A P P E N D I X A

ANNUAL CBTP TRACKING CHECKLIST

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Southeast San Mateo County CBTP Annual Tracking Worksheet CBTP Adoption Date: Number of Pedestrian Projects: 14 **Tracking Start Date:** Number of Bicycle and Micromobility Projects: 16 Number of Transit and Paratransit Projects: 11 **Tracking End Date:** Number of Safety Projects: 5 Jurisdiction: **Total Number of Recommended Projects:** 46 **Project Actions or Milestones** Category (Check 1 for each row) **Project Name** (Projects may be repeated to accommodate **Milestone Description and Date** Local Adoption/ multiple milestones) Funding Implementation Programming **Total Projects Currently Tracked:**

A PPENDIX B

COMMUNITY NEEDS ASSESSMENT

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Southeast San Mateo County CBTP Community Needs Assessment

INTRODUCTION

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

CBTPS AND THE LIFFLINE TRANSPORTATION PROGRAM

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

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

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

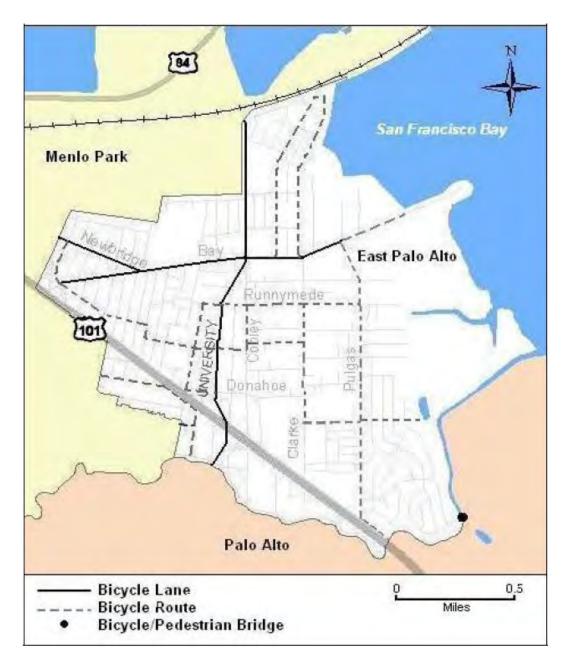
- Be developed through an inclusive planning process that engages a broad range of stakeholders.
- Improve a range of transportation choices by adding new or expanded services.
- Address transportation gaps and/or barriers identified in CBTPs or other substantive local planning efforts involving focused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

The Southeast San Mateo County CBTP will include a serious of project and program recommendations developed according to the program outreach guidelines, and consistent with the funding requirements established in the LTP.

2005 EAST PALO ALTO CBTP

The most recent CBTP for southeast San Mateo County was adopted in 2005. The 2005 East Palo Alto CBTP included a study area comprised of the entire city of East Palo Alto, approximatley 2.5 square miles of land between Highway 101 and the San Francisco Bay with the Dumbarton Bridge as the northeastern boundary and Palo Alto to the south, as shown in Figure 1.

Figure 1 2005 East Palo Alto CBTP Study Area



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The 2005 East Palo Alto CBTP recommended a series of operations-based and capital programs for improved mobility in the study area. The degree to which these recommendations have been implemented and the resulting lessons learned for the current CBTP are discussed in the final sections of this document.

Significant changes in demographics, land use and transit options have occurred in the last 14 years throughout the greater southeast San Mateo County area, prompting initiation of the current Southeast San Mateo County CBTP and revised study area.

CURRENT SOUTHEAST SAN MATEO COUNTY CBTP STUDY AREA

The current Southeast San Mateo County CBTP study area (herein referred to as "study area") is determined primarily by the location of 12 contiguous tract-level COCs. As shown in Figure 2, the east-west running study area includes COCs south of Highway 101 in Redwood City; south of Middlefield Road and north of Florence Street in North Fair Oaks, north of Highway 101 in Menlo Park; and throughout most of East Palo Alto. This study area includes the Redwood City Caltrain Station.

Figure 2 also illustrates that the study area boundary does not entirely conform to COC boundaries. This is because the community focus, reliance on outreach, and potential transit solutions, programs and projects that result from the CBTP will not be limited to the census tract level.

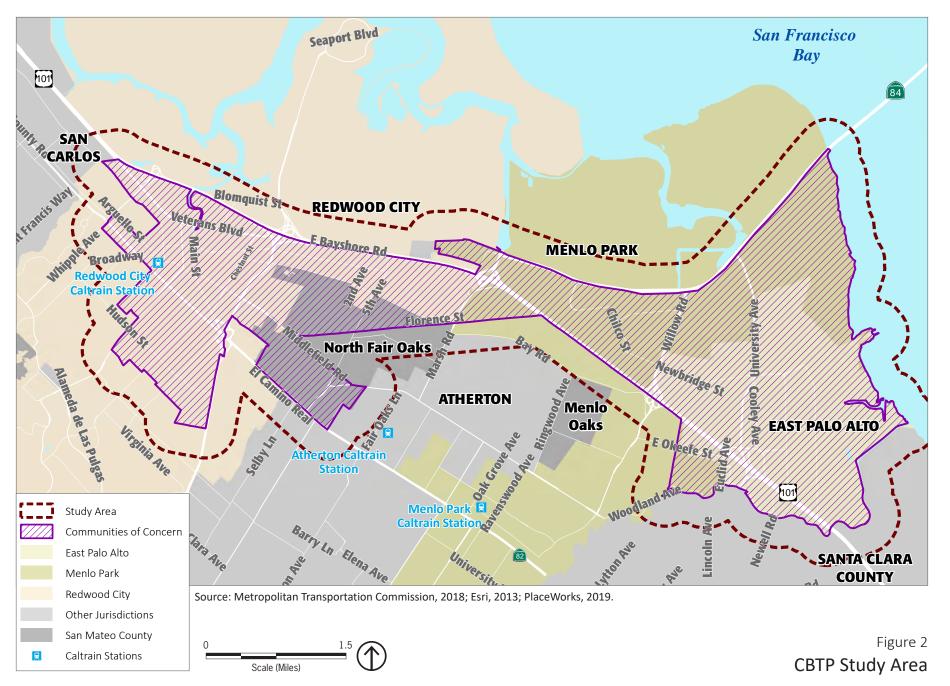
DEMOGRAPHIC CHARACTERISTICS

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

TOTAL POPULATION AND HOUSEHOLD SIZE

According to the 2013-2017 ACS 5-year estimates, the population of the study area in 2017 was approximately 78,495 people, having increased 8 percent from the 2010 Census, when the population of the study area was 72,204. The rate of population increase in the study area is mirrored by the growth experienced over the past seven years countywide in San Mateo County, which grew from 704,327 residents in 2010 to 767,450 in 2017, a rate of about 9 percent. Growth trends in the study area are predicted to be stable through 2040, by which time the study area is projected to grow by 28 percent to 98,851 residents. This growth rate is significantly higher than the rate of population growth countywide, which is expected to increase 19 percent from 2017 to 2040 to a population of 916,590.

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Average household size in the study area in 2017 was 3.55 persons, which is about 19 percent larger than San Mateo County overall, at 2.88 persons. Household size in the study area has increased 4 percent since 2010, when households averaged 3.40 persons. This is compared to the countywide increase of 5 percent during the same timeframe, from 2.72 persons. By 2040, household size in the study area is expected to be 3.20 people per household. This is 11 percent higher than the rest of the county, which is projected to remain stable at 2.84 persons people per household.

RACE AND ETHNICITY

The study area contains higher percentages of Hispanic or Latino, Black or African American, and Native Hawaiian or Other Pacific Islander residents compared to San Mateo County, while having approximately one quarter of the percentage of Asian residents and less than half of the percentage of white residents compared to the County (see Table 2). According to 2013–2017 ACS 5-year estimates, 15 percent of study area residents were white non-Hispanic or Latino compared to about 40 percent countywide. The Black or African American population is approximately 7 percent in the study area compared to 2 percent countywide. Approximately 64 percent of the study area population is Hispanic or Latino compared to approximately 25 percent in the County.

Table 1: Race and Ethnicity

	2017 ACS % of Population	
Race Category	Study Area	San Mateo County
White	15%	40%
Black or African American	7%	2%
American Indian or Alaska Native	<1%	<1%
Asian	6%	27%
Native Hawaiian or Other Pacific Islander	5%	1%
Other	<1%	<1%
Two or More Races	2%	4%
Hispanic or Latino	64%	25%
Total	100%	100%

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

AGE DISTRIBUTION

Seniors

Figure 3 shows the percentage of seniors (65 years of age and older) in the study area by census tract. The senior population reaches a high at 12 percent of the total population in the northern half of Redwood City's COCs. In contrast, the senior population is lowest in the southern half of Redwood City's COCs and in East Palo Alto south of Highway 101. The senior population in the study area overall constitutes 7 percent of the study area's total population, compared to 15 percent in San Mateo County.

Youth

According to 2013-2017 American Community Survey (ACS) 5-year estimates, approximately 27 percent of the population in the study area—or around 20,800 people—are under 18 years of age. This is higher than the countywide youth segment consisting of 21 percent of the County population. As shown in Figure 4, the dominant pattern of youth population in the CBTP study area is the relatively low rate, 11 to 16 percent, of young people in the northwest, immediately southwest of Highway 101. The percentage is skewed upward to the west, where census tracts from North Fair Oaks to East Palo Alto reach 25 to 32 percent. There are more moderate rates of young people in the COCs in Redwood City.

DISABLED POPULATIONS

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

Physical Disability

As shown in Figure 5, the rate of individuals with physical disabilities, defined as disabilities that restrict motor capacity, varies across the study area. The rate of these populations in COCs in and around East Palo Alto are widely varied, at about 5 to 6 percent in southeast East Palo Alto and up to 10 percent in the north section East Palo Alto. About 9 to 10 percent of residents living in COCs in Downtown Redwood City have a physical disability as well. People residing in the southern tip of Redwood City or the COCs in North Fair Oaks have a consistently lower 6 to 8 percent of the population restricted by a physical disability.

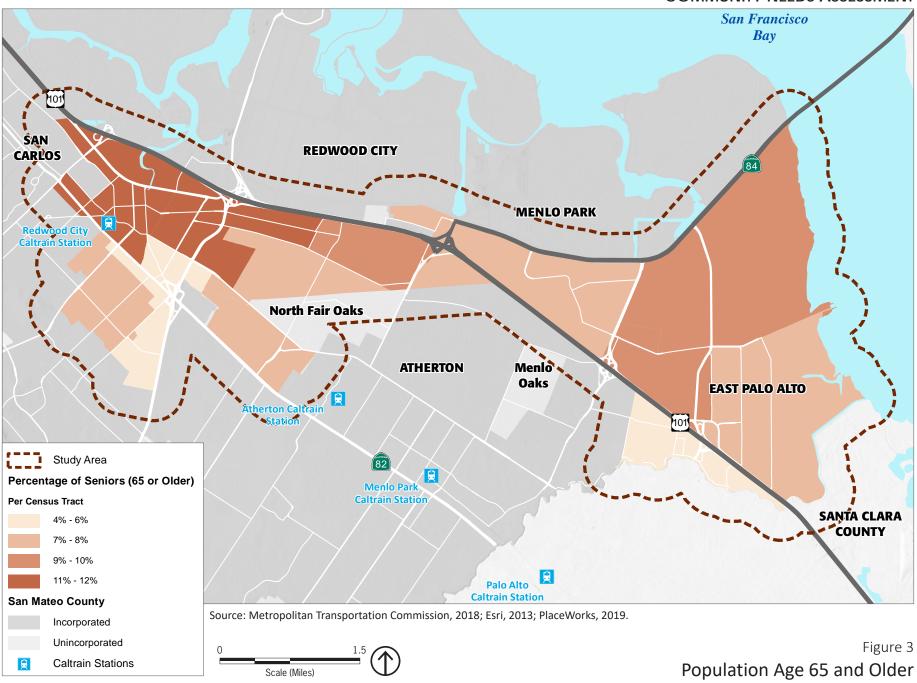
The rates of physical disabilities across the study area are generally higher than the countywide rate, which is 4.5 percent.

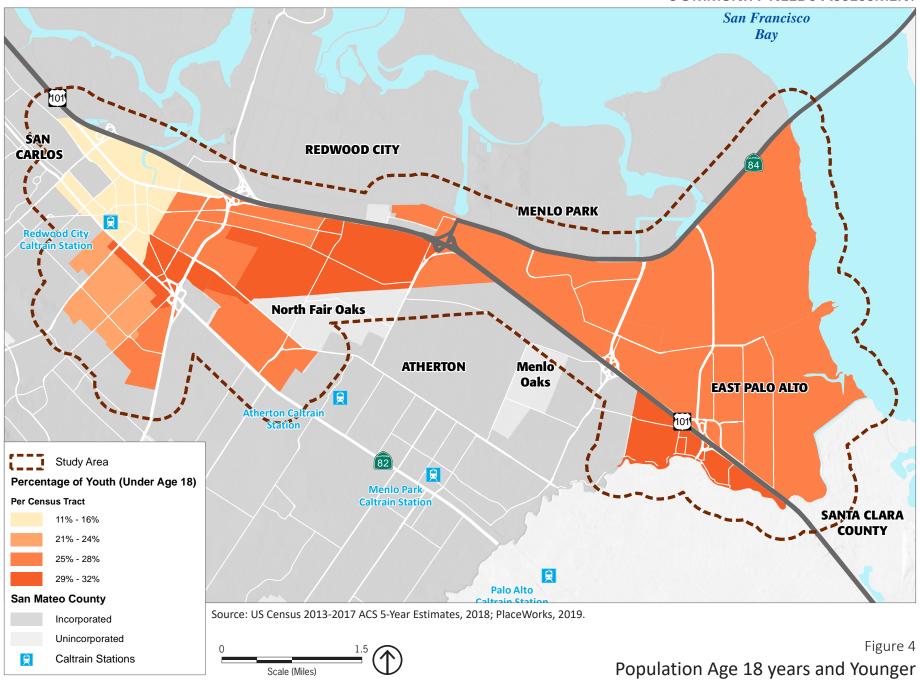
Sensory Disability

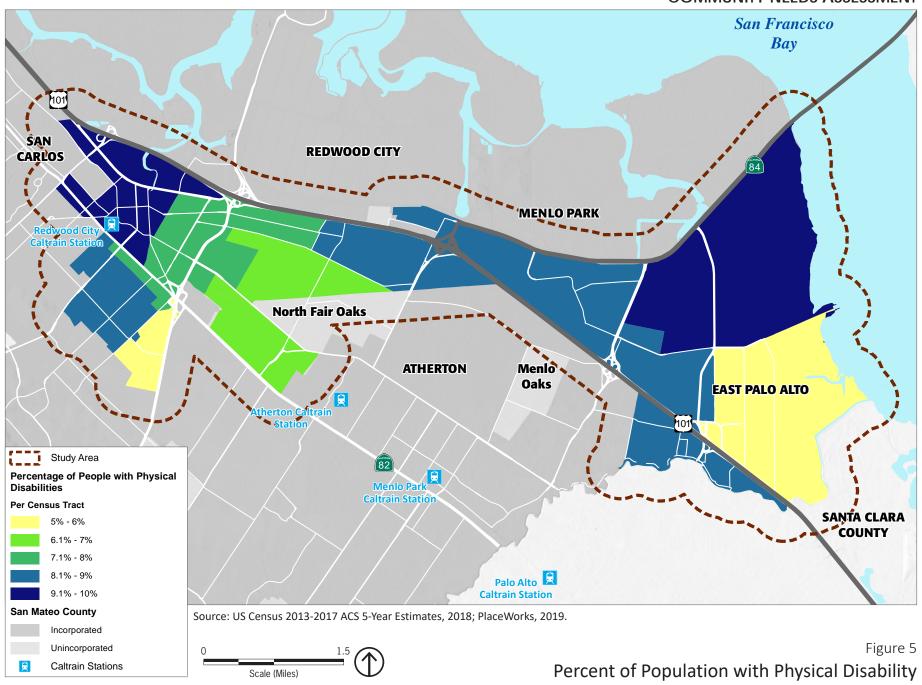
According to 2013-2017 American Community Survey (ACS) 5-year estimates, the COCs in Redwood City and northern North Fair Oaks have the highest incidences of residents with sensory disabilities in the CBTP study area, at 6 percent of the total population in some census tracts (see Figure 6). Menlo Park and southern North Fair Oaks have a relatively moderate amount of people with sensory disabilities, with a rate of 3 to 4 percent. The COCs in the eastern half of East Palo Alto and central North Fair Oaks have the lowest rate of persons with sensory disabilities, at less than 2 percent.

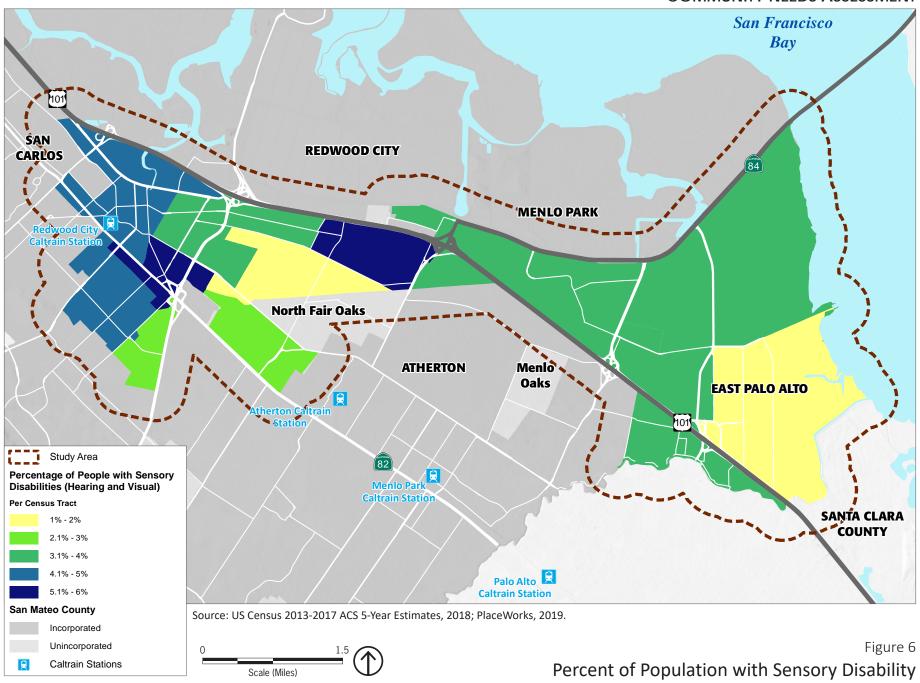
The average rates of physical disabilities across the study area are similar to the countywide average, which is 4 percent.

8 DECEMBER 2019









LANGUAGE LIMITATIONS

On average, the census tracts that comprise the Southeast San Mateo County CBTP study area struggle with over double the rate of limited English proficiency than the countywide population. As shown in Figure 7, approximately 4,100 households in the CBTP study area, or about 19 percent of total households, are designated as "Limited English-Speaking Households". These are households in which all members 14 years and over speak a non-English language, with varying degrees of difficulty with English. This is compared to the countywide rate of 9 percent of total households.

COCs in Redwood City have the highest rate of limited English-speaking households, followed by those in East Palo Alto in the area south of Highway 101.

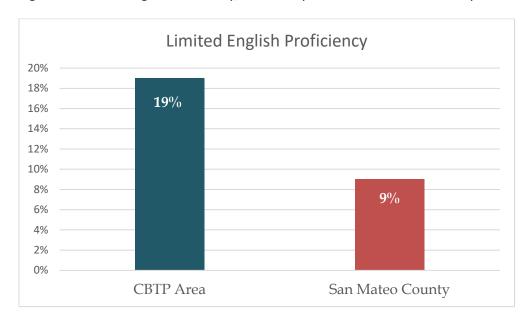


Figure 7 Limited English Proficiency, CBTP Study Area and San Mateo County

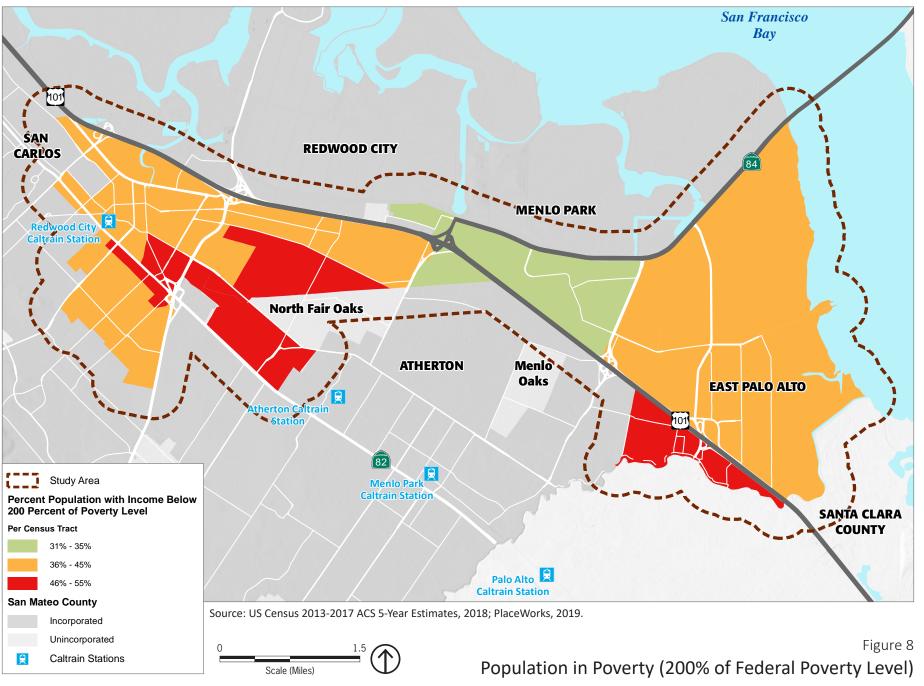
Source: 2017 ACS 5-Year Estimates (2013-2017).

POVERTY STATUS

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

According to 2013-2017 ACS 5-year estimates, approximately 42 percent of residents in the study area were living in poverty, varying by COC. This number is significant when compared to 19 percent in San Mateo County as a whole. Figure 8 shows the percent of population in poverty for each census tract area

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in the study area, based on the 200 percent of federal poverty threshold. North Fair Oaks and East Palo Alto south of Highway 101 have the highest rate of households within 200 percent of the federal poverty threshold. Menlo Park has the lowest incidence of households within 200 percent of the federal poverty threshold, comprising between 31 to 35 percent of each census tract population.

MOBILITY CHARACTERISTICS

VEHICLE AVAILABILITY

Vehicle availability in the study area is slightly less than in San Mateo County as a whole. Four percent of households in the study area are without a private vehicle, compared to 3 percent countywide. Similarly, 21 percent have just one vehicle, as compared to 18 percent countywide. The percentage of households in the study area with two or more vehicles is 75 percent; that figure is 79 percent in the County (see Figures 9 and 10).

Figure 11 illustrates households with no vehicle available by census tract for the study area. As evident in Figure 11, COCs in Downtown and southern Redwood City as well as south North Fair Oaks, have the highest concentrations of households without vehicles.

Figure 9 Household Vehicle Availability in Study Area

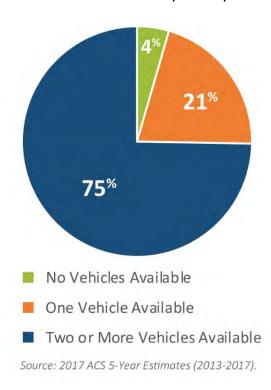
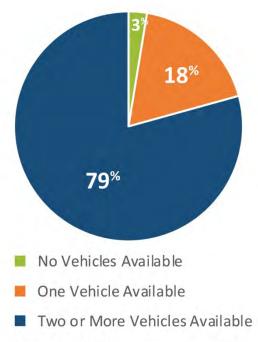
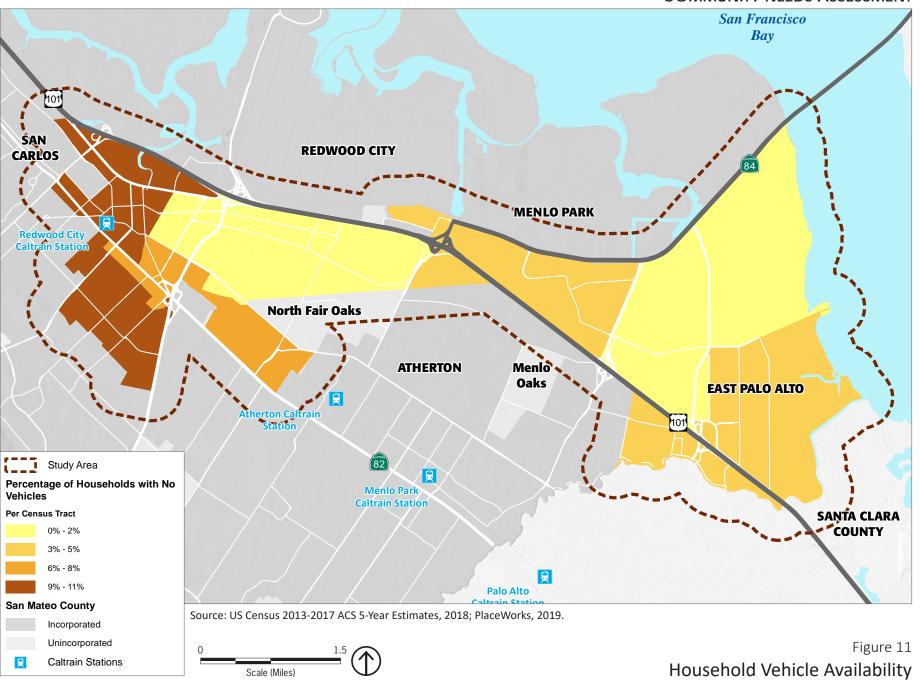


Figure 10 Household Vehicle Availability Countywide



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



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TRAVEL PATTERN

Commute Mode

Out of the approximately 40,000 workers aged 16 years and over in the study area, approximately 81 percent primarily travel to work by car, truck, or van (see Table 2). Approximately 67 percent of these individuals drive alone, while 14 percent carpool. Vehicle use as the primary means of transportation to work is slightly higher in the study area than countywide (81 percent versus 79 percent).

