

BAYSHORE COMMUNITY-BASED TRANSPORTATION PLAN
FINAL – FALL 2008

Appendices

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Appendix A– Stakeholder Committee

Stakeholder Committee Purpose and Membership

The purpose of the Bayshore Community Based Transportation Plan Stakeholder Committee was to provide oversight and direction for the planning process and review and approval of work products. The City of Daly City requested organizations and agencies to designate a representative to the Stakeholder Committee. There were 17 active members of the Stakeholder Committee, representing elected boards and commissions, and Community Based Organizations (CBOs) that provide services to Bayshore residents and businesses. Table A1 below shows the Stakeholder Committee members.

Table A1: Stakeholder Committee Members

| Member | Representing |
|-------------------|---|
| Diane Bradley | Resident |
| Marion Brown | President, Bayshore Residents Association |
| Miguel Campos | Resident |
| Estella Cirillo | President, Midway Village Residents Association |
| Basilia De Guzman | Resident |
| Karen Engle | Bayshore Library |
| Anita Fletcher | Resident |
| Norman Fobert | Principal, Robertson School |
| Donovan Fones | Bayshore Elementary |
| Iris Gallagher | President, Bayshore Sanitary District |
| Theresa Gerigk | Bayshore Community Services |
| Joseph Keh | Bayshore Youth Organization |
| Teresa Montoya | Resident |
| Cecil Owens | President, Bayshore School District Board |
| Walter Quinteros | Bayshore Friendship Club |
| Edith Renderos | Bayshore School Board |
| Phyllis Rizzi | Resident |
| Norman Rizzi | Resident |
| Diana Rumney | Resident |
| Ann Simms | Director, Bayshore Child Care Services |
| Ida Taylor | Resident |
| Joe Thomas | Resident |
| Steve Waterman | Superintendent, Bayshore School District |

Appendix B: Existing Conditions Report

Bayshore Community-Based Transportation Plan

Final Existing Conditions Report



PREPARED BY

San Mateo County Transit District
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September 10, 2007

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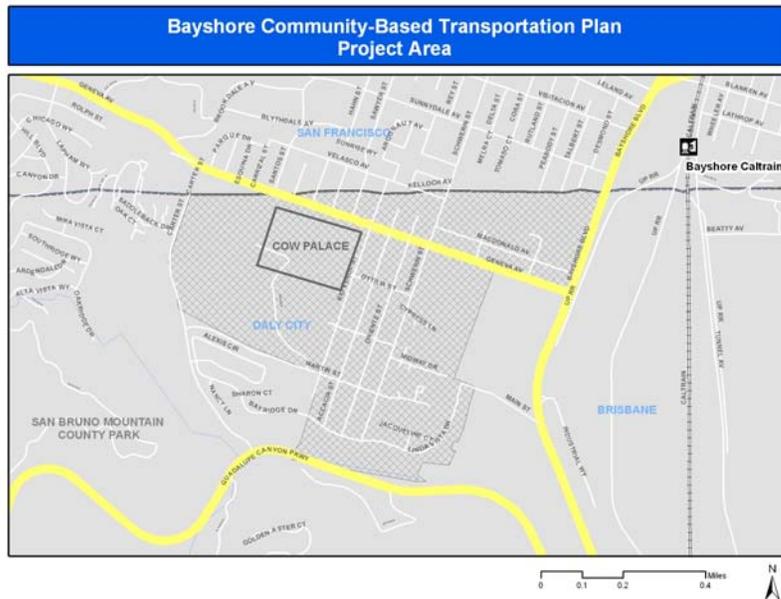
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Executive Summary

The Bayshore Community-Based Transportation Plan will look at the transportation needs of the Bayshore community and recommend steps to address these needs. The project is part of the Metropolitan Transportation Commission’s (MTC) Community-Based Planning Program to look at transportation needs in low income communities. This Existing Conditions Report is the first step in the planning process by providing information about the demographics and travel behavior of Bayshore residents, the transportation infrastructure and services, related plans and programs of other agencies, and an initial assessment of transit gaps.

Project Area

Daly City is located at the northernmost tip of San Mateo County, adjacent to San Francisco City and County. The Bayshore neighborhood is located in the far eastern part of Daly City to the north of Brisbane. The northern border of the project area lies on the border between San Mateo County and San Francisco. The study area for this plan was defined in consultation with the City of Daly City and includes U.S. Census Tract 6002 as shown in the map to the right.



Profile of the Bayshore Neighborhood

According to the 2000 US Census, the population of the project area is 3,890 people, which is 3.75% of Daly City’s total population. The residents of the project area are slightly younger than Daly City and San Mateo County. The racially diverse nature of the project area mirrors that of Daly City. Asians comprise the majority of the population at 57%, Hispanic/Latinos account for 24%, African Americans at 10% and Caucasians at 7%. Twenty-eight percent of Bayshore’s households are considered linguistically isolated and a relatively high percentage of households are below the poverty line when compared to Daly City and the County. Approximately two-thirds of the housing units in the project area are owned by the householder.

Transportation

The City of Daly City is served by many transit agencies, including two major BART lines (Daly City to Richmond and Daly City to Fremont), SamTrans, Muni, and Caltrain (at Bayshore Station). Two SamTrans school service routes, 24 and 121, serve the project area along Geneva Avenue. SamTrans regular fixed routes 292 and 397 run adjacent to the project area along Bayshore Boulevard to the east. Also operated by SamTrans, the combination fixed-route demand response Bayshore/Brisbane shuttle serves the project area, and connects to the Bayshore Caltrain Station and the City of Brisbane during the midday on weekdays.

The Bayshore neighborhood is relatively close to the Bayshore Caltrain station, yet there is no direct pedestrian or bicycle access to this station from the project area. Daly City BART is five miles from the library in the center of the Bayshore neighborhood.

Muni fixed Route #9 serves the project area along Geneva Avenue and connects the neighborhood with downtown San Francisco. Express Route #9X stops on the northern border of the project area at Geneva Avenue and Santos Street. Muni "Owl" service Route 91 also serves the project area along Geneva Avenue. The last stop for the new Muni Third Street light rail, also known as the "T" Line, is located at Sunnydale Avenue and Bayshore Boulevard, hundreds of feet beyond the San Francisco County line and the northeast corner of the project area. Although this Muni T stop is accessible by walking, Bayshore Boulevard is not a pedestrian friendly street. Biking to this station is possible, however Muni does not allow bicycles on its metro trains.

Eleven percent (11%) of Bayshore households do not have access to a car, which is more than Daly City (8%) and San Mateo County (6%). Additionally, residents in the project area use public transportation to get to work at a higher rate (15%) than the County as a whole (7%). Average commute duration is 27 minutes and is similar to the City and County averages. Based on the facts that the majority of workers in the project area have a commute duration of 15 to 25 minutes and two-thirds of workers living in the project area work outside of San Mateo County, one can conclude that many workers are traveling to jobs in San Francisco.

Planning Documents

The Bayshore neighborhood is a defined Daly City redevelopment area as described in the Bayshore Redevelopment Plan (July 1999). This plan calls for the elimination of physical and economic conditions that restrict the successful revitalization of the project area by improving its commercial and residential areas. There is also a Geneva Avenue Urban Design Plan (January 2001) and a Geneva Streetscape Master Plan, which present specific operational and aesthetic improvements to Geneva Avenue within the Bayshore project area.

Initial Gaps Analysis

The MTC *Lifeline* report identifies SamTrans Route 292 as a Lifeline Transportation Network route because it serves a pre-defined concentration of CalWorks households, serves essential destinations and is a SamTrans trunkline route. A temporal gap analysis based on hours of operation and frequency of service shows that Route 292 does not represent a temporal gap. The project area is also not specifically identified as a spatial gap in the report.

Introduction

The Bayshore Community-Based Transportation Plan will look at the transportation needs of the Bayshore community and recommend steps to address these needs. The project is part of the Metropolitan Transportation Commission's (MTC) Community-Based Planning Program to look at transportation needs in low income communities. This Existing Conditions Report is the first step in the planning process by providing information about the demographics and travel behavior of Bayshore residents, the transportation infrastructure and services, and related plans and programs of other agencies.

In accordance with MTC Guidelines, this Community-Based Transportation Plan (CBTP) is being conducted under the auspices of the San Mateo City/County Association of Governments (C/CAG), in its role as the Congestion Management Agency for the county. C/CAG has selected the San Mateo County Transit District (the District) to facilitate the planning process and provide technical assistance in developing the plan. Recommended transit service improvements will be forwarded to the District's Board of Directors for their consideration and subsequent incorporation into the SamTrans Short Range Transit Plan. The plan will also be forwarded to the C/CAG Board of Directors to support planning, funding and implementation efforts.

The planning process seeks the collaboration of community residents and stakeholders, the City of Daly City, the San Mateo County Human Services Agency (HSA), C/CAG, MTC, Muni and the District. A Technical Advisory Committee comprised of staff representing the City, HSA, C/CAG, MTC, Muni and the District has been formed to oversee the process.

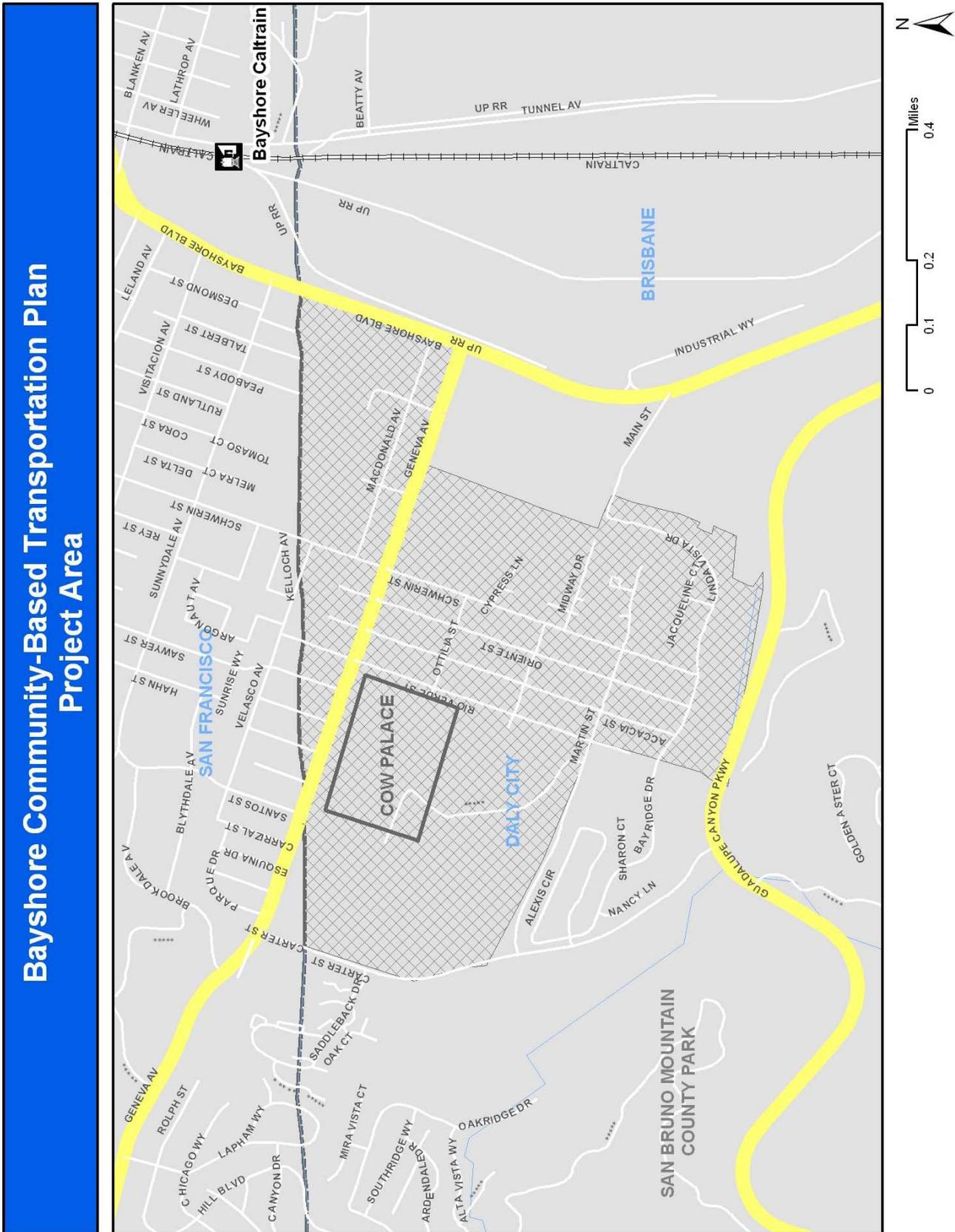
Chapter 1 – Profile of the Bayshore Neighborhood

Daly City is located at the northernmost tip of San Mateo County, and adjacent to San Francisco City and County. The Bayshore neighborhood is located in the far eastern part of Daly City to the north of Brisbane. The northern border of the project area lies on the border between San Mateo County and San Francisco. The study area for this plan was defined in consultation with the City of Daly City and includes U.S. Census Tract 6002, as shown on Maps 1, 2 and 3. Map 4 shows government and some retail locations in the communities.

Map 1: Project Area Greater Bay Area



Map 2: Project Area



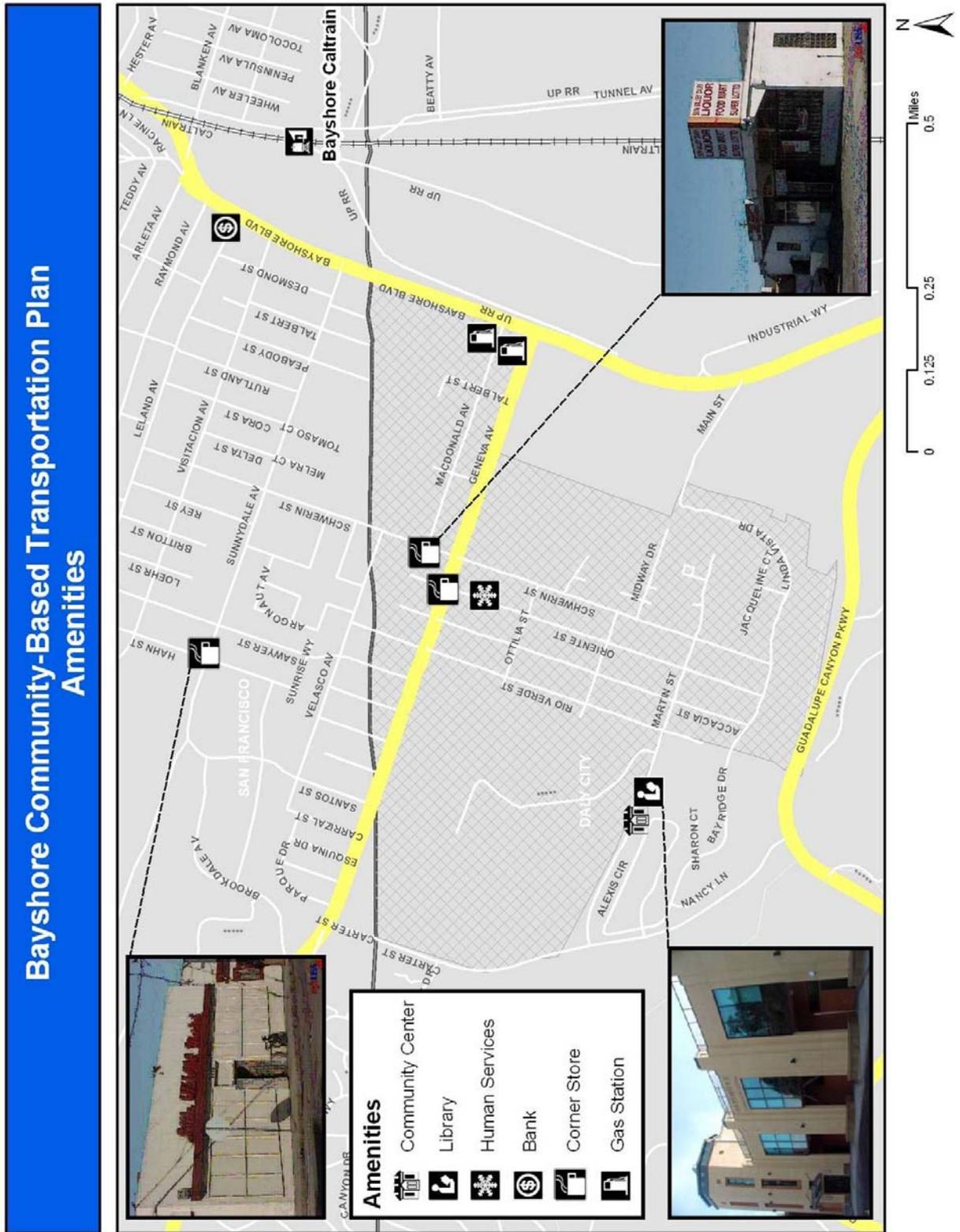
**Bayshore Community-Based Transportation Plan
Project Area**

Map 3: Project Area Aerial View



Bayshore Community-Based Transportation Plan
Aerial View

Map 4: Project Area Amenities



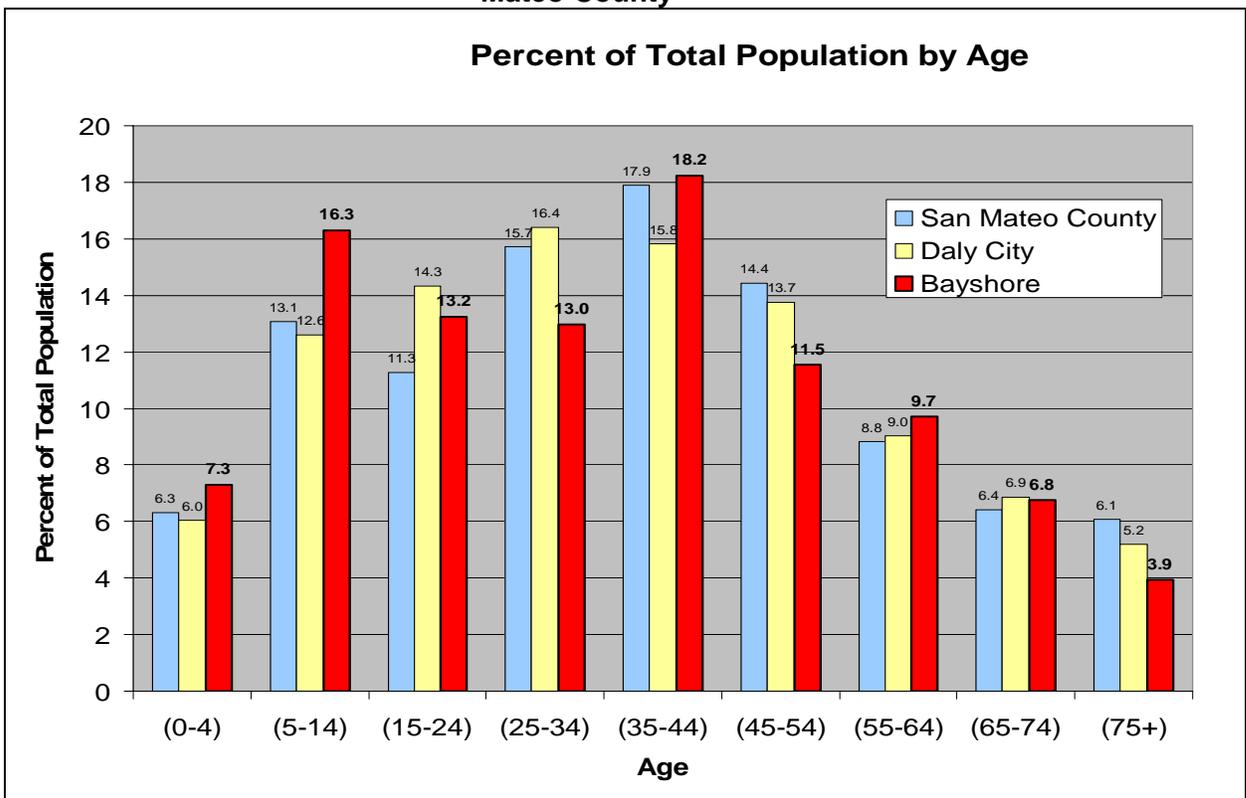
Population Growth

Daly City has experienced a one percent growth in population each year over the past decade. According to the 2000 US Census, Daly City has a population of 103,621, making it the most populated city in San Mateo County. The total population in the Bayshore neighborhood (Tract 6002) is 3,890, which is 3.75% of Daly City’s population. All demographic data represented in this report is from the US Census 2000.

Age

Residents of the Bayshore neighborhood are somewhat younger than Daly City as a whole and San Mateo County. The area has a higher percentage of individuals under the age of 24 (37%) when compared to the County (31%) and Daly City (33%), as shown in Figure 1 below. However, within the Bayshore neighborhood, the age group with the highest percentage of the population is age 35 to 44 at 18%, which is higher than Daly City (16%) but similar to the entire county. The high percentage of adults in this age range may explain why the second largest age group in the project area is 5-14 year olds (16%). Again, this is a higher percentage compared to all of Daly City, which has 13% of the population in the 5-14 age range. Additionally, the project area has a low percentage of individuals over the age of 75 compared to the county and Daly City, but similar percentages of adults aged 55 to 74.

