Daly City Community-Based Transportation Plan

City/County Association of Governments of San Mateo County

C/CAG City/County Association of Governments of San Mateo County

DALY CITY CALIFORNIA GATEWAY TO THE PENINSULA

September 2023

PLACEWORKS

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Table of Contents

List of Figures & Tables

Executive Summary

This Community-Based Transportation Plan (CBTP) addresses transportation challenges in Equity Priority Communities (EPC) in Daly City. The CBTP was developed by the City/County Association of Governments of San Mateo County (C/CAG) with Association of Bay Area Governments/ Metropolitan Transportation Commission (MTC) grant funding. In conformance with MTC guidelines, it represents a collaborative effort between C/CAG, community members, local stakeholders, and transit operators to identify and fill local mobility gaps in EPCs.

The CBTP recommends a series of projects and programs identified during community outreach and review of existing studies. These recommendations were prioritized using evaluation criteria developed with a CBTP Advisory Group (AG).

COVID-19 and CBTP Development

The COVID-19 pandemic and resulting shelter-in-place mandate of February/March 2020 occurred following the completion of the initial approved Community Outreach Strategy. As such, the outreach strategy was revisited. Following a meeting of the Advisory Group on August 24, 2020, the CBTP team and MTC approved a new strategy for distanced community outreach and agreed that input related to emerging COVID-19 mobility challenges was relevant to the CBTP and resulting recommendations.

COVID-19 cases peaked from November 2020 to February 2021, again in August 2021, and a third time in January 2022. Each peak required holding or adapting outreach and working with new partners, a process described fully in Chapter 4. As a result, some of the community feedback that influences recommendations in this CBTP are directly tied into the mobility context, habits, priorities, and challenges influenced by COVID-19.

Both C/CAG and MTC determined that it is in the interest of EPCs to adopt this plan in the current context, rather than re-initiate the existing conditions, community outreach, and recommendations processes.

Study Area Profile

Demographic Profile

The last CBTP in Daly City was the 2008 Bayshore CBTP. That study area consisted of a single census tract in the far eastern part of Daly City, north of the City of Brisbane. It had a population of 3,890 people, under four percent of Daly City's total population at the time. It was a diverse community, at 57 percent Asian/Pacific Islander, 24 percent Hispanic/Latino, 10 percent black and seven percent white.

The current CBTP study area represents a significant expansion from 2008, as shown in Figure ES-1. In addition to the Bayshore tract, it includes three separate EPCs in the northwest, central and southern portions of the city. The total 2017 population of the four EPCs was about 25,500. That population is expected to increase to 31,855 persons by 2040.

The study area remains more diverse than San Mateo County as a whole. About 10 percent of study area residents are white, compared to 40 percent countywide. Approximately five percent are black, compared to two percent countywide. Thirty percent of the study area population is Hispanic or Latino, and 53 percent is Asian or Pacific Islander.

Approximately 33 percent of all residents in the four EPCs were living in poverty in 2017, as compared to 19 percent Countywide.

Transportation and Transit Profile

The Colma BART Station is located in the southernmost Daly City EPC and Daly City BART Station is located just outside the northern EPC. Together, the stations are served by the Richmond-Millbrae, Antioch-Millbrae, Daly City-Dublin/Pleasanton and Daly City-Warm Springs/South Fremont BART lines. The Bayshore Caltrain station is located at the far northeastern portion of the study area, east of the Bayshore EPC.

The study area is served by several bus routes managed by the San Mateo County Transit District (SamTrans). Two San Francisco Municipal Transportation Agency

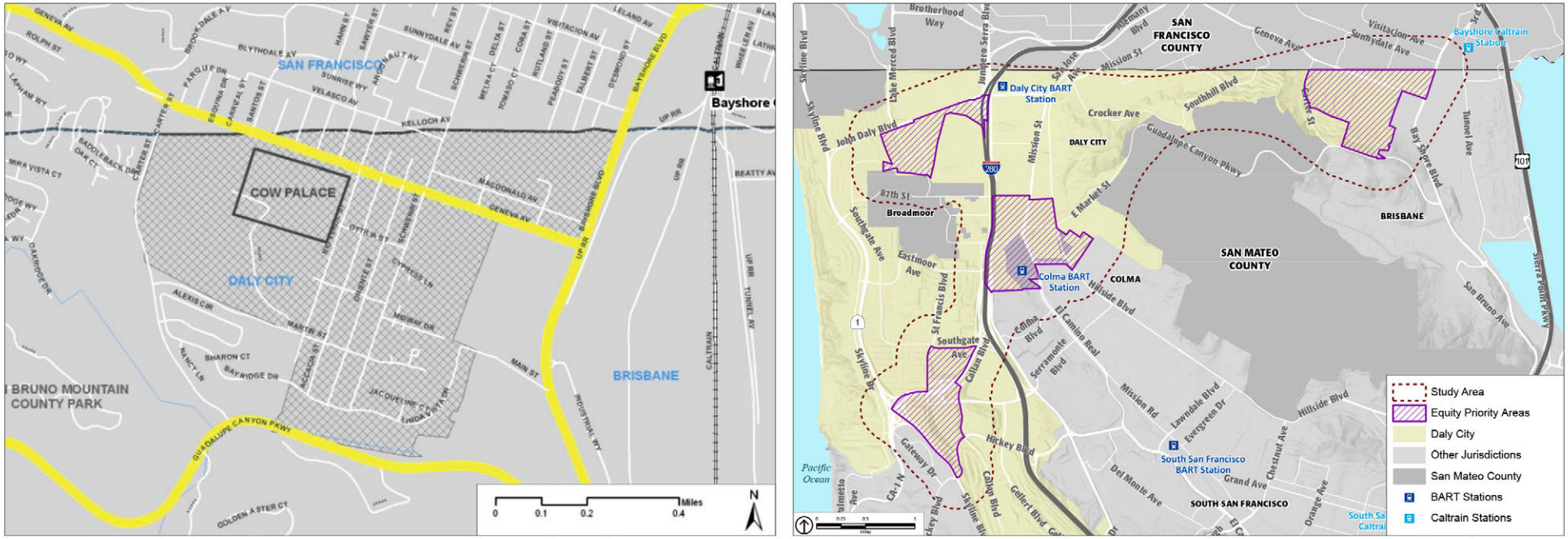


Figure ES-1 2008 and Current CBTP Study Areas

(MUNI) routes also serve Geneva Avenue in the northeast (Bayshore) EPC and the area immediately surrounding the Daly City BART Station. Additionally, the City of Daly City's Bayshore Shuttle is routed from the Bayshore neighborhood to the Daly City BART Station.

An active transportation network includes a mix of bicycle and pedestrian facility types that provides some connectivity with transit. Multiple future bicycle and pedestrian projects, including various classes of bike lanes, pedestrian paths and non-automobile safety improvements are proposed in current plans like Walk Bike Daly City: City of Daly City Pedestrian and Bicycle Master Plan 2020; and the 2021 Unincorporated San Mateo County Active Transportation Plan.

Outreach and Engagement

All CBTP recommendations are based on a community coordination campaign consistent with MTC Guidelines. As detailed in Chapter 4, the outreach process was adapted to changing conditions associated with COVID-19.

Outreach and engagement in this plan included the following components:

1. Oversight by an Advisory Group
2. Project web page
3. Project awareness campaign
4. Bilingual digital transportation survey
5. Meetings with city leadership
6. Virtual "Town Hall" meeting
7. "Pop-up" outreach sessions at events in the study area

Source: Metropolitan Transportation Commission (MTC), 2018; Contra Costa County 2018; Placeworks, 2018.

Advisory group

Initially, C/CAG convened separate AGs for the Daly City CBTP and Southeast San Mateo County CBTP. However, the AGs were combined at the start of the pandemic. This allowed members to discuss the shared mobility challenges of COVID-19 alongside new outreach strategies. The AG also continued to perform its role of reviewing project milestones, providing direction on reaching specific communities, and prioritizing CBTP recommendations.

The AG was composed of Daly City, San Mateo County, and transit agency staff as well as representatives from transportation-related non-profit organizations. All members are listed in Chapter 4.

Project Web Page

The CBTP team developed a project web page on the C/CAG website. The web page included background information on the CBTP process, project submittals such as the Community Needs Assessment and AG meeting presentations. Links to Spanish and English versions of the online transportation survey were also uploaded to the webpage.

Awareness Campaign

The CBTP team developed a graphics-rich Outreach Awareness Notice in English (see Figure 4-1) and Spanish (see Figure 4-2) to notice the public of outreach events in various EPCs. The flier was adapted to each event and posted digitally on websites of stakeholders involved in the project.

Transportation Survey

A bilingual on-line survey was released in late 2020. It was designed to assess rates of active transportation and transit use, identify barriers to those options, and highlight community resources (hospitals, supermarkets, etc.) that are difficult to access. The survey also included questions about mobility challenges associated with shelter-in-place restrictions and changing work conditions due to COVID-19. The digital survey was made available on the C/CAG project webpage, Jefferson Union High School District webpage, and various jurisdictions in English and Spanish.

City Council Outreach

Equitable and effective outreach was difficult in the first half of 2021 due to COVID-19 surges. Members of the AG and community leaders expressed concern that many residents of EPCs would not be adequately represented in the CBTP engagement process. As a result, the CBTP team coordinated directly with City staff and leadership to review the current outreach effort and brainstorm new outreach strategies.

On February 22, 2021, the CBTP team facilitated a virtual presentation to the Daly City City Council to solicit ideas for penetrating EPCs and increasing community participation. City Council members shared ideas for potential new events, target communities, and local partners.

On May 17, 2021, the project team presented to the entire Daly City community at a "Local Transportation Challenges Virtual Town Hall" meeting hosted by the City. A graphic notice of the meeting in English, Spanish, Mandarin and Tagalog was placed in the Daly City Spring 2021 Newsletter and the event was introduced by San Mateo County Supervisor David J. Canepa. Low community turn-out to the event was a further indication of the ongoing challenge of community outreach in the first half of the COVID-19 pandemic.

Pop-Up Sessions

Late 2021 saw increasing COVID-19 vaccination rates and relaxation of shelter-in-place mandates. At this time, the CBTP team utilized previous input from AG members, City leaders and community surveys to schedule "Pop-Up" outreach sessions at pre-scheduled events in and near Daly City EPCs. The goals of these events were to collect detailed feedback about transportation challenges directly from EPC residents. CBTP project staff facilitated "map and dot" study board exercises, on-site surveys, and "infrastructure gap" sticker exercises to allow participants to visually identify existing mobility gaps.

Pop-up sessions were conducted at the following events with the following participation rates:

1. **2nd Annual Bayshore Block Party** hosted by the Bayshore Parent Teach Organization (PTO) of Bayshore Elementary School on October 16, 2021. Approximately 47 attendees participated in interactive exercises, comment cards and surveys.

2. **Serramonte Farmer's Market**, on December 4, 2021. CBTP project staff facilitated a pop-up event at the market from 8:30 am to 12:00 pm. Nineteen people participated in mapping exercises and 22 people contributed narrative comments.
3. **Colma BART Station** on February 8th, 2022, from 4:30 to 6:30 pm. Team members set up maps and information in the station's covered **"Free Speech Area."** CBTP team members facilitated map exercises and/or discussions with eight BART riders and collected 12 comment cards.

Key Findings

Table ES-1 summarizes the key findings and feedback from each outreach component.

Table ES-1 Key Findings from Community Outreach Events

Transportation Survey

(Note: responders could select multiple options)

Transit system ridden (descending order):

1. BART (68%)
2. SamTrans (49%)
3. Caltrain (12%)

Impediments to transit (descending order):

1. Route design (54%)
2. Delays and unpredictability (49%)
3. Hours of operation (44%)
4. Location of stops (34%)
5. Condition of shelters (34%)

Impediments to biking (descending order):

1. Dangerous streets or intersections (46%)
2. Lack of bike lanes (41%)
3. Lack of secure bike parking (29%)
4. Gaps in existing lanes (22%)

Impediments to walking (descending order):

1. Poor lighting (56%)
2. Poor sidewalks (49%)
3. Difficult intersections (46%)

Places that are hard to get to (descending order):

1. Supermarket (34%)
2. Transit station (34%)
3. Hospital/medical center (29%)
4. Work (24%)
5. School (15%)

New COVID-19-related transportation challenges (descending order):

1. I feel unsafe on transit (44%)
2. Reduced transit schedules (29%)
3. None (22%)
4. Other (12%)

Bayshore Block Party "Pop-Up"

Bicycle Challenges:

- General lack of bike lanes, gaps in existing lanes, and unsafe intersections
- Need for "dedicated" bike lanes in Bayshore
- Improved lighting and markings along Geneva Avenue bike lane

Pedestrian Challenges:

- The need for a more pedestrian-safe Geneva Avenue, with more and safer crossing opportunities
- Need to repave sidewalks in Bayshore
- Lack of crosswalks on long blocks
- Dangerous pedestrian access conditions at Bayshore Elementary School

Transit Challenges:

- Lack of Transit Access to other Daly City schools (more than six comments)
- Lack of frequency to San Francisco (in particular Balboa BART Station)
- Shuttle for seniors to shopping centers
- Lack of frequency of the Daly City Bayshore Shuttle
- Better bus/transit materials in Cantonese

Safety Challenges

- Racecar community associated with Cow Palace
- Loud cars in and around Cow Palace
- Ottilia Street, Partridge Street, and Accacia Street are "racetracks" where cars do sideshows and donuts

Table ES-1 Key Findings from Community Outreach Events

Serramonte Farmer's Market "Pop-Up"	**Bicycle Challenges:** • General "behind the curve" conditions of bike facilities and resulting difficulty of bike access around Serramonte Mall **Pedestrian Challenges:** • Dangerous conditions at intersection of Cerro Drive and Southgate Avenue • Need for better sidewalks along Serramonte Boulevard and Junipero Serra Boulevard • Need to repair "prepare to stop" signals on Westridge and Westmoor Avenues that are commonly out of service **Transit Challenges:** • Need for "bus linkage" between Serramonte Mall and other retail destinations in Daly City • Lack of frequency of bus routes, especially SamTrans' 110 and 120 • Need for a dedicated shuttle for seniors to shopping centers • Preparation of bus/transit marketing and information materials in Cantonese • Poor conditions of SamTrans Route 110 bus stops near Ranch 99 Market (250 Skyline Plaza) • Lack of transit access for Belcrest neighborhood at Belcrest Avenue and Longview Drive **Safety Challenges** • Unsafe conditions due to traffic bottlenecks at multiple Serramonte Mall destinations, including and vehicle speeds on and around: » Target » Chick-fil-A » In-N-Out Burger » The Home Depot • Unsafe conditions due to traffic bottlenecks on: » Callan Boulevard
Serramonte Farmer's Market "Pop-Up" *(Continued)*	» Serramonte Boulevard » Saint Francis Boulevard » Gellert Boulevard • Lack of adequate lighting in and around: » Residential areas west of Saint Francis Boulevard and south of Highway 35/Route 1 intersection » Ranch 99 Market • Illegal dumping that contributes to sense of danger
Colma BART Station "Pop-Up"	**Bicycle Challenges:** • Need for bike lanes to and around the BART station • Lack of protected bike lanes around Colma BART station and in Daly City as a whole **Pedestrian Challenges:** • Intersection at Mission Road/San Pedro Road/Market Street is complex and confusing **Transit Challenges:** • Lack of shelters on SamTrans Route 130 around the station • The need for shorter commute hour headways on SamTrans Route 120 • New development projects in Daly City that will increase SamTrans ridership and need for increased BART route frequencies • Insufficient transit connection from Colma BART to Serramonte Mall **Safety Challenges** • Colma Station can feel dirty and not well-maintained • Bus bays at Colma are unsafe or poorly-lit at night

Recommendations Methodology

Evaluation Criteria

As detailed in Chapter 5, the CBTP project team worked with the AG to establish four evaluation criteria to rank projects and programs by their ability to improve mobility for challenged communities:

1. Reflects Community Priorities
2. Increases Access
3. Is Financially Feasible
4. Ease of Implementation

Scoring Methodology

Recommendations were scored one through five for each evaluation criteria. A score of one reflects the lowest potential for fulfillment of that category; five the highest. For all project and plans, the following score averages were calculated:

- **Average Score:** The average score of Criteria 1 through 4.
- **Area Need Score:** The average score of Criterion 1 (Community Priorities) and Criterion 2 (Increases Access).
- **Project Potential Score:** The average score of Criterion 3 (Financial Feasibility) and Criterion 4 (Ease of Implementation).

The CBTP team consolidated criteria into the two scores above to improve the likelihood that CBTP projects will be implemented. A focus on recommendations with the highest and/or most immediate potential to get funded and built will support the grant selection and planning. It will facilitate more informed decision-making and awareness of potential challenges for future projects.

Implementation TimeFrame

Each of the following recommendations is assigned one the following three implementation timeframes based on community priority:

1. **Short Term (ST)**. These recommendations are assumed to be implemented in one to three years.
2. **Medium Term (MT)**. These recommendations are assumed to be implemented in three to eight years.
3. **Long Term (LT)**. These recommendations are assumed to be implemented in eight or more years.

Project Types

Recommendations fall within the following groups of projects and plans:

Active Transportation. These are generally capital improvements that increase safe, healthy, active transportation choices, namely walking and biking, for everyday trips. Active transportation also includes micromobility, which refers to the use of individual, lightweight vehicles, such as bikeshares and e-scooters, typically on a per-ride basis.

Transit and Paratransit. Transit projects may include new routes, expanding operating hours of certain lines, increasing transit line frequency, or improving transit stops with lighting, shelter, and seating.

Safety. School safety projects provide safe, non-motorized routes between where people live and local schools. Examples of safety projects include improvements to school access and student safety, traffic calming on streets with high rates of pedestrians, neighborhood lighting improvements and poorly-secured transit facilities.

Recommendations

The following tables summarize recommended projects and plans, including estimated cost, timeframe and responsible agency(ies) for the three project types. All recommendations are listed in descending order of average score.

Active Transportation Projects and Plans

Table ES-2 lists recommended Daly City CBTP active transportation projects.

Transit and Paratransit Projects and Plans

Table ES-3 lists recommended Daly City CBTP transit and paratransit projects and

Safety Projects and Plans

Table ES-4 lists recommended Daly City CBTP safety projects.

Table ES-2 Recommended Active Transportation Projects and Plans

Recommendation	Average Score	Area Need Score	Project Potential Score	Estimated Cost	Imple-mentation Timeframe	Responsible Agency
Study potential alternatives for high-visibility crosswalks at the intersection of Serramonte Boulevard and Highway 1 ramps.	4.25	4.5	4	$30,000	ST	Daly City
Improve Daly City BART Station access for pedestrians travelling eastbound on John Daly Boulevard with improved markings, signalization and directional signage at the intersection of John Daly Boulevard and Niantic Avenue, consistent with *2020 City of Daly City Pedestrian and Bicycle Master Plan.*	4	4.5	3.5	$1M	ST	Daly City and BART
Create a more pedestrian-safe Geneva Avenue: Install crosswalks with curb extensions at Allan St and Talbert Street	3.75	4	3.5	$65,000	ST	Daly City
Install Class IV bikeway on State Route 82 in unincorporated Colma, per *Unincorporated San Mateo County Active Transportation Plan.*	3.5	5	2	$8M to $24M	MT	San Mateo County
Install signage and pavement markings to better designate existing Class II bike lanes on Geneva Avenue between Santos Street and Bayshore Boulevard.	3.5	3	4	$35,000	ST	Daly City
Improve the intersection of Mission Street / E. Market Street / San Pedro Road with a pedestrian island and high-visibility or "3D" crosswalks.	3.5	3.5	3.5	$38,000	ST	Caltrans/ Daly City
Study bicycle and pedestrian network conditions and conflicts within ½ mile of the Daly City and Colma BART Stations. Include recommendations for active transportation network improvements, infrastructure projects and micromobility programs designed to increase bike/ped safety and close “first-mile-last-mile” gaps.	3.5	4	3	$275,000	ST	C/CAG, SMC Transporta-tion Agency
Perform a feasibility study of a ped/bike pathway from the terminus of Reiner Street in unincorporated Colma to the Colma BART station, on unimproved land beyond the soundwall adjacent to the Station.	3.5	4	3	$275,000	ST	San Mateo County, Daly City, BART
Develop a micromobility implementation guidebook for local jurisdictions to support efficient roll-out of bikeshare, e-scooter and other micromobility programs. The guidebook should include a framework for: • Engaging community members to get input on preferred micromobility programs. • Identifying type(s) of micromobility program(s) for maximum community benefit. • Locating micromobility vehicle access and parking areas. • Designing safe and accessible micromobility routes that close “first-mile-last-mile” transit gaps. • Contracting with third party vendors.	3.5	3.5	3.5	$325,000	ST	C/CAG
Improve access to electronic bikes via equity programs for both shared e-bikes and individually owned e-bikes.	3.5	3.5	3.5	$50,000 to $500,000	MT	C/CAG, San Mateo County Daly City
Study the repurposing of Hillside Boulevard in Unincorporated Colma into a Class IV bikeway.	3.25	3.5	3	$275,000	MT	San Mateo County
Increase number of bike lockers at Colma BART station from eight to 20, consistent with Daly City BART Station.	3.25	2.5	4	$30,000	LT	BART
Study the development of a Class IV bikeway (per *Unincorporated San Mateo County Active Transportation Plan*) and series of safer pedestrian crossings on Hillside Blvd. in Unincorporated Colma	3.25	2.5	4	$75,000	LT	San Mateo County, Daly City
Install Class III bike route on Mission Street from Westake Avenue to San Pedro Road, per *2020 City of Daly City Pedestrian and Bicycle Master Plan.*	3	3.5	2.5	$1.2M	LT	Caltrans

