



# San Bruno/South San Francisco Community-Based Transportation Plan Community Assessment Report

November 2024

FEHR  PEERS



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# Community Assessment Report

## Introduction

As part of the update to the San Bruno – South San Francisco Community Based Transportation Plan, the project team has developed a community profile of the current San Bruno – South San Francisco CBTP Study Area (CBTP Study Area) and analyzed current transportation services and challenges. The sections that follow include a demographic profile of residents in the six Equity Priority Community Areas (EPCAs) which make up the CBTP Study Area, and a review of transportation and mobility programs, amenities and challenges.

Equity Community Priority Areas are defined by the Metropolitan Transportation Commission as “census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color.”<sup>1</sup> These community areas and their residents may have experienced substantial underinvestment in transportation, housing and other services and infrastructure. By identifying communities as EPCAs, the MTC can work with community groups, transit agencies and government partners to prioritize investment in historically disadvantaged communities to expand equitable access to housing and transportation that can connect them to the jobs, services and amenities they need.

## Key Themes

Some of the themes that will help to define the direction of the San Bruno – South San Francisco Community Based Transportation Plan’s policies and programs include:

- **Addressing the needs of residents with disabilities, seniors, residents who speak other languages.** Residents in the CTP’s six Equity Community Priority Areas are more likely to be low-income and/or residents of color than in other communities in South San Francisco and San Bruno. There are also substantial numbers of residents in the EPCAs who are living with disabilities; residents who speak other languages, including Spanish, Chinese and Tagalog, and residents who may rely on transit because of their age or because they do not have access to a vehicle. Centering their priorities and needs related to transportation and mobility will be important to ensure the CBTP’s programs and recommendations benefit those who need it most.
- **Many needs identified in previous plans are still unaddressed or remain ongoing issues.** Program recommendations from the last CBTP, including providing more bicycle and pedestrian amenities and routes; expanding transit service and connections; and providing safe passage for residents, continue to be urgent needs. Community members also recommended many corridors and intersections for pedestrian, bicycle and traffic safety improvements and amenities that have yet to be realized or fully implemented.

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<sup>1</sup> [Equity Priority Communities | Metropolitan Transportation Commission](#)

- **There are many systemic issues which affect study area residents, such as**
  - **Safety** - Most injuries and fatalities occur along the cities' high injury networks. Focusing safety improvements on these corridors will have the greatest impact in making the CBTP Study Area safer for all residents.
  - **Congested roadways** – The study area is home to several busy roadways and highways, including El Camino Real and Highway 101, which experience some of the highest traffic volumes in San Mateo County and in the larger Bay Area region.
  - **Health disparities** – an issue related to the congestion on study area streets is the impact of the exhaust emitted by these vehicles have on residents who live in communities nearby, who are more likely to experience health issues like asthma.
  - **Travel barriers** – The highways and major roadways also serve as a barrier to getting around, especially for those who do not drive. Limited pedestrian crossings and bicycle access prevents residents from making the most direct trip to their destination or may prevent them from getting places altogether.
- **Traveling can be stressful no matter what mode you take.** Ensuring pedestrians and bicyclists have safe pathways to their destinations, transit riders have smooth connections and access to reliable service, and streets are safe and accessible for all users can make it easier for everyone to reach their destinations.
- **Quick-build solutions.** Many of the service and network gaps can be fixed through quick-build, lower-cost solutions. Paint and plastic can go a long way, especially as an interim solution while a permanent solution is being developed or more funding is being identified. Residents should not have to wait years for a full solution when a temporary solution is available; the project team should look for opportunities to recommend quick-build solutions wherever possible.

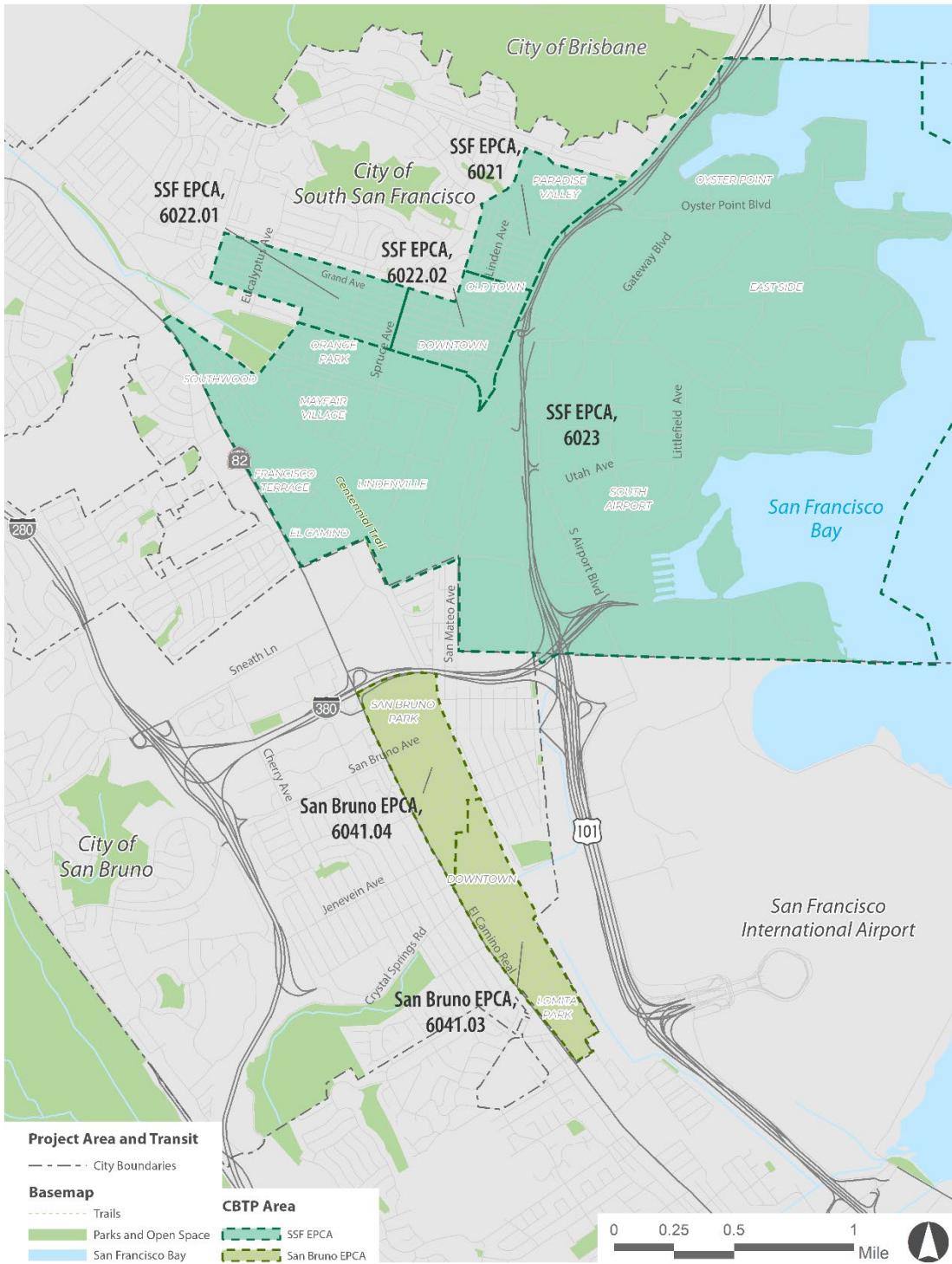
## Demographic Summary

This section describes the residents who live within the six Equity Priority Community Areas that make up the current San Bruno – South San Francisco CBTP Study Area (CBTP Study Area). Most of the analysis in this section describes the community areas from each city separately.

The maps which follow on the next two pages show the San Bruno – South San Francisco CBTP Study Area. Figure 1 shows the six census tracts designated as EPCA communities that make up the Study Area and the San Bruno and South San Francisco CBTP Areas. There are two census tracts which make up the San Bruno CBTP Area, and four census tracts in South San Francisco CBTP Area. San Bruno's EPCA communities comprise the neighborhoods of San Bruno Park, Downtown San Bruno and Lomita Park. In South San Francisco, EPCAs include neighborhoods to the east and west of the 101, including Paradise Valley, Old Town, Downtown, Orange Park, Mayfair Village, Lindenville, Southwood, Francisco Terrace, El Camino, Oyster Point, and East of 101/"The East Side."<sup>2</sup> The map in Figure 2 highlights some of the key destinations residents in the six EPCAs may be traveling to over the course of their day.

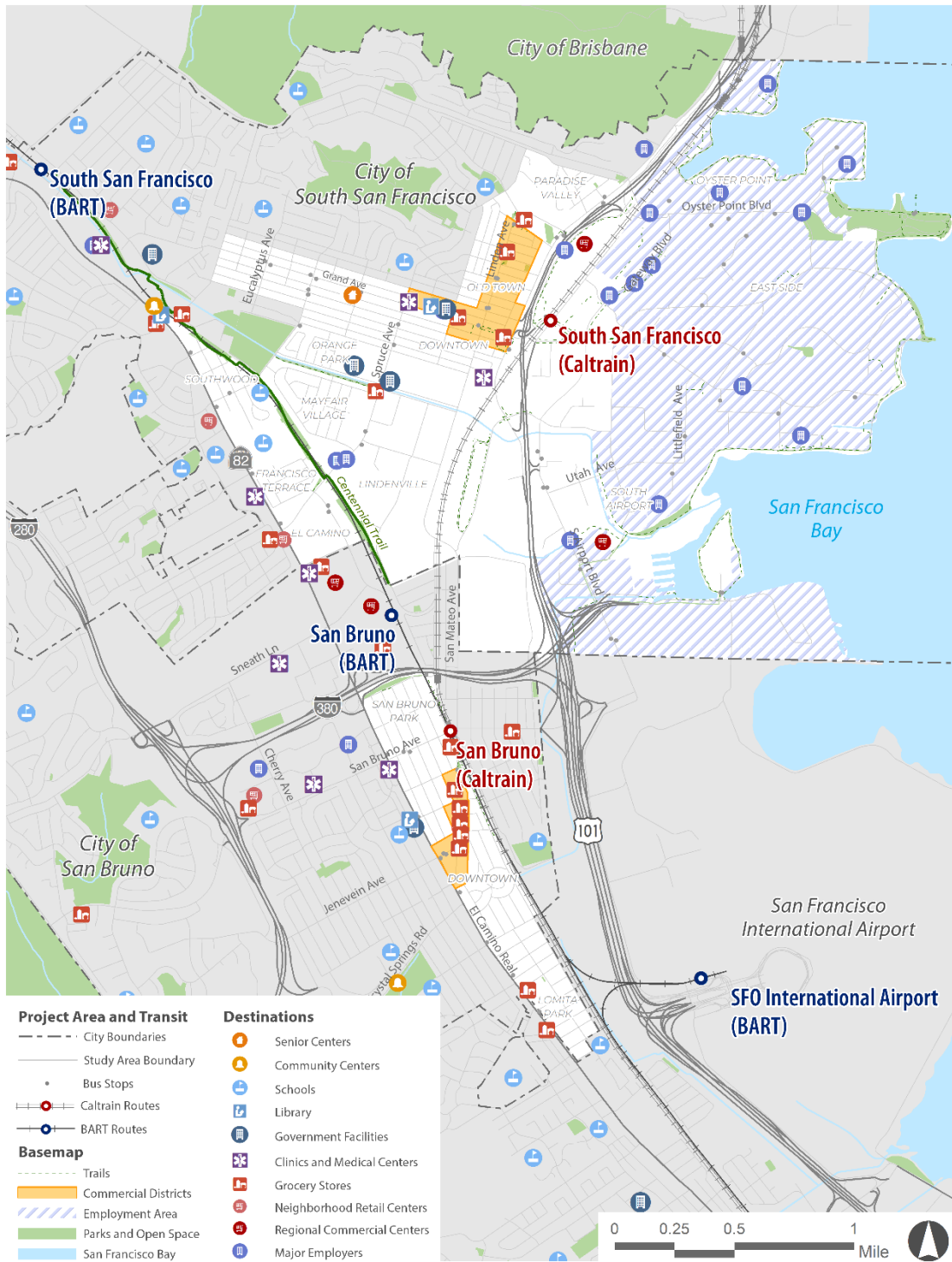
<sup>2</sup> [SSF Neighborhood Story Map \(arcgis.com\)](https://arcgis.com)

**Figure 1: Map of the CBTP Study Area's Equity Community Priority Areas**



Source: Metropolitan Transportation Commission, Plan Bay Area 2050

**Figure 2: Map of the San Bruno - South San Francisco CBTP Study Area**



Sources: County of San Mateo; GTFS; California EDD; Google Maps

## Total Population, Households and Single Parent Families

Approximately 24,000 people live in the six Equity Priority Community Areas that make up the San Bruno – South San Francisco CBTP Study Area (CBTP Study Area). Approximately 8,200 people live in the two census tracts that make up the San Bruno CBTP Area, and 15,800 people live in the four census tracts that make up the South San Francisco CBTP Area.

**Table 1: Populations and Households, San Bruno and South San Francisco Equity Community Priority Areas and Total CBTP Study Area, 2022**

Population and Households	San Bruno 6041.03	San Bruno 6041.04	South San Francisco 6021	South San Francisco 6022.01	South San Francisco 6022.02	South San Francisco 6023	Total, SB - SSF CBTP Study Area
<b>Population</b>	4,344	3,862	3,484	4,761	3,142	4,419	<b>24,012</b>
<b>Households</b>	1,431	1,145	1,007	1,747	1,127	1,286	<b>7,743</b>

Sources: U.S. Census Bureau. "Demographic and Housing Estimates." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP05, 2022; and "Median Income in the Past 12 Months (in 2022/2012 Inflation adjusted dollars)." American Community Survey, ACS 5-Year Estimates Data Profiles, Table S1903, 2022

The San Bruno – South San Francisco CBTP Study Area represents approximately 22 percent of the total combined populations of the cities of San Bruno and South San Francisco. One in four South San Francisco residents (24%) live within the city's four Equity Priority Community Areas that are a part of the South San Francisco CBTP Area. One in five San Bruno residents (19%) live in the two Equity Priority Community Areas that are part of the San Bruno CBTP Area.

Despite years of both population growth and decline of several percentage points, the overall population of the CBTP Study Area has been relatively stable since 2012, experiencing a cumulative growth of only one percent over the decade through 2022. Approximately 250 more people lived in the CBTP Study Area in 2022 than in 2012.

As a comparison, the City of San Bruno grew a net 4.9 percent over this time adding about 2,000 more residents; the City of South San Francisco grew a net 2.9 percent, or approximately 1,850 more residents between 2012 and 2022. The population of San Mateo County has grown 4.6 percent during this decade, with 33,067 more people living in the County in 2022 than in 2012.

The table below shows the total populations estimated by the U.S. Census for 2012 and 2022 for the CBTP Study Area and for the CBTP Area in each city (San Bruno and South San Francisco). The table also includes the total populations of the cities of San Bruno and South San Francisco, and the County of San Mateo in 2012 and 2022.

**Table 2: Change in Population of the CBTP Study Area and Related Geographies, 2012 and 2022**

<b>Population, 2012 and 2022</b>	<b>2012</b>	<b>2022</b>	<b>Change, 2012 to 2022</b>	
<b>Total SB - SSF CBTP Community Study Area</b>	<b>23,754</b>	<b>24,012</b>	<b>258</b>	<b>1.1%</b>
<b>Total San Bruno CBTP Area</b>	8,113	<b>8,206</b>	93	1.1%
<b>Total South San Francisco CBTP Area</b>	15,641	<b>15,806</b>	165	1.1%
<b>City of San Bruno</b>	41,214	<b>43,218</b>	2,004	4.9%
<b>City of South San Francisco</b>	63,742	<b>65,596</b>	1,854	2.9%
<b>San Mateo County</b>	<b>721,183</b>	<b>754,250</b>	<b>33,067</b>	<b>4.6%</b>

Source: U.S. Census Bureau. "Demographic and Housing Estimates." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP05, 2012 and 2022

### *Households*

The number of households in the CBTP Study Area grew by 3.5 percent between 2012 and 2022, largely driven by a net gain in households in South San Francisco Area CBTP neighborhoods. San Bruno CBTP Area neighborhoods experienced a net loss of 63 households between 2012 and 2022. The U.S. Census defines a "household" as all of the people who occupy a housing unit, such as a house or an apartment.

### *Single Parent Families*

Approximately one-third of families in both South San Francisco (33.3%) and San Bruno (36.2%) CBTP Areas are headed by a single adult parent. Nearly one in five single parent families in the South San Francisco CBTP Area (18.7% of single parent families) and one in six single parent families in San Bruno CBTP Area (12.5% of single parent families) have incomes below the poverty threshold. The tables below show the percentages of single families in each of the Equity Community Priority Areas, in the San Bruno and South San Francisco CBTP Areas, and for all of the City of San Bruno and City of South San Francisco.

