4%
Hispanic or Latino	30%	25%
Total	100%	100%

Source: US Census 2013-2017 American Community Survey (ACS) 5-year estimates.

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AGE DISTRIBUTION

Seniors

According to 2013-2017 American Community Survey (ACS) 5-year estimates and shown in Figure 3, the senior population (65 years of age and older) in the study area is at least 11 percent of the area's total population in all four separate COCs. The northeast and southern COCs both have a higher percentage of seniors, constituting between 13 to 18 percent of the area's total population. The study area-wide rate of seniors is significantly lower than that of San Mateo County, where 15 percent of the total population is 65 and older.

Youth

The average population of residents under 18 years of age across the four COCs is about 20 percent. As shown in Figure 4, the COCs have varying rates of young people. The central COC, containing the Colma BART station, has the highest percentage of youth with approximately 25 to 28 percent of the population under 18 years of age. In comparison, the COC located in the northwest portion of the study area, adjacent Lake Merced Golf Club, has a youth population of about half that, comprising approximately 11 to 16 percent of the total population. The other two COCs have relatively moderate populations under 18 years of age, each with approximately 17 to 20 percent youth. The average rate of young people in the CBTP study area is close to that of San Mateo County, where 21 percent of the total population is under 18 years old.

DISABLED POPULATIONS

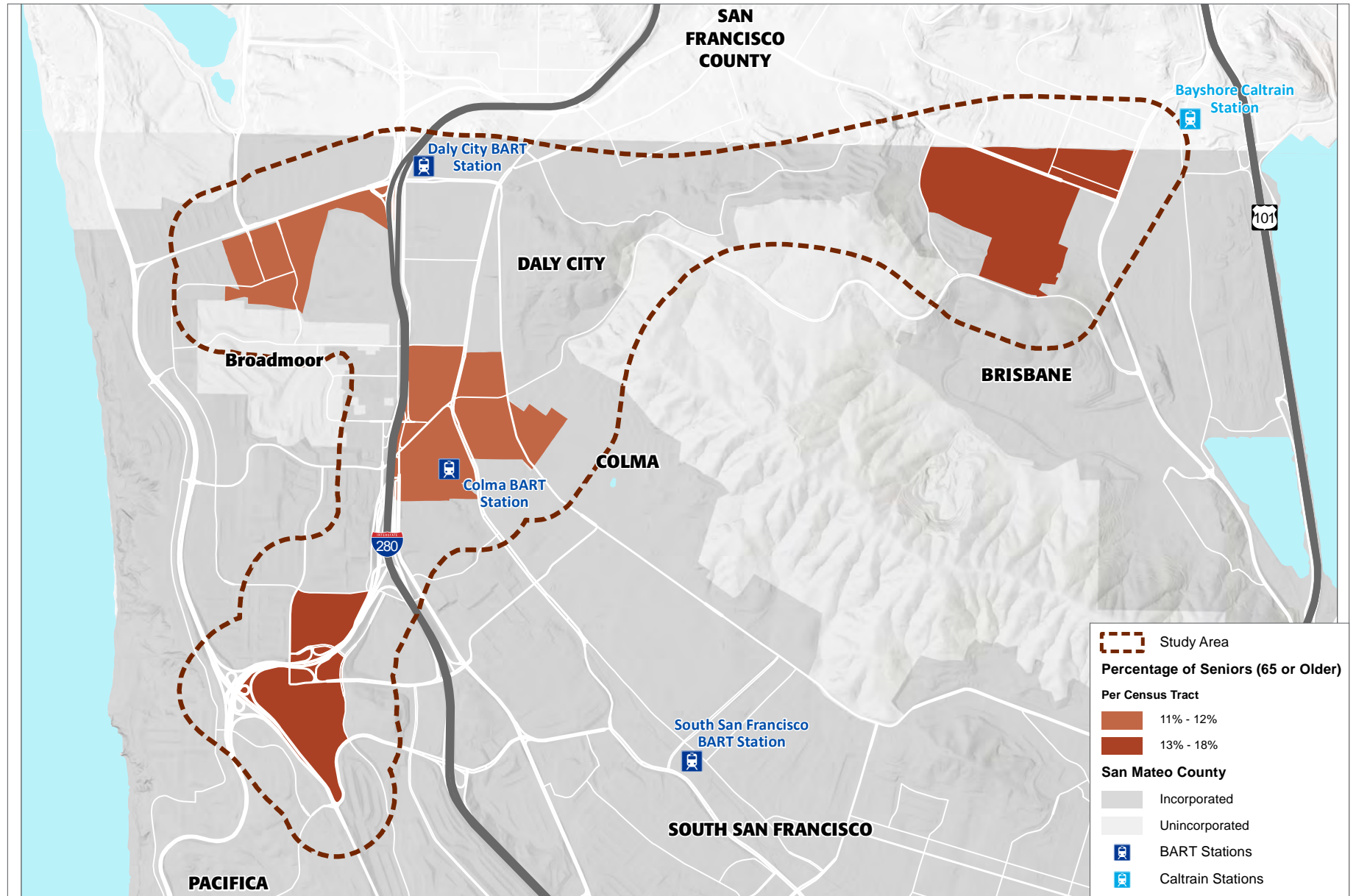
Percent disabled population is one of seven tract-level variables that, when paired with a high rate of low-income households, may factor into the establishment of a COC, per MTC guidelines. The following discussion includes rates of both physical disabilities as well as sensory disabilities such as visual and hearing impairment.

Physical Disability

As shown in Figure 5, the rate of individuals with physical disabilities, defined as those that restrict full motor capacity, is largely consistent across the study area. In three of the four COCs, about 8 to 9 percent of individuals are restricted by a physical disability. That number is slightly less in the southern census tract, where the rate is 6 to 7 percent.

The rate of physical disabilities countywide, at about 5 percent, is less than all COCs in the study area.

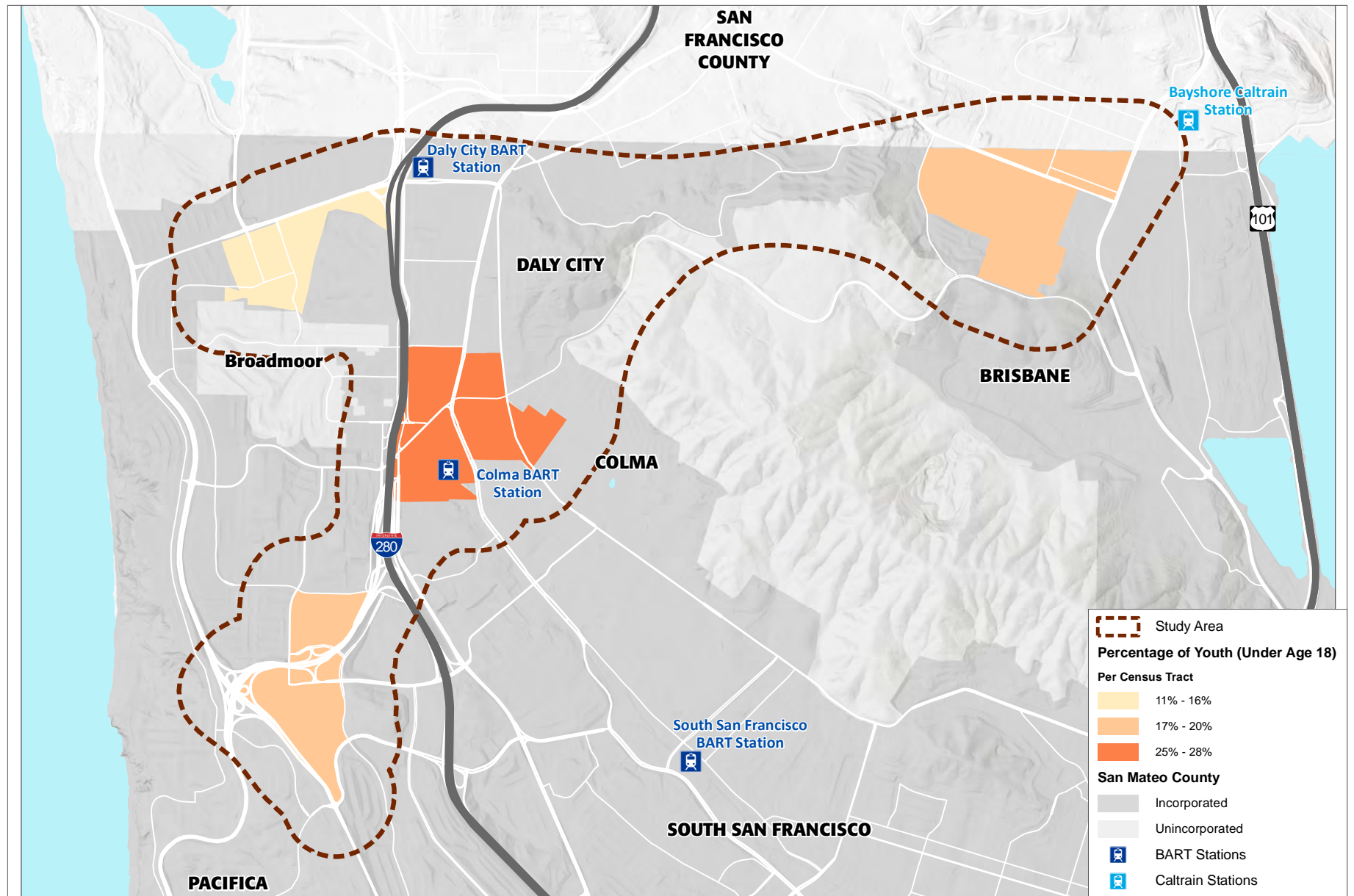
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Source: US Census 2013-2017 ACS 5-Year Estimates, 2018; PlaceWorks, 2019.