Table ES-3 Recommended Transit and Paratransit Projects and Plans

Recommendation	Average Score	Area Need Score	Project Potential Score	Estimated Cost	Implementation Timeframe	Responsible Agency
Broaden multi-lingual information and awareness campaign of Clipper START program to include transit stops, stations and high-activity destinations in Equity Priority Communities.	4.25	3.5	5	$75,000	ST	MTC
Add NACTO and ADA compliant bus shelters at the following stops of the following SamTrans route to improve access to neighborhood supermarket: • Route 110 bus stop at Southgate Ave and Westmoor Avenue, near Ranch 99 Market at 250 Skyline Plaza, Daly City, CA 94015	4	4	4	$20,000 to $30,000 per stop	ST	SamTrans, Daly City
Add NACTO and ADA compliant bus shelters at the following stops of the following SamTrans route to improve access to neighborhood supermarket: • Route 122 bus stop at Callan Street and King Drive, near Manilla Oriental Market at 950 King Drive Suite 112, Daly City, CA 94015	4	4	4	$20,000 to $30,000 per stop	ST	SamTrans, Daly City
Add NACTO and ADA compliant bus shelters at the following stops of the following SamTrans route to improve access to neighborhood supermarket: • Route 130 bus stops on Hillsdale Boulevard between Gambetta Street and Bismark Street, near Mission Plaza at 6843 Mission St, Daly City, CA 94014	4	4	4	$20,000 to $30,000 per stop	ST	SamTrans, Daly City
Add NACTO and ADA compliant bus shelters at the following stops of the following SamTrans route to improve access to neighborhood supermarket: • Route ECR bus stops at Mission Street/Eastlake Avenue and Mission Street/Parkview Avenue, near Mid-City Market at 6718 Mission St, Daly City, CA 94014	4	4	4	$20,000 to $30,000 per stop	ST	SamTrans, Daly City
Implement a 2022 San Mateo County Paratransit Rider's Guide "How-to Tour." Introduce tour-goers at senior centers, medical facilities and social service organizations to the basics of paratransit eligibility, sign-up, routing and ride process.	3.75	4	3	$70,000 to $120,000	MT	San Mateo County, SamTrans, Daly City
Develop implementation strategies for equity mobility programs that encourage mode shift, such as the 2021 101 Express Lanes Community Benefits Program.	3.75	4	3	$20,000 to $35,000	MT	C/CAG, San Mateo County, Daly City
Increase the frequency of the City of Daly City's Bayshore Shuttle to include limited weekend service.	3.75	5	2.5	$600,000 to $1M annually	MT	Daly City
Install NACTO and ADA compliant bus stops along SamTrans Route 130.	3.75	3	4.5	$20,000 to $30,000 per stop	MT	SamTrans
Program a new Guadalupe Canyon Pkwy SamTrans route connecting Bayshore and Serramonte.	3.5	4	2.5	$1.5M to $3M start-up	LT	SamTrans

Table ES-4 Recommended Safety Projects and Plans

Recommendation	Average Score	Area Need Score	Project Potential Score	Estimated Cost	Implementation Timeframe	Responsible Agency
Install curb extensions at intersections on community-identified informal "racetracks" on the following Bayshore neighborhood rights-of-way: • Entire length of Ottilia Street • Entire length of Partridge Street • Accacia Street from Geneva Avenue to Bay Ridge Drive	4.25	4.5	4	$1.5M to $2M	ST	Daly City
Implement Safe Routes to School infrastructure, including traffic calming techniques such as lane narrowing, bulb-outs, and rapid flashing beacons at: • Bayshore Elementary School • Thornton High School • Daniel Webster Elementary • Westlake Elementary School • Jefferson High School	3.75	4	3.5	$300,000 to $600,000 per school	ST	Daly City, Bayshore Elementary Unified School District, Jefferson Elementary School District, Jefferson Union High School District
Execute a Memorandum of Understanding (MOU) between Daly City leadership and Cow Palace Board of Directors (State of California Department of Food and Agriculture's division of Fairs and Expositions) to develop a community-sensitive event scheduling and safety campaign.	3.25	3.5	3	$15,000	MT	Daly City, State of California
Improve lighting at loading areas, bus bays and areas between the station footprint and loading area and bus bays, at Colma BART Station.	3	2.5	3.5	$400,000 to $700,000	MT	BART

1. Introduction

1.1 Metropolitan Transportation Commission Lifeline Transportation Program

In 2001, the Metropolitan Transportation Commission (MTC) published two reports identifying gaps in the provision of transportation services in low-income Bay Area neighborhoods and initiated two programs to allocate funding for transportation improvement projects based on outreach to low-income communities. The Lifeline Transportation Program (LTP) allocates state and federal funds to provide grants for projects that meet mobility and accessibility needs in low-income communities. The Community-Based Transportation Planning (CBTP) Program is an outreach-based program to improve travel needs in specific low-income Equity Priority Communities (EPC) throughout the Bay Area. Each CBTP is a collaborative effort between community members, transit operators, local jurisdictions and congestion management agencies to identify local mobility challenges and community-oriented solutions.

The projects identified in CBTPs then become eligible for funding through the LTP. The goal of the LTP is to fund projects that result in improved mobility and accessibility for low-income residents of the San Francisco Bay Area. Eligible projects 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 a CBTP.

Both operating projects and capital projects are eligible for funding under the LTP. LTP Cycle 6, which covers Fiscal Year 2018–2019 through Fiscal Year 2019–2020 was funded by the Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Funds.

MTC distributes a portion of State Transit Assistance (STA) population-based funds STA to CMAs, each of which is tasked with establishing policies to distribute STA Block Grant funds within its jurisdiction. San Mateo County has proposed to allocate 40 percent of funds to SamTrans' paratransit program and 60 percent to C/CAG for the county-led Lifeline Program.

1.2 CBTP Guidelines

MTC has established guidelines to ensure that CBTP mobility recommendations are the result of community input. Per the 2018 MTC guidelines:

- All CBTP recommendations must be based on a Community Engagement Plan that includes at least three best practices for outreach to low-income residents.
- Community outreach must be coordinated with community stakeholders, such as Community Based Organizations (CBO) and non-profits working with the underserved.
- Each CBTP must convene a Steering Committee composed of social service, CBO, agency, and/or non-profit leadership to review outreach strategies, recommendation selection criteria, and milestones.
- Each CBTP must identify funding sources for "high-priority" projects.

1.2.1 Equity Priority Communites

As noted in Section 1.1, CBTP study areas are composed of MTC-identified EPCs. These are census tract-based geographies that exhibit either: [1]

1. A low-income population (<200-percent federal poverty level) that exceeds 30 percent and a minority population that exceeds 70 percent; or

1 Metropolitan Transportation Commission, 2021 (modified May 14),"Equity Priority Communities,"mtc.ca.gov. https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities.

2. A low-income population that exceeds 30 percent and a population that surpasses MTC thresholds for at least three of the following:
    - Limited English Proficiency (12 percent threshold)
    - Seniors 75 Years and Over (15 percent threshold)
    - Zero-Vehicle Households (15 percent threshold)
    - Single Parent Families (18 percent threshold)
    - People with a Disability (12 percent threshold)
    - Rent-Burdened Households (14 percent threshold)

1.3 2008 Bayshore CBTP

The *2008 Daly City CBTP* study area was limited to a single census tract in the Bayshore neighborhood of northeast Daly City. It was identified in MTC's 2008 Regional Transportation Plan (RTP). The *2008 Bayshore CBTP* study area consisted of 3,890 people, which at the time, was 3.75 percent of Daly City's total population. The northern boundary of the study area shared the northern boundary of San Mateo County line, as shown in Figure 1-1. Significant changes in demographics, land use and transportation options have occurred since the adoption of the *2008 Bayshore CBTP*, resulting in additional EPAs and revised CBTP study area.

The *2008 Bayshore CBTP* recommended 14 transportation related projects, programs, or plans. By 2019, two of the 14 recommendations had been successfully implemented, six recommendations partially implemented, and six not been implemented. The completed projects include improved bicycle facilities installed along Geneva street in 2017 and subsidized monthly transit pass program for low-income riders. Some of the partially implemented recommendations include the Bayshore shuttle, improvements to transit stops, multi-language transportation marketing and a medical services shuttle. More information on the implementation status of the 2008 Bayshore CBTP Recommendations are found here in Table 1-1.

Most of the barriers to implementation of these recommendations involve a lack of funding mechanisms such as unidentified funding or Responsible Agency to research funding. 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 or policy becomes a constraint for program or policy success.

Figure 1-1 2008 Bayshore CBTP Study Area

Table 1-1 Status of 2008 Bayshore CBTP Recommendations

Recommended Project/Plan/ Program	Level of Implementation			Notes
	Fully	Partially	Not Implemented	
Short-Term				
Provide Circulator Shuttle		X		Hindered by multi-agency coordination, subsidy restrictions, driver shortages
Provide Discounted Taxi Rides to Medical Facilities			X	Hindered by private partnerships, lack of funding source, complex reimbursement and discount mechanism needs development, increasing preference towards TNCs
Subsidize School Bus Service			X	Hindered by school transfers as barrier to entry, no responsible party identified for funding source identification
Improve Taxi Service Information			X	Telephone area codes were not addressed in actions, plan hindered increasing preference towards TNCs
Increase Public Awareness about Transportation Options		X		Printed materials now obsolete with smartphone availability, strategy redundant with other awareness programs
Short- to Mid-Term				
Improve Transit Stops – SamTrans		X		Hindered by multi-agency coordination, lack of funding source
Improve Transit Stops – MUNI			X	Hindered by limiting site conditions, permitting, public acceptance, shifts in routes
Improve Bicycle Infrastructure	X			Bike facilities installed along Geneva Ave in 2017
Provide Transit Information in Different Languages		X		Printed materials obsolete with online resources and smartphone availability
Subsidize Monthly Transit Passes for Low Income Riders	X			Transit Fare Assistance program (CalWORKS) included in County Welfare to Work Transportation Plan
Mid-Term				
Provide Shuttle Service to Kaiser Medical Offices		X		Hindered by lack TDM Strategy to plan, fund, and implement service
Enhance Pedestrian Safety		X		Installed bulb-outs on Geneva Ave. and flashing beacons at Geneva Ave. and Oriente St.
Improve Affordability of Transfers between Transit Systems			X	Hindered by development of equitable revenue exchange mechanism
Long-Term				
Provide Fixed-Route Service		X		Service provided by SamTrans Circulator Shuttle, which has many of the same stop
TOTAL	**2**	**6**	**6**	

1.4 Current Daly City CBTP

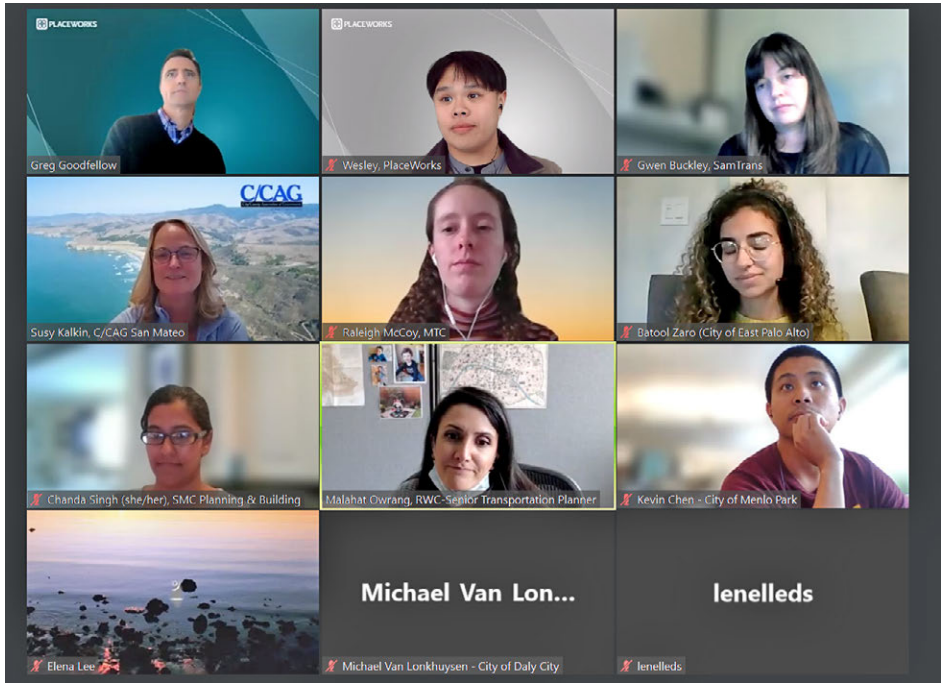
1.4.1 Study Area

The current Daly City CBTP study area (study area) is delineated by the red dashed line in Figure 1-2. The study area was determined by the location of four separate EPCs distributed across Daly City, including:

- **Northwest EPC.** This EPC 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 EPC**. 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 EPC**. This tract is located immediately east of Interstate 280. Mission Street and East Market Street intersect here, and the Colma BART Station is located here. This is the only EPC that includes an unincorporated area of San Mateo County.
- **Southern EPC**. 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.

1.4.2 CBTP Advisory Group

Per MTC's CBTP Guidelines, C/CAG convened two Advisory Groups (AG), one to guide the Daly City CBTP and one to guide the concurrent Southeast San Mateo County CBTP. The AGs consisted of representatives from CBOs, non-profits, local jurisdictions, transit agencies, and MTC. The role of the AGs was to ensure transparency and inclusivity throughout the process, review project milestones, and assist in program evaluation. The AGs provided input on reaching specific members of the community, prioritized outreach opportunities, and evaluated the list of policy and project recommendations for the study area.



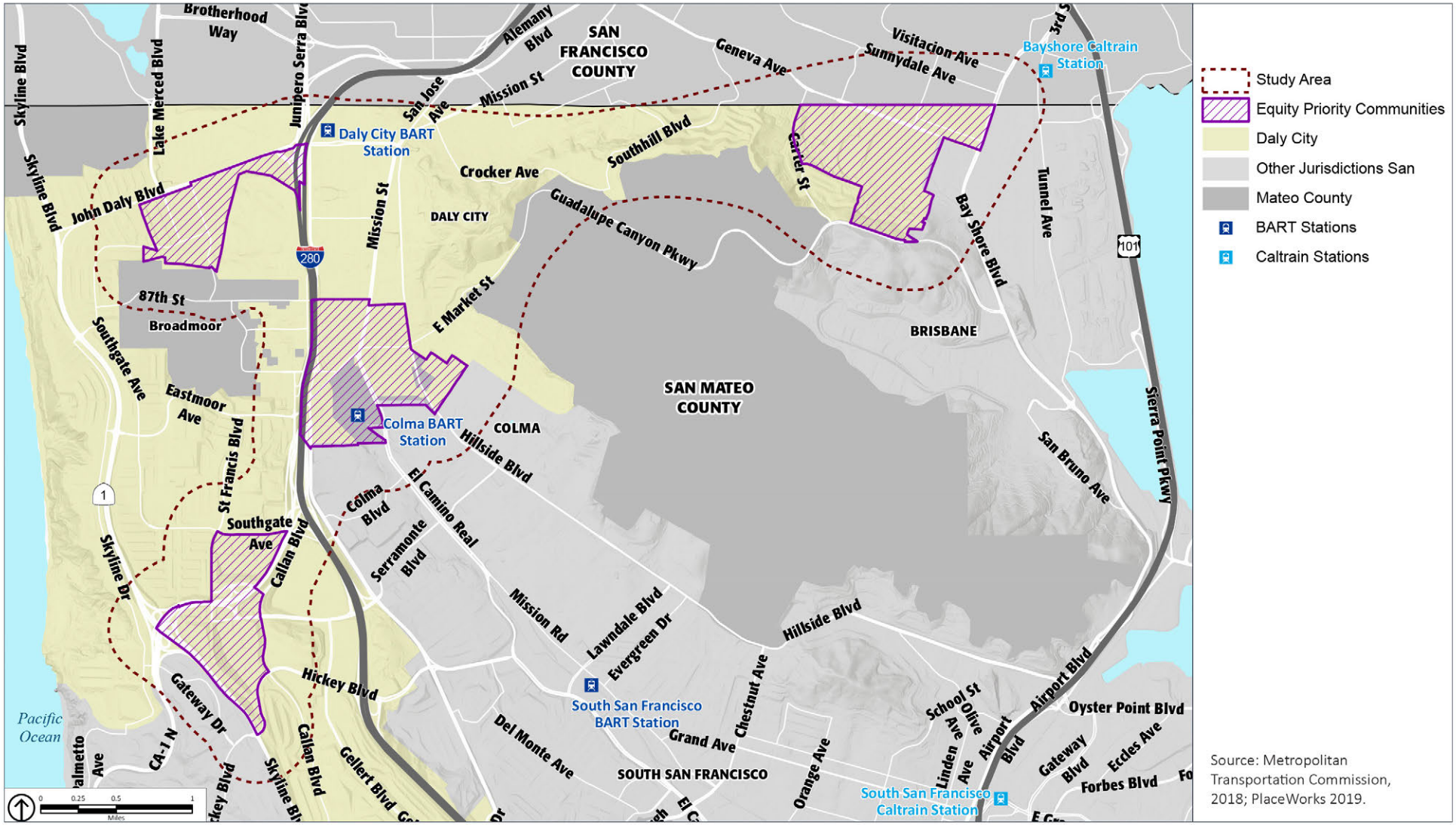


Figure 1-2 Daly City CBTP Study Area

Due to challenges of coordinating two Advisory Groups at the beginning of the COVID-19 pandemic in 2020, the CBTP team decided to combine the Daly City and Southeast San Mateo AGs into a single AG. The AG met four times throughout the outreach process (one in-person, three virtual) to provide practical guidance on local input, reach specific segments of the community, review deliverables, and provide input on project review criteria and CBTP draft recommendations. See Chapter 4 for a complete list of all AG members. AG members also and participated in review of final CBTP recommendations.

1.5 COVID-19 and CBTP Development

The COVID-19 pandemic and resulting shelter-in-place mandate of March 2020 occurred just after the CBTP Community Needs Assessment background report and Community Outreach Strategy were completed. As such, outreach implementation was temporarily halted and revisited. On August 24, 2020 the AG and MTC approved a new strategy for distanced community outreach and agreed that input related to emerging COVID-19 mobility challenges was relevant to the CBTP and resulting recommendations.

COVID-19 cases peaked from November 2020 to February 2021, again in August 2021, and a third time in January 2022. Each peak required delaying or adapting outreach and working with new partners, a process described fully in Chapter 4. As a result, some of the community feedback that influences recommendations in this CBTP is directly tied into the mobility context, habits, priorities, and challenges influenced by COVID-19.

The City/County Association of Governments of San Mateo County (C/CAG), with MTC, determined that it is in the interest of communities in the CBTP study area to adopt this plan in the current context, rather than re-initiate the existing conditions, community outreach, and recommendations processes.

2. Study Area Profile

The current Daly City Community-Based Transportation Plan (CBTP) study area is composed of four separate census tracts dispersed across the City. This contributes to a diverse demographic and land use profile.

A full CBTP Study Area Community Needs Assessment report is provided in Appendix A.

2.1 Demographic Analysis

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 four EPCs.

2.1.1 Population

According to the 2013-2017 ACS 5-year estimates, the population of the study area in 2017 was approximately 25,533, having grown eight 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 nine 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.

2.1.2 Race and Ethnicity

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

Table 2-1: 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 Latinx	30%	25%
Total	100%	100%

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

2.1.3 Age Distribution

According to 2013-2017 American Community Survey (ACS) 5-year estimates and shown in Figure 2-1, 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 EPCs. The northeast and southern EPCs 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.