**Table 3: Single Parent Families and Poverty Status, San Bruno CBTP Area, CBTP Census Tracts and City of San Bruno, 2022**

Poverty Status of Single Parent Families	Total San Bruno CBTP Area	San Bruno 6041.03	San Bruno 6041.04	City of San Bruno
Single Parent Families	36.2%	40.4%	30.3%	22.5%
Percentage of Single Parent Families in Poverty	12.5%	19.0%	0.0%	7.7%

Source: U.S. Census. "Poverty Status in the Past 12 Months of Families by Family Type by Work Experience of Householder and Spouse." American Community Survey, ACS 5-Year Estimates Data Profiles, Detailed Table B17016, 2022

**Table 4: Income in San Bruno CBTP Area, CBTP Census Tracts and City of San Bruno, 2022**

Income	Total San Bruno CBTP Area	San Bruno 6041.03	San Bruno 6041.04	City of San Bruno
Total Households	2,576	1,431	1,145	15,169
Median Income, all Households*	\$108,625	\$102,899	\$115,781	\$131,669
Residents below 200% poverty level	18.2%	19.7%	16.7%	12.3%

Sources: U.S. Census Bureau. "Median Income in the Past 12 Months (in 2022 Inflation-Adjusted Dollars)." American Community Survey, ACS 5-Year Estimates Subject Tables, Table S1903, 2022; and "Poverty Status in the Past 12 Months." American Community Survey, ACS 5-Year Estimates Subject Tables, Table S1701, 2022

**Table 5: Single Parent Families and Poverty Status, South San Francisco CBTP Area, CBTP Census Tracts and City of South San Francisco, 2022**

Poverty Status of Single Parent Families	Total South San Francisco CBTP Area	South San Francisco 6021	South San Francisco 6022.01	South San Francisco 6022.02	South San Francisco 6023	City of South San Francisco
Single Parent Families	33.3%	42.8%	23.5%	21.4%	44.8%	25.0%
Percentage of Single Parent Families in Poverty	18.7%	16.3%	5.4%	38.3%	20.0%	10.4%

Source: U.S. Census. "Poverty Status in the Past 12 Months of Families by Family Type by Work Experience of Householder and Spouse." American Community Survey, ACS 5-Year Estimates Data Profiles, Detailed Table B17016, 2022

**Table 6: Income in South San Francisco CBTP Area, CBTP Census Tracts and City of South San Francisco, 2022**

Income	Total South San Francisco CBTP Area	South San Francisco 6021	South San Francisco 6022.01	South San Francisco 6022.02	South San Francisco 6023	City of South San Francisco
Total Households	5,167	1,007	1,747	1,127	1,286	22,036
Median Income, all Households*	\$102,380	\$87,853	\$82,015	\$86,491	\$155,345	\$127,062
Residents below 200% poverty level	24.3%	30.7%	25.7%	20.2%	20.8%	15.9%

Sources: U.S. Census Bureau. "Median Income in the Past 12 Months (in 2022 Inflation-Adjusted Dollars)." American Community Survey, ACS 5-Year Estimates Subject Tables, Table S1903, 2022; and "Poverty Status in the Past 12 Months." American Community Survey, ACS 5-Year Estimates Subject Tables, Table S1701, 2022

## Income

### *Median Income*

The median household income of households in the San Bruno CBTP Area is \$108,625. This represents only 72 percent of the median household income for all of San Mateo County, which is nearly \$150,000. The CBTP Area median household income is also approximately \$22,000 less than the median for the City of San Bruno.

The median household income for the South San Francisco CBTP Area, \$102,380, is approximately \$20,000 less than the median household income for the entire city of South San Francisco. Several neighborhoods within this CBTP Area have median household incomes ranging much lower than the median, from approximately \$82,000 to \$88,000. The median household income of the South San Francisco CBTP Area is only 68 percent of the median income for all households in San Mateo County.

### *Low-Income Residents*

Twelve percent of South San Francisco CBTP Area residents and eight percent of San Bruno CBTP Area have an income of less than the poverty threshold, of \$14,880 for one person (2022 threshold and data). One in four South San Francisco CBTP Area residents (24.3%) and 18.2 percent of San Bruno CBTP Area residents earn an annual income below 200 percent of the poverty threshold, or  $\$14,880 \times 2 = \$29,760$ .

## Race and Ethnicity

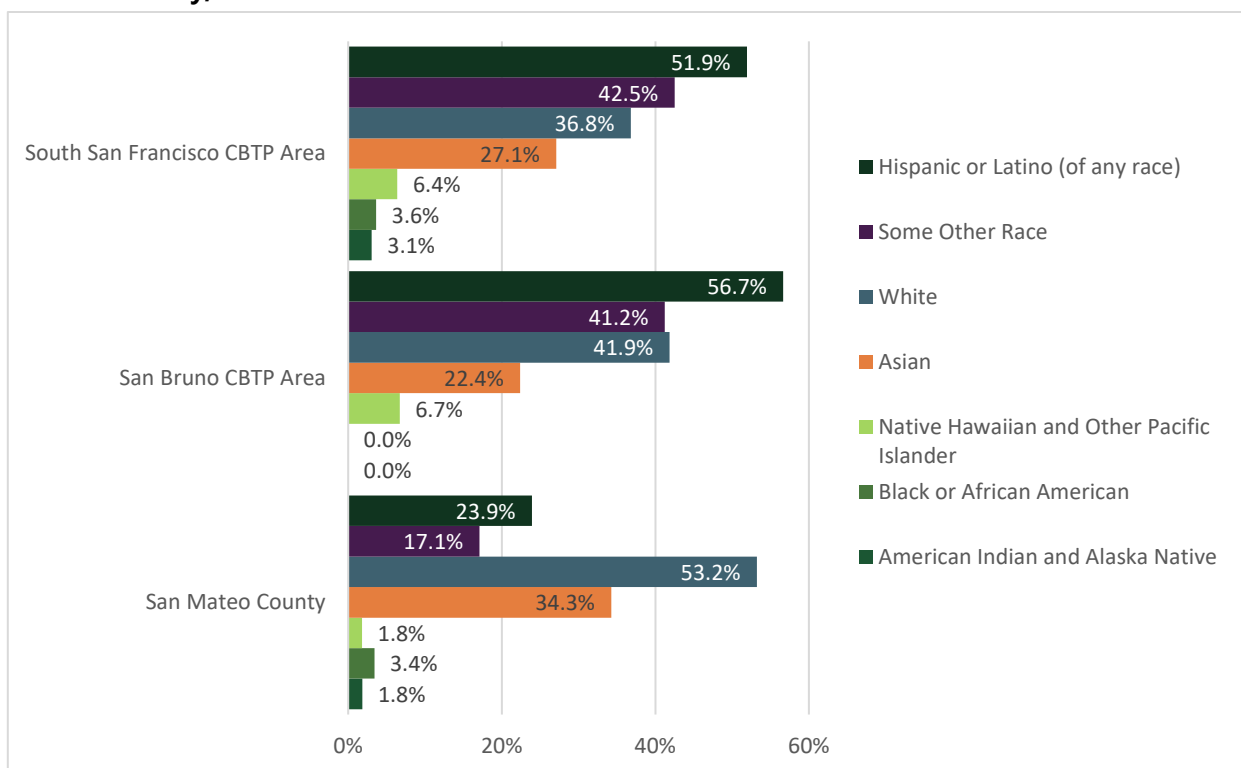
Currently, approximately two-thirds of San Bruno CBTP Area residents (66.8%) and three-fourths of South San Francisco CBTP Area residents (76.8%) identify as nonwhite, while only 57 percent of all San Mateo County residents do.

The graph and tables below display the percentage of CBTP Area residents by identified race and/or ethnicity. More than half of residents in both the South San Francisco and San Bruno CBTP Areas identify as Hispanic or Latino (of any race).

One in four (27.1%) residents in the South San Francisco CBTP Area are of Asian descent, and most of these residents identify as Filipino (11.9% of CBTP Area residents) or Chinese (7.4% of CBTP Area residents). Three of the four Equity Priority Community Areas in the South City CBTP Area have more than ten percent of residents who identify as Filipino.

One in five residents in the San Bruno CBTP Area identify as Asian, and similarly many are of Chinese descent (also 7.4% of CBTP Area residents) or Filipino descent (9.8% of CBTP Area residents).

**Figure 3: Race/Ethnicity of Residents in South San Francisco and San Bruno CBTP Areas and San Mateo County, 2022**



Source: U.S. Census Bureau. "Demographic and Housing Estimates." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP05, 2022; Note: this data does not equal 100% because it uses datapoints "Race alone or in combination with..." which compiles responses from residents who may have chosen multiple race/ethnicity categories.

**Table 7: Race/Ethnicity in San Bruno CBTP Area, CBTP Census Tracts and City of San Bruno, 2022**

<b>Race alone or in combination with one or more other races</b>	<b>Total San Bruno CBTP Area</b>	<b>San Bruno 6041.03</b>	<b>San Bruno 6041.04</b>	<b>City of San Bruno</b>
<b>American Indian and Alaska Native</b>	<b>0.0%</b>	0.0%	0.0%	0.9%
<b>Asian</b>	<b>22.4%</b>	25.1%	19.3%	35.8%
<b>Black or African American</b>	<b>0.0%</b>	0.0%	0.0%	2.0%
<b>Hispanic or Latino (of any race)</b>	<b>56.7%</b>	57.7%	55.5%	29.5%
<b>Native Hawaiian and Other Pacific Islander</b>	<b>6.7%</b>	3.9%	9.8%	3.9%
<b>Some Other Race</b>	<b>41.2%</b>	40.8%	41.7%	22.6%
<b>White</b>	<b>41.9%</b>	50.8%	31.8%	46.8%
<b>Residents of Color</b>	<b>66.8%</b>	<b>64.1%</b>	<b>69.8%</b>	<b>62.8%</b>

Source: U.S. Census Bureau. "Demographic and Housing Estimates." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP05, 2022; Note: Residents of Color determined by subtracting "White Alone" from total population, which is different from "White" in this table, which represents "White Alone or in combination with another race."

**Table 8: Race/Ethnicity in South San Francisco CBTP Area, CBTP Census Tracts and City of South San Francisco, 2022**

Race alone or in combination with one or more other races	Total South San Francisco CBTP Area	South San Francisco 6021	South San Francisco 6022.01	South San Francisco 6022.02	South San Francisco 6023	City of South San Francisco
American Indian and Alaska Native	3.1%	3.4%	5.1%	2.8%	0.7%	1.7%
Asian	27.1%	20.8%	25.5%	29.4%	32.2%	46.4%
Black or African American	3.6%	5.1%	3.2%	2.6%	3.7%	2.9%
Hispanic or Latino (of any race)	51.9%	62.4%	47.0%	60.3%	43.0%	29.1%
Native Hawaiian and Other Pacific Islander	6.4%	3.6%	1.6%	0.0%	18.3%	2.1%
Some Other Race	42.5%	51.2%	28.4%	53.4%	43.1%	20.7%
White	36.8%	30.6%	53.4%	33.8%	26.0%	38.0%
<b>Residents of Color</b>	<b>76.8%</b>	<b>82.1%</b>	<b>59.2%</b>	<b>87.7%</b>	<b>83.9%</b>	<b>70.9%</b>

Source: U.S. Census Bureau. "Demographic and Housing Estimates." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP05, 2022; Note: Residents of Color determined by subtracting "White Alone" from total population, which is different from "White" in this table, which represents "White Alone or in combination with another race."

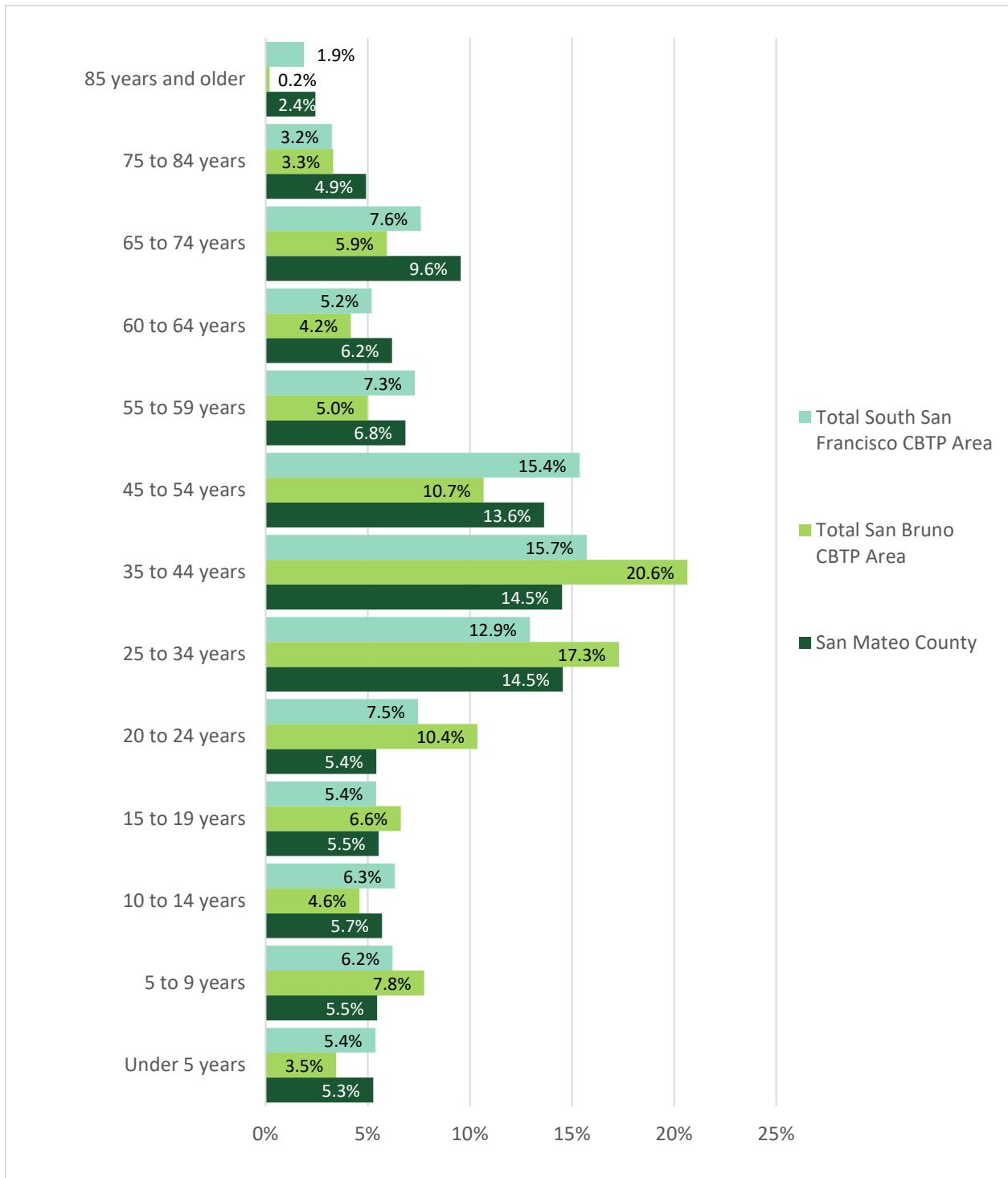
## Age

In the South San Francisco CBTP Area, 5.1 percent of residents are 75 years of age or older, and 16.2 percent of residents are 62 years of age or older. In the San Bruno CBTP Area, 3.5 percent of residents are 75 years of age or older, and 12.4 percent are 62 or older. One in four residents in both South San Francisco (25.1%) and San Bruno (24.8%) CBTP Areas are under 21 years of age; nearly one in five residents in both CBTP Areas are under 16.

Nearly one-fourth of the South San Francisco CBTP Area population (23.5%) and one in five in the San Bruno CBTP Area (20.8%) may be more likely to rely on transit based upon their age, because they are either under 16 years of age or 75 years of age or older. In two neighborhoods in these CBTP Areas, this percentage is as high as 26.6 percent (San Bruno 6041.03) and 29.5 percent (South San Francisco 6022.01), due to the numbers of young people and slightly higher rates of older adults living in these neighborhoods.

The figure below compares the ages of residents in the South San Francisco and San Bruno CBTP Areas to all residents in San Mateo County. There are more older residents in neighborhoods in the South San Francisco CBTP Area, and more younger working adults in neighborhoods in the San Bruno CBTP Area.