Figure 3
Population Age 65 and Older

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Source: US Census 2013-2017 ACS 5-Year Estimates, 2018; PlaceWorks, 2019.

Figure 4
Population Age 18 years and Younger

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Sensory Disability

According to 2013-2017 American Community Survey (ACS) 5-year estimates, rates of hearing or visually impaired individuals in the Daly City study area are relatively low. The central and northeast COCs contain higher rates of people with sensory disabilities, at about 4 to 5 percent of the population, than the other two COCs. As shown in Figure 6, the southern COC has the lowest rate of sensory disabilities, at approximately 2.1 to 3 percent.

The rate of sensory disabilities countywide, at about 4 percent, is similar to the central and northeast COCs.

LANGUAGE LIMITATIONS

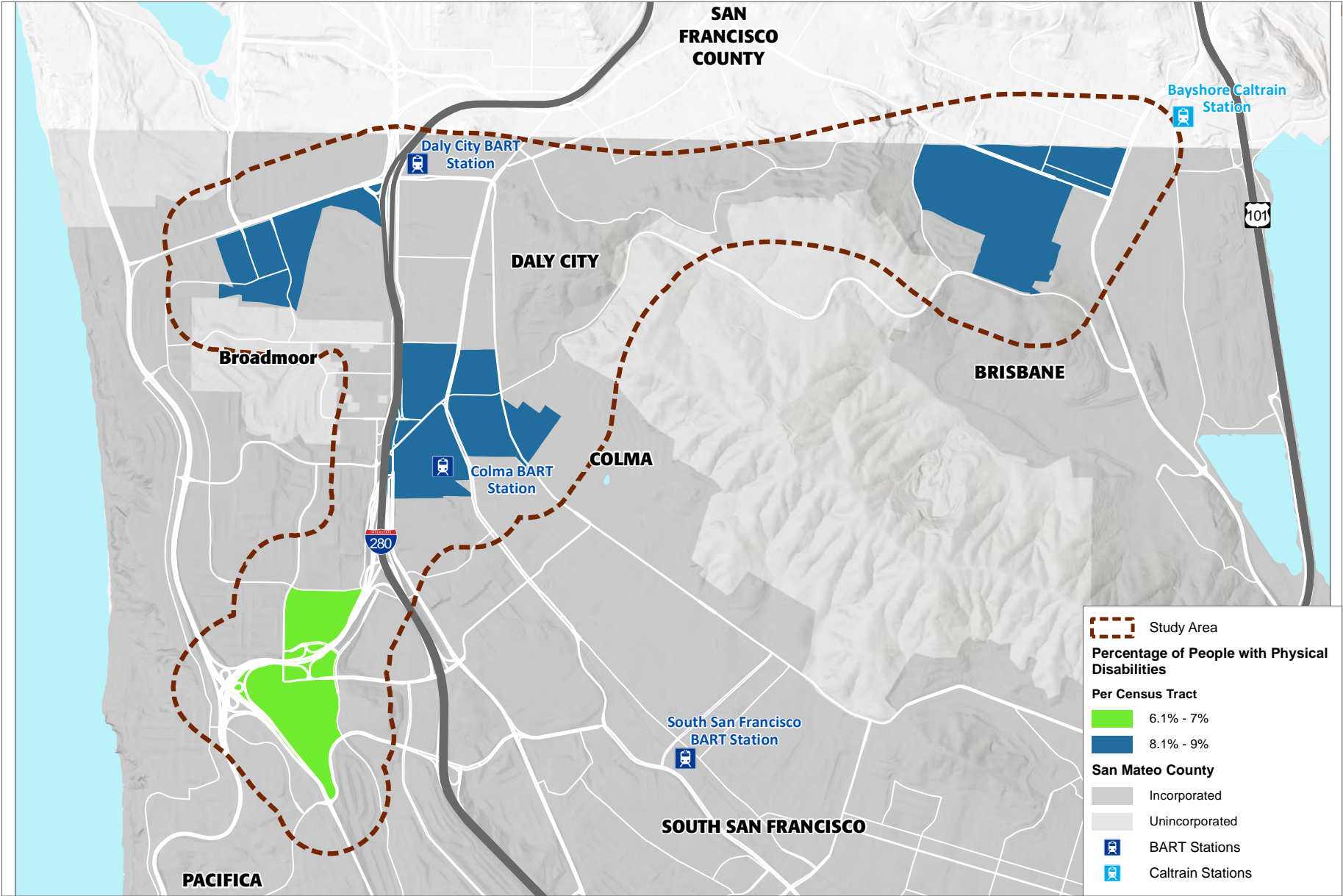
On average, the four census tracts in the Daly City CBTP study area struggle with double the rate of limited English proficiency than the countywide population. As shown in the Figure 7 bar chart, below, approximately 18 percent of total households in the study area are designated as “Limited English-Speaking Households”. These are households in which all members 14 years and over speak a non-English language, with varying degrees of difficulty with English. This is compared to the countywide rate of 9 percent of total households.

The rate of non-English speaking households is higher than the countywide rate in all four COCs in the study area. However, the northeastern and southern COCs have higher incidences of non-English speaking households than the other two COCs, at 23 percent and 19 percent, respectively.

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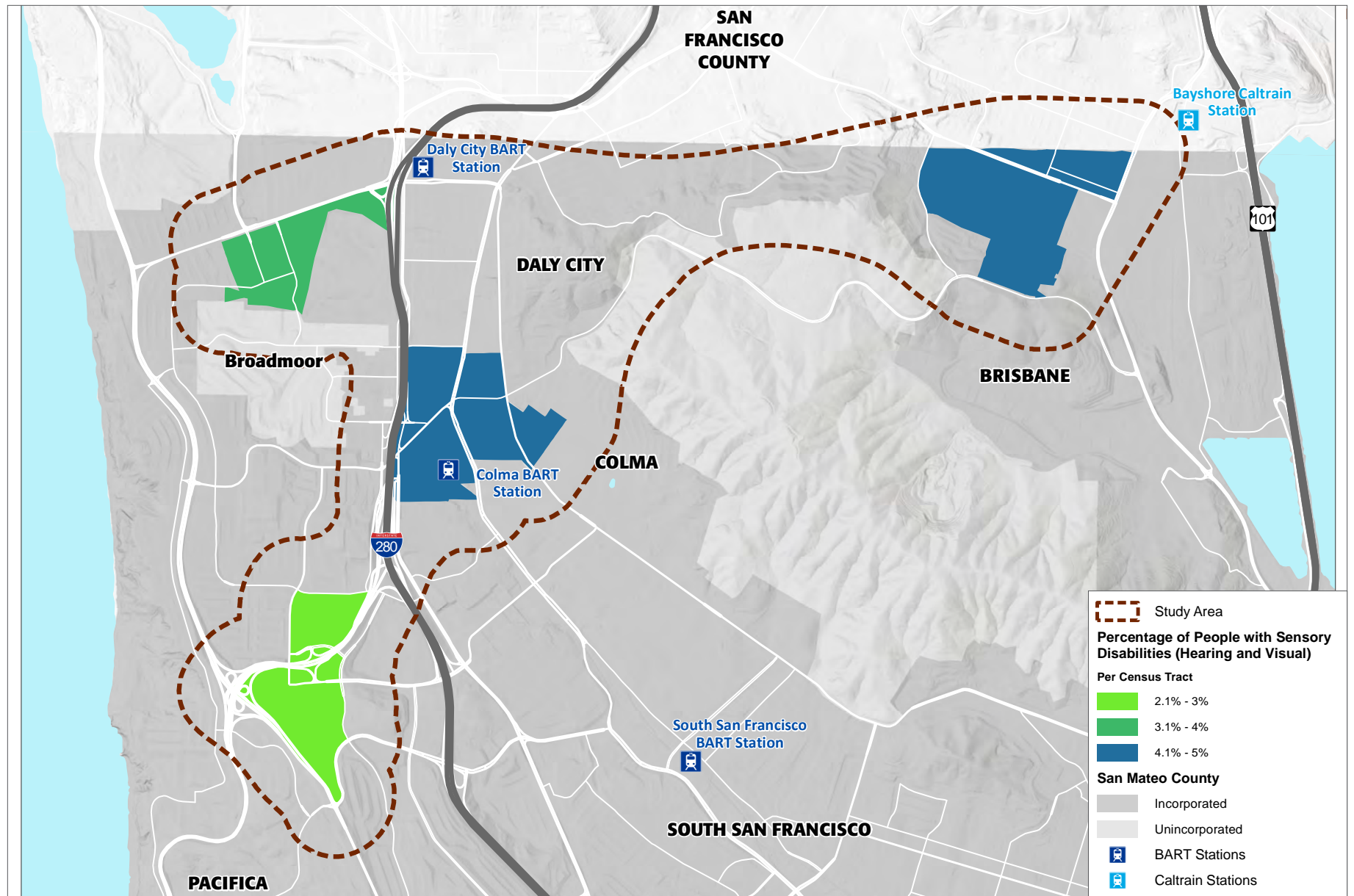


Source: US Census 2013-2017 ACS 5-Year Estimates, 2018; PlaceWorks, 2019.