The rate of public transportation use in the study area is 30 percent less than San Mateo County overall (7 percent versus 10 percent). However, the rate of workers who bike or walk to work in the study area is double the rate in San Mateo County overall. In addition, while almost 5 percent of San Mateo County residents works from home, only 2 percent work from home in the study area.

Table 2 Mode of Travel to Work for Study Area and San Mateo County

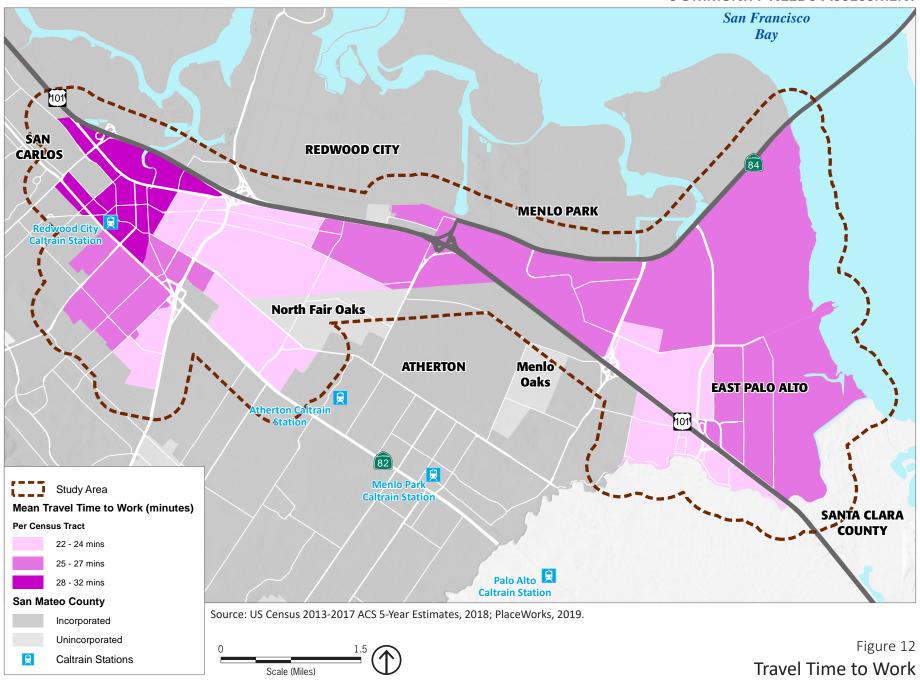
	2017 ACS (% of Total)		
Means of Transportation to Work	Study Area	San Mateo County	
Car, Truck or Van	81%	79%	
Drove Alone	67%	69%	
Carpooled	14%	10%	
Public Transportation	6%	10%	
Bicycle	3%	1%	
Walk	5%	3%	
Other	3%	1%	
Worked at Home	2%	5%	
Total Workers 16 and Over	100%	100%	

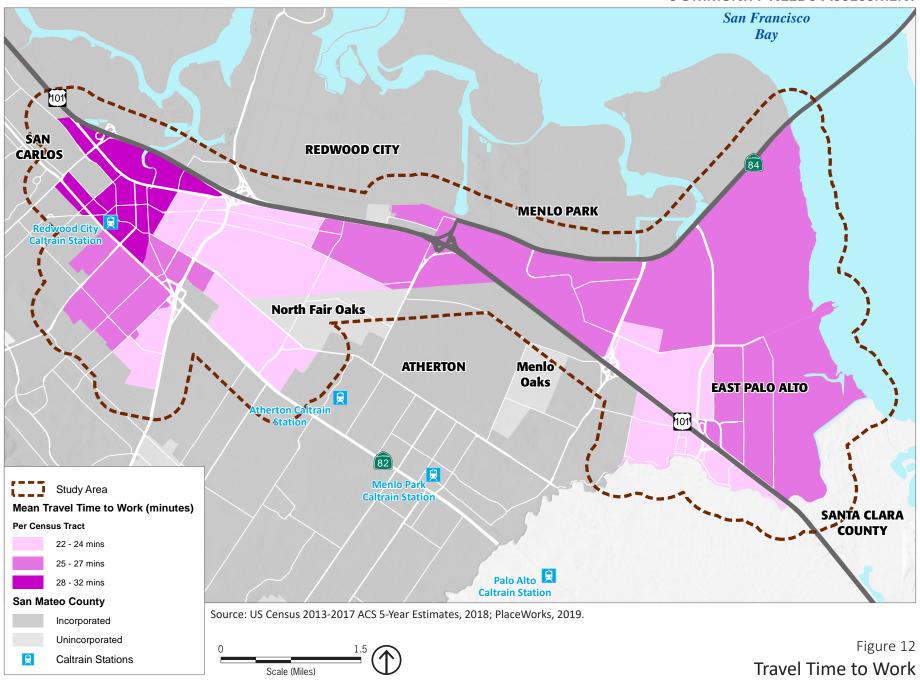
Source: 2013-2017 American Community Survey (ACS) 5-year estimate

Commute Travel Time

The average time spent commuting by employees in the study area is 24.9 minutes, slightly less than the commute time of 28.2 minutes in San Mateo County as a whole. In the study area shown in Figure 12, COCs in Redwood City generally have the highest average commute time of 28 to 32 minutes. The COCs in North Fair Oaks have the lowest average commute time, ranging from 22 to 24 minutes, while COCs in Menlo Park and northern East Palo Alto have relatively moderate average commute times, ranging from 25 to 27 minutes to work

20 DECEMBER 2019





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EXISTING TRANSPORTATION SERVICES

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

There are multiple transit options in the Southeast San Mateo County study area. The area is served by bus and rail systems managed by several agencies. The existing transportation network in the East Palo Alto and Redwood City communities are shown in Figure 13.

RAIL LINES (CALTRAIN)

Commuter rail system Caltrain provides regional connectivity from Downtown San Francisco, through San Mateo and Santa Clara Counties to the City of Gilroy in southern Santa Clara County. Caltrain is routed through Redwood City in the western portion of the CBTP study area, including a Caltrain Station in Downtown Redwood City. The location of this rail line and station with respect to the study area is displayed in Figure 13.

BUS ROUTES

As shown on Figure 13 and listed in Table 3, below, the CBTP study area is served primarily by bus routes managed by the San Mateo County Transit District (SamTrans). The study area is served by a single Alameda County Transit District (AC Transit) Transbay route as well. COCs in North Fair Oaks and Menlo Park have fewer bus stops and routes, which primarily traverse diagonally across the communities and leave pockets of underserved areas. COCs in Redwood City and East Palo Alto are served by multiple bus lines and stops. As evident in Figure 13, there is comparatively less bus service in the northern half of East Palo Alto, which is primarily single-family housing, industrial uses, and offices.

Santa Clara Valley Transportation Authority (VTA) provides indirect service to the study area via bus routes to the Palo Alto Caltrain Station, where transfers to SamTrans routes are available.

PARATRANSIT

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

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

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

24 DECEMBER 2019

TABLE 3 TRANSIT ROUTES IN STUDY AREA

Transit Route	Route Description
SamTrans	
ERC	Redwood City and North Fair Oaks; SamTrans Route connecting to BART and Caltrain Stations
79	Redwood City and Menlo Park; SamTrans School-day Only Route
72	Redwood City; SamTrans School-day Only Route
275	Redwood City; SamTrans Route connecting to Caltrain Stations
278	Redwood City; SamTrans Route connecting to Caltrain Stations
296	North Fair Oaks, Menlo Park, and East Palo Alto; SamTrans Route connecting to Caltrain Stations
397	North Fair Oaks, Menlo Park, and East Palo Alto; SamTrans School-day Only Route
270	Menlo Park; SamTrans Route connecting to Caltrain Stations
82	Menlo Park and East Palo Alto; SamTrans School-day Only Route
88	Menlo Park and East Palo Alto; SamTrans School-day Only Route
83	Menlo Park and East Palo Alto; SamTrans School-day Only Route
281	East Palo Alto; SamTrans Route connecting to Caltrain Stations
280	East Palo Alto; SamTrans Route connecting to Caltrain Stations
81	East Palo Alto; SamTrans School-day Only Route
84	East Palo Alto; SamTrans School-day Only Route
U	East Palo Alto; VTA Transit Route
DB, DB1	East Palo Alto; Dumbarton Express Service
AC Transit	
U	Fremont BART to Stanford University via the Dumbarton Bridge

Source: SamTrans, 2018; SFMTA, 2018.



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BICYCLE INFRASTRUCTURE

Bicycle facilities are described as falling into one of four classes that are regulated by Caltrans: Class I, Class II, Class III and Class IV.

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

The existing and proposed bicycle network for the study area is shown in Figure 14.

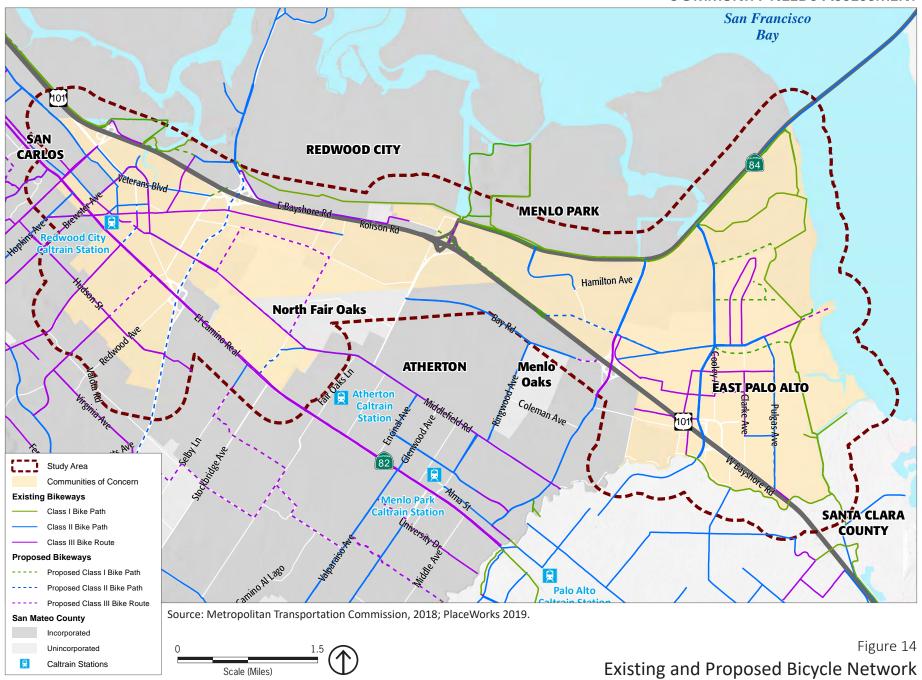
BICYCLE AND PEDESTRIAN CONSTRAINTS

The existing bicycle network includes a mix of bicycle facility types that provides some connectivity with transit. Bicycle routes in the study area are limited to Class II or Class III routes, with the exception of the Bay Trail alignment, a Class I route that runs along the northern and eastern edge of the study area.

As illustrated in Figure 14, the entire CBTP study area lacks exclusive bike infrastructure in the form of Class IV bike facilities. The central, North Fair Oaks portion of the study area contains a minimal bicycle network of any facility type, leaving most of that community inaccessible by bicycle. The COCs in Redwood City have a variety of Class II and Class III bikeways that traverse the community in multiple directions. The community has two Class III bike paths, one along El Camino Real and one along Middlefield Road, and there are two proposed Class II and Class III facilities. Bicycle facilities in the Menlo Park portion of the study area are primarily along major transportation corridors, which inhibits comfortable bicycle access to surface streets and residential neighborhoods for all levels of riders. East Palo Alto has multiple bicycle facilities that transect the COC in many directions, providing inroads to many local neighborhoods.

28 DECEMBER 2019

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BACKGROUND DOCUMENTS AND PLANNING STUDIES

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

- SamTrans Strategic Plan
- San Mateo County Senior Mobility Guide
- San Mateo County Transportation Plan
- San Mateo County Transportation Plan Follow Up: Final Action Plan
- San Mateo County Human Services Agency (HSA) Transportation Programs
- Ravenswood/ 4 Corners TOD Specific Plan
- Dumbarton Transportation Corridor Study
- North Fair Oaks Community Plan
- Redwood City, Menlo Park, and East Palo Alto General Plans
- San Mateo County Comprehensive Bicycle and Pedestrian Plan
- San Mateo County Shuttle Program Call for Projects
- San Mateo County Transportation Plan for Low-Income Populations
- East Palo Alto Bicycle Transportation Master Plan
- Menlo Park Transportation Master Plan
- RWC Moves: Citywide Transportation Plan
- Redwood City Safe Routes to School Report

SAMTRANS STRATEGIC PLAN

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

• Work with community partners on synergistic land use development policies that support transit investments through the Grand Boulevard Initiative.

32 DECEMBER 2019

- Work with its partners on the Grand Boulevard Initiative to revitalize the El Camino Real corridor and promote transit-oriented development.
- Consider implementing select El Camino Real Bus Rapid Transit (BRT) enhancements as early as 2017.

The Plan also documented early results of the SamTrans Service Plan, which suggest that there is a demand for increased route frequency in the study area. Over the course of one year, weekday ridership increased by 13 percent on Route ERC and by 12 percent on Route 120, both of which serve the study area.

SAN MATEO COUNTY SENIOR MOBILITY GUIDE

The Senior Mobility Guide provides information about a wide range of programs and services to help San Mateo County residents remain mobile, active, and connected to their community as they age. Programs are provided through a range of agencies in the county to ensure seniors remain safe when driving and retain their access to resources and amenities. This guide provides transit service information, a program for Mobility Ambassadors to familiarize older adults and people with disabilities with transportation options, and information about local shuttles. The following programs identified in the guide are as follows:

- **East Palo Alto Caltrain Shuttle:** The shuttle goes from Woodland-Bayshore neighborhood locations in East Palo Alto, such as the Ravenswood Health Clinic, to the Palo Alto Caltrain Station every day, with some late-night service.
- Menlo Park Shoppers' Shuttle: This ride-request service operates starting at 9:15 am and can take people to south San Mateo County destinations (times and days are variable).
- Redwood City-Midpoint Caltrain Shuttle: This shuttle is available to all and runs on weekdays between Redwood City Caltrain and the Midpoint Technology Park on Broadway.
- **East Palo Alto Senior Shuttle:** The Senior Center offers \$0.50 weekday roundtrip rides for participants in the Senior Nutrition Lunch Program.
- Menlo Park Senior Center: The Senior Center offers donation-based rides in Menlo Park and parts of East Palo Alto to Senior Center members over 60 years old. Vehicles are wheelchair accessible.
- American Cancer Society Road to Recovery: A program staffed by volunteer drivers who pick up cancer patients at their homes and take them to treatment related activities, including doctor's appointments, radiation treatments, and chemotherapy.
- Get Up & Go (PJCC): A door-to-door, wheelchair-accessible bus and car service for older adults who do not drive.
- Kaiser Permanente Medical Center Redwood City: This hospital offers limited transportation for patients to nearby areas in southern San Mateo County.

PLACEWORKS 33

- 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 TNC service is specifically designed to meet the transportation needs of older adults and people with ambulatory or other limitations
- SamTrans Redi-Wheels: This paratransit service is available for people whose disabilities or health conditions prevent them from using the bus.

SAN MATEO COUNTY TRANSPORTATION PLAN

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

The SMCTP 2040 includes a list of Proposed Regional Transportation Plan (RTP) Projects comprised of longer-term improvements encouraged by the MTC's twenty-year RTP. Some are located, or indicate potential transportation gaps, in the current study area. These include the following projects, with status updates per C/CAG's 2019 Updated Draft List of Regionally Significant Projects¹ and other referenced sources.

- **Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road**: Construction to start January 2020; project open date 2023.
- Improve U.S. 101/Woodside Road interchange: Final design as of November 2019, project open date 2025.
- Middlefield Road Streetscape. Design complete 2018, construction not initiated.
- **US 101/University Avenue Interchange Improvements**: East Palo Alto working on Funding and Cooperative Agreements with Caltrans and SMCTA, ² project open date 2021.

34 DECEMBER 2019

¹ C/CAG, April 29, 2019, UPDATED - Draft List of Regionally Significant Projects, https://ccag.ca.gov/wp-content/uploads/2019/04/Updated-Draft-PBA-2050-Project-List-CMEQ.pdf, accessed December 11, 2019.

² City of East Palo Alto, Capitol Improvement Project in Progress webpage, http://www.ci.east-palo-alto.ca.us/index.aspx?NID=183, accessed December 11, 2019.

- Bay Road Improvement Phases II & III. Request for Proposals for construction management services released September 2019, construction work start December 2019.³
- University Avenue Complete Streets Pilot Project. In planning stage as part of citywide complete streets policy framework.
- Reconstruct U.S. 101/Willow Road interchange. Construction began in May 2017, City of Menlo Park Environmental Quality Commission to present to Council in early 2020.⁴
- Improve access to and from the west side of Dumbarton Bridge on Route 84 connecting to U.S. 101.
 In planning stage; opening date 2040.

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;
- Incudes recommendations for effective community outreach and equitable planning; and
- Summarizes existing and potential funding sources on the local, state and federal level.

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

SAN MATEO COUNTY HUMAN SERVICES AGENCY TRANSPORTATION PROGRAMS

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

PLACEWORKS 35

³ City of East Palo Alto, September 2019, https://www.ci.east-palo-alto.ca.us/DocumentCenter/View/4152, accessed December 11, 2019.

⁴ City of Menlo Park, Willow Road/U.S. 101 Interchange webpage, https://www.menlopark.org/1127/Willow-RoadUS-101-Interchange, accessed December 11, 2019.

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

RAVENSWOOD/ 4 CORNERS TOD SPECIFIC PLAN

The City of East Palo Alto's 2013 Ravenswood/ 4 Corners TOD Specific Plan includes provisions for pedestrian and bicycle circulation, vehicle circulation, and transit. The Plan aims to improve the pedestrian network and pedestrian safety and proposes bicycle facilities along key corridors. It recommends new or enhanced connections between Ravenswood and University Avenue, along Bay Road, on Fordham Street, and along Illinois Avenue.

Due to the uncertainty of the future Dumbarton Rail Corridor at the time this plan was drafted, transit improvements are recommended to provide flexible multimodal transportation options, pedestrian-friendly environments, and mixed-use development. Alternative station sites for the Dumbarton Rail, as well as bus rapid transit (BRT) options, are provided to increase transit connections for individuals in the Specific Plan Area. Since 2013, the second alternative has been selected to locate the rail in Menlo Park. This alternative requires bus transit, private shuttle, and bicycle connections from the Specific Plan Area of East Palo Alto to the station.

DUMBARTON TRANSPORTATION CORRIDOR STUDY

This 2017 study of the feasibility of multimodal transportation improvements in the Dumbarton Corridor was conducted as a follow-up to the Ravenswood / 4 Corners TOD Specific Plan. The Study recommends a phased program of operational and infrastructure improvements that enhance mobility between Alameda, San Mateo and Santa Clara counties. The western portion of the Corridor passes through the Redwood City, North Fair Oaks, Menlo Park, and East Palo Alto COCs. The study found that improving corridor efficiency and travel time reliability with enhanced bus services, roadway improvements, and rail service would benefit commuters in the Peninsula, including those in the study area. Recommendations from this study are currently being implemented to enhance the Dumbarton Rail Corridor.

36 DECEMBER 2019

NORTH FAIR OAKS COMMUNITY PLAN

Chapter 3 of the 2011 North Fair Oaks (NFO) Community Plan evaluates circulation in NFO, the unincorporated community in the CBTP the study area. The Plan identifies the following gaps in in the transportation network:

- Infrequent crossing locations along existing railroad lines create barriers to pedestrian, bicycle, and transit circulation and neighborhood connectivity.
- Narrow or missing sidewalks, inadequate curb ramps, and poor stormwater drainage.
- Lack of designated bicycle facilities within the community.
- Transit routes are difficult to access from some areas of the community.
- There are no train stations within practical walking distance, despite two rail corridors through the community.

The following implementation action has been planned, but have not yet been completed:

Proposed traffic signal Redwood Junction (Middlefield rail crossing) intersection

The following implementation action was implemented in 2016, but taken out of service in 2018 due to declining ridership:

NFO Parks shuttle to County Parks

REDWOOD CITY GENERAL PLAN

Redwood City addresses transit needs in the Circulation Element of the Redwood City General Plan. Improvements to the bicycle and pedestrian network are recommended within the study area along Middlefield Road, at intersections with Chestnut Street, Woodside Road, Willow Street and Douglas Avenue. In addition, the Circulation Element considers a potential streetcar network along Middlefield Road and Broadway Avenue through Redwood City's COCs.

MENLO PARK GENERAL PLAN

The Circulation Element in the Menlo Park General Plan, adopted in 2016, identifies focus areas for transportation change, some of which lie within the CBTP study area. Future paseos, multi-use pedestrian and bicycle pathways, Class III bikeways, and mixed-use collector streets are proposed to enhance the street network. The Circulation Element also maps shuttle routes and bus routes and the proposed Dumbarton Line through the Menlo Park COCs.

EAST PALO ALTO GENERAL PLAN

The 2015 East Palo Alto General Plan discusses transportation network gaps and improvements throughout the city in the Transportation Element. The element notes that the existing transit network in

PLACEWORKS 37

the city is extensive with frequent, convenient connections throughout most of the city. The only new transit route proposed in East Palo Alto is the Dumbarton Rail, which will run through the northern edge of the East Palo Alto COCs.

The Transportation Element finds that the existing bicycle network is relatively modest, particularly lacking access across Highway 101, and numerous streets lack sidewalks altogether for pedestrian mobility. The element recommends connecting existing sidewalk segments throughout the city to increase pedestrian safety and access. In addition, the element proposes bicycle connections across Highway 101 and along Pulgas Avenue to improve connectivity. As of 2019, the Highway 101 Pedestrian/Bicycle Overcrossing Project has been completed.

SAN MATEO COUNTY COMPREHENSIVE BICYCLE AND PEDESTRIAN PLAN

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

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

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

SAN MATEO COUNTY SHUTTLE PROGRAM CALL FOR PROJECTS

The San Mateo County Transportation Authority and C/CAG initiated a joint call for projects in late 2017 to provide funding for the operation of local shuttle services. Eligible projects must serve county residents and employees and provide access to regional transit and/or meet local mobility needs. The scoring

38 DECEMBER 2019

system includes the following "Project Need" criteria in order to ensure that projects serve transitchallenged communities:

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

The current call for projects deadline is February 21, 2020.⁵

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 residents in the county. This Plan outlines the following barriers to project implementation based on analyses of previous planning efforts, including the 2008 Bayshore CBTP:

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

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

- Implement 24-hour bus service (East Palo Alto). This has been implemented, with Samtrans' Route 297 providing overnight service between the Palo Alto Transit Center and the Redwood City Transit Center via Fast Palo Alto
- Construct a bus shelter at Woodside Rd & El Camino Real (Redwood City) and at the Newbridge bus station (East Palo Alto). These have not been implemented.
- Develop additional amenities at Bay Rd and University Ave, University Ave and Runnymead St, and Willow Rd (East Palo Alto) and Belle Haven (Menlo Park). These have not been implemented.
- Construct speed bumps, lower speed limit, and flashing crosswalks at Belle Haven Elementary School (Menlo Park). On April 16, 2019, the Menlo Park City Council and residents reviewed the Belle Haven Neighborhood Traffic Management Plan.

PLACEWORKS 39

⁵ C/CAG Technical Advisory Committee, November 21, 2019, San Mateo County Shuttle Program Call For Projects, https://ccag.ca.gov/wp-content/uploads/2019/11/Shuttle-Prgm-FY-20-21-21-22-TAC-Mtg-112119-1.pdf, accessed December 11, 2019.