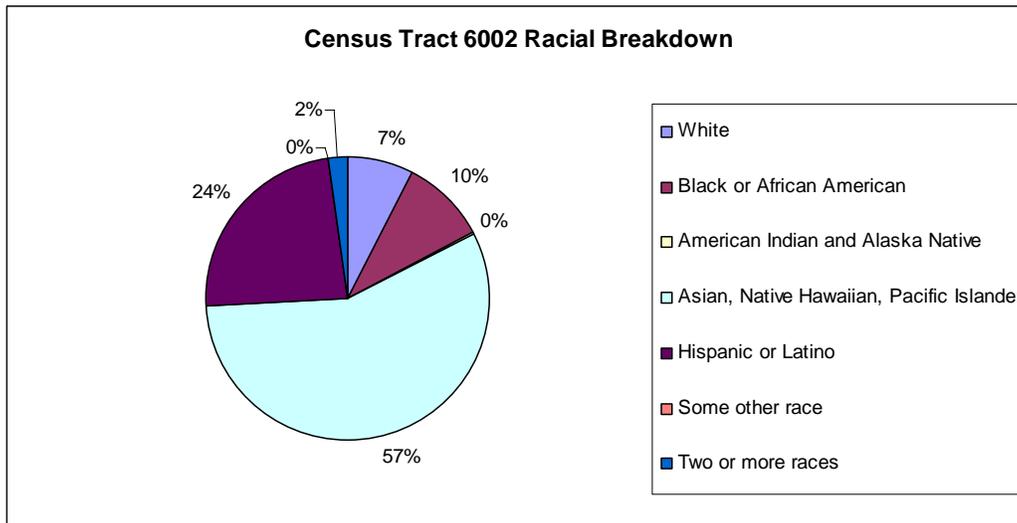
Figure 1: Population by Age for the Bayshore Neighborhood, Daly City and San Mateo County



Race

The ethnicity of the Bayshore neighborhood is diverse and reflects the ethnic composition of Daly City. Asians comprise the majority of the population by race at 57% (2,201 households¹), which is somewhat higher than the proportion of Asians in all of Daly City at 52% (52,743) of the population (Figure 2). Hispanics/Latinos account for the second highest ethnic group at 24% (925), as compared to 22% Hispanic/Latino for the city. African Americans comprise 10% (377) of the population, followed by Caucasians at 7% (291) and Multi-Racial at 2% (81).

Figure 2: Racial Breakdown for the Bayshore Neighborhood



Linguistic Isolation

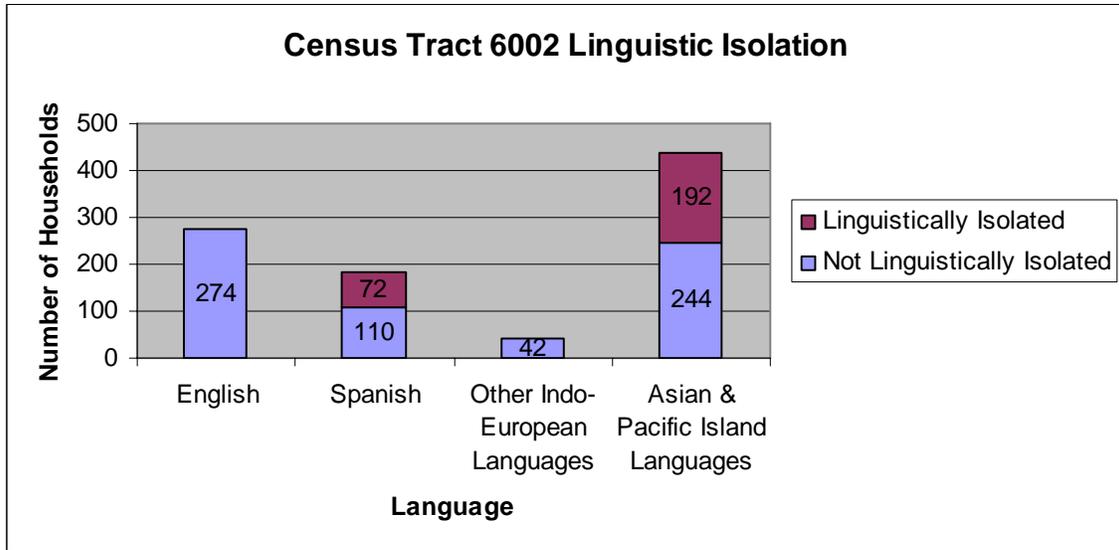
As large numbers of people from other countries have settled in San Mateo County, there are large numbers of people who have a limited ability to speak English or do not speak it at all. For these people, it can be difficult to obtain information about services, including transportation, and it can be difficult to use services. The U.S. Census defines linguistic isolation as a person living alone who speaks English “not well” or “not at all” or lives in a household in which no one 14 years or older speaks English “well.”

Over one in four, or 28%, of the Bayshore’s households are linguistically isolated based on the 2000 U.S. Census. Figure 3 below shows the incidence of linguistic isolation by ethnicity. Of the 436 households that speak primarily an Asian or Pacific Island language, 192 (44%) do not include anyone over the age of 14 who can communicate comfortably in English. Only 10% of these households speak English as their primary language.

There are also 182 households in the project area that speak primarily Spanish. Of these Spanish-speaking households, 40% (72) do not include anyone over age 14 who can speak English comfortably.

¹ The word “households” is not repeated in this report when showing the actual number of households associated with percentages of total households.

Figure 3: Linguistic Isolation in the Bayshore Neighborhood

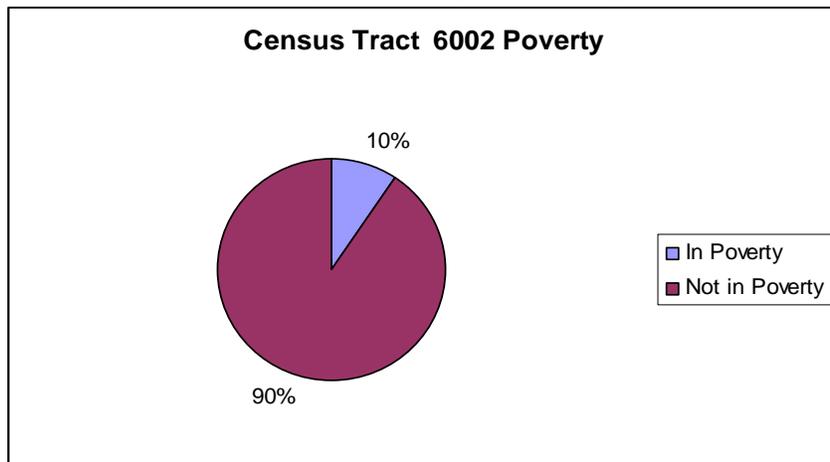


Incidence of Below Poverty Level Households

Living in poverty in the year 2000 for a household of one person under 65 years of age is defined as earning less than \$8,959 annually and less than \$8,259 for one person 65 years of age or older. For a two-person household with one child under 18 years, poverty is defined as annual income of less than \$11,869. For a four-person household, including two children under 18 years, poverty is defined as annual income of less than \$17,463.

The Bayshore neighborhood has a higher percentage of households living in poverty than Daly City and San Mateo County. Ten percent or 266 of Bayshore households are below the poverty line (Figure 4), as compared to 7% of households in Daly City and 6% of households in San Mateo County.

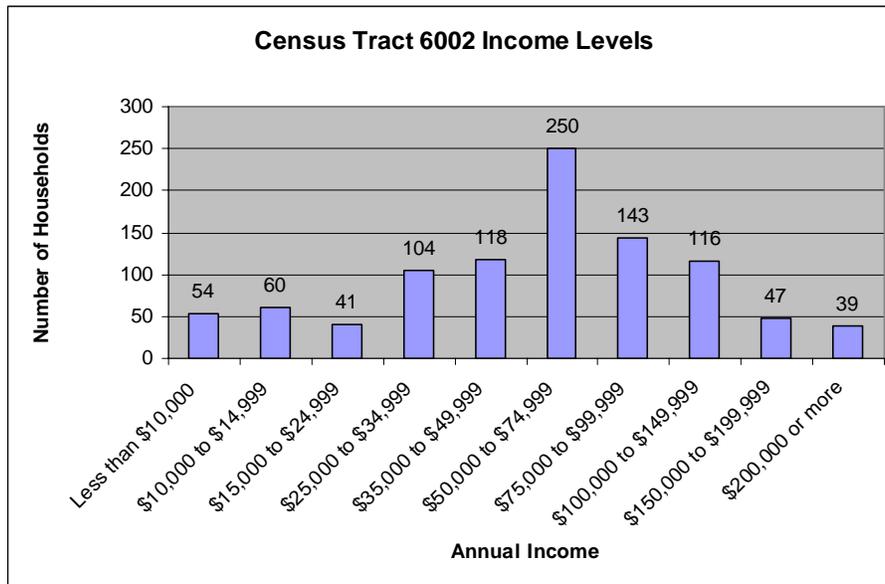
Figure 4: Poverty in the Bayshore Neighborhood



Income Levels

About one quarter of the households in the Bayshore neighborhood have annual incomes between \$50,000 and \$75,000 (Figure 5). The percentage of households with incomes less than \$50,000 annually is slightly higher in the Bayshore area (39%) than in Daly City (37%) and San Mateo County (33%). Twelve percent (12%) of Bayshore households have annual incomes under \$15,000, as compared to 9% and 7% of households in the City and County respectively.

Figure 5: Income Levels in the Bayshore Neighborhood



Household Renting & Ownership

Approximately two-thirds (67%) of the housing units in the Bayshore neighborhood are owned by the householder (Figure 6). Most of these homeowners are between the ages of 35 and 55. Specifically, 142 (22%) of the 652 householders owning a home are between the ages of 35 and 44, and 166 (25%) of the householders owning a home are between the ages of 45 and 54 (Figure 7).

Of the householders renting their home, the majority of them are also between the ages of 35 and 55. However, in the renting category, the most common age of the householder is between ages 35 and 44 – somewhat younger than homeowners. Specifically, 106 (33%) of the 321 renting householders are between the ages of 35 and 44, while 58 (18%) of the renting householders are between the ages of 45 and 54.

Figure 6: Housing Unit Ownership vs. Renting in the Bayshore Neighborhood

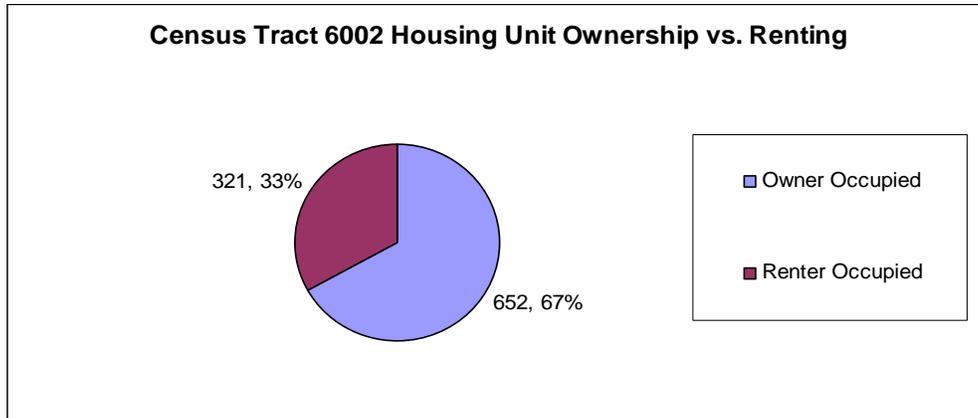
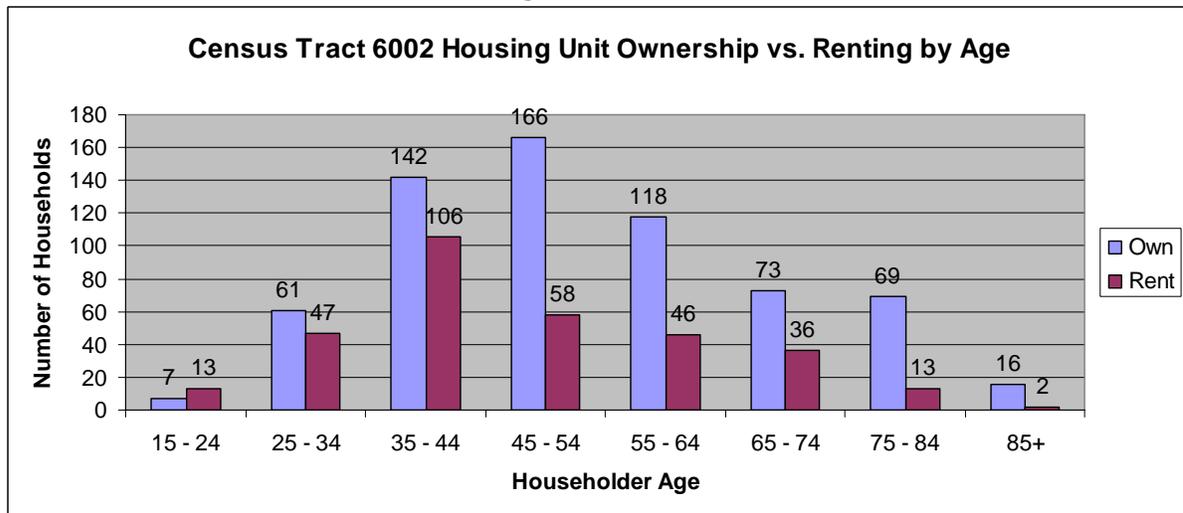


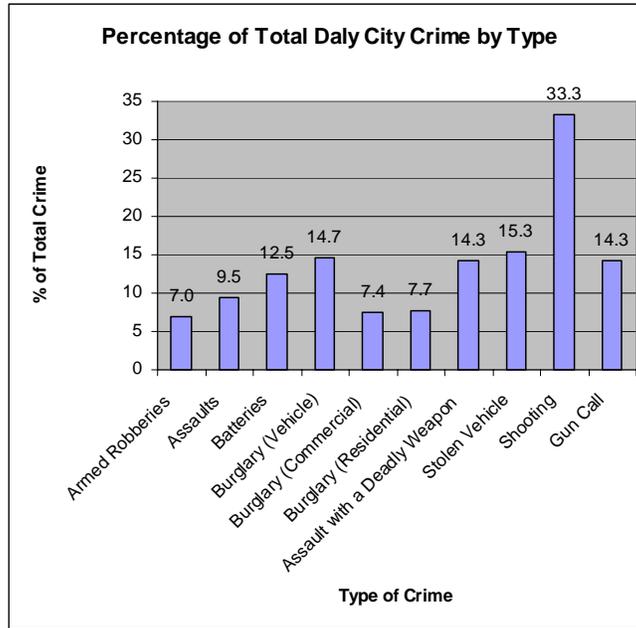
Figure 7: Housing Unit Ownership vs. Renting by Age in the Bayshore Neighborhood



Crime in Bayshore

According to the Daly City Records Management System, from January to June of 2007 the Bayshore neighborhood accounted for an average of 13.6% of the total number of crimes reported in Daly City. Although Bayshore does not contain the majority of Daly City crime, this area still has a high crime rate when considering that the Bayshore area’s population accounts for only 3.75% of Daly City’s total population. There were 29 reported stolen vehicles in this six month period, accounting for 15.3% of all 189 stolen vehicles in Daly City. Of the three reported shootings in Daly City during this time, one occurred in the project area. There were three assaults with a deadly weapon, accounting for 14.3% of the 21 reported in all of Daly City. Thirty-four of the 232 reported vehicle burglaries in Daly City were within Bayshore, representing 14.7% of Daly City vehicle burglaries. There were no murders in Daly City during this time period.

Figure 8: Bayshore Daly City Crime by Type



Public Assistance

The San Mateo County Human Services Agency, or HSA, offers several programs to aid adults, children, and families in financial need. Within the Bayshore neighborhood, 145 households utilize at least one HSA program. One of these programs is the California Work Opportunity and Responsibility to Kids program, or CalWORKs. This program aims to help families achieve self-sufficiency through employment and temporary cash assistance, as well as child support. According to the Human Services Agency, in September of 2005 CalWORKs had a total of 385 cases in Daly City. At that time, 16.4% of the 2,349 CalWORKs cases in San Mateo County were located in Daly City.

Also in September of 2005, there were 252 families in Daly City using Food Stamps (Assistance with Food Costs), which can be used at most grocery stores. These Daly City cases made up 14.3% of the 1,761 San Mateo County Food Stamp cases at that time.

Medi-Cal, California’s Medicaid program, provides health care coverage for low-income families, elderly, or disabled individuals who cannot afford health insurance. In September of 2005, there were 4,894 cases of Medi-Cal coverage in Daly City. These cases comprised one fifth (20.1%) of San Mateo County’s 23,880 Medi-Cal cases during that month.

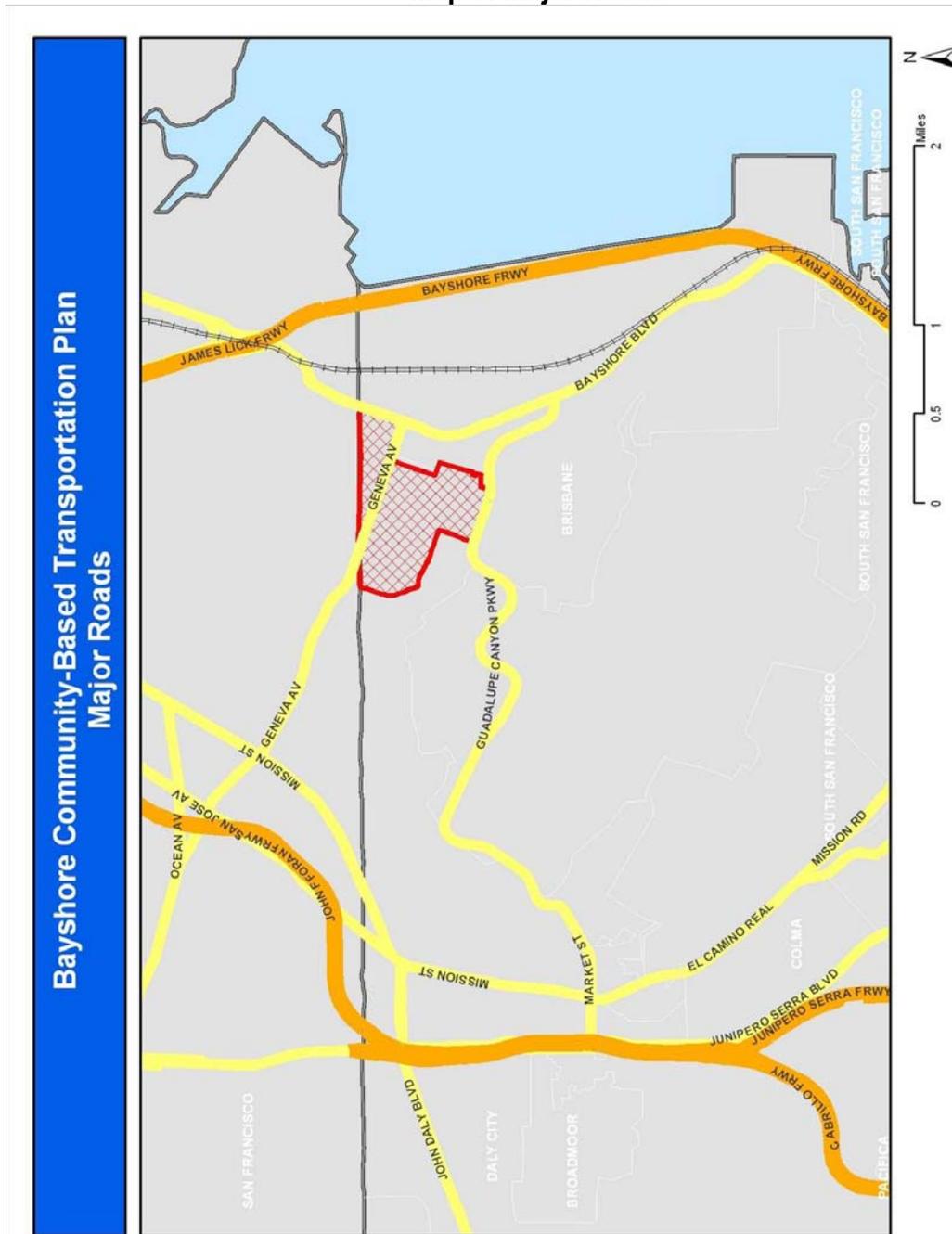
General Assistance for Adults (GA) is a program provided by the Human Services Agency to assist low-income individuals in San Mateo County who are unemployed or unable to work. By providing short-term financial assistance, GA helps these individuals find employment or find help from another source. In September of 2005, there were 65 Daly City residents receiving assistance from GA, accounting for 15.0% of San Mateo County’s 433 GA-assisted individuals at that time.