Figure 5

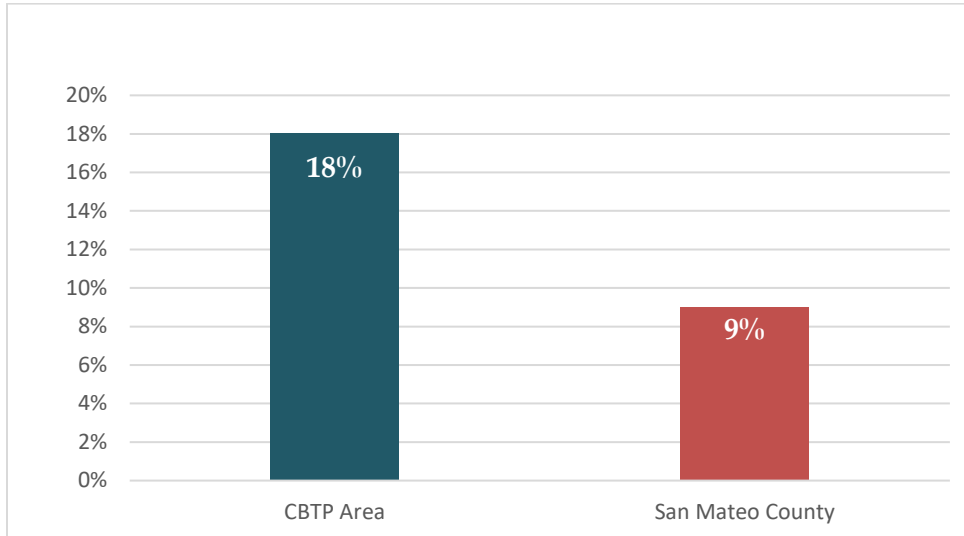
Percent of Population with Physical Disability

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Source: US Census 2013-2017 ACS 5-Year Estimates, 2018; PlaceWorks, 2019.

Figure 6
Percent of Population with Sensory Disability

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Source: 2017 ACS 5-Year Estimates (2013-2017).

POVERTY STATUS

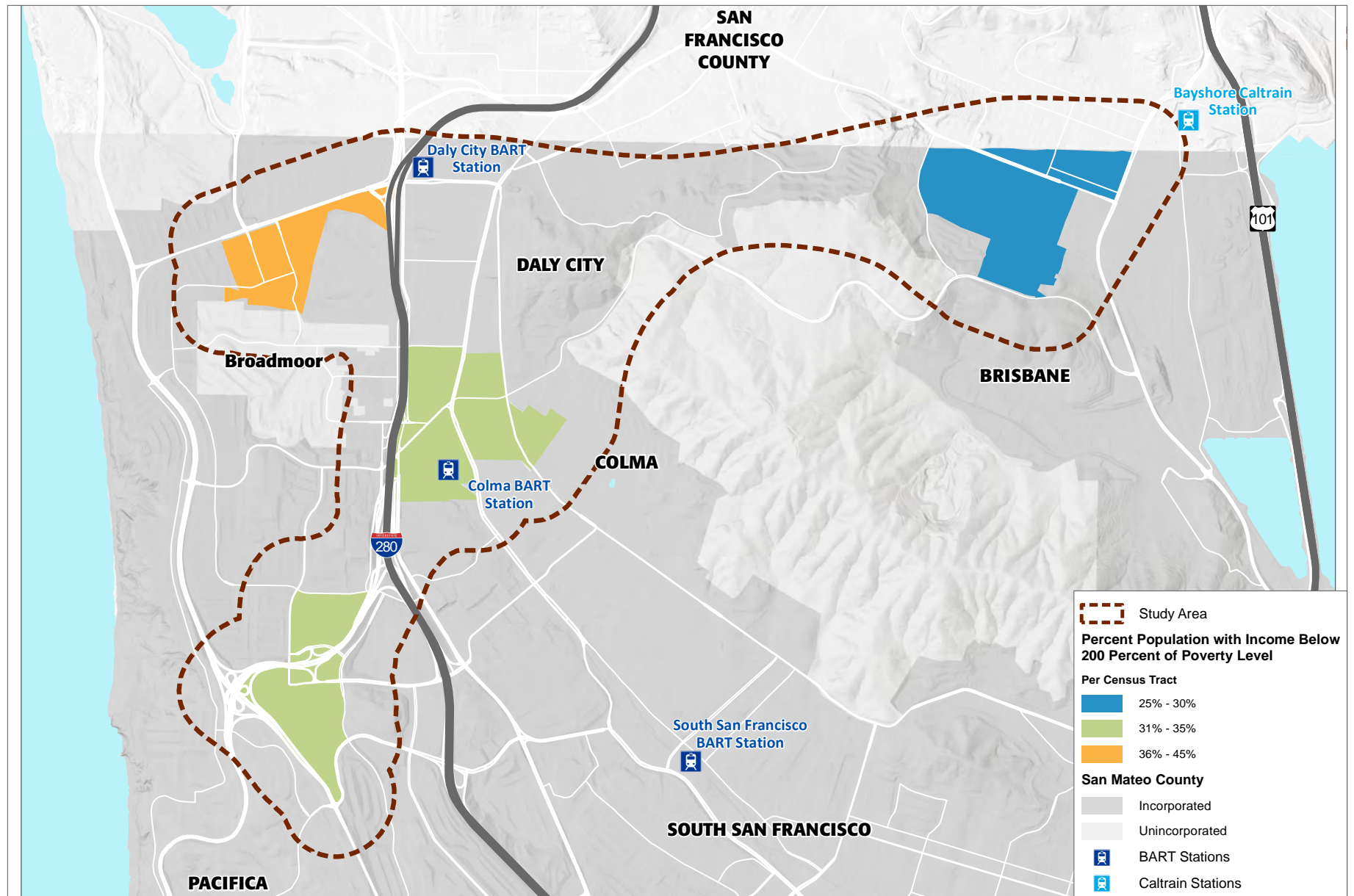
The U.S. Census Bureau uses a set of income thresholds that vary by family size and composition to determine the population living in poverty. If a family's total income is less than the poverty threshold, then that family and every individual in it is considered to be living in poverty. To reflect high living costs and wages in the Bay Area, the poverty threshold used in the CBTP analysis is 200 percent of the federal poverty threshold. These 200 percent thresholds for the 2013- 2017 ACS 5-year estimates range from \$31,754 for a family of two to \$101,362 for the largest families (nine people or more).

According to 2013-2017 ACS 5-year estimates, approximately 33 percent of all residents in the four COCs were living in poverty. This figure is significant when compared to San Mateo County as a whole, where 19 percent of residents live in poverty. Figure 8 shows the percent of population in poverty for each census tract in the study area, based on the 200 percent of federal poverty threshold. The northeast COC has the highest percentage, with approximately 36 to 45 percent of residents living in poverty. Both the central and southern COCs have between 31 to 35 percent of residents living in poverty, while the northeastern COC has the lowest incidence, with impoverished residents comprising 25 to 30 percent of the population.

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Source: US Census 2013-2017 ACS 5-Year Estimates, 2018; PlaceWorks, 2019.

Figure 8

Population in Poverty (200% of Federal Poverty Level)

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MOBILITY CHARACTERISTICS

VEHICLE AVAILABILITY

Rates of household car ownership in Daly City COCs are significantly less than in San Mateo County as a whole. As illustrated in Figures 9 and 10, four times the number of households in the study area, as compared to the county, are without a private vehicle. The percentage of households with two vehicles is also lower, at 60 percent compared to 79 percent countywide. In addition, there are far more households with just one vehicle in the study area than there are in the county.

Figure 11 shows households with no vehicle available by census tract for the study area. The northwest and central COCs have some of the highest concentrations of households without vehicles. The northeast COC has the lowest percentage of households with no vehicles, between 3 to 5 percent. This is similar to countywide vehicle availability.

Figure 9 Household Vehicle Availability in CBTP Study Area

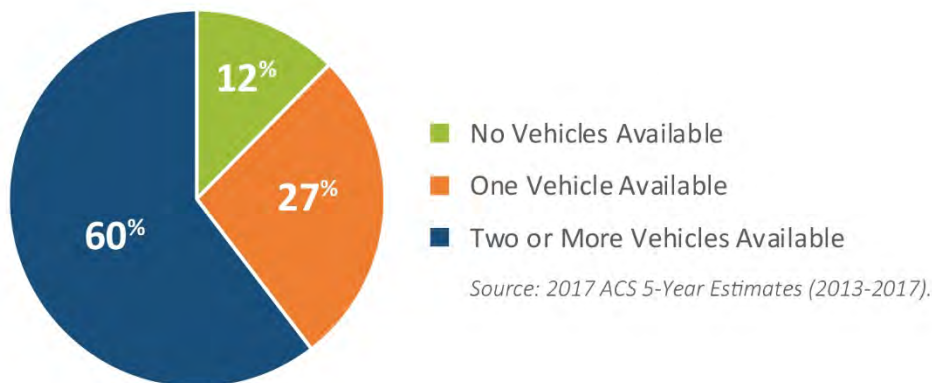
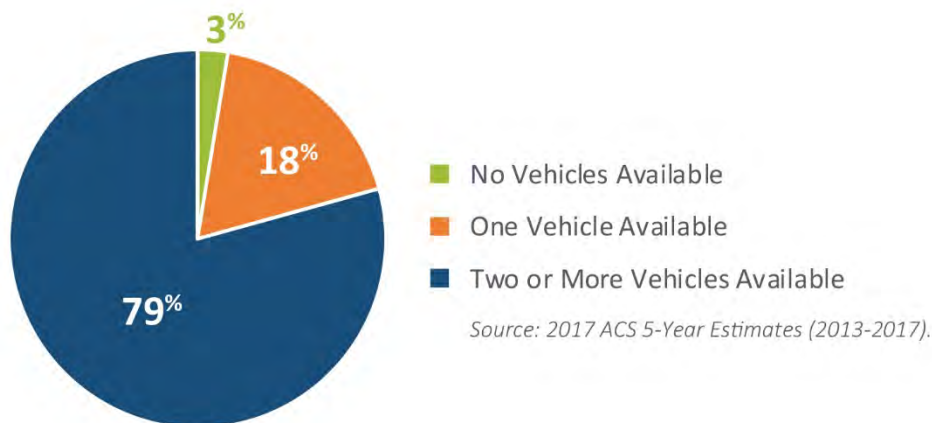


