

# San Mateo Countywide Transportation Plan Update

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A JOINT EFFORT LED BY:



# Agenda

- 01 Purpose of CTP Update**
- 02 How We Move in San Mateo County**
- 03 Looking Ahead to 2050**
- 04 Next Steps**

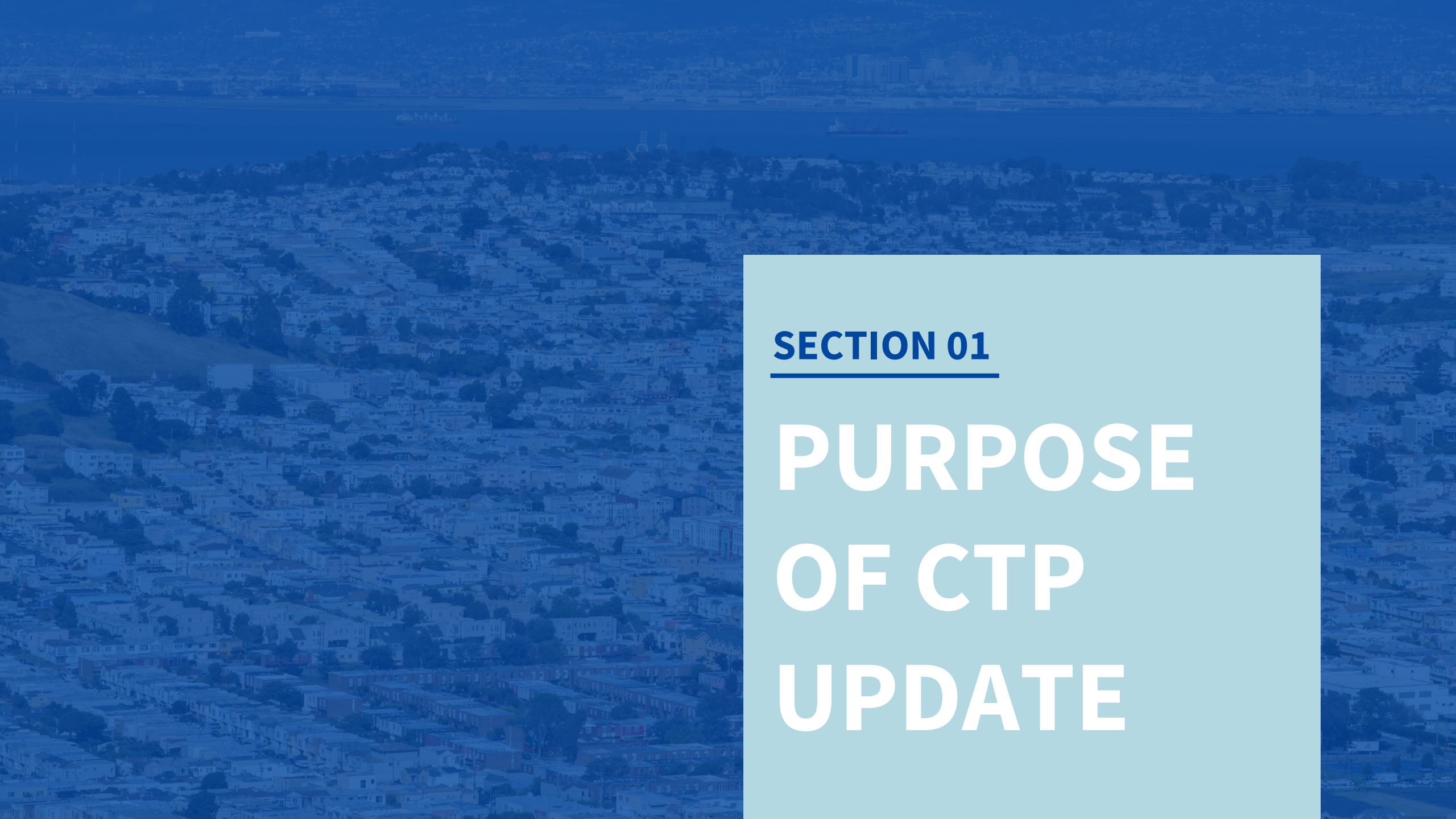
# Countywide Transportation Plan Collaboration



C/CAG provides a collaborative forum for all jurisdictions in San Mateo County to pursue our goals for a safe, equitable, and accessible multi-modal transportation network and an environmentally sustainable, climate resilient future.



SMCTA manages Measure A and Measure W local sales tax revenues to help fund, plan, provide technical assistance, and deliver transportation projects across San Mateo County.

An aerial photograph of a city, likely San Francisco, with a dense residential area in the foreground and a body of water in the background. The entire image is overlaid with a semi-transparent blue filter. A light blue rectangular box is positioned on the right side of the image, containing the text.

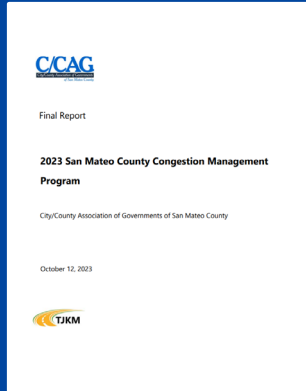
## SECTION 01

# PURPOSE OF CTP UPDATE

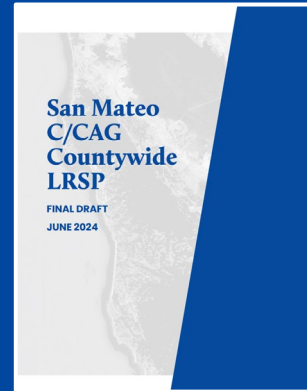
# What is a CTP?

The **Countywide Transportation Plan (CTP)** creates a vision for the future of transportation in San Mateo County, **sets priorities**, and **guides decision-making** at C/CAG and SMCTA as they plan, fund, and help deliver **local and regional** transportation improvements.