Chapter 2 - Transportation

Regional and Local Road Access

The Bayshore neighborhood is close to U.S. Highway 101 to the east and Interstate 280 to the north. The area is served by two main arterial roads, Bayshore Boulevard and Geneva Avenue (Map 5). Bayshore Boulevard extends south from Highway 101 in San Francisco County into Brisbane. Geneva Avenue is a four-lane road that starts from a “T” intersection off Bayshore Boulevard and extends northwest into San Francisco County.

Map 5: Major Roads



Level of Service for Traffic

Both Geneva Avenue and Bayshore Boulevard experience high levels of traffic and congestion. The level of traffic congestion is measured by Level of Service (LOS) using a ratio of the volume of traffic to the capacity of the roadway. The range in LOS is from A to F, with LOS A characterized as free flowing traffic conditions and progressing to LOS F or “bottleneck” situations. According to C/CAG, the county’s Congestion Management Agency (CMA), the level of service (LOS) for Geneva Avenue and Bayshore Boulevard was A in 1991. The most recent study from the San Mateo CMA in 2005 shows the level of service has degraded to LOS E for both roadways. This means that the streets are congested and passing other vehicles is almost impossible.

Transit Service Overview

The City of Daly City is served by many transit agencies, including two major BART lines (Daly City to Richmond and Daly City to Fremont), SamTrans, Muni, and Caltrain (at Bayshore Station). Two SamTrans school service routes, 24 and 121, serve the project area along Geneva Avenue. SamTrans regular fixed routes 292 and 397 run adjacent to the project area along Bayshore Boulevard to the east. Also operated by SamTrans, the combination fixed-route demand response Bayshore/Brisbane shuttle serves the project area, and connects to the Bayshore Caltrain Station and the City of Brisbane during the midday on weekdays.

The Bayshore neighborhood is relatively close to the Bayshore Caltrain station, yet there is no direct pedestrian or bicycle access to this station from the project area. Daly City BART is five miles from the library in the center of the Bayshore neighborhood.

Muni fixed Route #9 serves the project area along Geneva Avenue and connects the neighborhood with downtown San Francisco. Express Route #9X stops on the northern border of the project area at Geneva Avenue and Santos Street. Muni “Owl” service Route 91 also serves the project area along Geneva Avenue.

The last stop for the new Muni Third Street light rail, also known as the “T” Line, is located at Sunnydale Avenue and Bayshore Boulevard, hundreds of feet beyond the San Francisco County line and the northeast corner of the project area. Although this Muni T stop is accessible by walking, Bayshore Boulevard is not a pedestrian friendly street. Biking to this station is possible, however Muni does not allow bicycles on its metro trains.

SamTrans

The Bayshore is served by four SamTrans routes: 24, 121, 292, and 397 (Map 6). Only Route 292 runs on a 30-minute daily schedule, with service hours from 4 AM to 2 AM. Route 397 is late night “Owl” service which operates on hourly frequencies. Routes 24 and 121 are limited service routes serving schools on school days during the school year. Table 1 below shows the service area and schedules for each route.

Map 6: SamTrans Fixed Routes Serving the Bayshore Area

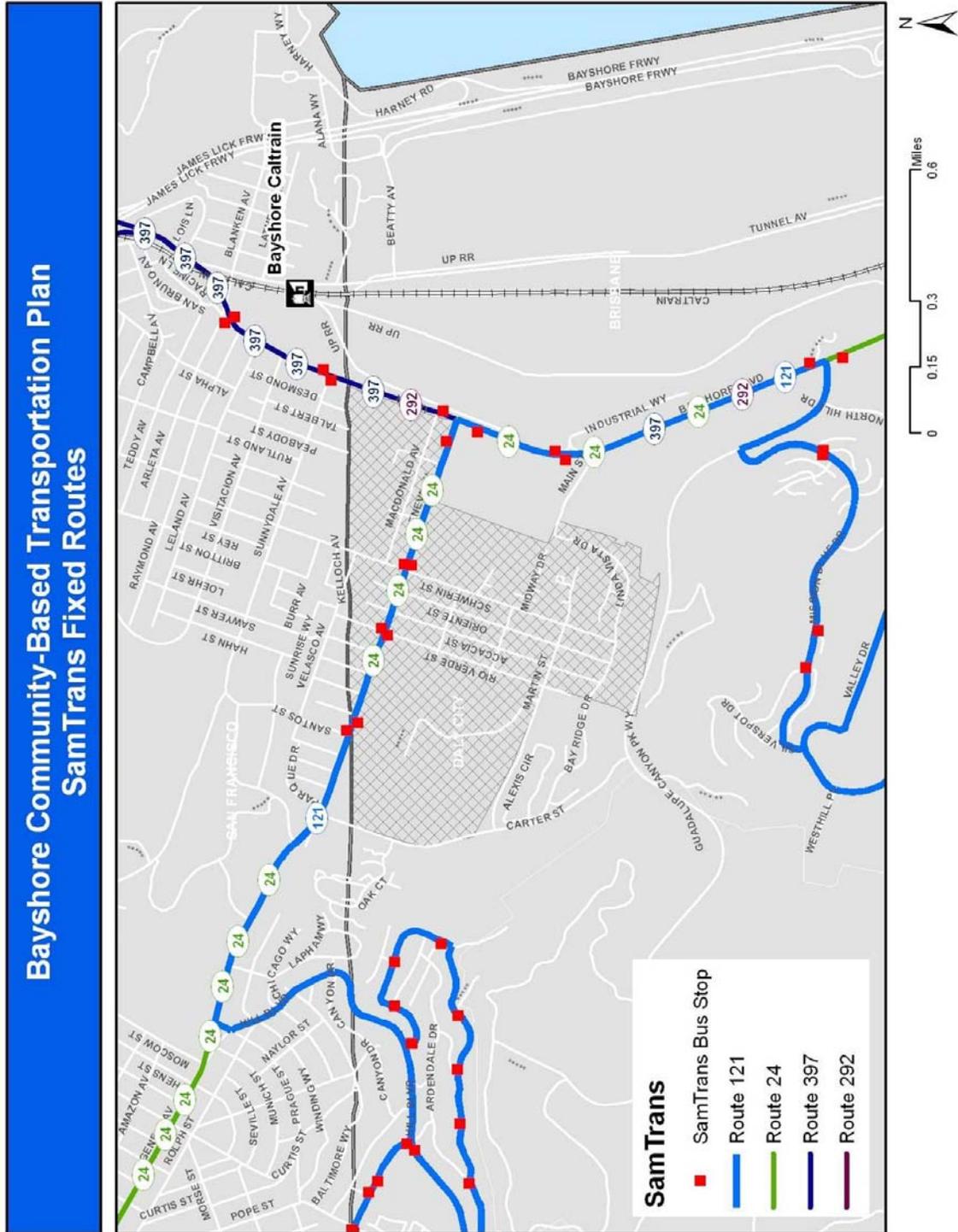


Table 1: SamTrans Routes Serving the Bayshore Neighborhood

| SamTrans Routes | | | | |
|-------------------------|--|---|---|--|
| Route Number | SamTrans Route 24 | SamTrans Route 121 | SamTrans Route 292 | SamTrans Route 397 |
| Service Areas | Daly City - Brisbane - Bayshore | Skyline College - Colma BART - Daly City BART- Lowell & Hanover | Hillsdale Shopping Ctr - SFO - So. San Francisco - Brisbane - San Francisco | San Francisco-So. San Francisco, SFO- Burlingame-Palo Alto |
| Service in Project Area | Geneva and Bayshore Boulevard | Geneva and Bayshore Boulevard | Bayshore Boulevard | Bayshore Boulevard |
| Schedule | "Community Service" route and only runs on school days | Service is limited to school days only | Daily, 30 minute frequency | Known as an "All Nighter" service, and runs every hour, daily. |

Ridership on bus stops serving the Bayshore area were analyzed as follows:

Route 397 (Caltrain Connection)

Toward San Francisco:

Bayshore Blvd and Main St
Bayshore Blvd and Geneva Ave

Toward Palo Alto:

Bayshore Blvd and Geneva Ave
Bayshore Blvd and Main St

Route 292 (Caltrain Connection)

Toward San Francisco:

Bayshore Blvd and Main St
Bayshore Blvd and Geneva Ave

Toward Palo Alto:

Bayshore Blvd and Geneva Ave
Bayshore Blvd and Main St

Route 24 (School Days Only)

Toward Daly City:

Bayshore Blvd and Main St
Geneva Ave and Bayshore Blvd
Geneva Ave and Schwerin St
Geneva Ave and Rio Verde St
Geneva Ave and Santos St

Toward Brisbane:

Geneva Ave and Santos St
Geneva Ave and Rio Verde St
Geneva Ave and Schwerin St
Bayshore Blvd and Geneva Ave
Bayshore Blvd and Main St

Route 121 (School Days Only)

Toward Daly City:

Bayshore Blvd and Main St
Geneva Ave and Bayshore Blvd
Geneva Ave and Schwerin St
Geneva Ave and Rio Verde St
Geneva Ave and Santos St

Toward Brisbane:

Geneva Ave and Santos St
Geneva Ave and Rio Verde St
Geneva Ave and Schwerin St
Bayshore Blvd and Geneva Ave
Bayshore Blvd and Main St

BAYSHORE COMMUNITY-BASED TRANSPORTATION PLAN

Table 2 shows SamTrans ridership data for the stops located in the Bayshore area and for the whole route during the months of February, March, and May 2007 (since these are deemed as “typical months”). This ridership data reveals that within the Bayshore area, Route 292 makes up about 3 to 4% of the overall ridership for the route. This is about 126 average riders daily. The overall total ridership for Route 292 is about 3,580 average riders daily. The most popular Route 292 bus stop is located at Bayshore and Geneva, in the southbound direction. The fare category that is most widely used on this route is the Adult Cash fare, followed by Adult pass, then Elderly fare base. Route 292 may be popular due to the fact that it directly serves the South San Francisco Caltrain station and a major employer, San Francisco International Airport.

Route 397, which also serves Caltrain, hovered around 1 to 2% of ridership from the Bayshore. This route is known as “Owl” service since it provides service all night. In the northbound direction, Route 397 begins service at 2:20 AM in the Bayshore and heads to downtown San Francisco. Heading south, Route 397 starts in downtown San Francisco at 1:14 AM and reaches Bayshore at 1:45 AM going toward Palo Alto. The southbound bus stop located at Bayshore and Geneva is used the most, which may be due to the fact that people are headed to South San Francisco Caltrain and San Francisco International Airport (SFO). SFO is also the largest 24-hour employment center in San Mateo County according to MTC’s *Lifeline* report.

Route 24 was well used with ridership in February, showing 17% of riders (234 out of 1363) originating from the Bayshore. Data from February also reveals that the Geneva and Schwerin bus stop, in the westbound direction, is the most heavily used. However, the data was not available to show a consistent stream of ridership for the month of March, and drops in May at the end of the school year.

Route 121, which serves the project area only during school hours, shows the least consistent ridership.

Table 2: SamTrans Ridership Date for Bayshore Routes

| ROUTE | February | Bay Shore | Bayshore Percent of Total Ridership | March | Bayshore* | Bayshore Percent of Total Ridership | May** | Bayshore | Bayshore Percent of Total Ridership |
|-------|----------|-----------|-------------------------------------|--------|-----------|-------------------------------------|--------|----------|-------------------------------------|
| 24 | 1,363 | 234 | 17% | 1,678 | 126 | 8% | 1,894 | 54 | 3% |
| 121 | 43,755 | 11 | 0% | 50,008 | 2 | 0% | 49,660 | 0 | 0% |
| 292 | 68,047 | 2,208 | 3% | 78,781 | 2,789 | 4% | 83,763 | 2,633 | 3% |
| 397 | 3,289 | 22 | 1% | 3,281 | 23 | 1% | 3,698 | 61 | 2% |

*Data for Routes 24 and 121 during the Month of March in the Bayshore neighborhood was not conclusive since data for only 6 days out of 22 days was available.

** Data for Route 121 for the month of May was not available.

Redi-Wheels Paratransit Service and Use

Redi-Wheels is SamTrans’ paratransit service and is available for disabled passengers who cannot independently ride regular SamTrans buses some or all of the time. Redi-Coast is the paratransit service on the coastside of the county. Rides must be scheduled ahead of time.

There are currently 924 registered Redi-Wheels riders in Daly City, which represents 13% of San Mateo County’s 7,188 eligible passengers. In the month of June 2007, there were 2,913 arranged trips through Redi-Wheels originating in Daly City, with 43% (1,261) of these trips having a destination still within Daly City. Other common destinations originating in Daly City

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were South San Francisco with 319 trips (11% of total trips), and San Francisco with 303 trips (10% of total trips).

Redi-Wheels use by Bayshore residents is low on a per capita basis. Of the 2,913 Redi-Wheels trips occurring in Daly City in June 2007, an estimated 37 trips originated in the Bayshore area.

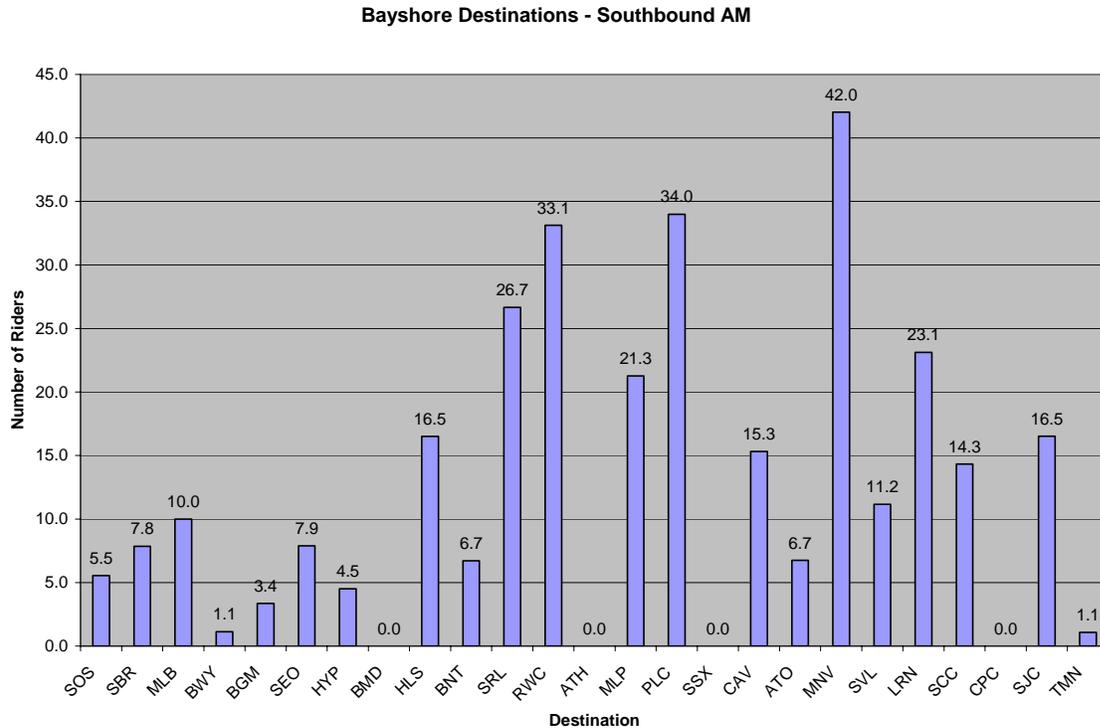
Caltrain Service and Ridership

The closest Caltrain station to the residents of the Bayshore area is the Bayshore Caltrain Station, located on Tunnel Avenue near its intersection with Lathrop Avenue. To travel from the Bayshore area to this Caltrain Station, residents can take Muni Route #9 from the southeast corner of Geneva Avenue and Rio Verde Street. There is no direct pedestrian access to the station from the project area.

Southbound Travel

According to a Caltrain study in 2001, an average of 309 Caltrain riders travel southbound from the Bayshore Station during AM peak hours on an average weekday. Of these 309 riders, 42 (14%) of them disembark at the Mountain View Station, while 34 (11%) disembark at the Palo Alto Station and 33 disembark at the Redwood City Station. The next most popular disembarking stations are at San Carlos, Lawrence, and Menlo Park, with 27 (9%), 23 (8%), and 21 (7 %) of the Bayshore-Southbound AM riders, respectively. During AM peak hours, four southbound riders from the Northern stations disembark at the Bayshore Station.

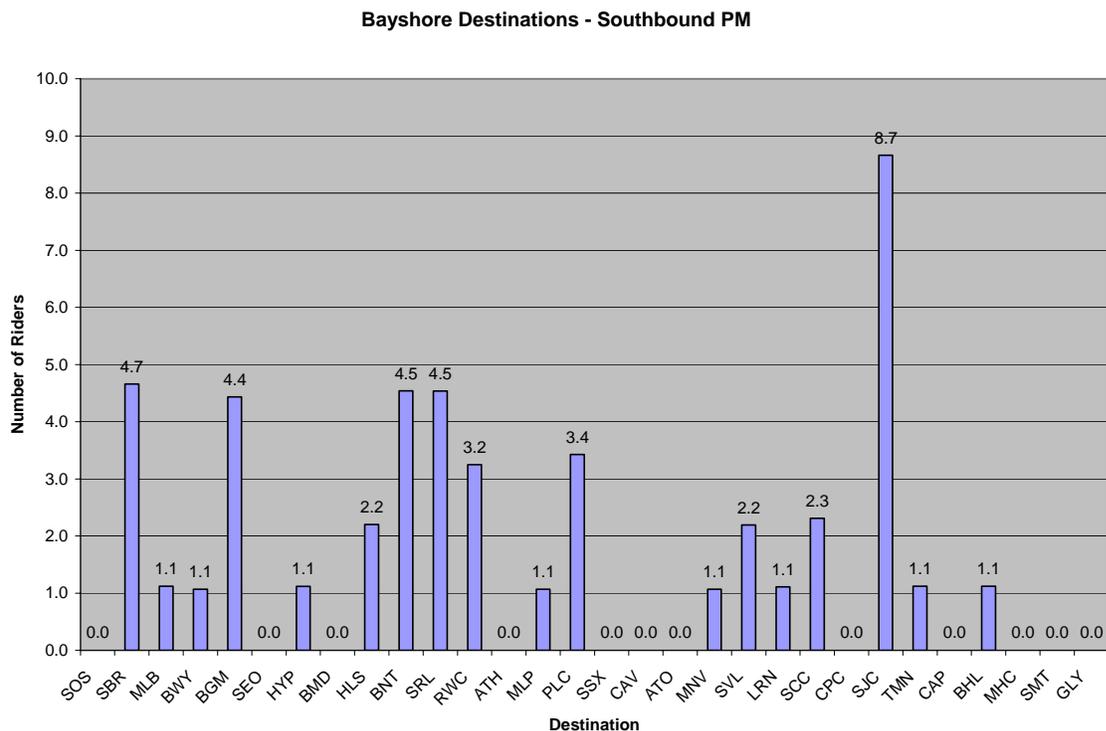
Figure 9: Bayshore Destinations – Southbound AM



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Traveling southbound during PM peak hours, an average of 49 passengers board at the Bayshore Station (Figure 10). Of these 49 riders, 9 (19%) of them disembark at the San Jose Station. After this top station, the most popular stations to disembark are at San Bruno, Belmont, and San Carlos, with approximately 5 (10%) of the riders at each station. During PM peak hours, 48 southbound riders from the northern stations disembark at the Bayshore Station.

Figure 10: Bayshore Destinations – Southbound PM



Northbound Travel

There are three Caltrain stations north of the Bayshore Station: Paul Avenue, 22nd Street, and 4th & King. During AM peak hours, an average of all of the northbound riders boarding at the Bayshore Station travel to the 4th & King Station, while no northbound riders travel to the other two stations north of Bayshore. An average of 37 northbound riders originating from stations to the south disembark at the Bayshore Station.

During PM peak hours, an average of 12 (86%) of the 14 northbound riders boarding at the Bayshore Station travel to the 4th & King Station, while one of the northbound riders travels to the 22nd Street Station and one of the riders travels to the Paul Avenue Station. On average, 244 northbound riders from the southern stations disembark at the Bayshore Station.

The number of northbound riders arriving at the Bayshore Station during PM peak hours (244) is less than the number of southbound riders boarding at the Bayshore Station during AM peak hours (309). This means that, on an average weekday, 65 of the riders who board Caltrain at the Bayshore Station during peak morning hours do not arrive back at the Bayshore Station during afternoon peak hours. This may be because they arrive back in the Bayshore area during non-peak afternoon hours or because they use other means of transportation during afternoon peak hours.

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Station Access

Automobile access to the Bayshore Caltrain Station on an average weekday includes access from parked automobiles, automobile drop off, motorcycles, and taxicabs. Non-automobile access to the station includes transit, walking, and bicycling. On an average weekday with 304 riders boarding at the Bayshore Station during AM peak hours, one-third (101) of those riders arrive by non-automobile modes, while the remaining two-thirds (203) arrive by automobile.