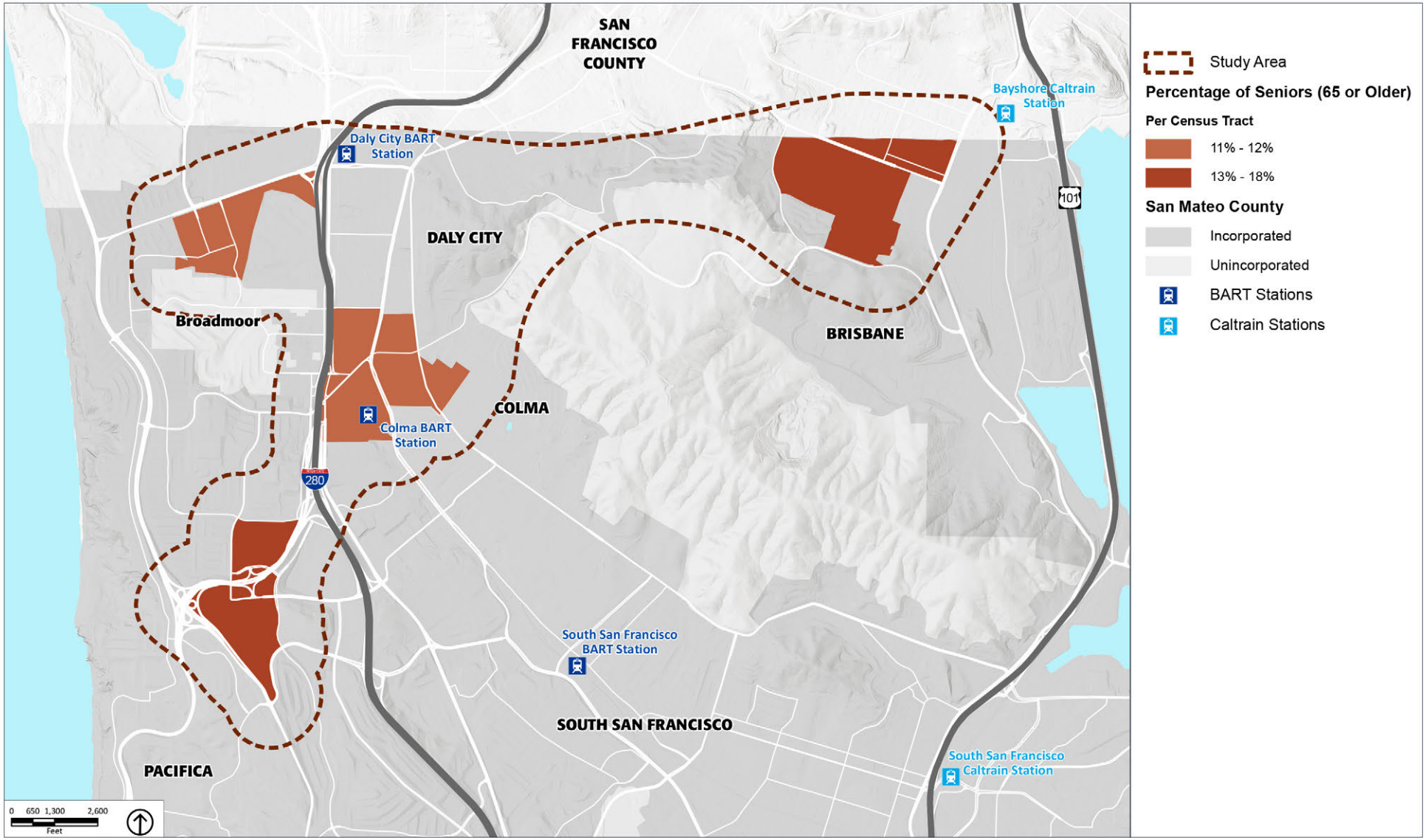


Figure 2-1 Population Age 65 and Over

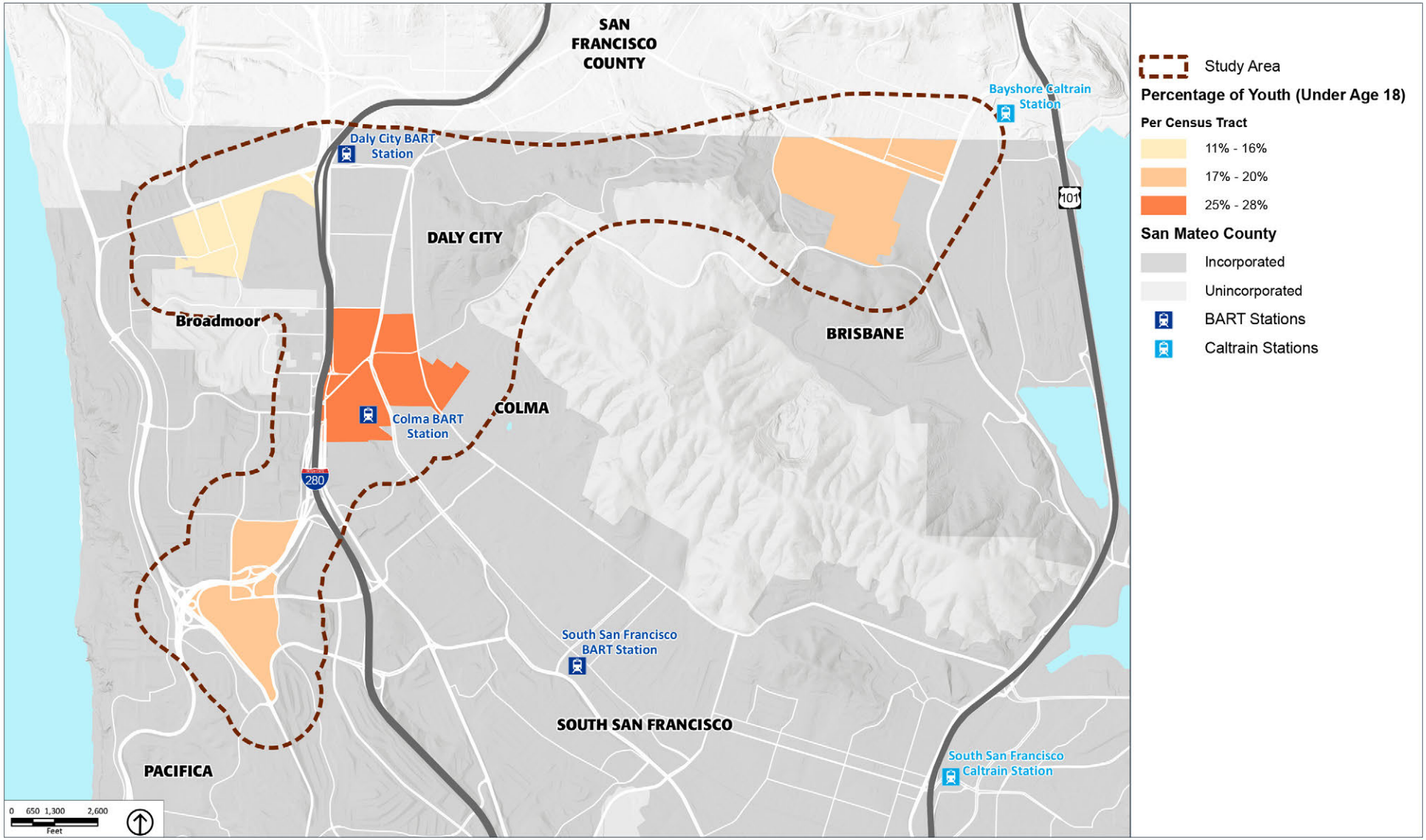


Figure 2-2 Population Age 18 Years and Younger

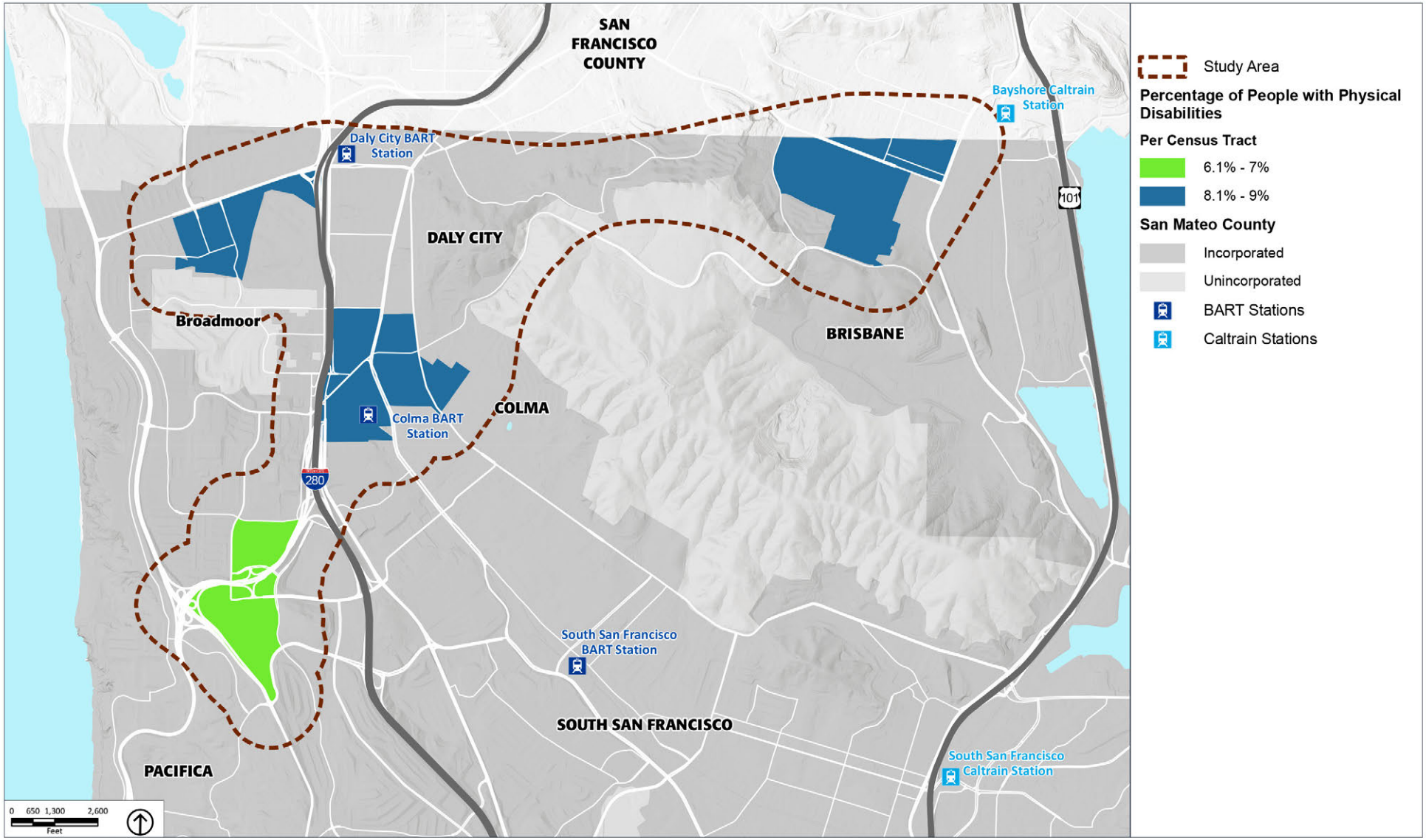


Figure 2-3 Percent of Population with Physical Disability

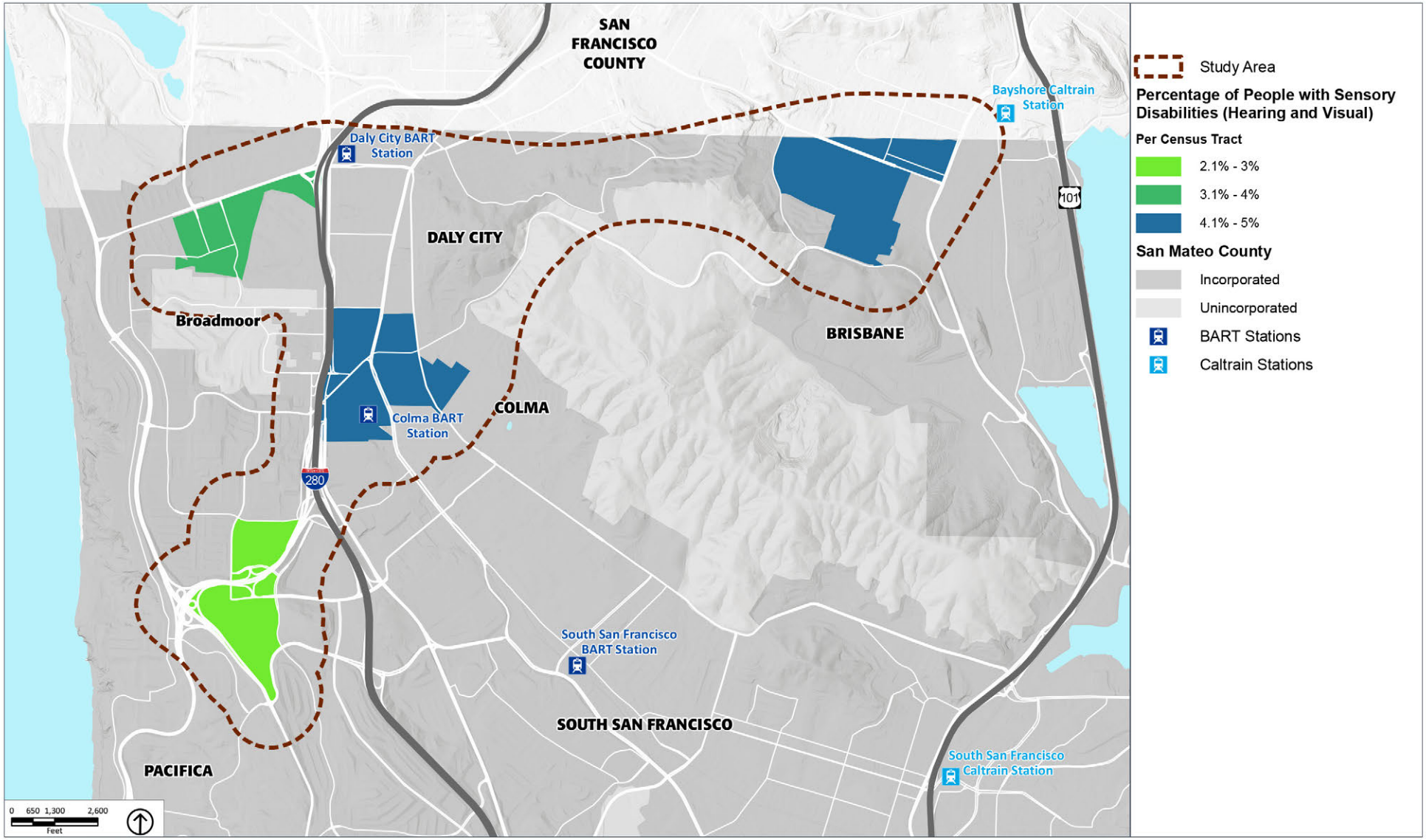


Figure 2-4 Percent of Population with Sensory Disability

The average population of residents under 18 years of age across the four EPCs is about 20 percent. As shown in Figure 2-2, the EPCs have varying rates of young people. The central EPC, 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 EPC 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 EPCs 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.

2.1.4 Disability

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 an EPC, per MTC guidelines. The U.S. Census separates disability type into sensory (hearing- and sight-impaired) and physical disabilities. Both are considered significant barriers to mobility.

As shown in Figure 2-3, the rate of individuals with physical disabilities is largely consistent across the study area. In three of the four EPCs, about eight to nine percent of individuals are restricted by a physical disability. That number is slightly less in the southern census tract, where the rate is six to seven percent.

The rate of physical disabilities countywide is about five percent.

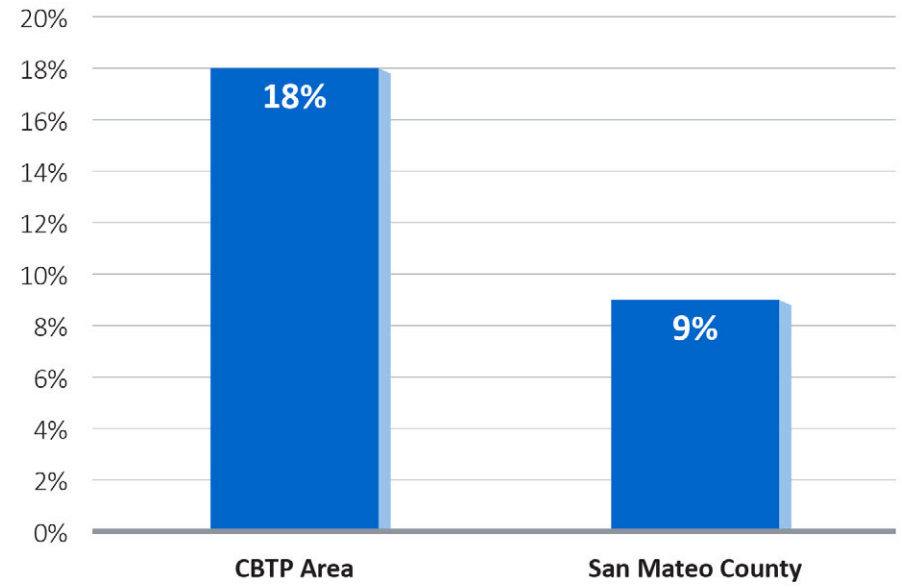
As shown in Figure 2-4, rates of hearing or visually impaired individuals in the Daly City study area are relatively low. These rates are concentrated in the central and northeast EPCs, at about four to five percent of the population. This is similar to rates countywide. The southern EPC has the lowest rate of sensory disabilities, at approximately two to three percent.

2.1.5 Language and English Proficiency

On average, the four census tracts in the Daly City CBTP study area exhibit double the rate of limited English proficiency than the countywide population. As shown in Figure 2-5, approximately 18 percent of total households in the study area are designated as “Limited English-Speaking Households”, or households in which all members 14 years and over speak a non-English language, with varying degrees of English fluency. This is compared to the countywide rate of nine percent of total households.

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

Figure 2-5 Limited English Proficiency, CBTP Study Area and San Mateo County



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

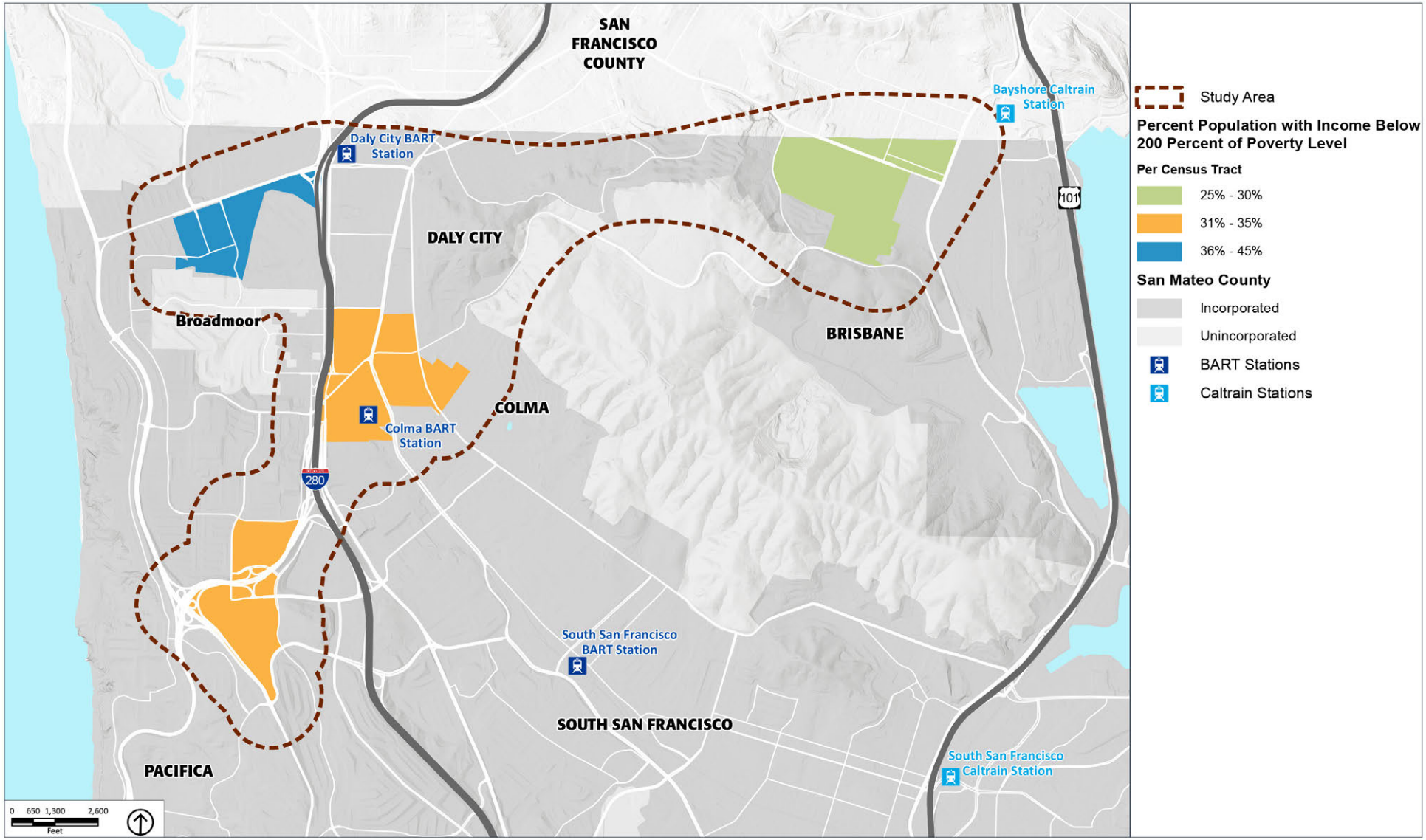


Figure 2-6 Population in Poverty

2.1.6 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. 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 EPCs 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 2-6 shows the percent of population in poverty for each census tract area in the study area, based on the 200 percent of federal poverty threshold. The northeast EPC has the highest percentage, with approximately 36 to 45 percent of residents living in poverty. Both the central and southern EPCs have between 31 to 35 percent of residents living in poverty, while the northeastern EPC has the lowest incidence, with impoverished residents comprising 25 to 30 percent of the population.

2.2 Transportation Patterns

The following sections describe current transportation and commute patterns in the CBTP study area and countywide.

2.2.1 Vehicle Availability

Rates of household car ownership in Daly City EPCs are significantly less than in San Mateo County as a whole. As illustrated in Figures 2-7 and 2-8, 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 2-9 shows the percentage of households with no vehicle by census tract for the study area. The northwest and central EPCs have some of the highest concentrations of households without vehicles. The northeast EPC has the lowest percentage of households with no vehicles, between three and five percent. This is similar to countywide vehicle availability.