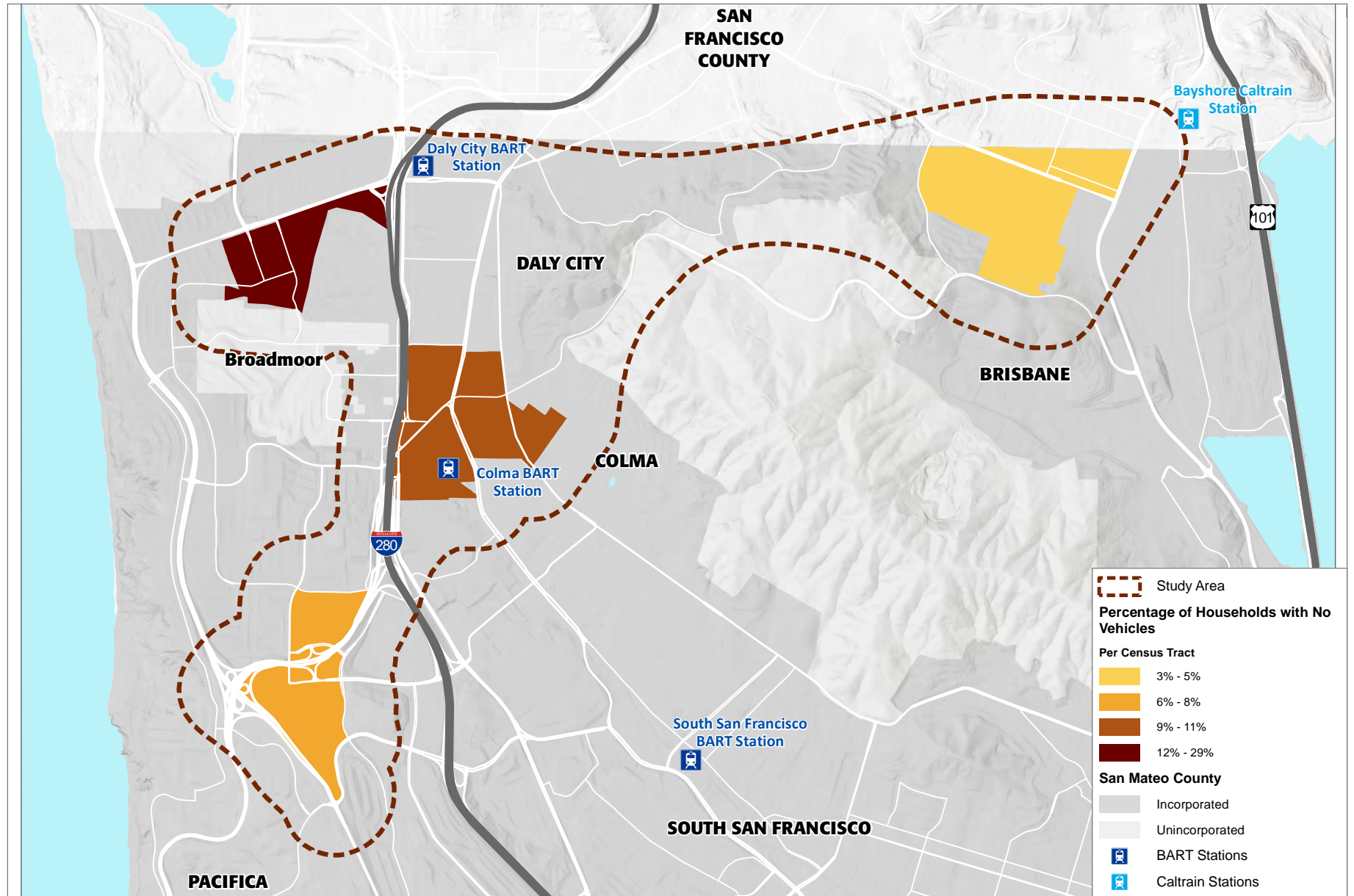
Figure 10 Household Vehicle Availability Countywide



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Source: US Census 2013-2017 ACS 5-Year Estimates, 2018; PlaceWorks, 2019.

Figure 11
Household Vehicle Availability

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TRAVEL PATTERNS

Commute Mode

Commute mode in the study area varies considerably from San Mateo County, as shown in Table 2. More than double the population in the study area takes public transportation to work compared to the county population, with 23 percent of residents in the Daly City CBTP taking transit versus 10 percent of county residents. Furthermore, fewer residents in the study area drive alone to work than residents in the county (56 percent compared to 69 percent), but slightly more residents in the study area carpool (13 percent compared to 10 percent). The northwest COC has the highest number of residents commuting without a car, with approximately 30 percent taking public transit and 9 percent walking. The southern and northeast COCs have the lowest rate of public transportation use (about 18 percent each), but the southern COC has a slightly higher incidence of walking and working from home than the eastern COC.

Table 2 Means of Travel to Work

Means of Transportation to Work	2017 ACS (% of Total)	
	Study Area	San Mateo County
Car, Truck or Van	69%	79%
Drove Alone	56%	69%
Carpooled	13%	10%
Public Transportation	23%	10%
Bicycle	<1%	1%
Walk	4%	3%
Other	2%	1%
Worked at Home	2%	5%
Total Workers 16 and Over	100%	100%

Source: 2013-2017 American Community Survey (ACS) 5-year estimates.

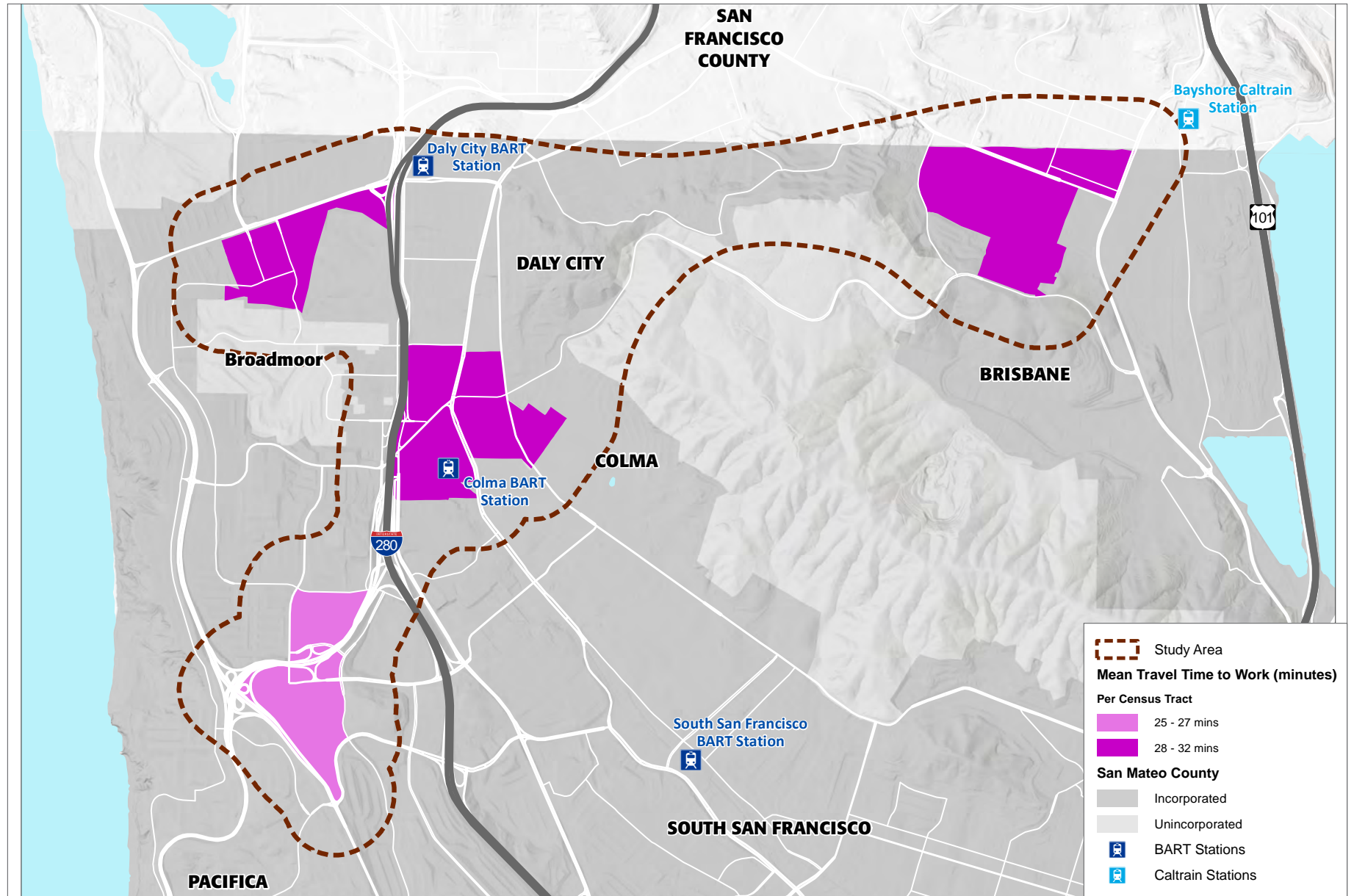
Commute Travel Time

Commuters in the Daly City CBTP study area do not typically commute more than 30 minutes each way, on average. As shown in Figure 12, three of the four COCs have an average commute time between 28 and 32 minutes. The southwest tract has a slightly lower average commute time, ranging from 25 to 27 minutes to work. The study area average of a 29.5-minute commute is close to the countywide average of 28.2 minutes.