**Figure 4: Age of Residents in South San Francisco and San Bruno CBTP Areas and San Mateo County, 2022**



Source: U.S. Census Bureau. "Demographic and Housing Estimates." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP05, 2022

**Table 9: Percent of Residents by Age in San Bruno CBTP Area, CBTP Census Tracts and City of San Bruno, 2022**

Age	Total San Bruno CBTP Area	San Bruno 6041.03	San Bruno 6041.04	City of San Bruno
Under 16 years of age	17.3%	21.6%	12.4%	17.0%
Under 21 years of age	24.8%	26.2%	23.2%	22.0%
21 years and over	75.2%	73.8%	76.8%	78.0%
62 years and over	12.4%	13.4%	11.2%	20.7%
75 years and over	3.5%	5.0%	1.8%	6.4%

Source: U.S. Census Bureau. "Demographic and Housing Estimates." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP05, 2022

**Table 10: Percent of Residents by Age in South San Francisco CBTP Area, CBTP Census Tracts and City of South San Francisco, 2022**

Age	Total South San Francisco CBTP Area	South San Francisco 6021	South San Francisco 6022.01	South San Francisco 6022.02	South San Francisco 6023	City of South San Francisco
Under 16 years of age	18.4%	19.2%	23.1%	13.7%	16.1%	14.9%
Under 21 years of age	25.1%	27.2%	28.2%	19.6%	24.2%	20.5%
21 years and over	74.9%	72.8%	71.8%	80.4%	75.8%	79.5%
62 years and over	16.6%	16.0%	18.4%	15.0%	16.3%	21.3%
75 years and over	5.1%	2.7%	6.4%	5.7%	5.3%	7.0%

Source: U.S. Census Bureau. "Demographic and Housing Estimates." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP05, 2022

## Residents with Disabilities

Approximately 9.2 percent of San Bruno CBTP Area residents and 8.1 percent of South San Francisco CBTP Area residents are experiencing or living with disabilities, which translates to approximately 300 to 400 people in each census tract across both CBTP Areas. Some neighborhoods within the San Bruno CBTP Area have higher rates of residents with vision and hearing difficulties, while some neighborhoods in the South San Francisco CBTP Area have higher rates of residents with ambulatory and cognitive difficulties.

The percentage of residents with cognitive difficulties is especially high in two CBTP Area neighborhoods—one in San Bruno (6.1 percent of residents in 6041.03) and one in South San Francisco (6.6 percent in 6022.02)—each represents more than 200 people.

**Table 11: Residents with Disabilities in San Bruno CBTP Area, CBTP Census Tracts and City of San Bruno, 2022**

Residents with Disabilities	Total San Bruno CBTP Area	San Bruno 6041.03	San Bruno 6041.04	City of San Bruno
<b>Residents with a Disability</b>	<b>9.2%</b>	8.7%	9.7%	9.1%
Residents with a hearing difficulty	<b>2.1%</b>	3.5%	0.5%	2.8%
Residents with a vision difficulty	<b>2.0%</b>	0.0%	4.3%	1.5%
Residents with a cognitive difficulty	<b>4.1%</b>	6.1%	1.8%	3.8%
Residents with an ambulatory difficulty	<b>1.2%</b>	0.5%	2.0%	4.2%

Source: U.S. Census Bureau. "Disability Characteristics." American Community Survey, ACS 5-Year Estimates Subject Tables, Table S1810, 2022

**Table 12: Race/Ethnicity in South San Francisco CBTP Area, CBTP Census Tracts and City of South San Francisco, 2022**

<b>Residents with Disabilities</b>	<b>Total South San Francisco CBTP Area</b>	<b>South San Francisco 6021</b>	<b>South San Francisco 6022.01</b>	<b>South San Francisco 6022.02</b>	<b>South San Francisco 6023</b>	<b>City of South San Francisco</b>
<b>Residents with a Disability</b>	<b>8.1%</b>	8.9%	7.4%	9.5%	7.3%	9.9%
Residents with a hearing difficulty	<b>2.0%</b>	2.1%	2.9%	1.1%	1.6%	3.1%
Residents with a vision difficulty	<b>1.5%</b>	2.2%	1.2%	1.8%	1.0%	1.5%
Residents with a cognitive difficulty	<b>3.4%</b>	2.4%	1.6%	6.6%	4.1%	3.8%
Residents with an ambulatory difficulty	<b>3.9%</b>	6.3%	3.3%	1.1%	4.7%	5.5%

Source: U.S. Census Bureau. "Disability Characteristics." American Community Survey, ACS 5-Year Estimates Subject Tables, Table S1810, 2022

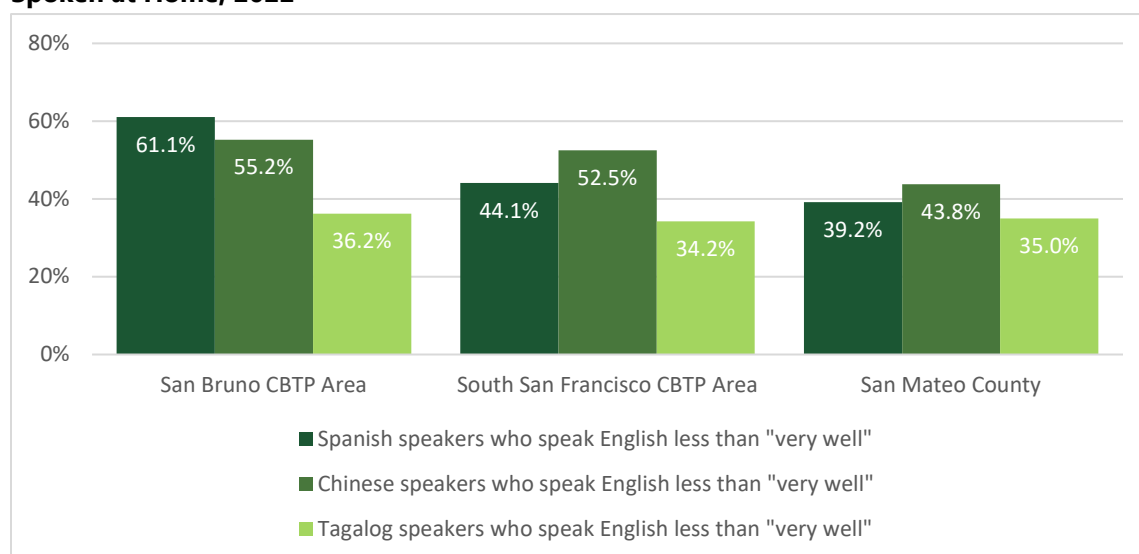
## Language Proficiency

Almost two-thirds of residents in the San Bruno CBTP Study Area (65.1%) and 71 percent of residents in the South San Francisco CBTP Area speak a language other than English.

In the San Bruno CBTP Area, 45.8 percent of residents speak Spanish, and 12.8 percent speak an Asian or Pacific Island language. Residents in the San Bruno CBTP Area who speak Chinese represent 5.6 percent of residents; 3.3 percent speak Tagalog.

In the South San Francisco CBTP Area, 39.6 percent of residents speak Spanish, and 16.8 percent speak an Asian or Pacific Island language. Residents in the San Bruno CBTP Area who speak Chinese represent 6.1 percent of residents; six percent of residents speak Tagalog.

**Figure 5: Study Area Residents who Say they Speak English Less Than “Very Well,” by Language Spoken at Home, 2022**



Source: U.S. Census Bureau. "Language Spoken at Home for the Population 5 Years and Over." American Community Survey, ACS 5-Year Estimates Detailed Tables, Table C16001, 2022

Approximately 7,000 residents across both CBTP Areas (31%) say they speak English less than very well, which translates to one in four residents in the South San Francisco CBTP Area (27.3%) and one in three in the San Bruno CBTP Area (37.6%). Rates of English proficiency are much lower among adults 65 years and older across both CBTP Areas.

As displayed in the figure above, 44.1 percent of Spanish speakers in the South San Francisco CBTP Area say they have limited English speaking abilities. More than half of Chinese speakers (52.5%) and one-third of Tagalog speakers (34.2%) say they have limited English speaking abilities.

In the San Bruno CBTP Area, nearly two-thirds of Spanish speakers (61.1%) say they speak English less than very well. More than half of residents who speak Chinese (55.2%) and 36.2 percent of Tagalog speakers say they have limited English speaking abilities.

**Table 13: Rates of Limited English Language Proficiency Among Residents in San Bruno CBTP Area, CBTP Census Tracts and City of San Bruno, 2022**

Residents who say they speak English less than "very well"	Total San Bruno CBTP Area	San Bruno 6041.03	San Bruno 6041.04	City of San Bruno
Speakers of all languages who speak English less than "very well"	37.6%	36.2%	39.1%	19.3%
Spanish speakers who speak English less than "very well"	61.1%	53.9%	68.6%	45.3%
Chinese speakers who speak English less than "very well"	55.2%	51.2%	69.8%	48.5%
Tagalog speakers who speak English less than "very well"	36.2%	45.3%	0.0%	32.3%

Source: U.S. Census Bureau. "Language Spoken at Home for the Population 5 Years and Over." American Community Survey, ACS 5-Year Estimates Detailed Tables, Table C16001, 2022

**Table 14: Rates of Limited English Language Proficiency Among Residents in South San Francisco CBTP Area, CBTP Census Tracts and City of South San Francisco, 2022**

Residents who say they speak English less than "very well"	Total South San Francisco CBTP Area	South San Francisco 6021	South San Francisco 6022.01	South San Francisco 6022.02	South San Francisco 6023	City of South San Francisco
Speakers of all languages who speak English less than "very well"	27.3%	36.6%	25.7%	35.7%	15.7%	19.3%
Spanish speakers who speak English less than "very well"	44.1%	50.1%	41.5%	53.5%	25.7%	38.9%
Chinese speakers who speak English less than "very well"	52.5%	69.1%	36.3%	69.9%	40.3%	46.4%
Tagalog speakers who speak English less than "very well"	34.2%	35.8%	37.2%	24.2%	37.8%	31.7%

Source: U.S. Census Bureau. "Language Spoken at Home for the Population 5 Years and Over." American Community Survey, ACS 5-Year Estimates Detailed Tables, Table C16001, 2022

## Vehicle Ownership

Approximately 11.3 percent of households in the San Bruno CBTP Area and 8.4 percent of households in the South San Francisco CBTP Area do not have at least one vehicle at home.

Many households without cars live in two Equity Priority Community Areas, in 6041.03 in San Bruno, where 16.9 percent of households do not have a vehicle, and 6022.02 in South San Francisco, where 12.6 percent of households do not have at least one vehicle. The percentages in the neighboring South San Francisco census tract 6022.01 also has high rates of households without vehicles (9.5%). The tables below this percentage for each of the six Equity Priority Community Areas.

**Table 15: Households with Zero Vehicles, San Bruno CBTP Area, CBTP Census Tracts and City of San Bruno, 2022**

Households with Zero Vehicles	Total San Bruno CBTP Area	San Bruno 6041.03	San Bruno 6041.04	City of San Bruno
No vehicle available	11.3%	16.9%	4.3%	6.3%

Source: U.S. Census Bureau. "Household Size by Vehicles Available." American Community Survey, ACS 5-Year Estimates Tables, Table B08201, 2022

**Table 16: Households with Zero Vehicles, South San Francisco CBTP Area, CBTP Census Tracts and City of South San Francisco, 2022**

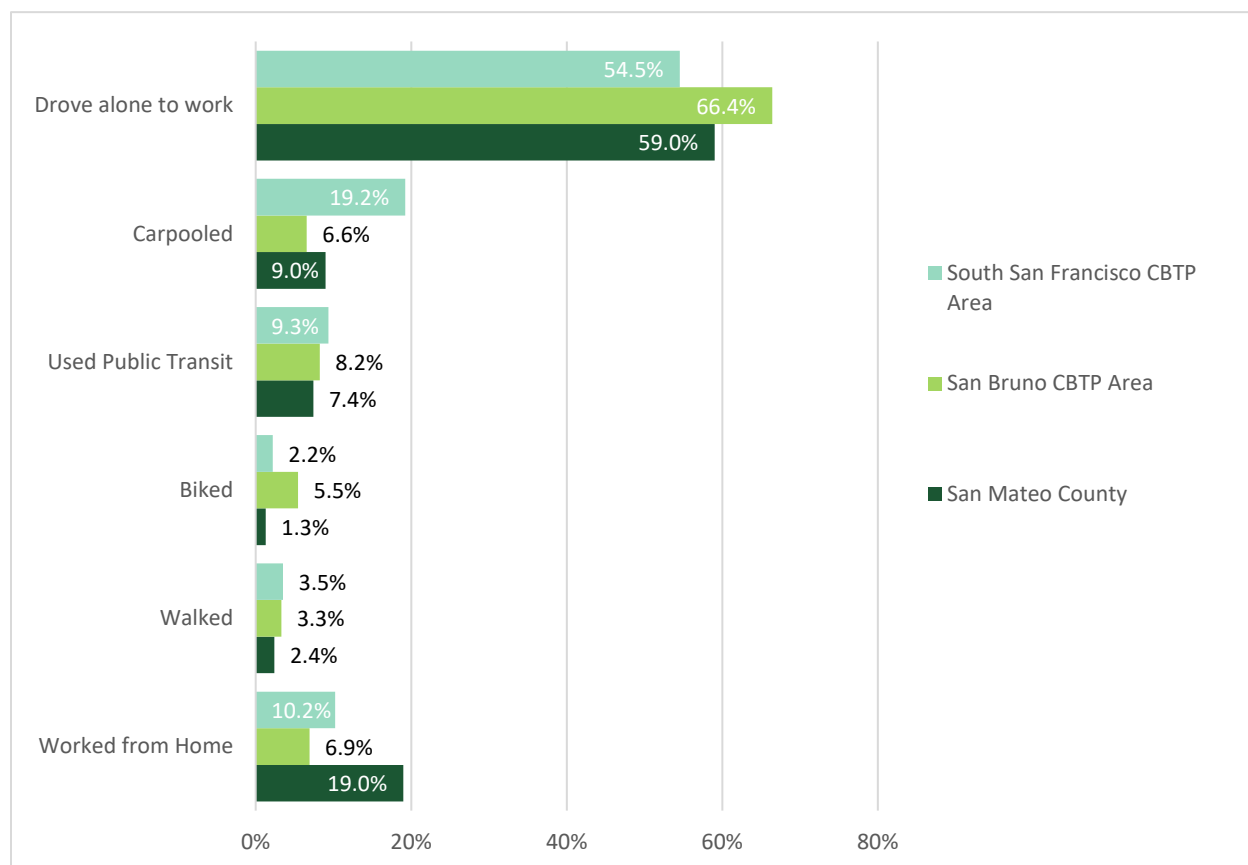
Households with Zero Vehicles	Total South San Francisco CBTP Area	South San Francisco 6021	South San Francisco 6022.01	South San Francisco 6022.02	South San Francisco 6023	City of South San Francisco
No vehicle available	8.4%	6.8%	9.5%	12.6%	4.4%	5.9%

Source: U.S. Census Bureau. "Household Size by Vehicles Available." American Community Survey, ACS 5-Year Estimates Tables, Table B08201, 2022

## Travel Mode

Nearly three fourths of residents in both CBTP Areas drive to work—73 percent in the San Bruno CBTP Area and 73.8% in the South San Francisco CBTP Area. But many do not drive alone. In the South San Francisco CBTP Area, 19.2 percent of residents carpool to work, and this is as high as 25 percent of residents in some communities, as shown in the tables which follow below. Approximately 6.6 percent of residents in the San Bruno CBTP Area carpool to work.