Figure 2-7 Household Vehicle Availability in CBTP Study Area

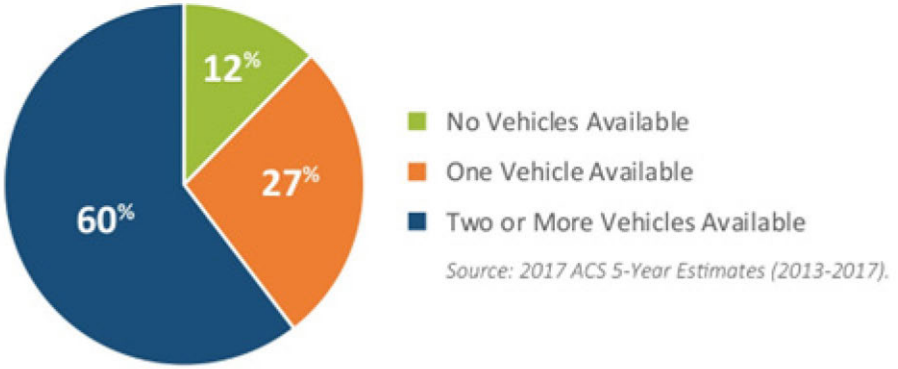
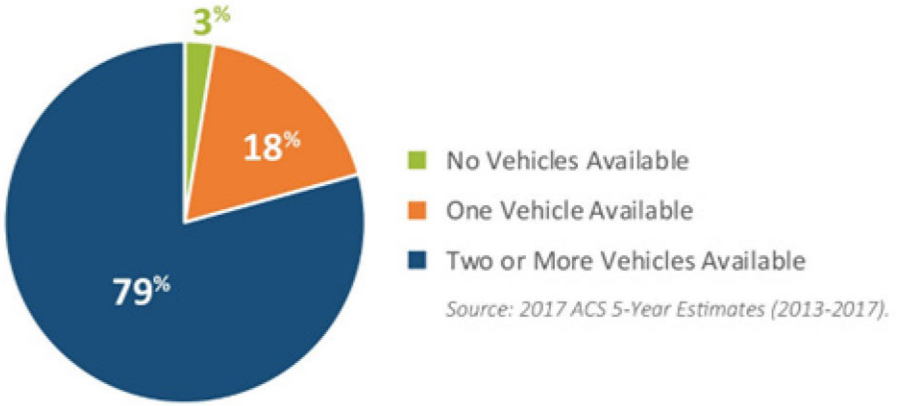


Figure 2-8 Household Vehicle Availability Countywide



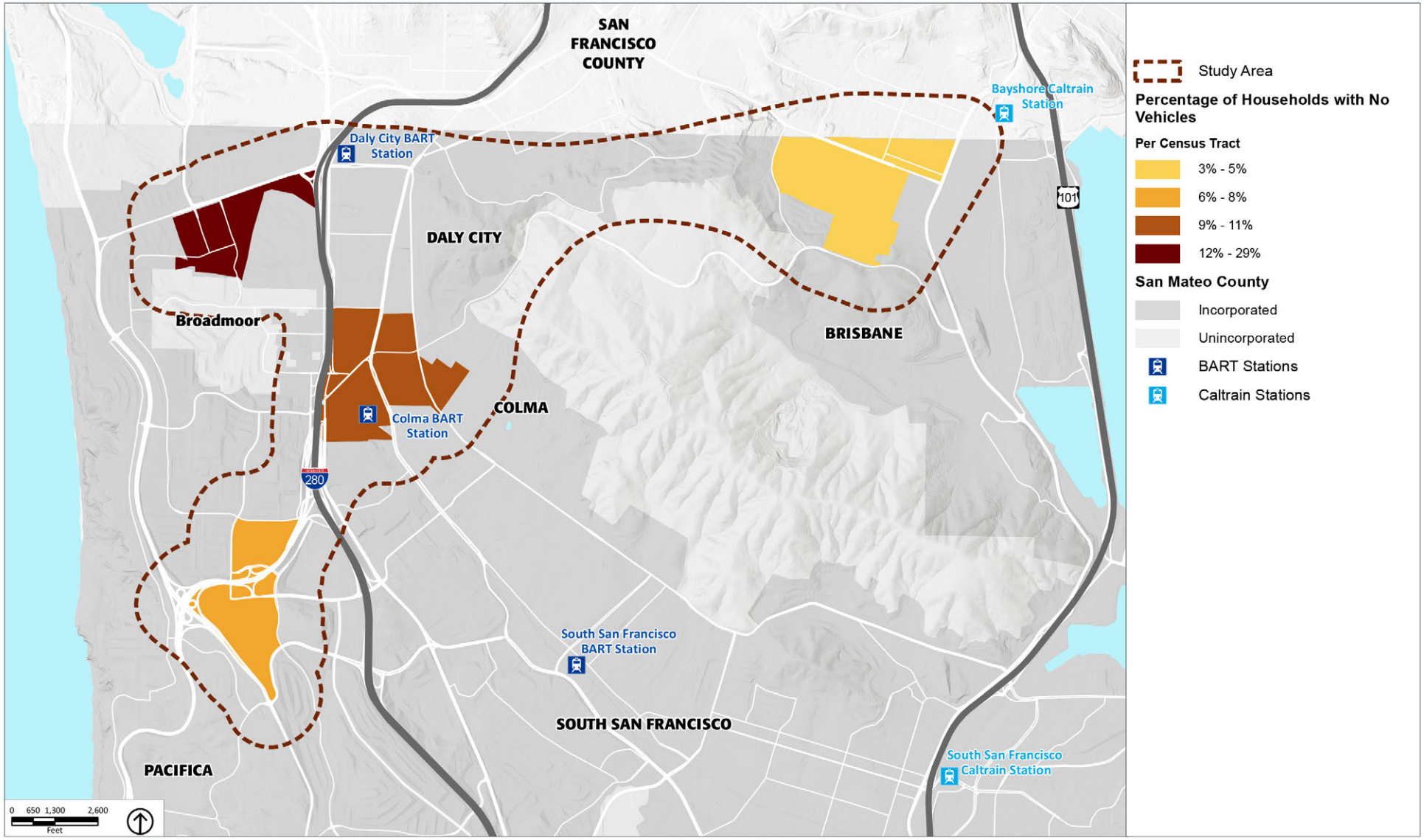


Figure 2-9 Household Vehicle Availability

2.2.2 Journey to Work

Approximately 69 percent workers aged 16 years and over in the study area travel to work by car, truck, or van. More than three-quarters of these workers drive alone (Table 2-2). Using a vehicle as the primary means of transportation to work is less prevalent in the study area than countywide, in which 79 percent of workers primarily use a personal vehicle.

The northwest EPC has the highest number of residents commuting without a car, with approximately 30 percent taking public transit and nine percent walking. The southern and northeast EPCs have the lowest rate of public transportation use (about 18 percent each), but the southern EPC has a slightly higher incidence of walking and working from home than the eastern EPC.

Table 2-2 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) 5year estimates.

2.2.3 Long-distance Commute

Commuters in the Daly City CBTP study area do not typically commute more than 30 minutes each way, which is is close to the countywide average of 28.2 minutes. Three of the four EPCs 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.

2.3 Transportation Network

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 EPCs directly, others serve the larger CBTP study area.

2.3.1 Transit Network

The existing transportation network in the Daly City CBTP study area is illustrated in Figure 2-10.

Rail

Bay Area Rapid Transit (BART) serves the study area via the Richmond-Millbrae, Antioch-Millbrae, Daly City-Dublin/Pleasanton and Daly City-Warm Springs/South Fremont lines. As shown in Figure 2-10, 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 EPC.

The Bayshore Caltrain station is located at the far northeastern portion of the study area, east of the Bayshore EPC. Caltrain provides regional connectivity from Downtown San Francisco, through San Mateo and Santa Clara Counties to the City of Gilroy.

Bus

As shown on Figure 2-10 the study area is served by several bus routes managed by the San Mateo County Transit District (SamTrans). Figure 2-10 includes recent Sam-

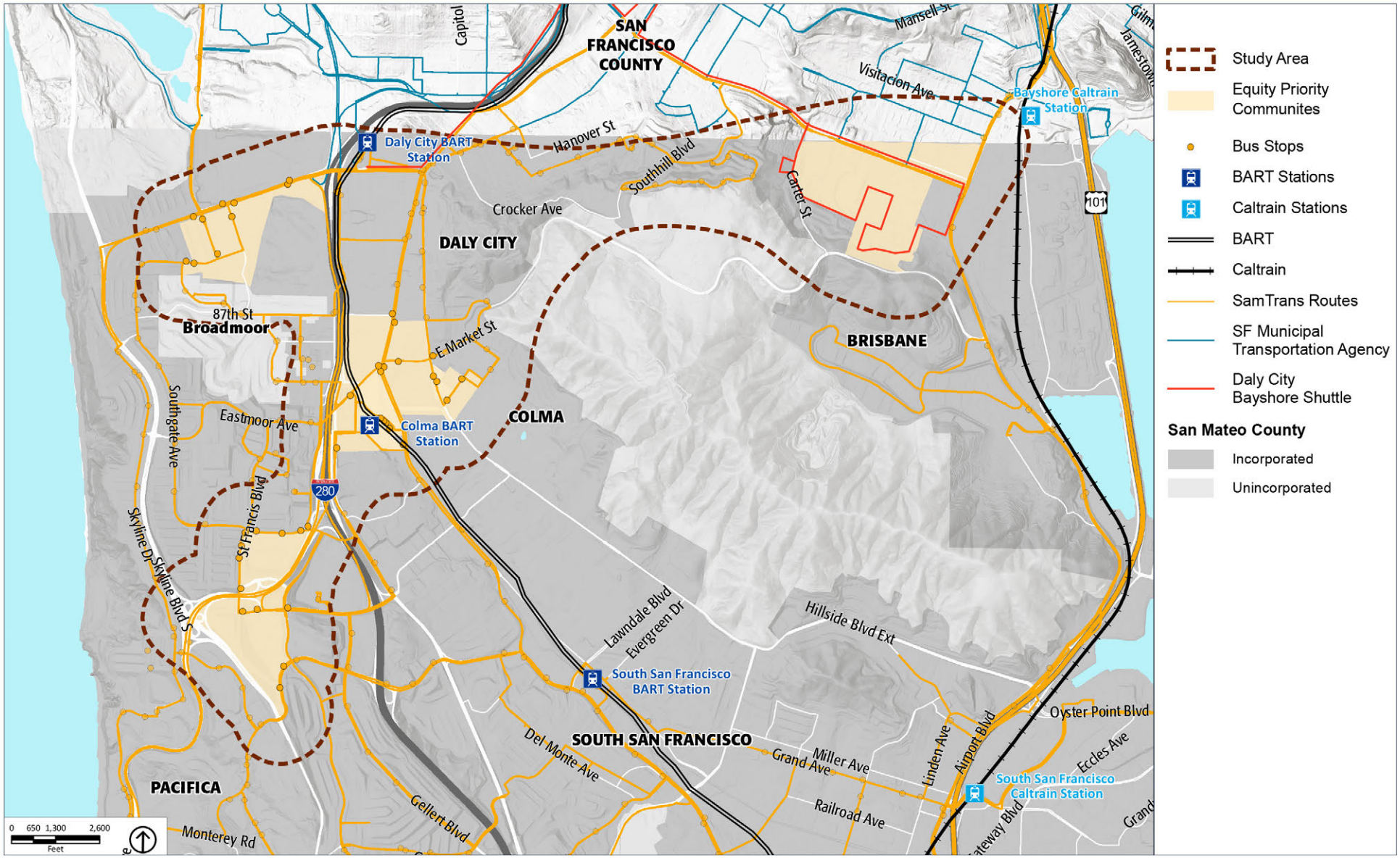


Figure 2-10 Existing Transit Facilities

Trans routing changes resulting from the operational analysis known as Reimagine SamTrans, recommendations from which were adopted in June 2022 (see Chapter 3). As stated by SamTrans staff, full operation of Reimagine SamTrans routing may be restricted by driver shortages.

The study area is also served by two San Francisco Municipal Transportation Agency (MUNI) routes along Geneva Avenue in the northeast (Bayshore) EPC and the area immediately surrounding the Daly City BART Station. The northeast EPC is served by the City of Daly City Bayshore Shuttle, which provides free service between the Bayshore neighborhood and Daly City BART, as well as transit connections with SamTrans, Muni and the Balboa BART station.

2.3.2 Paratransit

The entire Daly City CBTP study area is served by SamTrans' Redi-Wheels paratransit service, servicing those 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 schedule transfers to other transit agencies and ride regularly scheduled SamTrans fixed-route buses for free.

MUNI's San Francisco Paratransit program also serves the northeast EPC. The program includes pre-scheduled, shared ADA-compliant van service; Paratransit Taxi service, pre-scheduled group van transportation and The "Van Gough Shuttle" which provides groups of seniors and/or people with disabilities rides to cultural events in San Francisco.

2.3.3 Bicycle Network

Figure 2-11 illustrates the citywide bicycle network as of 2019. It includes a mix of bicycle facility types and provides some connectivity with transit. The following bikeways are represented:

- Class I bike paths. These are generally paved off-street routes separate from automobile rights-of-way.
- Class II bike lanes. These are on-street bikeways marked by striping and bike symbols .
- Class III bike routes. These are bike routes shared with automobiles and typically marked with "bike route" signage and/or "sharrows" that suggest cyclists may use the full lane.

Generally, the CBTP study area is unserved by Class I bike facilities and dedicated Class IV bicycle infrastructure. Only the western side of the northwest EPC is served by a Class I facility, on John Daly Blvd. The northeast EPC is limited to one Class II path on Geneva Boulevard and a single Class III path to the south. The central EPC 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 EPC 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.

Examples of existing Class II lanes in Daly City are located on:

- Geneva Ave. from Bayshore Blvd. to San Francisco city limit
- Southgate Ave. from Crestwood Dr. to Francis Blvd.
- Eastmoor Ave. from Santa Paula Dr. to Southgate Ave.
- Gellert Blvd from Hickey Blvd. to King Dr.
- Callan Blvd. from Serramonte Blvd. to King Dr.

Examples of existing Class III routes in Daly City are located on:

- Crocker Ave. from South Hill Blvd. to Mission St.
- Bellevue Ave. from Crocker Ave. to Daly City limit
- Junipero Serra Blvd. from John Daly Blvd to south of San Pedro Road
- Skyline Dr. from Westridge Ave. to City of Pacifica limit
- San Pedro Rd./E. Market St. from Eastmoor Ave. to Guadalupe Canyon Pkwy.
- Callan Blvd. from Southgate Ave to Serramonte Blvd.

Moreover, as described in Section 3.3.1 of this report, the city adopted Walk Bike Daly City: City of Daly City Pedestrian and Bicycle Master Plan, in 2020. The plan proposes new separated bikeways on multiple major roadways, among other bicycle infrastructure improvements

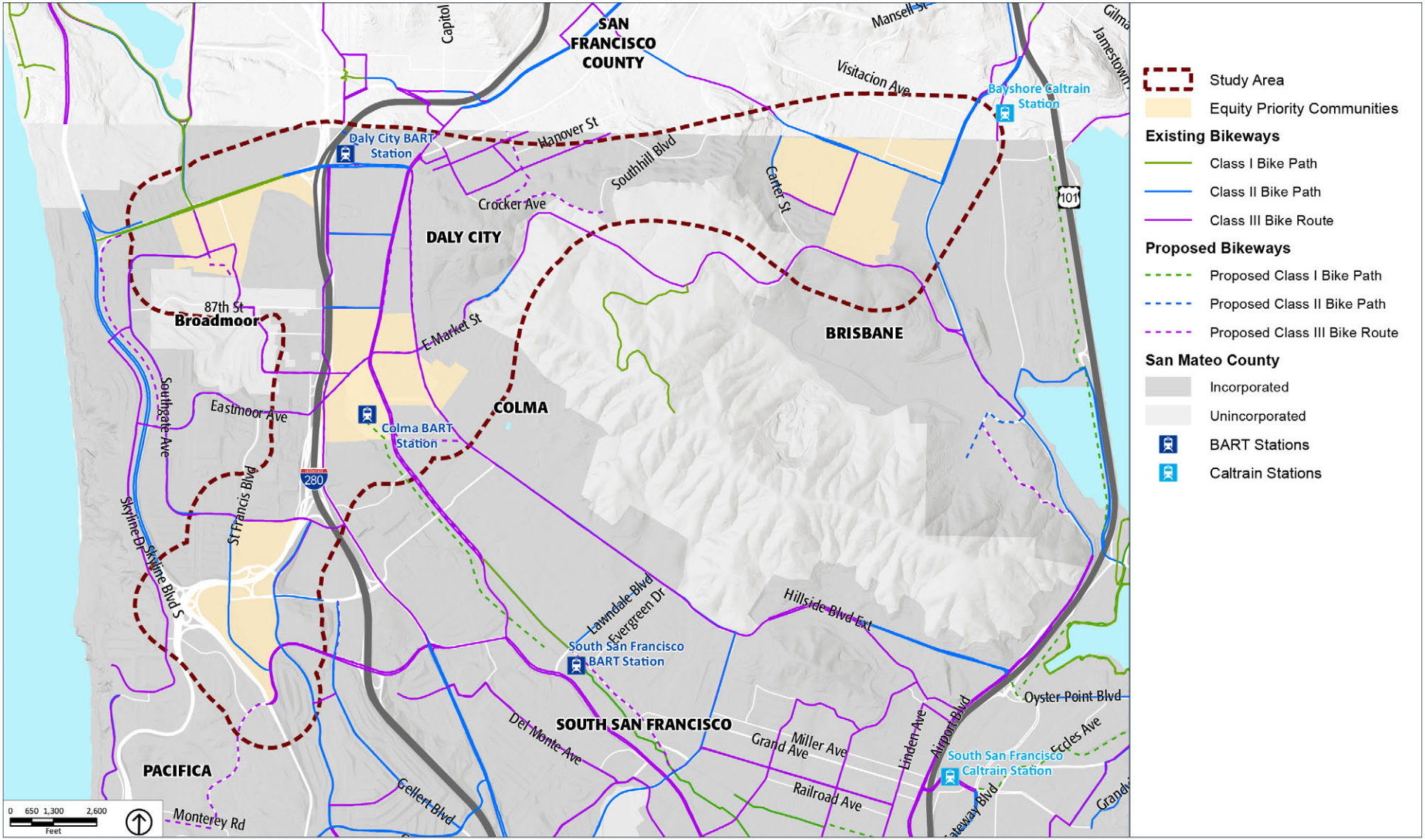


Figure 2-11 Existing and Proposed Bicycle Network

3. Previous and Current Studies

Agencies with jurisdiction in the CBTP study area have adopted studies that expose mobility gaps in the study area and establish projects, plans, and policies to fill those gaps. This section provides a review of these previous studies and the transportation gaps they highlight.

The results of these studies are valuable to understanding and assessing the community input and recommendations outlined in Chapters 4 and 5 of this plan.

3.1 San Mateo County General Plan

The San Mateo County General Plan provides information on existing natural and man-made conditions of the physical environment. It identifies key plans, regulations and agencies that affect planning decisions and makes recommendations for improving coordination between them. The plan indicates the type of development that the County desires, where it should be located and how it should be regulated.

Chapter 12 of the General Plan contains Transportation Policies that establish the county's transportation-related goals. These include the safe movement of people and goods; the creation of complete streets that serve all modes; increasing the use of transit and ridesharing; and minimizing adverse environmental impacts resulting from transportation system improvements, among others.

San Mateo County has also adopted a series of area, neighborhood and community plans that are considered part of the General Plan. These local documents guide decisions about physical development and circulation within a given community or district. They allow for local application of the broader policies contained in the General Plan.

3.2 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 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 Daley 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 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.

3.3 Local Transportation and Land Use Plans

3.3.1 Walk Bike Daly City: City of Daly City Pedestrian and Bicycle Master Plan 2020

This 2020 Plan lays out priority improvements, conceptual designs and supporting actions to expand the City's network of pedestrian and bicycle facilities, close facility gaps and connect key destinations. The plan acknowledges that walking is the most fundamental form of transportation and that more people walk than bike in Daly City. Notably, the Plan requires that new development and redevelopment projects contribute to adjacent pedestrian and bicycle facilities, as appropriate.

The "Tier I" priority projects established in the Plan showcase identified bike/ped gaps and the City's overall strategy to fill those gaps. For example, Tier I priority pedestrian projects indicate the challenges of barriers related to key arterials in the City. Projects include:

- New crossing of John Daly Boulevard (between Niantic Avenue and Willits Street) to the Daly City BART station entrance.
- Improvements to the intersection of John Daly Boulevard / Junipero Serra Boulevard / I-280 ramps / Highway 1 ramps.
- Improvements to the intersection of John Daly Boulevard / Skyline Boulevard.
- Improvements to the intersection of Serramonte Boulevard / Highway 1 ramps.

Tier I priority bikeways projects also indicate existing gaps in bike facilities on arterials in the City. Projects include:

- Bike lanes and separated bikeways on John Daly Boulevard between Junipero Serra Boulevard and De Long Street
- Separated two-way bikeway on the north side of John Daly Boulevard between Sheffield Drive and Junipero Serra Boulevard
- Separated bikeways on John Daly Boulevard between Skyline Boulevard and Fairmont Drive / Ashland Drive; or extension of the path on the south side of John Daly to Skyline Boulevard.
- Multi-use path from the intersection of John Daly / Skyline Boulevard to Northgate Avenue / N. Mayfair Avenue
- Separated bikeways on Skyline Boulevard through Daly City

3.3.2 2020 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 2020 Action Plan uses a data- and community-driven process to establish a local course of traffic safety in the city. The Vision Zero Action Plan includes a detailed 2013-2107 crash analysis based on data from the California Statewide Integrated Traffic Records System (SWITRS) database. 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.

3.3.3 2021 Unincorporated San Mateo County Active Transportation Plan

The County of San Mateo Office of Sustainability completed a framework to improve conditions for pedestrian and cyclists throughout unincorporated communities in 2021. Working towards the five major objectives of Access, Safety, Equity, Mode Share and Flexibility, the Plan establishes project and programmatic recommendations in 33 unincorporated areas. These were developed to connect 11 priority destinations for a safe and connected on-street active transportation network. The Plan includes:

- Twenty-four pedestrian focus areas
- Fifty-two miles of protected bikeways and trails
- Twenty-nine programs and policies

Bicycle recommendation, including proposed facilities, wayfinding resources and parking, were developed to benefit cyclists of all comfort levels. Similarity, proposed pedestrian projects respond to both existing safety data and community-identified gaps, with groups of recommendations developed to benefit rural, urban and sub-urban locations.

3.3.4 Colma BART Station Area Plan

The San Mateo County Board of Supervisors adopted the Colma Bart Station Area Plan in 1994. The plan provides recommendations to support the transition of the unincorporated area surrounding the Colma BART station into an urban center with high density housing and commercial uses. In addition to land use and community character objectives, it included a series of transportation and circulation objectives, including:

- Design streets and paths for walking
- Provide safe and convenient bicycle improvements
- Provide an interconnected street system
- Direct BART traffic aways from residential neighborhoods

The plan includes multiple bicycle and pedestrian-oriented recommendations to support these transportation objectives, such as:

- The construction of Class II bikeways on El Camino, San Pedro Road and A Street.
- Requiring short-term bike parking in areas designated Neighborhood Commercial and long-term bike parking in areas designated High Density Residential.
- The creation of a pedestrian pathway between El Camino Real and the BART Station.
- Implementation of pedestrian crossing improvements at various major intersections.

3.4 Countywide Plans and Studies

To better understand gaps in the transportation network, the following policy documents were evaluated to identify proposed transportation projects and plans in the study area.

3.4.1 San Mateo County 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. SMCTP 2040 outlines transportation issues associated with countywide growth and establishes overall strategies and programs to overcome the challenges.

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 1-280/John Daly Boulevard, a project could benefit the northwest COC directly.
- 1-280 improvements near D Street exit.

3.4.2 San Mateo County Transportation Plan 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 levels.

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.

3.4.3 2021 San Mateo US 101 Express Lanes Equity Study

This study, completed by the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA), addresses longstanding racial inequities and community fracturing associated with the US 101 corridor in San Mateo County. The study establishes a Pilot Equity Program by which toll revenue from the new San Mateo US 101 Express Lanes will be invested to fund transportation benefits for historically underserved communities.

Following a series of technical analyses and a comprehensive community outreach process, The SMCEL-JPA developed a Recommended Equity Program designed to support underserved communities and encourage mode shift from single-occupancy vehicle to transit and other modes. It consists of the following four recommendations:

1. **Pre-Loaded Toll Tags.** Provide eligible recipients with a new FasTrak Flex toll tag that has been pre-loaded with $50 cash value.
2. **Cash on Clipper.** Provide eligible recipients with $50 cash value on a new or existing Clipper Card.
3. **Clipper START and FasTrak START Enrollment.** Enroll qualifying individuals in these regional programs that provide significant benefits to low-income travelers.
    - Clipper START. This regional transit fare discount program provides low-income individuals with up to a 50% discount on participating transit services.
    - FasTrak START. This program is currently under development by MTC. It proposes to provide discounted tolls on Express Lanes to qualifying low-income individuals.
4. **Support for Local Organizations.** Provide local service providers and community-based organizations with resources to extend awareness, reach and impact of the Pilot Equity Program.