# CTP is an Umbrella for Many More Detailed Plans



Congestion  
Monitoring



Road Safety



Greenhouse Gas  
Mitigation



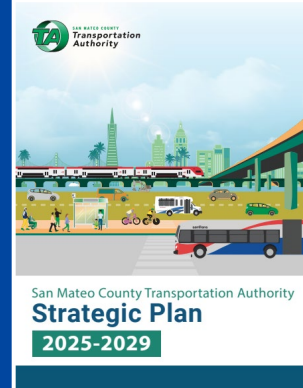
Bus Service



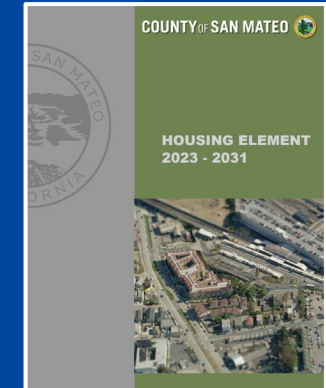
Active  
Transportation



Rail Service



Agency Strategy



Housing

# What's been completed since the last CTP?

## ✓ 101 Express Lanes



## ✓ Caltrain Electrification



Source: Caltrain

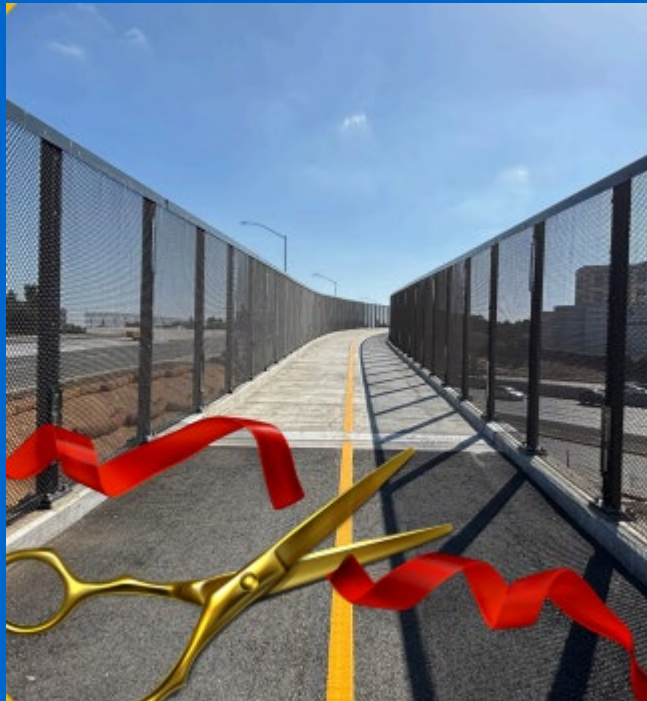
## ✓ 101 Smart Corridor



Source: Caltrans

# What's been completed since the last CTP?

## ✓ University Ave Crossing



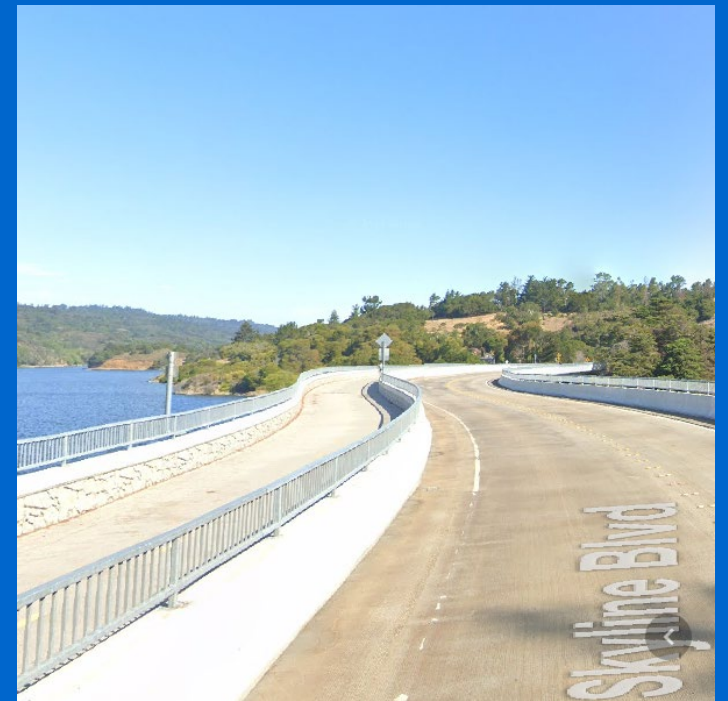
Source: University Avenue Pedestrian Crossing Ribbon Announcement

## ✓ San Carlos Avenue



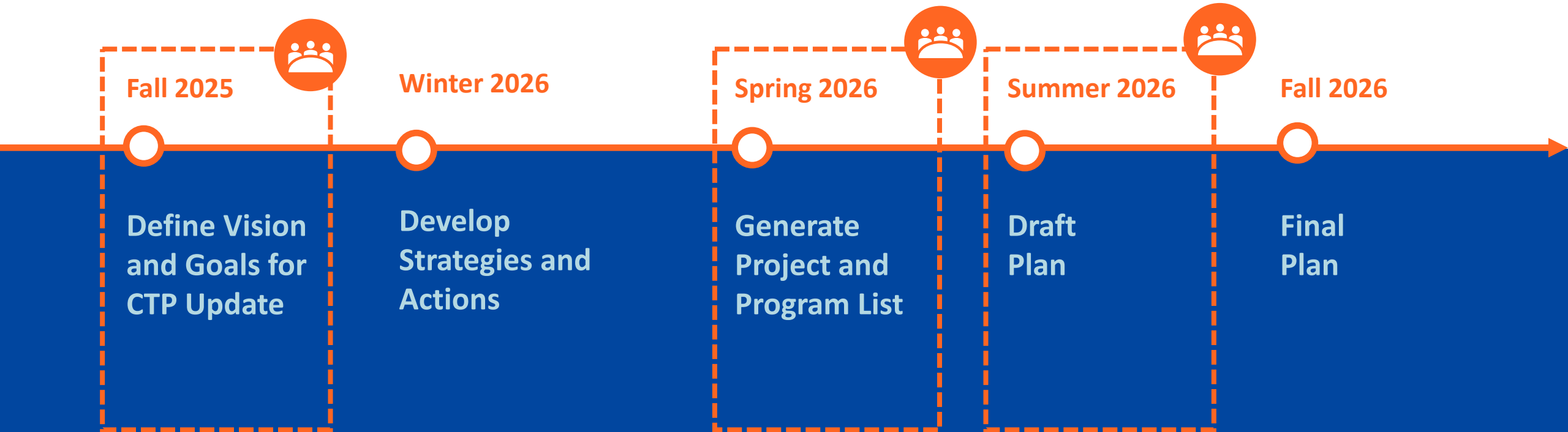
Source: City of San Carlos

## ✓ Complete the Gap



Source: Google Streetview

# CTP Process



*Engagement Touchpoints in CTP Process*

# Key Outcomes for this CTP Update



## Practical Plan for the County

Present the CTP update in a highly usable format to make planning easier for our city, town, county, community organization, and agency partners.



## Anticipate Changes

Identify pilot programs to adapt to changing policies, technologies, and travel patterns.



## Strategize Funding

Position San Mateo County to leverage funding at the local, regional, state, and federal level.