**Figure 6: Workers Who Commute in the CBTP Community Areas and Related Geographies, by Travel Mode, 2022**

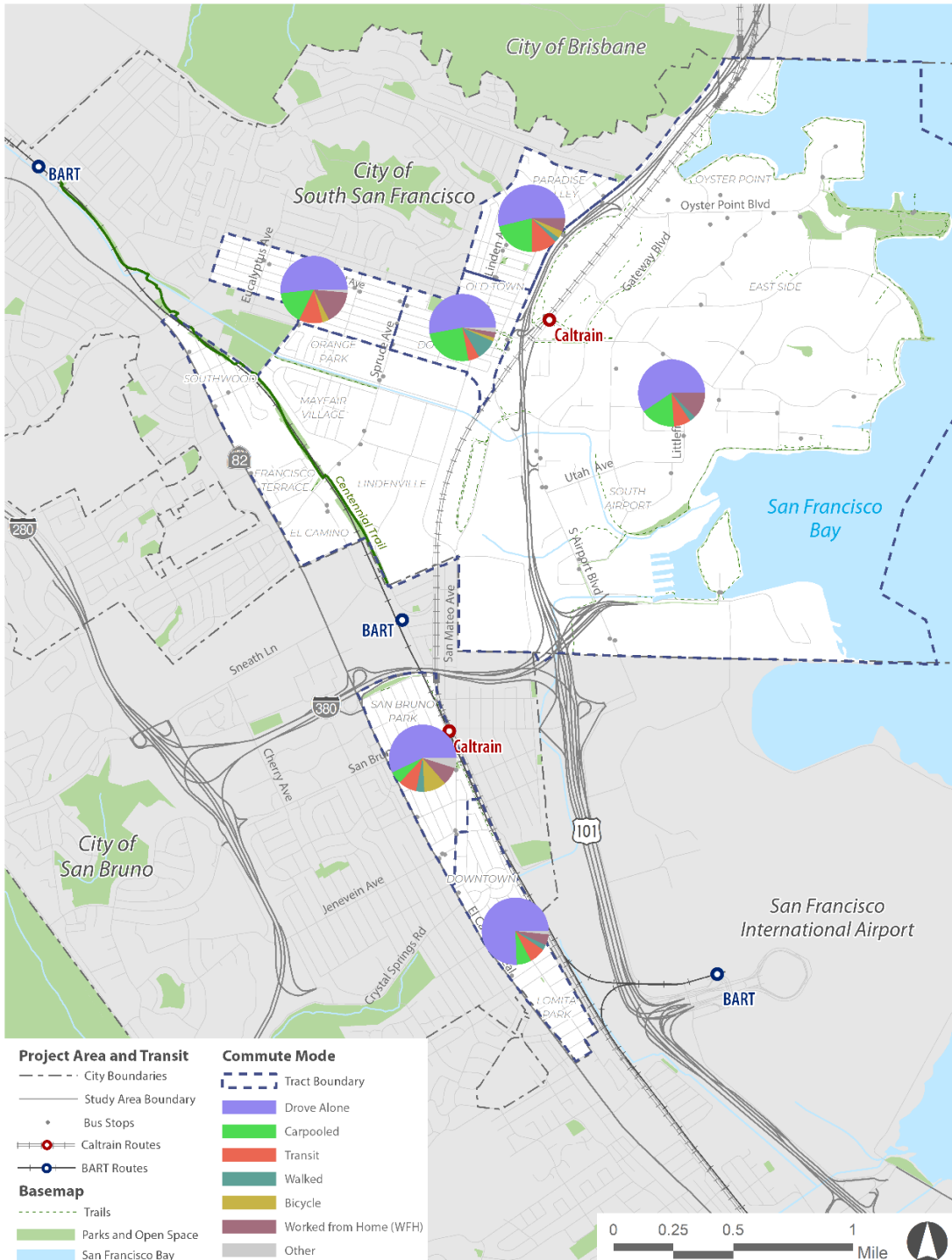


Source: U.S. Census Bureau. "Commuting Characteristics by Sex." American Community Survey, ACS 5-Year Estimates Tables, Table S801, 2022

Nine percent of all South San Francisco CBTP Area residents use public transit (9.3%) to get to work, while 3.5 percent of CBTP Area residents walk and 2.2 percent bike to work. In some neighborhoods within the South San Francisco CBTP Area, 10 percent of residents walk to work. In the San Bruno CBTP Area, 8.2 percent of residents use public transit, 5.5 percent bike to work and 3.3 percent walk. In parts of the CBTP Study Area, one in ten residents (10.7%) bike to work.

The map in Figure 7 and the tables that follow show this commute mode split for each of the six Equity Priority Community Areas in the CBTP Area.

**Figure 7: Commute Mode Split, San Bruno and South San Francisco CBTP Equity Community Priority Areas, 2022**



Source: U.S. Census Bureau. "Commuting Characteristics by Sex." American Community Survey, ACS 5-Year Estimates Tables, Table S801, 2022

**Table 17: Means of Transportation to Work and Work Location, San Bruno CBTP Area, CBTP Census Tracts and City of San Bruno**

Means of Transportation to Work and Work Location	Total San Bruno CBTP Area	San Bruno 6041.03	San Bruno 6041.04	City of San Bruno
<b>Means of Transportation to Work</b>				
Car, Truck or Van	<b>73.0%</b>	82.5%	63.1%	69.9%
Drove alone to work	<b>66.4%</b>	75.4%	57.1%	59.3%
Carpooled	<b>6.6%</b>	7.1%	6.0%	10.7%
Used Public Transit	<b>8.2%</b>	7.7%	8.8%	9.6%
Walked	<b>3.3%</b>	2.6%	4.0%	2.8%
Biked	<b>5.5%</b>	0.4%	10.7%	1.4%
Worked from Home	<b>6.9%</b>	5.2%	8.7%	14.6%
<b>Worked in place of residence</b>				
	<b>31.2%</b>	25.2%	37.5%	26.0%
<b>Worked in county of residence</b>				
	<b>73.7%</b>	68.4%	79.3%	64.5%

Source: U.S. Census Bureau. "Commuting Characteristics by Sex." American Community Survey, ACS 5-Year Estimates Tables, Table S801, 2022

**Table 18: Means of Transportation to Work and Work Location, South San Francisco CBTP Area, CBTP Census Tracts and City of South San Francisco**

Means of Transportation to Work and Work Location	Total South San Francisco CBTP Area	South San Francisco 6021	South San Francisco 6022.01	South San Francisco 6022.02	South San Francisco 6023	City of South San Francisco
<b>Means of Transportation to Work</b>						
Car, Truck or Van	73.8%	74.6%	67.8%	78.0%	75.7%	73.0%
Drove alone to work	54.5%	53.6%	51.7%	53.0%	59.0%	60.5%
Carpooled	19.2%	21.1%	16.1%	25.0%	16.7%	12.6%
Used Public Transit	9.3%	12.6%	11.4%	5.3%	8.1%	10.1%
Walked	3.5%	2.4%	0.0%	10.1%	2.8%	1.8%
Biked	2.2%	3.5%	3.2%	1.7%	0.7%	1.0%
Worked from Home	10.2%	6.3%	16.2%	2.8%	12.7%	12.9%
<b>Worked in place of residence</b>						
	30.5%	33.6%	26.4%	40.2%	25.1%	28.1%
<b>Worked in county of residence</b>						
	70.1%	67.2%	67.4%	72.7%	72.8%	63.1%

Source: U.S. Census Bureau. "Commuting Characteristics by Sex." American Community Survey, ACS 5-Year Estimates Tables, Table S801, 2022

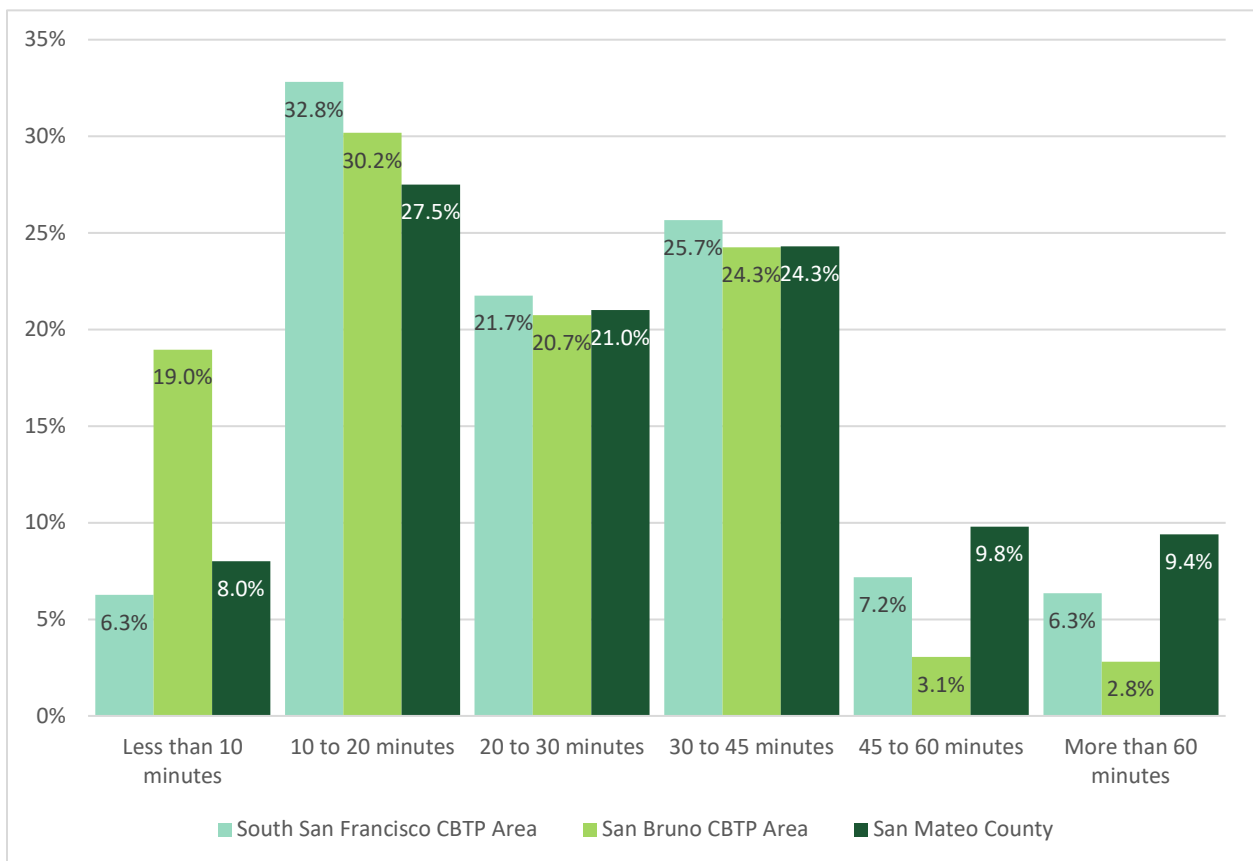
## Work Location and Commute

Approximately one in three workers in both the San Bruno CBTP Area (31.2%) and South San Francisco CBTP Area (30.5%) work in the city they live in. Nearly three fourths of San Bruno CBTP Area residents (73.7%), and 70.1 percent of South San Francisco CBTP Area residents work in San Mateo County.

Ten percent of South San Francisco CBTP Area residents work from home, at least part of the week, which is less than half of the percentage of all San Mateo County residents who work from home (19%). Only 6.9 percent of San Bruno CBTP Area residents say they work from home.

Two thirds of all workers in the San Bruno CBTP Study Area (62.9%) and half of South San Francisco CBTP Area workers (54.6%) travel 20 to 24 minutes or less to get to work. While the commute for most CBTP Area residents is 45 minutes or less, 5.9% of San Bruno CBTP Area residents and 13.5% of South San Francisco CBTP Area residents travel 45 minutes or longer to get to work.

**Figure 8: Travel Time (in Minutes) to Work for CBTP Area Residents**



Source: U.S. Census Bureau. "Commuting Characteristics by Sex." American Community Survey, ACS 5-Year Estimates Tables, Table S801, 2022

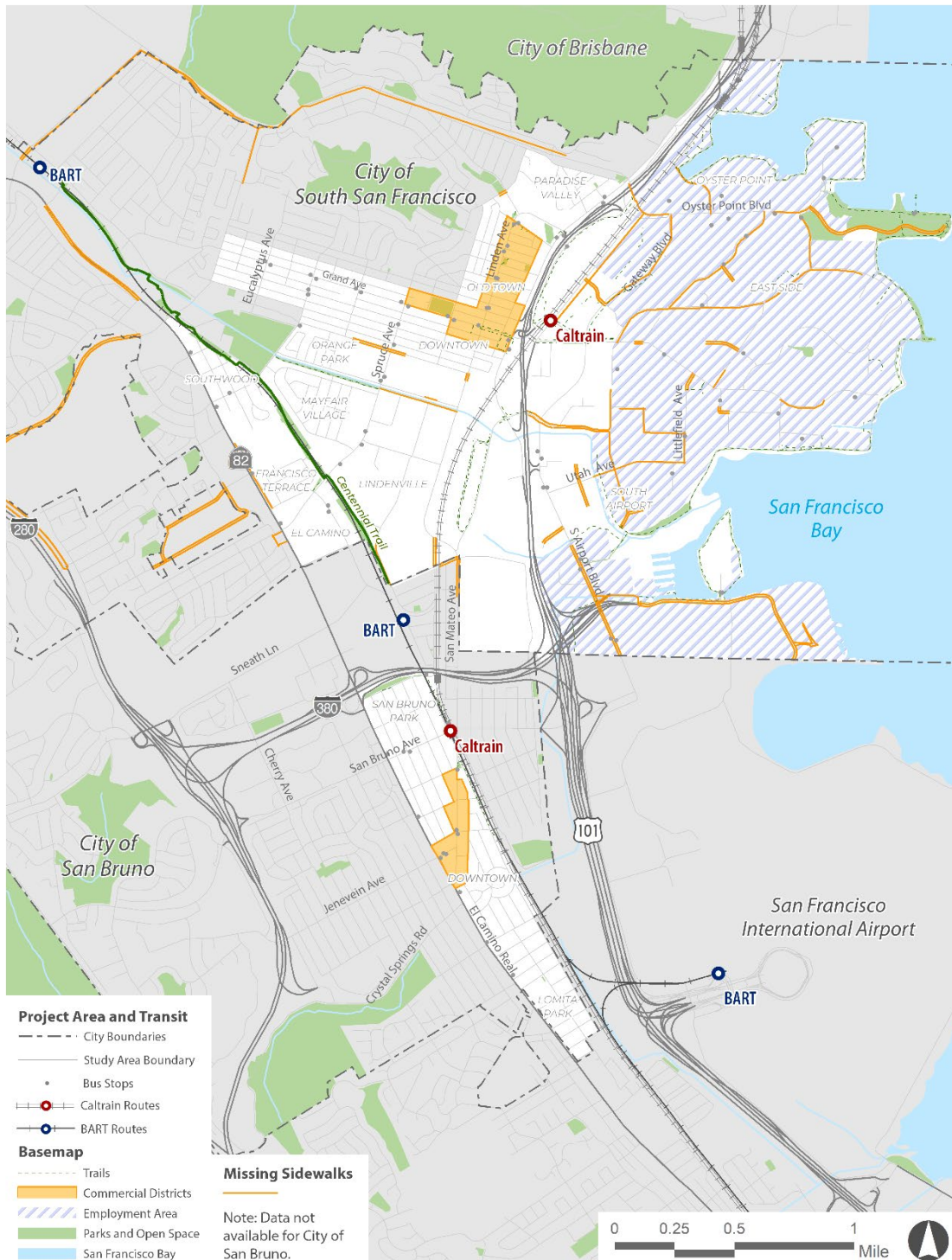
## Bicycle and Pedestrian Travel and Barriers

### Existing Pedestrian Infrastructure

The 2022 Active South City Plan highlights several pedestrian infrastructure elements including sidewalks, curb ramps, crosswalks, signals and beacons, and other pedestrian support facilities, such as shade structures, benches, and landscaping. The plan identifies several gaps in the existing pedestrian network, such as sidewalk gaps and degraded pedestrian support facilities. Within the study area, most of these sidewalk gaps are in the east of US-101 area, with additional gaps along El Camino Real and Railroad Avenue. The map in Figure 9 illustrates the gaps in sidewalks in and around the South San Francisco CBTP Area.

The 2016 City of San Bruno Walk 'n Bike Plan identified existing pedestrian facilities such as sidewalks, crosswalks, and off-street footpaths. The plan highlights that the city has a comprehensive system of sidewalks, marked crosswalks, and pedestrian crossing signals, especially on arterials and collectors. Additionally, many residential streets have sidewalks on at least one side of the street, and many intersections in residential areas have marked crosswalks, particularly when crossing a major street. Off-street footpaths are found within two parks, San Bruno City Park and Juniper Serra County Park, both within walking distance of the study area. San Bruno does not have an inventory of missing sidewalks.

**Figure 9: Missing Sidewalks, South San Francisco CBTP Area**



Source: Active South City Plan, 2022. Note: Data not available for the City of San Bruno

## Existing Bicycle Network

The California Department of Transportation (Caltrans) recognizes four classifications of bicycle facilities as described below.

- Class I—Shared-Use Pathway: Provides a completely separated right-of-way for the exclusive use of cyclists and pedestrians with crossflow minimized (e.g., off-street bicycle paths).
- Class II—Bicycle Lanes: Provides a striped lane for one-way travel on a street or highway. May include a “buffer” zone consisting of a striped portion of roadway between the bicycle lane and the nearest vehicle travel lane.
- Class III—Bicycle Route: Provides for shared use with motor vehicle traffic; however, are often signed or include a striped bicycle lane.
- Class IV—Separated Bikeway: Provides a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

South San Francisco’s existing bicycle network includes a mix of these facility types and totals to more than 50 miles, or 31% of the city’s roadways. Within the network, 24.25 miles, or 16% of the city’s roadways, are dedicated facilities, separated from vehicle traffic. The existing network is comprised of 10 miles of Class I shared-use paths, 14 miles of Class II bike lanes, 22 miles of Class III bike routes, and 0.25 miles of Class IV separated bikeways.