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Source: US Census 2013-2017 ACS 5-Year Estimates, 2018; PlaceWorks, 2019.

Figure 12
Travel Time to Work

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EXISTING TRANSPORTATION SERVICES

The following sections describe existing mobility services and infrastructure in the study area and summarizes gaps in the transportation network, as identified in relevant countywide and local plans.

There are multiple transit options in the Daly City study area. The area is served by bus and rail systems managed by numerous agencies. Some transit options serve Daly City COCs directly, others serve the larger CBTP study area.

The existing transportation network in the Daly City CBTP study area is illustrated in Figure 13.

RAIL LINES (BART, CALTRAIN)

BART operates seven routes connecting four counties: Contra Costa, Alameda, San Francisco, and San Mateo, with service extending to Antioch, Richmond, Dublin/Pleasanton, Warm Springs/South Fremont, and Millbrae. Regional rail service in the study area is provided by the Richmond-Millbrae, Antioch-Millbrae, Daly City-Dublin/Pleasanton and Daly City-Warm Springs/South Fremont BART lines. As shown in Figure 13, there are two BART Stations in the study area. The Daly City BART Station is located just south of the San Francisco County line and the Colma BART Station is located within the central COC. The Bayshore Caltrain station is located at the far northeastern portion of the study area, east of the Bayshore COC. Caltrain provides regional connectivity from Downtown San Francisco, through San Mateo and Santa Clara Counties to the City of Gilroy.

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BUS ROUTES

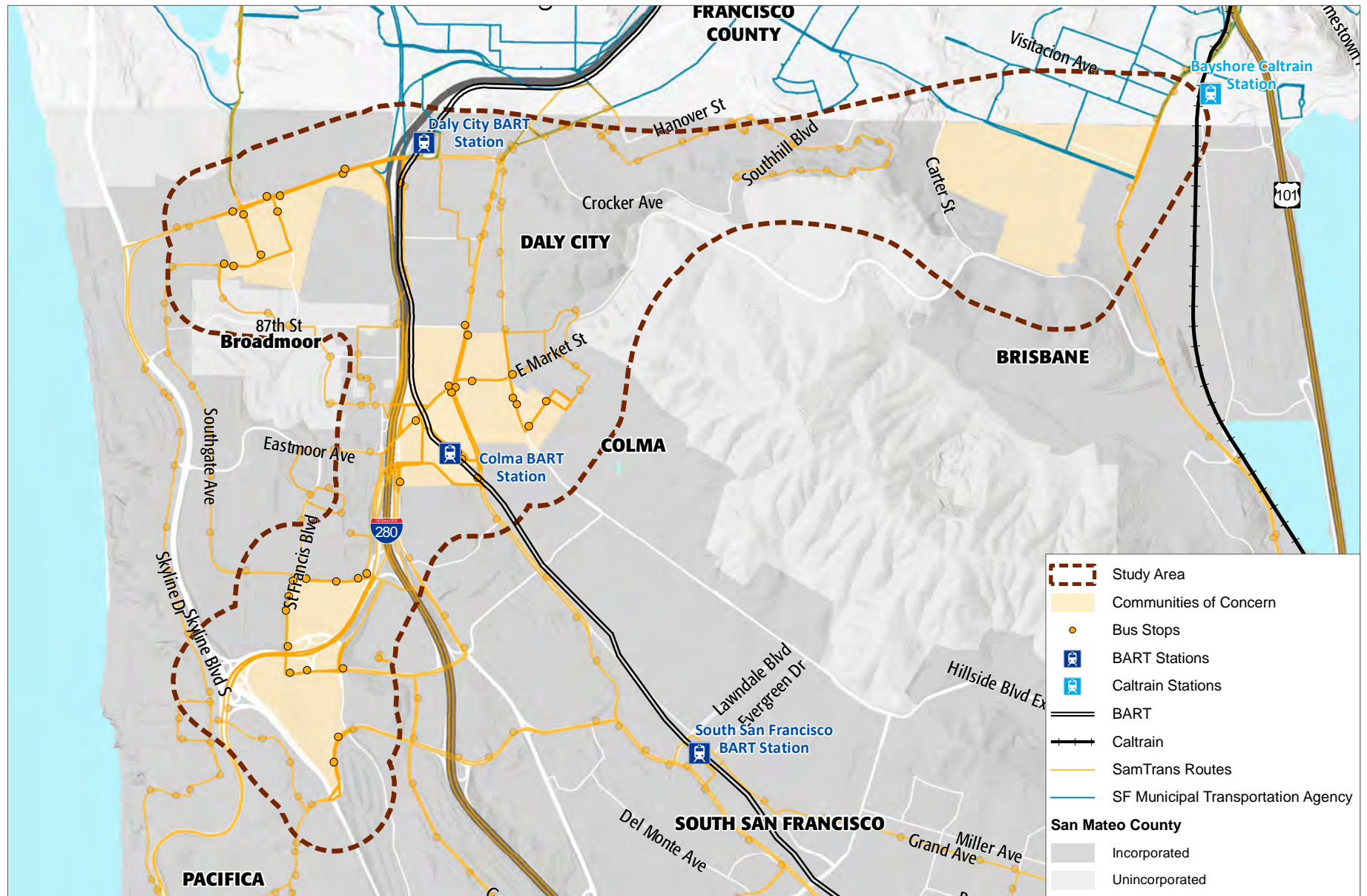
As shown on Figure 13 and listed in Table 3, below, the CBTP study area is served primarily by bus routes managed by the San Mateo County Transit District (SamTrans). Two San Francisco Municipal Transportation Agency (MUNI) routes also serve the northern portion of the study area. MUNI routes are limited to service on Geneva Avenue in the northeast (Bayshore) COC and the area immediately surrounding the Daly City BART Station. The northeast COC is served by no other direct bus routes beyond this minimal MUNI service, and transit connections from this COC to the other three are lacking.

Table 3 Fixed-Route Bus Routes in Study Area

Transit Route	Route Description
SamTrans	
ERC	Central Community of Concern; SamTrans Route connecting to BART and Caltrain Stations
Rapid	Central Community of Concern; SamTrans Limited Stop Route
130	Central Community of Concern; SamTrans Route connecting to BART Stations
24	Central Community of Concern, eastern Community of Concern, and southern Community of Concern; SamTrans School-day Only Route
118	Central Community of Concern and southern Community of Concern; SamTrans Route connecting to BART Stations
121	Central Community of Concern and southern Community of Concern; SamTrans Route connecting to BART Stations
38	Central Community of Concern; SamTrans Route connecting to BART Stations
397	Eastern Community of Concern; SamTrans Route connecting to BART and Caltrain Stations
292	Eastern Community of Concern; SamTrans Route connecting to Caltrain Stations
29	Eastern Community of Concern; SamTrans School-day Only Route
120	Southern Community of Concern and northwestern Community of Concern; SamTrans Route connecting to BART Stations
16	Southern Community of Concern; SamTrans School-day Only Route
112	Southern Community of Concern; SamTrans Route connecting to BART Stations
122	Northwestern Community of Concern; SamTrans Route connecting to BART Stations
110	Northwestern Community of Concern; SamTrans Route connecting to BART Stations
SFMTA	
9	Eastern Community of Concern; MUNI Metro Rail
9R	Eastern Community of Concern; MUNI Rapid Bus
8AX	Bayshore A Express Route

Source: SamTrans, 2018; SFMTA, 2018.

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Source: Metropolitan Transportation Commission, 2018; PlaceWorks 2019.

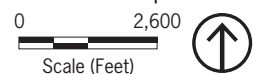


Figure 13
Existing Transportation System

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PARATRANSIT

SamTrans Redi-Wheels

The entire Daly City CBTP study area is served by SamTrans' Redi-Wheels paratransit service, which covers the Bayside of San Mateo County and Pacifica. According to SamTrans' San Mateo County Paratransit Rider's Guide, eligibility for the service is based on those with disabilities who are unable to use regular, accessible fixed-route transit service. SamTrans conducts in-person evaluations to determine full Redi-Wheels eligibility and issues a Redi-Wheels identification card to those deemed eligible.

Redi-Wheels rides are typically scheduled between one and seven days in advance, or by appointment times at medical and other facilities. Redi-Wheels riders may also schedule transfers to other transit agency routes for travel outside San Mateo County. Paratransit customers may also ride all regularly scheduled SamTrans fixed-route buses for free using their Redi-Wheels identification card.

In addition, Redi-Wheels riders who receive Supplemental Security Income, General Assistance, or Medi-Cal may also be eligible for Redi-Wheels Lifeline, the service's reduced fare program.