Non-automobile access is broken down to 50% by public transit, 44% by walking and 6% by bicycling. These figures represent 16%, 15%, and 2% of the total AM boardings at the Bayshore Station, respectively.

By comparison, of the 37 average egresses at the Bayshore Station, 84% (34) are by non-automobile modes. This suggests that most of the Caltrain riders who travel to the Bayshore Station either take MUNI, walk, or bicycle from the station to their destination, while the remaining 16% (6) of riders are picked up by an automobile or take a taxicab to their destination.

MUNI Service and Ridership

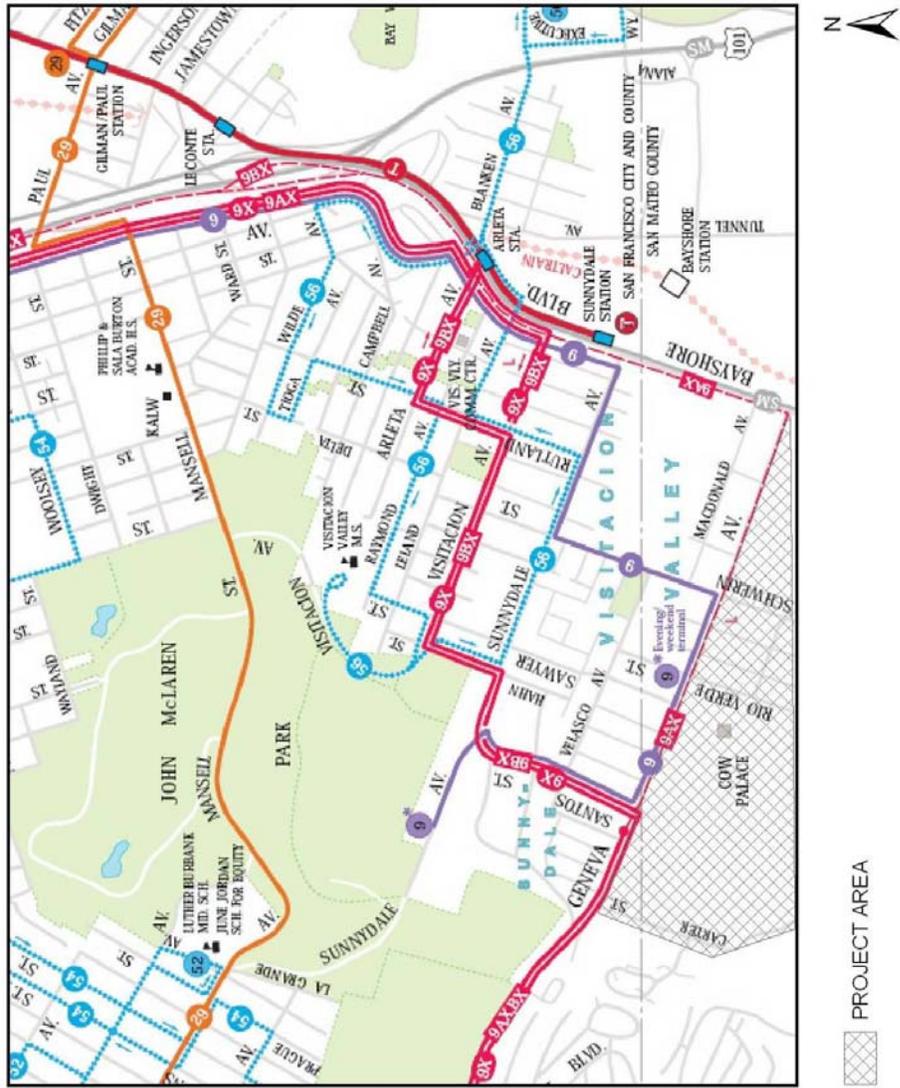
San Francisco Municipal Transportation Agency (Muni) provides service in San Francisco City and County. There are four Muni lines that run in or near to the Bayshore neighborhood (Map 7). Route #9 provides local service and Route # 9X provides express bus service for 20 hours of the day. Routes # 9AX and #9BX are variations of the #9X express bus line that operate northbound during the AM peak and southbound during the PM peak period in place of the #9X. Muni "Owl" service Route #91 is also provided between 1 and 5 am along the same streets used by the #9X line.

All Muni bus lines that run in or near the project area stop at the intersection of Geneva Avenue and Santos Street on the northern border of the project area between Daly City and San Francisco.

The new Muni Metro T-Line began full service in April 2007. The T-Line connects Market Street in San Francisco and follows Third Street south from the San Francisco 4th and King Caltrain station to the last stop at Sunnydale Avenue and Bayshore Avenue. The Sunnydale stop is located about a tenth of a mile from the northeastern corner of the project area. T-Line Metro trains currently run on 9-10 minute headways.

Map 7: Muni Fixed Routes Serving the Bayshore Neighborhood

Bayshore Community-Based Transportation Plan
Muni Fixed Routes

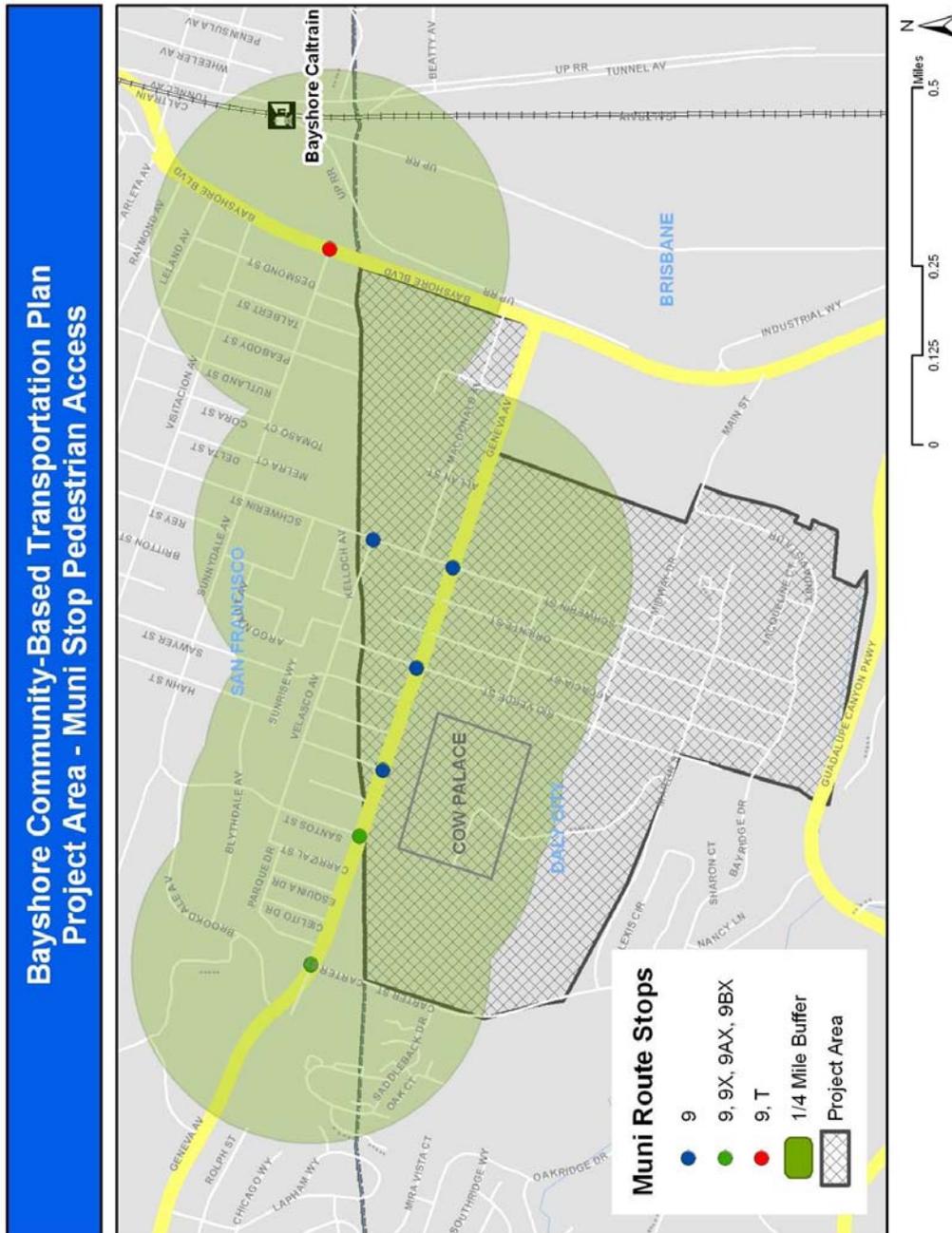


PROJECT AREA

BAYSHORE COMMUNITY-BASED TRANSPORTATION PLAN

The following map shows the Muni stops in or proximate to the project area along with a quarter-mile buffer. The buffer represents the standard distance that transit riders are willing to walk to a transit stop. The map shows that about half of the residential area of the Bayshore neighborhood is within a quarter-mile of a Muni Route #9 stop and very little of the residential area is within a quarter-mile of Muni #9X express service stop.

Map 8: Muni Stops within or near the Project Area showing ¼ Mile Buffers



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Muni will soon launch a Geneva Corridor Transit Priority Project that will look at measures to expedite transit movements along Geneva. While it will emphasize the street segment between Naples Street and Ocean Avenue, the segments east of Naples will be examined as well.

Extension of Muni Route #43 service into the project area along Geneva Avenue to Bayshore Boulevard has also been proposed by various studies. This line currently ends in the South Hills area by Crocker Amazon.

Bayshore/Brisbane Shuttle

The Bayshore/Brisbane shuttle is a free demand response service operated by SamTrans that connects the Bayshore Caltrain Station with the Bayshore neighborhood and the City of Brisbane during the midday on weekdays. The shuttle service is designed to operate along a regular fixed-route (Map 8) until a ride request is made to the driver's cell phone; however the shuttle is currently operating almost entirely on demand. Many people schedule regular every day pick ups that do not require a call to the driver.

The average ridership in June 2007 was 27 passengers per day. A survey showed that 71% of riders listed their occupation as retired, 14% were disabled, and 15% took the shuttle to jobs.

The Bayshore/Brisbane shuttle replaced the very low-performing SamTrans Route 34 in August 2004. Several months before the route was canceled, the cities and SamTrans staff began to work on a solution to the transportation needs for this area. A survey was performed to determine where the residents wished to travel. One of the options proposed was to work with Brisbane and Daly City to determine if there could be another way to provide more cost-effective service. The resulting Bayshore/Brisbane shuttle service successfully reaches its target market, costs less to provide than regular fixed-route bus service and has received positive feedback from the community.

The Bayshore/Brisbane shuttle is funded by C/CAG, the Transportation Authority, Daly City and Brisbane. In fiscal year 05/06 the service cost \$142,447 to operate for approximately 1,560 service hours. Annual ridership was approximately 7,500, yielding productivity of 4.8 passengers per hour and a cost of \$12 per passenger.

Map 9: Bayshore/Brisbane Shuttle

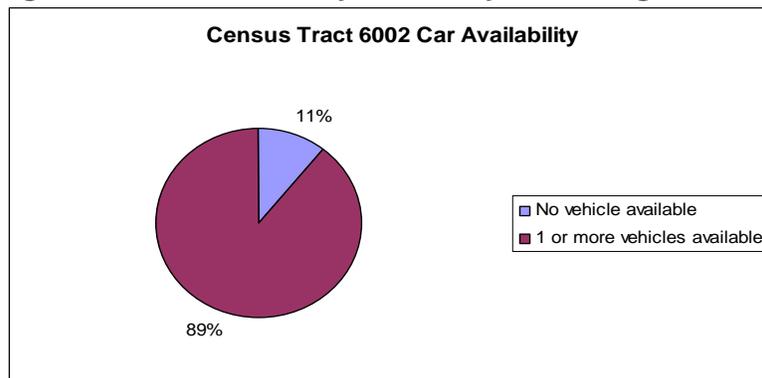
BAYSHORE BRISBANE COMMUTER SHUTTLE



Car Availability

Eleven percent of the households in the Bayshore neighborhood do not have access to a car compared to 6% in San Mateo County and 8% in Daly City. Taking race into consideration, 25% of the 150 African American households in the project area do not have access to a car, while 32% of the 50 households of two or more races do not have access to a car. For Hispanic households, 30 (15%) out of 200 households do not own a car. Overall, nearly 130 households in the project area do not have access to a car; 29% of those households are African American, 23% are Hispanic, 21% are White, and 17% are Asian American.

Figure 11: Car Availability in the Bayshore Neighborhood



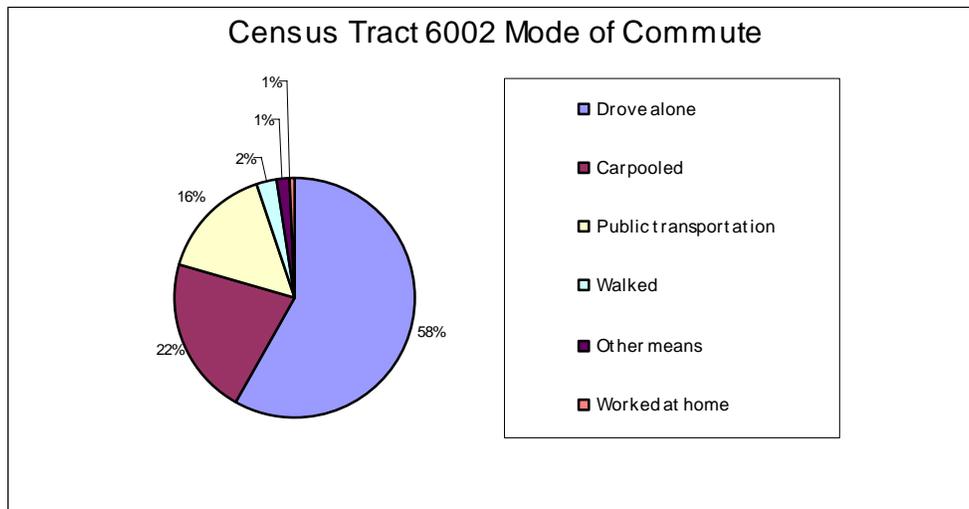
BAYSHORE COMMUNITY-BASED TRANSPORTATION PLAN

Mode of Commute

The use of alternatives to driving alone is high by residents of the Bayshore neighborhood (Figure 15). Residents of both the Bayshore and Daly City have relatively high rates of transit use as compared to the State of California and San Mateo County. According to the 2000 U.S. Census, 16% (254 residents) of the Bayshore area population, and an even higher 18% (8,858) of Daly City's population, use public transit for their work commute. In California and the county, public transit use is 5% and 7%, respectively.

The number of workers driving alone to work is lower than in the State and County. Only 58% of both Bayshore and Daly City workers drive alone to work, while 72% of California workers and 73% of San Mateo County workers drive alone to work. In addition, the carpool rate in the project area is relatively high at 22%, compared to 20% in Daly City as a whole, 13% in the County, and 15% in the State.

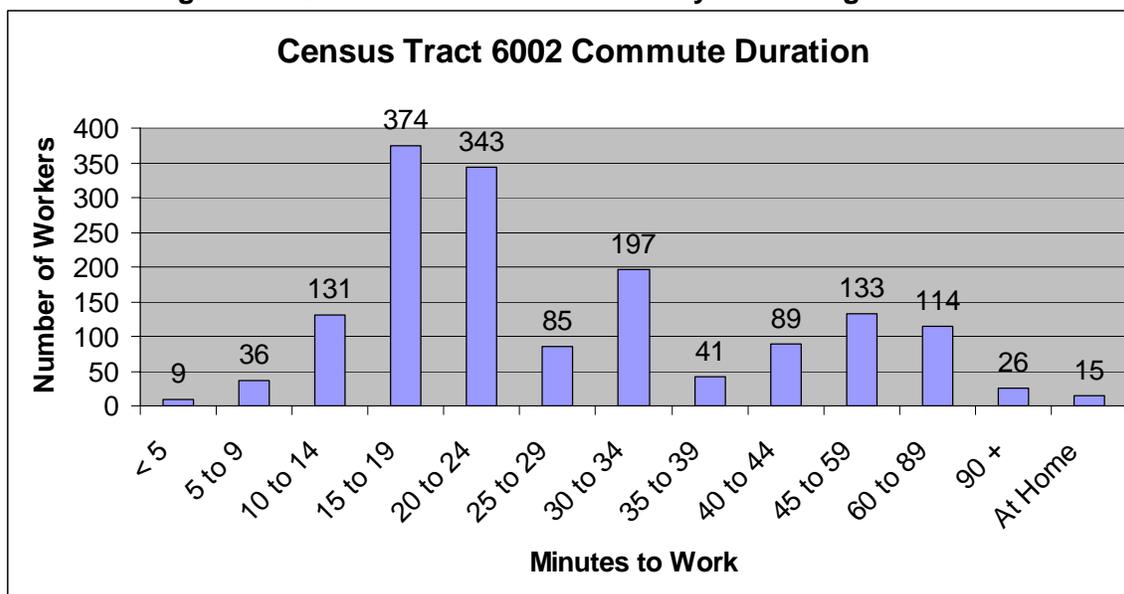
Figure 12: Mode of Commute in the Bayshore Neighborhood



Commute Duration

The majority of residents of the Bayshore neighborhood have a commute to work time of between 15 and 25 minutes, with 374 (24%) of the 1,593 workers commuting for 15 to 19 minutes and 343 (22%) of the workers commute for 20 to 24 minutes (Figure 13). The third most common commute duration is between 30 and 34 minutes, which accounts for 197 (12%) of the workers in the project area. Average commute duration is 27 minutes, which is comparable to Daly City (29 minutes) and the County (27 minutes).

Figure 13: Commute Duration in the Bayshore Neighborhood

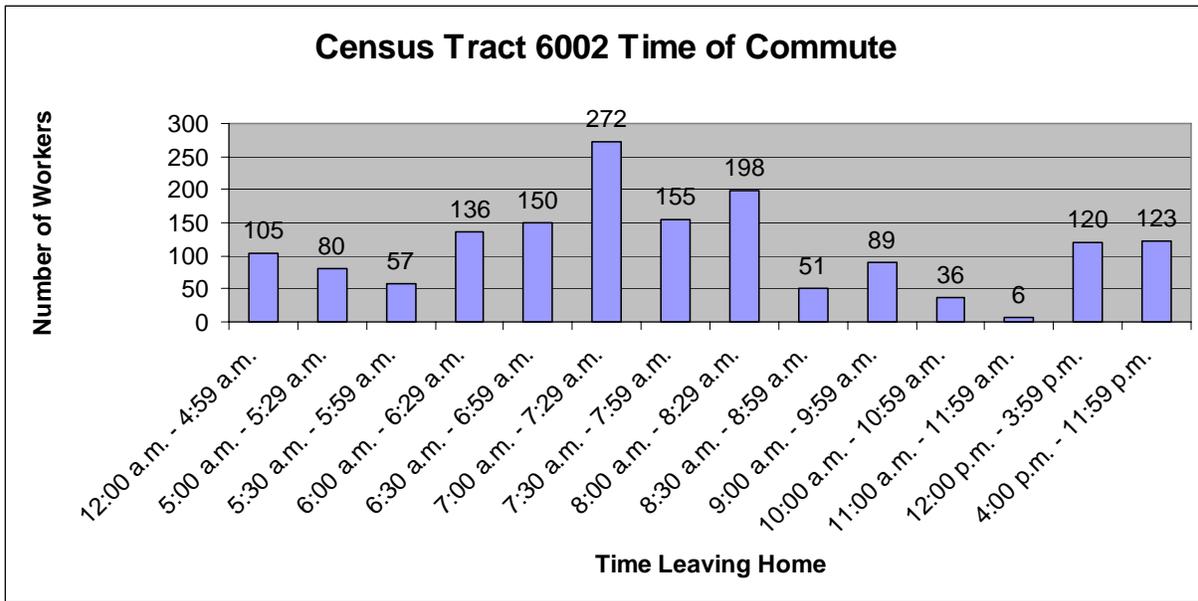


Time of Commute

The majority of workers living in the Bayshore neighborhood begin their commute to work between 7:00 and 8:30 AM. Within that time span, 272 (17.1%) of the 1,593 workers leave between 7:00 and 7:30 AM, 155 workers (9.7%) leave between 7:30 and 8:00 AM, and 198 (12.4%) leave between 8:00 and 8:30 AM. Another 9.4% of workers leave for work between 6:30 and 7:00 AM and 8.5% of workers leave for work between 6:00 and 6:30 AM.

Other commute times – from 8:30 AM to midnight and from midnight to 6:00 AM – are widely distributed. The most common commute times between 8:30 AM and midnight are the times from 8:30 to 10:00 AM, accounting for 140 (8.8%) of the 1,593 workers, and from 12:00 noon to 4:00 PM, accounting for 120 (7.5%) of the workers. The most common commute times between midnight and 6:00 AM are from 5:00 to 6:00 AM, accounting for 137 (8.6%) of the workers, while the remaining commute times from midnight to 5:00 AM account for 105 (6.6%) of the workers. Fifteen (1%) of the workers living in the project area work at home.