- Provide more lighting at El Camino and 5th intersection (North Fair Oaks). Lighting policies in NFO have been established in 2017 Neighborhood Street Enhancement Program.
- Add more pedestrian crosswalks at Broadway Street (Redwood City). Partially implemented, with new Caltrain grade crossing at Broadway in 2018.
- Improve pedestrian safety and amenities: Improve landscaping, longer crosswalk time, widen sidewalks, and slow traffic on El Camino Real. The Redwood City El Camino Real Corridor Plan was adopted in 2017, and the Bike and Ped Safety Improvement Study: El Camino Real between Maple & Charter Streets, was completed in February 2019. The latter includes conceptual design drawings for bike and pedestrian safety improvements on El Camino Real.⁶
- Construct a better sight line for left turning cars at Clark and Myrtle intersection (East Palo Alto). Not yet implemented.
- Add bicycle lanes on El Camino Real. The Redwood City El Camino Real Corridor Plan was adopted in 2017, and Bike and Ped Safety Improvement Study: El Camino Real between Maple & Charter Streets, was completed in February 2019. The latter includes conceptual design drawings for bike and pedestrian safety improvements on El Camino Real.

EAST PALO ALTO BICYCLE TRANSPORTATION MASTER PLAN

The 2017 East Palo Alto Bicycle Transportation Master Plan (EPATMP) identifies existing and proposed routes throughout the study area. The bicycle network consists of Class II bike lanes along collector roads and a Class I off-street bicycle path near the shoreline. Proposed routes run primarily north-south to connect existing path segments.

MENLO PARK TRANSPORTATION MASTER PLAN

The City of Menlo Park is currently developing its first Transportation Master Plan (TMP) to provide a vision for mobility, establish metrics for network performance, and outline an implementation strategy for local and regional network improvements. One major priority is the Bayfront Expressway Multimodal Corridor Project along Haven Avenue in the study area. Projects are prioritized via nine Prioritization Criteria, one of which is "Sensitive Populations" such as residents of COCs. Projects in the not-yet adopted Master Plan that fulfill the "Sensitive Populations" criterion include:

- Reactivation of the Dumbarton Corridor Project.
- Marsh Road Bicycle Network Improvement Project.

40 DECEMBER 2019

⁶ City of Redwood City, El Camino Real Corridor Plan webpage, https://www.redwoodcity.org/departments/community-development-department/planning-housing/planning-services/general-plan-precise-plans/el-camino-real-corridor-plan#Background,accessed December 11, 2019.

- Willow Road Corridor Improvement Project, including pedestrian, bicycle and safety improvements.
- Downtown Mobility Improvements, including conversion of existing crosswalks to high-visibility crosswalks.
- Middle Avenue Mobility Improvements, including new Class II Bicycle Lanes and new sidewalks on both sides of Middle Avenue.
- West Menlo Mobility Improvements, including Class II Bicycle Lanes on Avy Avenue from Santa Cruz Avenue to Monte Rosa Drive.

REDWOOD CITY MOVES: CITYWIDE TRANSPORTATION PLAN

2018 RWC Moves is a guide for future Redwood City transportation investment. It outlines a series of programs divided into seven categories: Active transportation, Complete Street corridors and placemaking, transit access and service enhancements, roadway congestion and delay improvements, network gap closure, connectivity and safety, transportation technologies and innovations, and Transportation Demand Management. There are multiple projects across all categories that would impact the Redwood City and North Fair Oaks COCs. These include the Vera Avenue Bicycle Boulevard project and the Redwood City Transit Center Improvements project.

REDWOOD CITY SAFE ROUTES TO SCHOOL

This plan identifies potential infrastructure projects and education and encouragement programs to improve student safety and support walking and biking to school. In addition, it identifies and promotes walking and biking routes for students and parents to and from school at Hawes Community School, located in the Redwood City portion of the CBTP study area.

2005 CBTP IMPLEMENTATION STATUS

As noted above, the last update to a CBTP in the Southeast San Mateo County area was the 2005 East Palo Alto CBTP, which included a study area limited to the City of East Palo Alto. The 2005 CBTP recommended 13 projects, programs and plans categorized by implementation timeline, including Short-Term, Mid-Term and Long-Term efforts. Table 5 tallies each of these projects and plans by the degree to which they have been implemented. It also includes information regarding factors that influenced the success or failure of each.

As shown in Table 4, six of the 14 CBTP recommendations have been fully implemented, a success rate of about 43 percent. Three of the recommendations have been partially implemented and four have not been implemented, rates of about 21 and 36 percent, respectively.

PLACEWORKS 41

Table 4 Status of 2005 East Palo Alto CBTP Recommendations

	Leve	of Implementa	ation	Notes	
Recommended Project/Plan/Program I	Fully mplemented	Partially Implemented	Not Implemented		
Short-Term					
Improve the Scheduling and Connectivity of Transit Service	√			Transit Study completed.	
Subsidize Monthly Transit Passes for Low Income Residents	√			Transit Fare Assistance program (CalWORKS) in County Welfare to Work Transportation Plan.	
Provide Demand Response Transit Service	ce	√		Hindered by low ridership, redundancy with SamTrans routes	
Provide More Bus Pass Vendor Outlets	✓			New Clipper vendor outlets installed at regional drug stores	
Provide a City Transportation Systems Management Coordinator	5	✓		Hindered by city budget constraints and human resource challenges.	
Enhance Transit Information in Spanish		√		Printed materials now obsolete with online translation resources and smartphone availability	
Implement a Transit Oriented Development Program	✓			TOD Program adopted as part of Ravenswood/ 4 Corners TOD Specific Plan	
Relocate School Bus Stops			✓	Facilities Master Plan focused on bus stops at school campuses, not routes	
Provide Community Shuttle Services at Nigh	t		✓	Hindered by low ridership and redundancy with SamTrans routes	
Mid-Term					
Provide Enhanced Tran Transfer Sites	sit		✓	Hindered by limiting site conditions, permit and power requirements, lack of responsible agency accountability	
Increase Frequency of Transit Service	✓			SamTrans increased frequency of Route 281 and Route 296	
Extend SamTrans Route 297/397 into Neighborhoods or Exte Hours of Route 296	,			SamTrans implemented	
Long-Term					
Provide a Transit Cente in East Palo Alto	r		√	Dumbarton Rail project has overshadowed this project and highlighted a potential redundancy with an independent transit station	

42

KEY FINDINGS AND TRENDS

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

- COCs east of Redwood City in the study area have shorter average commute times than the Redwood City COCs and countywide. Longer commutes in the Redwood City study area may be partially attributed to the nearby Caltrain station, which provides connections to destinations such as San Francisco, the Peninsula, and San Jose. Residents in COCs without a Caltrain station may live closer to their workplace due to lack of regional transit access to facilitate longer trips.
- Lower-income and vehicle-restricted COCs tend to be close to public transit hubs. Nearby transit centers provide access to work and amenities without need for a car. This reflects the potential value of CBTP transit connectivity projects and resulting decrease in auto-dependency.
- Language limitation is associated with poverty rates in the study area. Both of these factors may be improved through informational and education-based transportation projects, as well as projects providing improved access to learning and social support facilities.
- North Fair Oaks has a higher rate of young people, a sector traditionally more reliant on non-auto modes of travel and the focus of safety programs. However, this COC has few transit routes and bike facilities. These gaps are access and safety liabilities, solutions to which should be explored.
- East Palo Alto is the only COC included in the 2005 CBTP. The factors that define a COC and other demographic challenges still frustrate equitable transportation here. This area has the most youths and least elderly, indicating that young families are prevalent. This area has more households with non-English speakers and higher rates of households at or below 200 percent of the federal poverty threshold. Parts of East Palo Alto have high rates of those with physical disabilities, and the community is distanced from regional transit services like Caltrain. The success rate of recommendations from the 2005 CBTP should be assessed carefully in the development of new projects and programs.

Analysis of the 2005 CBTP recommendations and their varying degrees of success revealed trends for consideration when developing updated programs and policies in this study area. The trends are discussed below.

Relatively High Rate of Implementation

As shown in Table 4, recommendations identified in the 2005 East Palo Alto CBTP have an implementation rate of 43 percent. This is relatively successful as compared to previous CBTPs in San Mateo County. Five of the six implemented projects directly addressed SamTrans accessibility — either route improvements or subsidized ridership. SamTrans improvements should remain a

PLACEWORKS 43

priority of outreach and recommendations for the current Southeast San Mateo CBTP. However, strategies and projects must be responsive to current conditions.

Technological Advancements Rendering Programs Obsolete.

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

Program Redundancy with Multi-Agency Coordination.

CBTP recommendations must consider the challenges of multi-agency coordination. The study area is targeted for proposed and adopted transportation programming sponsored by various local and regional agencies. Implementation of CBTP projects will require careful allocation of responsibility and thoughtful planning to ensure resources are allocated efficiently and without redundancy.

Unidentified Funding/Responsible Agency to Research Funding.

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

Targeted Use of Printed Materials

The previous CBTP recommended Spanish translation of SamTrans route maps, general information guides, local shuttle maps, and schedules. However, printed materials were not created due to perceptions that they are redundant with increasing popularity of mobile phones. SamTrans' website uses Google Translate to provide resources in Spanish, but user feedback indicates that the translation provided online is not understandable. While SamTrans uses the automatic translator because it is an affordable, practical way to translate pages, it is ineffective if non-English speaking households cannot understand the information. Due to the key finding's indication that non-English speaking households also tend to be lower income, these COCs may have difficulty accessing understandable online resources. Printed materials featuring routes and schedules should be provided in Spanish, especially in Redwood City and other COCs with a large Spanish speaker population, to address inequality gaps related to language barriers and web access.

44

APPENDIX C

COMMUNITY OUTREACH DOCUMENTATION

.....

HELP IMPROVE TRANSPORTATION OPTIONS IN **SOUTHEAST SAN MATEO COUNTY**



PARTICIPATE IN THE SOUTHEAST SAN MATEO COUNTY COMMUNITY-BASED TRANSPORTATION PLAN

The CBTP will:

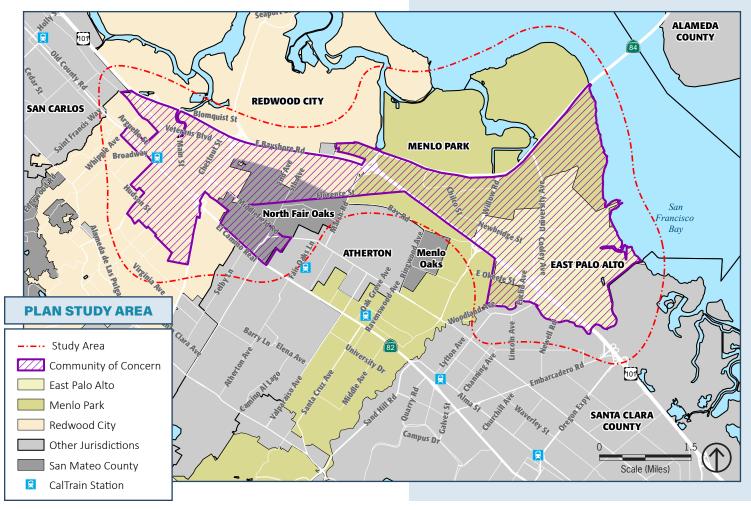
- Evaluate transportation gaps and barriers identified by the community
- Develop solutions & projects to address these challenges
- Identify possible funding sources to pay for these solutions θ projects



HOW TO PARTICIPATE

Community Feedback Events:

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



AYUDA A MEJORAR LAS OPCIONES DE TRANSPORTE EN **SUR ESTE SAN MATEO COUNTY**



PARTICIPE EN EL PLAN CONDADO SOUTHEAST SAN MATEO PLAN DE TRANSPORTE BASADO EN LA COMUNIDAD

El CBTP hará:

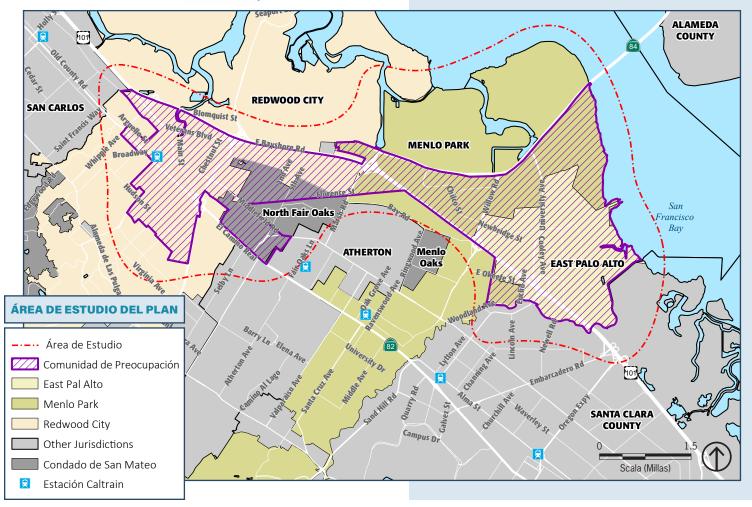
- Evaluar las brechas de transporte y las barreras identificadas por la comunidad
- Desarrollar soluciones y proyectos para solucionar estos desafiós
- Identificar posibles fuentes de financiación para pagar esas soluciones y proyectos



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.



HELP IMPROVE TRANSPORTATION OPTIONS IN **SOUTHEAST SAN MATEO COUNTY**



PARTICIPATE IN THE SOUTHEAST SAN MATEO COUNTY 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 θ projects

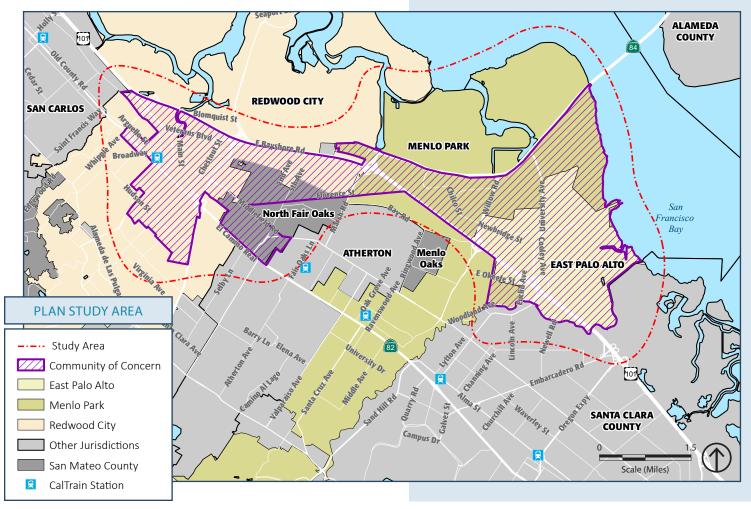


PLEASE TAKE OUR SURVEY

Your feedback will shape the Plan:

The results of this short survey about existing transportation problems will allow us to create meaningful solutions:

https://arcg.is/j00jb



AYUDA A MEJORAR LAS OPCIONES DE TRANSPORTE EN **SUR ESTE SAN MATEO COUNTY**



PARTICIPE EN EL PLAN CONDADO
SOUTHEAST SAN MATEO PLAN DE
TRANSPORTE BASADO EN LA COMUNIDAD

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

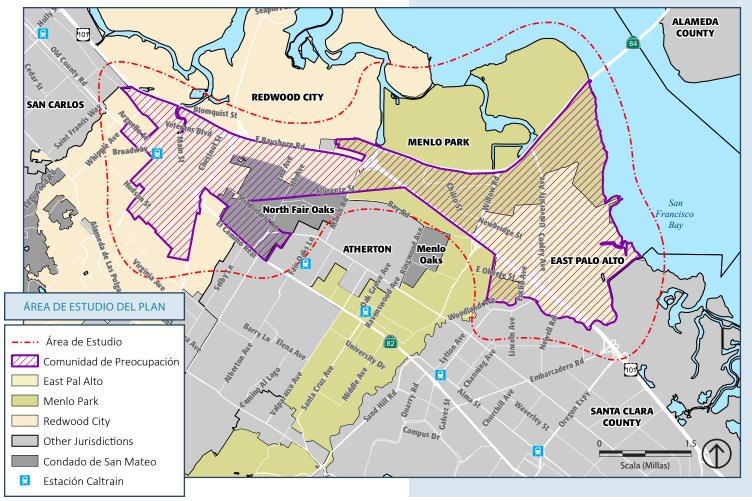


POR FAVOR, TOME NUESTRA ENCUESTA

Sus comentarios darán forma al Plan:

Los resultados de esta breve encuesta sobre los problemas de transporte existentes nos permitirán crear soluciones significativas:

https://arcg.is/G1WiX



East Palo Alto Farmers market Pop-Up Feedback

- 1. The traffic calming and active transportation improvements along O'Connor St from Clark Ave have been very beneficial in making this area safer to walk to the boys and girls club on O'Connor St. Similar improvements should be made all the way to Wisteria Dr.
- 2. The Intersection of Cooley Ave and University Ave should have a signalized crosswalk or pedestrian over-crossing. The nearby non-signalized multi-lane crosswalk at University Ave and Weeks St is very dangerous and cars do not stop for pedestrians. This is right in front of El Concilio.
- 3. Vehicle speeds on University Ave are too fast in both directions. This is especially true in the northern segment, north of Michigan Ave, but is still true for the entire length of University Ave in both directions all the way to 101.
- 4. Cars do not stop for pedestrians at the crosswalk on Clark Ave and Beech St; there should be a signalized crosswalk here.
- 5. Need better lighting and wider sidewalks along the bridge on Newell Rd at Woodland Ave There should be a signal, or the trees should be cleared somewhat because there is a blind crosswalk and cars don't see people trying to cross (x2). One new mom waits for cars before picking up her dog and dashing across the crosswalk with her two-week old baby in one arm and dog in the other arm.
- 6. Speeds are too fast on Lincoln St and on Bell St turning off and on to Lincoln St. This is a residential area and people are going up to 60 mph.
- 7. Pulgas Ave is unsafe to walk on for the entire length in both directions. Sidewalks are incomplete and narrow, and cars speed very fast.
- 8. Runnymede St needs sidewalks between Pulgas Ave and University Ave. (X3)
- 9. See comment card (Esp.)
- 10. See comment card (Esp.)
- 11. The intersection at Gloria way and Ursula Way is wide and very dangerous for pedestrians.
- 12. The T-intersection of Oakwood Dr at East Bayshore Rd should have a light. There have been fatalities there (there is a memorial at this location visible on Google Street View).
- 13. Oakwood Dr going north from East Bayshore Rd should have sidewalks on both sides of the street. Cars still speed up and down Oakwood Dr despite some speed bumps, and cars park in the pedestrian ROW.
- 14. It is unsafe to cross in any direction at the intersection of University Ave and Bay Rd. Traffic speeds are too fast, and people drive through even signalized crosswalks. Drivers do donuts (stunts) at this

location.

- 15. The Charter school at Runnymede St needs walk/bike access—there is no way to access this school by walking or biking. Prioritize Garden St for walk/bike to school improvement
- 16. People keep parking in the pedestrian ROW on both sides of Pulgas Ave. There should be a bike/ped lane along Pulgas Ave.
- 17. There are many accidents at the intersection of University Ave and Runnymede St and crossing University at Runnymede feels unsafe. Runnymede needs sidewalks (see comment 15).
- 18. The sidewalks along West Bayshore Rd between Cooley Ave and Woodland Ave are too narrow and incomplete in many locations. Cars are speeding and often park on the sidewalk/pedestrian ROW, forcing pedestrians into the streets.
- 19. Driving speeds are too fast in both directions along East Okeefe St. (between Willow Rd and Euclid Ave). Speed bumps would be beneficial here.
- 20. Green St (between Cooley Ave and Clark Ave) is prone to flooding.
- 21. The pedestrian overcrossing at E Bayshore Rd and Pulgas Ave is slow because pedestrians don't have priority. There are no sidewalks on the west side of Pulgas Ave, going north from E Bayshore Rd (towards the liquor store).
- 22. Traffic speeds are too high on West Bayshore Rd along the entire length in both directions (similar to comment 18).
- 23. There should be better signage for 101 on-ramps going southbound from University Ave.
- 24. Drivers park on the side of the road and their cars stick out into the lane at Oak Ct. between Woodland Ave and Menalto Ave It is dangerous.
- 25. There should be safer sidewalks on West Bayshore Rd between University Ave and Newell Rd (similar to comment 18).
- 26. There should be better way finding at all the intersections surrounding the shopping center where Ikea is along East Bayshore Rd and Donohoe St.

27.

a. (Note: there are two #27's on the map; this is the northern one) Drivers use Kavanaugh Dr. to get to University Ave (to avoid going on O'Brien Dr. when it is congested during rush hour periods), and traffic speeds are too fast on Kavanaugh Dr. The eastbound stop sign on Kavanaugh at this intersection should be located one block east on Kavanaugh and Gloria Way instead, because people use Gloria Way to get to Kavanaugh Dr.

- b. (Note: two #27's on the map; this is the southern one one). The intersection of Newbridge Street and Willow Road is dangerous for pedestrians to cross in any direction.
- 28. The 5-way stop at Newbridge St, Ralmar Ave, and Bay Rd is confusing. Drivers get competitive and are confused about who has the ROW and it is dangerous for pedestrians. As a driver, it is hard to see other cars because of the angle of approach too
- 29. Cars speed in both directions all along Clark Ave (from 101 to Bay Rd).

Comments without Map Numbers

- It is very dangerous to cross Newbridge St at Menalto Ave The bus stop on eastbound Newbridge St between Mello St and Menalto Ave does not have a pullout lane, so cars speed around it and could hit pedestrians crossing Newbridge St at Menalto Ave.
- Traffic speeds are too high on Woodland Ave in both directions. There are many semi-trucks.
- Traffic speeds are too high on Euclid Ave between Woodland Ave and Okeefe St.
- We need a 2nd BART tube for the South Bay.
- Police do not come when called and do not take calls seriously.
- The intersection at Michigan Ave and University Ave needs a signalized crosswalk near the library.
- Restore pre-COVID bus frequencies!
- The sidewalk is too narrow on University Ave across 101. If I'm on my bike and another person has a stroller, we cannot pass each other.
- We should not be putting pedestrians and bikes on the same roads as cars. There should be alternate bike/ped paths that are parallel to but totally separate from main driving routes.
- Woodland Ave is perilous on a bike—until you get to Menlo Park.
- Restore the shuttle that went from the train station at University Ave around East Palo Alto.
- There should be more lighting and sidewalk space along East Bayshore Rd starting at Clark Ave towards Embarcadero Rd.

Comment Card #14

There have been various accidents on University Ave in front of City Hall that have almost resulted in pedestrians getting ran over.

Comment Card #15

Vehicles on University Ave drive very fast and don't respect or follow traffic signals and don't give pedestrians the right of way. This also applies to any other street.

Comment Card #16

The school located at the end of Garden St. has very dangerous traffic at the school's exit for both the students and parents picking up their kids.

This may not be related to the subject at hand, but we don't want another sex offender in our neighborhood, I live in Terra Villa and they're thinking about letting the individual live between the streets Clark and Beech with another individual that already lives there for the last 10 years.

Comment Card #17

We need pedestrian signals and sidewalks

Comment Card #18

Manhattan Ave and Woodland Ave need sidewalks on the left side as well as better lighting.

Comment Card #19

Vallent Esperansa High School has sidewalks for students to walk on safely. We want safe walkways for our students.

Comment card #20 seemed to just ask questions but here they are anyways.

Where are there places that you'd like to see sidewalks, traffic signals, and better lighting in East Palo Alto?

Where are do cars drive very fast?

¿Tiene más ideas o comentarios? Comparta sus pensamientos aquí.
Nombre: Dirección (opcional): Teléfono (opcional): Correo electrónico (opcional):
Comentarios y preguntas:
VIVO EN OKEFEEST. 220.
Es demasiado trancito y muy porcespaceo gara parquin

¿Tiene más ideas o co

Nombre:

Dirección (opcional):

Teléfono (opcional):

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Comentarios y preguntas:

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Comentarios y preguntas:
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las colles sean mos Segura Para Caminan
235 Wisteria Dr. East Palo alto

¿Tiene más ideas o comentarios? Comparta sus pensamientos aquí.
Nombre: Dirección (opcional): Teléfono (opcional): Correo electrónico (opcional):
Comentarios y preguntas:
More bus shops to Palo Alto schools -There's a lack of schools.

¿Tiene más ideas o comentarios? Comparta sus pensamientos aquí.
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¿Tiene más ideas o comentarios? Comparta sus pensamientos aquí.
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Comentarios y preguntas:
Los carros en la university corren recio y no respetan los semaforos y no le dan el pase a la personas
en cualquier Calle qui Sea.

¿Tiene más ideas o comentarios? Comparta sus pensamientos aquí.

Nombre: Maricela Carrillo Dirección (opcional): 2236 Terra Villa 8t. Teléfono (opcional): (650) 274-7162 Correo electrónico (opcional):
Comentarios y preguntas:
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COMMENT CARD

Have more ideas or	comments? Share	your thoughts here.
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Address (optional):

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Comments and questions:

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Have more ideas or comments? Share your thoughts here.