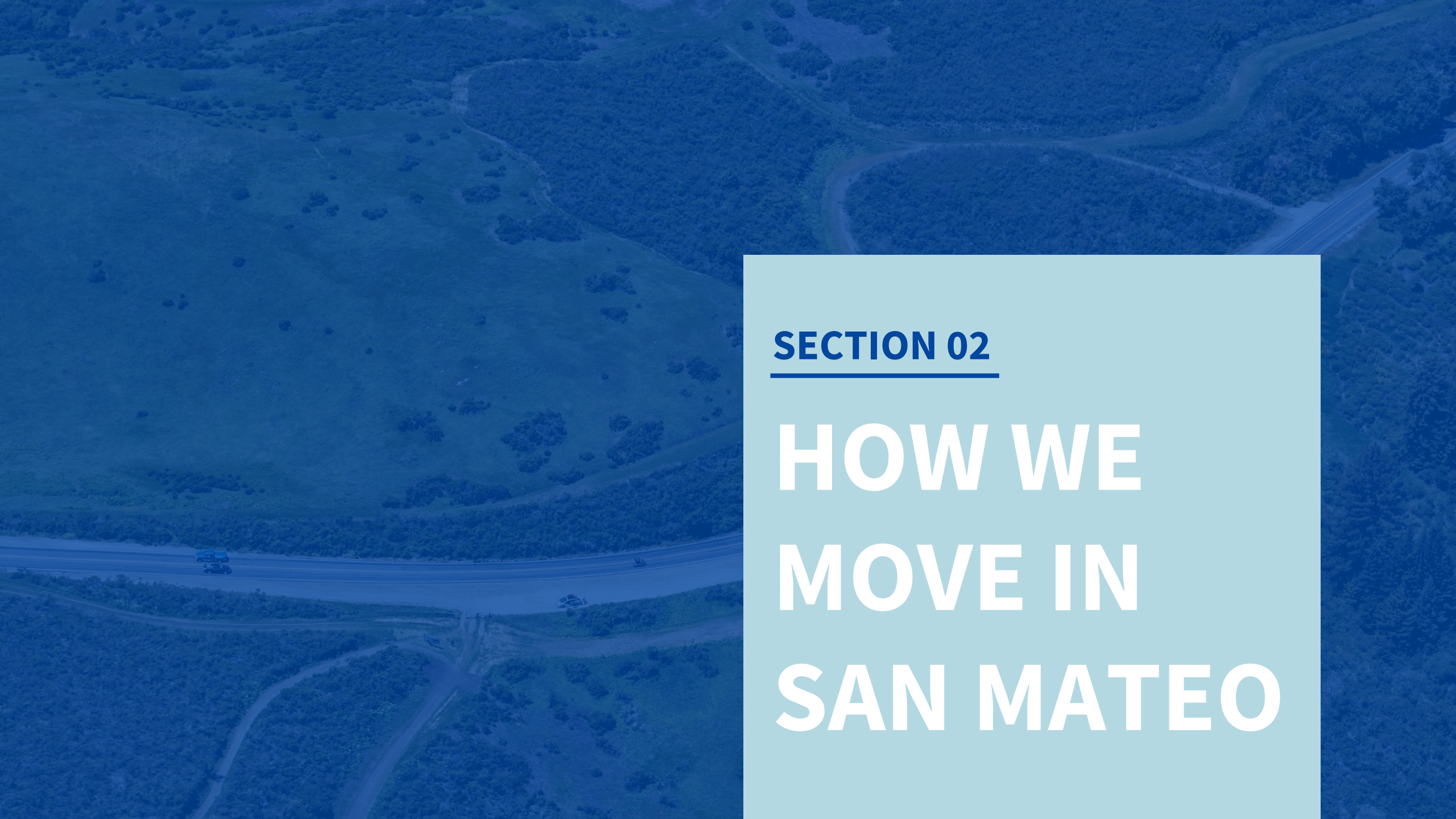
## Advance Equity

Establish a shared definition of equity among county agencies and set expectations for how it will be used in funding decisions.



## Measure Progress

Select a short list of metrics to gauge the "health" of our transportation system and measure and report progress transparently.

An aerial photograph of a winding road through a green, hilly landscape. The road is a two-lane highway with a white center line. There are several vehicles on the road, including a blue truck and a white car. The landscape is covered in dense green vegetation. The entire image is overlaid with a semi-transparent blue filter.

## SECTION 02

# HOW WE MOVE IN SAN MATEO

# Learning from Recent Studies

**Plan Bay Area 2050+ (2021)**

**Reimagine SamTrans (2021)**

**San Mateo County Comprehensive Bicycle and Pedestrian Plan (2021)**

**Caltrain Triennial Customer Survey (2022)**

**SamTrans Bus Stop Improvement Plan (2022)**

**Southeast San Mateo County CBTP (2023)**

**Daly City CBTP (2023)**

**C/CAG San Mateo County Equity Framework Report (2023)**

**Regional Transit Connections Plan (2024)**

**Shuttle Survey (2024)**

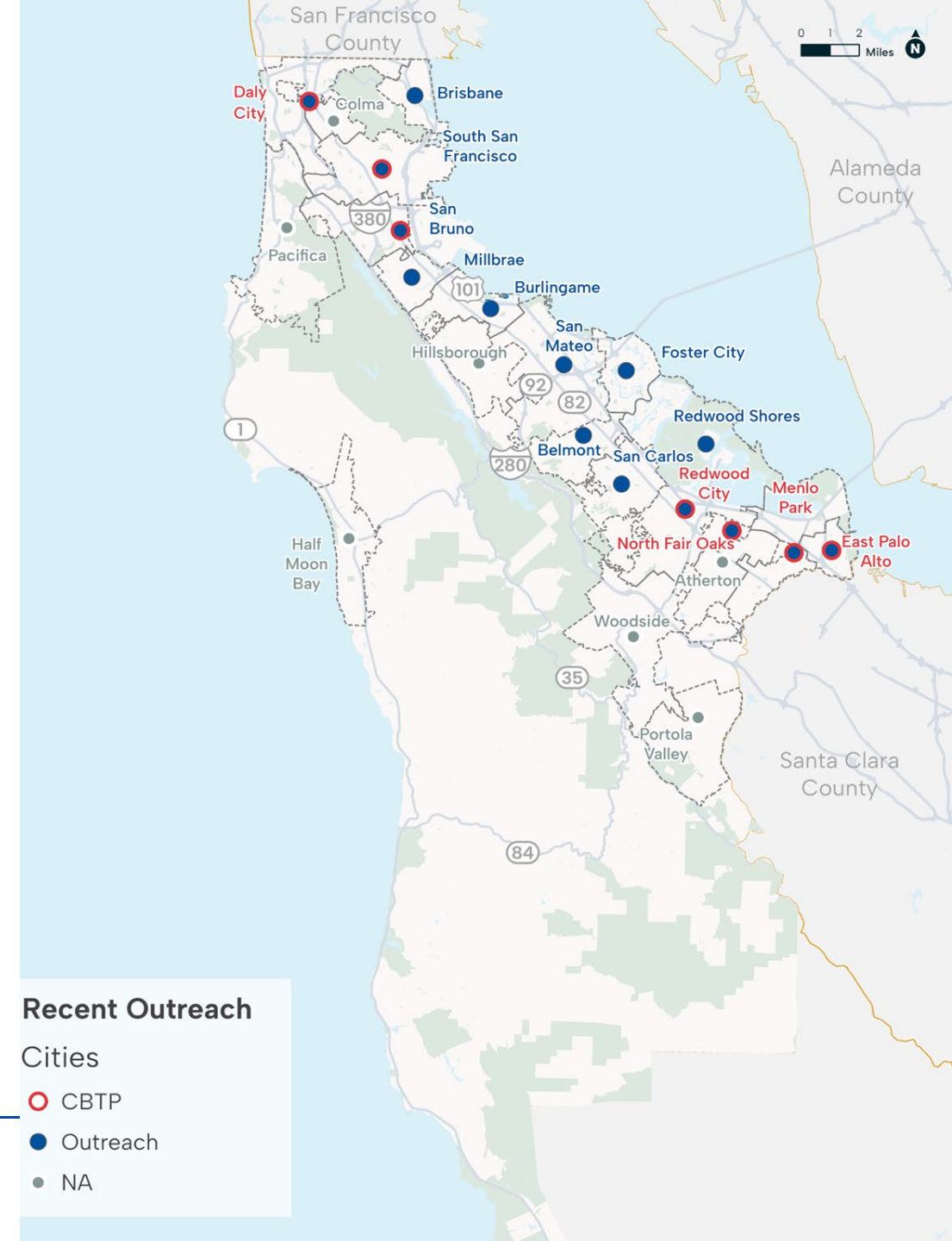
**North County Multimodal Strategy (2024)**