3.4.4 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan

The Comprehensive Bicycle and Pedestrian Plan (CBPP) presents the network and policy recommendations for improving walking and biking in San Mateo County. The plan provides recommendations to develop the Countywide Backbone Bicycling Network and Pedestrian Focus Areas, including a gap analysis identifying where new projects are needed, and provides a project list and map, and proposed programs. Pedestrian Focus Areas are regionally significant areas within the county that are likely to have the highest walking activity. Candidate projects include transit access and Complete Street corridor improvements. 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.

The countywide bike network, called the Backbone Network, links regionally significant destinations across local jurisdictions with the goal of addressing gaps between city boundaries and providing continuous, low-stress bikeways across the county.

Public input received during the outreach process revealed strong support for improved connectivity, mode shift opportunities and safety, including:

- A more continuous sidewalk network and safe crossings.
- A more continuous regional bikeway network.
- A countywide micromobility program.
- Improve pedestrian and bicycle safety and comfort along arterials and highway crossings.
- More separated bike lanes and facilities that create a stronger sense of safety and more protection from motor vehicles.

3.4.5 Reimagine SamTrans

The San Mateo County Transit District (SamTrans) Board of Directors adopted the recommendations of a comprehensive operational analysis known as *Reimagine SamTrans* in 2022. The analysis was based on extensive public outreach and internal evaluation of the transit system to identify improvements for design, connections, routing, timing and other components. The following community priorities came out of the outreach process:

- More frequent service
- Faster routes with fewer stops
- Better real-time arrival information
- Better connections to BART, Caltrain and other rail systems

Reimagine SamTrans is designed to achieve goals of equity, efficiency and connectivity. The analysis found gaps related to route duplication, rail access and bus headways in and accessing Daly City. As a result, it includes recommendations such as changes in headways, timing and rerouting of some bus lines serving Daly City and Colma BART stations, such as 112, 121 and 130.

Many of the program changes adopted as part of Reimagine SamTrans are consistent with community feedback collected during this CBTP process.

3.4.6 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 traveled 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 service provides assisted transportation for older adults who want to get things done, socialize and have enriching life experiences.
- **SamTrans Redi-Wheels:** This paratransit service is available for people whose disabilities or health conditions prevent them from using the bus.

3.4.7 San Mateo County Transportation Plan for Low-Income Populations

The objective of the Countywide Transportation Plan for Low-Income Populations is to fulfill transportation needs of disadvantaged communities 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 transportation improvement projects 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.

4. Outreach and Engagement Summary

All CBTP recommendations are based on a diverse community outreach campaign consistent with Metropolitan Transportation Commission (MTC) Guidelines. The project and plans recommended in this CBTP are the result of outreach to communities in geographic and demographic cross-sections of the study area.

Outreach and engagement included the following:

1. Oversight by an Advisory Group
2. Development of a C/CAG- and MTC-approved Outreach Strategy
3. Creation and distribution of awareness materials
4. Coordination with community leadership
5. A virtual "Town Hall" meeting
6. Distribution of an online transportation survey
7. Interactive "Pop-Up" events at various events in the study area

All materials and raw results of the outreach and engagement process are included in Appendix B to this Plan.

4.1 CBTP Advisory Group

As stated in Chapter 1, a combined Advisory Group (AG) was convened for C/CAG's Daly City and Southeast San Mateo County CBTPs. This was to ensure an inclusive outreach process during COVID-19, provide direction on reaching specific groups in the community, review milestone materials, prioritize outreach opportunities and inform and prioritize final recommendations. Members of the AG who attended at least one of the meetings include:

- Susy Kalkin, Transportation Systems Coordinator, C/CAG San Mateo County
- Malahat Owrang, Senior Transportation Planner, City of Redwood City
- Raleigh McCoy, Regional Planning Program, Metropolitan Transportation Commission
- Kevin Chen, Senior Transportation Engineer, City of Menlo Park
- Gwen Buckley, Senior Planner, SamTrans
- Chanda Singh, Senior Transportation Planner, County of San Mateo
- Batool Zaro, Assistant Engineer, City of East Palo Alto
- Michael Van Lonkhuysen, Planning Manager, City of Daly City
- Lenelle Suliguin, Senior Management Analyst, City of Daly City
- Elena Lee, Planning Division Manager, City of East Palo Alto
- Jean Higaki, Program Director, C/CAG San Mateo County
- Vikrant Sood, Social Equity Principal Planner
- Sandhya Laddha, Policy Director, Silicon Valley Biking Coalition
- David Pape, Senior Planner, SamTrans
- Susan Houston, Vice President of Older Services, Peninsula Family Services
- Will Gibson, Planner III, San Mateo County Planning & Building
- Julia Malmo-Layock, Active Transportation Planner, County of San Mateo
- John Ford, Executive Director, Commute.org
- Rebecca Roberts, Employer Programs Representative, Commute.org
- Michelle Daher, Management Analyst, City of East Palo Alto
- Joe LaClair, Planning Services Manager, San Mateo County
- Eduardo Gonzalez, Program Manager, Youth Leadership Institute
- Joel Slavit, Active/Transportation/Senior Sustainability Specialist, Livable Communities, County of San Mateo

The AG met four times, including one traditional in-house meeting and three virtual meetings. The AG also completed online reviews of draft recommendations and reports. Meeting topics and dates are detailed in the following sections.

4.2 Outreach Process

The COVID-19 pandemic started following C/CAG approval of the original CBTP Outreach Strategy. As such, the CBTP team and AG later adapted the components, timing and sequence of the Strategy to the health restrictions and shelter-in-place mandates beginning in February 2020. In order to illustrate the relationship of COVID-19 on the community engagement process, the following outreach summary is organized chronologically.

4.2.1 August 2019 to February 2020: Initial Outreach Strategy

The initial outreach strategy phase of the CBTP was from August 2019 to December 2020. During this time, the CBTP team coordinated with the AG to develop and review the Community Needs Assessment report (Appendix A of this study) and discuss early outreach strategies.

AG Meeting #1: Introduction and Outreach Planning

The first AG meeting was convened on August 20, 2019. The CBTP team introduced the CBTP process and Daly City study area, as well as key elements of Community Needs Assessment. The AG discussed challenges of to the engagement process as well as specific opportunities for partnerships. Engagement resources suggested by AG members included, but were not limited to:

- Serramonte Shopping Center
- Westlake Shopping Center
- Serramonte Farmer's market
- Lincoln Park
- St. Andrew's Church
- San Mateo County Health Department
- Seton Hospital
- Information in *Reimagine SamTrans*

AG Meeting #2: Outreach Strategy Review

Using information and insight from Meeting #1, the CBTP Team completed the initial CBTP Outreach Strategy in October 2019. The Strategy was based on a process of developing partnerships with community-based organizations (CBOs), completing face-to-face interviews and facilitating community events. The COVID-19 pandemic started during the early phase of implementation.

The second AG meeting was held on February 14, 2020. The full impact of the pandemic, including shelter-in-place mandates, was not yet clear. AG members assisted the CBTP team to identify potential outreach partners, including community stakeholders, community-based organizations (CBOs), and community events. The CBTP team began engaging with these potential partners in this phase, establishing contacts and additional resources.

4.2.2 March-November 2020: Covid-19 and Digital Outreach

The impacts of COVID-19 on community health priorities and the need to rethink traditional engagement began to peak in March 2020. At this time, the CBTP team reassessed outreach strategies and the availability of community partnerships. In order to facilitate EPC involvement in this initial period of shelter-in-place mandates, the CBTP developed a series of adaptable digital resources.

Project Webpage

The CBTP team developed a project webpage on the C/CAG website containing background information and to function as a clearing house for deliverables, outreach resources and associated external links. The webpage was initially populated with introductory text and the Daly City Community Needs Assessment report. Links to the outreach survey (see below) and AG meeting presentations we added as they became available.

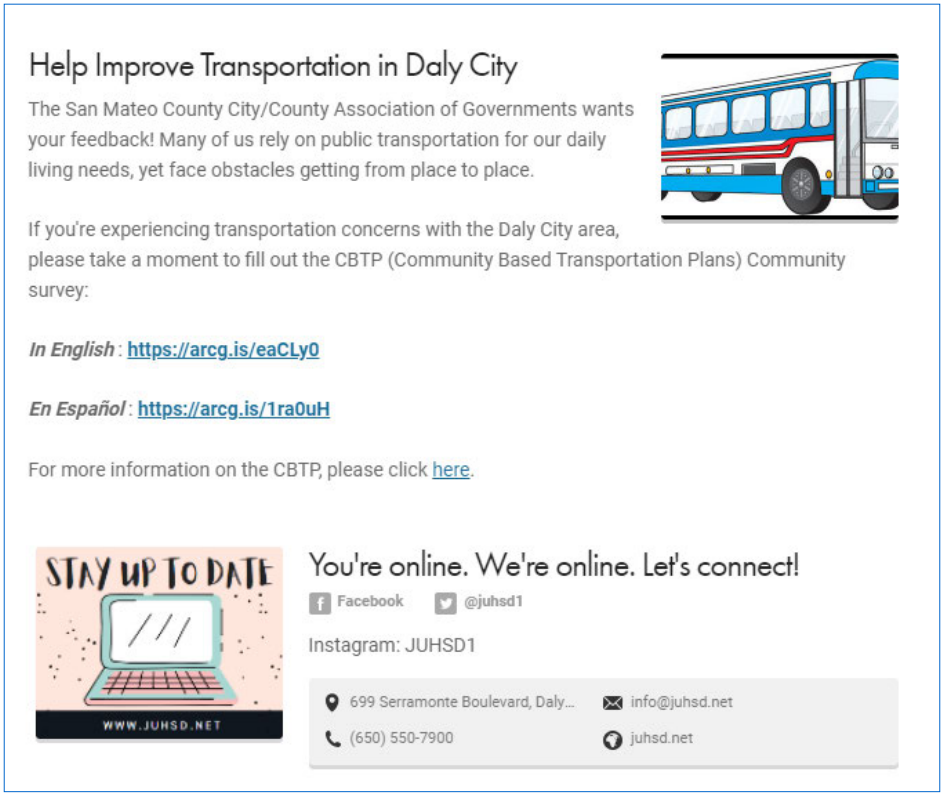
Outreach Flier

Working with the AG and C/CAG staff, the CBTP team developed a graphics-rich Outreach Awareness Flier to provide notice of future outreach opportunities. The flier was developed in English and Spanish (see Figures 4-1 and 4-2) to illustrate the CBTP study area and summarize the project intent. The flier was later uploaded to the

C/CAG webpage on websites of agencies and stakeholders involved in the project. The flier was also adapted for hard-copy distribution at live outreach events that were facilitated later in the CBTP process.

Transportation Survey

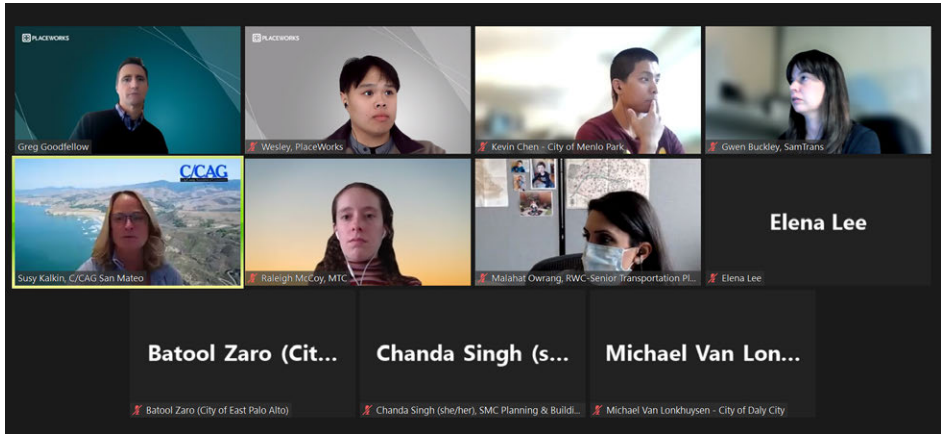
In November 2020, the CBTP team completed a bilingual on-line survey of mobility barriers (see Appendix B) designed to assess rates of active transportation and transit use, identify barriers to those options, and highlight community resources (hospitals, supermarkets, etc.) that are difficult to access. Working with MTC, the CBTP team ultimately added questions about mobility challenges associated with shelter-in-place restrictions and changing work conditions due to COVID-19. The digital survey was made available on the C/CAG project webpage, Jefferson Union High School District webpage, and various jurisdictions in English and Spanish. It was also noticed via the outreach flier described above.



AG Meeting #3: COVID-19 Assessment and Approach

The CBTP team presented to the AG at a third meeting on August 24, 2020. The topic of the meeting was new impacts to community participation resulting from COVID-19. The AG discussed the challenges of social distancing recommendations, health concerns for participants and facilitators, and changing priorities for potential CBOs partners such as employment, childcare, and medical assistance. The AG also agreed that EPC residents, whose input must shape CBTP recommendations, represented some of the populations most impacted by COVID-19.

Representatives from MTC attended the meeting. It was agreed that fully digital/online engagement was not an adequate substitute for traditional community outreach, and that the CBTP would need to engage in a transitional approach involving city assistance and online event planning.



4.2.3 Early-mid 2021: Virtual City Outreach

Implementation of an equitable and effective outreach plan remained challenging in the first half of 2021 due to COVID-19 surges and restrictions. Members of the AG and community leaders expressed concern that many residents of ECPs would not be adequately represented in the CBTP engagement process due to lack of digital resources and required focus on the daily challenges of living with the pandemic.

HELP IMPROVE TRANSPORTATION OPTIONS IN **DALY CITY**

PARTICIPATE IN THE DALY CITY COMMUNITY-BASED TRANSPORTATION PLAN

The CBTP will:

- Evaluate transportation gaps and barriers identified by the community
- Develop solutions & projects to address these challenges
- Identify possible funding sources to pay for these solutions & projects

C/CAG City/County Association of Governments of San Mateo County

HOW TO PARTICIPATE

Community Feedback Events:

We will be hosting a series of project "Pop-Ups" at community events throughout Daly City. Please stop by and tell us about your transportation challenges and ideas.

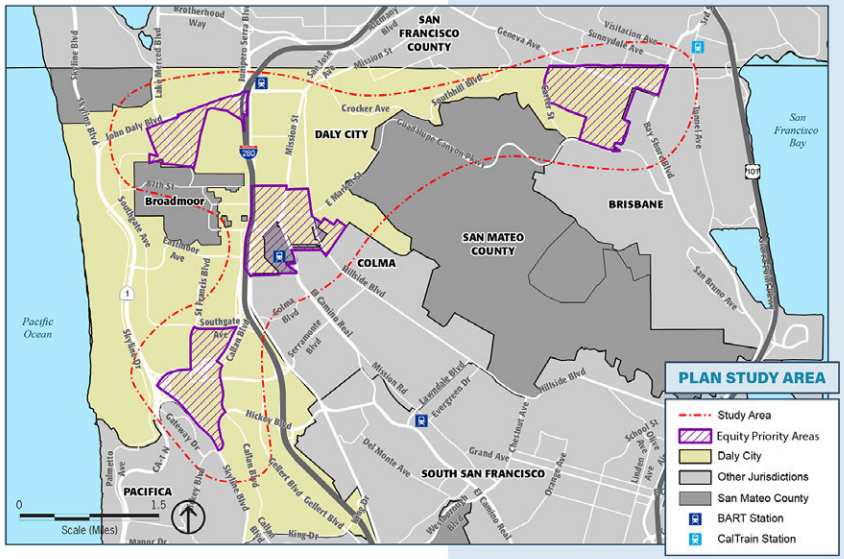


Figure 4-1 Outreach Awareness Flier

AYUDA A MEJORAR LAS OPCIONES DE TRANSPORTE EN **DALY CITY**

PARTICIPE EN EL PLAN DE TRANSPORTE BASADO EN LA COMUNIDAD DE DALY CITY

El CBTP hará:

- Evaluar las brechas de transporte y las barreras identificadas por la comunidad
- Desarrollar soluciones y proyectos para solucionar estos desafiós
- Identificar posibles fuentes de financiación para pagar esas soluciones y proyectos

C/CAG City/County Association of Governments of San Mateo County

CÓMO PARTICIPAR

Eventos de Comentarios Para la Comunidad:

Vamos a organizar una serie de proyectos "Pop-Ups" en eventos comunitarios a lo largo de Daly City. Por favor, pasa a uno de los eventos y cuétanos sobre tus desafíos e ideas de transporte.

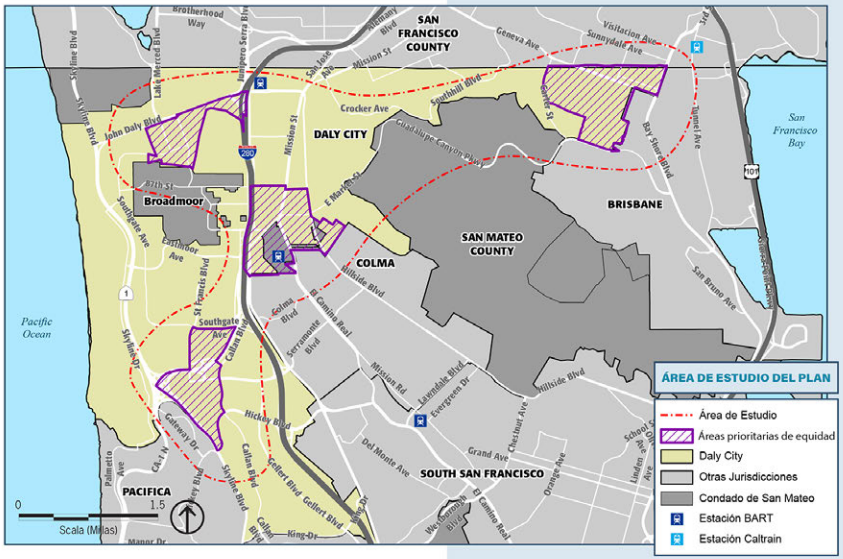


Figure 4-2 Outreach Awareness Flier (Spanish Version)

As a result of these challenges, the CBTP team coordinated directly with City staff and leadership. The intent of the following virtual efforts was to review the current outreach effort and brainstorm new strategies for penetrating EPC communities in the new reality of COVID-19.

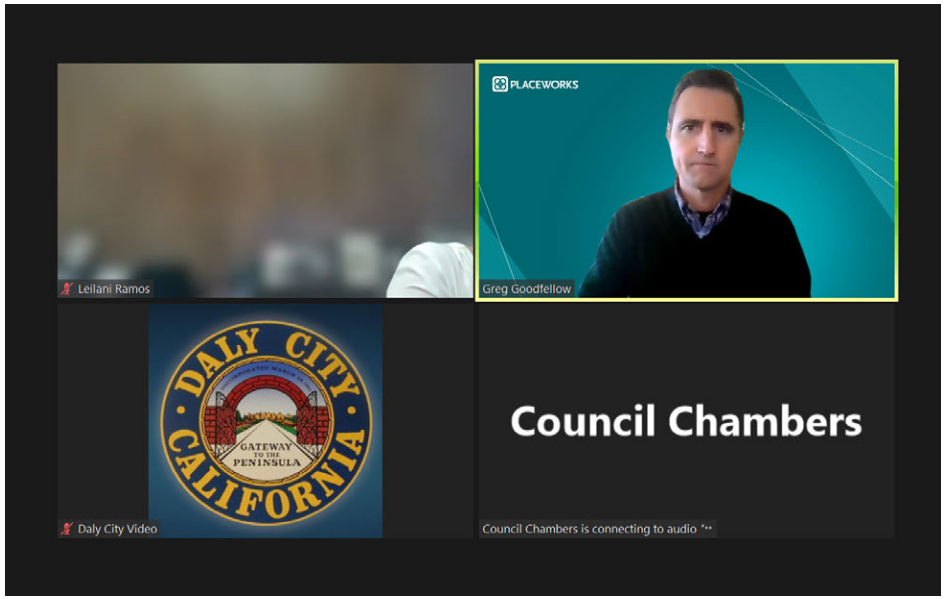
Daly City City Council

On February 22, 2021, the CBTP team facilitated a virtual presentation to the Daly City City Council to solicit ideas for penetrating EPCs and increasing community participation. The meeting focused on the impacts of COVID-19 to the outreach process, including:

- Equity issues associated with the "digital divide" and lack of broadband access in EPCs.
- The COVID-19 mobility landscape in EPCs, including new commute challenges, economic challenges, and daily priorities.
- The impacts of COVID-19 on Community-Based Organizations (CBOs) originally identified as partners in the CBTP process.

City Council members expressed multiple ideas for reaching EPC residents. Foremost:

- Mayor Juslyn Manalo and others expressed support for a citywide virtual outreach event noticed with City resources, including the City's newsletter and mailer support networks.
- CBTP outreach must target Tagalog-speaking Pacific Islander/Pilipinx communities in EPCs. Councilmembers identified numerous organizations as potential partners, including the Pilipino Bayanihan Resource Center (PBRC), Pacific Islanders Together and Second Harvest.
- Coordination with local schools was deemed vital, including Jefferson High School, Bayshore Elementary School, Woodrow Wilson Elementary School, and Jefferson Elementary School.
- The CBTP team should consider shopping centers and local supermarkets for outreach.



"Local Transportation Challenges" Town Hall

On May 17, 2021, the project team presented to the entire Daly City community at a "Virtual Town Hall" meeting hosted by the City. An English-, Spanish, Mandarin- and Tagalog-language notice and registration link was published in the City of Daly City Spring 2021 Newsletter. The event was also noticed using the CBTP Outreach Flier shown in Figures 4-1 and 4-2.

The CBTP team introduced the process and study area, as well as initial feedback collected from the CBTP survey. An "Open Feedback" session was facilitated, in order to collect feedback regarding:

- Places in EPCs that are hard to get to;
- Transit improvements that would meet special mobility needs;
- Transit routes that feel unsafe or unpredictable;
- Impact pf COVID on mobility options.