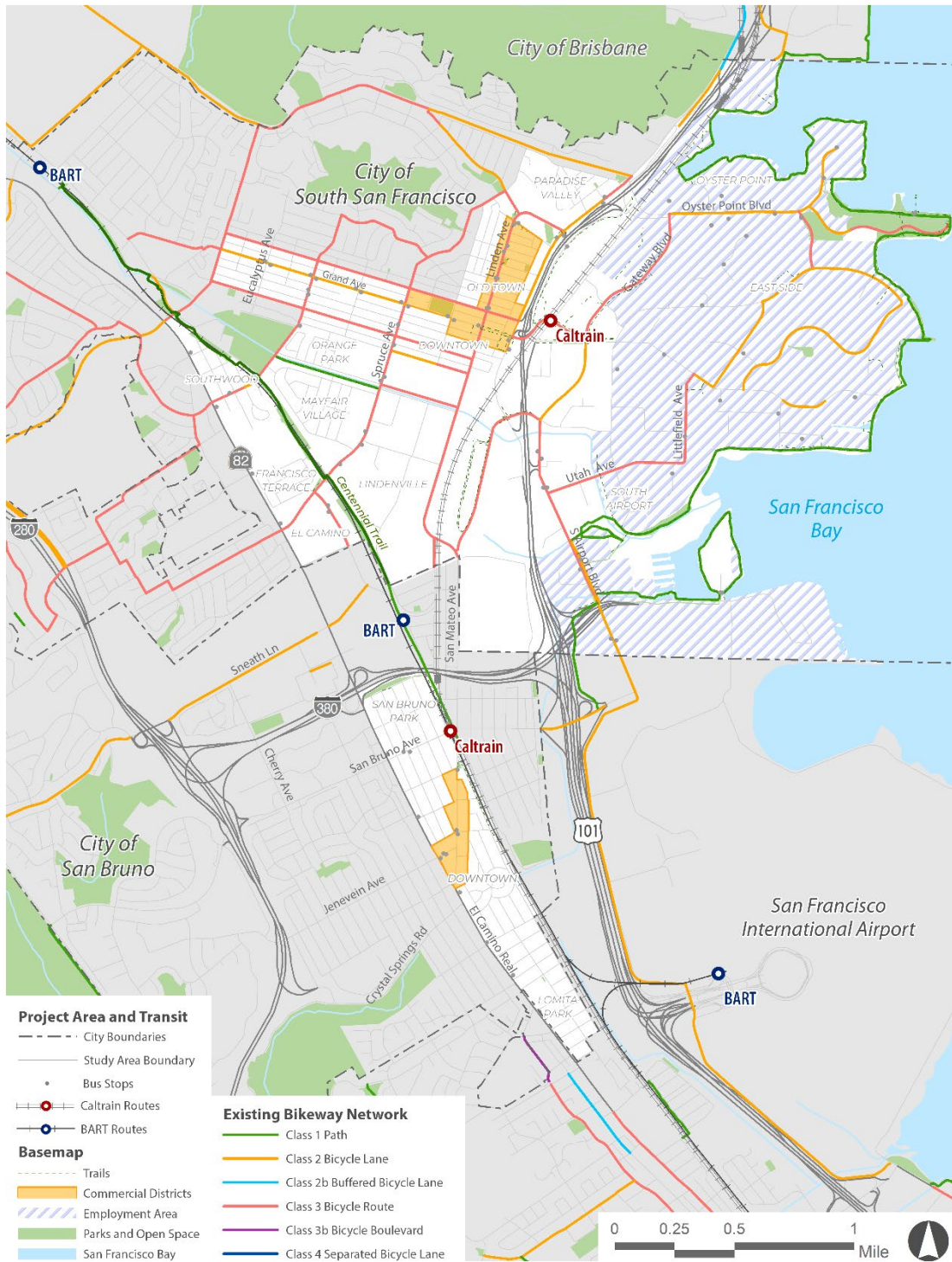
Based on the 2016 City of San Bruno Walk ‘n Bike Plan, the city has a limited bicycle network, with Class II bike lanes on only a handful of streets including Sneath Lane, Commodore Drive, and Sharp Park Road. Within the study area, San Bruno’s bike network primarily consists of bicycle facilities along the length of the Huntington/San Antonio Avenue corridor. The City does not have any formal off-street bicycle paths.

The map in Figure 10 displays the existing bicycle networks by class in the CBTP Areas and surrounding neighborhoods in South San Francisco and San Bruno. An additional view on the next page (Figure 11) shows the bike network in San Bruno as proposed in its Walk n Bike Plan.

## Physical Travel Barriers

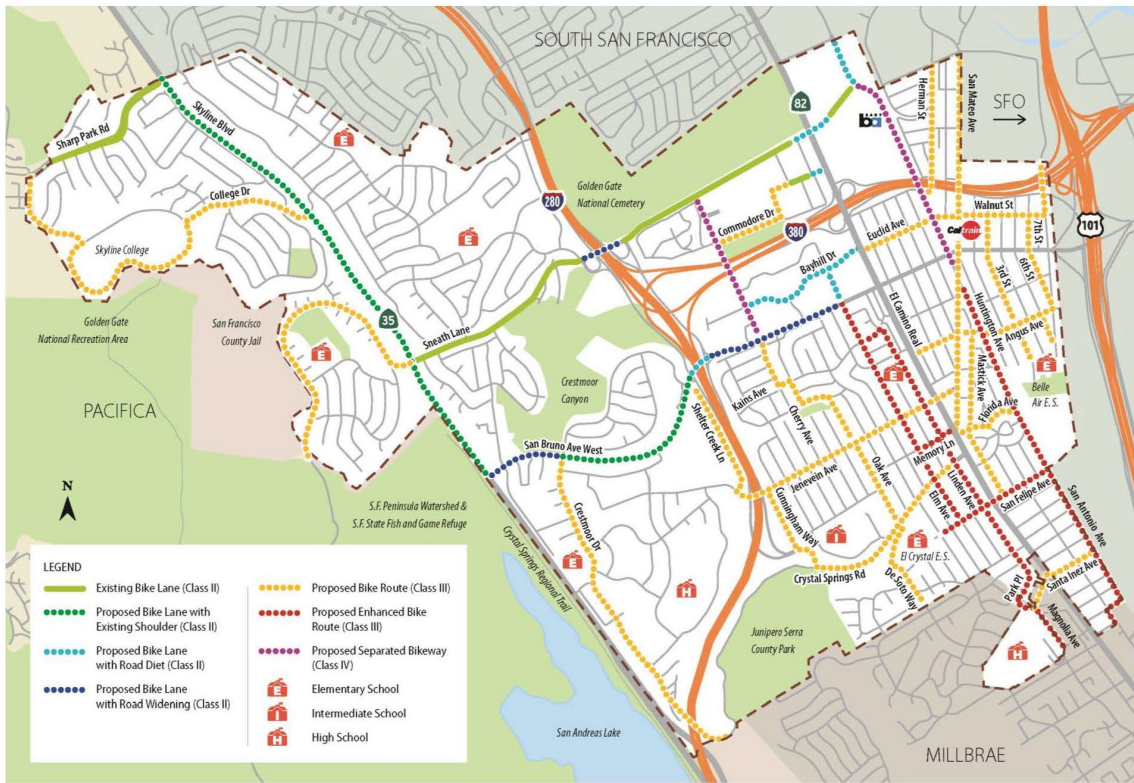
Several physical barriers present challenging crossings in the study area, reducing mobility for pedestrians and cyclists. The barriers include US-101, Interstate 380, and State Highway 82 (El Camino Real) as well as Colma Creek and Caltrain’s right of way. See the map in Figure 12, which visualizes these barriers across the CBTP Study Area. Some of these are impassable outside of designated crossings while some are more permeable but involve a high-stress and time-consuming crossing.

**Figure 10: Existing Bicycle Networks in South San Francisco and San Bruno**



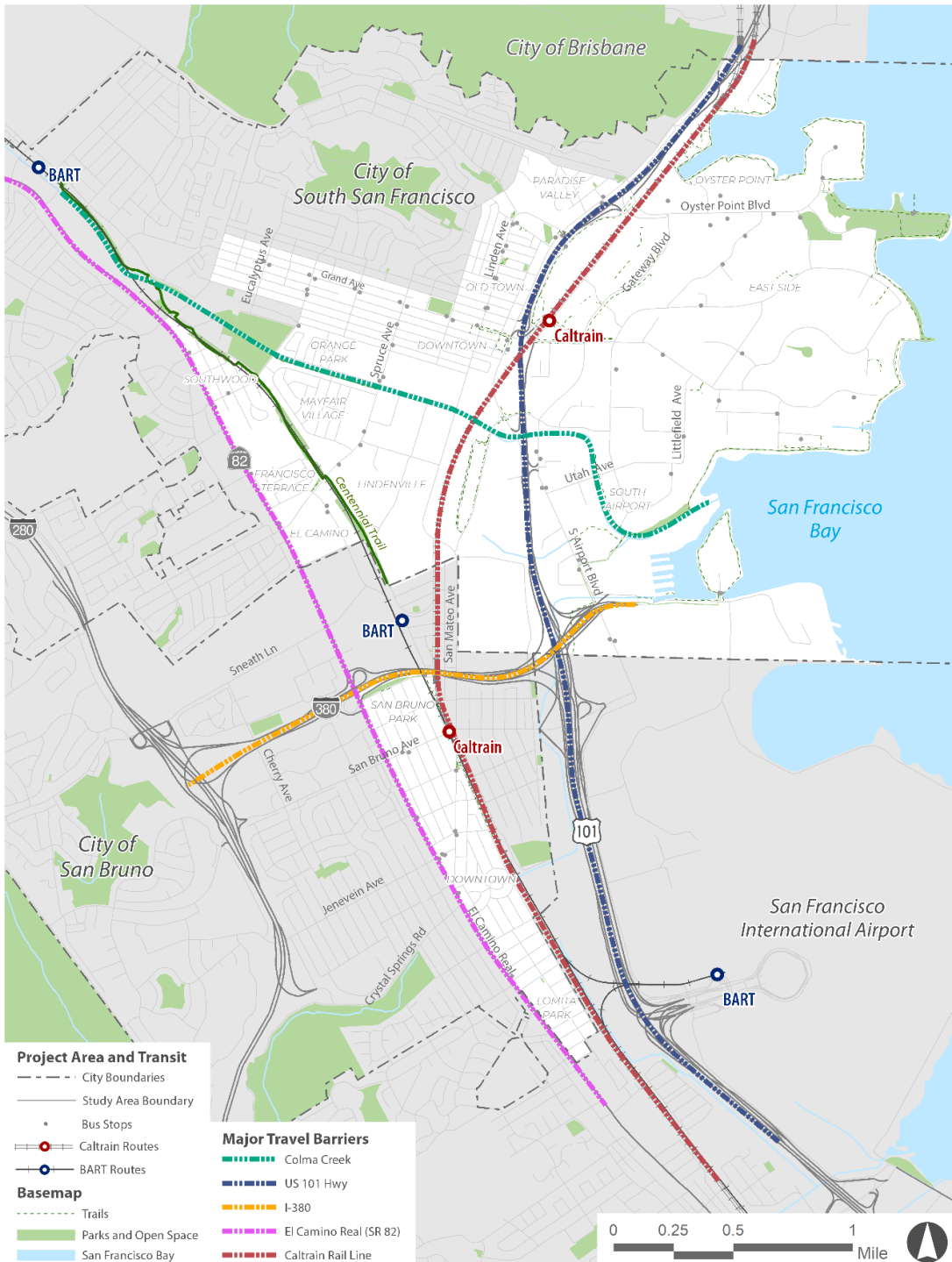
Source: C/CAG Countywide Bicycle and Pedestrian Plan

**Figure 11: Existing and Proposed Bicycle Network in San Bruno (2016)**



Source: City of San Bruno Walk n Bike Plan, p.83

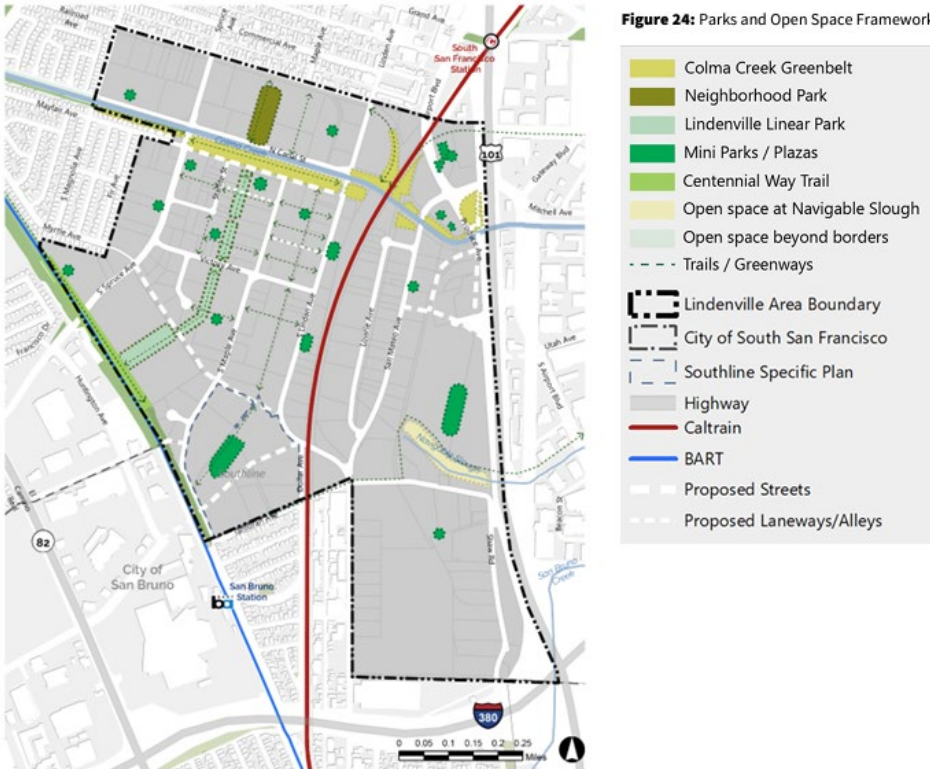
**Figure 12: Travel Barriers in the CBTP Study Area**



## Key Recommendations from Relevant Plans

The previous South San Francisco/San Bruno Community-Based Transportation Plan (CBTP) included a strategy aimed at improving pedestrian amenities. Since the previous CBTP was developed in 2012, South San Francisco upgraded El Camino Real between the BART station and Arroyo Drive and will be launching a study of additional improvements. San Bruno and South San Francisco are also in the process of planning access improvements around the San Bruno BART Station along Huntington Avenue and Sneath Lane. In addition to the goals set forth in the 2022 Active South City Plan, the South San Francisco General Plan proposes policies to improve pedestrian connections and sidewalks and expand pedestrian amenities such as street furniture and lighting. The Lindenville Specific Plan also envisions a network of connected trails, greenways, and open spaces, that would enhance the pedestrian experience in much of South San Francisco.

**Figure 13: Lindenville Specific Plan, Parks and Open Space Framework**



Source: Lindenville Specific Plan, 2023, p.101. [Lindenville Specific Plan – Shape South San Francisco](#)

The San Bruno Walk 'n Bike Plan sets the goal of making walking more pleasant and convenient by filling existing sidewalk gaps, removing pedestrian obstacles, and providing more pedestrian amenities such as street lighting and benches. The Active South City Plan and the San Bruno Walk 'n Bike Plan each identify intersections and corridors for pedestrian infrastructure improvements within the study area. Many of the pedestrian improvements along El Camino and San Bruno Avenue have since been implemented.

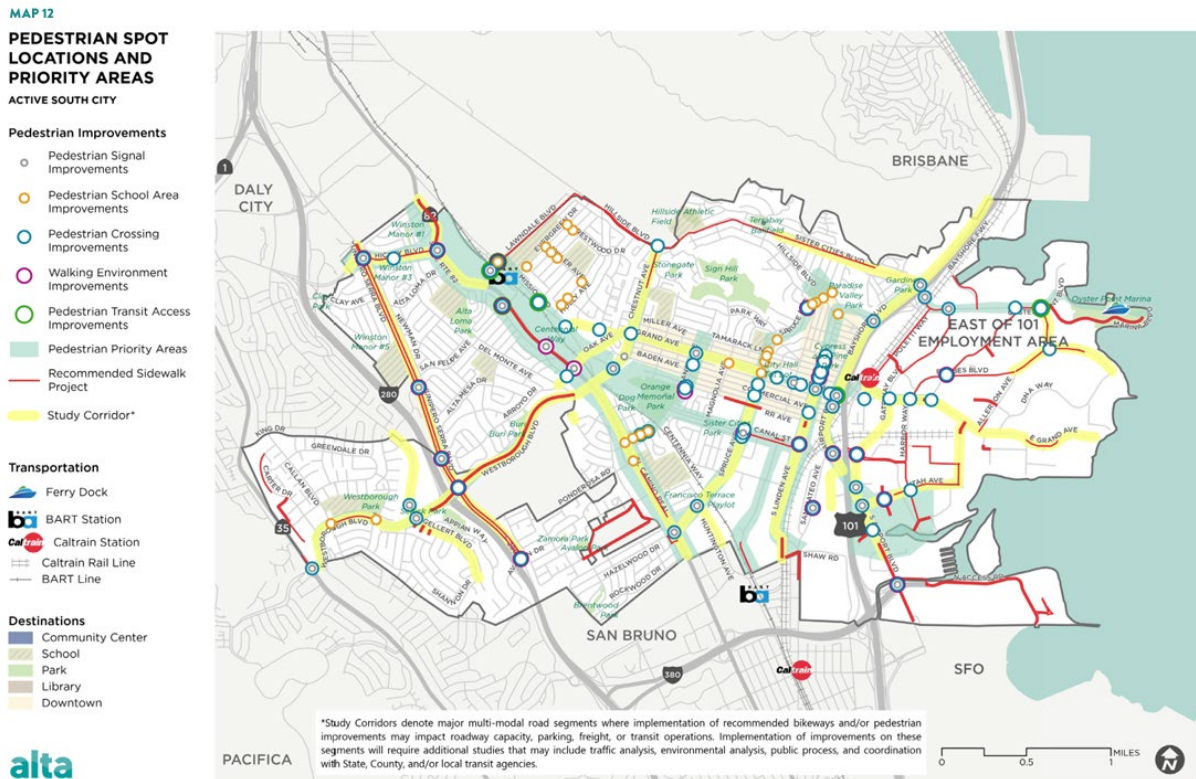
**Figure 14: Proposed Pedestrian Projects, San Bruno Walk n Bike Plan**

**Map 6 | Proposed pedestrian projects**



Source: San Bruno Walk n Bike Plan, p. 72

**Figure 15: Pedestrian Priority Areas, Active South City Plan**



Source: Active South City Plan, p. 58

In the previous CBTP, “Improve Bicycle Amenities” was also listed as a strategy. Since then, South San Francisco developed the Active South City Plan, and San Bruno developed the Walk n Bike Plan. The 2022 Active South City Plan sets goals to improve bicycle and pedestrian network connectivity to major transit stops and community destinations such as parks, schools, libraries, and community centers. The plan specifically identifies gaps in the network and recommends upgrading 29 miles of the network, for a full buildout mileage of approximately 73 miles. The proposed bicycle network would include over 20 miles of Class IV separated bikeways. Within the study area, there are many corridors with proposed added and improved bicycle infrastructure, including upgraded Class IV separated bikeways on E. Grand Avenue, Utah Avenue, Airport Boulevard, El Camino Real, Sister Cities Boulevard, and Chestnut Avenue.