**Mid County Multimodal Strategy (2025)**

**South County Multimodal Strategy (2025)**

**Get There Together: Midcoastside TDM Plan (2025)**

**South San Francisco & San Bruno CBTP (Ongoing)**



# How We Engaged Recently



## Methods

- Online surveys and employer-distributed surveys
- In-person events
- Targeted advertising on social media and transit stops
- Advocacy, Business, and CBO Meetings



## Languages

Materials provided in English, Spanish, Cantonese, Mandarin, Japanese, Korean, and Vietnamese

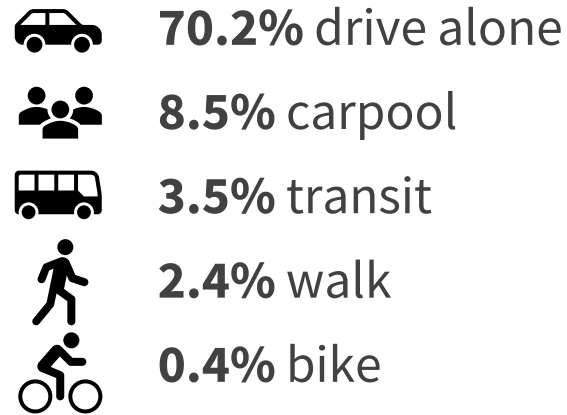


## Reach

Over 30,000 county residents engaged online and in-person in recent years

# What We're Seeing – Commuting

## Commute Modes\*



\*Most workers can *work at home* at least 2 days/week

## Journey to Work

**27.3 Minutes** = average time

**20 Miles** = average distance

## Trips Between Counties

**62%** - Work

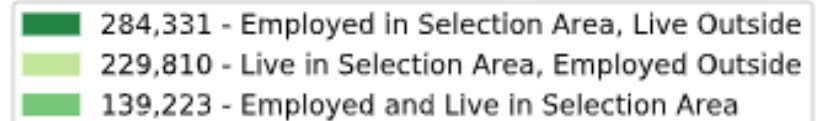
**9%** - Social

**8%** - Entertainment

## Work Travel

About **2/3** of employees are entering from another county

About **2/3** of residents are exiting to another county



LEHD On the Map, US Census Bureau

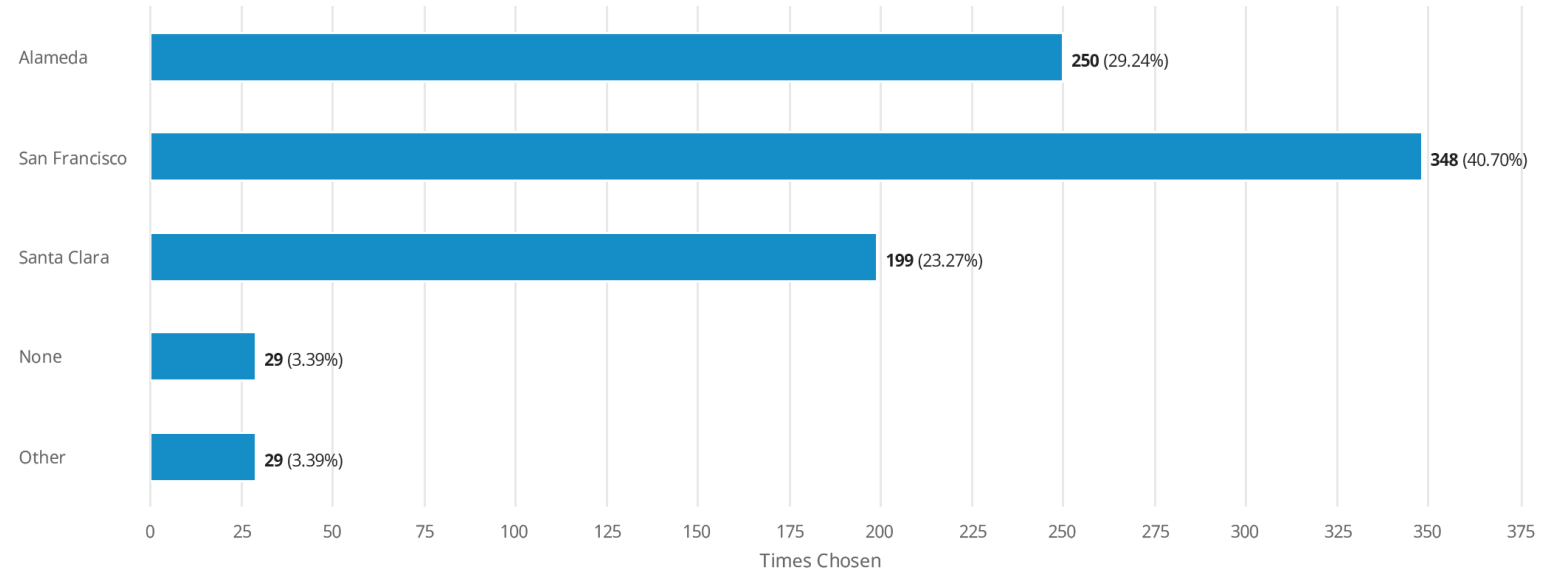
# What We're Hearing – Regional Connections

## Current inter-county mode > preferred mode if conditions improved

- 38 > 63% train
- 17 > 35% bus
- 12 > 24% ferry
- 61 > 19% drive alone
- 11 > 18% bike, walk, roll
- 5 > 10% employer shuttle