MUNI San Francisco Paratransit

MUNI's San Francisco Paratransit program is restricted to Daly City's northern boundary, encompassing a 0.75-mile zone surrounding MUNI routes in Daly City. As a result, it serves the northeast COC only. The program includes the following services:

- **SF Access.** This is a pre-scheduled, shared ADA-compliant van service providing door-to-door transportation.
- **Paratransit Taxi.** Paratransit Taxi is a non-ADA compliant ride service that utilizes authorized San Francisco taxis and ramp taxis.
- **Group Van.** This is a pre-scheduled van service providing door-to-door transportation to groups of ADA eligible riders attending agency programs such as Adult Day Health Care and senior centers.
- **Van Gogh Shuttle.** This is a shuttle service for groups of seniors and/or people with disabilities to attend cultural events in San Francisco. Van Gogh is open to groups of at least seven (7) individuals who are either sixty-five (65) or older, disabled with a Regional Transit Connection (RTC) Discount ID Card; or registered with SF Paratransit.

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BICYCLE INFRASTRUCTURE

Bicycle facilities are described as falling into one of four classes regulated by the California Department of Transportation (Caltrans): Class I, Class II, Class III and Class IV.

- **Class I** multi-use paths allow bicycle and pedestrian travel in both directions on paved rights of way, completely separated from a road or highway.
- **Class II** facilities are on-street bicycle lanes that are shared-use and allow for one-way travel in the same direction as vehicle traffic. Class II bicycle lanes are separated from vehicle lanes with striping.
- **Class III** bicycle facilities are shared-use bicycle routes that allow for vehicles and bicycles to share the right of way. Class III bicycle routes typically provide connections between other bikeways or designate preferred bicycle routes along low-stress neighborhood streets.
- **Class IV** bicycle facilities are within or adjacent to a roadway and separated from traffic by a physical barrier such as bollards, on-street parking, or planters. This design allows an exclusive right-of-way for bicycle travel.

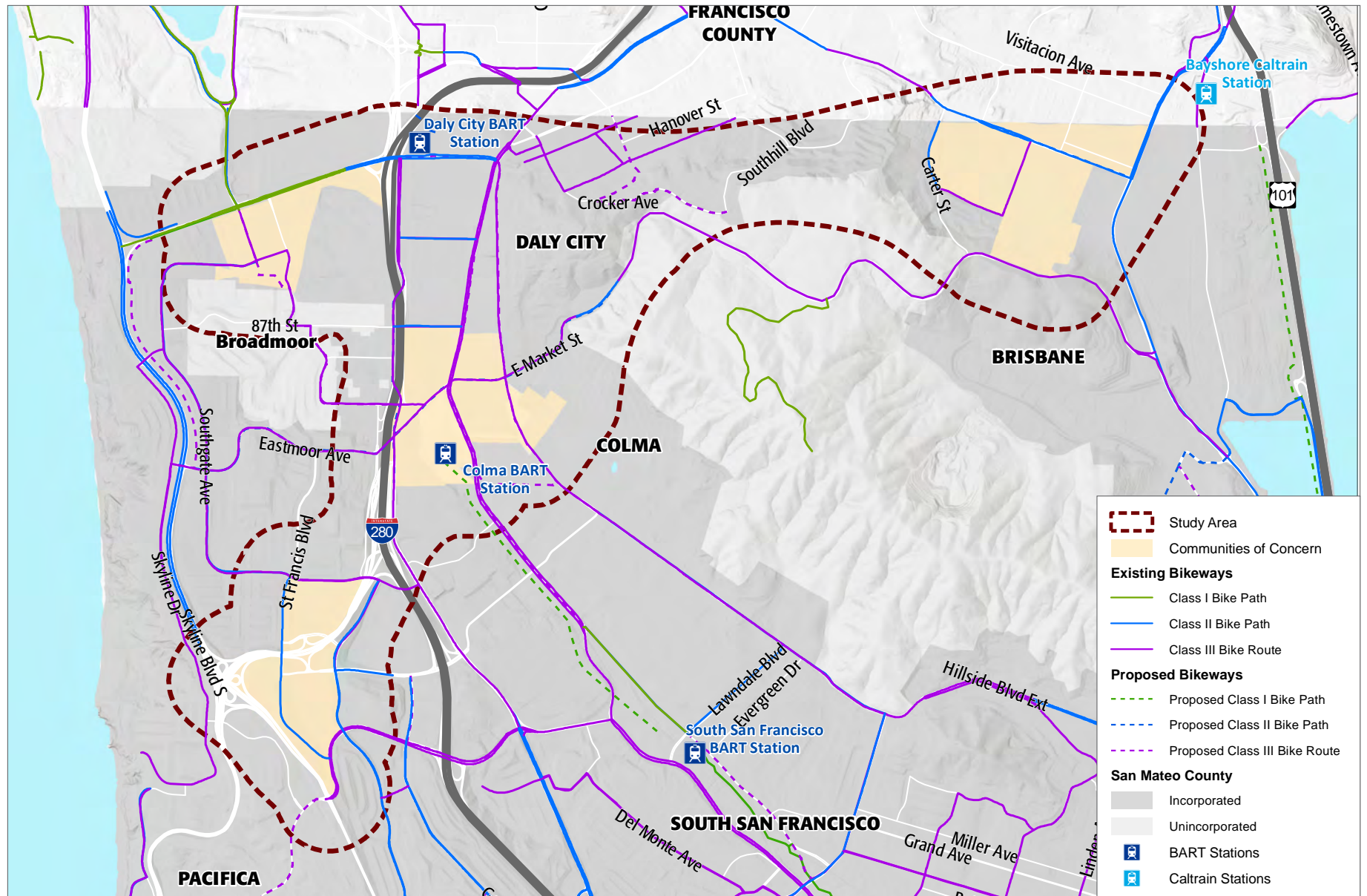
The existing and proposed bicycle network for the study area is shown in Figure 14. The existing network includes a mix of bicycle facility types and provides some connectivity with transit.

Bicycle and Pedestrian Constraints

All bicycle routes in the study area are either Class II or III bicycle facilities, apart from the Class I route along John Daly Boulevard at the northern border of the northwest COC. Apart from this Class I route, the CBTP study area is unserved by Class I and bike facilities and dedicated Class IV bicycle infrastructure. Only the western side of the northwest COC is served by bike paths, while the northeast COC is limited to one Class II path on Geneva Boulevard and a single Class III path to the south. Limited bicycle facilities in both these COCs are constraints to access within these neighborhoods. The central COC is the most bike-accessible tract, with a network of Class III paths running in all directions and a Class II path at the northern border. The southern COC has two Class II bike paths running north-south, including one at its eastern border. The lack of east-west connections here limit neighborhood accessibility for bicyclists.

In addition, as evident in Figure 14, currently proposed bike facilities would provide limited direct service to the COC tracts. Proposed facilities include a Class I facility to the Colma BART Station in the central COC, and a short extension of the existing Class III facility in the northwest COC.

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Source: Metropolitan Transportation Commission, 2018; PlaceWorks 2019.

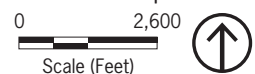


Figure 14
Existing and Proposed Bicycle Network

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BACKGROUND DOCUMENTS AND PLANNING STUDIES

To better understand the gaps in the CBTP study area transportation network, projects, plans and programs identified in the following policy documents were evaluated:

- SamTrans Strategic Plan
- San Mateo County Senior Mobility Guide
- San Mateo Countywide Transportation Plan
- San Mateo Countywide Transportation Plan for 2040 Follow Up: Final Action plan
- San Mateo County Human Services Agency (HSA) Transportation programs
- City of Daly City General Plan
- San Mateo County Comprehensive Bicycle and Pedestrian Plan
- San Mateo County Shuttle Program Call for Projects
- San Mateo County Transportation Plan for Low-Income Populations
- City of Daly City Bicycle and Pedestrian Master Plan

SAMTRANS STRATEGIC PLAN

The SamTrans Strategic Plan (Plan) is a blueprint for SamTrans growth and fiscal policy from 2015 through 2019. The Plan identifies three priorities: expand mobility options for customers, strengthen fiscal health, and become a more effective organization. It includes the following actions to improve service in the general CBTP study area:

- Work with community partners on synergistic land use development policies that support transit investments through the Grand Boulevard Initiative.
- Work with its partners on the Grand Boulevard Initiative to revitalize the El Camino Real corridor and promote transit-oriented development.
- Consider implementing select El Camino Real Bus Rapid Transit (BRT) enhancements as early as 2017.

El Camino Real intersects the central COC, and therefore Issues and improvements to the right-of-way could impact that portion of the CBTP study area. The Strategic Plan also documented early results of the SamTrans Service Plan, which suggest that there is a demand for increased route frequency in the study

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area. Over the course of one year, weekday ridership increased by 13 percent on Route ERC and by 12 percent on Route 120, both of which serve the study area.

SAN MATEO COUNTY SENIOR MOBILITY GUIDE

The Senior Mobility Guide provides information to help San Mateo County residents remain mobile as they age. It outlines a series of programs provided through a range of agencies in the county, including:

- **Bayshore/Brisbane Senior Shuttle:** This ride-request service operates during the midday and connects to the Bayshore Caltrain Station. Passengers may call to request a ride within the service area.
- **American Cancer Society – Road to Recovery:** A program staffed by volunteer drivers who pick up cancer patients at their homes and take them to anything cancer-related, including doctor’s appointments, radiation treatments, and chemotherapy.
- **Seton Medical Center (Seton BART Shuttle):** This hospital offers limited transportation for patients from Daly City BART to Seton Medical Center.
- **Go-Go Grandparent:** This nationwide service offers rides 24 hours a day, 7 days a week to all. Vehicles can transport folding wheelchairs and passengers who are transferable, and fares are quoted based on distance and time traveled.
- **Serra Yellow Cab:** This program offers dispatch service to/from Daly City, Colma, Brisbane, Pacifica, Broadmoor, Millbrae, Burlingame, Hillsborough, Foster City, Belmont, San Carlos, Redwood City and SFO.
- **SilverRide:** This TNC service is specifically designed to meet the transportation needs of older adults and people with ambulatory or other limitations.
- **SamTrans Redi-Wheels:** This paratransit service is available for people whose disabilities or health conditions prevent them from using the bus.