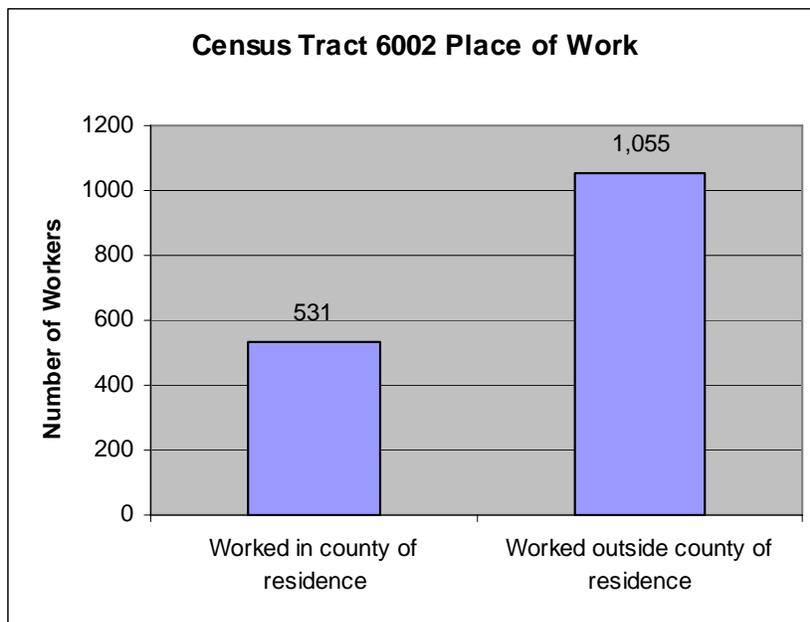
Figure 14: Time of Day that Bayshore Neighborhood Residents Leave for Work



Place of Work

According to the 2000 U.S. Census, two-thirds (66.5%) of workers living in the Bayshore neighborhood work outside of San Mateo County. Since most of the workers commute for 15 to 25 minutes, one can conclude that these workers are traveling into San Francisco for work since commuting to Santa Clara County or across the Bay would exceed 15 to 25 minutes.

Figure 15: Place of Work for Bayshore Neighborhood Residents

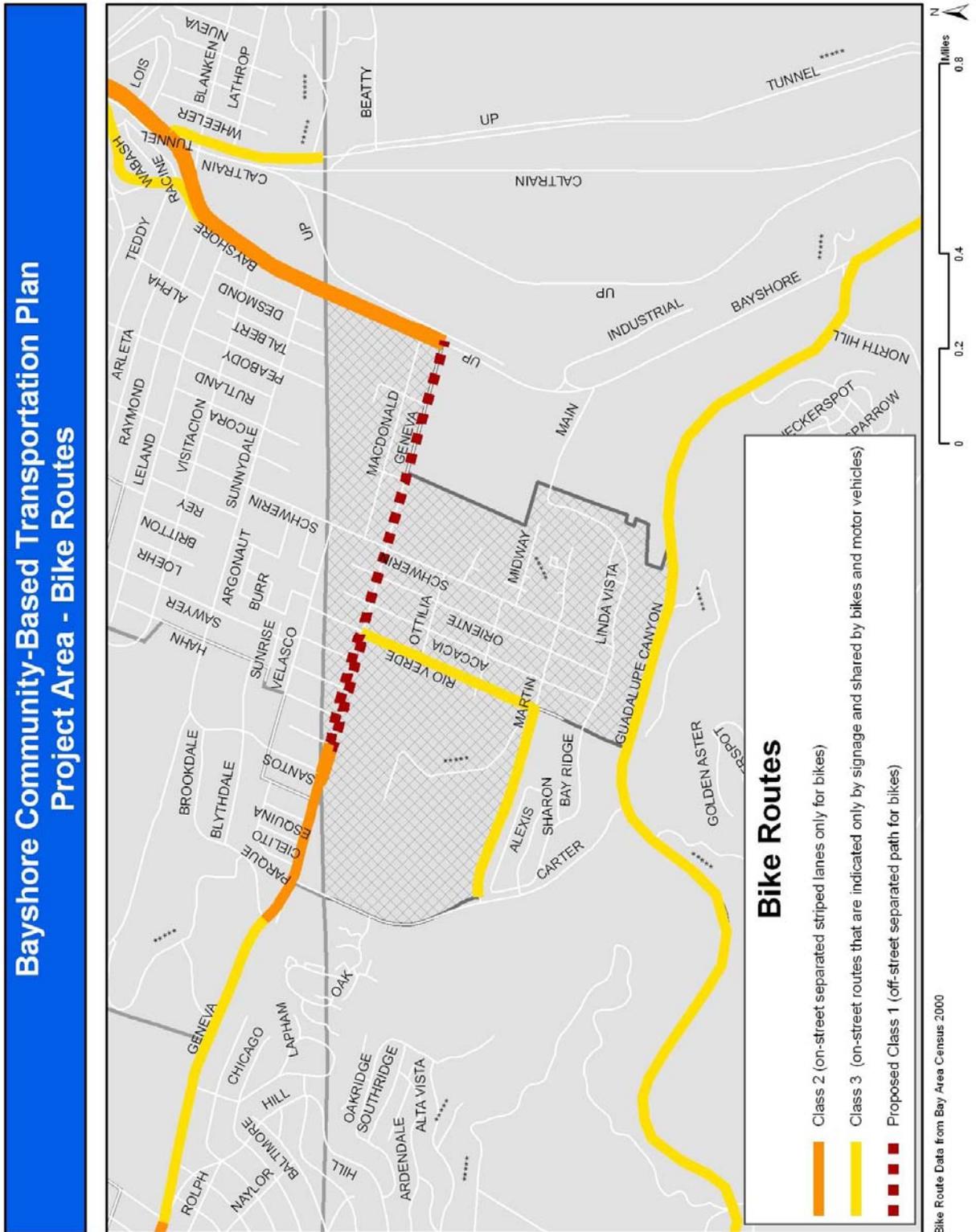


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Bicycle Amenities

Bikeways in the project area are shown in Map 8. There are Class II bikeways (on-street separated striped lanes only for bikes) on Bayshore Boulevard within the project area. There are Class III bikeways (on-street routes that are indicated only by signage and shared by bikes and motor vehicles) on Rio Verde Street and Alexis Street within the project area and on Guadalupe Canyon Road, which crosses from Bayshore Boulevard through the San Bruno Mountain County Park to Mission Street in Daly City. The Daly City Bicycle Master Plan and Streetscape Master Plan propose the designation of a Class I or Class II bikeway on Geneva Ave within the project area.

Map 7: Bike Routes



Chapter 3 – Daly City Plans

This chapter summarizes Daly City plans as they relate to the Bayshore neighborhood.

Daly City General Plan

The Daly City General Plan identifies several future improvement goals, including goals for the Bayshore neighborhood. The General Plan also identifies several improvement constraints, including aging public utility systems, deteriorating physical infrastructure, and a lack of easily developable land within the Bayshore area.

Specifically, and relevant to the Bayshore Redevelopment Project, the General Plan's land use goal is "to create a balanced mixture of land uses that ensures equal opportunities for employment, housing, open space and services which adequately serve both personal needs of citizens and the economic needs of the community." Since the City's General Plan is presently under revision and further development, the Bayshore Redevelopment Project is a more current resource to the Community-Based Transportation Plan at this time.

Daly City Bayshore Redevelopment Project

In June of 2007, the City of Daly City submitted an application to the FOCUSing Our Vision Program for Priority Development Area designation of the Bayshore neighborhood. The City noted their interest in a planning grant update the existing area-wide specific plan or precise plan, as well as capital grants to fund water and sewer capacity, streetscape improvements, and underground utility.

The Bayshore Redevelopment Project Area of Daly City includes the Bayshore neighborhood, with a main commercial corridor along Geneva Avenue and a major activity center at the Cow Palace. The Redevelopment Project is generally described in the Bayshore Redevelopment Plan and has incorporated several other plans that focus on a particular region or aspect of redevelopment. These other major plans are the Geneva Avenue Urban Design Plan (2001), the Geneva Avenue Streetscape Master Plan (2002), and the Community Development Program for the Cow Palace/Carter Martin Area (2004).

- 1. Bayshore Redevelopment Plan
(July 1999)*

The Bayshore Redevelopment Plan emphasizes elimination of physical and economic conditions that restrict the successful revitalization of the Bayshore area by improving its commercial and residential areas. The Plan's goals include: providing basic services to Project Area residents, implementing policies and objectives according to the City's General Plan, protecting and preserving the residential areas during rehabilitation efforts to enhance the neighborhood's character, promoting commercial development, and installation of improved public infrastructure.

According to the Redevelopment Plan, the Project Area is currently comprised of "deteriorated buildings, incompatible uses, depreciating values, and residential overcrowding." These problems create "physical and economic burden on the community," and cannot be expected to

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improve on their own without serious assistance by the Daly City Redevelopment Agency to revitalize the area.

The effects of such problems are extensive. These problems deprive the City and surrounding area of employment opportunities, the residents of affordable housing, the property and business owners of a competitive return on their investments, and the Project Area of a quality environment.

The funds from the Redevelopment Agency toward the Bayshore Redevelopment Program proposed in the 1999 Plan were distributed among seven categories for redevelopment: Planning, Economic Development, Building Rehabilitation and Façade Improvement, Circulation and Landscaping Improvements, Public Facilities and Infrastructure, Site Preparation and Development, and the Housing Program. These funds totaled \$36,300,000 in constant 1999 US dollars.

2. Geneva Avenue Urban Design Plan (January 2001)

Geneva Avenue is a major thoroughfare of the Bayshore area. As part of the Bayshore Redevelopment Program, Daly City aims to make Geneva Avenue a more successful commercial corridor for the Bayshore community. The corridor serves as the “heart” of this community which connects San Francisco, Brisbane, and Daly City.

The Geneva Avenue Urban Design Plan describes opportunities for economic development and public improvements, as well as design guidelines, promotional efforts, and implementation measures necessary for revitalization of this vital part of the Bayshore neighborhood. This revitalization includes providing more job opportunities for a variety of ages and income levels, maximizing current land use, producing quality local services for the residents of the Bayshore area, encouraging local transit use, and allowing for a walkable neighborhood.

The improvement area has been separated into three main districts. The “Upper Geneva Avenue Area Near the Cow Palace” will attract new businesses and become a major commercial shopping center including a major supermarket, retail, and possibly some residential and office use. The “Middle Commercial/Mixed Use Area” will become the center of all business activities in the neighborhood, with retail, business, finance, cultural, and community services, as well as some housing. The “Lower Residential/Mixed Use Area” will be a mainly residential area, with some special business use as Geneva Avenue connects with Bayshore Boulevard. Changes in this district include street and landscape development, P.G.&E. updates (mainly water utility), motel improvement, and increased commercial use.

All of these improvements will help make Geneva Avenue a livelier place, both during the day and in the evening. The Urban Design Plan will facilitate the commercial and residential success of this important corridor, strengthening community spirit. During these changes, Geneva Avenue will maintain its hometown character as the “heart” of the Bayshore neighborhood.

3. Geneva Avenue Streetscape Master Plan (2002)

The Geneva Avenue Streetscape Plan describes specific improvements necessary to make Geneva Avenue more pedestrian friendly and bring higher levels of pedestrian activity to the

BAYSHORE COMMUNITY-BASED TRANSPORTATION PLAN

corridor. These improvements include development of pedestrian infrastructure along the avenue and encouraging more economic activity along the commercial corridor. Pedestrian safety and the Avenue's functionality as a commercial destination are also addressed, as well as the Avenue's aesthetic appeal.

The objective is to transform the auto-oriented avenue into a safe corridor for moving traffic well separated from pedestrians. Major community goals were incorporated into the Master Plan. It provides identification landmarks within the city such as symbolic gateways which also serve to anchor a system of pedestrian pathways that link the public, commercial and residential elements together along each side of the avenue and to their connecting crossing points. Other community goals include more safety at intersections, demand for off-street parking, reducing traffic noise and improving street lighting.

The identification of the community goals revealed the need to transform the roadway section. Design elements such as the revision of traffic alignments, improvements in parking configuration and the addition of parking spaces, pedestrian sidewalk design, new planting, and better lighting will be included. Landscaping on both sides of the avenue and at the new medians will be added to transform and enhance the pedestrian experience.

It will integrate a green environment within the urban setting and offers the foundation for high quality development that will revitalize the area. The implementation will be on a block-by-block basis starting at Santos and Bayshore simultaneously. The project was supposed to be implemented over two to five years.

4. Community Development Program: Cow Palace/Carter Martin Area (July 2004)

The Cow Palace Carter Street area is defined by Geneva Avenue to the north, Carter Street to the west, Martin Street to the south, and residential properties along Rio Verde Street to the east. The area currently includes the Cow Palace, the former Geneva Drive-In Theater, and an adjacent property facing Carter and Martin Streets that is owned by the Daly City Redevelopment Agency. According to the Bayshore Redevelopment Plan, these sites have been identified as Opportunity Sites for development.

This Community Development Program aims to create more employment opportunities in the neighborhood by incorporating more commercial space into the site. Meanwhile, the program will keep a balance between commercial, residential, public, and open space in the area. There are also plans to: restore the Cow Palace, add a much-needed supermarket and branch bank, possibly add a new school site to serve the Bayshore neighborhood, provide adequate parking, possibly add an interchange between an extension of Geneva Avenue and Highway 101, improve the pedestrian and bicycle routes in the area, and accommodate local transit service.

Chapter 4 - Transportation Plans

The San Mateo County Welfare to Work Plan

The San Mateo County Welfare to Work Transportation Planning Project was completed in April 2001. The Plan recommends a set of transportation strategies and implementation procedures to both improve the mobility of CalWORKs participants and other low-income individuals and connect them with employment opportunities. The Metropolitan Transportation Commission (MTC), in cooperation with the San Mateo County Human Services Agency (HSA) and the San Mateo County Transit District (the District), sponsored the development of the Plan.

The study found that transportation barriers common to low-income persons in the county were:

- Cost of transit
- Lack of information about transportation options
- Low awareness and receptivity to formal carpool and vanpool programs
- Lack of assistance with low-interest car loans, car repairs and drivers licenses

Transit gaps occur with the times of day that bus service is available, the amount of time riders must wait between buses, and the geographical coverage of service. Transit gaps that are specific to San Mateo County included:

- Lack of reliable transportation options for children
- Lack of affordable options for emergency transportation
- Lack of transportation options for residents of East Palo Alto
- Lack of evening and weekend transportation options in the Redwood City, San Mateo and Coastsides HSA Service Corridors

The top four priority areas recommended to develop transportation strategies were:

1. Improved Information and Mobility Manager
2. Emergency Transportation
3. Improved Access to HSA One-Stop Centers
4. Fare Assistance

Lower priority strategies were:

1. Community Transit Services
2. Carpool and Vanpool Incentives
3. Auto Repair and Insurance Assistance Program
4. Children's Transportation Program
5. 24-Hour Bus Service

Gaps and barriers specific to the Bayshore area included:

- Two specific transportation problems – difficulty accessing the HSA service center in Daly City and difficulty getting to the well-baby clinic – were mentioned in focus groups of CalWORK's participants, HSA staff members, Core Service Agency representatives, Opportunities Industrial Center West trainees and Child Care Coordinating Council staff members

BAYSHORE COMMUNITY-BASED TRANSPORTATION PLAN

- Low income persons in the western portion of South San Francisco, the Bayshore and Daly City/Colma have limited access to the employment areas east of Highway 101

SamTrans Short Range Transit Plan (FY 2003/04 – 2012/13)

The SamTrans Short Range Transit Plan (SRTP) outlines a ten-year plan for the agency to address the major issues and challenges that the district is expected to face, such as economic decline, decreased ridership, and the aging population. The six main objectives of the Plan are:

1. Multi-Modal Performance Monitoring System
2. 20-Year Strategic Plan
3. El Camino Grand Boulevard Initiative
4. Transit-Oriented Development (TOD)
5. Station Access Improvements
6. Clean Fuels

While each of these objectives is likely to affect the Bayshore area, some operations and financial plans outlined in the SRTP and predicted for the 20-year Strategic Plan have the potential to directly affect the project area:

- **Prepare for Muni's Third Street Light Rail service.** The Muni T-Third Street line began operation in April 2007. The last station on this line is located at Sunnyvale Ave and Bayshore Boulevard a few hundred feet north of the project area boundary in San Francisco. The SRTP states that, "The District will need to develop an access plan for fixed-route buses and shuttles, possibly using existing resources." In fulfillment of this plan the district has recently approved a fare exception in the SamTrans codified tariff, effective August 19, 2007, which will allow riders who transfer to a southbound SamTrans route (292 or 397) at the Sunnydale station to pay the local fare. Previously, all trips on SamTrans that started in San Francisco required a double fare.
- **Work closely with cities to ensure coordination as they pursue their shuttle programs.** As previously mentioned, the SamTrans Bayshore/Brisbane community shuttle operates within the project area and provides an important service to many Bayshore residents for their local transportation needs. The SRTP plans for the District to "review and recommend potential opportunities to advance residential shuttles." In addition, the Plan calls for the district to "develop recommendations for improving coordination between all shuttle services." These plans could potentially affect the Bayshore/Brisbane shuttle by increasing service, adding another shuttle route, and/or coordinating the Bayshore/Brisbane shuttle with the entire shuttle system in the county.

San Mateo County Human Services Agency Transportation Programs

The Human Service Agency (HSA) in San Mateo County is currently able to provide a limited amount of bus passes, bus tickets and emergency taxi vouchers to participating CalWORKs clients who need transportation assistance. The HSA was recently awarded a Lifeline Transportation grant from the Metropolitan Transportation Commission to increase the availability of bus passes and taxi vouchers available to clients. The HSA also occasionally refers clients to the Family Loan Program run by the Family Service Agency, which can assist needy families in obtaining auto loans.

The Bayshore Family Resource Center is located at the Bayshore Elementary School near the center of the project area. They can provide a limited number of bus tickets for parents and children to participate in self-sufficiency and/or family strengthening activities.

The Daly City Community Services Center is located at 350 90th Street in Daly City, approximately five miles from the center of the project area. This is where CalWORKs clients living in the Bayshore area must travel to apply for HSA Services.

Chapter 5 - Transportation Gaps

A requirement of Community Based Transportation Plans is to summarize and analyze the transportation gaps that were identified in the Metropolitan Transportation Commission’s 2001 *Lifeline Transportation and Environmental Justice* report that was part of the process to develop the *Regional Transportation Plan*.

Spatial Gap Analysis

The 2001 MTC *Lifeline* report did not point to any specific spatial gap in the Bayshore area. MTC performed a spatial gap analysis to identify low-income neighborhoods that not served by transit. At the time this report was released the SamTrans Route 34 provided fixed-route bus service on Bayshore, Geneva, Carter, Martin, and Schwerin Avenues. This service was suspended after 2004 and replaced with the Bayshore/Brisbane Shuttle in consultation with the city and community. Ridership on Route 34 averaged about 5 passengers per day, at the bottom of route productivity for the system. However, the service frequency was every 2 hours and this may have been a contributing factor to low ridership.

Temporal Gap Analysis

The MTC *Lifeline* report identifies SamTrans Route 292 as a Lifeline Transportation Network route because it serves a pre-defined concentration of CalWorks households, serves essential destinations and is a SamTrans trunkline route. The temporal gap analysis was based on MTC objectives for hours of operations and frequency of service and shows that Route 292 does not constitute a temporal gap. SamTrans Route 292 is actually one of three of the 12 total identified SamTrans Lifeline routes that exceeds the hours of operation objectives for non-urban operators on all days. The route also meets all objectives for frequency of service except during the weekday night service hours. Table 4 below shows the MTC objectives against SamTrans Route 292 hours of operation and frequency of service.

Table 3: Temporal Gaps Analysis

| | Hours of Operation | | | Frequency of Service | | | | |
|--|--------------------|-----------------|-----------------|----------------------|----------------|---------------|----------|--------|
| | Weekday | Saturday | Sunday | Weekday Commute | Weekday Midday | Weekday Night | Saturday | Sunday |
| MTC Objectives for Suburban Transit Lifeline Routes | 6am - 10pm | 6am - 10pm | 8am - 10pm | 30 | 30 | 30 | 30 | 30 |
| SamTrans Route 292 | 4:45 am - 12:45 am | 5 am - 12:45 am | 5 am - 12:45 am | 20-30 | 20-30 | 60 | 30 | 30 |

Appendix C: Community Outreach

Resident Survey Results

Resident Survey Highlights

One-hundred fifteen resident surveys were returned to SamTrans on or before the due date. Of these: 79 were in English, 21 were in Chinese, and 15 were in Spanish (see Figure 1 below). Seventy-three percent of respondents were between the ages of 30 and 64. Slightly more than half of the respondents spoke a language other than English at home and 43% of those respondents reported that English was spoken at home “Not well” or “Not at all” (see Figure 17 below).