## Which county would you like to be prioritized for improving travel connections with San Mateo County?

Number of responses: 855



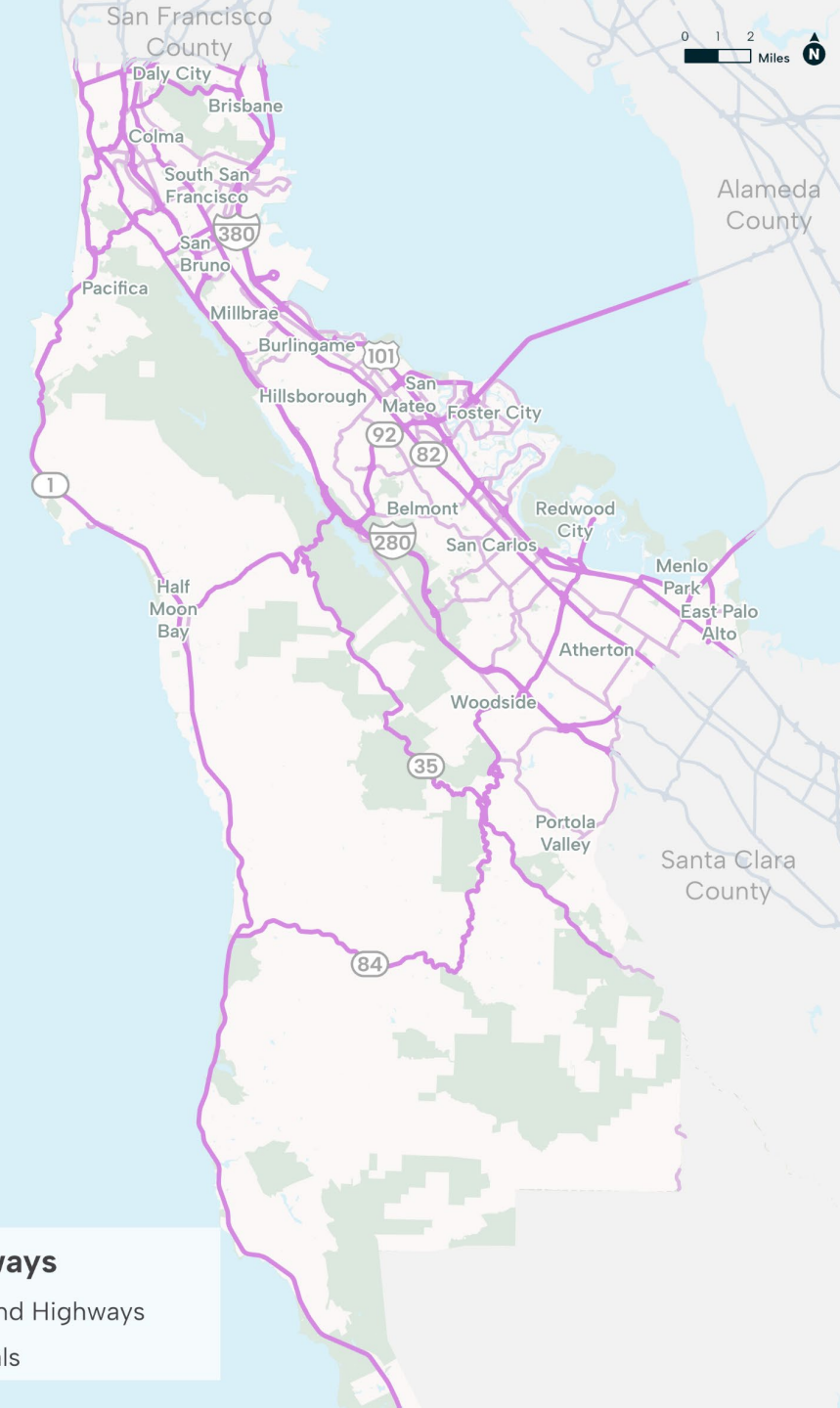
# Roadway Network

## EXISTING CONDITIONS

- Anchored by US 101 and I-280, along with other key connectors like SR-92, SR-1, SR-35, and SR-84
- Grid like roadway network serves denser bay-side cities, with winding roads in coastal and hillside communities
- Warehousing and light industrial uses are concentrated along the Bayshore anchored by SFO and the Port of Redwood City
- US 101 is the primary freight corridor with support from other regional routes like El Camino Real

### Major Roadways

- Interstates and Highways
- Major Arterials



# What We're Hearing – Roadways

## Roadway Concerns

**Traffic Congestion** was the top transportation concern in **North and South County**

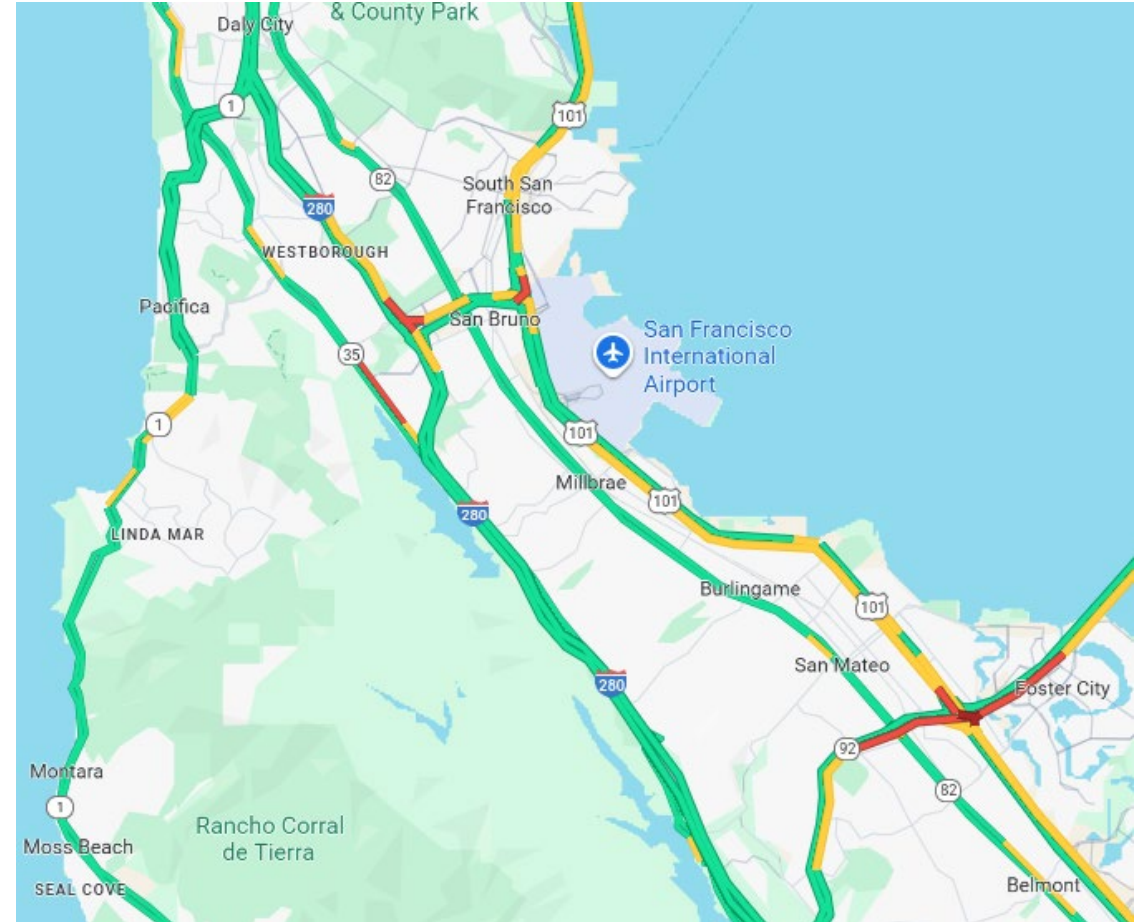
**Weekend congestion and emergency access** are concerns on the **Coastside**

Specific locations for improvement include:

- El Camino Real
- SR 1
- East Hillsdale Boulevard
- Holly Street
- 101/92 Junction
- Old County Road
- Willow Road
- University Avenue

## Driving Feels...

- Useful and mostly reliable
- Unsafe (speeding and driver distractions)
- Expensive