The City of San Bruno Walk ‘n Bike plan set a goal of creating a bicycle network that connects residents to destinations within and beyond San Bruno, including downtown, rail transit stations, schools, parks, and other key destinations. The plan identifies a total of 53 corridors for bike network expansion, including several proposed Class III bike routes along Euclid Avenue, Angus Avenue, Mastick Avenue, and San Mateo Avenue within the study area. These would all intersect with the existing bike lanes on the Huntington/San Antonio corridor, which the city is in the process of upgrading to a Class IV bikeway.

# Transit Service and Ridership

## Service Coverage

The following transit operators serve the study area, offering rail, bus, shuttle, and ferry services, illustrated in the map in Figure 16.

### *Rail*

BART provides regional rail service between the East Bay, San Francisco, and San Mateo County. The South San Francisco, San Bruno, and San Francisco International Airport stations are within a mile of the study area. Two BART lines serve the South San Francisco, San Bruno, and San Francisco International Airport Stations: the Yellow Line connecting Antioch with San Francisco International Airport, and the Red Line connecting Richmond and Millbrae. Both lines travel to the East Bay via San Francisco. The Yellow line operates every 15 minutes throughout the day, and the Red Line has 20-minute headways.

Caltrain provides passenger rail service on the Peninsula between San Francisco and San José, and limited service to Morgan Hill and Gilroy during weekday commute periods. The South San Francisco Caltrain Station serves local, limited, and express trains, with approximately 15-minute headways during peak times and 30-minute headways during off-peak times in both the northbound and southbound directions. The San Bruno Caltrain Station serves local trains, with 30-minute headways throughout the day in both the northbound and southbound directions. The Caltrain stations are both within the study area.

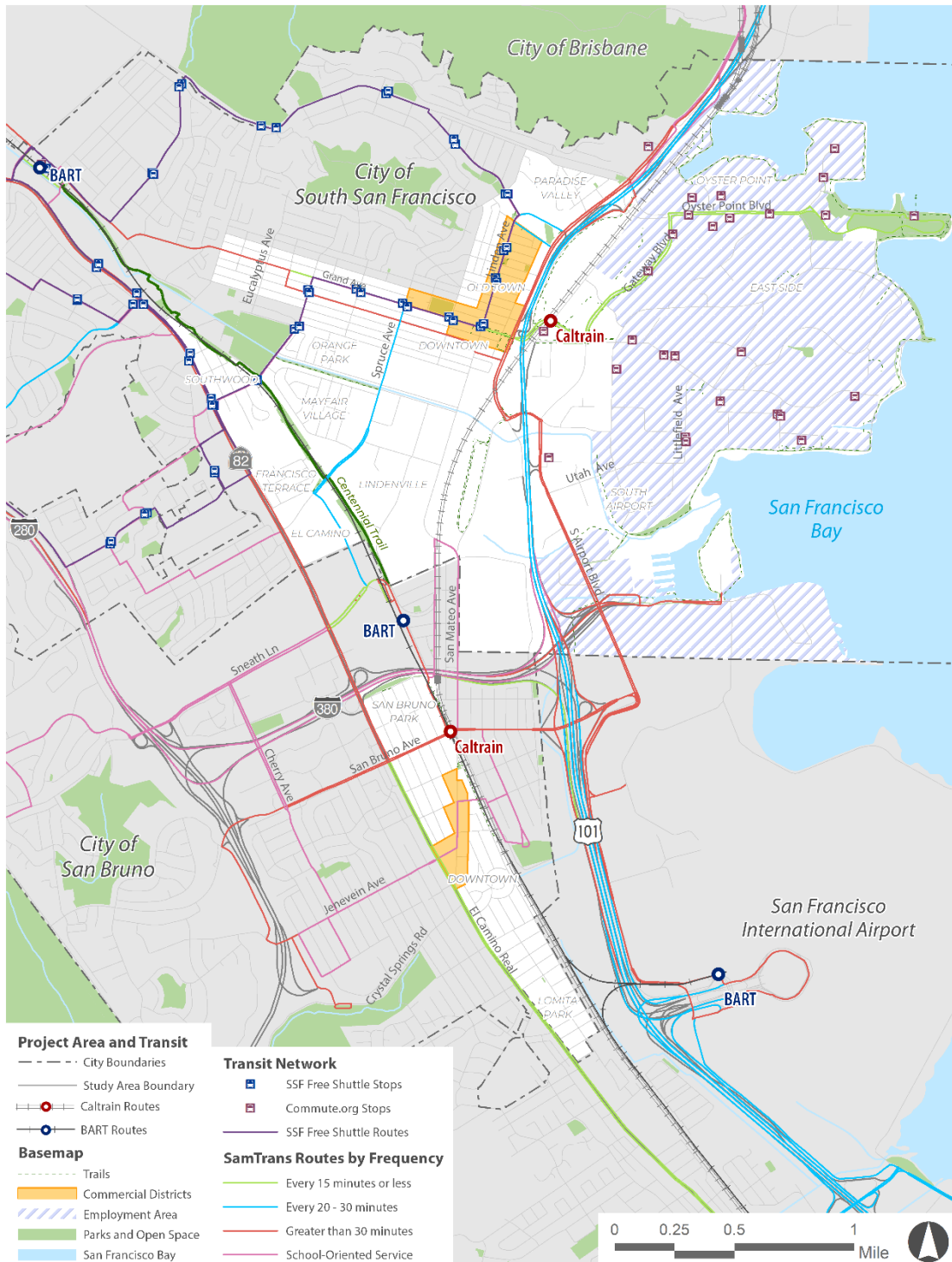
### *Bus*

SamTrans is the regional bus provider for San Mateo County. Several routes connect the study area to Palo Alto, Daly City, and downtown San Francisco. SamTrans routes that serve the study area include the those listed in the chart in Figure 17 on the next page. Figure 18 illustrates SamTrans stop locations by the average number of weekly boardings, taken from data collected in August 2024. The bus stops with the greatest number of boardings include BART stops in South San Francisco and San Bruno, and several stops in downtown South San Francisco.

### *Ferry*

The Water Emergency Transportation Authority (WETA) provides weekday commuter ferry service between the Oakland/Alameda ferry terminals and the South San Francisco Ferry Terminal. There are three morning departures from Oakland/Alameda to South San Francisco, and three evening departures from South San Francisco to Oakland/Alameda.

**Figure 16: Transit Service in the CBTP Study Area**



Sources: GTFS; SamTrans; BART; Commute.org

**Figure 17: SamTrans Bus Routes with Service in the CBTP Study Area**

<b>Route</b>	<b>Hours of Service</b>
<b>Route 41 (Parkside IL – San Bruno BART)</b>	School-Oriented Service
<b>Route 130 (Daly City BART - Airport &amp; Linden/Oyster Point)</b>	Weekdays: Operates between 5:00 AM and 12:04 AM with 10- to 15-minute peak hour headways Weekends: Operates between 6:00 AM and 10:25 PM with 15-minute peak hour headways
<b>Route 138 (Safe Harbor Shelter)</b>	Limited outbound AM service and inbound PM service on weekdays and weekends
<b>Route 141 (Airport/Linden - Skyline College)</b>	Weekdays and Weekends: Operates between 6:15 AM and 10:48 PM with 30-minute peak hour headways
<b>Route 142 (SFO - Shelter Creek)</b>	Weekdays and Weekends: Operates between 6:02 AM and 6:21 PM with 60-minute peak hour headways
<b>Route 292 (San Francisco - SFO - Hillsdale Mall)</b>	Weekdays: Operates 24 hours per day with 20-minute peak hour headways Weekends: Operates between 4:00 AM and 2:52 AM with 30-minute peak hour headways
<b>Route 397 (San Francisco - Palo Alto Transit Ctr)</b>	Weekdays and Weekends: Overnight service with 40 – 60-minute headways
<b>Route ECR (Daly City BART - Palo Alto Transit Ctr)</b>	Weekdays: Operates between 5:00 AM and 2:00 AM with 15-minute peak hour headways Weekends: Operates between 4:50 AM and 2:20 AM with 15-minute peak hour headways
<b>Route EPX (East Palo Alto - San Bruno BART and San Francisco)</b>	Weekdays: Operates between 5:05 AM and 8:15 PM with 40- to 50-minute headways

Source: SamTrans

### *Shuttle*

The City of South San Francisco operates three free shuttles: the Western Shuttle Route (Orange Route), the Clockwise Shuttle Route (Blue Route), and the Counterclockwise Shuttle Route (Green Route). The Orange Route offers connections between the Serramonte Center, South San Francisco BART/Route 130, schools, and parks. The Blue and Green Routes connect with South San Francisco BART/Route 130, Route ECR, City Hall, medical facilities, recreation facilities, schools, and parks.

Commute.org operates seven shuttle routes in the South San Francisco study area that connect various employment centers in the area east of US-101 to the South San Francisco BART and Caltrain stations and the South San Francisco Ferry Terminal. The shuttle routes include One Tower Place, Oyster Point BART, Oyster Point Caltrain, Oyster Point Ferry, Utah-Grand ABRT, Utah-Grand Caltrain, and Utah-Grand Ferry.

Oyster Point Mobility provides commuting options in the Oyster Point area of South San Francisco, offering connections to BART, Caltrain, and the SF Bay Ferry at the Oyster Point Marina Terminal.

**Figure 18: SamTrans Transit Stops by Average Weekly Boardings, August 2024**



Source: SamTrans

## Service Gaps

While there are a number of transit options available in and around the study area, several factors limit their impact on residents' mobility. First, due to the high number of transit providers, service in the area is not always well integrated, and a single trip often involves navigating more than one system. Additionally, many of the providers primarily serve traditional commuters, so service is sparser during off-peak hours, including the middle of the day and later in the evening.

The focus on commuters is also reflected in the imbalance between the prevalence of north-south routes, which connect the study area to San Francisco and the South Bay, and the relative lack of east-west routes, which enable trips between the study area and the surrounding communities. Finally, the same physical barriers which limit pedestrian and bicycle mobility also limit residents' access to transit. These include the freeways running through the study area, Colma Creek, and Caltrain's right of way.

## Key Recommendations from Relevant Plans

Several local plans have implications for the future of transit in the study area. The previous South San Francisco/San Bruno CBTP identified several strategies related to transit improvements, including improving stop amenities and security, improving affordability of transit, increasing SamTrans bus service, improving connectivity of existing service, and enhancing access to the South San Francisco Caltrain station. Programs such as the free South City Shuttle have supported the implementation of some of these strategies. Since that time the South San Francisco Caltrain station has been relocated to connect directly with Grand Avenue and E. Grand Avenue for easier access and a more open, pleasant rider experience on the platforms.

The 2022 Shape South San Francisco General Plan includes recommended actions to improve station access, leverage employee transportation demand management programs, and implement transit improvements including transit signal priority, bus bulb outs, and bus-only lanes on transit priority corridors. The 2013 San Bruno Transit Corridors Plan lays out a vision of the city's commercial corridors that are accessible by transit and full of more dense, mixed-use land uses. Key transit recommendations identified in the Corridors Plan include implementing a circulator shuttle route, enhancing bus shelters and waiting areas, and promoting opportunities to increase transit ridership.

Additionally, as a result of the Reimagine SamTrans project, SamTrans finished implementing an updated bus network in August 2024. The new network includes improved frequency, expanded service hours, more direct routes, new connections, and a new on-demand service. SamTrans also initiated the Bus Stop Improvement Plan (BSIP) in 2022 to enhance the bus stop experience for all customers by upgrading amenities and facilities. This included changing stop locations and consolidating bus stops on El Camino Real to improve service travel times.

## Traffic Hotspots and Vehicle Volumes

Due in part to the study area's location on the peninsula between San Francisco and Silicon Valley, several heavily trafficked arterials and freeways run through it. US-101, CA-82 (El Camino Real), and I-380 all increase access to regional destinations for residents of the study area. They also enable vehicle travel to and from adjacent employment centers such as the East of 101 employment area and San Francisco International Airport. While these freeways improve mobility for study area residents, their high levels of vehicle traffic also bring negative consequences to the area. The map in Figure 19 shows the traffic volumes during afternoon peak hour travel in the CBTP Study Area.

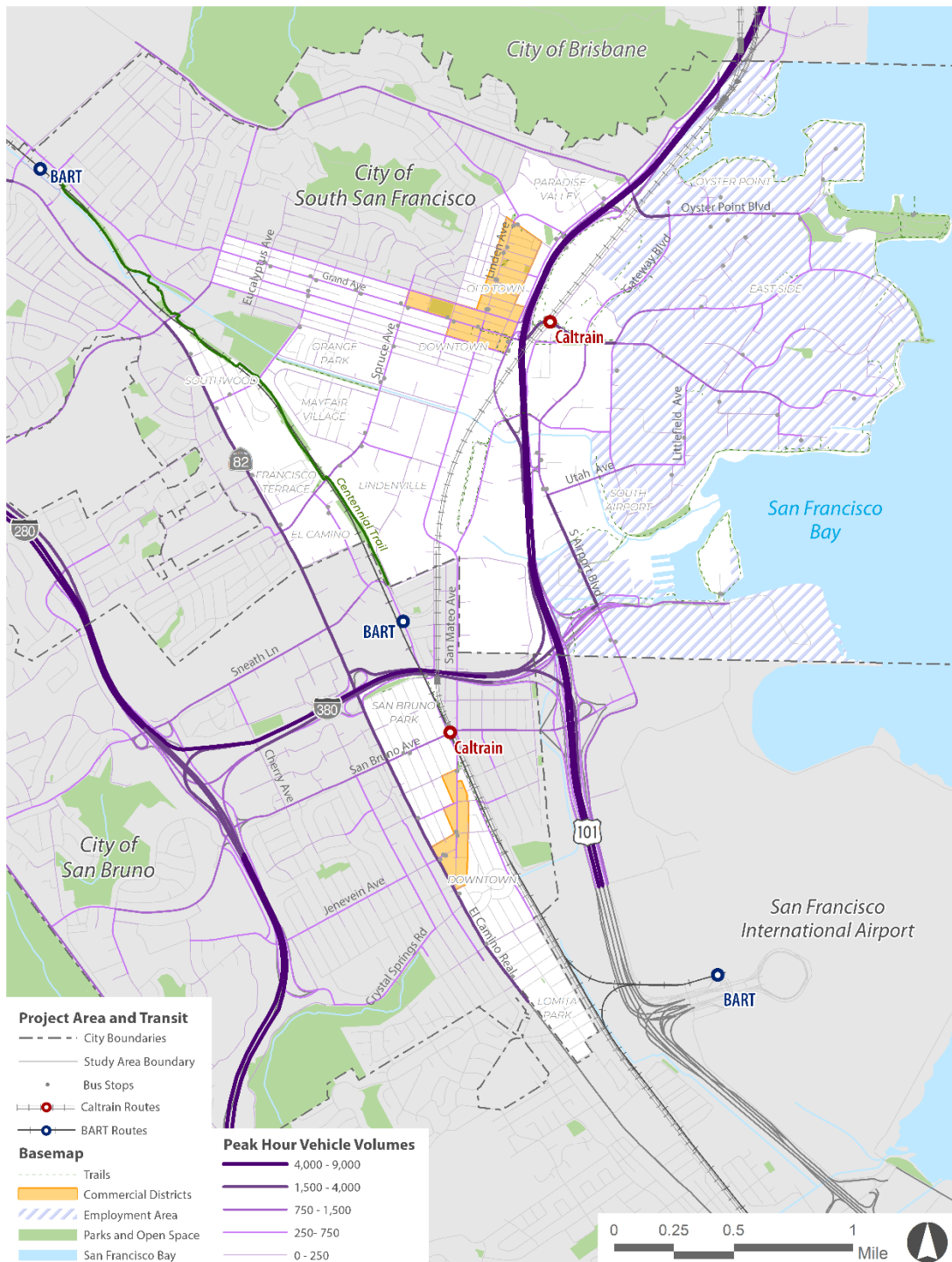
Several portions of the study area have disproportionately high pollution burdens from diesel particulate matter and congestion, two pollution sources that stem from the area's industrial and logistics uses and its proximity to high-volume roadways. The high proportion of freight truck traffic traveling to, from, and through the area disperse diesel particulate matter, and exhaust from non-diesel vehicles contains many toxic chemicals that may pose health risks to the study area's residents and workers. Based on these and other socio-economic factors, Caltrans has identified the portions of the study area west of US-101 as Transportation-Based Priority Populations, meaning that residents in those areas are most burdened by the transportation system and receive the fewest benefits from it. See the Caltrans Transportation Equity Index (EQI) map in Figure 20 which illustrates these communities in the CBTP Study Area.