The main findings from the resident survey results reflect the findings from the other outreach efforts. The main findings from the resident survey include:

- There are three main destination areas that are difficult for Bayshore residents to get to: western Daly City, downtown San Francisco, and southern San Francisco.
- Most of these trips are made between 7am and 7pm.
- The most common trip purposes of the “difficult trips” are for “medical”, “work”, “grocery store”, and “other shopping.”
- Over half of respondents felt uninformed about their public transportation options and some would prefer information in other languages.
- Approximately half of respondents feel unsafe waiting at their transit stops.

Figure 16: Language of Returned Surveys

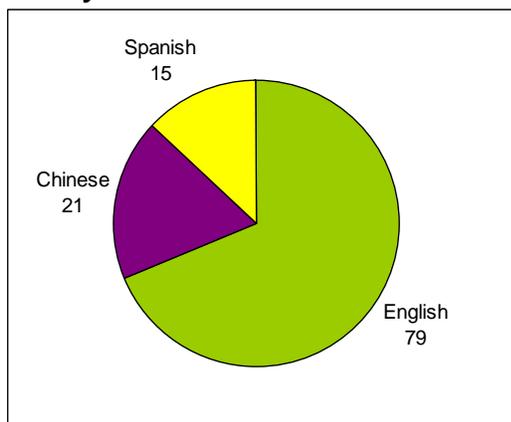
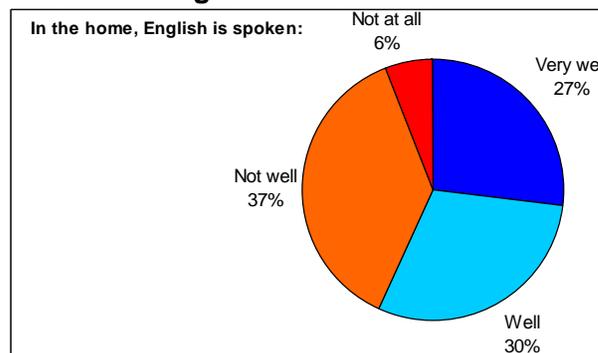


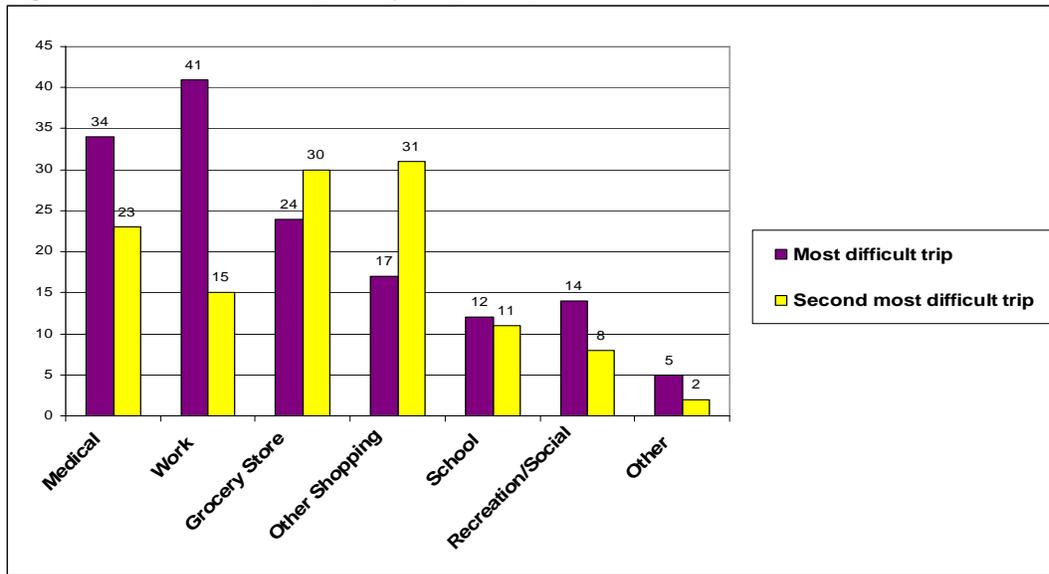
Figure 17: Level of English Proficiency for Respondents who Speak a Language other than English in the Home



Difficult Trips

The first portion of the resident survey focused on trips that the survey respondent felt was the “most difficult” and the “second most difficult” trips for them to make. For the “most difficult” destination the most common trip purpose was “work” and the second most common trip purpose was for “medical”. For the “second most difficult” trip the most common trip purpose was for “Other shopping” and the second most common trip purpose was for “grocery store” (see Figure 18 below).

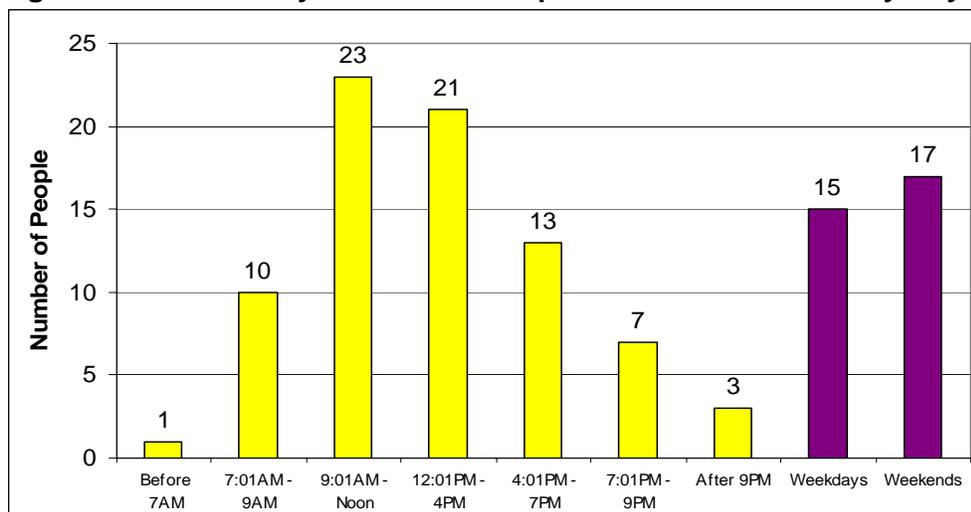
Figure 18: “Difficult Trips” by Trip Purpose



Destinations

Many of the destinations of Bayshore residents’ “Difficult Trips” were concentrated in three areas: the western portion of Daly City, downtown San Francisco and an area in southern San Francisco. For trips to Daly City; medical, grocery, and other shopping were most commonly selected for trip purpose. The most common destinations were listed as Serramonte Shopping Center, Seton Hospital, and Westlake Shopping Center. The most commonly selected trip purposes for trips to downtown San Francisco were work, medical, and grocery. The most common destinations were listed as Chinatown and Market Street. The third main destination area in southern San Francisco includes Safeway (at Mission and Ocean) City College of San Francisco, San Francisco State University, and Stonestown Shopping Center. The majority of trips to this area were to Safeway and therefore the main type of trip purpose was “grocery”. Another common trip purpose for this area was “school.” The following figures show the time of day and mode of travel for respondents who listed destinations in these two areas as their “difficult trips”.

Figure 19: Time of Day for “Difficult Trips” taken to Western Daly City



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Figure 20: Mode of Travel for “Difficult Trips” taken to Western Daly City

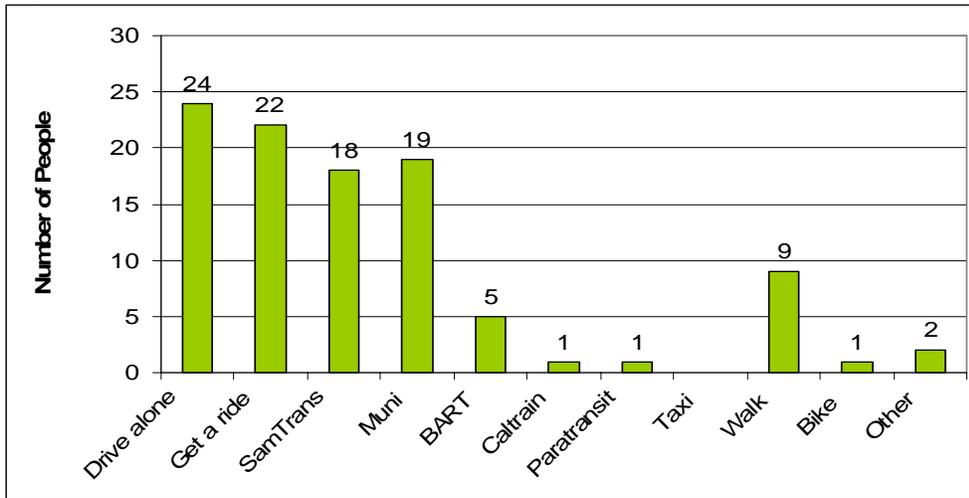


Figure 21: Time of Day for “Difficult Trips” taken to Downtown San Francisco

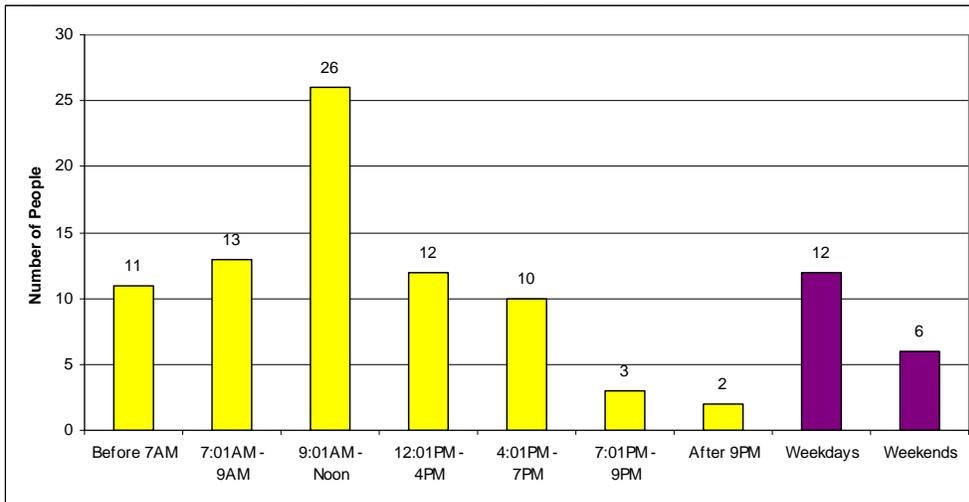
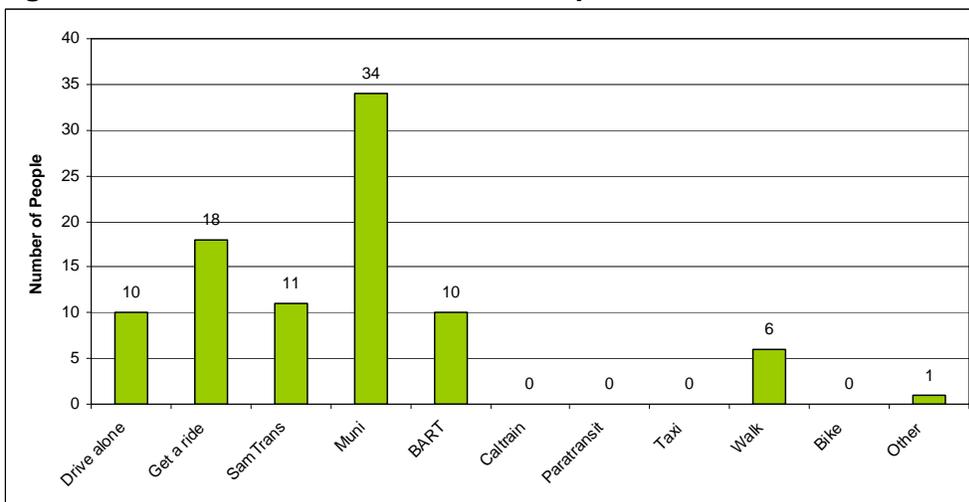


Figure 22: Mode of Travel for “Difficult Trips” taken to Downtown San Francisco



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Figure 23: Time of Day for “Difficult Trips” taken to Southern San Francisco

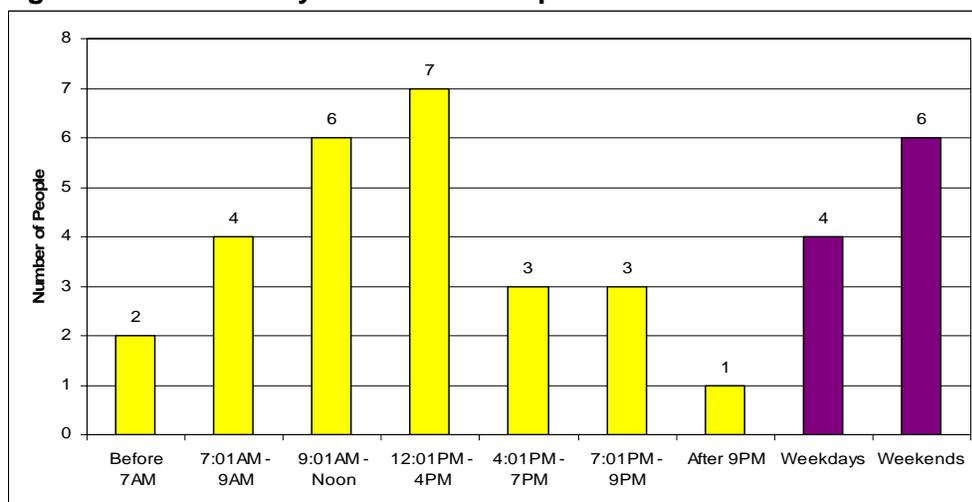
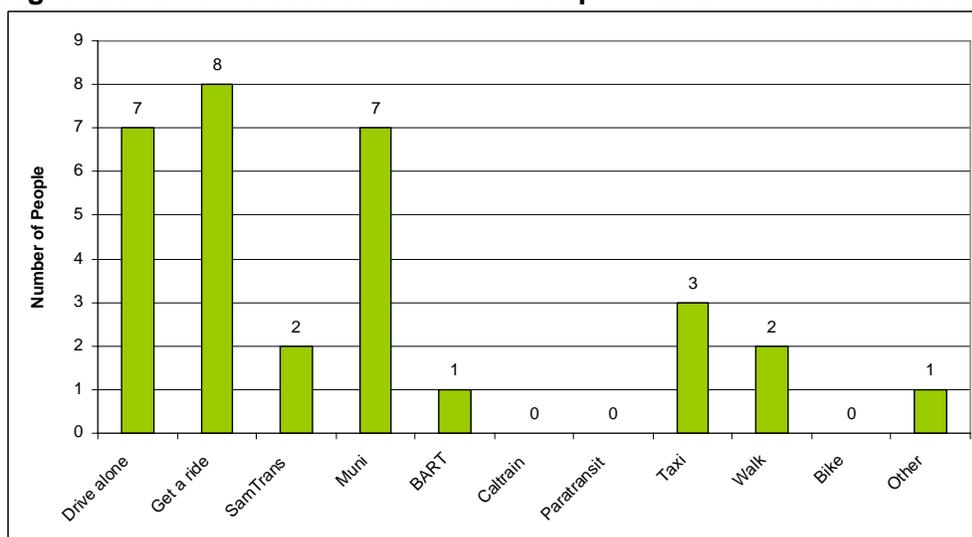


Figure 24: Mode of Travel for “Difficult Trips” taken to Southern San Francisco



Transit

Figure 25 and Figure 11 below show the results of the table from the resident survey where respondents were asked to rate aspects of SamTrans and Muni public transit service.

Figure 25 shows that a relatively high number of residents rated SamTrans service as “poor” in relation to “Frequency of service”, “Pedestrian access to transit stops”, “Availability of information”, “Overall transit service within Daly City”, and “Overall transit service to San Francisco.” Also of note; a relatively high number of respondents rated Muni service in relation to “Days of Operation” as “Excellent” and in relation to “Security and Safety” as “Poor”. These results reflect many of the transportation issues expressed in the Stakeholder Committee and community meetings.

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Figure 25: Survey Respondent Rating of SamTrans Service

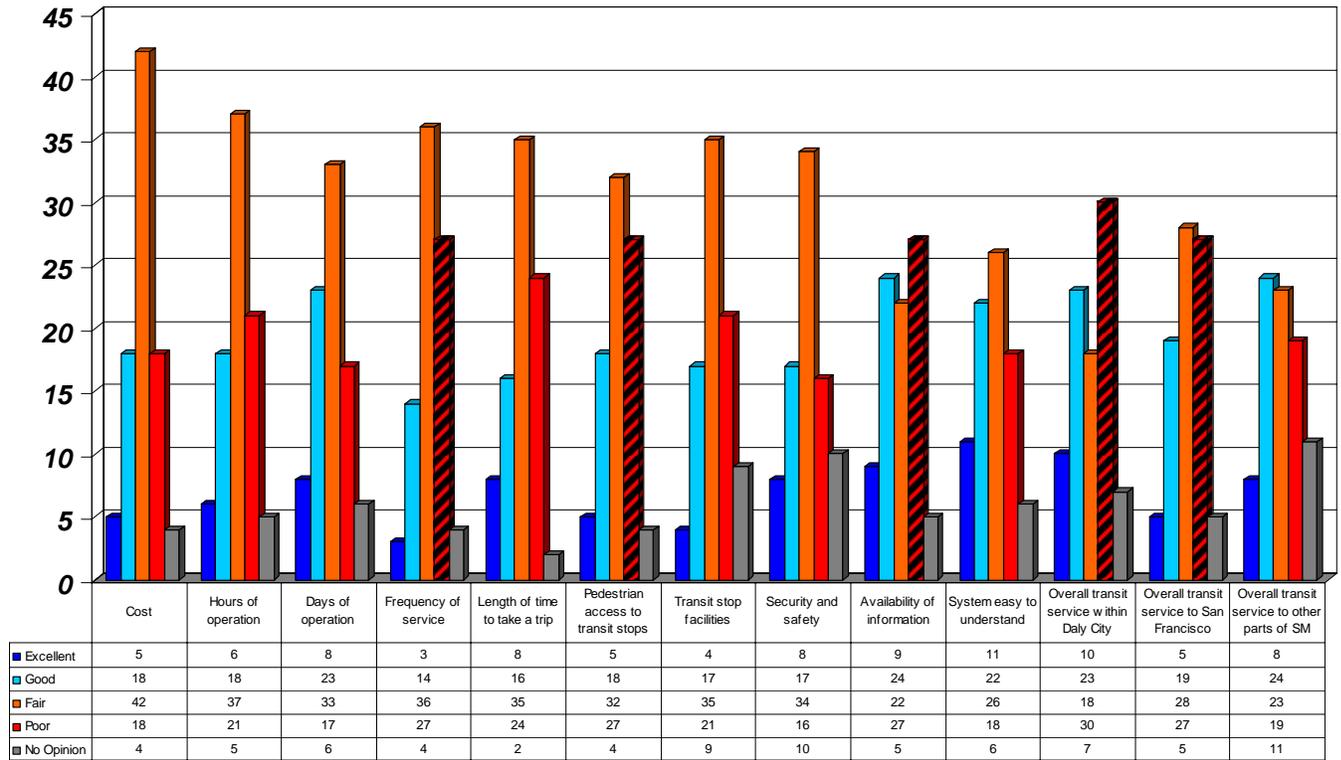
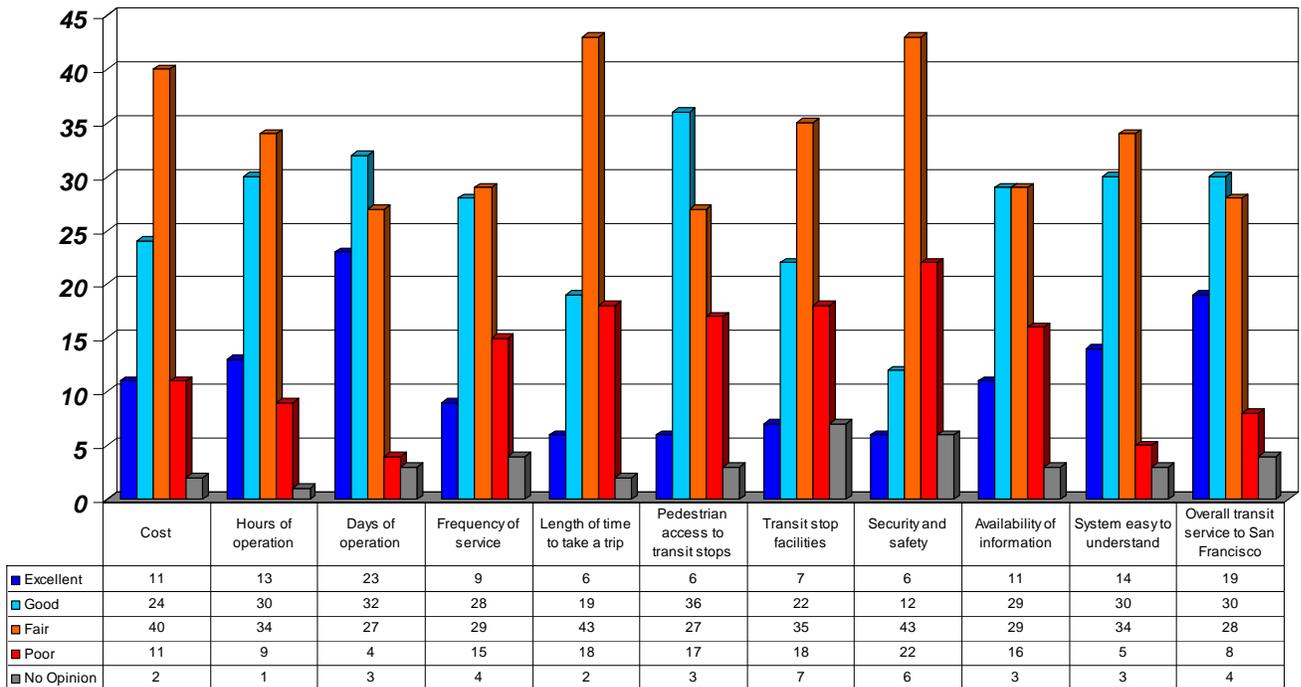


Figure 26: Muni Public Transit Service



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Information & Safety

When asked how well informed they feel about public transportation in the area, over half of respondents reported that they felt “Not very informed” or “Not at all informed” (see Figure 27 below). The top options selected by respondents as the best way to learn about public transportation were: Brochures, Pamphlets/Maps on transit vehicles, Internet, and Information displays. Additionally, when asked what their preferred language is for public transit information, 73% chose English, 22% chose Chinese, 16% chose Spanish, and 6% chose Tagalog.