SAN MATEO COUNTYWIDE TRANSPORTATION PLAN FOR 2040

The San Mateo Countywide Transportation Plan for 2040 (SMCTP 2040) is a long-range, comprehensive transportation planning document that promotes compatibility among all transportation plans and programs within the county. The SMCTP 2040 outlines transportation issues associated with countywide growth and establishes overall strategies and programs to overcome the challenges.

The SMCTP 2040 includes a list of Proposed Regional Transportation Plan (RTP) Projects comprised of longer-term improvements encouraged by the MTC’s twenty-year RTP. Some are located, or indicate potential transportation gaps, in the current study area. These include:

- Mission Street/El Camino Real as part of Grand Boulevard Initiative.
- Provide overcrossing at I-280/John Daly Boulevard, a project that could benefit the northwest COC directly.

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- I-280 improvements near D Street exit.

SAN MATEO COUNTYWIDE TRANSPORTATION PLAN FOR 2040 FOLLOW UP: FINAL ACTION PLAN

The SMCTP 2040 Follow-Up Plan (Final Action Plan) was developed by a multi-agency Working Group to ensure the that goals, projects and programs in SMCTP 2040 would be implemented appropriately. The Final Action Plan:

- Establishes regional and local roles & responsibilities;
- Assesses the effectiveness of performance measures in SMCTP 2040 and identifies accountability measures to ensure the Action Plan is reviewed and updated as needed;
- Includes recommendations for effective community outreach and equitable planning; and
- Summarizes existing and potential funding sources on the local, state and federal level.

The Final Action Plan prioritizes funding decisions that consider equity, and stresses that the results of County CBTPs should be used to inform the development of the next SMCTP update.

SAN MATEO COUNTY HUMAN SERVICES AGENCY TRANSPORTATION PROGRAMS

The County of San Mateo's Human Services Agency (HSA) provides services that vary from public assistance programs for the homeless to child protective services. HSA also implements the following transportation assistance programs, each of which demonstrates a gap in mobility options for challenged populations.

- **Service Connect:** This program provides a range of services aimed at supporting former inmates as they re-enter the community, including emergency housing, transportation vouchers, and other basic needs assistance.
- **Health Plan of San Mateo (HPSM):** HPSM provides a managed care insurance plan for people with Medi-Cal Coverage or through the Supplemental Security Income (SSI) program. One benefit includes the Nonmedical Transportation (NMT) service, which provides rides to HPSM members to outpatient health care services throughout the county. This program is provided through the American Logistics Company, which provides the free ride to participating members.
- **Daly City Community Service Center:** This facility provides emergency safety net assistance, including emergency transportation, to those deemed eligible by a community caseworker.
- **Subsidized SamTrans Tickets:** The HSA purchases \$1 million in tickets and bus passes annually from SamTrans to serve low-income individuals, as well as passes for youth, child welfare cases, and those on juvenile probation.

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SAN MATEO COUNTY COMPREHENSIVE BICYCLE AND PEDESTRIAN PLAN

C/CAG's 2011 Comprehensive Bicycle and Pedestrian Plan (CBPP) recommends bikeways and Pedestrian Focus Areas—defined as areas of high pedestrian demand where pedestrian improvements of countywide significance can be located—to close gaps in the bicycle and pedestrian network. Multiple Pedestrian Focus Areas are in the CBTP study area.

Pedestrian Focus Areas are prioritized for funding through the CBPP, and the CBPP recommends relevant project and design improvements such as:

- **Downtown Area Improvements:** Sidewalks, walking pathways and crossing improvements.
- **El Camino Real Corridor Improvements:** Walking pathways and crossing improvements, including Grand Boulevard Initiative projects.
- **Major Barrier Crossings:** Bicyclist and pedestrian crossings of major transportation barriers, including freeway crossings; over/under crossing projects and major arterial crossings; intersection crossing/signalization improvements.
- **Safe Routes to School:** Walking pathways, sidewalks and intersection improvements near K-12 schools designed to encourage and enable school children to safely walk, bicycle, carpool, and utilize transit to get to school.
- **Safe Routes to Transit:** Sidewalks and pedestrian intersection improvements within ½ mile of a Caltrain station or BART station. Sidewalks and pedestrian intersection improvements within ¼ mile of a major bus line.
- **Access to County/Regional Activity Centers:** Sidewalks and pedestrian intersection improvements connecting to activity centers of county or regional significance.

SAN MATEO COUNTY SHUTTLE PROGRAM CALL FOR PROJECTS

The San Mateo County Transportation Authority and C/CAG initiated a joint call for projects in late 2017 to provide funding for the operation of local shuttle services. Eligible projects must serve county residents and employees and provide access to regional transit and/or meet local mobility needs. The scoring system includes the following “Project Need” criteria in order to ensure that projects serve transit-challenged communities:

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- Provides service to an area underserved by transit.
- Provides service to special populations (e.g. transit dependent, seniors).

The current call for projects deadline is February 21, 2020.¹

SAN MATEO COUNTY TRANSPORTATION PLAN FOR LOW-INCOME POPULATIONS

The objective of the 2012 Countywide Transportation Plan for Low-Income Populations is to fulfill transportation needs of disadvantaged residents in the county. This Plan outlines the following barriers to project implementation based on analyses of previous planning efforts, including the 2008 Bayshore CBTP:

- Lack of appropriate sustainable and stable funding sources.
- The absence of a process to promote implementation of projects.
- Projects that require unusual, complex, or difficult partnerships.
- Projects that require a degree of administrative resources beyond that of sponsoring agencies.

A series of general transportation improvement efforts was developed based on a community outreach process. The following impact the study area directly:

- Add more bus shelters in Daly City.
- Improve SamTrans connections and service, especially evening services along major arterials.
- Improve connections and increase service to destinations important to low-income populations.
- Improve crosswalk safety along John Daly Boulevard in Daly City.
- Employ a full-time crossing guard at Mission Street and San Pedro Road in Daly City.

CITY OF DALY CITY GENERAL PLAN

The City of Daly City updated its Circulation Element as part of the General Plan Update in 2013. The Circulation Element identifies policies to ensure that adequate transportation facilities are maintained through 2030, to invest in facilities that complement land uses, and to provide a transportation system with a range of choices. In Daly City, topics given special attention include traffic improvements, public transit, bicycle facilities, and mitigation strategies for impacts from individual developments. Roadway

¹ C/CAG Technical Advisory Committee, November 21, 2019, San Mateo County Shuttle Program Call For Projects, <https://ccag.ca.gov/wp-content/uploads/2019/11/Shuttle-Prgm-FY-20-21-21-22-TAC-Mtg-112119-1.pdf>, accessed December 11, 2019.

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improvements recommended as feasible and necessary to improving the transportation network within the study areas are listed below:

- Geneva Avenue Extension.
- John Daly Boulevard Overcrossing
- John Daly Boulevard/Lake Merced Boulevard: Optimize Signal Timings and Adjust Signal Phasing
- John Daly Boulevard/Park Plaza Drive: Optimize Signal Timings
- Lake Merced Boulevard/Southgate Avenue Signal
- I-280 Overcrossings: Pedestrian Improvements
- Serramonte Boulevard/SR-1 On/Off Ramp: Install Traffic Signal
- Serramonte Boulevard/Callan Boulevard: Install Traffic Signal
- St. Francis Boulevard/Clarinada Avenue: Install Traffic Signal
- Clarinada Avenue/SR-1 On/Off Ramp: Install Traffic Signal

In addition to future roadway improvements, the following policies or tasks identify gaps in transportation infrastructure and service in the study area:

- **Task CE-4.4:** As part of the comprehensive infrastructure plan for the Geneva Avenue Corridor identified in Task LU-3.2, develop an infrastructure enhancement fee program specific to new development in the Bayshore area which provides funding for any necessary circulation, utility, and joint-benefit projects planned in this area.
- **Task CE-7.2:** Participate in efforts by MUNI to extend the 14 Mission Street bus service to the Daly City BART Station to the extent that such a connection does not require the installation of additional utilities in Daly City's right-of-way or create a visual blight on John Daly Boulevard.
- **Task CE-7.3:** Participate in efforts by MUNI to extend the T-Third light rail line and construct a multimodal Bayshore transit station.
- **Task CE-7.4:** Support efforts to enhance MUNI and SamTrans service in the Bayshore neighborhood.
- **Task CE-8.1:** Work with both San Mateo County Transit District and the San Francisco Municipal Transportation Agency to explore the concept of peak-hour exclusive bus-only lanes along Mission Street and Geneva Avenue.
- **Task CE-11.3:** Explore amendments to the Zoning Ordinance to require the payment of parking in-lieu fees for parcels 5,000 square feet or less with direct frontage on Mission Street or Geneva

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Avenue. As part of any such amendment, the City shall identify capital improvement(s) for both Mission Street and Geneva Avenue toward which in-lieu money is expended within a certain time. These improvements may include any improvements that enhance parking, pedestrian mobility, or public transit access along each respective corridor.