Another local transportation burden is the congestion caused by the high traffic volumes on adjacent freeways. During the afternoon peak period (4-6pm), US-101 and I-380 both experience congested conditions, most notably at the interchange between the two freeways. Traffic congestion on US-101 also backs up onto the roadways near its on and off ramps, including Linden Avenue and Grand Avenue to the west and East Grand Avenue and Gateway Boulevard to the east.

### Key Recommendations and Actions from Relevant Plans

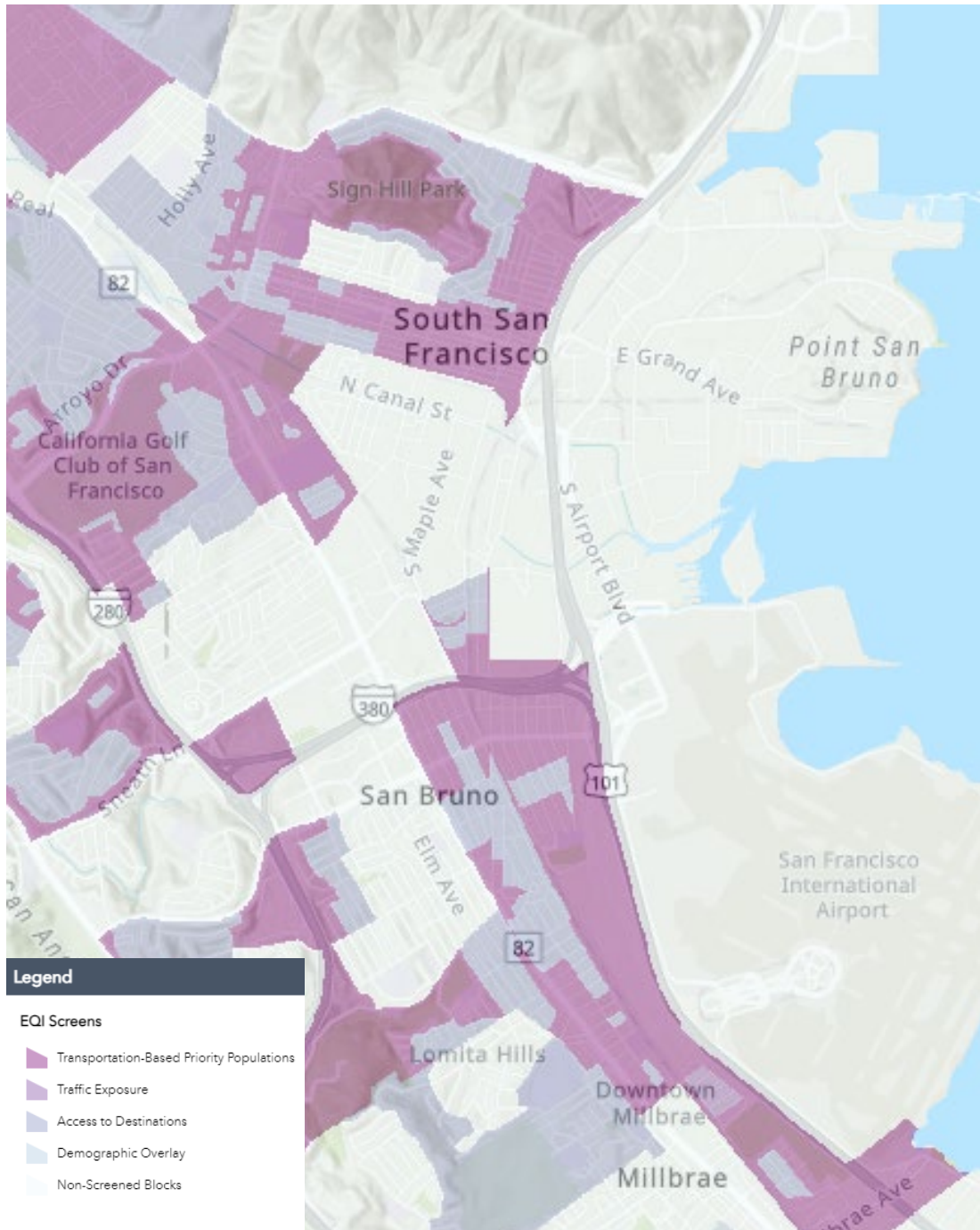
South San Francisco, in their 2040 General Plan, *Shape SSF*, identified congestion as a potential hindrance to economic growth of the city, as it could deter commercial and residential growth. The plan identifies that traffic congestion could particularly threaten growth of the East of 101 portion of the study area where many jobs are distant from Caltrain. However, the city has begun to address this issue by partnering with large employers in the area, including Genentech, to implement transportation demand management measures such as commute shuttles. At the time of the writing of the general plan, South San Francisco was also working to establish a community facilities district to fund transportation and infrastructure upgrades in the East of 101 area. *Shape SSF* also identifies walkable station areas and first/last mile options as critical to reducing congestion and improving the overall transportation system in South San Francisco. These improvements are particularly important for the East of 101 and Lindenville areas where buses and shuttles provide reliable connections and can substantially reduce burdens from traffic congestion and delays.

**Figure 19: Traffic Volumes in the CBTP Study Area**



Source: South San Francisco Sub Area Model

**Figure 20: Caltrans Transportation Equity Index (EQI) in the CBTP Study Area**



Source: Caltrans Transportation Equity Index (EQI) [Caltrans Transportation Equity Index \(EQI\) Version 1.0 Web Map](#)

## Roadway Safety

Extensive roadway safety planning has been conducted in South San Francisco and San Bruno and both cities have Local Roadway Safety Plans (LRSP) that identify collision patterns and trends as well as recommended safety interventions. South San Francisco and San Bruno have both identified high injury networks in previous planning documents, as displayed in the maps which follow below in Figures 21 and 22. These networks represent roadway segments and intersections in each city that pose the highest safety risks.

In San Bruno, the high injury network accounts for 55 percent of injury collisions and 83 percent of fatal or seriously injured collisions between 2015 and 2019. In South San Francisco, the high injury network accounts for 75 percent of injury collisions between 2015 and 2019, with greater weight being assigned to collisions that resulted in a fatality or serious injury. Focusing safety improvements along these corridors would have the highest level of impact.

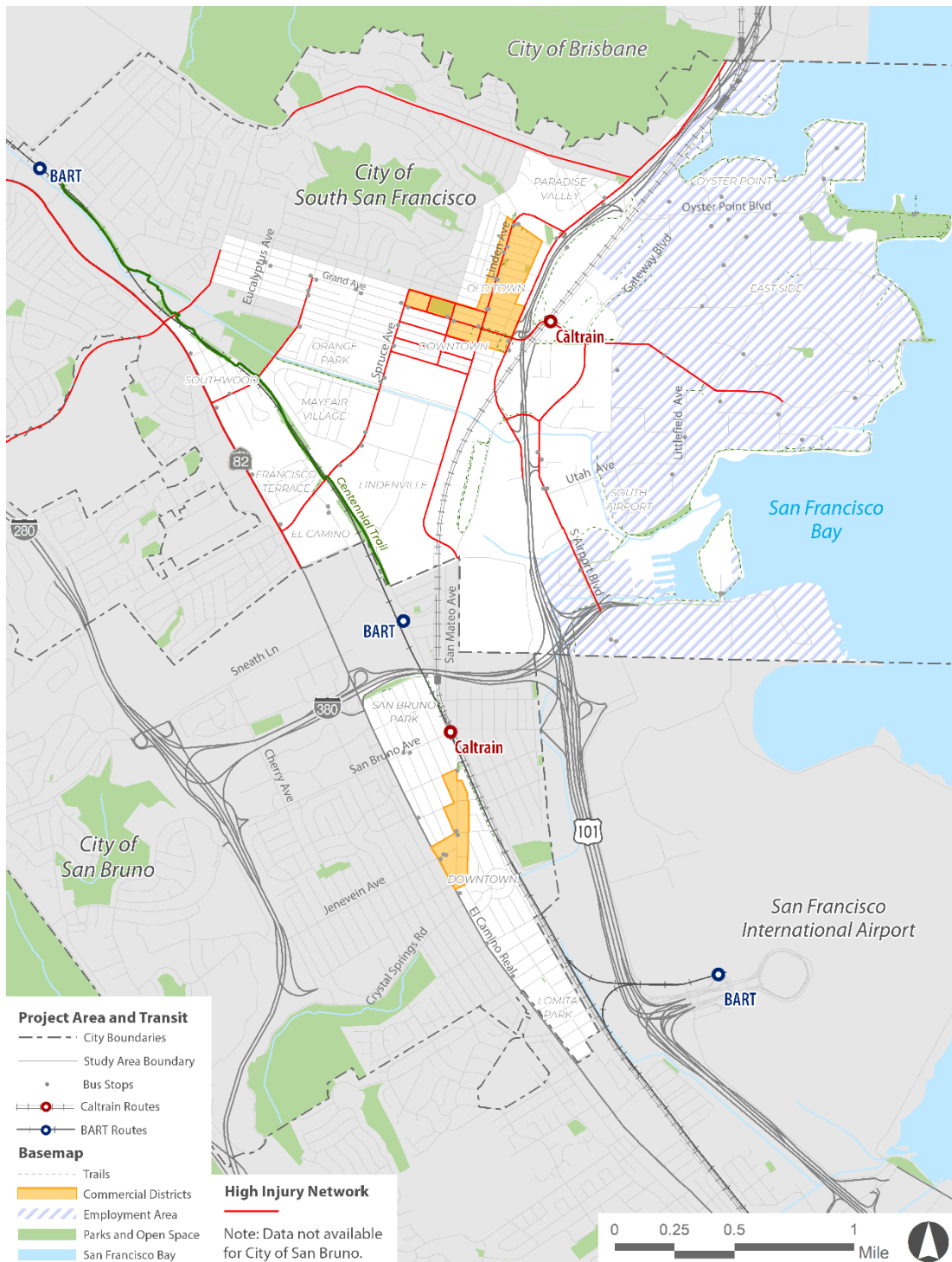
### Key Recommendations and Actions from Relevant Plans

The LRSP for each city identifies priority roadway segments and intersections for future roadway safety improvements. In San Bruno, many of the priority intersections are concentrated along El Camino Real and San Bruno Avenue, both of which run through the study area. Safety projects, including intersection improvements at both signalized and unsignalized intersections (installing raised pavement and striping, advanced stop bars, and RRFBs) and roadway segment improvements (installing separated bike lanes) are identified for many intersections and segments throughout San Bruno, including several intersections along El Camino Real. In South San Francisco, the priority intersections within the study area include:

- Linden Avenue and Grand Avenue,
- Grand Avenue and Spruce Avenue,
- Spruce Avenue and North Canal Street,
- Commercial Avenue and Chestnut Avenue, and
- Shaw Road and San Mateo Avenue.

The South San Francisco 2040 General Plan *Shape SSF* and LRSP identify broad policies and actions that the city can take to enhance safety for all road users. *Shape SSF* discusses improving safety for pedestrians and cyclists by enhancing street crossings at key locations like El Camino Real and near the South San Francisco BART station. The city plans to implement measures such as median refuges, bulb-outs, highly visible crosswalks, and flashing beacons to increase safety at intersections throughout the city. Additionally, there is a broader effort to reduce vehicle speeds and implement traffic calming measures across the city to decrease the frequency and severity of collisions, with an emphasis on high-risk areas like school zones and streets with vulnerable users. South San Francisco has also developed an action item to develop a Vision Zero Action Plan, which is consistent across *Shape SSF* and their LRSP.

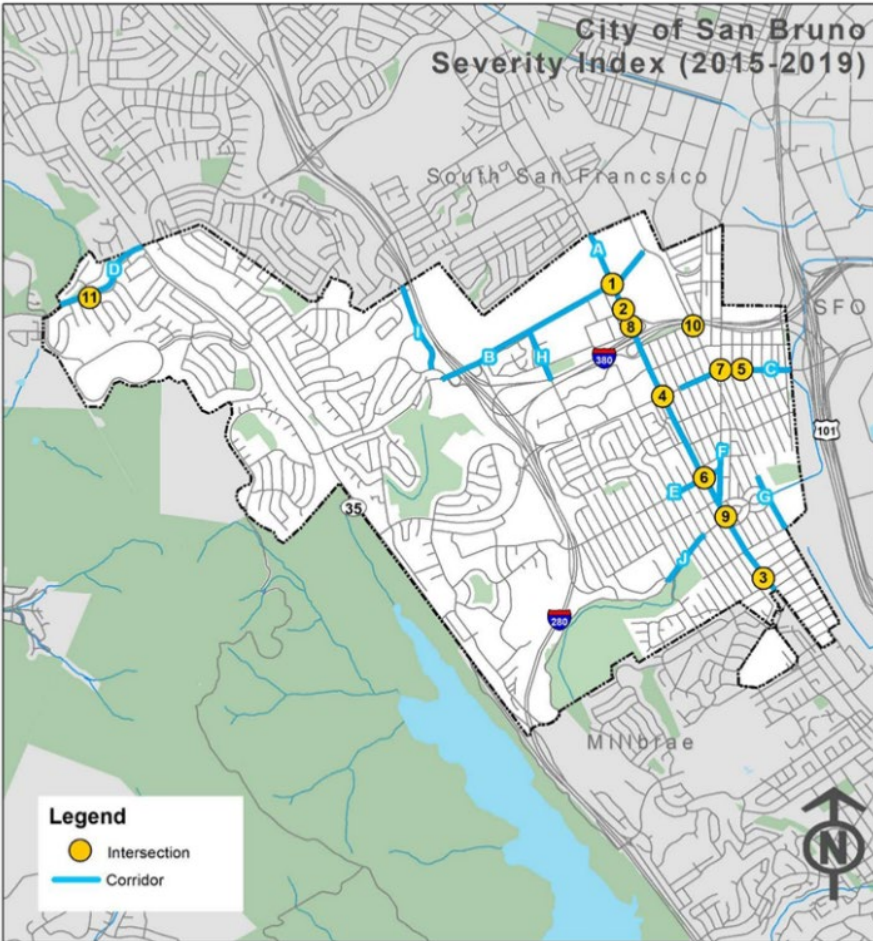
**Figure 21: City of South San Francisco, High Injury Network**



Source: Shape SSF

Figure 22: City of San Bruno High Injury Network

Figure 30. City of San Bruno High Injury Network



Source: City of San Bruno, Local Roadway Safety Plan, p.33

# Appendix: CBTP Community Area Data Profiles

## Data Sources

The source data for the profiles on the following pages are from U.S. Census American Community Survey 5-Year Estimates data tables used by the MTC to determine where census tracts met the designation of Equity Priority Area Community. These sources are:

- "Demographic and Housing Estimates." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP05, 2012 and 2022
- "Median Income in the Past 12 Months (in 2022/2012 Inflation adjusted dollars)." American Community Survey, ACS 5-Year Estimates Data Profiles, Table S1903, 2022
- "Poverty Status in the Past 12 Months." American Community Survey, ACS 5-Year Estimates Subject Tables, Table S1701, 2022
- "Poverty Status in the Past 12 Months of Families by Family Type by Work Experience of Householder and Spouse." American Community Survey, ACS 5-Year Estimates Data Profiles, Detailed Table B17016, 2022
- "Disability Characteristics." American Community Survey, ACS 5-Year Estimates Subject Tables, Table S1810, 2022
- "Language Spoken at Home for the Population 5 Years and Over." American Community Survey, ACS 5-Year Estimates Detailed Tables, Table C16001, 2022
- "Household Size by Vehicles Available." American Community Survey, ACS 5-Year Estimates Tables, Table B08201, 2022
- "Commuting Characteristics by Sex." American Community Survey, ACS 5-Year Estimates Tables, Table S801, 2022