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Email (optional):

Comments and questions:

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Para nuestros estudiantes

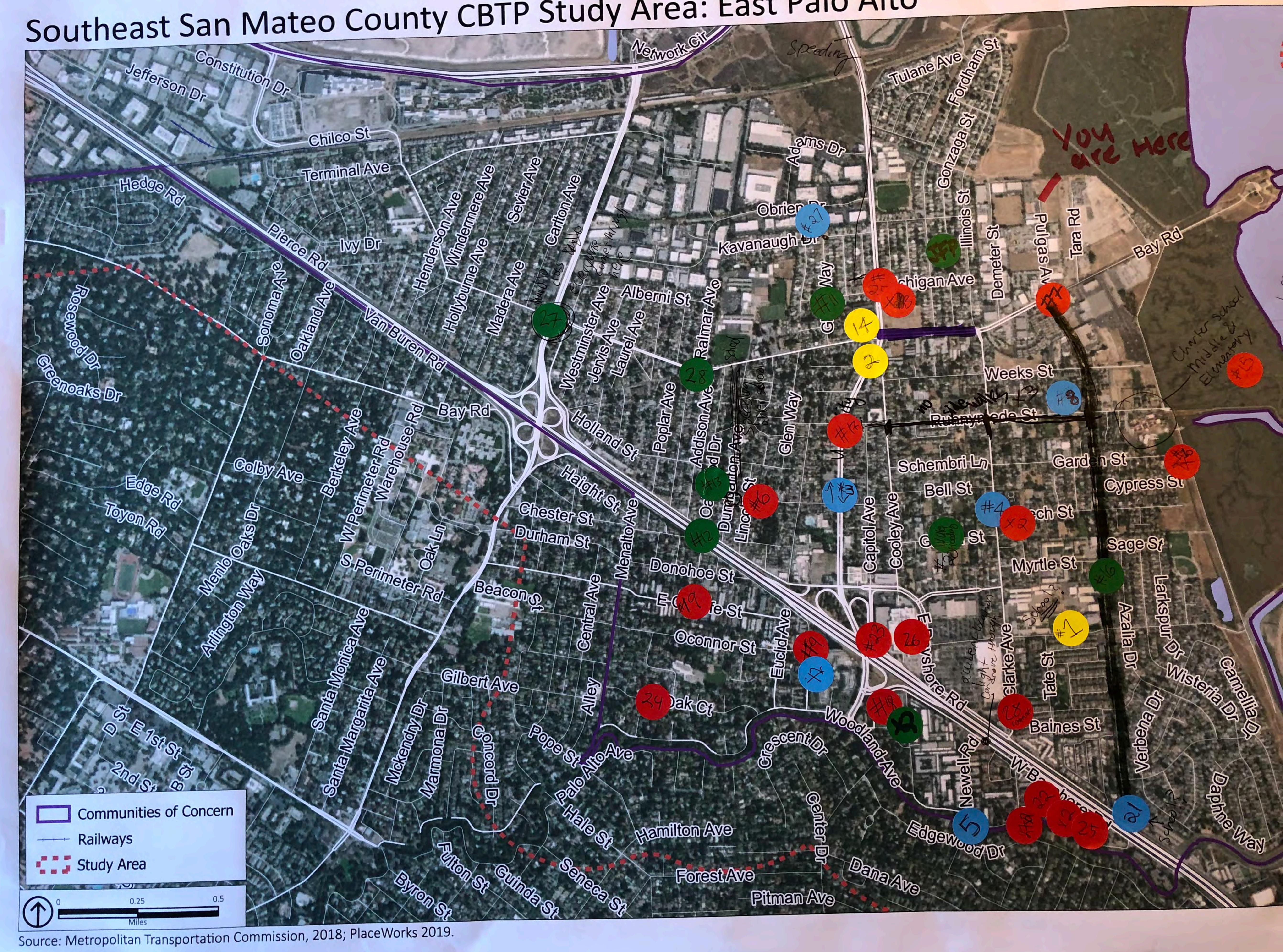
039 Garden St East Palo altoca 94303

AH Verence Duarde

COMMENT CARD

Have more ideas or comments? Share your thoughts here.

Name: Address (optional): Phone (optional): Email (optional): Comments and questions:



North Fair Oaks Community Center City of Redwood City

10:30 - 1 pm

- 1. Middlefield Road is very busy
- 2. ECR/ 296 to Menlo College. It takes 2 hrs to get to Daly City. Difficult in reaching costo because the commenter has to take the 296; the commenter wants more faster/cheaper travel to Daly City; they have to take 3 buses to get to Costco and el ecamino to safeway to 296 -> costco; this commenter says that it is too expensive to get to San Mateo Medical because the bus is too expensive and their free fare is about to expire
- 3. On Douglas Ave; people are idling too much on the street; people going inside and dropping stuff off (hence idling) or picking people up
- 4. Sidewalk quality is ok, soso; can be improved for safety;
- 5. Stop sign; construction occurs a lot; better control in woodside after construction from woodside to Downtown; woodside to fift avenue.
- 6. Middlefield Road is very busy/Wickle on the other side; more traffic calming measures; clients should have alternative transportation for health reasons; some clients aren't well enough to take public transit or don't know how to ride; sometimes the distance between spots are hard for patrons; Director of the Center are trying to figure out who qualfies for paratransit services
- 7. Traffic scary at Middlefield Road intersections -- Woodside Road to Fifth Avenue.
- 8. Bad sidewalk quality in North Fair Oaks is only inconsistent; sometiome4s cross street
- 9. How about better options for transportation to the Fair Oaks Adult Activity Center and us
- 10. I never deal with public transit or paratransit my son says he doesn't know how.
- 11. Staff: In process of identifying who qualifies for various paratransit services and informing visitors/locals of status.
- 12. I like to shop in Daly City malls but cant get there on trabnsit, although im sure theres a way.
- 13. SamTrans Routes ECR/ 296 itinerary to Daly City takes two hours.
- 14. What about hospitals?? San Mateo Medical Center and SamTrans Route ECR isn't direct enough—also is there specialized para buses to hospitals?
- 15. paratransit service provides access to what medical centers.

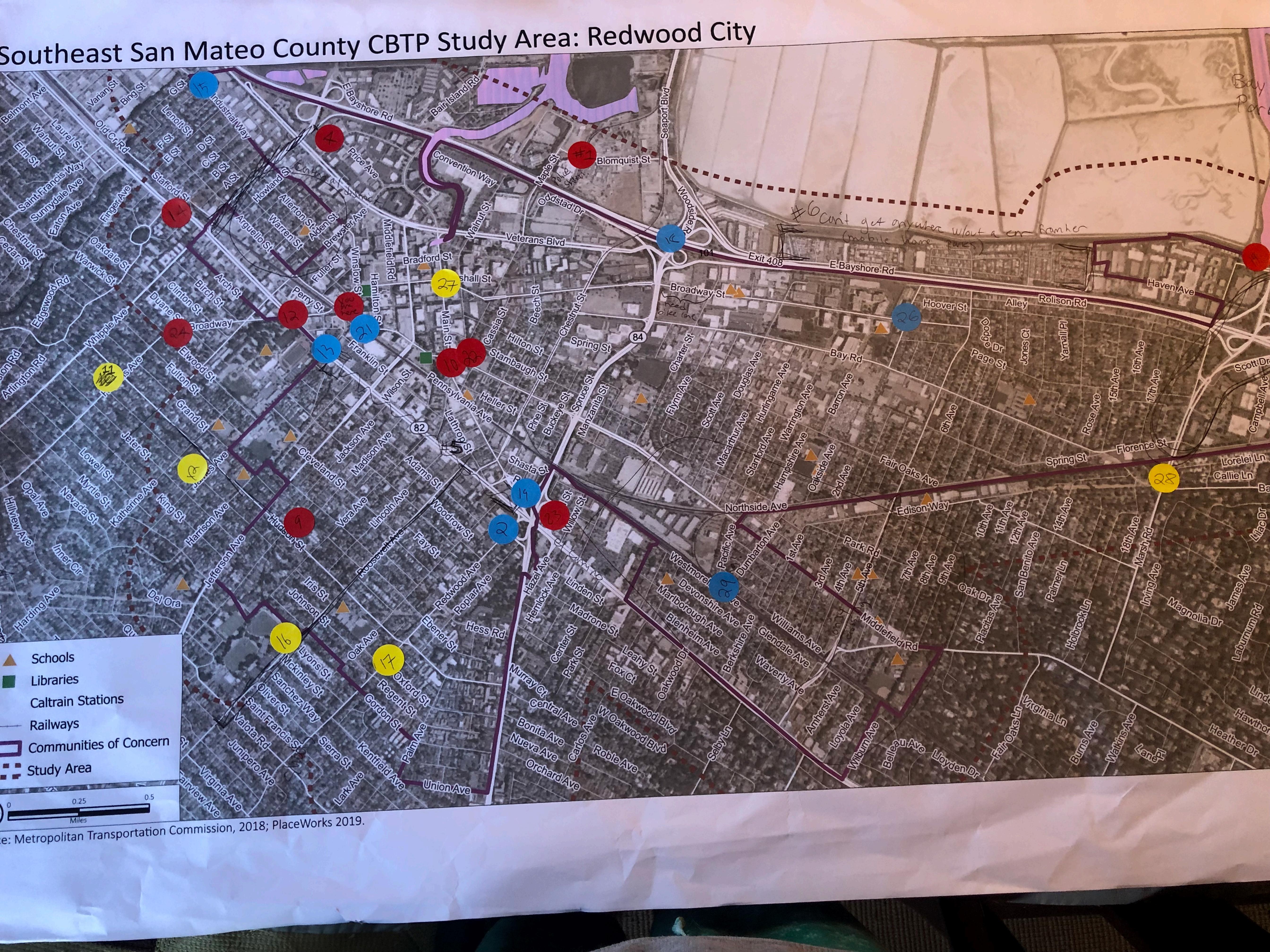
- 16. The increasing amount of vehicle drop-offs and pick-ups and idling on streets in the residential area southwest of the intersection of Middlefield Road and Charter Street, such as Douglas Avenue.
- 17. There's always construction in Middlefield, but I guess that's temporary and a good thing.
- 18. increase safety on Middlefield Road due to ongoing construction.
- 19. Middlefield Road is very busy and intimidating to walk on.

- 1. There is lots of homelessness and uneven sidewalks on Bloomquist St. between Maple St and Seaport Blvd. There should be formal housing and services there. Maple St. also is unsafe and has uneven sidewalks.
- 2. There are lots of informal encampments along El Camino and Redwood Ave (near interchange with Woodside Rd and El Camino Real).
- 3. Drivers speed on both Arguello St and Allerton St, including large work vehicles. Mezes Park has a great 4-way intersection. There should be more stops like this one around the school in the centennial district (Redwood High School).
- 4. There is a pedestrian crossing at Whipple Ave crossing over Highway 101 and drivers do not stop for pedestrians there. The bike lane here is in the middle of the road and vegetation reduces visibility.
- 5. Cycling through downtown is difficult. The roadways are wide and there is no shade on the corners for pedestrians, making it unattractive, and it feels unsafe to cross the intersections. It feels unsafe to cross any intersection on El Camino Real, but especially those between James Ave and Redwood Ave.
- 6. The mobile home parks on East Bayshore Ave between Woodside Ave and Haven Ave are impossible to access by biking or walking (or to access anything from there).
- 7. The crosswalk paint is fading and hard to see at the intersection of Jefferson Ave and Alameda de las Pulgas. The crosswalks along Jefferson should all be signalized because cars do not stop at any of them when there are pedestrians waiting.
- 8. Both Harding Ave and Jefferson Ave are scary to bike on because of car doors opening. There are sharrows on these streets, but also parking on both sides of the street.
- 9. (18) We need a bike lane crossing 101 (either bridge or underpass) that connects south of 101 to the Bay Trail and Marsh Rd/Bay Front Park.
- 10. (24) There is a park near Hopkins and Broadway (Dingee Circle?) where the sidewalk abruptly ends. It should run all the way around the park. There is also no safe way to cross the street around this park.
- 11. The sidewalks along the north side of Hopkins Ave are uneven between Grand St and Hudson St.
- 12. It is difficult for motorists to see the speed hump at Hopkins Ave and King St. (next to Stafford Park), mostly westbound.
- 13. (15) There is a lot of trash and speeding along Industrial Rd.
- 14. There needs to be a pedestrian signal for the crosswalk at the intersection of El Camino Real and Edgewood Road, very wide multi-lane crosswalk with just a stop sign for drivers.
- 15. (26) the intersection of Broadway and 2nd Ave is unsafe for pedestrian crossings in all directions. Drivers coming down Broadway and turning onto 2nd don't see pedestrians. Motorists are impatient and the crossing is very wide.
- 16. (28) The lanes are too narrow on Marsh Rd between Middlefield and Bay Rd, and it is scary for cyclists. There should be a bike lane here or near here.
- 17. (29) Crossing El Camino Real via Oakwood Drive on a bike is dangerous. Also, the train tracks force cyclists trying to get to Middlefield from El Camino Real to use Fifth Ave. There needs to be more safe crossings over Middlefield Rd between Charter St and 9th Ave. Fifth Ave is the only crossing around this area.

Comments without Map Numbers

- 1. Maple St. from Marshall St to Hilltop St is unsafe and has uneven sidewalks
- 2. Traffic speeds are too fast on Samson St between Arguello St and Allerton St.
- 3. Sidewalks should be widened at the Brittan Ave underpass intersecting El Camino Real.
- 4. More bike racks downtown and at stores. They don't need to be cute and bike-shaped, just more of them at major retail areas.
- Streamline crossings for bikes so the rider does not have to get off and press the button. Or install censors for bikes.
- 6. Construction creates traffic on El Camino. When will it be finished?
- 7. The bike lane on Whipple Ave is terrifying.
- 8. Traffic flow should be timed along Jefferson Ave, particularly at Cleveland St. Censors get tripped by cars on Cleveland turning onto Jefferson, interrupting flow. The City should incorporate smart flow like they have in the Netherlands and Germany (different from timed traffic lights?) Can implement on Cal Trans property but would need coordination and reducing the number of organizations involved
- 9. There should be timed traffic lights on El Camino Real.
- 10. There needs to be traffic calming implemented on Whipple Ave between East Bayshore Rd and El Camino Real.
- 11. There should be a bus line going between Downtown Redwood City and Edgewood Park
- 12. Woodside Ave and El Camino Real are the biggest barriers to biking. Both are difficult to cross. El Camino could have bike lanes on it but not Woodside.
- 13. A bike path should run parallel to the train tracks instead of on El Camino. Priority routes for bikes should not be on the same streets as major driving arterials.
- 14. There should be more safe/signalized crossings on Woodside Ave between Linden St and E Bayshore Rd.
- 15. El Camino and Woodside Ave interchange is a highway-style on-ramp that is dangerous on a bike. It would be great to have better bike and pedestrian crossing infrastructure here
- 16. Connect Redwood Village to the other side of Woodside Ave.
- 17. Drivers often run red lights at the intersection of El Camino and Broadway.
- 18. There needs to be more security at Seguoia Station.
- 19. Hudson St is often used as a cut-through street, and drivers are speeding.
- 20. Drivers are speeding on Roosevelt Ave. Traffic calming is needed here.
- 21. Middlefield Rd is a good street. All streets should be modeled after Middlefield. This is comfortable to walk on.
- 22. The 274 bus used to take 6 minutes to get between the Caltrain station and Alameda and Jefferson. Now it takes much longer to get between these two points since this bus was canceled.
- 23. Connect future ferry terminal to Redwood City Caltrain—use Freight ROW.
- 24. There is no good public transit around North Fair Oaks. There should be more frequency and more routes
- 25. Cyclists coming from Caltrain riding along Broadway: crossing Woodside is scary for cyclists coming from the Caltrain station and riding along Broadway. There should be a complete bike lane between the Caltrain station and Woodside Rd.

- 26. Pedestrians crossing Broadway or Bay Rd are ignored by motorists even where crosswalks are marked (e.g. at Warrington Ave and Bay Rd). Cars will not stop for pedestrians crossing.
- 27. The improvements done to Page St and Fifth Avenue are ideal. This is a good model for other streets in Redwood City.
- 28. There needs to be a bus line connecting Middlefield Rd to the ECR route along Fifth Ave.
- 29. There should be a better bus along Jefferson Ave. Lines 274 and 278 stopped running there.
- 30. The intersection of Marsh Rd and Bay Rd is dangerous to cross as a pedestrian.
- 31. Marsh Rd and Middlefield Rd is also dangerous to cross as a pedestrian.
- 32. There needs to be a bike lane installed on Broadway St between Woodside Rd and Charter St.



HELP MAKE IT EASIER TO GET AROUND IN SOUTHEAST SAN MATEO COUNTY!

This survey will be used to identify transportation improvements in parts of Southeast San Mateo that need them most. Your answers will help shape the Southeast San Mateo Community-Based Transportation Plan, which will recommend projects like new bus shelters, improved bike lanes, safer intersections, better bus routes, better BART access and others. We also want to understand how the COVID-19 pandemic has changed your transportation needs and priorities.

1)	What is your zip code? What is your age range?					
2)						
	☐ 18 and under ☐ 19-29 years	□ 30-44 □ 45-59	,	☐ 60 and over		
3)	What is the primar					
4)	Before COVID-19, v	what transit s	systems d	id you ride regularly? (Check all t	hat apply.)	
	☐ Samtrans ☐ BART	□ Caltra □ Comm	in nunity Shu	□ Other uttle		
5)	What transit proble	ems make it	hard for y	ou to get around? (Check all that	apply.)	
	☐ Route design/loc☐ Location and spa		tops	☐ Delays and unpredictability ☐ Hours of operation ☐ Inadequate stations or bus shelters ☐ Fares		
6)	Briefly describe tra	nsit improve	ments th	at are needed:		
7)	How often do you	ride a bike?				
	☐ Daily ☐ On o	ccasion [☐ Rarely	☐ Never		
8)	What bike-related	problems ma	ake it har	d for you to get around? (Check a	ıll that apply.)	
	e maintenance					



9)	Briefly describe bike improvements that are needed:						
10)	How often do you ride paratransit?						
	□ Daily □ Regularly □ Rarely □ Never						
11)	What paratransit problems make it hard for you to get around? (Check all that apply.)						
	☐ Eligibility and sign-up difficulties ☐ Wait times ☐ Restricted hours of operation ☐ Fares						
12)	Briefly describe paratransit improvements that are needed:						
13)	How often do you walk in your community?						
	□ Daily □ On occasion □ Rarely □ Never						
14)	What problems with the pedestrian network make it hard for you to get around? (Check all that apply.)						
	☐ Poor sidewalk conditions ☐ Difficult intersections ☐ Unsafe school access						
15)	Briefly describe pedestrian improvements that are needed:						
16)	What specific places are hard to get to each day?						
	 □ Work □ Hospital/medical center □ Transit Station □ None □ Other 						
17)	What are these places and what would make it easier to get to them?						
18)	Which of the above challenges still make it hard for you to get around during COVID-19? (Check all that apply.)						
	□ Public Transit challenges □ Paratransit challenges □ None □ Bike challenges □ Walking challenges						
19)	What new transportation challenges do you face because of COVID-19?						
	□ I feel unsafe on transit □ I don't own a car but I need one to get around □ None □ Reduced transit schedules □ I can't afford a car or transit fares □ Other						
20)	If you would like updates on this project, including future opportunities to participate, please provide your email address:						



IAYUDA A QUE SEA MÁS FÁCIL MOVERSE EN SOUTHEAST SAN MATEO COUNTY!

Esta encuesta se utilizará para identificar las mejoras de transporte en las partes de Southeast San Mateo que más las necesitan. Sus respuestas ayudarán a dar forma al Plan de Transporte Basado en la Comunidad de Southeast San Mateo, que recomendará proyectos como nuevos refugios de autobuses, carriles de bicicletas mejorados, intersecciones más seguras, mejores rutas de autobús, mejor acceso a BART y otros. También queremos entender cómo la pandemia COVID-19 ha cambiado sus necesidades y prioridades de transporte.

1)	¿Cuál es su							
2) ¿Cuál major captura tu edad?								
	☐ 18 o men☐ 19-29		30-44 45-59	□ 60 o ma	S			
3)			al que se habl	a en su hoga	r?			
4)	Antes de CC)VID-19, ¿qué	sistemas de tr	ánsito monta	abas regularmente	e? (Marque todo lo que corresponda.)		
	☐ Samtrans ☐ BART		Caltrain Translado com	unitario	□ Otro			
5)	¿Qué proble	emas de tráns	ito te dificulta	n moverte? (Marque todo los q	ue corresponda.)		
☐ Diseño/ubicación de la ruta☐ Ubicación y espaciado de las paradas de autobús☐ Retrasos e imprevisibilidad					☐ Estaciones o refugios de autobuses inadecuados☐ Horas de funcionamiento☐ Tarifas			
6)	Describa bro	evemente las	mejoras de trá	nsito que se	necesitan:			
7)	¿Con qué fr	ecuencia anda	s en bicicleta?	•				
	☐ Diario	□ En ocasione	s 🗆 Rarame	ente 🔲	Nunca			
8)	¿Qué proble	emas relacion	ados con la Bic	cicleta te dific	cultan moverte? (Marque todo lo que corresponda.)		
		carriles de bici en los carriles d	☐ Calles of the control of the cont		nes peligrosas □ Falta de estac	☐ Costo de mantenimiento de bicio ionamiento seguro para bicicletas	leta	



9)	Describa brevemente las mejoras de bicicleta que se necesitan:								
10)	¿Conqué frecuencia montas montas	•							
	☐ Diario ☐ Regularmente ☐ Rara	amente 🗆 Nu	inca						
11)	¿Qué problemas de paratránsito te d	ificultan moverte	? (Marque todo lo que	e corresponda.)					
	\square Dificultad de elegibilidad y registro		empos de espera						
	☐ Horas restringidas de funcionamien	nto 🗆 Tar	rifas						
12)	Describa brevemente las mejoras de	paratránsito que	se necesitan:						
13)	¿Con qué frecuencia camina en su co	munidad?							
	☐ Diario ☐ En ocasiones ☐ Rara	amente □ Nu	ınca						
14)	¿Qué problemas con la red peatonal	dificultan su habi	lidad de pasear? (Ma	rque todo lo que o	corresponda.)				
	☐ Malas condiciones de la acera	□ Int	ersecciones difíciles						
	☐ Iluminación y seguridad deficientes	□Ас	ceso escolar inseguro						
16)	¿Qué lugares específicos son difíciles ☐ Trabajo ☐ Hospital/cer ☐ Escuela ☐ Supermerca ☐ Otro	ntro medico	n ? □ Parada de tránsi □ Ninguno	to					
17)	¿Cuáles son estos lugares y qué facilitaría el acceso a ellos?								
18)	¿Cuáles de los desafíos anteriores too (Marque todo lo que corresponda.)	davía hacen que s	ea difícil para usted r	moverse durante (COVID-19?				
	☐ Desafíos con el transporte público ☐ Desafíos con la bicicleta		esafíos con el paratránsito 🔲 Ninguno esafíos para caminar						
19)	¿Qué nuevos desafíos de transporte	enfrenta debido a	COVID-19?						
	☐ Me siento inseguro en el tránsito☐ Horarios de tránsito reducidos☐ Otro	☐ No puedo pag	ne, pero necesito uno gar un auto o tarifas d		□ Ninguno				
20)	Si desea recibir actualizaciones sobre proporcione su dirección de correo e		cluidas las oportunid	ades futuras de p	articipar,				



The attached flier is an introduction to the Southeast San Mateo County Community-Based Transportation Plan. This is a public project that evaluates transportation problems identified by the community. The Plan will develop solutions to make it easier to get around.

Please complete our online survey to let us know about day-to-day transportation problems you experience in the North Fair Oaks and/or Redwood City community. Visit the survey at https://arcg.is/j00jb, or by using the QR code below:



El anuncio adjuntado es una introducción al Plan de Transporte Comunitario del Condado de San Mateo Sureste. Este es un proyecto público que evalúa los problemas de transporte identificados por la comunidad y desarrollará soluciones para que sea más fácil moverse.

Complete nuestra encuesta en línea para informarnos sobre los problemas de transporte diarios que experimenta en la comunidad de North Fair Oaks y/o Redwood City en https://arcg.is/G1WiX, o utilizando el siguiente código QR:



CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

1. What is your zip code?

94063

2. What is your age range?

60-over

3. What is the primary language spoken in your home?

English

4. Before COVID-19, what transit systems did you ride regularly?

BART

5. What transit problems make it hard for you to get around?

Route design/location, Location and spacing of bus stops, Delays and unpredictability, Inadequate stations or bus shelters, Hours of operation

6. Briefly describe transit improvements that are needed:

Transit option must be (a) affordable and (b) more convenient than driving. None of these options are present in San Mateo County transit. Driving is faster and more convenient than any transit options presently available.

7. How often do you ride a bike?

Daily

8. What bike-related problems make it hard for you to get around?

Lack of bike lanes, Dangerous streets or intersections

9. Briefly describe bike improvements that are needed:

Secure bike lanes are essential. I regularly see cars veer into my bike lane - scary. I also see cars that are turning right on a red light just blow through the red light when I'm in the intersection.