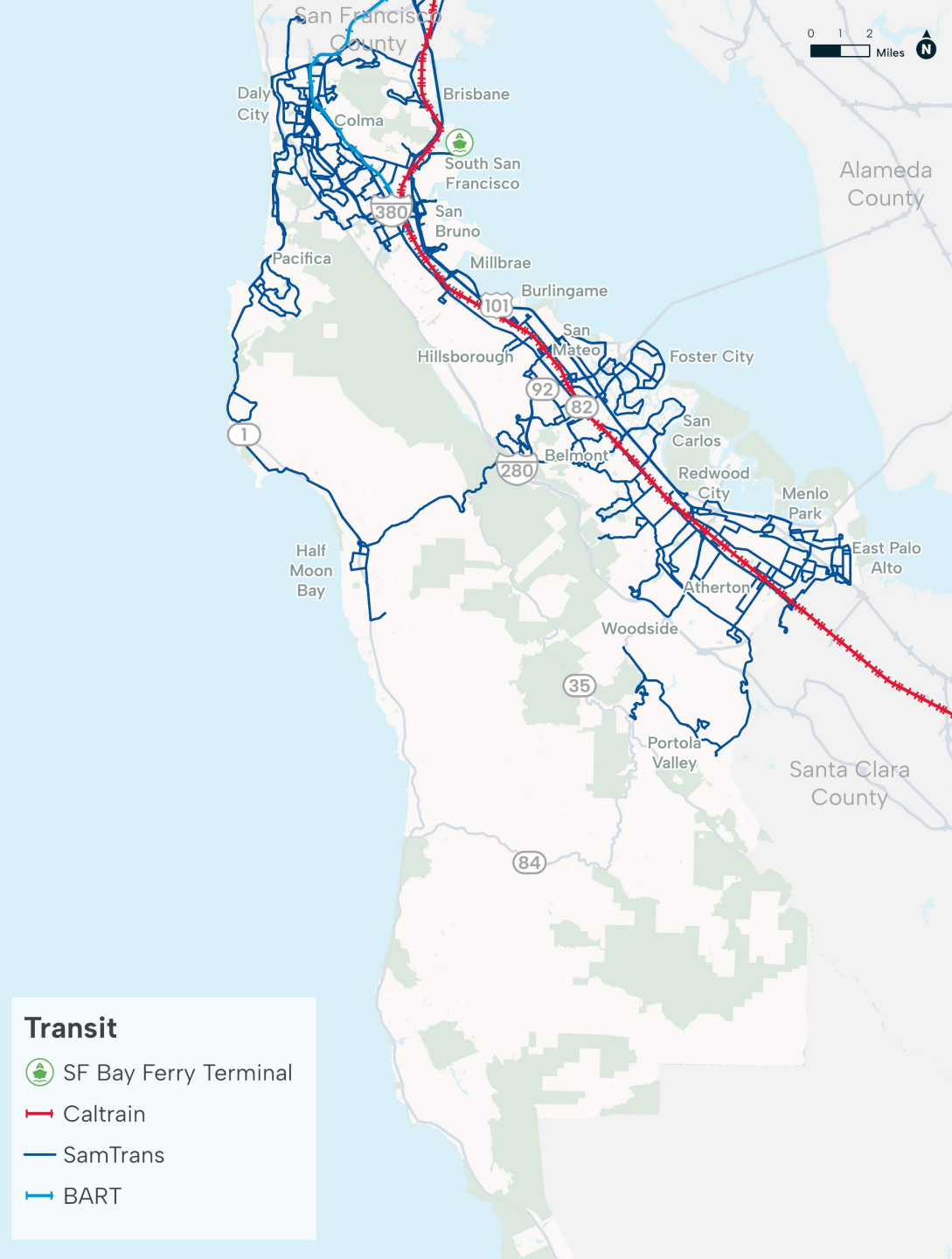


Sources: Google Maps, Typical Traffic, 2025

# Transit Network

## EXISTING CONDITIONS

- Primary transit service providers are Caltrain, SamTrans, WETA, and BART
- Major rail service provided along the bay-side
- Bus service is countywide including local, regional, express, and paratransit service
- Shuttles are provided by cities and employers from transit stations to employment hubs



# What We're Seeing – Rail

## Rail Patterns

- Busiest 5 stations:
  - Redwood City (Caltrain)
  - Millbrae (BART + Caltrain)
  - Hillsdale (Caltrain)
  - Daly City (BART)
  - Colma (BART)

| Mode by Caltrain Origin Station | Walk | Bicycle | Transit | Drive |
|---------------------------------|------|---------|---------|-------|
| Bayshore                        | 36%  | 21%     | 29%     | 14%   |
| South San Francisco             | 24%  | 24%     | 12%     | 41%   |
| San Bruno                       | 27%  | 27%     | 0%      | 40%   |
| Millbrae                        | 22%  | 16%     | 47%     | 11%   |
| Burlingame                      | 52%  | 35%     | 4%      | 9%    |
| San Mateo                       | 66%  | 17%     | 5%      | 10%   |
| Hayward Park                    | 56%  | 31%     | 0%      | 13%   |
| Hillsdale                       | 41%  | 27%     | 16%     | 16%   |
| Belmont                         | 25%  | 35%     | 0%      | 30%   |
| San Carlos                      | 48%  | 21%     | 3%      | 28%   |
| Redwood City                    | 37%  | 31%     | 13%     | 17%   |
| Menlo Park                      | 22%  | 39%     | 6%      | 33%   |

Caltrain Electrification Survey (2023)

## Ridership

- BART – 3 million annual boardings in SMC (2024)
- Caltrain – 2.3 million annual boardings in SMC (2024)
- BART and Caltrain ridership continues to climb but is still **50-70%** of pre-pandemic value

## Transit Access

- North County: Most people drive or take local transit to regional transit
- Mid/South County: Most people walk to regional transit

# What We're Seeing – Bus and Shuttle

## Network Stats (2025)

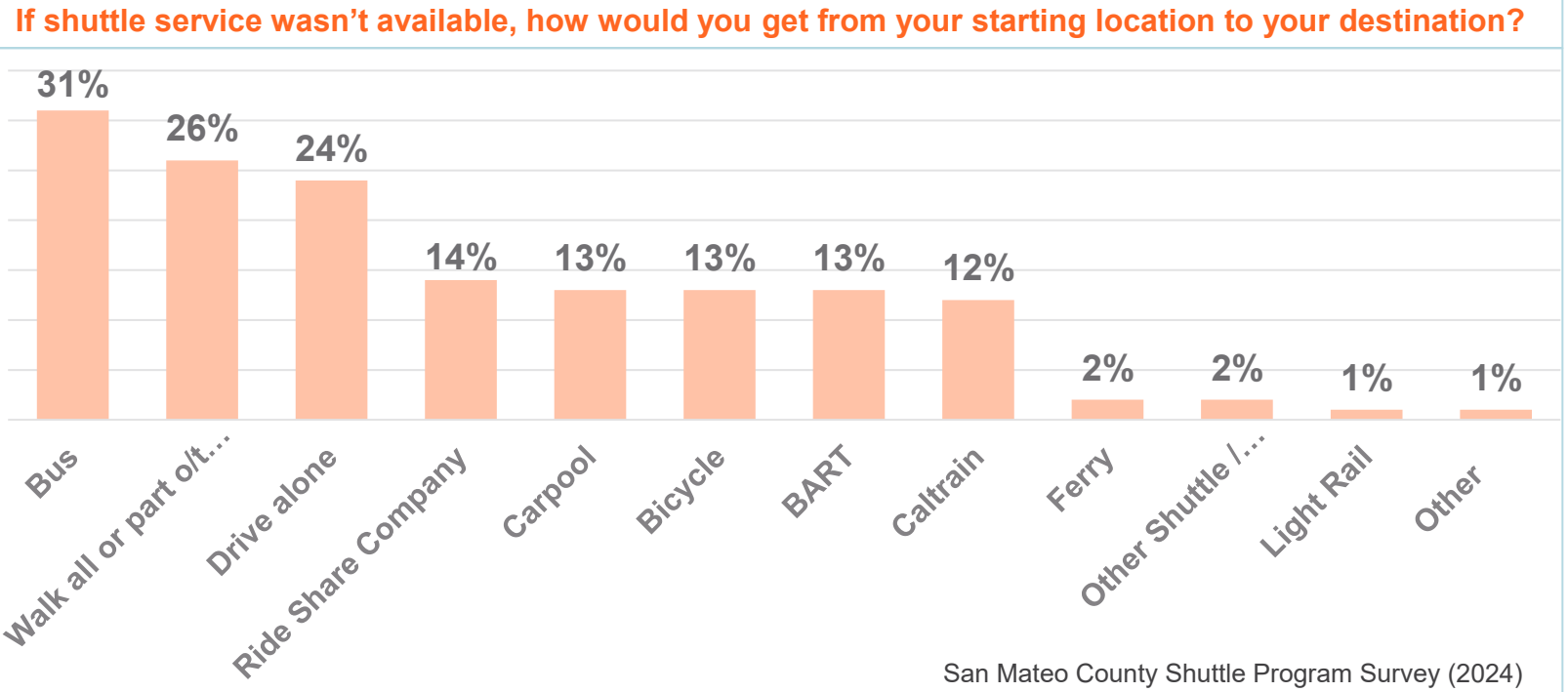
- 10 Express/SFO/Multicity
- 20 Fixed Route
- 45 School
- 2 On-Demand Services (Half Moon Bay, East Palo Alto)
- **24 Commute.org Shuttles**
- About 1,870 bus stops
  - ~30% provide a seat
  - ~15% provide shelter