When asked how safe they feel waiting at their transit stop, 33% of respondents chose “Somewhat unsafe” and 9% chose “Very unsafe” (see Figure 28 below).

Figure 27: Public Transit Information

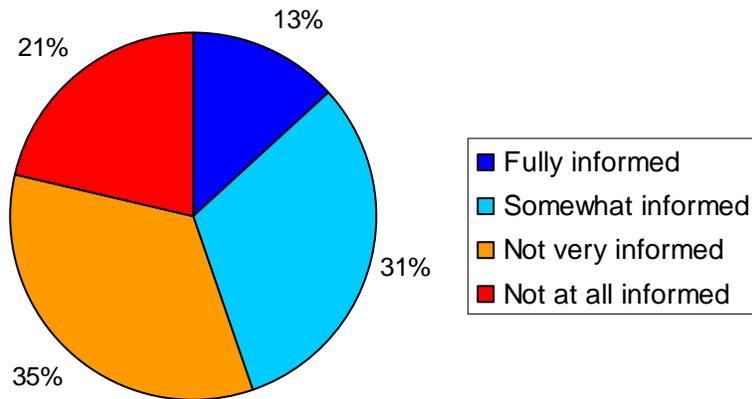
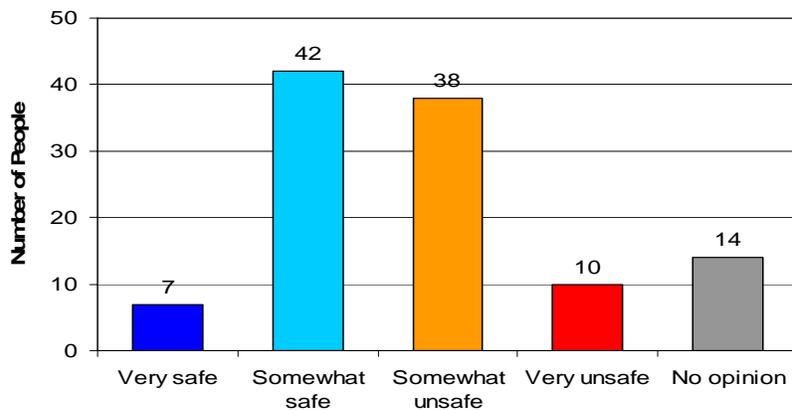


Figure 28: Feeling of Safety while waiting at Transit Stop



BAYSHORE COMMUNITY-BASED TRANSPORTATION PLAN

Raw Survey Results

115 surveys total

Q1. I have a car or ride with someone to make:

- 45.2% (52) - All of my trips
- 40.9% (47) - Some of my trips
- 7.8% (9) - None of my trips

Q2. My MOST difficult trip I make is to: (one)

- 35.7% (41) - Work
- 29.6% (34) - Medical
- 20.9% (24) - Grocery Store
- 14.8% (17) - Other Shopping
- 12.2% (14) - Recreation/Social
- 10.4% (12) - School
- 4.3% (5) - Other

Q3. When do you make this trip? (all)

- 36.5% (42) - Between 9:01AM – Noon
- 29.6% (34) - Between 7:01AM – 9AM
- 26.1% (30) - Between 12:01PM – 4PM
- 25.2% (29) - Weekdays
- 24.3% (28) - Between 4:01PM – 7PM
- 20.0% (23) - Weekends
- 13.0% (15) - Before 7AM
- 7.0% (8) - Between 7:01PM – 9PM
- 6.1% (7) - After 9PM

Q4. How often do you make this trip? (one)

- 39.1% (45) - 5 or more days per week
- 27.8% (32) - 2 to 4 days per week
- 27.8% (32) - Once a week or less

Q5. Where is your final destination for this trip?

Common responses: Chinatown (7), Seton Medical Center (5), Serramonte Shopping Center (4), Kaiser Hospital in So. SF (3), Safeway on Mission (3), City College of SF (2), Sunset District (2)

Q6. How do you get there? (all)

- 40.0% (46) - Drive alone
- 37.4% (43) - Muni
- 34.8% (40) - Get a ride
- 17.4% (20) - SamTrans
- 15.7% (18) - BART
- 13.0% (15) - Walk
- 2.6% (3) - Caltrain
- 1.7% (2) - Taxi
- 1.7% (2) - Bike
- 1.7% (2) - Other (common response: drive with others)
- 0.9% (1) - Paratransit

Q7. Why do you use this mode of travel? (all)

- 53.0% (61) - No other choice
- 37.4% (43) - Most convenient

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34.8% (40) - Faster than other options
18.3% (21) - Cost
11.3% (13) - Lack of parking at destination (many were going to Chinatown)
10.4% (12) - Cost of parking at destination (many were going to Chinatown)
3.5% (4) - Other

Q8. How would you prefer to travel on this trip? (one)

27.8% (32) - Drive alone
27.8% (32) - Get a ride
26.1% (30) - SamTrans
26.1% (30) - Muni
10.4% (12) - BART
2.6% (3) - Paratransit
1.7% (2) - Walk
0.9% (1) - Caltrain
0.9% (1) - Bike
0.9% (1) - Other (common response: with others, if there were a direct line/closer route)
0.0% (0) - Taxi

Q9. My SECOND most difficult trip I make is to: (one)

27.0% (31) - Other shopping
26.1% (30) - Grocery Store
20.0% (23) - Medical
13.0% (15) - Work
9.6% (11) - School
7.0% (8) - Recreation/Social
1.7% (2) - Other

Q10. When do you make this trip? (all)

40.9% (47) - Between 9:01AM – Noon
28.7% (33) - Between 12:01PM – 4PM
25.2% (29) - Weekends
18.3% (21) - Weekdays
16.5% (19) - Between 4:01PM – 7PM
13.0% (15) - Between 7:01AM – 9AM
12.2% (14) - Between 7:01PM – 9PM
9.6% (11) - Before 7AM
2.6% (3) - After 9PM

Q11. How often do you make this trip? (one)

37.4% (43) - 2 to 4 days per week
37.4% (43) - Once a week or less
18.3% (21) - 5 or more days per week

Q12. Where is your final destination for this trip?

Common responses: Serramonte Shopping Center (11), Chinatown (11), Kaiser Hospital in So. SF (4), Safeway on Mission (4), Seton Medical Center (2), Terra Nova High School (2), City College of SF (2), Sunset District (2)

Q13. How do you get there? (all)

39.1% (45) - Drive alone
32.2% (37) - Get a ride
27.0% (31) - Muni
18.3% (21) - SamTrans
9.6% (11) - BART

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6.1% (7) - Walk
4.3% (5) - Other (common response: drive with others, motorcycle)
1.7% (2) - Taxi
0.9% (1) - Bike
0.0% (0) - Caltrain
0.0% (0) - Paratransit

Q14. Why do you use this mode of travel? (all)

47.0% (54) - No other choice
33.9% (39) - Most convenient
32.2% (37) - Faster than other options
12.2% (14) - Cost
7.8% (9) - Cost of parking at destination (many were going to Chinatown)
7.0% (8) - Lack of parking at destination (many were going to Chinatown)
4.3% (5) - Other

Q15. How would you prefer to travel on this trip? (one)

26.1% (30) - Drive alone
26.1% (30) - SamTrans
25.2% (29) - Muni
24.3% (28) - Get a ride
8.7% (10) - BART
5.2% (6) - Walk
2.6% (3) - Paratransit
1.7% (2) - Taxi
0.9% (1) - Other (common response: with others, if there were a nearby route)
0.0% (0) - Bike
0.0% (0) - Caltrain

Q16. How well informed do you feel about public transportation in your area?

33.0% (38) - Not very informed
30.4% (35) - Somewhat informed
20.9% (24) - Not at all informed
13.0% (15) - Fully informed

Q17a. What would be the best way for you to learn about public transportation? (all)

54.8% (63) - Brochures
37.4% (43) - Pamphlets/Maps on transit vehicles
28.7% (33) - Internet
28.7% (33) - Information displays
20.9% (24) - At transit stops
20.9% (24) - Customer service phone line
20.0% (23) - Community Center
16.5% (19) - Library
14.8% (17) - Word of mouth
5.2% (6) - Other (common response: TV news)

Q17b. What language would you prefer the public transportation information be in?

73.0% (84) - English
21.7% (25) - Chinese
15.7% (18) - Spanish
6.1% (7) - Tagalog

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Q18. SamTrans and Muni Ratings:

| SAMTRANS | Excellent | Good | Fair | Poor | No Opinion |
|---|-----------|------------|------------|------------|------------|
| Cost | 4.3% (5) | 15.7% (18) | 36.5% (42) | 15.7% (18) | 3.5% (4) |
| Hours of operation | 5.2% (6) | 15.7% (18) | 32.2% (37) | 18.3% (21) | 4.3% (5) |
| Days of operation | 7.0% (8) | 20.0% (23) | 28.7% (33) | 14.8% (17) | 5.2% (6) |
| Frequency of service | 2.6% (3) | 12.2% (14) | 31.3% (36) | 23.5% (27) | 3.5% (4) |
| Length of time to take a trip | 7.0% (8) | 13.9% (16) | 30.4% (35) | 20.9% (24) | 1.7% (2) |
| Pedestrian access to transit stops | 4.3% (5) | 15.7% (18) | 27.8% (32) | 23.5% (27) | 3.5% (4) |
| Transit stop facilities | 3.5% (4) | 14.8% (17) | 30.4% (35) | 18.3% (21) | 7.8% (9) |
| Security and safety | 7.0% (8) | 14.8% (17) | 29.6% (34) | 13.9% (16) | 8.7% (10) |
| Availability of information | 7.8% (9) | 20.9% (24) | 19.1% (22) | 23.5% (27) | 4.3% (5) |
| System easy to understand | 9.6% (11) | 19.1% (22) | 22.6% (26) | 15.7% (18) | 5.2% (6) |
| Overall transit service within Daly City | 8.7% (10) | 20.0% (23) | 15.7% (18) | 26.1% (30) | 6.1% (7) |
| Overall transit service to San Francisco | 4.3% (5) | 16.5% (19) | 24.3% (28) | 23.5% (27) | 4.3% (5) |
| Overall transit service to other parts of SM County | 7.0% (8) | 20.9% (24) | 20.0% (23) | 16.5% (19) | 9.6% (11) |

| MUNI | Excellent | Good | Fair | Poor | No Opinion |
|---|------------|------------|------------|------------|------------|
| Cost | 9.6% (11) | 20.9% (24) | 34.8% (40) | 9.6% (11) | 1.7% (2) |
| Hours of operation | 11.3% (13) | 25.1% (30) | 29.6% (34) | 7.8% (9) | 0.9% (1) |
| Days of operation | 20.0% (23) | 27.8% (32) | 23.5% (27) | 3.5% (4) | 2.6% (3) |
| Frequency of service | 7.8% (9) | 24.3% (28) | 25.2% (29) | 13.0% (15) | 3.5% (4) |
| Length of time to take a trip | 5.2% (6) | 16.5% (19) | 37.4% (43) | 15.7% (18) | 1.7% (2) |
| Pedestrian access to transit stops | 5.2% (6) | 31.3% (36) | 23.5% (27) | 14.8% (17) | 2.6% (3) |
| Transit stop facilities | 6.1% (7) | 19.1% (22) | 30.4% (35) | 15.7% (18) | 6.1% (7) |
| Security and safety | 5.2% (6) | 10.4% (12) | 37.4% (43) | 19.1% (22) | 5.2% (6) |
| Availability of information | 9.6% (11) | 25.2% (29) | 25.2% (29) | 13.9% (16) | 2.6% (3) |
| System easy to understand | 12.2% (14) | 26.1% (30) | 29.6% (34) | 4.3% (5) | 2.6% (3) |
| Overall transit service within Daly City | 3.5% (4) | 14.8% (17) | 20.9% (24) | 22.6% (26) | 12.2% (14) |
| Overall transit service to San Francisco | 16.5% (19) | 26.1% (30) | 24.3% (28) | 7.0% (8) | 3.5% (4) |
| Overall transit service to other parts of SM County | 1.7% (2) | 9.6% (11) | 18.3% (21) | 17.4% (20) | 20.9% (24) |

Q19. How safe do you feel waiting at your transit stop?

36.5% (42) - Somewhat safe
 33.0% (38) - Somewhat unsafe
 12.2% (14) - No opinion
 8.7% (10) - Very unsafe
 6.1% (7) - Very safe

Q20. What transportation improvements are the most important to you?

Common responses: timeliness, increase service in the area, improve transit facilities, safety & security, increase transit information, increase hours/days of operation...

Q22. Which of the following age groups are you in?

42.6% (49) - 30 to 49
 20.9% (24) - 50 to 64
 20.0% (23) - 65 and over
 10.4% (12) - 19 to 29
 4.3% (5) - 18 or younger

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Q23. Which languages are spoken in your home? (all)

70.4% (81) - English

23.5% (27) - Cantonese

16.5% (19) - Spanish

14.8% (17) - Tagalog

9.6% (11) - Other

6.0% (7) - Mandarin

2.6% (3) - Vietnamese

0.0% (0) - Hindi or other Indian language

Q24. In your home, English is spoken:

47.8% (55) - Very well

23.5% (27) - Well

23.5% (27) - Not well

3.5% (4) - Not at all

Sample Resident Survey – Side 1



Dear Community Member,

SamTrans and Daly City are requesting input from the public to help identify transportation needs and solutions in the Bayshore community. Please provide your input by completing this survey before December 7, 2007.

You can also enter a drawing to win one of three \$100 gift cards by completing the survey and filling in the information at the end. You must be 13 or over to fill out this survey and be eligible for the prize.

Your responses are confidential and will be used for statistical purposes only. One survey per resident please. Return your completed survey to SamTrans by simply sealing it with the self-stick strip and dropping it in any U.S. mailbox (no postage necessary).

Please tell us about your transportation needs

1. I have a car or ride with someone to make:
- All of my trips
 - Some of my trips
 - None of my trips

Please tell us about some important trips that are difficult for you to make

2. My MOST difficult trip I make is to: (Check one)

- Work School Grocery Store Other Shopping
- Medical Recreation/Social
- Other - specify _____

3. When do you make this trip? (Check all that apply)

- Before 7AM Between 7:01AM - 9AM
- Between 9:01AM - Noon Between 12:01 PM - 4PM
- Between 4:01PM - 7PM Between 7:01PM - 9PM
- After 9PM Weekdays Weekends

4. How often do you make this trip? (Check one)

- 5 or more days per week 2 to 4 days per week
- Once a week or less

-1- Please open



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



BUSINESS REPLY MAIL

FIRST CLASS MAIL PERMIT NO 15 SAN CARLOS CA

POSTAGE WILL BE PAID BY ADDRESSEE

PASSENGER SURVEY
SAMTRANS
PO BOX 3006
SAN CARLOS CA 94070-9927

SAN CARLOS CA 94070-9927

Affix self-stick strip here.

Demographic Information

22. Which of the following age groups are you in?
 18 or younger 19 to 29 30 to 49 50 to 64
 65 and over

23. Which languages are spoken in your home? (Check ALL that apply)
 English Tagalog
 Spanish Vietnamese
 Mandarin Hindi or other Indian language
 Cantonese
 Other - specify _____

24. In your home, is English spoken:
 Very well
 Well
 Not well
 Not at all

Enter to win one of three \$100 gift cards!

Name _____ City _____
 Address _____
 Phone number _____ E-mail _____

Thank you for completing this survey. Please return it by mail to us by December 7, 2007. No postage necessary. Seal the survey closed with the self-stick strip and drop it in any U.S. mailbox. If you would prefer to take this survey over the phone or if you have any questions regarding this survey or the Bayshore Community-Based Transportation Plan, please contact Ronny Kraft at (650) 508-6367 or kraftr@samtrans.com.

-5-

Sample Resident Survey – Side 2

18. Please rate the different types of public transit service on each of the following:

| | Excellent | Good | Fair | Poor | No Opinion |
|--|-----------|------|------|------|------------|
| SamTrans | | | | | |
| Muni | | | | | |
| SAMPLE | | | | | |
| Cost | X | | | | |
| Hours of operation | | | | | |
| Days of operation | | | | | |
| Frequency of service | | | | | |
| Length of time to take a trip | | | | | |
| Pedestrian access to transit stops | | | | | |
| Transit stop facilities | | | | | |
| Security and safety | | | | | |
| Availability of information | | | | | |
| System easy to understand | | | | | |
| Overall transit service within Daly City | | | | | |
| Overall transit service to San Francisco | | | | | |
| Overall transit service to other parts of San Mateo County | | | | | |

12. Where is your final destination for this trip?
 Name of Destination _____
 City _____
 Address or Cross Streets _____

13. How do you get there? (Check all that apply)
 Drive alone Get a ride SamTrans Muni
 BART Caltrain Paratransit Taxi Walk Bike
 Other – specify _____

14. Why do you use this mode of travel? (Check all that apply)
 Cost Faster than other options Most convenient
 No other choice Lack of parking at destination
 Cost of parking at destination
 Other – specify _____

15. How would you prefer to travel on this trip? (Check one)
 Drive alone Get a ride SamTrans Muni
 BART Caltrain Paratransit Taxi Walk
 Bike Other – specify _____

Public Transit

5. Where is your final destination for this trip?
 Name of Destination _____
 City _____
 Address or Cross Streets _____

6. How do you get there? (Check all that apply)
 Drive alone Get a ride SamTrans Muni
 BART Caltrain Paratransit Taxi Walk
 Bike Other – specify _____

7. Why do you use this mode of travel? (Check all that apply)
 Cost Faster than other options Most convenient
 No other choice Lack of parking at destination
 Cost of parking at destination
 Other – specify _____

8. How would you prefer to travel on this trip? (Check one)
 Drive alone Get a ride SamTrans Muni
 BART Caltrain Paratransit Taxi Walk
 Bike Other – specify _____

9. My SECOND most difficult trip I make is to:
 (Check one)
 Work School Grocery Store Other Shopping
 Medical Recreation/Social
 Other – specify _____

10. When do you make this trip? (Check all that apply)
 Before 7AM Between 7:01 AM - 9AM
 Between 9:01AM - Noon Between 12:01 PM – 4PM
 Between 4:01PM – 7PM Between 7:01PM – 8PM
 After 8PM Weekdays Weekends

11. How often do you make this trip? (Check one)
 5 or more days per week 2 to 4 days per week
 Once a week or less

19. How safe do you feel waiting at your transit stop?
 Very safe Somewhat safe Somewhat unsafe
 Very unsafe No opinion

20. What transportation improvements are the most important to you?

Input from all Outreach Efforts other than the Resident Survey

Stakeholder & Community Meetings

Bayshore CBTP Stakeholder Committee Meeting #1
August 29, 2007

The Stakeholder Committee members contributed the following points to the discussion of transportation needs and gaps:

- People who live higher up on the hill are isolated.
- Getting from Bayshore to City College, a.k.a. the “Geneva Corridor”, is difficult.
 - There is congestion around Mission Street and San Jose Street.
 - More parking and bus stops are needed.
- Need more Muni Bus service that goes along Accacia St., Martin St, and back to Geneva Avenue.
- Direct bus service through the Bayshore neighborhood is needed, such as a bus that comes straight through Midway Village.
 - Elderly/disabled residents especially need bus service.
- Access to downtown SF is needed.
- Access to western portion of Daly City is needed.
- The connection between SamTrans service and Muni service needs to improve.
- Residents need a direct way to get to BART stations. Currently, Bayshore residents have to walk to Santos and Geneva to catch the Muni 9X and this is not time effective.
- Walking to Muni T-Line stop at Sunnysdale is difficult and time consuming when trying to get to work.
- Need a direct way to get to Brisbane, Geneva Avenue, Bayshore Ave.
- Many people have to buy two different monthly passes because they use Muni and SamTrans.
 - This is expensive.
- Residents aren’t well informed about the different transportation options and people don’t understand the available transit service; where it goes and when it operates.
 - The problem is compounded by a language barrier.
- There is crime at the Santos St. & Geneva Ave. intersection.
- There is no covered bus stop on Bayshore. Passengers are not protected from rain, wind, and the elements.
- Many people don’t know about Redi-Wheels.
- The Bayshore/Brisbane shuttle needs more frequent service and not necessarily extended hours.
- Car/Bus versus Pedestrian accidents happen too often.
 - Geneva Ave lacks walkability.
 - Curbs/crossings are dangerous.
 - Geneva/Schwerin
 - Mission/Geneva
 - Geneva/Rio Verde
- People drive too fast in the neighborhood.
- Traveling down Schwerin St. west out of midway village is difficult.
- Geneva pedestrian crossings are not timed long enough for pedestrians to cross.
- Geneva Avenue and Bayshore Avenue need more public transit.
- Getting to Mission Street takes too long.
 - People have to take the Muni 9 or walk to get to the T-Line.
- The Southern Hills area is isolated from services.
- Taxi Vouchers may be one solution.
- Medical trips are difficult to make.
- Access to grocery stores is limited.