## Total San Bruno – South San Francisco CBTP Study Area

Community Data Points (U.S. Census, ACS 5-year estimates, 2022)	Number	%
Total Population	24,012	
Total Households	7,743	
Total Single Parent Families	1,790	34.2%
Household Median Income	\$104,458	
Residents with incomes 200% of poverty threshold	5,325	22.3%
Single Parent Families below poverty	298	5.7%
Rent-burdened households (30% or more of income toward housing costs)	2,816	54.4%
Severely rent-burdened households (50% or more toward housing costs)	1,653	31.9%
Non-white residents	17,625	73.4%
Latino or Hispanic	12,858	53.5%
Asian	6,121	25.5%
Chinese	1,780	7.4%
Filipino	2,350	9.8%
Native Hawaiian or other Pacific Islander	1,562	6.5%
Black or African American	575	2.4%
American Indian or Alaska Native	485	2.0%
Speaks English less than very well (all residents)	7,066	30.9%
Speaks Spanish at home	9,550	41.7%
Spanish speaker speaks English less than very well	4,828	50.6%
Speaks Chinese (incl Mandarin, Cantonese) at home	1,405	6.1%
Chinese speaker speaks English less than very well	750	53.4%
Speaks Tagalog (incl. Filipino) at home	1,379	6.0%
Tagalog speaker speaks English less than very well	477	34.6%
Residents 75 years of age and older	1,097	4.6%
Resident under 16 years old	4,326	18.0%
Residents with Disabilities	2,032	8.5%
Zero Vehicle Households	724	9.4%
Drives Alone to Work	7,923	58.9%
Carpools to Work	1,970	14.6%
Uses Public Transit to Work	1,204	8.9%
Walks to Work	462	3.4%
Bikes to Work	455	3.4%
Works From Home	1,213	9.0%
Mean Travel Time to Work, in minutes	20 to 24 mins	
Works in City of Residence	4,142	30.8%
Works in San Mateo County	9,616	71.4%

## San Bruno CBTP Area (Census Tracts 6041.03 and 6041.04)

Community Data Points (U.S. Census, ACS 5-year estimates, 2022)	Number	%
Total Population	8,206	
Total Households	2,576	
Total Single Parent Families	585	36.2%
Household Median Income	\$108,625	
Residents with incomes 200% of poverty threshold	1,483	18.2%
Single Parent Families below poverty	73	4.5%
Rent-burdened households (30% or more of income toward housing costs)	930	52.6%
Severely rent-burdened households (50% or more toward housing costs)	680	38.4%
Non-white residents	5,481	66.8%
Latino or Hispanic	4,650	56.7%
Asian	1,838	22.4%
Chinese	604	7.4%
Filipino	467	5.7%
Native Hawaiian or other Pacific Islander	550	6.7%
Black or African American	0	0.0%
American Indian or Alaska Native	0	0.0%
Speaks English less than very well (all residents)	2,979	37.6%
Speaks Spanish at home	3,630	45.8%
Spanish speaker speaks English less than very well	2,217	61.1%
Speaks Chinese (incl Mandarin, Cantonese) at home	440	5.6%
Chinese speaker speaks English less than very well	243	55.2%
Speaks Tagalog (incl. Filipino) at home	265	3.3%
Tagalog speaker speaks English less than very well	96	36.2%
Residents 75 years of age and older	287	3.5%
Resident under 16 years old	1,417	17.3%
Residents with Disabilities	750	9.2%
Zero Vehicle Households	291	11.3%
Drives Alone to Work	3,248	66.4%
Carpools to Work	321	6.6%
Uses Public Transit to Work	403	8.2%
Walks to Work	161	3.3%
Bikes to Work	267	5.5%
Works From Home	338	6.9%
Mean Travel Time to Work, in minutes	20 to 24 mins	
Works in City of Residence	1,527	31.2%
Works in San Mateo County	3,606	73.7%

## San Bruno- Lomita Park (Census Tract 6041.03)

Community Data Points (U.S. Census, ACS 5-year estimates, 2022)	Number	%
Total Population	4,344	
Total Households	1,431	
Total Single Parent Families	385	40.4%
Household Median Income	\$102,899	
Residents with incomes 200% of poverty threshold	846	19.7%
Single Parent Families below poverty	73	7.7%
Rent-burdened households (30% or more of income toward housing costs)	497	50.5%
Severely rent-burdened households (50% or more toward housing costs)	415	42.2%
Non-white residents	2,785	64.1%
Latino or Hispanic	2,505	57.7%
Asian	1,092	25.1%
Chinese	386	8.9%
Filipino	306	7.0%
Native Hawaiian or other Pacific Islander	171	3.9%
Black or African American	0	0.0%
American Indian or Alaska Native	0	0.0%
Speaks English less than very well (all residents)	1,514	36.2%
Speaks Spanish at home	1,860	44.5%
Spanish speaker speaks English less than very well	1,003	53.9%
Speaks Chinese (incl Mandarin, Cantonese) at home	344	8.2%
Chinese speaker speaks English less than very well	176	51.2%
Speaks Tagalog (incl. Filipino) at home	212	5.1%
Tagalog speaker speaks English less than very well	96	45.3%
Residents 75 years of age and older	217	5.0%
Resident under 16 years old	940	21.6%
Residents with Disabilities	378	8.7%
Zero Vehicle Households	242	16.9%
Drives Alone to Work	1,879	75.4%
Carpools to Work	177	7.1%
Uses Public Transit to Work	192	7.7%
Walks to Work	65	2.6%
Bikes to Work	10	0.4%
Works From Home	130	5.2%
Mean Travel Time to Work, in minutes	24	
Works in City of Residence	628	25.2%
Works in San Mateo County	1,705	68.4%

## San Bruno- San Bruno Park and Downtown San Bruno (Census Tract 6041.04)

Community Data Points (U.S. Census, ACS 5-year estimates, 2022)	Number	%
Total Population	3,862	
Total Households	1,145	
Total Single Parent Families	200	30.3%
Household Median Income	\$115,781	
Residents with incomes 200% of poverty threshold	637	16.7%
Single Parent Families below poverty	0	0.0%
Rent-burdened households (30% or more of income toward housing costs)	433	55.2%
Severely rent-burdened households (50% or more toward housing costs)	265	33.8%
Non-white residents	2,696	69.8%
Latino or Hispanic	2,145	55.5%
Asian	746	19.3%
Chinese	218	5.6%
Filipino	161	4.2%
Native Hawaiian or other Pacific Islander	379	9.8%
Black or African American	0	0.0%
American Indian or Alaska Native	0	0.0%
Speaks English less than very well (all residents)	1,465	39.1%
Speaks Spanish at home	1,770	47.3%
Spanish speaker speaks English less than very well	1,214	68.6%
Speaks Chinese (incl Mandarin, Cantonese) at home	96	2.6%
Chinese speaker speaks English less than very well	67	69.8%
Speaks Tagalog (incl. Filipino) at home	53	1.4%
Tagalog speaker speaks English less than very well	0	0.0%
Residents 75 years of age and older	70	1.8%
Resident under 16 years old	477	12.4%
Residents with Disabilities	372	9.7%
Zero Vehicle Households	49	4.3%
Drives Alone to Work	1,369	57.1%
Carpools to Work	144	6.0%
Uses Public Transit to Work	211	8.8%
Walks to Work	96	4.0%
Bikes to Work	257	10.7%
Works From Home	209	8.7%
Mean Travel Time to Work, in minutes	17.2	
Works in City of Residence	899	37.5%
Works in San Mateo County	1,902	79.3%

## South San Francisco CBTP Area (Census Tracts 6021, 6022.01, 6022.02, 6023)

Community Data Points (U.S. Census, ACS 5-year estimates, 2022)	Number	%
Total Population	15,806	
Total Households	5,167	
Total Single Parent Families	1,205	33.3%
Household Median Income	\$102,380	
Residents with incomes 200% of poverty threshold	3,842	24.3%
Single Parent Families below poverty	225	6.2%
Rent-burdened households (30% or more of income toward housing costs)	1,886	55.3%
Severely rent-burdened households (50% or more toward housing costs)	973	28.6%
Non-white residents	12,144	76.8%
Latino or Hispanic	8,208	51.9%
Asian	4,283	27.1%
Chinese	1,176	7.4%
Filipino	1,883	11.9%
Native Hawaiian or other Pacific Islander	1,012	6.4%
Black or African American	575	3.6%
American Indian or Alaska Native	485	3.1%
Speaks English less than very well (all residents)	4,087	27.3%
Speaks Spanish at home	5,920	39.6%
Spanish speaker speaks English less than very well	2,611	44.1%
Speaks Chinese (incl Mandarin, Cantonese) at home	965	6.5%
Chinese speaker speaks English less than very well	507	52.5%
Speaks Tagalog (incl. Filipino) at home	1,114	7.4%
Tagalog speaker speaks English less than very well	381	34.2%
Residents 75 years of age and older	810	5.1%
Resident under 16 years old	2,909	18.4%
Residents with Disabilities	1,282	8.1%
Zero Vehicle Households	433	8.4%
Drives Alone to Work	4,675	54.5%
Carpools to Work	1,650	19.2%
Uses Public Transit to Work	801	9.3%
Walks to Work	301	3.5%
Bikes to Work	188	2.2%
Works From Home	875	10.2%
Mean Travel Time to Work, in minutes	20 to 24 mins	
Works in City of Residence	2,614	30.5%
Works in San Mateo County	6,010	70.1%

## South San Francisco- Paradise Valley (Census Tract 6021)

Community Data Points (U.S. Census, ACS 5-year estimates, 2022)	Number	%
Total Population	3,484	
Total Households	1,007	
Total Single Parent Families	312	42.8%
Household Median Income	\$87,853	
Residents with incomes 200% of poverty threshold	1,066	30.7%
Single Parent Families below poverty	51	7.0%
Rent-burdened households (30% or more of income toward housing costs)	406	57.0%
Severely rent-burdened households (50% or more toward housing costs)	209	29.4%
Non-white residents	2,860	82.1%
Latino or Hispanic	2,174	62.4%
Asian	724	20.8%
Chinese	319	9.2%
Filipino	287	8.2%
Native Hawaiian or other Pacific Islander	124	3.6%
Black or African American	178	5.1%
American Indian or Alaska Native	120	3.4%
Speaks English less than very well (all residents)	1,222	36.6%
Speaks Spanish at home	1,729	51.8%
Spanish speaker speaks English less than very well	867	50.1%
Speaks Chinese (incl Mandarin, Cantonese) at home	194	5.8%
Chinese speaker speaks English less than very well	134	69.1%
Speaks Tagalog (incl. Filipino) at home	212	6.3%
Tagalog speaker speaks English less than very well	76	35.8%
Residents 75 years of age and older	93	2.7%
Resident under 16 years old	668	19.2%
Residents with Disabilities	309	8.9%
Zero Vehicle Households	68	6.8%
Drives Alone to Work	951	53.6%
Carpools to Work	374	21.1%
Uses Public Transit to Work	224	12.6%
Walks to Work	43	2.4%
Bikes to Work	62	3.5%
Works From Home	112	6.3%
Mean Travel Time to Work, in minutes	26.6	
Works in City of Residence	596	33.6%
Works in San Mateo County	1,192	67.2%

## South San Francisco- 6022.01

Community Data Points (U.S. Census, ACS 5-year estimates, 2022)	Number	%
Total Population	4,761	
Total Households	1,747	
Total Single Parent Families	241	23.5%
Household Median Income	\$82,015	
Residents with incomes 200% of poverty threshold	1,222	25.7%
Single Parent Families below poverty	13	1.3%
Rent-burdened households (30% or more of income toward housing costs)	831	58.9%
Severely rent-burdened households (50% or more toward housing costs)	430	30.5%
Non-white residents	2,820	59.2%
Latino or Hispanic	2,238	47.0%
Asian	1,212	25.5%
Chinese	317	6.7%
Filipino	513	10.8%
Native Hawaiian or other Pacific Islander	78	1.6%
Black or African American	150	3.2%
American Indian or Alaska Native	244	5.1%
Speaks English less than very well (all residents)	1,121	25.7%
Speaks Spanish at home	1,470	33.7%
Spanish speaker speaks English less than very well	610	41.5%
Speaks Chinese (incl Mandarin, Cantonese) at home	339	7.8%
Chinese speaker speaks English less than very well	123	36.3%
Speaks Tagalog (incl. Filipino) at home	317	7.3%
Tagalog speaker speaks English less than very well	118	37.2%
Residents 75 years of age and older	304	6.4%
Resident under 16 years old	1,099	23.1%
Residents with Disabilities	352	7.4%
Zero Vehicle Households	166	9.5%
Drives Alone to Work	1,241	51.7%
Carpools to Work	387	16.1%
Uses Public Transit to Work	274	11.4%
Walks to Work	0	0.0%
Bikes to Work	77	3.2%
Works From Home	389	16.2%
Mean Travel Time to Work, in minutes	25.5	
Works in City of Residence	634	26.4%
Works in San Mateo County	1,618	67.4%

## South San Francisco- 6022.02

Community Data Points (U.S. Census, ACS 5-year estimates, 2022)	Number	%
Total Population	3,142	
Total Households	1,127	
Total Single Parent Families	167	21.4%
Household Median Income	\$86,491	
Residents with incomes 200% of poverty threshold	636	20.2%
Single Parent Families below poverty	64	8.2%
Rent-burdened households (30% or more of income toward housing costs)	478	53.8%
Severely rent-burdened households (50% or more toward housing costs)	249	28.0%
Non-white residents	2,755	87.7%
Latino or Hispanic	1,894	60.3%
Asian	924	29.4%
Chinese	304	9.7%
Filipino	425	13.5%
Native Hawaiian or other Pacific Islander	0	0.0%
Black or African American	82	2.6%
American Indian or Alaska Native	88	2.8%
Speaks English less than very well (all residents)	1,076	35.7%
Speaks Spanish at home	1,562	51.8%
Spanish speaker speaks English less than very well	836	53.5%
Speaks Chinese (incl Mandarin, Cantonese) at home	256	8.5%
Chinese speaker speaks English less than very well	179	69.9%
Speaks Tagalog (incl. Filipino) at home	252	8.4%
Tagalog speaker speaks English less than very well	61	24.2%
Residents 75 years of age and older	180	5.7%
Resident under 16 years old	429	13.7%
Residents with Disabilities	298	9.5%
Zero Vehicle Households	142	12.6%
Drives Alone to Work	986	53.0%
Carpools to Work	465	25.0%
Uses Public Transit to Work	99	5.3%
Walks to Work	188	10.1%
Bikes to Work	32	1.7%
Works From Home	52	2.8%
Mean Travel Time to Work, in minutes	22.8	
Works in City of Residence	748	40.2%
Works in San Mateo County	1,352	72.7%

## South San Francisco- 6023

Community Data Points (U.S. Census, ACS 5-year estimates, 2022)	Number	%
Total Population	4,419	
Total Households	1,286	
Total Single Parent Families	485	44.8%
Household Median Income	\$155,345	
Residents with incomes 200% of poverty threshold	918	20.8%
Single Parent Families below poverty	97	9.0%
Rent-burdened households (30% or more of income toward housing costs)	171	43.1%
Severely rent-burdened households (50% or more toward housing costs)	85	21.4%
Non-white residents	3,709	83.9%
Latino or Hispanic	1,902	43.0%
Asian	1,423	32.2%
Chinese	236	5.3%
Filipino	658	14.9%
Native Hawaiian or other Pacific Islander	810	18.3%
Black or African American	165	3.7%
American Indian or Alaska Native	33	0.7%
Speaks English less than very well (all residents)	668	15.7%
Speaks Spanish at home	1,159	27.3%
Spanish speaker speaks English less than very well	298	25.7%
Speaks Chinese (incl Mandarin, Cantonese) at home	176	4.1%
Chinese speaker speaks English less than very well	71	40.3%
Speaks Tagalog (incl. Filipino) at home	333	7.8%
Tagalog speaker speaks English less than very well	126	37.8%
Residents 75 years of age and older	233	5.3%
Resident under 16 years old	713	16.1%
Residents with Disabilities	323	7.3%
Zero Vehicle Households	57	4.4%
Drives Alone to Work	1,497	59.0%
Carpools to Work	424	16.7%
Uses Public Transit to Work	205	8.1%
Walks to Work	71	2.8%
Bikes to Work	18	0.7%
Works From Home	322	12.7%
Mean Travel Time to Work, in minutes	27.1	
Works in City of Residence	637	25.1%
Works in San Mateo County	1,847	72.8%