Participants were directed to the C/CAG project webpage and briefed on how to access digital and hard copies of the CBTP survey.

4.2.4 Late 2021-2022: In-Person Outreach

Late 2021 saw increasing COVID-19 vaccination rates and relaxation of shelter-in-place mandates. At this time, the CBTP team utilized previous input from AG members, City leaders and community surveys to

to schedule a series of "Pop-Up" outreach sessions at pre-scheduled events in and near Daly City EPCs.

The goals of these events were to collect detailed feedback about transportation challenges directly from EPC residents and record personal narratives describing how these challenges impact daily life. CBTP project staff set up information and feedback tables at each event, with the following visual elements to prompt discussion:

- Project information and awareness flier
- Poster-sized study area map boards
- Hard copies of the transportation survey
- Poster-sized existing transportation network boards
- Existing and proposed bicycle and pedestrian network maps

CBTP members facilitated the following exercises with attendees to achieve the goals of the pop-up events. Raw results of these exercises are provided in Appendix B.

- **Map and Dot Exercises.** CBTP team members used study area boards to allow participants to illustrate transportation gaps and challenges. Participants highlighted mobility challenges and recommendations with color-coded dot stickers and used markers to illustrate travel routes, gaps, and potential solutions.
- **Open Comment Cards.** CBTP team members used comment cards to allow participants to expand on map comments or record specific narratives about challenges and ideas for improvement.
- **Survey Distribution.** Facilitators passed out the transportation survey, as well as fliers with links to the digital survey, to event participants.

The CBTP team categorized feedback from these sessions into the following four groups of mobility challenges:

1. **Pedestrian Mobility Challenges:** These are challenges related to gaps in, and conditions of, pedestrian facilities and infrastructure. This category also includes physical barriers to pedestrian mobility, such as dangerous railroad and highway intersections.
2. **Bicycle Mobility Challenges:** These are challenges related to gaps in, and conditions of, bikeways. This category also includes physical barriers to bicycling, such as dangerous highway intersections.
3. **Transit Challenges:** Challenges related to transit access, bus stops, and shelters, fixed-route planning and service, paratransit service, and transit cost.
4. **Safety and Other Challenges:** These are challenges to safe and secure mobility, disabled access, and student access and safety.

The location of all outreach events described above are illustrated on Figure 4-3 (virtual events are shown as located at City Hall).

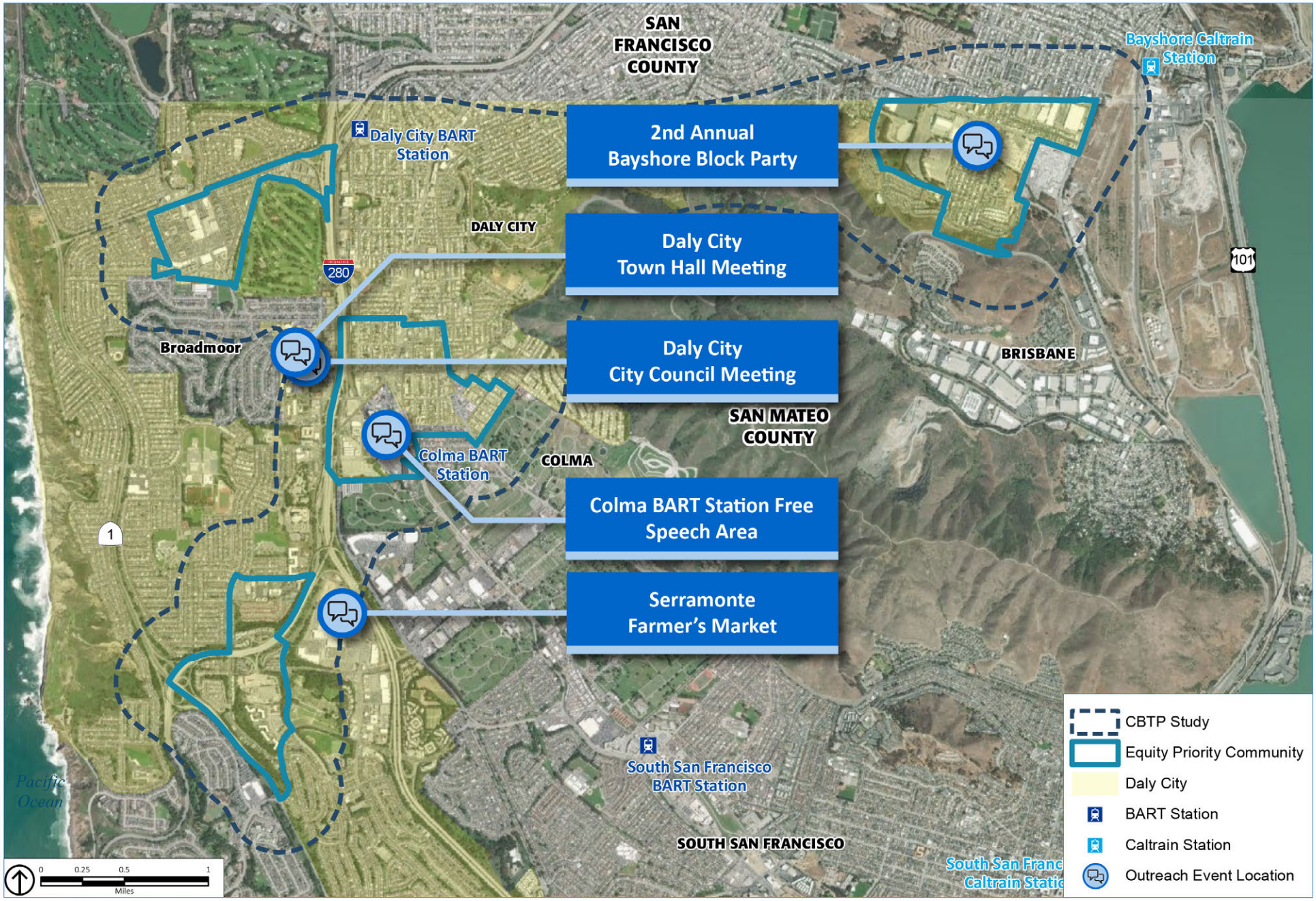


Figure 4-3 Location of CBTP Outreach Events

October 16, 2021: 2nd Annual Bayshore Block Party

The Bayshore Block Party is a community event hosted by the Bayshore Parent Teacher Organization (PTO) of Bayshore Elementary School. This event is popular among Bayshore neighborhood families. Small businesses, police and fire departments, community organizations, Daly City school districts and other groups were represented at the event.

In addition to community members, The CBTP team interviewed members of the Bayshore PTO, Bayshore School staff members, San Mateo County District 5 Supervisor David J. Canepa and a Board Trustee of the Jefferson Union School District.

Participation

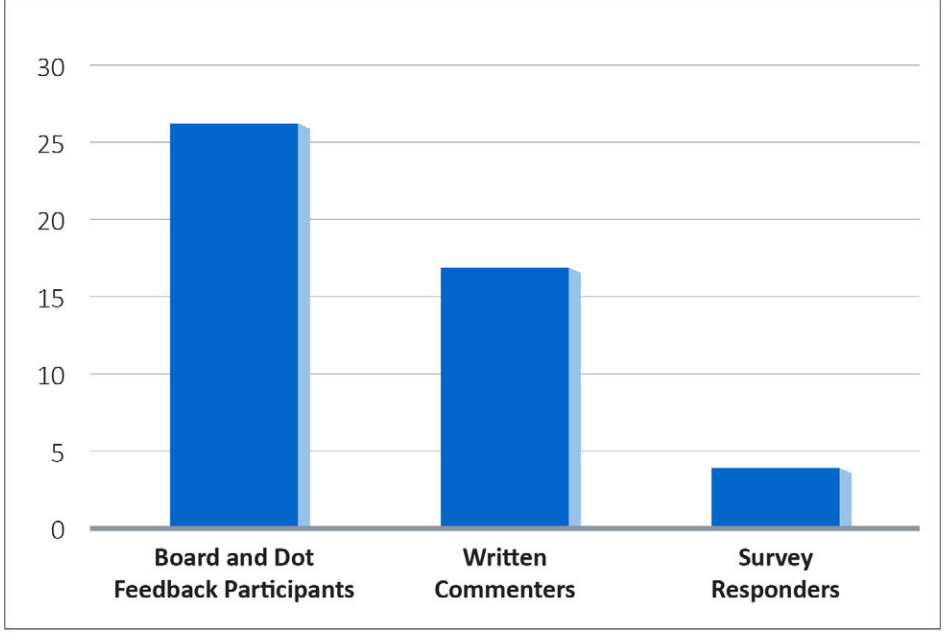
CBTP team members facilitated map exercises and/or discussions with 26 individuals and recorded 17 comments. Four hard copy transportation surveys were also submitted at the meeting. Participation is shown in Figure 4-4.

Summary of Results

Bayshore Block Party attendees described barriers to active transportation, transit use and safety. However, Figure 4-5 shows that of the almost 50 total individual responses collected at the event, nearly three-quarters were related to transit and safety challenges, with fewer bicycle and pedestrian challenges represented. This trend is not surprising, given that many participants were parents of small children, the proximity of Bayshore neighborhood to the Cow Palace and major throughfares such as Geneva Avenue, and the historic lack of transit service in the EPC.

Responses were generally focused on the area surrounding the school. Many participants stressed the impacts of illegal vehicle racing associated with Cow Palace events on surrounding streets. Vehicle speeds and lack of traffic calming were identified as high-risk conditions. Transit issues focused on lack of transit service to regional rail, such as Balboa BART Station, as well as retail centers.

Figure 4-4 Bayshore Block Party Participation Rates

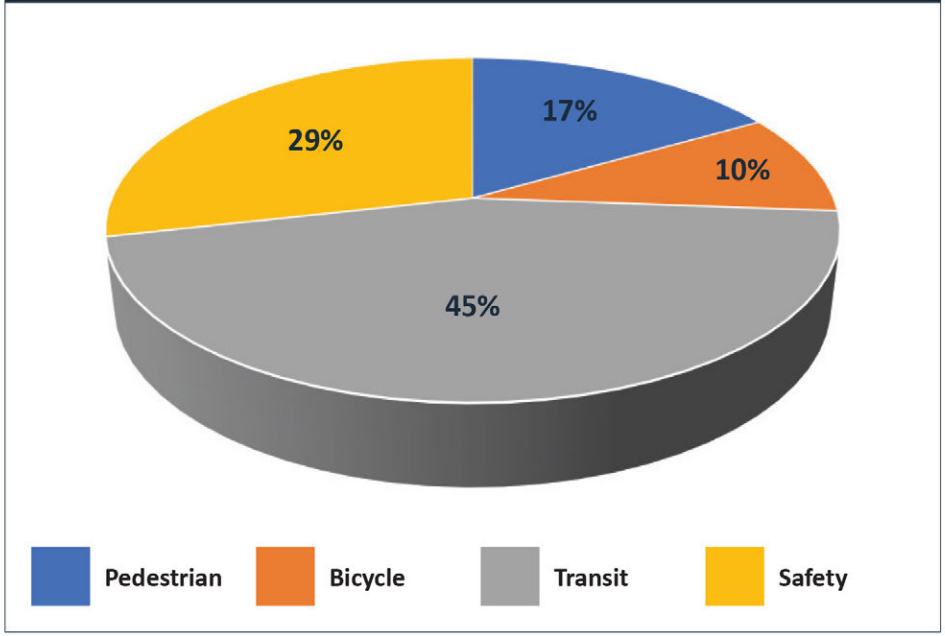


The following are patterns of mobility concerns and barriers recorded during the event. They have been clarified for readability and/or transferred from markings on maps. However, they include original insight and ideas, and have not been ground-truthed against current conditions and/or ongoing plans and projects. The latter process occurred during the evaluation and prioritization of CBTP recommendations presented in Chapter 5 of this study.

"We must improve the frequency of the Bayshore Shuttle! It's a lifeline!" *-Bayshore Block Party Attendee*

"Ottilia, Partridge & Accacia and other streets around the Cow Palace become racetracks. Sideshows, donuts, and speeding make the area unsafe." *-Bayshore Block Party Attendee*

Figure 4-5 Bayshore Block Party Results Summary by Topic



Bicycle Challenges

Participants identified:

- General lack of bike lanes, gaps in existing lanes, and unsafe intersections
- Need for "dedicated" bike lanes in Bayshore
- Improved lighting and markings along Geneva Avenue bike lane

Pedestrian Challenges

Participants identified:

- The need for a more pedestrian-safe Geneva Avenue, with more and safer crossing opportunities
- Need to repave sidewalks in Bayshore
- Lack of crosswalks on long blocks
- Dangerous pedestrian access conditions at Bayshore Elementary School

Transit Challenges

Participants identified:

- Lack of Transit Access to other Daly City schools (more than six comments)
- Better bus routes and increased frequency to San Francisco (in particular Balboa BART Station)
- Shuttle for seniors to shopping centers
- Increased frequency of the Daly City Bayshore Shuttle
- Better bus/transit materials in Cantonese

Safety Challenges

Participants identified:

- Race Car community
  - Loud Race Cars in Cow Palace
  - Ottilia Street, Partridge Street, and Accacia Street are "racetracks" where cars do sideshows and donuts

December 4, 2021: Serramonte Farmer's Market

The Serramonte Farmer's Market is a weekly farmer's market in the Serramonte Center parking lot hosted by the California Farmers' Markets Association. CBTP project staff facilitated a pop-up event at the market on Saturday, December 4, 2021, from 8:30 am to 12:00 pm. Individuals participated in the feedback process as they explored the market.

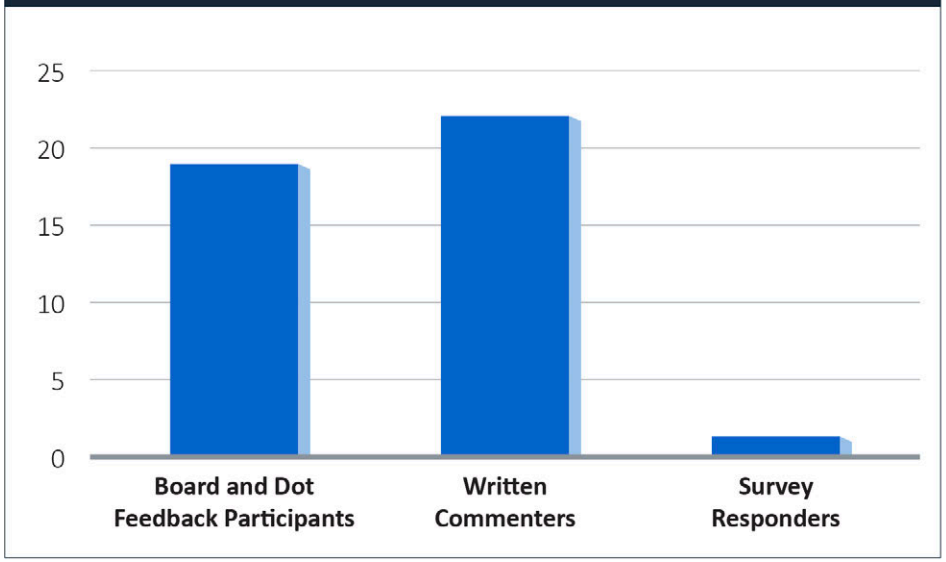
Participation

CBTP team members facilitated map exercises and/or discussions with 19 individuals and recorded 22 comments, as shown in Figure 4-6.

"It seems like there should more pedestrian protections on Callan, Westlake and Serramonte. Traffic and lighting are scary."

-Serramonte Farmer's Market attendee

Figure 4-6 Serramonte Farmer's Market Participation Rates

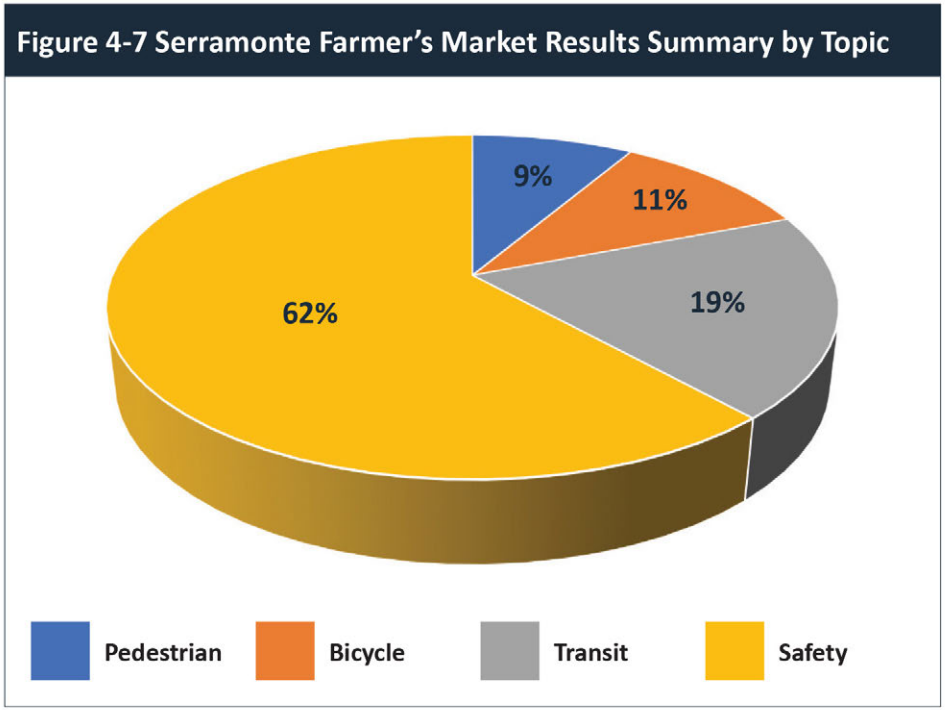


Summary of Results

Participants in this pop-up event expressed general concern for access and traffic-related safety at and surrounding Serramonte Mall. Other safety concerns included lack of lighting in surrounding residential areas. As shown in Figure 4-7, the largest number of attendee comments, about 60 percent, were focused on these safety issues.

Participants described the general difficulty of getting to Serramonte Center on transit or via active transportation. Many participants highlighted specific street segments, intersections and businesses on, or around, which traffic is a barrier. Resulting reliance on driving creates bottlenecks into and out of the mall, and near popular destinations such as Target and In-N-Out. Some individuals identified lack of lighting in the Midvale Dr. and St. Francis neighborhood. Others named vehicle speeds along St. Francis Boulevard, Callan Boulevard and Wembley Drive as safety concerns. Many of the participants voiced the need for additional traffic calming measures on local streets.

Figure 4-7 Serramonte Farmer's Market Results Summary by Topic



Participant Input

Bicycle Challenges

Participants identified:

- General "behind the curve" conditions of bike facilities and resulting difficulty of bike access around Serramonte Center

Pedestrian Challenges

Participants identified:

- Dangerous conditions at intersection of Cerro Drive and Southgate Avenue
- Need for better sidewalks along Serramonte Boulevard and Junipero Serra Boulevard
- Need to repair "prepare to stop" signals on Westridge and Westmoor Avenues that are commonly out of service

Transit Challenges

Participants identified:

- Need for "bus linkage" between Serramonte Center and other retail destinations in Daly City
- Increased frequency of bus routes, especially SamTrans' 110 and 120
- Need for a dedicated shuttle for seniors to shopping centers
- Preparation of bus/transit marketing and information materials in Cantonese
- Poor conditions of SamTrans Route 110 bus stops near Ranch 99 Market (250 Skyline Plaza)
- Lack of transit access for Belcrest neighborhood at Belcrest Avenue and Longview Drive

Safety Challenges

Participants identified:

- Unsafe conditions due to traffic bottlenecks at multiple Serramonte Center destinations, including and vehicle speeds on and around:
  - Target
  - Chick-fil-A
  - In-N-Out Burger
  - The Home Depot
- Unsafe conditions due to traffic bottlenecks on:
  - Callan Boulevard
  - Serramonte Boulevard
  - Saint Francis Boulevard
  - Gellert Boulevard
- Lack of adequate lighting in and around:
  - Residential areas west of Saint Francis Boulevard and south of Highway 35/Route 1 intersection
  - Ranch 99 Market
- Illegal dumping that contributes to sense of danger

February 8, 2022: Colma BART Station Free Speech Area

On February 8th, 2022, from 4:30 to 6:30 pm, team members facilitated a pop-up event in the "Free Speech Area" of the Colma BART station.

Participation

CBTP team members facilitated map exercises and/or discussions with eight BART riders and collected 12 comment cards, as shown in Figure 4-8.

Summary of Results

Not surprisingly, the majority of comments collected at the BART station were about gaps in station access and conditions at the station itself. For example, commenters cited bus frequency issues, specifically the SamTrans Routes 122 and 130. Others cited the need for improved pedestrian and bike facilities accessing the station (see Figure 4-9).