BAYSHORE COMMUNITY-BASED TRANSPORTATION PLAN

Bayshore Residents Association

December 4, 2007 7pm

Lawson Hall

- Seniors are not able to go out at night because there is no nighttime transportation.
- Cab service to the neighborhood is insufficient. Many times taxis will not service the area.
- The Bayshore shuttle is a good service. Residents take it to Tanforan shopping center. The service should be expanded for commuters.
- Residents need regular fixed-route bus service, particularly for commuters.
- It is difficult to get to City College on the bus because of the discontinued Muni route 15.
- It is difficult to get to Balboa Park BART. (Getting to here would also provide better access to City College.) Muni Route #9 (the express buses) heading westbound towards Balboa Park BART only stops at Santos and Geneva and walking to this location is difficult.
- Residents need connections to SamTrans service that goes south to SFO for employment.
- Need a shelter at Bayshore & Geneva in front of the "7-Mile House" restaurant. Also need one at Sunnydale & Bayshore.
- The newer developments (Bayridge and Saddleback) don't have any transit service.
- It is easier to go to Balboa Park BART and then head south if one needs to go into other parts of Daly City.

Important destinations that are difficult to get to:

- Safeway at Mission St. and Ocean Ave.
- Food Co. at Williams and 3rd Ave. (this is a less desirable grocery store than Safeway)
- Bayshore Community Center
- The Westlake District
- Serramonte

Bayshore School District – Board Meeting

November 13, 2007 - 6pm

1 Martin Street

Daly City, CA

Seniors:

- Seniors can't make it to the Bayshore Community Center because it is difficult for them to walk up the hill to get to it.
- Many seniors stay around Lawson Hall because it is on the flat part of the neighborhood.
- More seniors could take classes at the Bayshore Community Center if they could get there.
- Seniors need medical transportation to:
 - Seton Hospital at 1900 Sullivan Ave in Daly City
 - Kaiser Hospital at 1200 El Camino Real in South San Francisco
- Seniors need transportation to Doelger Senior Center, which has better food programs and classes for seniors.
- Seniors need door-to-door service because of the hills and their limited mobility.

School Kids:

- Many don't get dental or medical treatment because they can't get transportation to the services. Parents are often working and cannot drive them.
- High school:
 - SamTrans provides some transportation to Jefferson HS but not to the other three high schools (Westmore, Oceana, and Terra Nova).
 - The High School District provides some transportation from Bayshore to the other schools but they are always threatening to stop.
 - They charge \$20 per month for kids to ride if the student does not prove low-income status.

BAYSHORE COMMUNITY-BASED TRANSPORTATION PLAN

- This can be more than some families can afford to pay, especially when there is more than one student that needs transportation.
- The Oceana route is a good example of a route that successfully serves a geographically difficult neighborhood.
- HS District Office Contact: Mike Crilley.

Cost:

- SamTrans cost is too high because there are no discounted or free transfers.
- To take the bus to the rest of Daly City one must take 2 – 3 different SamTrans buses but if you take Muni you only need to take one bus and you receive a transfer for the return trip
- If transfers were not an issue then people from the Bayshore neighborhood would like to go to SSF for Kaiser and Daly City for Seton Hospital and Doelger Center.
- Guadalupe Canyon is a geographic barrier
- Once a month Muni is free so that kids can take field trips. SamTrans should look into doing this as well.

Bayshore Friendship Club

December 6, 2007

Lawson Hall

- Accessibility to BART is difficult. Either the Balboa station or Daly City station would be an acceptable station to access.
- There has been more development built since the time when SamTrans route 34 was discontinued.
- Residents find it difficult to go over the hill to Safeway or Lucky's for groceries.
- Links to other public transit options from the ones that do access parts of the Bayshore would be helpful. People would transfer to other transit systems if it cost less.
- 292 bus stop at Bayshore Avenue is "terrible". Should address bus stop amenities.
- Hours of operation are not suitable.
- Muni lays over in front of McDonalds.
- There could be a shared parking lot for commuters from the hilly parts to catch transit at the new shopping center.
- There is a medical clinic by city hall that is hard to access. People currently have to take Muni to Mission street and then go south to the clinic.
- Seton & Kaiser hospitals are difficult to get to.
- It takes a very long time to take public transit to destinations.
- There is a lack of information about available transportation services, e.g. the T-Line map is unclear.
- A map of only the city and area would be helpful.
- It would be helpful if pamphlets were distributed at Lawson Hall or Community Center in different languages.

CBO/Agency Interviews:

Albert Talia

Children's Fund

The Children's Fund provides services for at risk youth for the entire County.

It takes very long to get to the main area of Daly City for services such as the medical clinic or Peninsula Works from the Bayshore neighborhood. It can generally take 2-3 hours round trip.

BAYSHORE COMMUNITY-BASED TRANSPORTATION PLAN

Another unmet transportation need is getting children to medical, dental, and educational services from the Bayshore area.

The Bayshore shuttle is a great service. It may be a good idea to expand this service to operate on weekends.

Denise Kelly

North Peninsula Food Pantry and Dining Center of Daly City

Serves northern San Mateo County and southern San Francisco. The Pantry is Located at 31 Beppler in Daly City near "Top of the Hill". They serve hot evening meals three nights a week between 5-6 pm Monday, Tuesday, and Thursday.

There used to be 15-20 persons that would come from the Bayshore neighborhood to eat the evening meal at the Food Pantry but they cannot come anymore because the bus service was discontinued. SamTrans 120 and 122 come to the Food Pantry but do not serve the Bayshore neighborhood. They tried to get the Bayshore shuttle to bring Bayshore residents the evening meal but that did not work because of the Bayshore shuttle hours of operation.

Need people with families are especially need this service because they only get groceries once a month at Lawson Hall. Getting to Lawson hall is not difficult for these families.

Access to grocery stores is difficult.

Linda Holman

HSA Manager

At the Bayshore Family Center, operated by the Human Service Agency, there is a psychiatric social worker that provides social work service to referred persons (children and parents) from Bayshore Elementary and Robertson Intermediate Schools. There is also a benefit specialist that provides help with welfare benefits to Bayshore residents. The Family Centers serves about 50 Bayshore residents per month between the two services in casework and 50 or so more for information in referrals. Maybe 150 total. Most clients are Bayshore resident children aged 0-13.

Both services provide bus tickets for any sort of mandatory requirement for the program. Bus passes for CalWORKS and some emergency taxi vouchers. They issue about 20 bus tickets per month. They have applied for a lifetime transportation grant.

Countywide, hears that cars are the best solutions. Family car loan program is a good idea but there are requirements. Also, other factors such as licenses, insurance, payments are an issue. People coming into program are coming are not having transportation issues getting to the actual site.

Susan Tacalo

Brown Bag & Second Harvest

There is a food program at Lawson Hall every week for seniors. The programs are for low income persons. Once a month at Lawson Hall needy families with children (66 families) can come and get free groceries. Additionally, once a month, a produce mobile comes and is open to anyone (240 families came for produce in November). The Boys and Girls club kids get fruits and veggies and snacks good for kids every week (135 kids). Additionally, a nutritionist has been teaching classes at Robertson Intermediate.

Unmet transportation needs of Bayshore residents include: getting to grocery stores, seniors getting to the Bayshore Community Center, and medical trips.

A possible solution is an Emery-Go-Round type of van or shuttle for the area although there may not be enough people around during the middle of the day to support this.

BAYSHORE COMMUNITY-BASED TRANSPORTATION PLAN

High School Transportation

Information provided by Michael Crilly, Superintendent Jefferson Union High School District

Details:

- High school students get to choose which school they attend among the four high schools.
- The School District provides transportation from Bayshore, Brisbane, and a portion of Daly City to Terra Nova and Oceana.
 - They provide this transportation because there is no other way for students living in these areas to get to these two high schools.
 - Last year they transported 325 students a day.
- The School District does not provide transportation to Westmoor or Jefferson.
- This year the District is transporting 84 students from the Bayshore area.
 - 59 are bused to Terra Nova (in the southern part of Pacifica)
 - 27 are bused to Oceana (in the northern part of Pacifica)
 - They usually run one bus and one van to carry all of the Bayshore students.
- They bus 57 students from the southern hills area to Terra Nova (49) and Oceana (8).
- This year there are fewer students using the home-to-school transportation (194).
- Of the 84 Bayshore riders, 44 (53%) pay full fares, 14 (17%) are reduced and 26 (31%) ride free.

Cost:

- Students are charged \$300 per year.
 - If the student qualifies for the free lunch program then the student does not have to pay at all.
 - Reduced-fee lunch program then the student pays \$40 per year.
 - The majority of students coming from the Bayshore pay the reduced fee or ride free.
 - Of the 225 total students, 48 were free and 54 paid only \$40. This means that 2/3 of students riding the bus paid the full fare.
 - Fees generate approximately \$35,000.
- They received a grant from the City of Brisbane for \$25,000 to help pay for some of the costs associated with transporting the Brisbane students.
 - There is no such arrangement with Daly City.
- They receive \$45,000 from the State for transportation.
- Total income from fares, Brisbane, and the State = \$105,000
- They operate 3-4 buses per day each making two round trips. This costs several hundred thousand dollars. The remainder comes out of the general fund.

Need:

"It would be great if SamTrans could support transportation that would make it viable for a student to get from Brisbane/Bayshore area to Pacifica without an inordinate number of transfers. If kids can get to the BART station, they are able to catch a bus to Linda Mar, and then transfer to another bus which goes past Terra Nova High School. The problem is getting to BART in order to make the transfer."

"I would like to mention that this "service" has taxed our transportation system and has impacted some other areas of school life. Because our buses must be available to transport students immediately following school, our athletic transportation must commence earlier than most schools. In order for students to get to a 3:15 game at another school in San Mateo County and to have the bus available for "home to school" transportation at 3:00, the athletes must leave for their games at 1:00 rather than 2:00 in order to cover both transportation functions. Students now miss two classes to participate in sports rather than one class as was traditionally the case. We have no other option given the requirements of schedule, and the limitations in available buses and drivers."

Hotline:

The hotline received a call from a woman living in the project area who said that she needed to get to the doctor but the bus stop was too far because she has two babies and no car. She wanted to know about the Bayshore/Brisbane Shuttle.

Appendix D – Potential Funding Sources

Public Funding Sources

Low-Income Flexible Transportation Program (LIFT)

The LIFT program seeks to improve transportation services for residents of low-income communities by combining a variety of funding sources to help fund unique, locally-based transportation services. Previous LIFT program funding has come from a combination of Congestion Mitigation and Air Quality (CMAQ) funds, State Transportation Assistance (STA) Regional Discretionary Funds, and federal Congressional earmarks of Job Access and Reverse Commute (JARC). The myriad funding sources provide flexibility in providing funds but affects what types of services are funded from specified sources (planning, fare programs, capital projects, etc.).

Eligible recipients:

Public agencies and non-profit organizations

Transportation Strategies:

#1: Provide Circulator Shuttle Service

#5: Provide Fixed-Route Transit Service

#6: Improve Transit Stops – SamTrans

#7: Improve Transit Stops – Muni

#11: Increase Public Awareness of Transportation Options

#12: Provide Transit Information in Different Languages

Transportation Fund for Clean Air (TFCA)

TFCA grants are funded by a \$4 surcharge on vehicles registered in the Bay Area with the goal of decreasing vehicle emissions to improve air quality. This program generates approximately \$20 million annually for programs such as shuttles, ridesharing, bike lanes, and information projects. The Bay Area Air Quality Management District (BAAQMD) allocates 60% of the revenue on a competitive regional basis. The other 40% is allocated by each county's Congestion Management Agency (C/CAG in San Mateo County). C/CAG appropriates this funding to the Alliance and to SamTrans for its BART shuttles.

Eligible recipients:

Only public agencies can apply for funding

Transportation Strategies:

#1: Provide Circulator Shuttle Service

#5: Provide Fixed-Route Transit Service

#9: Improve Bicycle Infrastructure

#12: Provide Transit Information in Different Languages

C/CAG Local Transportation Services Program

C/CAG funds local transportation services for municipalities using a local transportation fund that receives contributions from all 20 cities and San Mateo County. This funding is matched by

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the San Mateo County Transportation Authority (SMCTA). The Local Transportation Services program which provides funding for such programs as shuttles, on-demand taxi services, and other operating expenses for transportation services. This funding requires a 50% match from the city.

Applications for the next funding cycle will be available in 2009.

Transportation Strategies:

#1: Provide Circulator Shuttle Service

San Mateo County's Half Cent Sales Tax (Measure A)

The 2008 reauthorization of the county's Measure A funding allocates \$60 million dollars over 25 years (\$2.4 million per year) for shuttle funding. However, no policy has been developed at this time for the distribution of these funds. Funds will be available starting in 2009.

Transportation Strategies:

#1: Provide Circulator Shuttle Service

#4: Provide Shuttle Service to Kaiser Medical Offices

Transportation for Livable Communities Program (TLC)

The Transportation for Livable Communities Program (TLC) was created by the MTC using federal and state transportation funding sources. The TLC program's goal is to support community-based transportation projects that enhance community vitality by: encouraging plans that are developed through inclusive planning with broad partnerships and outreach to a diversity of participants; improving transportation choices; supporting well-designed, high density housing and mixed uses near transit; supporting a community's infill or transit oriented development and neighborhood revitalization activities; enhancing a community's sense of place and quality of life. TLC Planning grants and TLC Capital grants are offered in two different cycles.

Eligible recipients:

Public agencies and non-profit organizations

Transportation Strategies:

#8: Enhance Pedestrian Safety

Community Development Block Grants (CDBG)

The Community Development Block Grants program (CDBG) is a federal program of grants to local governments, administered by the U.S. Department of Housing and Urban Development (HUD). The primary statutory objective of the CDBG program is to develop viable communities by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for persons of low- and moderate-income.

Funding can be used for the following activities:

- acquisition of property for public purposes
- construction or reconstruction of streets, water and sewer facilities, neighborhood centers, recreation facilities, and other public works;

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- demolition;
- rehabilitation of public and private buildings;
- public services;
- planning activities;
- assistance to nonprofit entities for community development activities; and
- assistance to private, for profit entities to carry out economic development activities (including assistance to micro-enterprises).

Eligible recipients:

Public agencies and non-profit organizations

Transportation Strategies:

#14: Subsidize Monthly Transit Passes for Low Income Riders

Safe Routes to Transit Program (SR2T)

The goal of the SR2T program is to increase the number of people who walk and bicycle to regional transit. SR2T funds can be used for:

- Secure bicycle storage at transit stations/stops/pods
- Safety enhancements for ped/bike station access to transit stations/stops/pods
- Removal of ped/bike barriers near transit stations
- System-wide transit enhancements to accommodate bicyclists or pedestrians

Applications for the third cycle of the program will be accepted in 2009.

Eligible recipients:

Public Agencies. Can partner with non-profits or other community based organizations.

Transportation Strategies:

#6: Improve Transit Stops – SamTrans

#7: Improve Transit Stops – Muni

#8: Enhance Pedestrian Safety

#9: Improve Bicycle Infrastructure

Safe Routes to School Program (SR2S)

The California State Department of Transportation (Caltrans) provides funding to counties and cities to improve and enhance the safety of pedestrian and bicycle facilities on key school routes. Caltrans has provided planning grants in previous cycles but the main function of the program is to administer capital grants on a reimbursement basis. The maximum reimbursement is \$450,000 and requires a 10% local match. Six categories can be funded:

- Sidewalk improvements;
- Traffic calming and speed reduction;
- Pedestrian / bicycle crossing improvements;
- On-street bicycle facilities;
- Off-street bicycle facilities; and
- Traffic diversion projects, such as improved pick-up / drop-off areas at school.

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Eligible recipients:
Counties and cities

Transportation Strategies:
#6: Improve Transit Stops – SamTrans
#7: Improve Transit Stops – Muni
#8: Enhance Pedestrian Safety
#9: Improve Bicycle Infrastructure

Transportation Development Act (TDA) Article 3 Funds

TDA Article 3 funds are administered by MTC for the purpose of planning, environmental, engineering, right-of-way acquisition, and construction of bicycle and pedestrian facilities. Cities and counties are eligible recipients. The application period for the most recent funding cycle ended in January 2009 for FY 2008/09.

Transportation Strategies:
#6: Improve Transit Stops – SamTrans
#7: Improve Transit Stops – Muni
#8: Enhance Pedestrian Safety
#9: Improve Bicycle Infrastructure

FTA Section 5310 Capital Grants

The Federal Transit Administration (FTA) Section 5310 capital grants fund the purchase of capital equipment such as vans, small buses, computers, software and mobile radios for public agencies and non-profit organizations providing transportation to the elderly and people with disabilities. Final applications are submitted to Caltrans, MTC, and county Paratransit Coordinating Councils. Applications for the most recent funding cycle are due May 16th.

Eligible recipients:
Public agencies and non-profit organizations

Eligible project(s):
No prioritized improvement solution can be entirely funded by this source but it may provide valuable funding for specific aspects of improvements identified in the planning process.

Transportation Strategies:
#1: Provide Circulator Shuttle Service
#4: Provide Shuttle Service to Kaiser Medical Offices

Private Funding Sources

There are many private funding options available but they are not as well advertised as some of the public grants. This is not an exhaustive list of potential funding sources but is designed to illustrate the many opportunities that exist for funding solutions in the plan.

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Goldman Fund

The Richard and Rhoda Goldman supports programs that benefit communities in the area of environment, Israel, domestic Jewish affairs, democracy and civil society, education, population, social and human services, the elderly, violence prevention, children and youth, health and the arts. Previous grants have supported clean-fuel vehicle conversions, car-share programs, and employment programs. Grants have been awarded to East Palo Alto Community Based Organizations (CBOs) such as Plugged In – Learning Through Technology and Opportunities Industrialization Center West (OICW).

<http://www.goldmanfund.org>

Peninsula Community Foundation

The Peninsula Community Foundation stewards 550 charitable funds with more than \$478 million in assets, and awards nearly \$65 million to 1,500 organizations each year. From Daly City to San Jose and from the Pacific Ocean to the San Francisco Bay, Peninsula Community Foundation is working to connect individuals with the philanthropic causes that benefit communities on the Peninsula.

<http://www.pcf.org>

Rosenberg Foundation

Rosenberg Foundation makes grants to private, nonprofit organizations and public agencies to carry out projects that will benefit California. The Foundation is committed to the well-being of the people of California, particularly those who are minority, low-income or immigrant.

<http://www.rosenfound.org>

Surdna Foundation

Surdna Foundation's Transportation and Urban/Suburban Land Use Program goal is to prevent the irreversible damage to the environment and to promote more efficient, economically sound, environmentally beneficial and equitable use of land and natural resources. With primary focus on reducing vehicle miles traveled and maximizing accessibility over mobility, examples of the foundation's interests are:

Analyzing government policies and subsidies regarding the automobile and fostering alternative solutions; strengthening efforts to improve public policy that produces locally sensitive solutions; supporting community involvement on transportation and land use reform; supporting programs that foster open space, park land creation, urban conservation, and broadly, livability; advocating consumer choice in the marketplace.

<http://www.surdna.org>

Service Clubs and Fraternal Organizations

Organizations such as the Rotary Club, Soroptomists, Kiwanis, and Lions often take on special projects. They might be approached for certain projects highlighted in the plan.