## Busiest Routes (2023)

- ECR – El Camino Real
- 292 – SF-SFO-Hillsdale
- 122 – SSF-Stonestown SF
- 130 – Daly City-SSF East 101
- 110 – Daly City-Pacifica

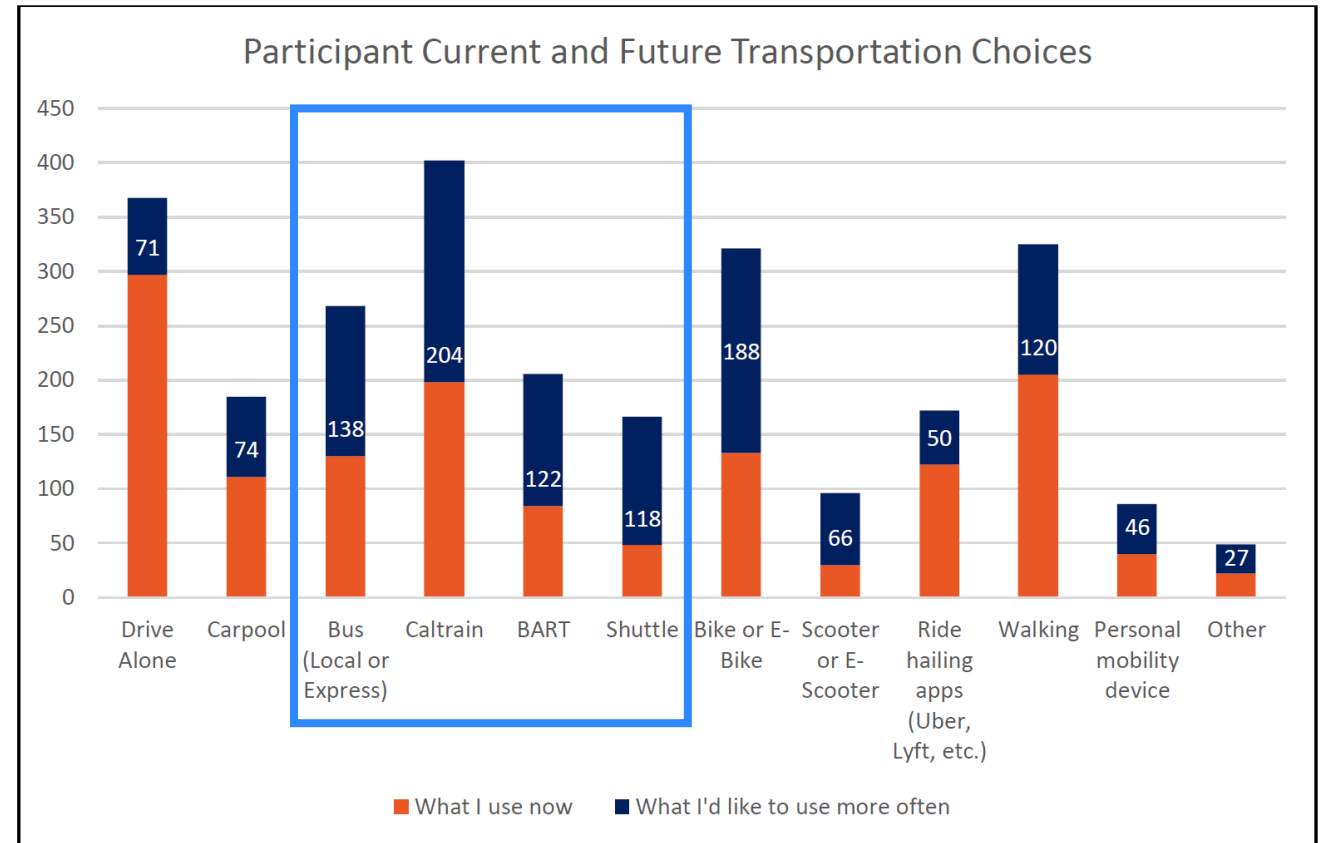
## Ridership

- SamTrans – 10 million annual boardings in San Mateo County (2024)
- **SamTrans ridership is up to 100%** of pre-pandemic levels while **Commute.org shuttle ridership is below 50%** of 2019 levels



# What We're Hearing – Transit

- More **frequent and reliable transit** in the 101 Corridor
- People want to take transit more often but need...
  - More frequent and reliable service
  - More first/last mile solutions
  - More affordable fare options / commuter benefits



South County 101 Connect Survey (2025)

# Active Transportation Network

## EXISTING CONDITIONS

- Some existing countywide connections, but most facilities are provided within each of the cities
- Backbone bike network planned to connect the county through low-stress bikeways
- Countywide sidewalk inventory currently underway