- **Task CE-13.1:** As part of the comprehensive infrastructure and streetscape plan for the Geneva Avenue Corridor (see Task LU-3.2), ensure that both public and private improvements provide significant accommodation of both pedestrian and bicycle transportation modes.
- **Task CE-14.1:** As part of any City involvement in or comments provided for the Geneva Avenue connection with the Candlestick Highway 101 Interchange, work toward the inclusion of both pedestrian and bicycle transportation modes that, at a minimum, extend those identified in the Geneva Avenue infrastructure plan, and/or Daly City Bicycle Route Map.
- **Policy CE-15:** Ensure the new buildings along Mission Street and Geneva Avenue are situated so that they are easily accessible by pedestrians.
- **Task CE-16.6:** Work with BART on providing safe pedestrian access to and from the Daly City BART Station that utilizes existing street level crossings on John Daly Boulevard and maximizes either existing or future grade separated crossing(s) at this location.

DALY CITY BICYCLE AND PEDESTRIAN PLAN

The Bicycle and Pedestrian Plan (BPP) for the City of Daly City was adopted in 2013 to define the future bicycle network and improve the network's safety and efficiency. The BPP identifies the City's top five priorities to achieve its objectives, four of which highlight mobility challenges within or adjacent to the study area:

- **Priority One:** John Daly Boulevard. Provide signing and pavement markings designating a Class III bikeway between Sheffield Drive and Mission Street. The bikeway would connect to an existing Class I bike path.
- **Priority Three:** Geneva Avenue. Provide signing and pavement marking designating a Class III lanes between Santos Street and Bayshore Boulevard. Once completed the bike lanes would close the gap between the existing bike lanes on Geneva Avenue (west of Santos Street) and on Bayshore Boulevard.
- **Priority Four:** Junipero Serra Boulevard. Provide signing and pavement markings designating a Class III bikeway between the City Limit and John Daly Boulevard. The bikeway would connect to existing Class II bike lanes in Colma. Once completed, the bikeway would provide a north-south route between Colma and Dal City BART stations.
- **Priority Five:** John Daly Boulevard and Skyline Boulevard Intersection. Construct pathway from North Mayfair Avenue to the northeast corner of John Daly Boulevard/Skyline Boulevard. Construct sidewalk on the north side of John Daly Boulevard between Eastgate Drive and Skyline Boulevard.

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DALY CITY VISION ZERO ACTION PLAN

In 2018, Daly City received a grant from the Federal Highway Administration to develop a Vision Zero Action Plan to eliminate traffic deaths in Daly City, the first such plan in San Mateo County. The Action Plan, which is expected to be adopted in 2020, uses a data- and community-driven process to establish a local course of traffic safety in the city. It includes a series of roadway safety strategies and countermeasures, as well as a comprehensive Safety Plan and evaluation strategy.

The Vision Zero Action Plan represents Daly City's prioritization of safe mobility for all transportation modes and groups. It will benefit the entire CBTP study area and highlight existing transportation liabilities and solutions.

2008 CBTP Implementation Status

As noted in the introduction to this document, the last update to a CBTP in the Daly City area was the 2008 Bayshore CBTP, which included a study area composed of the northeast COC in the current CBTP study area. The 2008 CBTP recommended 14 projects, programs and plans categorized by implementation timeline, including Short-Term, Short- to Mid-Term, Mid-Term and Long-Term efforts. Table 4 tallies each of these projects and plans by the degree to which they have been implemented. It also includes information regarding factors that influenced the success or failure of each.

As shown in Table 4, two of the 14 CBTP recommendations have been fully implemented, a success rate of about 14 percent. Six of the recommendations have not been implemented and 6 have been partially implemented, a rate of about 43 percent each.

Table 4 Status of 2008 Bayshore CBTP Recommendations

Recommended Project/Plan/Program	Level of Implementation			Notes
	Fully Implemented	Partially Implemented	Not Implemented	
Short-Term				
Provide Circulator Shuttle		✓		Hindered by multi-agency coordination, subsidy restrictions, driver shortages
Provide Discounted Taxi Rides to Medical Facilities			✓	Hindered by private partnership agreement difficulties, lack of funding source, complex reimbursement and discount mechanism needs development, increasing preference towards TNCs
Subsidize School Bus Service			✓	Hindered by school transfers as barrier to entry, no responsible party identified for funding source identification
Improve Taxi Service Information			✓	Strategy not predicated on data- or outreach-driven conditions, resulting in ill-defined

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Table 4 Status of 2008 Bayshore CBTP Recommendations

Recommended Project/Plan/Program	Level of Implementation			Notes
	Fully Implemented	Partially Implemented	Not Implemented	
				action plan. Since that time, the rise of TNCs have made this strategy obsolete.
Increase Public Awareness about Transportation Options		✓		Printed materials now obsolete with online resources and smartphone availability; strategy redundant with other awareness programs
Short- to Mid-Term				
Improve Transit Stops – SamTrans		✓		Hindered by lack of multi-agency coordination and funding source
Improve Transit Stops – MUNI			✓	Hindered by limiting site conditions, permit denial, public acceptance required, shifts in route service
Improve Bicycle Infrastructure	✓			Bike facilities installed along Geneva in 2017
Provide Transit Information in Different Languages		✓		Printed materials obsolete with online resources and smartphone availability
Subsidize Monthly Transit Passes for Low Income Riders	✓			Transit Fare Assistance program (CalWORKS) included in County Welfare to Work Transportation Plan
Mid-Term				
Provide Shuttle Service to Kaiser Medical Offices		✓		Hindered by lack of TDM Strategy to plan, fund, and implement service
Enhance Pedestrian Safety			✓	Hindered by lack of jurisdictional accountability
Improve Affordability of Transfers between Transit Systems			✓	Hindered by development of equitable revenue exchange mechanism
Long-Term				
Provide Fixed-Route Transit Service		✓		Service provided by SamTrans Circulator Shuttle, which has many of the same stop
TOTAL	2	6	6	

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KEY FINDINGS AND TRENDS

Based on the demographic and transportation analysis outlined in this assessment, the study area has underserved populations when compared to San Mateo County overall. Resources and services are less accessible for residents in these neighborhoods which may be based on the key findings identified below.

- COCs with higher rates of seniors also had higher rates of people with disabilities. While disabilities can occur at any age, physical and sensory disabilities are more common later in life. Therefore, services provided for the disabled may also need to be catered towards senior needs as well.
- While the rate of commutes by car, truck, or van is lower in the study area than the county, the rate of carpoolers is higher. This may be partially attributed to the lower vehicle availability in the study area, encouraging people without vehicles to seek out a driver for carpooling. However, the northwest COC has both the lowest rate of carpools and lowest rate of vehicle availability. This indicates that in pockets with significantly high rates of households without cars, residents may have difficulties finding a vehicle owner to carpool with. Programs that match carpool drivers with riders may alleviate this gap in carpooling ability.
- The lowest transit rate use is found in the northeast COC which may be partially attributed to the few transit stops mapped within that neighborhood in comparison to the other COCs in the study area. Focusing on increasing transit stops within walking distance of homes in this neighborhood may improve and expand commute options for residents in that COC.
- The central and northwest COC have the highest percentage of households with no vehicles. This may be partially attributed to their nearby proximity to the Colma and Daly City BART stations, respectively.
- The Bayshore (northeast) COC is the only COC included in the 2008 CBTP. The factors that define a COC and other demographic challenges still frustrate equitable transportation here. This COC has the highest rate of population in poverty across the study area, as well as one of the highest rates of seniors and limited English-speaking households. Residents of this COC also exhibit one the lowest rates of transit use. The success rate of recommendations from the 2008 Bayshore CBTP should be assessed carefully in the development of new projects and programs.
- Traffic safety is a historic problem and current focus in Daly City. As noted above, Daly City is the first city in San Mateo County to develop a Vision Zero Action Plan. The outreach, data and solutions resulting from this effort may support recommendations targeting safe mobility among COC populations.
- MUNI services, including regular fixed-route buses and multiple paratransit programs, are limited in the Daly City COCs. Connectivity between existing transit service in Daly City and MUNI programs should be explored.

Analysis of 2008 CBTP recommendations and their following success revealed trends for consideration when developing updated programs and policies in this study area. The trends are discussed below.

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- **Technological Advancements Rendering Programs Obsolete.**

Online tools and engagement have become more accessible as smartphones have become ubiquitous. Recommendations should anticipate emerging and evolving technologies by devising programs and policies that are flexible and applicable in the fickle technological landscape of today.

- **Political Constraints with Multi-Agency Coordination.**

When the implementation of a program or policy relies on coordination across multiple jurisdictions or agencies, the complex planning and communication needed to implement the program becomes a barrier for program success. Creating clear, singular responsible parties reduces coordination and agreement necessary to carry out goals and objectives of the CBTP. Recommendations should minimize the responsible parties to optimize policy and program success.

- **Unjustified or Unfounded Recommendations.**

Recommendations in the CBTP should respond directly to quantitative data, documented feedback trends and previously identified transportation gaps. Strategies based on perceptions, assumptions and/or ill-defined conditions are more likely to suffer from unspecified action plans and allocation of responsibility, resulting in low funding potential.

- **Unidentified Funding/Responsible Agency to Research Funding.**

When programs fail to identify a secured funding source, the first challenge to implementation becomes identifying a funding source. Adding an extra step of attempting to obtain funding increases the project timeline and decreases the likelihood of timely and effective program implementation. Furthermore, some programs may identify a potential funding source but fail to indicate a party to pursue and obtain the funding. A lack of responsible agency leaves the policy without actionable next steps to mobilize implementation. Agency staff may extend considerable resources searching for funds in the form of appropriate grant opportunities and other options. All recommendations should identify a clear, available funding source and assign an agency responsible for the pursuit and preservation of the funds for the project.