10. How often do you ride paratransit?

Never

11. What paratransit problems make it hard for you to get around?

12. Briefly describe paratransit improvements that are needed:

13. How often do you walk in your community?

On occasion

14. What problems with the pedestrian network make it hard for you to get around?

Poor sidewalk conditions, Difficult intersections

15. Briefly describe pedestrian improvements that are needed:

In North Fair Oaks, sidewalks are too narrow and don't allow for safe walking without up/down in driveways; sidewalks are in terrible condition

16. What specific places are hard to get to each day?

Transit Station

17. What are these places and what would make it easier to get to them?

Regular connection service to BART and CalTrain

18. Which of the above challenges still make it hard for you to get around during COVID-19?

None

19. What new transportation challenges do you face because of (COVID-19)?

I feel unsafe on transit

20. If you would like updates on this project, including future opportunities to participate, please provide your email address

cohevann@gmail.com

CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

Submitted Time: October 25, 2022 8:21 PM

1. What is your zip code?

94063

2. What is your age range?

3. What is the primary language spoken in your home?

English

4. Before COVID-19, what transit systems did you ride regularly?

Samtrans , BART, Caltrain

5. What transit problems make it hard for you to get around?

Delays and unpredictability

6. Briefly describe transit improvements that are needed:

Dedicated transit lanes on El Camino Real. Higher frequency on ECR.

7. How often do you ride a bike?

Rarely

8. What bike-related problems make it hard for you to get around?

Lack of bike lanes

9. Briefly describe bike improvements that are needed:

10. How often do you ride paratransit?

Never

- 11. What paratransit problems make it hard for you to get around?
- 12. Briefly describe paratransit improvements that are needed:
- 13. How often do you walk in your community?

Daily

14. What problems with the pedestrian network make it hard for you to get around?

Difficult intersections

15. Briefly describe pedestrian improvements that are needed:

Please add more HAWK beacons on El Camino Real and pedestrian crossings over the CalTrain tracks.

16. What specific places are hard to get to each day?

Work, Supermarket , Transit Station

17. What are these places and what would make it easier to get to them?

Higher frequency bus service.

18. Which of the above challenges still make it hard for you to get around during COVID-19?

Public Transit challenges, Walking challenges

19. What new transportation challenges do you face because of (COVID-19)?

Reduced transit schedules

20. If you would like updates on this project, including future opportunities to participate, please provide your email address

kev@kevjeong.com

CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

Submitted Time: February 22, 2022 3:56 PM

1. What is your zip code?

94063

2. What is your age range?

60-over

3. What is the primary language spoken in your home?

Chinese

4. Before COVID-19, what transit systems did you ride regularly?

5.	What transit	problems	make	it hard	for you	to	get
ar	ound?						

Location and spacing of bus stops

More buses near Marshall Street.

7. How often do you ride a bike?

Never

- 8. What bike-related problems make it hard for you to get around?
- 9. Briefly describe bike improvements that are needed:

The Bike lane needs to be on the crosswalk

10. How often do you ride paratransit?

Never

11. What paratransit problems make it hard for you to get around?

Wait times

- 12. Briefly describe paratransit improvements that are needed:
- 13. How often do you walk in your community?

14. What problems with the pedestrian network make it hard for you to get around?

Poor lighting and safety

- 15. Briefly describe pedestrian improvements that are needed:
- 16. What specific places are hard to get to each day?

 None
- 17. What are these places and what would make it easier to get to them?
- 18. Which of the above challenges still make it hard for you to get around during COVID-19?

Walking challenges

19. What new transportation challenges do you face because of (COVID-19)?

None

20. If you would like updates on this project, including future opportunities to participate, please provide your email address

CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

Submitted Time: January 26, 2022 8:53 AM

1. What is your zip code?

94063

2. What is your age range?

30-44

- 3. What is the primary language spoken in your home?

 English
- 4. Before COVID-19, what transit systems did you ride regularly?

Car

- 5. What transit problems make it hard for you to get around?
- 6. Briefly describe transit improvements that are needed:
- 7. How often do you ride a bike?

On occasion

8. What bike-related problems make it hard for you to get around?

Lack of bike lanes ,	Gaps in existing bike lane	s , Dangerous streets or
intersections . Lack	of secure bike parking	

g	Briefly	describe	hike	improvements	that are	needed:
Ι.	DITELLA	uescribe	NIVE	IIIIDI OAGIIIGIIC	ulat ale	necucu.

10. How often do y	ou ride	paratransit?
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Never

- 11. What paratransit problems make it hard for you to get around?
- 12. Briefly describe paratransit improvements that are needed:
- 13. How often do you walk in your community?

On occasion

14. What problems with the pedestrian network make it hard for you to get around?

Poor sidewalk conditions , Poor lighting and safety, Difficult intersections

- 15. Briefly describe pedestrian improvements that are needed:
- 16. What specific places are hard to get to each day?

- 17. What are these places and what would make it easier to get to them?
- 18. Which of the above challenges still make it hard for you to get around during COVID-19?

None

- 19. What new transportation challenges do you face because of (COVID-19)?
- 20. If you would like updates on this project, including future opportunities to participate, please provide your email address

CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

Submitted Time: December 18, 2021 3:46 PM

1. What is your zip code?

94063

2. What is your age range?

60-over

3. What is the primary language spoken in your home?

English

4. Before COVID-19, what transit systems did you ride regularly?

BART, Caltrain

5. What transit problems make it hard for you to get around?

6. Briefly describe transit improvements that are needed:

More bike lanes, less cars.

7. How often do you ride a bike?

Daily

8. What bike-related problems make it hard for you to get around?

Lack of bike lanes , Gaps in existing bike lanes , Dangerous streets or intersections

9. Briefly describe bike improvements that are needed:

Make biking a priority over cars. Less car parking on streets, which will force people to get rid of junk cars just stored on the streets and not driven.

10. How often do you ride paratransit?

Never

11. What paratransit problems make it hard for you to get around?

12. Briefly describe paratransit improvements that are needed:

13. How often do you walk in your community?

Daily

14. What problems with the pedestrian network make it hard for you to get around?

Poor sidewalk conditions, Poor lighting and safety, Difficult intersections

15. Briefly describe pedestrian improvements that are needed:

Wide sidewalks, give tickets to cars blocking or parked on the sidewalks, more sidewalks.

16. What specific places are hard to get to each day?

Work, Supermarket

17. What are these places and what would make it easier to get to them?

Wider sidewalks and bike lanes

18. Which of the above challenges still make it hard for you to get around during COVID-19?

Bike challenges, Walking challenges

19. What new transportation challenges do you face because of (COVID-19)?

I feel unsafe on transit

20. If you would like updates on this project, including future opportunities to participate, please provide your email address

CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

Submitted Time: August 4, 2021 8:31 AM

1. What is your zip code?

94063

2. What is your age range?

30-44

- 3. What is the primary language spoken in your home? english
- 4. Before COVID-19, what transit systems did you ride regularly?

Samtrans , BART, Caltrain

5. What transit problems make it hard for you to get around?

Route design/location, Inadequate stations or bus shelters

6. Briefly describe transit improvements that are needed:

mo	re frequent	and reliable	buses and	last mile	connections.	Better	bus	stops
to	protect from	n weather (he	eat, rain)					

7. How often do you ride a bike?

On occasion

8. What bike-related problems make it hard for you to get around?

Lack of bike lanes, Dangerous streets or intersections

9. Briefly describe bike improvements that are needed:

safe bike lanes in el camino real and connectivity to East and West

10. How often do you ride paratransit?

Never

11. What paratransit problems make it hard for you to get around?

12. Briefly describe paratransit improvements that are needed:

13. How often do you walk in your community?

Daily

14. What problems with the pedestrian network make it hard for you to get around?

Poor sidewalk conditions, Poor lighting and safety, Difficult intersections

15. Briefly describe pedestrian improvements that are needed:

ADA accessible sidewalks and more lighting

16. What specific places are hard to get to each day?

School, Supermarket

- 17. What are these places and what would make it easier to get to them?
- 18. Which of the above challenges still make it hard for you to get around during COVID-19?

Public Transit challenges

19. What new transportation challenges do you face because of (COVID-19)?

I feel unsafe on transit, Reduced transit schedules

20. If you would like updates on this project, including future opportunities to participate, please provide your email address

CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

Submitted Time: April 5, 2021 12:56 PM

1. What is your zip code?

2. What is your age range?

19-29

3. What is the primary language spoken in your home? Spanish

4. Before COVID-19, what transit systems did you ride regularly?

Samtrans, Community Shuttle

5. What transit problems make it hard for you to get around?

Fares

6. Briefly describe transit improvements that are needed:

More connection between Downtown Redwood City and Redwood Shores neighborhood.

7. How often do you ride a bike?

On occasion

8. What bike-related problems make it hard for you to get around?

Lack of bike lanes, Gaps in existing bike lanes, Dangerous streets or intersections, Lack of secure bike parking, Cost of bike maintenance

9. Briefly describe bike improvements that are needed:

Delays in underpass connecting the Peninsula Boardwalk shopping center and Boardwalk Auto Mall in Redwood City. Also, lack of bike lanes in the North Fair Oaks neighborhood.

10. How often do you ride paratransit?

Never

11. What paratransit problems make it hard for you to get around?

12. Briefly describe paratransit improvements that are needed:

13. How often do you walk in your community?

On occasion

14. What problems with the pedestrian network make it hard for you to get around?

Poor sidewalk conditions , Poor lighting and safety

15. Briefly describe pedestrian improvements that are needed:

Lights are either not on or dim when turned on in North Fair Oaks area.

16. What specific places are hard to get to each day?

17. What are these places and what would make it easier to get to them?

18. Which of the above challenges still make it hard for you to get around during COVID-19?

Public Transit challenges, Bike challenges

19. What new transportation challenges do you face because of (COVID-19)?

i_don't_own_a_car_but_i_need_on, i_can't_afford_a_car_or_transit

20. If you would like updates on this project, including future opportunities to participate, please provide your email address

CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

Submitted Time: March 21, 2021 9:23 PM

1. What is your zip code?

94063

2. What is your age range?

30-44

3. What is the primary language spoken in your home?

English

4. Before COVID-19, what transit systems did you ride regularly?

BART, Caltrain

5. What transit problems make it hard for you to get around?

Delays and unpredictability, Hours of operation

6. Briefly describe transit improvements that are needed:

Caltrain gets often delayed due to accidents and wouldn't inform the passengers on time. While I use bicycles between my home to the caltrain station, it limits my option (even Uber/Lyft) when I wanted to get back home with my bicycle when Caltrain get stuck due to accidents.

7. How often do you ride a bike?

Daily

8. What bike-related problems make it hard for you to get around?

Lack of bike lanes , Dangerous streets or intersections

9. Briefly describe bike improvements that are needed:

I was very happy to see the new bike lanes set-up as part of the middlefield road improvement project from woodside road to downtown RWC, and I know there's a project coming in downtown North Fair Oaks area. However, Middlefield road section between 'Hurlingame Ave' to 'Woodside road' is still a very dangerous section to bike. Since the bike road shares a busy road with a car, I've faced several dangerous situations while commuting. Would be great if we get to see an overall pedestrian & bicycle friendly project happening that section which is not part of either RWC's middlefield road improvement project nor NFO's project.

10. How often do you ride paratransit?

Never

11. What paratransit problems make it hard for you to get around?

12. Briefly describe paratransit improvements that are needed:

13. How often do you walk in your community?

On occasion

14. What problems with the pedestrian network make it hard for you to get around?

Poor sidewalk conditions, Poor lighting and safety, Difficult intersections, Unsafe school access

15. Briefly describe pedestrian improvements that are needed:

Redwood Village/North Fair Oaks industrial area concerns me with dirty & dangerous sidewalk conditions and environment. There's a lot of debris on the sidewalk and several homeless emcampments happening near Hoover school & Hoover park.

Crossing Bay road is also difficult because lacks cross walks.

Pedestrian sidewalks are too narrow and some sidewalks gets even narrower due to cars parking half way across the sidewalks making difficult for the strollers and wheelchairs to pass by.

16. What specific places are hard to get to each day?

- 17. What are these places and what would make it easier to get to them?
- 18. Which of the above challenges still make it hard for you to get around during COVID-19?

Bike challenges, Walking challenges

- 19. What new transportation challenges do you face because of (COVID-19)?
- 20. If you would like updates on this project, including future opportunities to participate, please provide your email address

CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

Submitted Time: March 14, 2021 9:56 AM

1. What is your zip code?

94035

2. What is your age range?

30-44

3. What is the primary language spoken in your home?

English

4. Before COVID-19, what transit systems did you ride regularly?

Caltrain

5. What transit problems make it hard for you to get around?

Route design/location

6. Briefly describe transit improvements that are needed:

The Atherton Caltrain stop rarely operates, its a long drive during normal commuting trafic (20 minutes) to other Caltrain stops with steep parking fees.

7. How often do you ride a bike?

On occasion

8. What bike-related problems make it hard for you to get around?

Lack of bike lanes , Dangerous streets or intersections

9. Briefly describe bike improvements that are needed:

No bike lanes on Marsh road

10. How often do you ride paratransit?

Never

11. What paratransit problems make it hard for you to get around?

12. Briefly describe paratransit improvements that are needed:

13. How often do you walk in your community?

On occasion

14. What problems with the pedestrian network make it hard for you to get around?

Poor sidewalk conditions

15. Briefly describe pedestrian improvements that are needed:

NO SIDEWALKS should be a selection choice, but that isn't an option. This survey is a classic example of the NFO community counsel ignoring the fact that it is supposed to represent the NFO area of Menlo Park too. How can you claim to represent all NFO residents when the survey question suggests that the counsel isn't even aware that at least 50% of NFO Menlo streets don't even have sidewalks? The poor sidewalk condition is that they don't exist....

16. What specific places are hard to get to each day?

Work, School, Transit Station

17. What are these places and what would make it easier to get to them?

18. Which of the above challenges still make it hard for you to get around during COVID-19?

Public Transit challenges, Bike challenges, Walking challenges

19. What new transportation challenges do you face because of (COVID-19)?

I feel unsafe on transit

20. If you would like updates on this project, including future opportunities to participate, please provide your email address

CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

Submitted Time: March 3, 2021 7:18 PM

1. What is your zip code?

94063

2. What is your age range?

19-29

3. What is the primary language spoken in your home?

Spanish

4. Before COVID-19, what transit systems did you ride regularly?

Samtrans , Community Shuttle

5. What transit problems make it hard for you to get around?

Location and spacing of bus stops, Inadequate stations or bus shelters , Hours of operation, Fares

- 6. Briefly describe transit improvements that are needed:
- 7. How often do you ride a bike?

On occasion

8. What bike-related problems make it hard for you to get around?

Lack of bike lanes , Gaps in existing bike lanes , Dangerous streets or intersections , Lack of secure bike parking

- 9. Briefly describe bike improvements that are needed:
- 10. How often do you ride paratransit?

Never

- 11. What paratransit problems make it hard for you to get around?
- 12. Briefly describe paratransit improvements that are needed:

13. How often do you walk in your community?

On occasion

14. What problems with the pedestrian network make it hard for you to get around?

Poor lighting and safety, Difficult intersections

15. Briefly describe pedestrian improvements that are needed:

16. What specific places are hard to get to each day?

Work, School, Hospital/medical center

17. What are these places and what would make it easier to get to them?

18. Which of the above challenges still make it hard for you to get around during COVID-19?

Public Transit challenges, Bike challenges, Walking challenges

19. What new transportation challenges do you face because of (COVID-19)?

I feel unsafe on transit, Reduced transit schedules

20. If you would like updates on this project, including future opportunities to participate, please provide your email address

CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

Submitted Time: February 24, 2021 5:02 PM

1. What is your zip code?

94025

2. What is your age range?

30-44

- 3. What is the primary language spoken in your home? English
- 4. Before COVID-19, what transit systems did you ride regularly?
- 5. What transit problems make it hard for you to get around?
- **6.** Briefly describe transit improvements that are needed:

I'm mostly here to tell you that the express lanes on 101 are a bad idea. Like, a really bad idea. We love to talk about equity these days- meanwhile, we're gonna build a private lane for rich white people with disposable income? I ame.

7. How often do you ride a bike?

Daily

8. What bike-related problems make it hard for you to get around?

Lack of bike lanes , Gaps in existing bike lanes , Dangerous streets or intersections

9. Briefly describe bike improvements that are needed:

Improved Bike Lanes would be nice. North Fair Oaks is a pretty crummy area to ride in. Lots of broken glass. Middlefield Road is a slum, definitely needs improvement. Add some bike lanes, those green bike only ones that screw up traffic in SF.

10. How often do you ride paratransit?

Never

- 11. What paratransit problems make it hard for you to get around?
- 12. Briefly describe paratransit improvements that are needed:
- 13. How often do you walk in your community?

Rarely

14. What problems with the pedestrian network make it hard for you to get around?

Poor lighting and safety

15. Briefly describe pedestrian improvements that are needed:

North Fair Oaks- wayyyy too many drug addicts and criminals to walk around after dark.

- 16. What specific places are hard to get to each day?
- 17. What are these places and what would make it easier to get to them?
- 18. Which of the above challenges still make it hard for you to get around during COVID-19?
- 19. What new transportation challenges do you face because of (COVID-19)?

I feel unsafe on transit

20. If you would like updates on this project, including future opportunities to participate, please provide your email address

CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

Submitted Time: February 19, 2021 12:01 PM

1. What is your zip code?

2. What is your age range?

45-59

3. What is the primary language spoken in your home?

English

4. Before COVID-19, what transit systems did you ride regularly?

BART, Caltrain

5. What transit problems make it hard for you to get around?

Route design/location, Delays and unpredictability, Inadequate stations or bus shelters

6. Briefly describe transit improvements that are needed:

Need to run transit where people go and eliminate the cut-through traffic in East Palo Alto which is choking this town in non-COVID times. Run light rail straight up University Ave to downtown Palo Alto and Stanford. Let Palo Alto decide if they want to pay for tunneling the line under the rich neighborhood. At very least, run the line to the Four Seasons complex which is still EPA. Build park and ride at the other end until Dumbarton rail is connected. Run another line around or through the Baylands, perhaps stopping by the new Bay road development and Cooley Landing to connect to downtown Mountain View. Run ferry to Cooley Landing. Buses don't work because they get stuck in same traffic unless you have dedicated bus lanes -- probably a good idea for University Ave, but make corporate buses pay a fee to use.

7. How often do you ride a bike?

On occasion

8. What bike-related problems make it hard for you to get around?

Lack of bike lanes , Dangerous streets or intersections , Lack of secure bike parking

9. Briefly describe bike improvements that are needed:

Don't feel safe riding through some neighborhoods in EPA. Street riding also feels unsafe due to the crazy drivers around here.

10. How often do you ride paratransit?

Never

11. What paratransit problems make it hard for you to get around?

12. Briefly describe paratransit improvements that are needed:

13. How often do you walk in your community?

Daily

14. What problems with the pedestrian network make it hard for you to get around?

Poor sidewalk conditions, Poor lighting and safety

15. Briefly describe pedestrian improvements that are needed:

Easements need to be purchased to create proper sidewalks in EPA.

16. What specific places are hard to get to each day?

Work, School

17. What are these places and what would make it easier to get to them?

Less cut-through traffic in East Palo Alto from East Bay commuters going to their jobs on the Peninsula. Need to provide those folks with a transit solution that doesn't impede locals from basic getting around.

18. Which of the above challenges still make it hard for you to get around during COVID-19?

None

19. What new transportation challenges do you face because of (COVID-19)?

None

20. If you would like updates on this project, including future opportunities to participate, please provide your email address

CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

Submitted Time: February 18, 2021 9:48 PM

1. What is your zip code?

94303

2. What is your age range?

3. What is the primary language spoken in your home? English

4. Before COVID-19, what transit systems did you ride regularly?

BART, Caltrain

5. What transit problems make it hard for you to get around?

Route design/location, Inadequate stations or bus shelters

6. Briefly describe transit improvements that are needed:

East Palo Alto needs a train station and ferry landing. An east-west train line connecting EPA to transit in east bay, as well as a connection to Redwood City's line, would go a long way to support the residential communities of EPA, especially as the city moves to higher density housing. Buses are not sufficient - they get stuck in the safe traffic as cars. We need rail, and we need it now.

7. How often do you ride a bike?

Never

8. What bike-related problems make it hard for you to get around?

Dangerous streets or intersections

9. Briefly describe bike improvements that are needed:

A clear, safe bike route from the Bay Trail/Ravenswood Business District, to University Ave in EPA, to downtown EPA, to Stanford. A growing high-density residential outlook for EPA is already attracting Stanford graduate students and downtown Palo Alto techies; they would bike and walk if it were safe. Right now, a clear, open route is not available.

10. How often do you ride paratransit?

Never

11. What paratransit problems make it hard for you to get around?

12. Briefly describe paratransit improvements that are needed:

13. How often do you walk in your community?

Daily

14. What problems with the pedestrian network make it hard for you to get around?

Poor sidewalk conditions , Poor lighting and safety

15. Briefly describe pedestrian improvements that are needed:

EPA sidewalks are a work in progress. They are currently uneven and poorly lit. Some of the pedestrian bridges over 101 have had issues with crime.

16. What specific places are hard to get to each day?

17. What are these places and what would make it easier to get to them?

The nearest train station for EPA residents is in Palo Alto, and getting over 101, through Palo Neighborhoods, and through downtown PA to get to the train station - that's a lot of driving to take public transportation. Buses get stuck too.

18. Which of the above challenges still make it hard for you to get around during COVID-19?

Public Transit challenges

19. What new transportation challenges do you face because of (COVID-19)?

I feel unsafe on transit

20. If you would like updates on this project, including future opportunities to participate, please provide your email address

sean.d.ripley@gmail.com

CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

Submitted Time: February 1, 2021 1:01 PM

1. What is your zip code?

94061

2. What is your age range?

19-29

3. What is the primary language spoken in your home? English

4. Before COVID-19, what transit systems did you ride regularly?

Caltrain

5. What transit problems make it hard for you to get around?

Route design/location, Hours of operation

6. Briefly describe transit improvements that are needed:

Caltrain should run more often during non-commute hours.

7. How often do you ride a bike?

Daily

8. What bike-related problems make it hard for you to get around?

Lack of bike lanes , Dangerous streets or intersections , Lack of secure bike parking

9. Briefly describe bike improvements that are needed:

Connected, continuous bike routes that get me where I want to go. Sometimes there are nice bike lanes, but there is not enough coverage. Every single route I take requires me to go on a dangerous road.

10. How often do you ride paratransit?

Never

- 11. What paratransit problems make it hard for you to get around?
- 12. Briefly describe paratransit improvements that are needed:
- **13.** How often do you walk in your community? Daily
- 14. What problems with the pedestrian network make it hard for you to get around?

Poor sidewalk conditions

15. Briefly describe pedestrian improvements that are needed:

Lack of sidewalks, cars parking on sidewalk, sidewalks blocked

16. What specific places are hard to get to each day?

Work, Supermarket , Transit Station

- 17. What are these places and what would make it easier to get to them?
- 18. Which of the above challenges still make it hard for you to get around during COVID-19?

19. What new transportation challenges do you face because of (COVID-19)?

Reduced transit schedules

20. If you would like updates on this project, including future opportunities to participate, please provide your email address

CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

Submitted Time: January 23, 2021 11:50 PM

1. What is your zip code?

94025

2. What is your age range?

30-44

- **3. What is the primary language spoken in your home?** English
- 4. Before COVID-19, what transit systems did you ride regularly?

Caltrain

5. What transit problems make it hard for you to get around?

Route design/location, Inadequate stations or bus shelters , Hours of operation

6. Briefly describe transit improvements that are needed:

If there were a more convenient and reliable bus route to get between my home and Caltrain, I would use it.

7. How often do you ride a bike?

Daily

8. What bike-related problems make it hard for you to get around?

Gaps in existing bike lanes, Dangerous streets or intersections, Lack of secure bike parking

9. Briefly describe bike improvements that are needed:

Improvements to the presently poor routes North/South between Marsh Road and downtown Redwood City / Caltrain.

10. How often do you ride paratransit?

Never

11. What paratransit problems make it hard for you to get around?

Eligibility and sign-up difficulties

12. Briefly describe paratransit improvements that are needed:

14. What problems with the pedestrian network make it hard for you to get around?
15. Briefly describe pedestrian improvements that are needed:
16. What specific places are hard to get to each day? Work, Transit Station
17. What are these places and what would make it easie to get to them?
18. Which of the above challenges still make it hard for you to get around during COVID-19? None
19. What new transportation challenges do you face because of (COVID-19)?
I feel unsafe on transit

20. If you would like updates on this project, including future opportunities to participate, please provide your

13. How often do you walk in your community?

Daily

email address

CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

Submitted Time: January 23, 2021 11:19 PM

1. What is your zip code?

94025

2. What is your age range?

45-59

3. What is the primary language spoken in your home?

English

4. Before COVID-19, what transit systems did you ride regularly?

BART

5. What transit problems make it hard for you to get around?

Route design/location, Location and spacing of bus stops, Delays and unpredictability, Inadequate stations or bus shelters, Hours of operation

6. Briefly describe transit improvements that are needed:

A lens of access and inclusion.

7. How often do you ride a bike?

Rarely

8. What bike-related problems make it hard for you to get around?

Lack of bike lanes , Dangerous streets or intersections

- 9. Briefly describe bike improvements that are needed:
- 10. How often do you ride paratransit?

Never

- 11. What paratransit problems make it hard for you to get around?
- 12. Briefly describe paratransit improvements that are needed:
- 13. How often do you walk in your community?