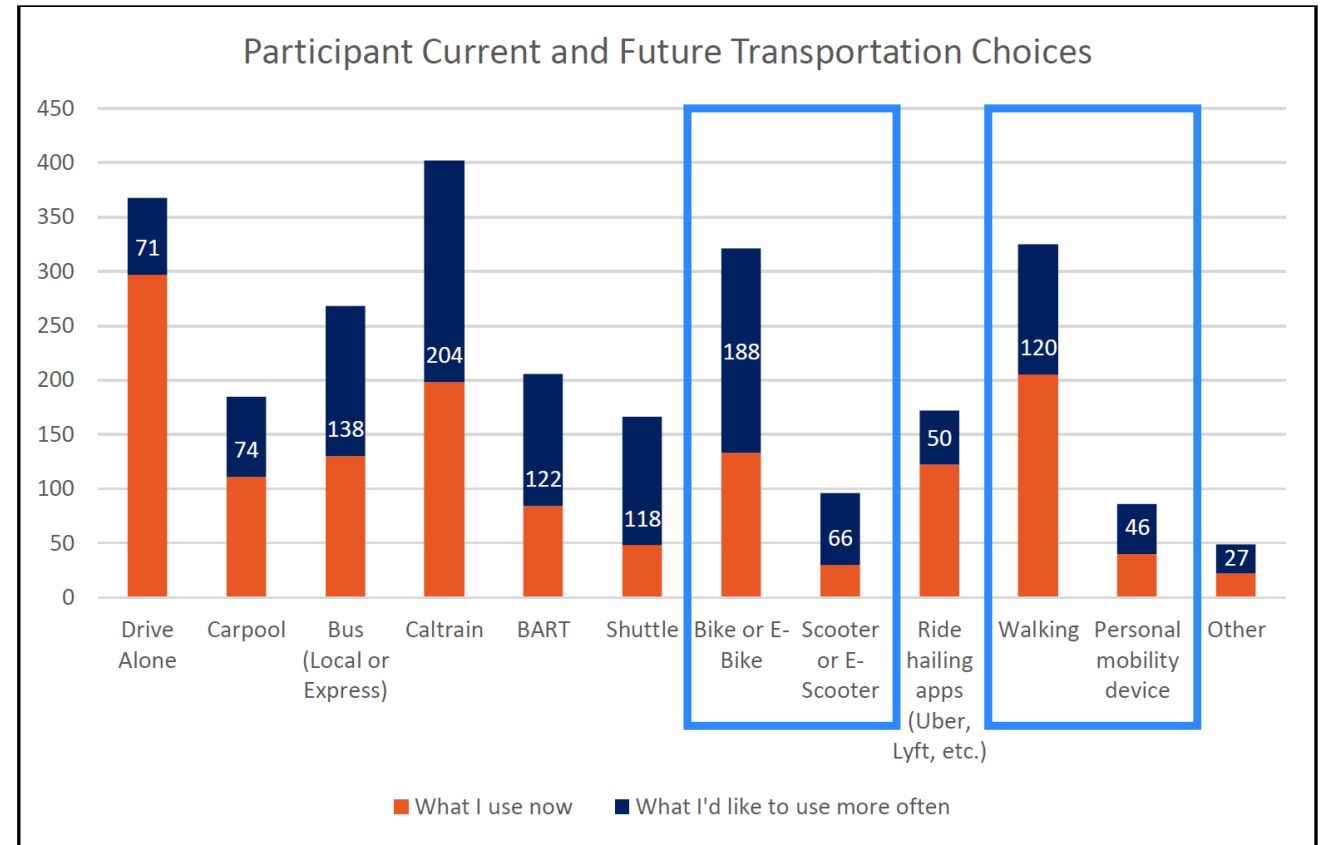


# What We're Hearing – Active Transportation

**Safety while biking, walking, or rolling** was one of the highest concerns identified in the 101 Corridor

People want to bike and walk more but need...

- Intersection improvements
- Highway 101 Crossings (e.g., Millbrae Ave)
- Low-stress bike and walk facilities on major corridors (e.g., El Camino Real)
- Better lighting; more benches, trees, and resting spots
- E-bike incentive programs



South County 101 Connect Survey (2025)



**SECTION 03**

**LOOKING  
AHEAD TO  
2050**

# TRANSPORTATION EFFORTS UNDERWAY

- Caltrain Grade Separation Corridor Crossing Strategy (On - going)
- SamTrans Grand Boulevard Initiative, including many local city studies supported by C/CAG and SMCTA (On - going)
- SamTrans Dumbarton Corridor Study (Fall 2025)
- C/CAG Countywide Local Road Safety Plan Implementation (Spring 2026)
- Peninsula Shuttle Program Update (Winter 2025)
- US 101/SR 92 Area Improvements (Under Construction)
- SMCTA 101 Corridor Connect (All plans adopted by March 2026)
- Bay Wheels Expansion in Daly City and Beyond (On - going)

# FACTORS INFLUENCING TRAVEL CONDITIONS

*HOUSING  
SUPPLY & COSTS*



*CLIMATE RISKS*



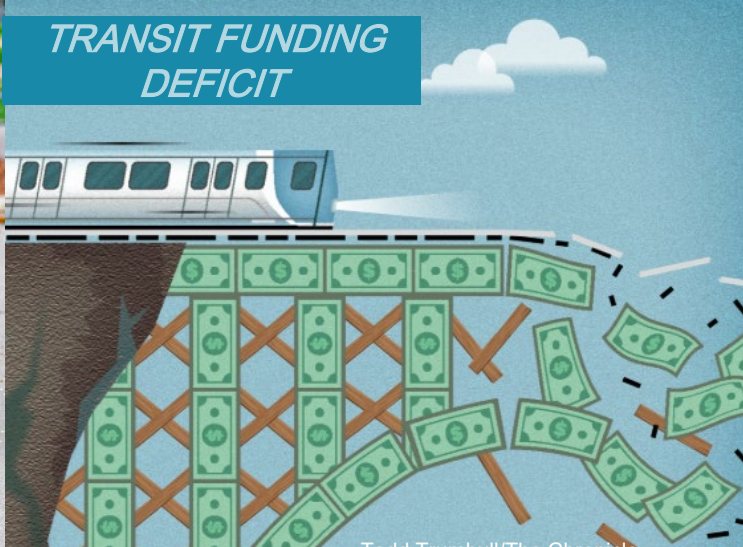
*AGING POPULATION*



*E-DEVICES*



*TRANSIT FUNDING  
DEFICIT*



*AUTONOMOUS VEHICLES*



# We Want to Hear From You! (Committees)



## What Works Currently

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From your perspective, what's working well in the transportation system today?



## Key Challenges

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What are the most critical transportation challenges in the county?



## Underserved Areas

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Are there specific neighborhoods or populations you feel are not well served?



## Future Needs

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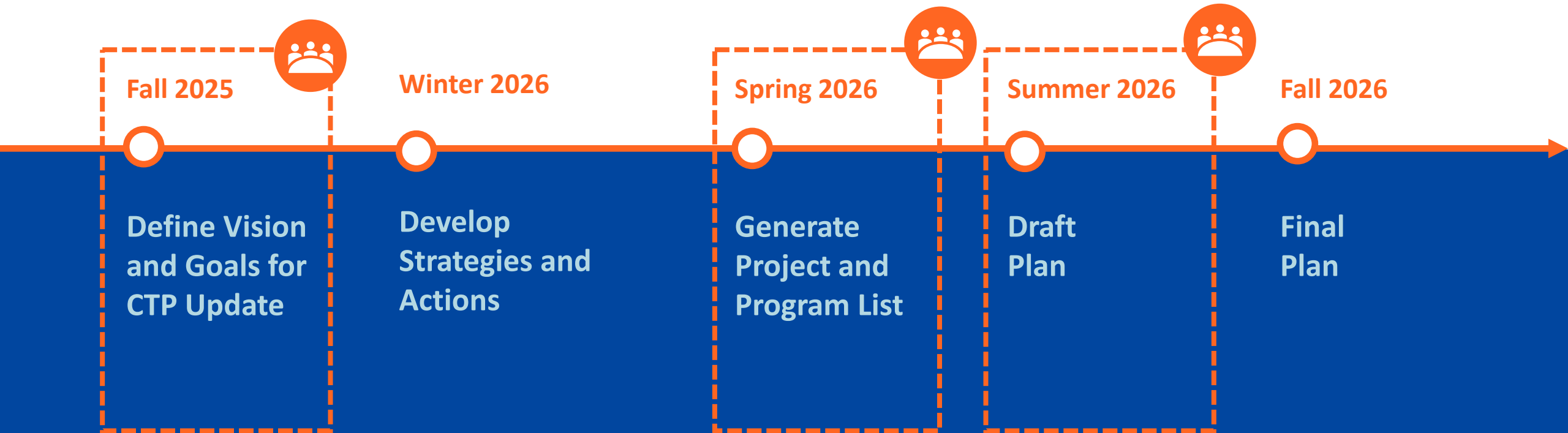
If you had a magic wand, what one transportation project would you want to see implemented?



## SECTION 04

# NEXT STEPS

# Timeline



*Engagement Touchpoints in CTP Process*