"Please widen the sidewalks and enable more bike lanes so I can get to the Colma BART Station." *-BART rider at Colma Station*

Figure 4-8 Colma BART Station Response Tally

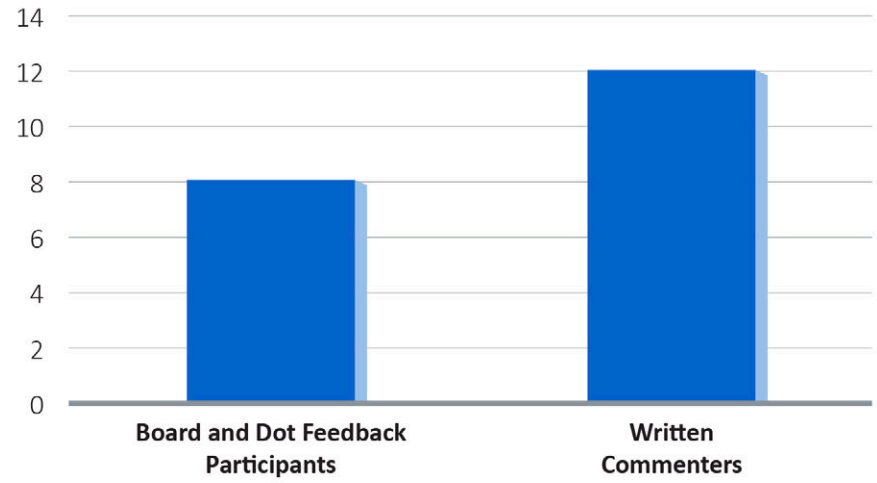
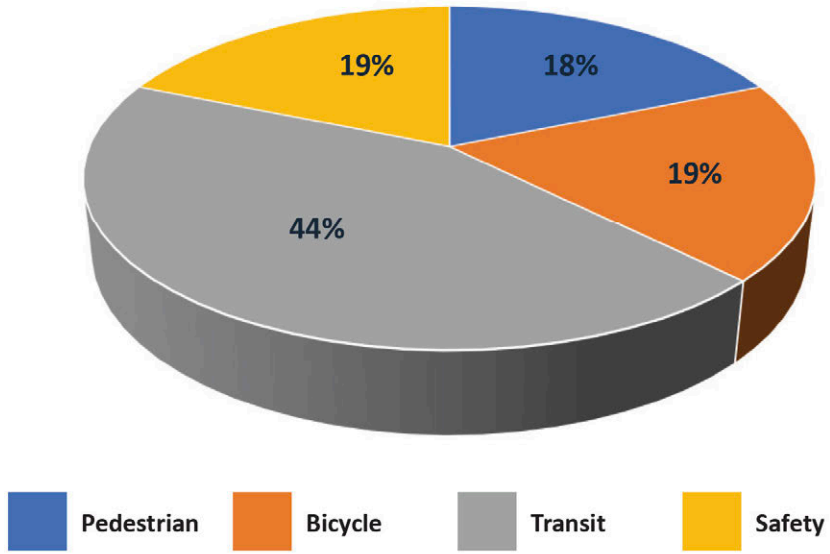


Figure 4-9 Colma BART Station Results Summary



Participant Input

Bicycle Challenges

Participants identified:

- Need for bike lanes to and around the BART station
- Lack of protected bike lanes around Colma BART station and in Daly City as a whole

Pedestrian Challenges

Participants identified:

- Intersection at Mission Road/San Pedro Road/Market Street is complex and confusing

Transit Challenges

Participants identified:

- Lack of shelters on SamTrans Route 130 around the station
- The need for shorter commute hour headways on SamTrans Route 120
- New development projects in Daly City that will increase SamTrans ridership and need for increased BART route frequencies
- Insufficient transit connection from Colma BART to Serramonte Mall

Safety Challenges

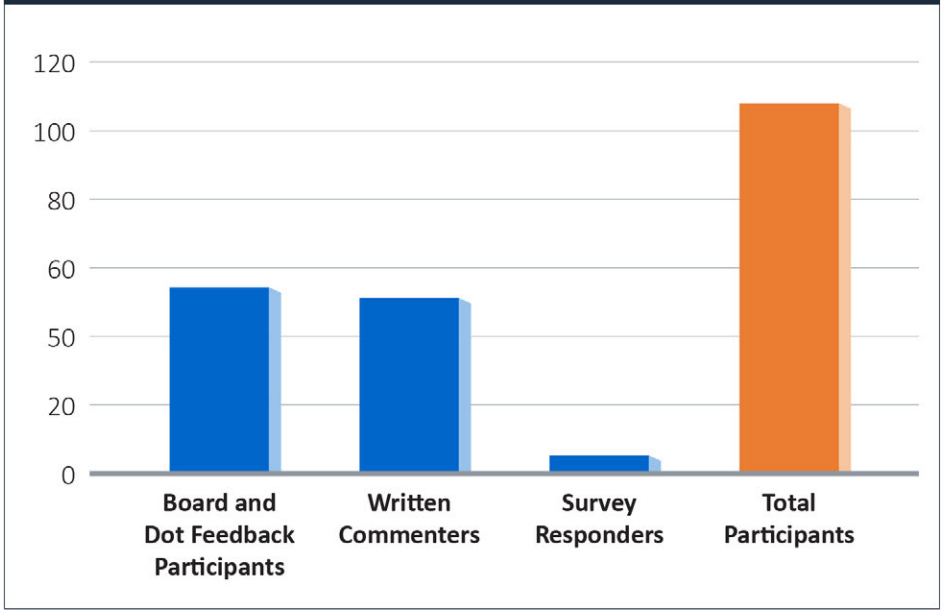
Participants identified:

- Colma Station can feel dirty and not well-maintained
- Bus bays at Colma are unsafe or poorly-lit at night

4.2.5 In-Person Feedback Summary

As shown in Figure 4-10, just over 100 individual comments were collected from EPC community members during the in-person CBTP outreach process. This does not include on-line transportation survey responders. The CBTP team collected over 50 narrative comments from community members and facilitated mapping techniques with an equivalent number of people.

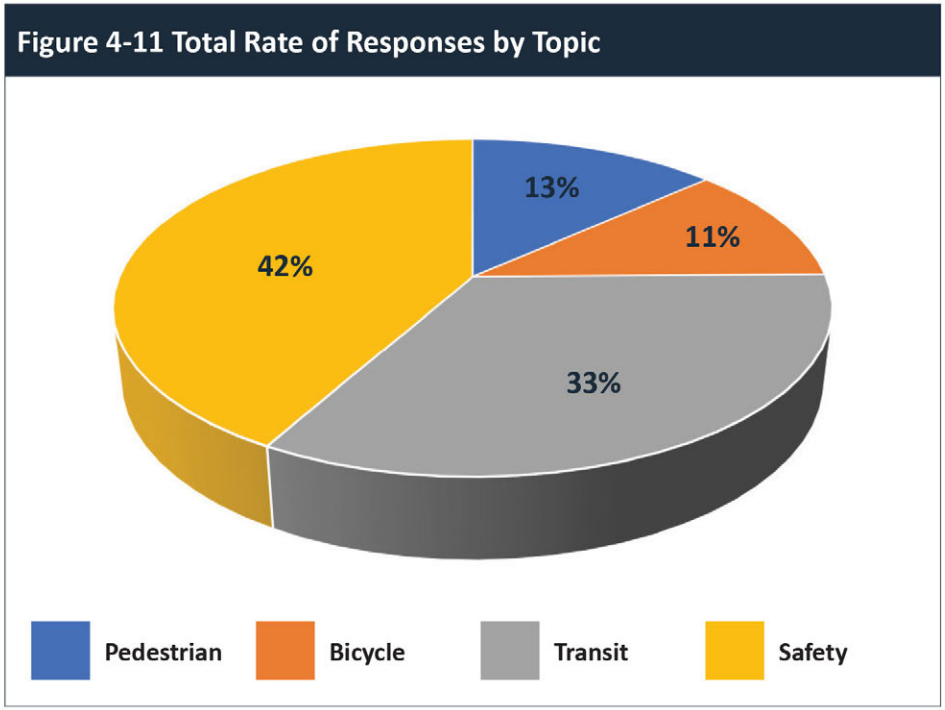
Figure 4-10 Total Participation Rates



As shown in Figure 4-11, participating members of EPCs in Daly City named transit- and safety- related issues as the most significant barriers to mobility. The rate of each among total input was about one-third. This may be partially attributed to the location of the EPCs and the location of the pop-up events. For example:

- The location of the northeast/Bayshore EPC is historically underserved by regional and intra-city transit options.
- Attendees of the Bayshore Block Party included parents of young children concerned about street and school safety.
- Attendees of the Bayshore Block Party included various school district representatives who highlighted the lack of transit connections beween Bayhore Unified School Disiticts and Jefferson Union School District.
- Many Serramonte Farmer's Market attendees were senior citizens who identifed neighborhood lighting, bus shelter safety and transit safety concerns.
- Particpants at the Colma BART Station event were transit riders by default, and thus more likely to be familiar with other local transit options.

Figure 4-11 Total Rate of Responses by Topic



4.3 Digital Survey Results

Digital survey responders were a generally evenly-distributed age group from the 94015 and 94014 ZIP codes. About one-quarter were 19-29 years old, one-quarter 30-44 years old and nearly a third were over the age of sixty. As shown in Figure 4-12, responders primarily ride BART and SamTrans. Responders who selected the "Other" category identified systems such as SF Muni and corporate shuttles. Route design and delays were the most commonly cited barriers to transit mobility. The location and quality of bus stops were also identified (see Figure 4-13).

Examples of specific transit barriers and improvements directly suggested by responders include:

- Addition of feeder buses to/from SamTrans for households not on main SamTrans routes. Replacement of large-sized over-the-road coaches…with on-demand shuttle vans.
- Current SamTrans bus routes do not serve residential subdivisions- no first/last leg connection. If any, it is too far and too long of a wait. Prefer that current battleship-sized SamTrans buses are smaller (i.e.: shuttle) so they can penetrate each residential subdivision.
- Tener estaciones seguras con LUZ, bancas y paredes que protegen y que sean limpias ya que hay mucha neblina y viento en DC. Es súper difícil andar con bastón, bolsa, paraguas, suéter, chaqueta e impermeable...para ir al doctor o a la tienda. (Have safe stations with LIGHT, benches and walls that protect and are clean since there is a lot of fog and wind in DC. It is super difficult to walk with a cane, bag, umbrella, sweater, jacket and raincoat... to go to the doctor or to the store.)

Figure 4-12 Transit Systems Ridden by Survey Responders

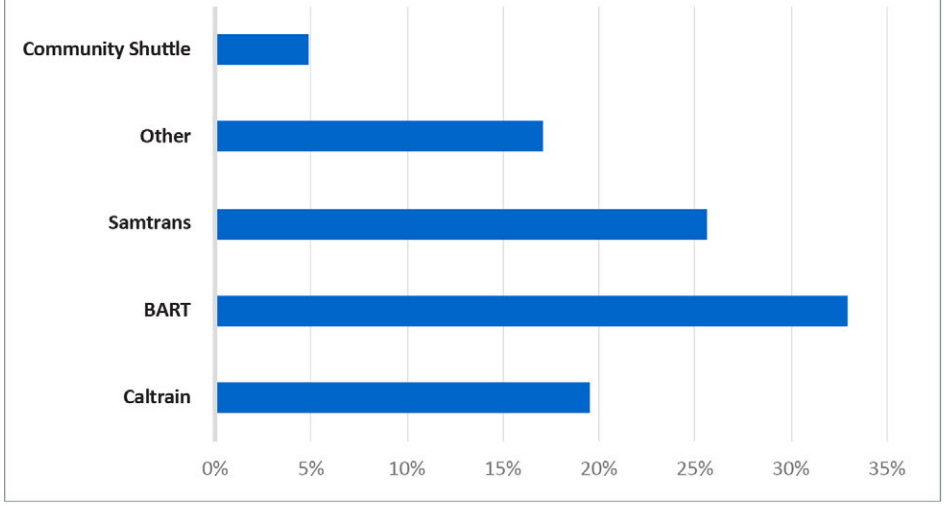


Figure 4-13 Impediments to Transit Mobility

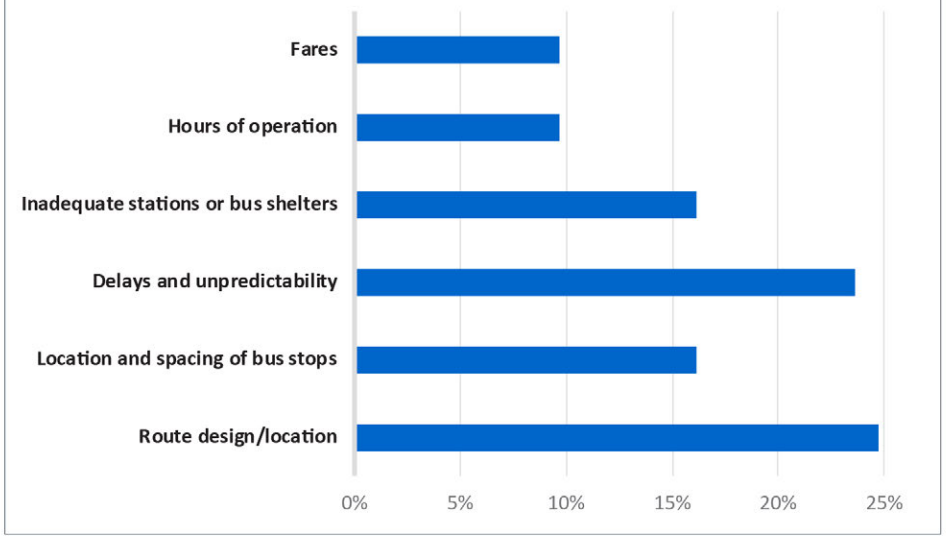
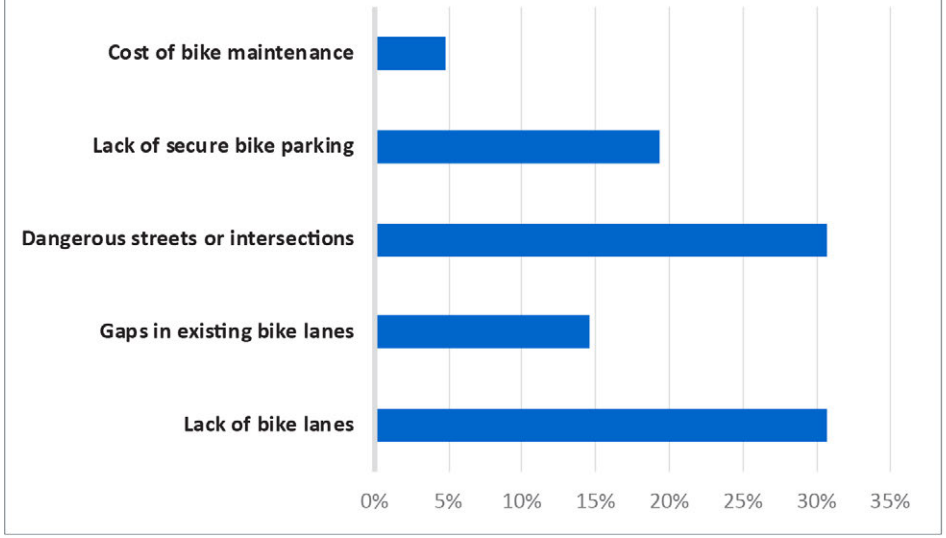


Figure 4-14 Impediments to Bicycle Mobility



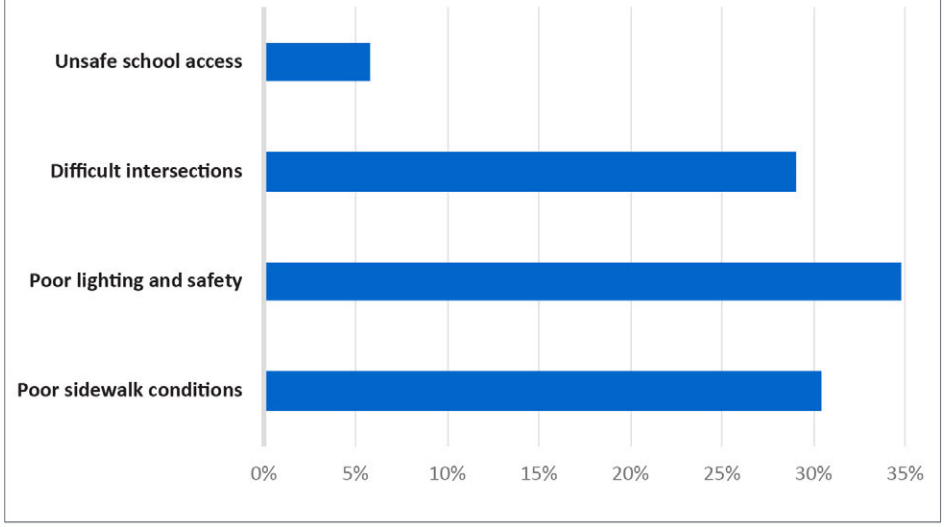
Over 80 percent of responders stated they either "Never" or "Rarely" ride a bike. They highlighted "Lack of bike lanes" and "Dangerous streets or intersections" as the main bike-related problems they encounter (Figure 4-14).

Examples of specific bicycle-related improvements suggested by responders include:

- I'd love to ride a bike around town, such as to the BART station. However, there are no bike lanes on John Daly Blvd (west). I would not ride without protected bike lanes on that road.
- The bike lane is so small, so cars dominate the road. If the bike lane were wider and if there was a way to have a safer, more protected lane for bikes, that would be ideal.

On the other hand, walking was common among those surveyed. About 50 percent of responders stated they walk "Daily", while 34 precent walk "On occasion." As shown on Figure 4-15, poor lighting, poor sidewalk conditions and dangerous intersections were identified as the biggest barriers to pedestrian mobility.

Figure 4-15 Impediments to Pedestrian Mobility



Examples of specific pedestrian improvements suggested by responders include:

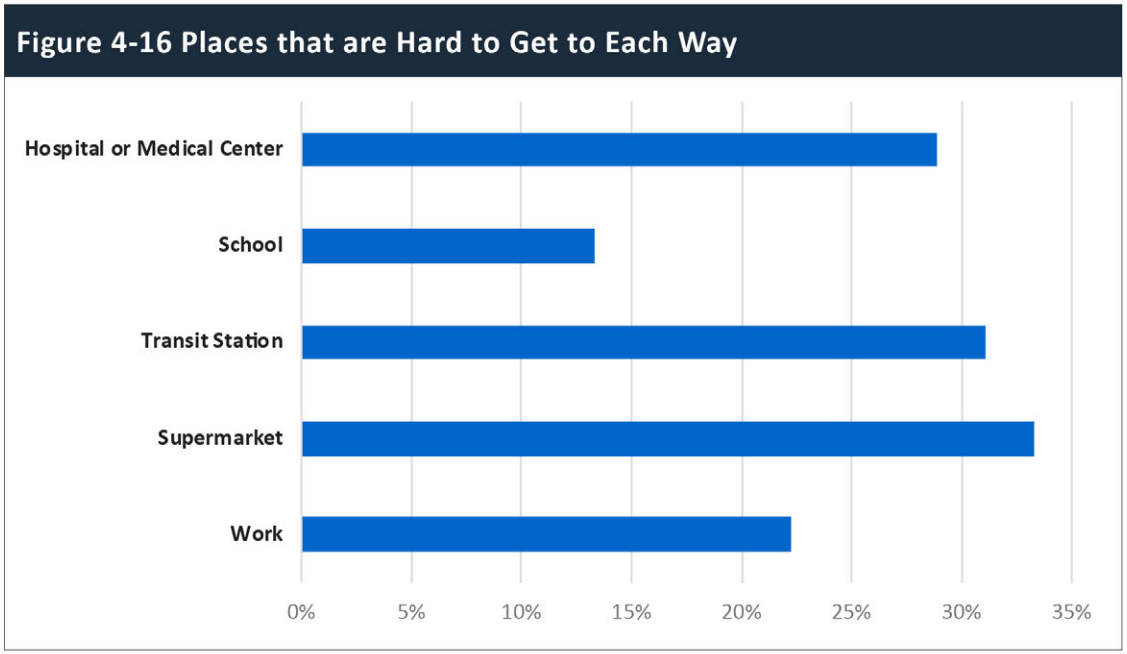
- Several intersections around Mission Street, San Jose Ave, John Daly Blvd, and BART, are very difficult and/or scary for pedestrians. Some crosswalks have poor visibility at the corners. Some crosswalks require multiple light cycles to get all the way across. Several intersections have no crosswalk, and no convenient alternative, so pedestrians regularly attempt to walk through traffic to get across.
- Pedestrian improvements that are needed are when walking at sundown, it seems hard to see without good lighting.
- Outside of the residential areas, walking to the bank or groceries feels somewhat unsafe because the cars here like to drive quickly.

According to survey responders and shown in Figure 4-16, supermarkets, transit stations and medical facilities are considered "hard to get to" on a daily basis.

Responders were asked to identify specific hard-to-access places and describe improvements for improving access. Example answers include:

- Target, supermarket, school, clinic. It would be easier if there were safe walking conditions and bike lanes.
- [Access improvements needed to] Convenience stores etc. rather than Malls and hospitals. Can you imagine if SF buses only stopped at major dept stores and hospitals on Mission street?
- Junipero Serra Blvd is not continuous for pedestrians or bicyclists. Suggest connect[ing] DC Bart with Colma BART with Serramonte Shopping Center. CREATE MORE BIKE ONLY / PEDESTRIAN ONLY ROUTES [original boldface]. Is there a shortcut from DC BART to School St without crossing I-280? There is a cyclone fenced area on eastside of I-280 that can be made into a pedestrian walkway.
- [Community needs] multiple busses to the Bayshore [sic].

Figure 4-16 Places that are Hard to Get to Each Way



5. Methodology and Recommendations

This chapter identifies all recommended projects and plans for the Daly City CBTP. It outlines the evaluation criteria, evaluation methodology, and scoring approach used to identify and rank those recommendations. Potential funding sources, a key consideration in the evaluation process, are summarized.

5.1 Evaluation Criteria

The CBTP project team worked with the Advisory Group (AG) at a fourth meeting on April 14, 2022, to review four evaluation criteria deemed appropriate to rank projects by their ability to improve mobility. Criteria such as community benefit, degree of transportation improvement, current relevance, future technological challenges, usability and access, available funding, potential for cross-jurisdictional challenges, and ability to resolve mobility barriers were discussed.

Ultimately, the following four criteria were selected to score projects and plans:

1. Reflects Community Priorities
2. Increases Access
3. Is Financially Feasible
4. Ease of Implementation

5.1.1 Reflects Community priorities

This criterion is the degree to which a project or plan is consistent with the priorities and needs of residents, community stakeholders, and leaders in Equity Priority Communities (EPC). Projects were ranked highly under this criterion if they:

- Reflect a theme in the community feedback collected during the CBTP outreach process described in Chapter 4;
- Are consistent with community mobility challenges identified in past plans and studies and the existing conditions analysis prepared for this CBTP;
- Support transportation goals established in current plans and studies; and
- Are consistent with projects prioritized in the 2008 Bayshore CBTP, but not yet implemented.

5.1.2 Increases Access

This criterion is the potential of a project to improve access to key facilities and locations across the study area. As noted in Chapter 1, the current CBTP study area is loosely based on four discontinuous EPCs located across Daly City. Given the geographic scale and diversity of mobility gaps across the study area, projects with one of two benefits score highly under this criterion: those that would improve connectivity between systems and those that would facilitate mobility for groups challenged by limited options.

5.1.3 Is Financially Feasible

Cost and feasibility are important considerations for evaluating projects. This criterion considers more than the anticipated budget of a project, as one project may be more expensive than another but it may be eligible for a range of different funding sources, while the other project may be less expensive but does not fit into readily available funding categories.