Daily

14. What problems with the pedestrian network make it hard for you to get around?

Poor sidewalk conditions, Poor lighting and safety, Difficult intersections, Unsafe school access

15. Briefly describe pedestrian improvements that are needed:

Everything. There is a clear difference between infrastructure in District ${\bf 1}$ in Menlo Park and other areas of the city.

16. What specific places are hard to get to each day?

Hospital/medical center, Supermarket, Transit Station

17. What are these places and what would make it easier to get to them?

For the clinics, there are NO shuttle services between MP and NFO and MP and Ravenswood Health Clinic.

18. Which of the above challenges still make it hard for you to get around during COVID-19?

Public Transit challenges, Walking challenges

19. What new transportation challenges do you face because of (COVID-19)?

I feel unsafe on transit

20. If you would like updates on this project, including future opportunities to participate, please provide your email address

CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

Submitted Time: January 23, 2021 11:48 AM

1. What is your zip code?

94025

2. What is your age range?

60-over

3. What is the primary language spoken in your home? English

4. Before COVID-19, what transit systems did you ride regularly?

Samtrans, BART, Caltrain

5. What transit problems make it hard for you to get around?

Delays and unpredictability

6. Briefly describe transit improvements that are needed:

Every Samtrans bus needs to be at each stop at the schedule time, not after and not before [unless they stay at the stop through the minute on the schedule]. That probably means lengthening the time between stops during the busy times of the day so the buses can spend more time at each stop and have a margin of error for dealing with the in inevitable delays that occur during commute times.

7. How often do you ride a bike?

Rarely

8. What bike-related problems make it hard for you to get around?

9. Briefly describe bike improvements that are needed:

There should be bike lanes on all popular roads [e.g., Fair Oaks Lane], especially those leading to schools, parks, and public buildings.

10. How often do you ride paratransit? Never
11. What paratransit problems make it hard for you to get around?
12. Briefly describe paratransit improvements that are needed:
13. How often do you walk in your community? Rarely
14. What problems with the pedestrian network make it hard for you to get around?
15. Briefly describe pedestrian improvements that are needed:
16. What specific places are hard to get to each day?
17. What are these places and what would make it easier to get to them?

- 18. Which of the above challenges still make it hard for you to get around during COVID-19?
- 19. What new transportation challenges do you face because of (COVID-19)?
- 20. If you would like updates on this project, including future opportunities to participate, please provide your email address

CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

Submitted Time: January 23, 2021 8:17 AM

1. What is your zip code?

94927

2. What is your age range?

60-over

- 3. What is the primary language spoken in your home? English
- 4. Before COVID-19, what transit systems did you ride regularly?

Caltrain

5. What transit problems make it hard for you to get around?

Route design/location, Location and spacing of bus stops

6. Briefly describe transit improvements that are needed:

Smaller buses that can safely negotiate neighborhood roads so that more neighborhoods can be servy

7. How often do you ride a bike?

On occasion

8. What bike-related problems make it hard for you to get around?

Lack of bike lanes , Dangerous streets or intersections

9. Briefly describe bike improvements that are needed:

Wider roads

10. How often do you ride paratransit?

Never

11. What paratransit problems make it hard for you to get around?

Wait times

12. Briefly describe paratransit improvements that are needed:

13. How often do you walk in your community?

Daily

14. What problems with the pedestrian network make it hard for you to get around?

Poor sidewalk conditions, Poor lighting and safety, Difficult intersections

15. Briefly describe pedestrian improvements that are needed:

Slow down cars

16. What specific places are hard to get to each day?

Supermarket, Parks

17. What are these places and what would make it easier to get to them?

Area parks need speed control on roads leading to them

18. Which of the above challenges still make it hard for you to get around during COVID-19?

None

19. What new transportation challenges do you face because of (COVID-19)?

I feel unsafe on transit

20. If you would like updates on this project, including future opportunities to participate, please provide your email address

CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

Submitted Time: January 22, 2021 6:04 PM

1. What is your zip code?

94025

2. What is your age range?

60-over

- 3. What is the primary language spoken in your home? English
- 4. Before COVID-19, what transit systems did you ride regularly?
- 5. What transit problems make it hard for you to get around?
- 6. Briefly describe transit improvements that are needed:

Please utilize smaller busses. Most of the busses I see are carrying very few people and yet these mammoth vehicles are the standard for the fleet. They're unnecessary for most routes, are a huge cost, block roadways at some stops, require more driver training, probably result in more accidents, and are less efficient. Thanks for listening.

7. How often do you ride a bike?

8. What bike-related problems make it hard for you to get around?
9. Briefly describe bike improvements that are needed:
10. How often do you ride paratransit?
11. What paratransit problems make it hard for you to get around?
12. Briefly describe paratransit improvements that are needed:
13. How often do you walk in your community?
14. What problems with the pedestrian network make it hard for you to get around?
15. Briefly describe pedestrian improvements that are needed:

16.	What	specific	places	are h	ard to	o get t	o each	day?	,

17. What are these places and what would make it easier to get to them?

18. Which of the above challenges still make it hard for you to get around during COVID-19?

19. What new transportation challenges do you face because of (COVID-19)?

20. If you would like updates on this project, including future opportunities to participate, please provide your email address

CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

Submitted Time: January 21, 2021 9:18 AM

1. What is your zip code?

94025

2. What is your age range?

60-over

3. What is the primary language spoken in your home?

English

4. Before COVID-19, what transit systems did you ride regularly?

Bicycle routes

5. What transit problems make it hard for you to get around?

Route design/location

6. Briefly describe transit improvements that are needed:

More off road or separate bike routes especially from Menlo Park through San Mateo county

7. How often do you ride a bike?

Daily

8. What bike-related problems make it hard for you to get around?

Lack of bike lanes , Gaps in existing bike lanes , Dangerous streets or intersections , Lack of secure bike parking

9. Briefly describe bike improvements that are needed:

A more direct protected route through San Mateo county that isn't on El Camino, Middlefield or other heavily trafficked route. Perhaps a bike path along side the train tracks. Also, maintenance stations located in public and safe areas such as gas stations, city halls, libraries, schools, etc. Safety is the greatest concern. We saw a cyclist get grazed by car that for an unknown reason crossed the median and drove into the bike lane. Barriers are needed between cyclists and motor vehicles

10. How often do you ride paratransit?

Never

11. What paratransit problems make it hard for you to get around?

12. Briefly describe paratransit improvements that are needed:

13. How often do you walk in your community?

Daily

14. What problems with the pedestrian network make it hard for you to get around?

Poor sidewalk conditions, Difficult intersections

15. Briefly describe pedestrian improvements that are needed:

Intersection of woodland and middlefield at the border of San Mateo and San Clara county needs a safe cross walk. It is heavily used by pedestrians and cyclists but is a dangerous intersection with a blinds hairpin turn from middlefield to woodland. Some sidewalks are in terrible condition as trip hazards.

16. What specific places are hard to get to each day?

Hospital/medical center, Supermarket

17. What are these places and what would make it easier to get to them?

The el Camino intersection at alma and sand hill road is heavily trafficked with motor vehicles so a overpass for pedestrians and cyclists would make it much safer and more convenient. That traffic signal doesn't always function well making the wait for pedestrians and cyclists excessively long which is especially difficult in heat and sun. We would travel to the west side at night more often if we didn't have to cross El Camino with cars

18. Which of the above challenges still make it hard for you to get around during COVID-19?

Bike challenges, Walking challenges

19. What new transportation challenges do you face because of (COVID-19)?

None

20. If you would like updates on this project, including future opportunities to participate, please provide your email address

Wtkuehnl@yahoo.com

CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

Submitted Time: January 20, 2021 10:57 PM

1. What is your zip code?

94025

2. What is your age range?

45-59

3. What is the primary language spoken in your home?

4. Before COVID-19, what transit systems did you ride regularly?

Caltrain

5. What transit problems make it hard for you to get around?

Route design/location

6. Briefly describe transit improvements that are needed:

Secure bike parking, enough spaces on bike cars during rush hour (this is pre-pandemic).

7. How often do you ride a bike?

On occasion

8. What bike-related problems make it hard for you to get around?

Lack of bike lanes , Gaps in existing bike lanes , Dangerous streets or intersections , Lack of secure bike parking

9. Briefly describe bike improvements that are needed:

Biking between towns on the Peninsula can be very difficult. For example, there is lousy bike connectivity between Menlo Park and Redwood City. Having a continuous bike path along the Caltrain route would be ideal (like in Palo Alto). Alternatively, bike lanes along El Camino Real also make a lot of sense but would require some serious safety infrastructure.

10. How often do you ride paratransit?

11. What paratransit problems make it hard for you to get around?

12. Briefly describe paratransit improvements that are needed:

13. How often do you walk in your community?

On occasion

14. What problems with the pedestrian network make it hard for you to get around?

Poor sidewalk conditions, Poor lighting and safety, Difficult intersections, Unsafe school access

15. Briefly describe pedestrian improvements that are needed:

Consistent, wide sidewalks.

16. What specific places are hard to get to each day?

Work, School, Hospital/medical center, Supermarket, Transit Station

17. What are these places and what would make it easier to get to them?

It's physically possible to get to most places on a bike, it's just unnecessarily convoluted/difficult/stressful/lengthy. Every place requires a complex

calculation: will there be traffic? enough daylight? is it ok for me? ok for my kids?

- 18. Which of the above challenges still make it hard for you to get around during COVID-19?
- 19. What new transportation challenges do you face because of (COVID-19)?
- 20. If you would like updates on this project, including future opportunities to participate, please provide your email address

lydiawlee@gmail.com

CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

Submitted Time: January 19, 2021 11:45 AM

1. What is your zip code?

94025

2. What is your age range?

19-29

- 3. What is the primary language spoken in your home?

 English
- 4. Before COVID-19, what transit systems did you ride regularly?

5. What transit problems make it hard for you to get around?

Route design/location, Delays and unpredictability, Hours of operation

6. Briefly describe transit improvements that are needed:

There seems to be very little coordination between BART and Caltrain schedules, especially on weekends. It's pretty uncomfortable to have to wait hours in Millbrae to catch the next Caltrain south. In addition, I know there is an airport shuttle, but there are generally too many extra steps needed to get to SFO on public transit from anywhere south of Millbrae. The Dumbarton Rail line would be great too.

7. How often do you ride a bike?

On occasion

8. What bike-related problems make it hard for you to get around?

Lack of bike lanes , Gaps in existing bike lanes , Dangerous streets or intersections

9. Briefly describe bike improvements that are needed:

There are very few continuous bike routes that cross jurisdictions in any way that makes sense. For instance, biking from Redwood City to Palo Alto would be mostly OK on Middlefield, except that the road is terrifying through North Fair Oaks.

10. How often do you ride paratransit?

Never

11. What paratransit problems make it hard for you to get around?

12. Briefly describe paratransit improvements that are needed:

13. How often do you walk in your community?

Daily

14. What problems with the pedestrian network make it hard for you to get around?

Poor sidewalk conditions, Poor lighting and safety, Difficult intersections

15. Briefly describe pedestrian improvements that are needed:

- Any lighting at all for pedestrians along Sand Hill Road between Santa Cruz and Sharon Road would be nice (It is a popular pedestrian route for grocery shoppers, etc.)
- Many intersections have crosswalks on three of four sides that force pedestrians to wait for three lights instead of one, which seems unnecessary. (ex. Ravenswood @ El Camino Real)
- Sidewalks wider than 2-3 feet along the Alameda in unincorporated West Menlo Park

16. What specific places are hard to get to each day?

Supermarket, Transit Station

17. What are these places and what would make it easier to get to them?

- Grocery store at Sharon Heights Shopping Center Street lighting along Sand Hill Road to at least illuminate the rough paving on the sidewalk
- Menlo Park Caltrain station There is very little functional/reliable public transit there from west Menlo Park, but biking is fine

18. Which of the above challenges still make it hard for you to get around during COVID-19?

None

19. What new transportation challenges do you face because of (COVID-19)?

I feel unsafe on transit

20. If you would like updates on this project, including future opportunities to participate, please provide your email address

CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

Submitted Time: January 19, 2021 10:05 AM

1. What is your zip code?

94025

2. What is your age range?

60-over

3. What is the primary language spoken in your home?

English

4. Before COVID-19, what transit systems did you ride regularly?

Caltrain , Community Shuttle , Senior ride program operated through Little House in Menlo Park

5. What transit problems make it hard for you to get around?

Route design/location, Hours of operation

6. Briefly describe transit improvements that are needed:

The frequency of service and the M1 line needs to be significantly improved. It is difficult to arrange medical and dental appointments when each run is separated by more than one hour. You should be able to arrive shortly before The Menlo Clinic opens and should get you back shortly after it closes. It should be possible for a blind individual to excessively monitor the current location of the shuttle and it's expected arrival time at a specific location via an app on a smart phone.

7. How often do you ride a bike?

Never

8. What bike-related problems make it hard for you to get around?

9. Briefly describe bike improvements that are needed:

I am blind and therefore unable to ride a bike

10. How often do you ride paratransit?

Rarely

11. What paratransit problems make it hard for you to get around?

Wait times

12. Briefly describe paratransit improvements that are needed:

Unpredictable delays and lengthy travel times make Paratransit unusable for medical and dental appointments. Finding the driver can be challenging for a blind individual leaving a large medical center or business.

13. How often do you walk in your community?

On occasion

14. What problems with the pedestrian network make it hard for you to get around?

Difficult intersections

15. Briefly describe pedestrian improvements that are needed:

Quiet audible pedestrian signals at intersections that are either wide, complex, or busy. Adequate time to cross the intersection. Crosswalks that are straight or are easily discernible when using a white cane. This means that the surface of the crosswalk needs to be distinguishable from the surface of the road outside the crosswalk. Alternatively, the boundaries of the crosswalk need to be easily discernible. Bushes and other plant growth need to be clear of the sidewalk. Tables, chairs, and stands should be kept clear of the sidewalk. Tree branches, umbrellas, and banners should be more than 7 feet Above the sidewalk. When there is plant growth adjacent to the sidewalk, a raised Wooden edge is helpful to keep the cane from getting tangled in it. When a parking lot is adjacent to the sidewalk, it would be extremely helpful if the sidewalk surface is easily distinguishable from that of the parking lot. Avoid curved sidewalks whenever possible.

16. What specific places are hard to get to each day?

Hospital/medical center, Supermarket, Transit Station

17. What are these places and what would make it easier to get to them?

Destinations where there are multiple buildings. Buildings separated from the sidewalk by a Parking lot. Buildings lacking an entrance adjacent to the sidewalk. Bus terminals requiring you to stand at different locations for buses traveling in the same general direction.

18. Which of the above challenges still make it hard for you to get around during COVID-19?

Public Transit challenges, Paratransit challenges, Walking challenges

19. What new transportation challenges do you face because of (COVID-19)?

I feel unsafe on transit, Reduced transit schedules, It is very difficult for a blind individual to maintain social distancing. Additionally, it is Not possible to determine whether the other person is wearing a face mask.

20. If you would like updates on this project, including future opportunities to participate, please provide your email address

ezio.alviti@gmail.com

CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

Submitted Time: December 3, 2020 10:29 AM

1. What is your zip code?

94061

2. What is your age range?

3. What is the primary language spoken in your home?

English

4. Before COVID-19, what transit systems did you ride regularly?

5. What transit problems make it hard for you to get around?

Route design/location, Delays and unpredictability

6. Briefly describe transit improvements that are needed:

Better service between Redwood City and the East Bay.

7. How often do you ride a bike?

On occasion

8. What bike-related problems make it hard for you to get around?

Lack of bike lanes , Gaps in existing bike lanes , Dangerous streets or intersections

9. Briefly describe bike improvements that are needed:

Bike lanes along/ parallel to El Camino Real.

10. How often do you ride paratransit?

Never

11. What paratransit problems make it hard for you to get around?

12. Briefly describe paratransit improvements that are needed:

13. How often do you walk in your community?

Daily

14. What problems with the pedestrian network make it hard for you to get around?

Poor sidewalk conditions, Difficult intersections

15. Briefly describe pedestrian improvements that are needed:

There is a lack of effective ways of slowing cars down in neighborhood streets.

16. What specific places are hard to get to each day?

Supermarket , Transit Station

17. What are these places and what would make it easier to get to them?

El Camino Real divides Redwood City in two and is a real barrier to pedestrian/bike mobility.

18. Which of the above challenges still make it hard for you to get around during COVID-19?

None

19. What new transportation challenges do you face because of (COVID-19)?

None

20. If you would like updates on this project, including future opportunities to participate, please provide your email address

CCAG-Community Survey-Southeast San Mateo County

Submitted By: Anonymous user

Submitted Time: November 30, 2020 9:34 PM

1. What is your zip code?

94025

2. What is your age range?

60-over

- 3. What is the primary language spoken in your home?

 English
- 4. Before COVID-19, what transit systems did you ride regularly?

Samtrans, Caltrain

around?
6. Briefly describe transit improvements that are needed:
Caltrain needs more frequent service.
7. How often do you ride a bike?
Daily
8. What bike-related problems make it hard for you to get around?
Gaps in existing bike lanes
9. Briefly describe bike improvements that are needed:
Bike lanes on ECR, Middlefield in North Fair Oaks.
10. How often do you ride paratransit?
Never
11. What paratransit problems make it hard for you to get around?
12. Briefly describe paratransit improvements that are needed:

13. How often do you walk in your community?

- 14. What problems with the pedestrian network make it hard for you to get around?
- 15. Briefly describe pedestrian improvements that are needed:
- 16. What specific places are hard to get to each day?

 None
- 17. What are these places and what would make it easier to get to them?
- 18. Which of the above challenges still make it hard for you to get around during COVID-19?

None

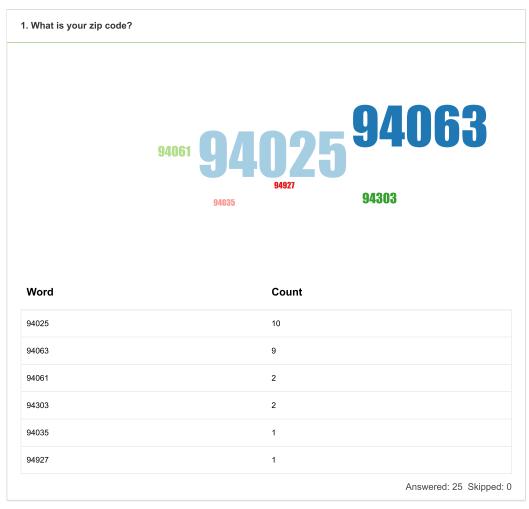
19. What new transportation challenges do you face because of (COVID-19)?

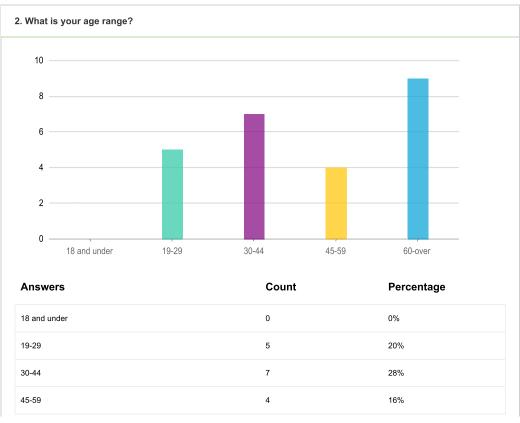
None

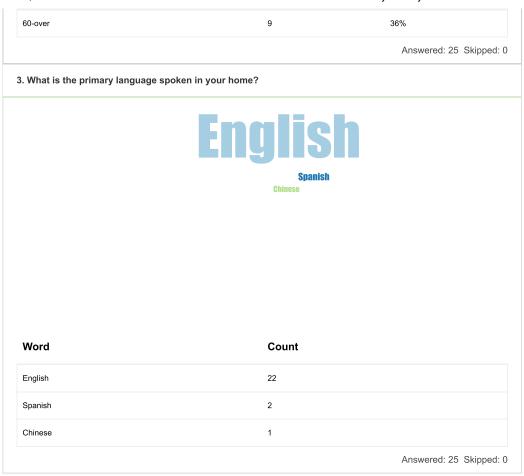
20. If you would like updates on this project, including future opportunities to participate, please provide your email address

rhcronin@att.net

CCAG-Community Survey-Southeast San Mateo County

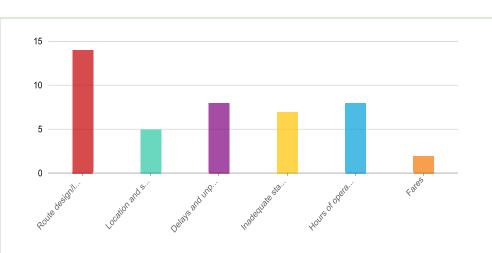








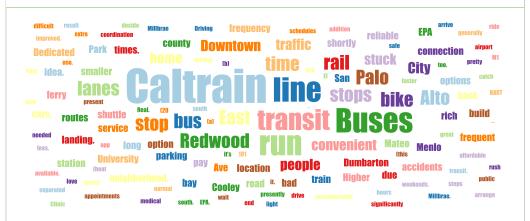
5. What transit problems make it hard for you to get around?



Answers	Count	Percentage
Route design/location	14	56%
Location and spacing of bus stops	5	20%
Delays and unpredictability	8	32%
Inadequate stations or bus shelters	7	28%
Hours of operation	8	32%
Fares	2	8%

Answered: 20 Skipped: 5

6. Briefly describe transit improvements that are needed:



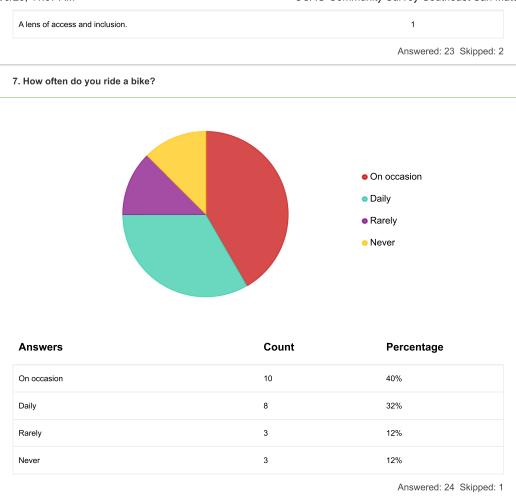
Response Count

Transit option must be (a) affordable and (b) more convenient than driving. None of these options are prese nt in San Mateo County transit. Driving is faster and more convenient than any transit options presently avai lable.

t's pretty uncomfortable to have to wait hours in Millbrae to catch the next Caltrain south. In addition, I know there is an airport shuttle, but there are generally too many extra steps needed to get to SFO on public trans it from anywhere south of Millbrae. The Dumbarton Rail line would be great too.

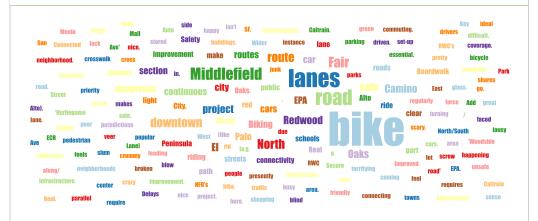
There seems to be very little coordination between BART and Caltrain schedules, especially on weekends. I 1

The frequency of service and the M1 line needs to be significantly improved. It is difficult to arrange medical and dental appointments when each run is separated by more than one hour. You should be able to arrive s hortly before The Menlo Clinic opens and should get you back shortly after it closes. It should be possible for a blind individual to excessively monitor the current location of the shuttle and it's expected arrival time at a specific location via an app on a smart phone.	1
The Atherton Caltrain stop rarely operates, its a long drive during normal commuting trafic (20 minutes) to ot her Caltrain stops with steep parking fees.	1
Smaller buses that can safely negotiate neighborhood roads so that more neighborhoods can be servy	1
Secure bike parking, enough spaces on bike cars during rush hour (this is pre-pandemic).	1
Please utilize smaller busses. Most of the busses I see are carrying very few people and yet these mammot h vehicles are the standard for the fleet. They're unnecessary for most routes, are a huge cost, block roadw ays at some stops, require more driver training, probably result in more accidents, and are less efficient. Th anks for listening.	1
Need to run transit where people go and eliminate the cut-through traffic in East Palo Alto which is choking this town in non-COVID times. Run light rail straight up University Ave to downtown Palo Alto and Stanford. Let Palo Alto decide if they want to pay for tunneling the line under the rich neighborhood. At very least, run the line to the Four Seasons complex which is still EPA. Build park and ride at the other end until Dumbarton rail is connected. Run another line around or through the Baylands, perhaps stopping by the new Bay road development and Cooley Landing to connect to downtown Mountain View. Run ferry to Cooley Landing. Buses don't work because they get stuck in same traffic unless you have dedicated bus lanes probably a good idea for University Ave, but make corporate buses pay a fee to use.	1
More off road or separate bike routes especially from Menlo Park through San Mateo county	1
more frequent and reliable buses and last mile connections. Better bus stops to protect from weather (heat, rain)	1
More connection between Downtown Redwood City and Redwood Shores neighborhood.	1
More buses near Marshall Street.	1
More bike lanes, less cars.	1
I'm mostly here to tell you that the express lanes on 101 are a bad idea. Like, a really bad idea. We love to t alk about equity these days- meanwhile, we're gonna build a private lane for rich white people with disposab le income? Lame.	1
If there were a more convenient and reliable bus route to get between my home and Caltrain, I would use it.	1
Every Samtrans bus needs to be at each stop at the schedule time, not after and not before [unless they stay at the stop through the minute on the schedule]. That probably means lengthening the time between stops during the busy times of the day so the buses can spend more time at each stop and have a margin of error for dealing with the in inevitable delays that occur during commute times.	1
East Palo Alto needs a train station and ferry landing. An east-west train line connecting EPA to transit in ea st bay, as well as a connection to Redwood City's line, would go a long way to support the residential comm unities of EPA, especially as the city moves to higher density housing. Buses are not sufficient - they get stuck in the safe traffic as cars. We need rail, and we need it now.	1
Dedicated transit lanes on El Camino Real. Higher frequency on ECR.	1
Caltrain should run more often during non-commute hours.	1
Caltrain needs more frequent service.	1
Caltrain gets often delayed due to accidents and wouldn't inform the passengers on time. While I use bicycl es between my home to the caltrain station, it limits my option (even Uber/Lyft) when I wanted to get back home with my bicycle when Caltrain get stuck due to accidents.	1
Better service between Redwood City and the East Bay.	1





9. Briefly describe bike improvements that are needed:



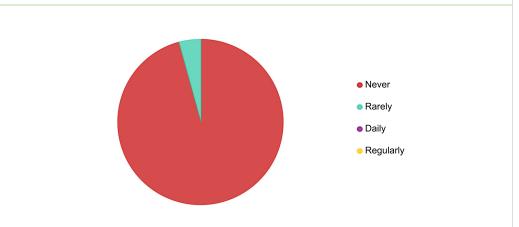
Response	Count
Vider roads	1
There should be bike lanes on all popular roads [e.g., Fair Oaks Lane], especially those leading to schools, barks, and public buildings.	1
There are very few continuous bike routes that cross jurisdictions in any way that makes sense. For instance, biking from Redwood City to Palo Alto would be mostly OK on Middlefield, except that the road is terrifying through North Fair Oaks.	1
The Bike lane needs to be on the crosswalk	1
Secure bike lanes are essential. I regularly see cars veer into my bike lane - scary. I also see cars that are t urning right on a red light just blow through the red light when I'm in the intersection.	1
safe bike lanes in el camino real and connectivity to East and West	1
No bike lanes on Marsh road	1
Make biking a priority over cars. Less car parking on streets, which will force people to get rid of junk cars just stored on the streets and not driven.	1
mprovements to the presently poor routes North/South between Marsh Road and downtown Redwood City Caltrain.	1
mproved Bike Lanes would be nice. North Fair Oaks is a pretty crummy area to ride in. Lots of broken glas s. Middlefield Road is a slum, definitely needs improvement. Add some bike lanes, those green bike only on es that screw up traffic in SF.	1
was very happy to see the new bike lanes set-up as part of the middlefield road improvement project from woodside road to downtown RWC, and I know there's a project coming in downtown North Fair Oaks area. However, Middlefield road section between 'Hurlingame Ave' to 'Woodside road' is still a very dangerous section to bike. Since the bike road shares a busy road with a car, I've faced several dangerous situations while commuting. Would be great if we get to see an overall pedestrian & bicycle friendly project happening that section which is not part of either RWC's middlefield road improvement project nor NFO's project.	1
am blind and therefore unable to ride a bike	1
Don't feel safe riding through some neighborhoods in EPA. Street riding also feels unsafe due to the crazy d ivers around here.	1
Delays in underpass connecting the Peninsula Boardwalk shopping center and Boardwalk Auto Mall in Red wood City. Also, lack of bike lanes in the North Fair Oaks neighborhood.	1
Connected, continuous bike routes that get me where I want to go. Sometimes there are nice bike lanes, buthere is not enough coverage. Every single route I take requires me to go on a dangerous road.	1

Biking between towns on the Peninsula can be very difficult. For example, there is lousy bike connectivity b etween Menlo Park and Redwood City. Having a continuous bike path along the Caltrain route would be ide al (like in Palo Alto). Alternatively, bike lanes along El Camino Real also make a lot of sense but would requi re some serious safety infrastructure. Bike lanes on ECR, Middlefield in North Fair Oaks. 1 Bike lanes along/ parallel to El Camino Real. A more direct protected route through San Mateo county that isn't on El Camino, Middlefield or other heavily trafficked route. Perhaps a bike path along side the train tracks. Also, maintenance stations located in public and safe areas such as gas stations, city halls, libraries, schools, etc. Safety is the greatest concern. We sa w a cyclist get grazed by car that for an unknown reason crossed the median and drove into the bike lane. B arriers are needed between cyclists and motor vehicles A clear, safe bike route from the Bay Trail/Ravenswood Business District, to University Ave in EPA, to downt 1 own EPA, to Stanford. A growing high-density residential outlook for EPA is already attracting Stanford grad uate students and downtown Palo Alto techies; they would bike and walk if it were safe. Right now, a clear, open route is not available.

Answered: 20 Skipped: 5

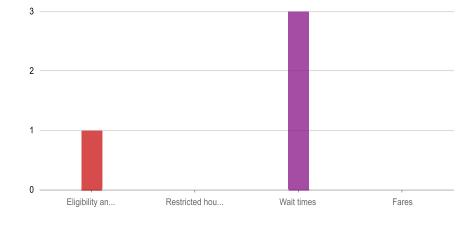
Answered: 24 Skipped: 1

10. How often do you ride paratransit?



Answers	Count	Percentage
Never	23	92%
Rarely	1	4%
Daily	0	0%
Regularly	0	0%

11. What paratransit problems make it hard for you to get around?



Answers	Count	Percentage
Eligibility and sign-up difficulties	1	4%
Restricted hours of operation	0	0%
Wait times	3	12%
Fares	0	0%

Answered: 4 Skipped: 21

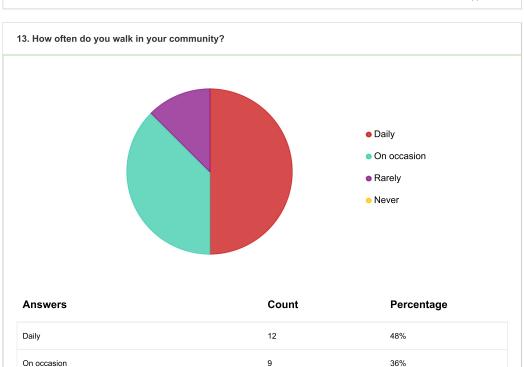
12. Briefly describe paratransit improvements that are needed:

The word cloud requires at least 20 answers to show.

Response Count

Unpredictable delays and lengthy travel times make Paratransit unusable for medical and dental appointme nts. Finding the driver can be challenging for a blind individual leaving a large medical center or business.

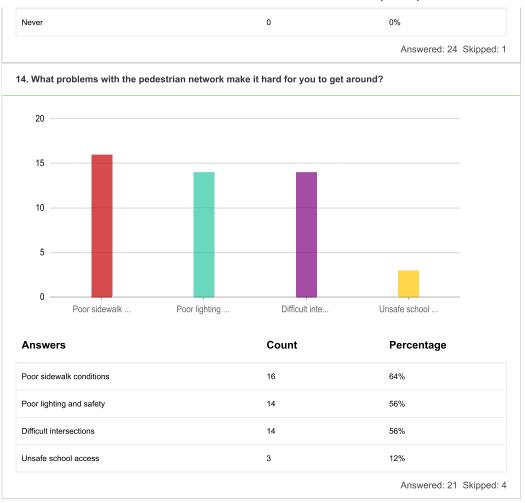
Answered: 1 Skipped: 24



3

12%

Rarely

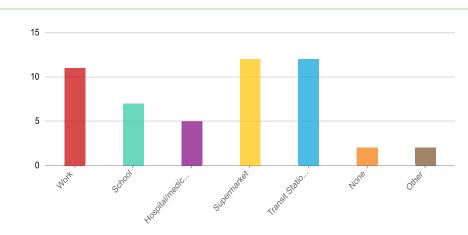


15. Briefly describe pedestrian improvements that are needed: The word cloud requires at least 20 answers to show. Response Count Wide sidewalks, give tickets to cars blocking or parked on the sidewalks, more sidewalks. 1 There is a lack of effective ways of slowing cars down in neighborhood streets. Slow down cars Redwood Village/North Fair Oaks industrial area concerns me with dirty & dangerous sidewalk conditions a nd environment. There's a lot of debris on the sidewalk and several homeless emcampments happening ne ar Hoover school & Hoover park. Crossing Bay road is also difficult because lacks cross walks. Pedestrian s idewalks are too narrow and some sidewalks gets even narrower due to cars parking half way across the si dewalks making difficult for the strollers and wheelchairs to pass by. $\label{eq:Quiet} \mbox{Quiet audible pedestrian signals at intersections that are either wide, complex, or busy. Adequate time to cr}$ oss the intersection. Crosswalks that are straight or are easily discernible when using a white cane. This me ans that the surface of the crosswalk needs to be distinguishable from the surface of the road outside the cr osswalk. Alternatively, the boundaries of the crosswalk need to be easily discernible. Bushes and other plan t growth need to be clear of the sidewalk. Tables, chairs, and stands should be kept clear of the sidewalk. Tr ee branches, umbrellas, and banners should be more than 7 feet Above the sidewalk. When there is plant g rowth adjacent to the sidewalk, a raised Wooden edge is helpful to keep the cane from getting tangled in it. When a parking lot is adjacent to the sidewalk, it would be extremely helpful if the sidewalk surface is easily distinguishable from that of the parking lot. Avoid curved sidewalks whenever possible. Please add more HAWK beacons on El Camino Real and pedestrian crossings over the CalTrain tracks.

North Fair Oaks- wayyyy too many drug addicts and criminals to walk around after dark.	1
NO SIDEWALKS should be a selection choice, but that isn't an option. This survey is a classic example of the NFO community counsel ignoring the fact that it is supposed to represent the NFO area of Menlo Park to o. How can you claim to represent all NFO residents when the survey question suggests that the counsel is n't even aware that at least 50% of NFO Menlo streets don't even have sidewalks? The poor sidewalk condition is that they don't exist	1
Lights are either not on or dim when turned on in North Fair Oaks area.	1
Lack of sidewalks, cars parking on sidewalk, sidewalks blocked	1
Intersection of woodland and middlefield at the border of San Mateo and San Clara county needs a safe cro ss walk. It is heavily used by pedestrians and cyclists but is a dangerous intersection with a blinds hairpin turn from middlefield to woodland. Some sidewalks are in terrible condition as trip hazards.	1
In North Fair Oaks, sidewalks are too narrow and don't allow for safe walking without up/down in driveways; sidewalks are in terrible condition	1
Everything. There is a clear difference between infrastructure in District 1 in Menlo Park and other areas of t he city.	1
EPA sidewalks are a work in progress. They are currently uneven and poorly lit. Some of the pedestrian brid ges over 101 have had issues with crime.	1
Easements need to be purchased to create proper sidewalks in EPA.	1
Consistent, wide sidewalks.	1
ADA accessible sidewalks and more lighting	1
- Any lighting at all for pedestrians along Sand Hill Road between Santa Cruz and Sharon Road would be ni ce (It is a popular pedestrian route for grocery shoppers, etc.) - Many intersections have crosswalks on thre e of four sides that force pedestrians to wait for three lights instead of one, which seems unnecessary. (ex. Ravenswood @ El Camino Real) - Sidewalks wider than 2-3 feet along the Alameda in unincorporated West Menlo Park	1

Answered: 18 Skipped: 7

16. What specific places are hard to get to each day?



Answers	Count	Percentage
Work	11	44%
School	7	28%
Hospital/medical center	5	20%
Supermarket	12	48%

Transit Station	12	48%
None	2	8%
Other	2	8%

Answered: 21 Skipped: 4

17. What are these places and what would make it easier to get to them?

The word cloud requires at least 20 answers to show.

Response	Count
Wider sidewalks and bike lanes	1
The nearest train station for EPA residents is in Palo Alto, and getting over 101, through Palo Neighborhoods, and through downtown PA to get to the train station - that's a lot of driving to take public transportation. It sees get stuck too.	
The el Camino intersection at alma and sand hill road is heavily trafficked with motor vehicles so a overpas for pedestrians and cyclists would make it much safer and more convenient. That traffic signal doesn't alw ys function well making the wait for pedestrians and cyclists excessively long which is especially difficult in eat and sun. We would travel to the west side at night more often if we didn't have to cross El Camino with ars	ra n h
Regular connection service to BART and CalTrain	1
Less cut-through traffic in East Palo Alto from East Bay commuters going to their jobs on the Peninsula. Need to provide those folks with a transit solution that doesn't impede locals from basic getting around.	e 1
It's physically possible to get to most places on a bike, it's just unnecessarily convoluted/difficult/stressful/legthy. Every place requires a complex calculation: will there be traffic? enough daylight? is it ok for me? ok r my kids?	
Higher frequency bus service.	1
For the clinics, there are NO shuttle services between MP and NFO and MP and Ravenswood Health Clin	ic. 1
El Camino Real divides Redwood City in two and is a real barrier to pedestrian/bike mobility.	1
Destinations where there are multiple buildings. Buildings separated from the sidewalk by a Parking lot. Buildings lacking an entrance adjacent to the sidewalk. Bus terminals requiring you to stand at different locations for buses traveling in the same general direction.	
Area parks need speed control on roads leading to them	1
- Grocery store at Sharon Heights Shopping Center - Street lighting along Sand Hill Road to at least illuming the the rough paving on the sidewalk - Menlo Park Caltrain station - There is very little functional/reliable put ic transit there from west Menlo Park, but biking is fine	
	Answered: 12 Skipped: 1

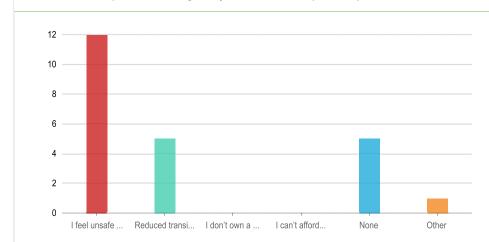
18. Which of the above challenges still make it hard for you to get around during COVID-19?

Answered: 21 Skipped: 4



Public Transit challenges832%Bike challenges728%Paratransit challenges14%Walking challenges1040%	
Paratransit challenges 1 4%	
<u> </u>	
Walking challenges 10 40%	
None 8 32%	

19. What new transportation challenges do you face because of (COVID-19)?



Answers	Count	Percentage
I feel unsafe on transit	12	48%
Reduced transit schedules	5	20%
I don't own a car but I need one to get around	0	0%
I can't afford a car or transit fares	0	0%
None	5	20%
Other	1	4%
		Answered: 20 Skipped: 5

20. If you would like updates on this project, including future opportunities to participate, please...

Word Count

Wikuehnl@yahoo.com 1
sean.d.ripley@gmail.com 1
rhcronin@att.net 1
lydiawlee@gmail.com 1
kev@kevjeong.com 1
ezio.alviti@gmail.com 1

Answered: 7 Skipped: 18

IAYUDA A QUE SEA MÁS FÁCIL MOVERSE EN SOUTHEAST SAN MATEO COUNTY!

Esta encuesta se utilizará para identificar las mejoras de transporte en las partes de Southeast San Mateo que más las necesitan. Sus respuestas ayudarán a dar forma al Plan de Transporte Basado en la Comunidad de Southeast San Mateo, que recomendará proyectos como nuevos refugios de autobuses, carriles de bicicletas mejorados, intersecciones más seguras, mejores rutas de autobús, mejor acceso a BART y otros. También queremos entender cómo la pandemia COVID-19 ha cambiado sus necesidades y prioridades de transporte.

1)	¿Cuál es su código postal?									
2)	¿Cuál majo	or captura t	tu edadî	?						
	□ 18 o me	enos	□ 30-4		0 o mas					
	□ 19-29		☐ 45-!	59						
3)	¿Cuál es el	l idioma pri	incipal q	ue se habla en si	ı hogar?					
4)	Antes de COVID-19, ¿qué sistemas de tránsito montabas regularmente? (Marque todo lo que corresponda.)									
	☐ Samtran	ıs	□ Calt	rain Islado comunitari	0	□ Otro				
5)	¿Qué prob	lemas de t	ránsito 1	te dificultan mov	erte? (Ma	ırque todo los q	ue corresponda.)			
	☐ Diseño/ubicación de la ruta				☐ Estaciones o refugios de autobuses inadecuados					
•			spaciado de las paradas de autobús		bús	☐ Horas de funcior	uncionamiento			
	☐ Retrasos	s e imprevis	sibilidad			☐ Tarifas				
6)	Describa b	Describa brevemente las mejoras de tránsito que se necesitan:								
7)	¿Con qué f	frecuencia	andas e	n bicicleta?						
	☐ Diario	☐ En ocas	siones	☐ Raramente	□ Nu	nca				
8)	¿Qué prob	lemas rela	cionado	s con la Bicicleta	te dificul	tan moverte? (Marque todo lo que correspond	a.)		
		carriles de en los carr		☐ Calles o intersici existentes			☐ Costo de mantenimiento d ionamiento seguro para biciclet			



9)	Describa brevemente las mejoras de bicicleta que se necesitan:						
10)	¿Conqué frecuencia montas montas paratránsito?						
11)	☐ Diario ☐ Regularmente ☐ Rara	amente ⊔ Nu	□ Nunca				
	¿Qué problemas de paratránsito te dificultan moverte? (Marque todo lo que corresponda.)						
	☐ Dificultad de elegibilidad y registro		☐ Tiempos de espera				
	☐ Horas restringidas de funcionamien	to 🔲 Tarifas					
12)	Describa brevemente las mejoras de paratránsito que se necesitan:						
13)	¿Con qué frecuencia camina en su co	munidad?					
	☐ Diario ☐ En ocasiones ☐ Rara	amente □ Nu	ınca				
14)	¿Qué problemas con la red peatonal dificultan su habilidad de pasear? (Marque todo lo que corresponda.)						
	☐ Malas condiciones de la acera	□ Int	ersecciones difíciles				
	☐ Iluminación y seguridad deficientes	□Ас					
16)	¿Qué lugares específicos son difíciles ☐ Trabajo ☐ Hospital/cer ☐ Escuela ☐ Supermerca ☐ Otro	ntro medico	n ? □ Parada de tránsi □ Ninguno	to			
17)	¿Cuáles son estos lugares y qué facili	taría el acceso a e	llos?				
18)	¿Cuáles de los desafíos anteriores too (Marque todo lo que corresponda.)	davía hacen que s	ea difícil para usted r	moverse durante (COVID-19?		
	·		safíos con el paratránsito 🔲 Ninguno safíos para caminar				
19)	¿Qué nuevos desafíos de transporte enfrenta debido a COVID-19?						
	☐ Me siento inseguro en el tránsito☐ Horarios de tránsito reducidos☐ Otro	☐ No puedo pag	ne, pero necesito uno gar un auto o tarifas d		□ Ninguno		
20)	Si desea recibir actualizaciones sobre proporcione su dirección de correo e		cluidas las oportunid	ades futuras de p	articipar,		



CCAG-Community Survey-Southeast San Mateo County-Spanish

Submitted By: Anonymous user

Submitted Time: March 1, 2022 2:43 PM

1. ¿Cuál es su código postal?

94063

2. ¿Cuál mejor captura su edad?

18 o menos

3. ¿Cuál es el idioma principal que se habla en su hogar?

Español / Spanish

- 4. Antes de COVID-19, ¿qué sistemas de tránsito montabas regularmente?
- 5. ¿Qué problemas de tránsito te dificultan moverte?

Ubicación y espaciado de las paradas de autobús

6. Describa brevemente las mejoras de tránsito que se necesitan:

Mejoramiento de las calles que usamos trafico y que aiga letrero de stop para los camiones para las personas que andan con sillas de rueda.

Improvements to streets that are used by traffic and there should be a stop sign for buses for people in wheelchairs.

7. ¿Con qué frecuencia andas en bicicleta?

Diario

8. ¿Qué problemas relacionados con la bicicleta te dificultan moverte?

9. Describa brevemente las mejoras de bicicleta que se necesitan:

Que respeten el trafico y que anden con luces.

That they respect traffic and use a light.

10. ¿Con qué frecuencia montas paratránsito?

Diario

11. ¿Qué problemas de paratránsito te dificultan moverte?

Horas restringidas de funcionamiento

12. Describa brevemente las mejoras de paratránsito que se necesitan:

Que pacen cada media hora.

That they pass by every half hour.

13. ¿Con qué frecuencia camina en su comunidad?

Diario

14. ¿Qué problemas con la red peatonal dificultan su habilidad de pasear?

15. Describa brevemente las mejoras de los peatones que se necesitan:

Que necesitamos los peatones una calle

Pedestrians need a street

16. ¿Qué lugares específicos son difíciles de llegar cada día?

Trabajo

17. ¿Qué haría más fácil llegar a estos lugares:

Llegar al trabajo a tiempo

Arrive at work on time

18. ¿Cuáles de los desafíos anteriores todavía hacen que sea difícil para usted moverse durante COVID-19?

Desafíos para caminar

19. ¿Qué nuevos desafíos de transporte enfrenta debido a COVID-19?

Horarios de tránsito reducidos , Caminar con cuidado / walk carefully

20. Si desea recibir actualizaciones sobre este proyecto, incluyendo las oportunidades futuras de participar, proporcione su dirección de correo electrónico:

Claro

Of course

CCAG-Community Survey-Southeast San Mateo County-Spanish

Submitted By: Anonymous user

Submitted Time: March 1, 2022 2:26 PM

1. ¿Cuál es su código postal?

94063

2. ¿Cuál mejor captura su edad?

60 o mas

3. ¿Cuál es el idioma principal que se habla en su hogar?

Español / Spanish

4. Antes de COVID-19, ¿qué sistemas de tránsito montabas regularmente?

Samtrans

5. ¿Qué problemas de tránsito te dificultan moverte?

Ubicación y espaciado de las paradas de autobús, Retrasos e imprevisibilidad, Estaciones o refugios de autobuses inadecuados

6. Describa brevemente las mejoras de tránsito que se necesitan:

Bancas, refugios, mejor disenos, mas practicos no tan caros. La linea roja de las paradas tienen que mantenerse al igual del piso donde estan las paradas.

Benches, shelter, better designs, convenient and not too expensive. The red curb at the bus stops should be maintained as well as the ground is at the stops.

7. ¿Con qué frecuencia andas en bicicleta?

Nunca

8. (¿Qué problemas	relacionados	con la	bicicleta	te
dif	icultan moverte?	?			

9.	Describa	brevemente	las	mejoras	de	bicicleta	que	se
ne	ecesitan:							

N/A

10. ¿Con qué frecuencia montas paratránsito?

Nunca

- 11. ¿Qué problemas de paratránsito te dificultan moverte?
- 12. Describa brevemente las mejoras de paratránsito que se necesitan:
- 13. ¿Con qué frecuencia camina en su comunidad?

Diario

14. ¿Qué problemas con la red peatonal dificultan su habilidad de pasear?

Malas condiciones de la acera, lluminación y seguridad deficientes , Intersecciones difíciles, Acceso escolar inseguro

15. Describa brevemente las mejoras de los peatones que se necesitan:

Los buses deben parar cerca de la acera para las personas de la segunda y tercera edad y agacharse cuando el conductor ve a una persona major o alguin con baston, o que camina con dificultad.

Buses should stop close to the sidewalk for folks of the second and third age and the bus driver should tilt the bus when they see an older person or someone with a cane or if they're having difficulties walking.

16. ¿Qué lugares específicos son difíciles de llegar cada día?

Ninguno

17. ¿Qué haría más fácil llegar a estos lugares:

18. ¿Cuáles de los desafíos anteriores todavía hacen que sea difícil para usted moverse durante COVID-19?

Desafíos con el transporte público

19. ¿Qué nuevos desafíos de transporte enfrenta debido a COVID-19?

Horarios de tránsito reducidos

20. Si desea recibir actualizaciones sobre este proyecto, incluyendo las oportunidades futuras de participar, proporcione su dirección de correo electrónico:

dici2013213@gmail.com

CCAG-Community Survey-Southeast San Mateo County-Spanish

Submitted By: Anonymous user

Submitted Time: February 28, 2022 12:39 PM

1. ¿Cuál es su código postal? 94063
2. ¿Cuál mejor captura su edad? 60 o mas
3. ¿Cuál es el idioma principal que se habla en su hogar?
4. Antes de COVID-19, ¿qué sistemas de tránsito montabas regularmente?
5. ¿Qué problemas de tránsito te dificultan moverte?
6. Describa brevemente las mejoras de tránsito que se necesitan:
7. ¿Con qué frecuencia andas en bicicleta?
8. ¿Qué problemas relacionados con la bicicleta te dificultan moverte?
9. Describa brevemente las mejoras de bicicleta que se necesitan:

10. ¿Con qué frecuencia montas paratránsito?
Nunca
11. ¿Qué problemas de paratránsito te dificultan moverte?
Tiempos de espera
12. Describa brevemente las mejoras de paratránsito que se necesitan:
13. ¿Con qué frecuencia camina en su comunidad? Diario
14. ¿Qué problemas con la red peatonal dificultan su habilidad de pasear?
Intersecciones difíciles
15. Describa brevemente las mejoras de los peatones que se necesitan:
16. ¿Qué lugares específicos son difíciles de llegar cada día?
Ninguno

17. ¿Qué haría más fácil llegar a estos lugares:

18. ¿Cuáles de los desafíos anteriores todavía hacen que sea difícil para usted moverse durante COVID-19?