MTC's CBTP guidelines are developed to ensure that mobility recommendations are the result of community input. Assessing the financial feasibility of projects is a tool to identify projects that are likely to find further support and move quickly to implementation. Projects were ranked under this criterion by estimates of hard costs, analyzing the potential for funding based on project type, and reviewing historical financial challenges.

One of the most significant considerations in this criterion was revenue loss to transit providers resulting from COVID-19, which have impacted the current flexibility of providers to fund new projects. Many transit recommendations in this plan are outside committed funding sources, while project outreach and research indicate high transit needs within the community. This increases the feasibility of projects that are aligned with existing plans and studies. This Plan assumes that future conditions will reposition the financial feasibility of transit projects and funding strategies for transit should continue to be developed.

Ranking projects under this criterion included reviewing potential funding sources for local and countywide mobility projects. These include:

- **Senate Bill 375.** California Senate Bill (SB) 375, passed in 2008, directs the California Air Resources Board (CARB) to set up regional targets for reducing greenhouse gas (GHG) emissions with regional Metropolitan Planning Organizations (MPOs). The GHG targets are implemented through the MPO's regional Sustainable Communities Strategies (SCS). Below are a list of funding and grants offered by MTC as part of their SCS in fulfillment of SB 375.
  - Lifeline Transportation Program. Funds offered by MTC for projects that are identified through a collaborative, inclusive, community-driven process, and that address transportation gaps and barriers identified in Community Based Transportation Plans or other local planning efforts in low-income neighborhoods.
  - One Bay Area Grant Program (OBAG) . These grants are awarded to transit-oriented development projects located in Priority Development Areas—areas targeted for compact growth identified in Plan Bay Area (MTC's SCS). Priority is given to cities and counties that have been proactive in creating more housing and who have accepted a proportionally higher allocation of housing units through the Regional Housing Needs Assessment (RHNA) process.
  - Caltrans Active Transportation, Complete Streets, and Safe Routes to School Programs. Active Transportation grants fund transportation improvements that foster healthy activity, namely walking and biking. Complete Streets grants improve sidewalks and curbs that connect to important destinations. Safe Routes to School grants fund projects that provide safe walking and biking routes between neighborhoods and local schools.
  - Bay Area Air Quality Management District (BAAQMD) Grants . BAAQMD offers a variety of funding sources for projects that reduce air pollution in the Bay Area, like their Carl Moyer Program, which provides grants to replace or upgrade heavy-duty diesel vehicles.
- **Caltrans Highway Safety Improvement Program (HSIP).** HSIP offers grants for local roadway infrastructure projects with demonstrated crash reduction potential, located in areas with high crash rates or at high risk of crashes.
- **FHWA Accelerating Safety Activities Program (ASAP).** Funds demonstration projects less than $20,000 in FHWA Safety Focus states (CA is a bicycle and pedestrian focus state).
- **MTC Transportation Development Act Article 3 (TDA3) Local Transportation Fund.** Fifty-percent match for planning and education projects only: Bicycle and pedestrian design and construction; bicycle and pedestrian education programs; comprehensive bicycle and pedestrian plans.
- **Transportation for Livable Communities (TLC).** These funds are intended to support local efforts to achieve more compact, mixed-use development, and development that is pedestrian-friendly or linked into the overall transit system.
- **California Air Resources Board (CARB) Sustainable Transportation Equity Project (STEP).** This program launched in 2020 that funds transportation and planning projects that reduce GHG emissions in California.
- **Federal Transit Administration (FTA) Section 5310 - Enhanced Mobility of Seniors and People with Disabilities Program.** Funds projects that improve mobility for seniors and people with disabilities by identifying and removing barriers and improving transportation services like paratransit. This project is part of the FAST Act of 2015.

- **Highway Safety Improvement Program (HSIP) Grants.** Federal Highway Administration grants to fund projects that are meant to significantly reduce traffic fatalities on public roads. The HSIP program is a part of the 2015 FAST Act.
- **Regional Surface Transportation Block Grant.** Grants provided by the FTA to states and localities for different transportation projects, including highway improvements, bridge or tunnel projects on public roads, pedestrian and bicycle infrastructure, and transit capital projects.
- **Measure A Pedestrian and Bicycle Program.** San Mateo County Transportation Authority (SMCTA)-administered grants for new capital infrastructure based on readiness and need, effectiveness, policy consistency, sustainability, and funding leverage.
- **Measure W Pedestrian and Bicycle Program.** 2019 SMCTA-administered grants to fund local street repair, grade separations for Caltrain tracks that intersect local streets, expanded bicycle and pedestrian facilities, and improved transit connections.

5.1.4 Ease of Implementation

Numerous factors influence the ease or difficulty of initiating, completing, and putting a project into action. While a recommended project or program may align with community priorities, likely benefit many and appear a candidate for funding, assessing the challenges of implementation remains critical. Determining that the challenges of implementation of a single project are significant, facilitates the identification of other, more implementable projects that achieve the same benefits.

Factors used to assess the ease of implementation of recommendations include:

- Required cross-agency coordination (more than one agency involvement adds complexity and time to projects)
- Cross-jurisdictional physical footprint (multiple jurisdictions means more effort and time to be approved)
- Engineering complexity (cost and schedule implications arise from more complicated projects)
- Lack of technological "future proofing;" (the potential that a project will become obsolete due to new technologies).

5.2 Evaluation Process

As noted, the evaluation criteria outlined in Section 5.2 were developed in consultation with the AG and MTC and then applied to candidate projects. This was part of a larger evaluation process that included the following steps:

1. Developed lists of potential projects and plans directly from community members during the outreach process. Not all qualitative community feedback collected during the outreach process, including comment responses, map-based inputs, and written survey responses (see Appendix B), translated directly into the lists of recommended projects and plans in this CBTP.
2. Worked with the AG to develop the evaluation criteria outlined in Section 5.2.
3. Applied the four criteria to potential projects and plans, including:
    - Assessment of candidate projects against existing mobility plans to identify those supportive of relevant mobility goals or redundant with implemented projects.
    - Assessment of the feasibility of candidate projects in terms of required agency coordination, funding potential, and historic implementation challenges.
4. Distributed an initial version of the ranked recommended projects to the AG for review and revision.
5. Revised and finalized priority projects and plans based on comments of the AG.

5.2.1 Criteria Scoring Categories

Recommendations were scored one through five for each evaluation criterion. A score of one reflects the lowest potential for fulfillment of that category; five the highest. For all project and plans, the following score averages were calculated:

- **Average Score:** The average score of Criteria 1 through 4.
- **Area Need Score:** The average score of Criterion 1 (Reflects Community Priorities) and Criterion 2 (Increases Access)
- **Project Potential Score:** The average score of Criterion 3 (Financial Feasibility) and Criterion 4 (Ease of Implementation)

The four criteria were organized into the above two scores to improve the implementability of the CBTP as a whole. Identifying those recommendations with the highest and/or most immediate potential to get funded and built will support the grant selection, timing and planning processes. It will facilitate improved, more informed decision-making, and/or awareness of potential challenges in the future.

5.2.2 Implementation TimeFrame

Each of the following recommendations is assigned one the following three implementation timeframes based on community priority:

1. **Short Term (ST)**. These recommendations are assumed to be implemented in one to three years.
2. **Medium Term (MT)**. These recommendations are assumed to be implemented in three to eight years.
3. **Long Term (LT)**. These recommendations are assumed to be implemented in eight or more years.

5.2.3 Project Types

After review of all proposed projects and programs, we found that recommendations fall within the following three types of projects and plans:

1. **Active Transportation.** These projects are generally new and improved bicycle and pedestrian facilities and micromobility programs. Examples include separated bike paths and cycle tracks, intersection signalization improvements, sidewalk audit and repair programs and bike storage at important destinations like transit hubs. Micromobility refers to the use of individual, lightweight vehicles, such as bikeshares and e-scooters, typically over short distances.
2. **Transit and Paratransit.** These projects may include new routes, expanding operating hours of certain lines, increasing transit line frequency, or improving transit stops with lighting, shelter, and seating.
3. **Safety.** Safety projects decrease danger and potential for harm for all residents EPCs. Examples of safety projects include improvements to school access and student safety, traffic calming on streets with high rates of pedestrians, neighborhood lighting improvements and poorly-secured transit facilities.

5.3 Recommended Projects and Plans

According to a CBTP program evaluation performed by MTC in 2022, overly-general CBTP recommendations developed without input from cities have historically faced implementation challenges.[1] The following section includes tables of all recommended projects and plans across the three categories for the Daly City CBTP study area. The recommendations generally reflect location- , route- or resource- specific barriers rather systemwide or topical improvements.

In each table, the average score, area need score and project potential score are shown for recommendations, as well as the estimated cost. All recommendations presented in this Plan are considered viable options that reflect community priorities.

5.3.1 Active Transportation Projects and Plans

Only about 17 percent of CBTP transportation survey responders ride a bike “On Occasion” or more often, while about 97 percent walk the same amount. The majority of the following 11 prioritized projects and plans, which are shown in descending order of average score, are pedestrian -oriented improvements along major thoroughfares and intersections. Protected bike and pedestrian facilities are also represented, which is consistent with the fact that survey responders’ identified “Lack of bike lanes” and “Dangerous streets and intersections” as the two most common barriers to getting around by bike. The projects in Table 5-1 were identified by the community, in current studies and during AG review and coordination. Funding for active transportation and multi-modal safety remains available in the wake of COVID-19 mobility changes.

1 Metropolitan Transportation Commission and the Association of Bay Area Governments, Community-Based Transportation. Planning (CBTP) Program Evaluation, April 8, 2022.

Table 5-1 Recommended Active Transportation Projects and Plans

Recommendation	Average Score	Area Need Score	Project Potential Score	Estimated Cost	Imple-mentation Timeframe	Responsible Agency
Study potential alternatives for high-visibility crosswalks at the intersection of Serramonte Boulevard and Highway 1 ramps.	4.25	4.5	4	$30,000	ST	Daly City
Improve Daly City BART Station access for pedestrians travelling eastbound on John Daly Boulevard with improved markings, signalization and directional signage at the intersection of John Daly Boulevard and Niantic Avenue, consistent with *2020 City of Daly City Pedestrian and Bicycle Master Plan.*	4	4.5	3.5	$1M	ST	Daly City and BART
Create a more pedestrian-safe Geneva Avenue: Install crosswalks with curb extensions at Allan St and Talbert Street	3.75	4	3.5	$65,000	ST	Daly City
Install Class IV bikeway on State Route 82 in unincorporated Colma, per *Unincorporated San Mateo County Active Transportation Plan.*	3.5	5	2	$8M to $24M	MT	San Mateo County
Install signage and pavement markings to better designate existing Class II bike lanes on Geneva Avenue between Santos Street and Bayshore Boulevard.	3.5	3	4	$35,000	ST	Daly City
Improve the intersection of Mission Street / E. Market Street / San Pedro Road with a pedestrian island and high-visibility or "3D" crosswalks.	3.5	3.5	3.5	$38,000	ST	Caltrans/ Daly City
Study bicycle and pedestrian network conditions and conflicts within ½ mile of the Daly City and Colma BART Stations. Include recommendations for active transportation network improvements, infrastructure projects and micromobility programs designed to increase bike/ped safety and close “first-mile-last-mile” gaps.	3.5	4	3	$275,000	ST	C/CAG, SMC Transporta-tion Agency
Perform a feasibility study of a ped/bike pathway from the terminus of Reiner Street in unincorporated Colma to the Colma BART station, on unimproved land beyond the soundwall adjacent to the Station.	3.5	4	3	$275,000	ST	San Mateo County, Daly City, BART
Develop a micromobility implementation guidebook for local jurisdictions to support efficient roll-out of bikeshare, e-scooter and other micromobility programs. The guidebook should include a framework for: • Engaging community members to get input on preferred micromobility programs. • Identifying type(s) of micromobility program(s) for maximum community benefit. • Locating micromobility vehicle access and parking areas. • Designing safe and accessible micromobility routes that close “first-mile-last-mile” transit gaps. • Contracting with third party vendors.	3.5	3.5	3.5	$325,000	ST	C/CAG
Improve access to electronic bikes via equity programs for both shared e-bikes and individually owned e-bikes.	3.5	3.5	3.5	$50,000 to $500,000	MT	C/CAG, San Mateo County Daly City
Study the repurposing of Hillside Boulevard in Unincorporated Colma into a Class IV bikeway.	3.25	3.5	3	$275,000	MT	San Mateo County
Increase number of bike lockers at Colma BART station from eight to 20, consistent with Daly City BART Station.	3.25	2.5	4	$30,000	LT	BART
Study the development of a Class IV bikeway (per *Unincorporated San Mateo County Active Transportation Plan*) and series of safer pedestrian crossings on Hillside Blvd. in Unincorporated Colma	3.25	2.5	4	$75,000	LT	San Mateo County, Daly City
Install Class III bike route on Mission Street from Westake Avenue to San Pedro Road, per *2020 City of Daly City Pedestrian and Bicycle Master Plan.*	3	3.5	2.5	$1.2M	LT	Caltrans

5.3.2 Transit and Paratransit Projects and Plans

Equity Priority Communities have remained disproportionally reliant on transit service, as compared to other communities, during the pandemic. While station entries across the BART system dropped 87 percent from September 2019 to September 2020, drops were uneven from station to station. Ridership at Orinda Station, where 72 percent of the population is white, saw a 94 percent drop in ridership. In comparison, Colma Station, located where 36 percent of the population is Black or Latinx, saw an 86 percent drop in year over year ridership.[2]

Accessible public transit remains a mobility backbone for EPC communities. This was borne out in the Daly City outreach process, during which low-income, youth and elderly residents identified area-wide and route-specific gaps, improved information campaigns and bus stop upgrades as needed community improvements.

Both SamTrans and BART were implementing major improvement plans in 2022, including BART's Measure RR rebuilding program and the June adoption of final new *Reimagine SamTrans* projects by the SamTrans' Board of Directors. It should be noted that the following route changes identified in the CBTP process have not been included in the following list of recommendations because they have been adopted as separate *Reimagine SamTrans* projects:

- Increase weekday and weekend frequencies of SamTrans Route 110.
  - *Reimagine SamTrans* Route 110 Alternative 1: Increase frequency of Route 110 to 30-minute headways on weekdays and weekends.
- Increase weekday, weekend and evening frequencies of SamTrans Route 120.
  - *Reimagine SamTrans* Route 120 Alternative 1: Increasing frequency of Route 210 to 10-minute headways between 2 p.m. and 4 p.m.; 15-minute headways on weekdays and weekends; and double evening service levels seven days a week
- Improve routing and speed of SamTrans Route 121 from Daly City BART Station
  - *Reimagine SamTrans* Route 121 Alternative 1: Reduce route duplication with Routes 130 and 122 and reduce travel times between Daly City BART and Seton Medical Center and Skyline College.

The 10 projects and plans in Table 5-2 are listed in descending order of average score. The recommendations indicate community preference for increased cross-town and San Francisco-based bus routes, the desire for a more robust program of transit options in Bayshore, and improved bus shelters near popular shopping and resources. The projects were identified by the community, in current studies and during AG review and coordination.

2 Bay Area Council Economic Institute, September 2020, *Economic Profile 2020: Housing and Transportation in a Post-Pandemic Bay Area*, http://www.bayareaeconomy.org/report/housing-and-transportation-in-a-post-pandemic-bay-area/, accessed November 9, 2020.

Table 5-2 Recommended Transit and Paratransit Projects and Plans

Recommendation	Average Score	Area Need Score	Project Potential Score	Estimated Cost	Implementation Timeframe	Responsible Agency
Broaden multi-lingual information and awareness campaign of Clipper START program to include transit stops, stations and high-activity destinations in Equity Priority Communities.	4.25	3.5	5	$75,000	ST	MTC
Add NACTO and ADA compliant bus shelters at the following stops of the following SamTrans route to improve access to neighborhood supermarket: • Route 110 bus stop at Southgate Ave and Westmoor Avenue, near Ranch 99 Market at 250 Skyline Plaza, Daly City, CA 94015	4	4	4	$20,000 to $30,000 per stop	ST	SamTrans, Daly City
Add NACTO and ADA compliant bus shelters at the following stops of the following SamTrans route to improve access to neighborhood supermarket: • Route 122 bus stop at Callan Street and King Drive, near Manilla Oriental Market at 950 King Drive Suite 112, Daly City, CA 94015	4	4	4	$20,000 to $30,000 per stop	ST	SamTrans, Daly City
Add NACTO and ADA compliant bus shelters at the following stops of the following SamTrans route to improve access to neighborhood supermarket: • Route 130 bus stops on Hillsdale Boulevard between Gambetta Street and Bismark Street, near Mission Plaza at 6843 Mission St, Daly City, CA 94014	4	4	4	$20,000 to $30,000 per stop	ST	SamTrans, Daly City
Add NACTO and ADA compliant bus shelters at the following stops of the following SamTrans route to improve access to neighborhood supermarket: • Route ECR bus stops at Mission Street/Eastlake Avenue and Mission Street/Parkview Avenue, near Mid-City Market at 6718 Mission St, Daly City, CA 94014	4	4	4	$20,000 to $30,000 per stop	ST	SamTrans, Daly City
Implement a 2022 San Mateo County Paratransit Rider's Guide "How-to Tour." Introduce tour-goers at senior centers, medical facilities and social service organizations to the basics of paratransit eligibility, sign-up, routing and ride process.	3.75	4	3	$70,000 to $120,000	MT	San Mateo County, SamTrans, Daly City
Develop implementation strategies for equity mobility programs that encourage mode shift, such as the 2021 101 Express Lanes Community Benefits Program.	3.75	4	3	$20,000 to $35,000	MT	C/CAG, San Mateo County, Daly City
Increase the frequency of the City of Daly City's Bayshore Shuttle to include limited weekend service.	3.75	5	2.5	$600,000 to $1M annually	MT	Daly City
Install NACTO and ADA compliant bus stops along SamTrans Route 130.	3.75	3	4.5	$20,000 to $30,000 per stop	MT	SamTrans
Program a new Guadalupe Canyon Pkwy SamTrans route connecting Bayshore and Serramonte.	3.5	4	2.5	$1.5M to $3M start-up	LT	SamTrans

5.3.3 Safety Projects and Plans

The five projects and plans in Table 5-3 are listed in descending order of average score. These projects do not include non-schools related pedestrian or bicycle safety improvements, which are categorized as Active Transportation projects. Most of the recommendations are the result of community feedback collected from families and various school district volunteers at the Bayshore Block Party. The "overflow" impact of racing events held at the Cow Palace on the safety of surrounding roads was a common topic. A review of the Porsche Club of America website showed that four racing events were scheduled in the Cow Palace parking lot from April to August of 2022.[3]

Return to in-school learning following pandemic-related school closures during the entire 2020-21 school year, and part of the 2021-22 school year, refocused communities on school safety. Discussions with representatives from Bayshore Unified School District and Jefferson Unified School District highlighted the need for improve safety infrastructure at several school in the CBTP study area. Moreover, about 15 percent of survey responders identified schools as a "place that is hard to get to each day."

5.4 Evaluation and Monitoring

This CBTP update contains a diverse list of recommended projects, including capital improvements, programmatic studies, and informational campaigns. Each of these is associated with a unique set of funding challenges and opportunities. The manner in which the projects are integrated into local programming also differs, whether via inclusion in a Capital Improvement Program (CIP) or adoption as local policy. Limited staff resources and multijurisdictional coordination are historic challenges to CBTP progress across the project spectrum.

Implementation of this Plan will require ongoing commitment by Daly City and partner agencies to move recommendations forward. Success will also depend on the ability of C/CAG to regularly monitor CBTP progress, maintain a record of project milestones, and offer support to responsible agencies.

In order to facilitate monitoring by C/CAG, this CBTP contains an Annual CBTP Tracking Checklist (Appendix A) to be completed by Daly City each year (beginning with adoption date of the CBTP) and submitted to C/CAG. The Checklist will help:

- Facilitate communication between Daly City and C/CAG.
- Document individual project progress.
- Tally all "In Progress" CBTP projects.
- Evaluate overall CBTP implementation.

As shown in Appendix A, the Checklist begins with a summary of total recommendations in the CBTP. It allows staff to list all CBTP projects for which one or more milestones have been reached, "check" the category of each milestone, and briefly describe and date the milestone. The three categories of milestones are:

1. **Funding:** Examples of these milestones include grant submissions, receipt or allocation of funds, completion of detailed expenditure plans and others.
2. **Local Adoption/Programming.** Examples of these milestones include the addition of project(s) into a Capital Improvement Plan (CIP) or budgetary document, formalization of a project as policy or action in a local planning document and others.
3. **Implementation.** These are milestones representative of upcoming or ongoing use of project funds, such as RFP release; execution of outside contracts; and project kick-off, internal milestones and completion.

The Checklist closes with a tally of the total number of projects tracked for the year.

3 Porsche Club of America website, Autocross, https://pca-ggr.org/autocross/, accessed August 12, 2022.

Table 5-3 Recommended Safety Projects and Plans

Recommendation	Average Score	Area Need Score	Project Potential Score	Estimated Cost	Implementation Timeframe	Responsible Agency
Install curb extensions at intersections on community-identified informal "racetracks" on the following Bayshore neighborhood rights-of-way: • Entire length of Ottilia Street • Entire length of Partridge Street • Accacia Street from Geneva Avenue to Bay Ridge Drive	4.25	4.5	4	$1.5M to $2M	ST	Daly City
Implement Safe Routes to School infrastructure, including traffic calming techniques such as lane narrowing, bulb-outs, and rapid flashing beacons at: • Bayshore Elementary School • Thornton High School • Daniel Webster Elementary • Westlake Elementary School • Jefferson High School	3.75	4	3.5	$300,000 to $600,000 per school	ST	Daly City, Bayshore Elementary Unified School District, Jefferson Elementary School District, Jefferson Union High School District
Execute a Memorandum of Understanding (MOU) between Daly City leadership and Cow Palace Board of Directors (State of California Department of Food and Agriculture's division of Fairs and Expositions) to develop a community-sensitive event scheduling and safety campaign.	3.25	3.5	3	$15,000	MT	Daly City, State of California
Improve lighting at loading areas, bus bays and areas between the station footprint and loading area and bus bays, at Colma BART Station.	3	2.5	3.5	$400,000 to $700,000	MT	BART

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