Ninguno

- 19. ¿Qué nuevos desafíos de transporte enfrenta debido a COVID-19?
- 20. Si desea recibir actualizaciones sobre este proyecto, incluyendo las oportunidades futuras de participar, proporcione su dirección de correo electrónico:

CCAG-Community Survey-Southeast San Mateo County-Spanish

Submitted By: Anonymous user

Submitted Time: February 28, 2022 12:35 PM

1. ¿Cuál es su código postal?

94063

2. ¿Cuál mejor captura su edad?

60 o mas

3. ¿Cuál es el idioma principal que se habla en su hogar?

English-Espanol

4. Antes de COVID-19, ¿qué sistemas de tránsito montabas regularmente?

Samtrans, Caltrain

5. ¿Qué problemas de tránsito te dificultan moverte?

Ubicación y espaciado de las paradas de autobús, Horas de funcionamiento , Tarifas

6. Describa brevemente las mejoras de tránsito que se necesitan:

More time during traffic signals

7. ¿Con qué frecuencia andas en bicicleta?

En ocasiones

8. ¿Qué problemas relacionados con la bicicleta te dificultan moverte?

Brechas en los carriles de bici existentes, Calles o intersecciones peligrosas

9. Describa brevemente las mejoras de bicicleta que se necesitan:

Signal

10. ¿Con qué frecuencia montas paratránsito?

Regularmente

11. ¿Qué problemas de paratránsito te dificultan moverte?

12. Describa brevemente las mejoras de paratránsito que se necesitan:

13. ¿Con qué frecuencia camina en su comunidad?

Diario

14. ¿Qué problemas con la red peatonal dificultan su habilidad de pasear?

Malas condiciones de la acera, Acceso escolar inseguro

15. Describa brevemente las mejoras de los peatones que se necesitan:

16. ¿Qué lugares específicos son difíciles de llegar cada día?

Hospital/centro medico

17. ¿Qué haría más fácil llegar a estos lugares:

School

18. ¿Cuáles de los desafíos anteriores todavía hacen que sea difícil para usted moverse durante COVID-19?

Desafíos para caminar

19. ¿Qué nuevos desafíos de transporte enfrenta debido a COVID-19?

Horarios de tránsito reducidos

20. Si desea recibir actualizaciones sobre este proyecto, incluyendo las oportunidades futuras de participar, proporcione su dirección de correo electrónico:

lsyaellaa902@gmail.com

CCAG-Community Survey-Southeast San Mateo County-Spanish

Submitted By: Anonymous user

Submitted Time: February 28, 2022 12:34 PM

1. ¿Cuál es su código postal?

94421

2. ¿Cuál mejor captura su edad?

60 o mas

- 3. ¿Cuál es el idioma principal que se habla en su hogar?
- 4. Antes de COVID-19, ¿qué sistemas de tránsito montabas regularmente?

Samtrans

5. ¿Qué problemas de tránsito te dificultan moverte?

Horas de funcionamiento

6. Describa brevemente las mejoras de tránsito que se necesitan:

sillas de pasajeros, exclusivos para seniors, incapacitados o damas embarazadas

Passanger seats, exclusive for seniors, disabled, or pregnant folks

7. ¿Con qué frecuencia a	andas en bicicleta?
--------------------------	---------------------

Raramente

8. ¿Qué problemas relacionados con la bicicleta te dificultan moverte?

Costo de mantenimiento de bicicleta

9. Describa brevemente las mejoras de bicicleta que se necesitan:

bike paths

10. ¿Con qué frecuencia montas paratránsito?

Raramente

11. ¿Qué problemas de paratránsito te dificultan moverte?

Dificultad de elegibilidad y registro , Horas restringidas de funcionamiento

- 12. Describa brevemente las mejoras de paratránsito que se necesitan:
- 13. ¿Con qué frecuencia camina en su comunidad?
- 14. ¿Qué problemas con la red peatonal dificultan su habilidad de pasear?

15. Describa brevemente las mejoras de los peatones que se necesitan: 16. ¿Qué lugares específicos son difíciles de llegar cada día? 17. ¿Qué haría más fácil llegar a estos lugares: 18. ¿Cuáles de los desafíos anteriores todavía hacen que sea difícil para usted moverse durante COVID-19? 19. ¿Qué nuevos desafíos de transporte enfrenta debido a **COVID-19?** 20. Si desea recibir actualizaciones sobre este provecto, incluyendo las oportunidades futuras de participar, proporcione su dirección de correo electrónico: **CCAG-Community Survey-Southeast San Mateo County-Spanish**

Submitted By: Anonymous user
Submitted Time: February 28, 2022 12:31 PM

1. ¿Cuál es su código postal?

3. ¿Cuál es el idioma principal que se habla en su hogar?
4. Antes de COVID-19, ¿qué sistemas de tránsito montabas regularmente?
5. ¿Qué problemas de tránsito te dificultan moverte? Horas de funcionamiento , Tarifas
6. Describa brevemente las mejoras de tránsito que se necesitan:
7. ¿Con qué frecuencia andas en bicicleta? Nunca
8. ¿Qué problemas relacionados con la bicicleta te dificultan moverte?

Falta de carriles de bici, Brechas en los carriles de bici existentes, Falta de

9. Describa brevemente las mejoras de bicicleta que se

estacionamiento seguro para bicicletas

necesitan:

2. ¿Cuál mejor captura su edad?

60 o mas

10. ¿Con qué frecuencia montas paratránsito?
Raramente
11. ¿Qué problemas de paratránsito te dificultan moverte?
12. Describa brevemente las mejoras de paratránsito que se necesitan:
13. ¿Con qué frecuencia camina en su comunidad?
14. ¿Qué problemas con la red peatonal dificultan su habilidad de pasear?
15. Describa brevemente las mejoras de los peatones que se necesitan:
16. ¿Qué lugares específicos son difíciles de llegar cada día?
Hospital/centro medico
17. ¿Qué haría más fácil llegar a estos lugares:

18. ¿Cuáles de los desafíos anteriores todavía hacen que sea difícil para usted moverse durante COVID-19?

Desafíos con el transporte público, Desafíos con la bicicleta

19. ¿Qué nuevos desafíos de transporte enfrenta debido a COVID-19?

Ninguno

20. Si desea recibir actualizaciones sobre este proyecto, incluyendo las oportunidades futuras de participar, proporcione su dirección de correo electrónico:

CCAG-Community Survey-Southeast San Mateo County-Spanish

Submitted By: Anonymous user

Submitted Time: February 28, 2022 12:30 PM

1. ¿Cuál es su código postal?

94063

2. ¿Cuál mejor captura su edad?

60 o mas

- 3. ¿Cuál es el idioma principal que se habla en su hogar?
- 4. Antes de COVID-19, ¿qué sistemas de tránsito montabas regularmente?

Caltrain, unsure

5. ¿Qué problemas de tránsito te dificultan moverte? Retrasos e imprevisibilidad, Horas de funcionamiento
6. Describa brevemente las mejoras de tránsito que se necesitan:
7. ¿Con qué frecuencia andas en bicicleta?
En ocasiones
8. ¿Qué problemas relacionados con la bicicleta te dificultan moverte?
Falta de carriles de bici
9. Describa brevemente las mejoras de bicicleta que se necesitan:
10. ¿Con qué frecuencia montas paratránsito?
11. ¿Qué problemas de paratránsito te dificultan moverte?
12. Describa brevemente las mejoras de paratránsito que se necesitan:
13. ¿Con qué frecuencia camina en su comunidad?

14. ¿Qué problemas con la red peatonal dificultan su habilidad de pasear?
15. Describa brevemente las mejoras de los peatones que se necesitan:
16. ¿Qué lugares específicos son difíciles de llegar cada día?
17. ¿Qué haría más fácil llegar a estos lugares:
18. ¿Cuáles de los desafíos anteriores todavía hacen que sea difícil para usted moverse durante COVID-19?
19. ¿Qué nuevos desafíos de transporte enfrenta debido a COVID-19?
20. Si desea recibir actualizaciones sobre este proyecto, incluyendo las oportunidades futuras de participar, proporcione su dirección de correo electrónico:

CCAG-Community Survey-Southeast San Mateo County-Spanish

Submitted By: Anonymous user

Submitted Time: February 28, 2022 12:29 PM

1. ¿Cuál es su código postal?

94103

- 2. ¿Cuál mejor captura su edad?
- 3. ¿Cuál es el idioma principal que se habla en su hogar? Espanol
- 4. Antes de COVID-19, ¿qué sistemas de tránsito montabas regularmente?

Samtrans

- 5. ¿Qué problemas de tránsito te dificultan moverte?
- 6. Describa brevemente las mejoras de tránsito que se necesitan:

more buses stopping at their designated line.

7. ¿Con qué frecuencia andas en bicicleta?

Nunca

8. ¿Qué problemas relacionados con la bicicleta te dificultan moverte?

9. Describa brevemente las mejoras de bicicleta que se necesitan:
10. ¿Con qué frecuencia montas paratránsito?
11. ¿Qué problemas de paratránsito te dificultan moverte?
12. Describa brevemente las mejoras de paratránsito que se necesitan:
13. ¿Con qué frecuencia camina en su comunidad?
14. ¿Qué problemas con la red peatonal dificultan su habilidad de pasear?
15. Describa brevemente las mejoras de los peatones que se necesitan:
16. ¿Qué lugares específicos son difíciles de llegar cada día?

- 17. ¿Qué haría más fácil llegar a estos lugares:
- 18. ¿Cuáles de los desafíos anteriores todavía hacen que sea difícil para usted moverse durante COVID-19?
- 19. ¿Qué nuevos desafíos de transporte enfrenta debido a COVID-19?
- 20. Si desea recibir actualizaciones sobre este proyecto, incluyendo las oportunidades futuras de participar, proporcione su dirección de correo electrónico:

CCAG-Community Survey-Southeast San Mateo County-Spanish

Submitted By: Anonymous user

Submitted Time: February 22, 2022 4:00 PM

1. ¿Cuál es su código postal?

94063

2. ¿Cuál mejor captura su edad?

60 o mas

3. ¿Cuál es el idioma principal que se habla en su hogar?

Espanol

4. Antes de COVID-19, ¿qué sistemas de tránsito montabas regularmente?
5. ¿Qué problemas de tránsito te dificultan moverte?
6. Describa brevemente las mejoras de tránsito que se necesitan:
mas bright lights y stop signs
mas bus transportacion
7. ¿Con qué frecuencia andas en bicicleta?
Nunca
8. ¿Qué problemas relacionados con la bicicleta te dificultan moverte?
9. Describa brevemente las mejoras de bicicleta que se necesitan:
10. ¿Con qué frecuencia montas paratránsito? Raramente
11. ¿Qué problemas de paratránsito te dificultan moverte?

12. Describa brevemente las mejoras de paratránsito que se necesitan:
13. ¿Con qué frecuencia camina en su comunidad? Diario
14. ¿Qué problemas con la red peatonal dificultan su habilidad de pasear?
Iluminación y seguridad deficientes
15. Describa brevemente las mejoras de los peatones que se necesitan:
16. ¿Qué lugares específicos son difíciles de llegar cada día?
17. ¿Qué haría más fácil llegar a estos lugares:
18. ¿Cuáles de los desafíos anteriores todavía hacen que sea difícil para usted moverse durante COVID-19?

19. ¿Qué nuevos desafíos de transporte enfrenta debido a COVID-19?

20. Si desea recibir actualizaciones sobre este proyecto, incluyendo las oportunidades futuras de participar, proporcione su dirección de correo electrónico:

712 Charter St. Redwood City CA 94063

CCAG-Community Survey-Southeast San Mateo County-Spanish

Submitted By: Anonymous user

Submitted Time: February 22, 2022 3:54 PM

1. ¿Cuál es su código postal?

94063

- 2. ¿Cuál mejor captura su edad?
- 3. ¿Cuál es el idioma principal que se habla en su hogar? Espanol
- 4. Antes de COVID-19, ¿qué sistemas de tránsito montabas regularmente?
- 5. ¿Qué problemas de tránsito te dificultan moverte?

Diseño/ubicación de la ruta

6. Describa brevemente las mejoras de tránsito que se necesitan:
7. ¿Con qué frecuencia andas en bicicleta?
8. ¿Qué problemas relacionados con la bicicleta te dificultan moverte?
9. Describa brevemente las mejoras de bicicleta que se necesitan:
10. ¿Con qué frecuencia montas paratránsito?
11. ¿Qué problemas de paratránsito te dificultan moverte? Tiempos de espera
12. Describa brevemente las mejoras de paratránsito que se necesitan:
13. ¿Con qué frecuencia camina en su comunidad? Diario

اغ. 14.	Qué pr	oblemas	con la	red	peatonal	dificultan	su
habil	idad d	e pasear	?				

- 15. Describa brevemente las mejoras de los peatones que se necesitan:
- 16. ¿Qué lugares específicos son difíciles de llegar cada día?

Ninguno

- 17. ¿Qué haría más fácil llegar a estos lugares:
- 18. ¿Cuáles de los desafíos anteriores todavía hacen que sea difícil para usted moverse durante COVID-19?

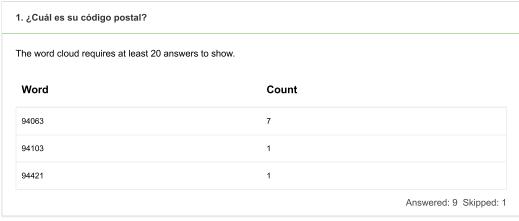
Ninguno

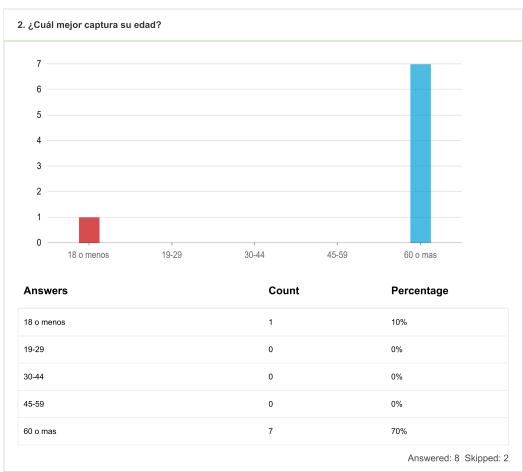
19. ¿Qué nuevos desafíos de transporte enfrenta debido a COVID-19?

Me siento inseguro en el tránsito

20. Si desea recibir actualizaciones sobre este proyecto, incluyendo las oportunidades futuras de participar, proporcione su dirección de correo electrónico:

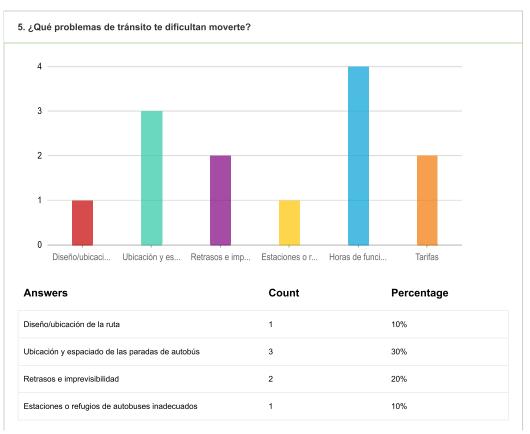
CCAG-Community Survey-Southeast San Mateo County- Spanish





3. ¿Cuál es el idioma principal que se habla en su hogar?		
rs to show.		
Count		
4		
2		
2		
	Count 4 2	





Horas de funcionamiento	4	40%	
Tarifas	2	20%	

Answered: 7 Skipped: 3

6. Describa brevemente las mejoras de tránsito que se necesitan:

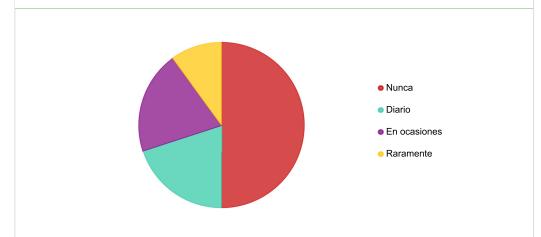
Word	Count	
de	5	
las	4	
para	3	
stop	3	
mas	3	
sillas	2	
seniors	2	
traffic	2	
buses	2	
bus	2	
pasajeros	1	
exclusivos	1	
incapacitados	1	
damas	1	
embarazadas	1	
Passanger	1	
seats	1	
exclusive	1	
disabled	1	
pregnant	1	
folks	1	
time	1	
signals	1	
stopping	1	
designated	1	
line.	1	
Mejoramiento	1	
calles	1	

usamos	1	
trafico	1	
aiga	1	
letrero	1	
los	1	
camiones	1	
personas	1	
andan	1	
con	1	
rueda.	1	
Improvements	1	
streets	1	
sign	1	
people	1	
wheelchairs.	1	
bright	1	
lights	1	
signs	1	
transportacion	1	
Bancas	1	
refugios	1	
mejor	1	
disenos	1	
practicos	1	
tan	1	
caros.	1	
La	1	
linea	1	
roja	1	
paradas	1	
tienen	1	
mantenerse	1	
al	1	
igual	1	

piso	1
donde	1
estan	1
paradas.	1
Benches	1
shelter	1
designs	1
convenient	1
expensive.	1
red	1
curb	1
stops	1
maintained	1
ground	1
stops.	1

Answered: 6 Skipped: 4

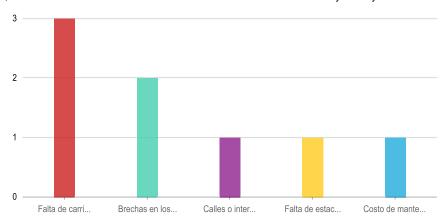
7. ¿Con qué frecuencia andas en bicicleta?



Answers	Count	Percentage
Nunca	5	50%
Diario	2	20%
En ocasiones	2	20%
Raramente	1	10%

Answered: 10 Skipped: 0

8. ¿Qué problemas relacionados con la bicicleta te dificultan moverte?



Count	Percentage
3	30%
2	20%
1	10%
1	10%
1	10%
	3

Answered: 5 Skipped: 5

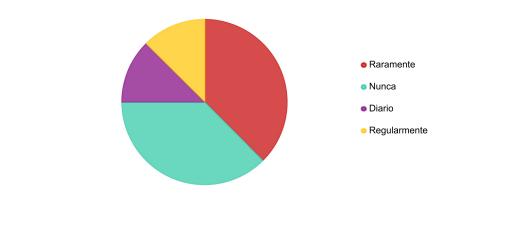
9. Describa brevemente las mejoras de bicicleta que se necesitan:

The word cloud requires at least 20 answers to show.

Word	Count
Signal	1
respeten	1
el	1
trafico	1
anden	1
con	1
luces.	1
respect	1
traffic	1
light.	1
N/A	1
bike	1
paths	1
	Anguared: 4 Skipped

Answered: 4 Skipped: 6

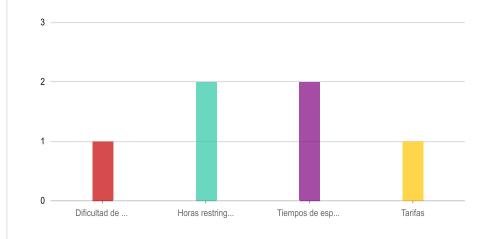
10. ¿Con qué frecuencia montas paratránsito?



Answers	Count	Percentage
Raramente	3	30%
Nunca	3	30%
Diario	1	10%
Regularmente	1	10%

Answered: 8 Skipped: 2

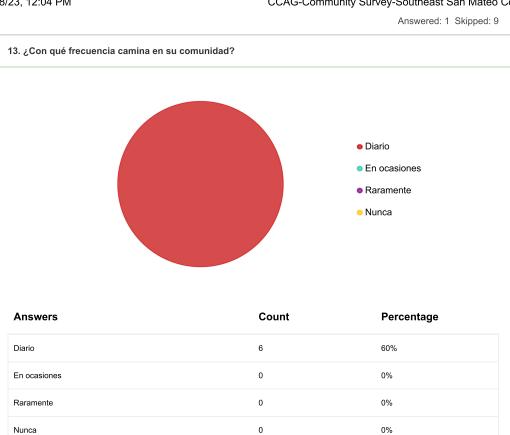
11. ¿Qué problemas de paratránsito te dificultan moverte?



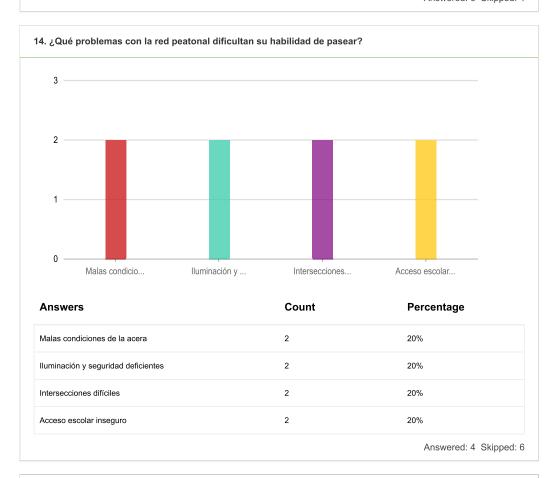
Answers	Count	Percentage
Dificultad de elegibilidad y registro	1	10%
Horas restringidas de funcionamiento	2	20%
Tiempos de espera	2	20%
Tarifas	1	10%
		Answered: 5 Skipped: 5

12. Describa brevemente las mejoras de paratránsito que se necesitan:

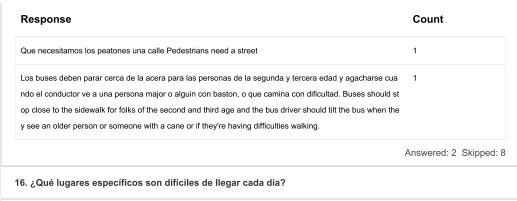
Response	Count
Que pacen cada media hora. That they pass by every half hour.	1

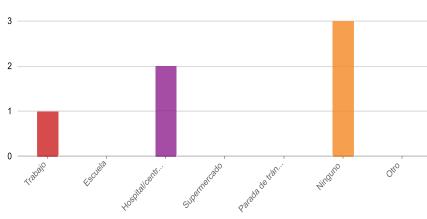


Answered: 6 Skipped: 4



15. Describa brevemente las mejoras de los peatones que se necesitan:

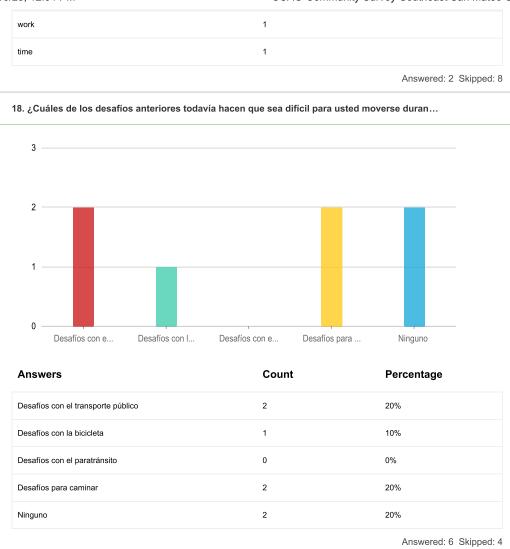


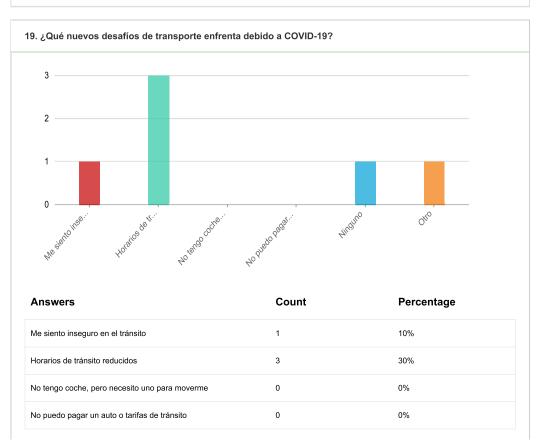


Answers	Count	Percentage
Trabajo	1	10%
Escuela	0	0%
Hospital/centro medico	2	20%
Supermercado	0	0%
Parada de tránsito	0	0%
Ninguno	3	30%
Otro	0	0%
		Answered: 6 Skipped: 4

17. ¿Qué haría más fácil llegar a estos lugares:

Word	Count	
School	1	
Llegar	1	
al	1	
trabajo	1	
tiempo	1	
Arrive	1	





Ninguno	1	10%
Otro	1	10%
		Anguared: E. Skinned: E

Answered: 5 Skipped: 5

Answered: 4 Skipped: 6

20. Si desea recibir actualizaciones sobre este proyecto, incluyendo las oportunidades futuras d...

Word	Count
712	1
94063	1
lsyaellaa902@gmail.com	1
dici2013213@gmail.com	1
Claro	1
Charter	1
St.	1
Redwood	1
City	1
CA	1