

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
**REGIONAL TRANSIT CONNECTIONS
PLAN**

Existing Conditions Technical Memorandum

April 2024





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INTRODUCTION

This memo details the processes and work performed to complete Task 2 - Existing Conditions and Project Inventory for the San Mateo County Transportation Authority's (SMCTA) Regional Transit Connections Plan project. There are two objectives for Task 2:

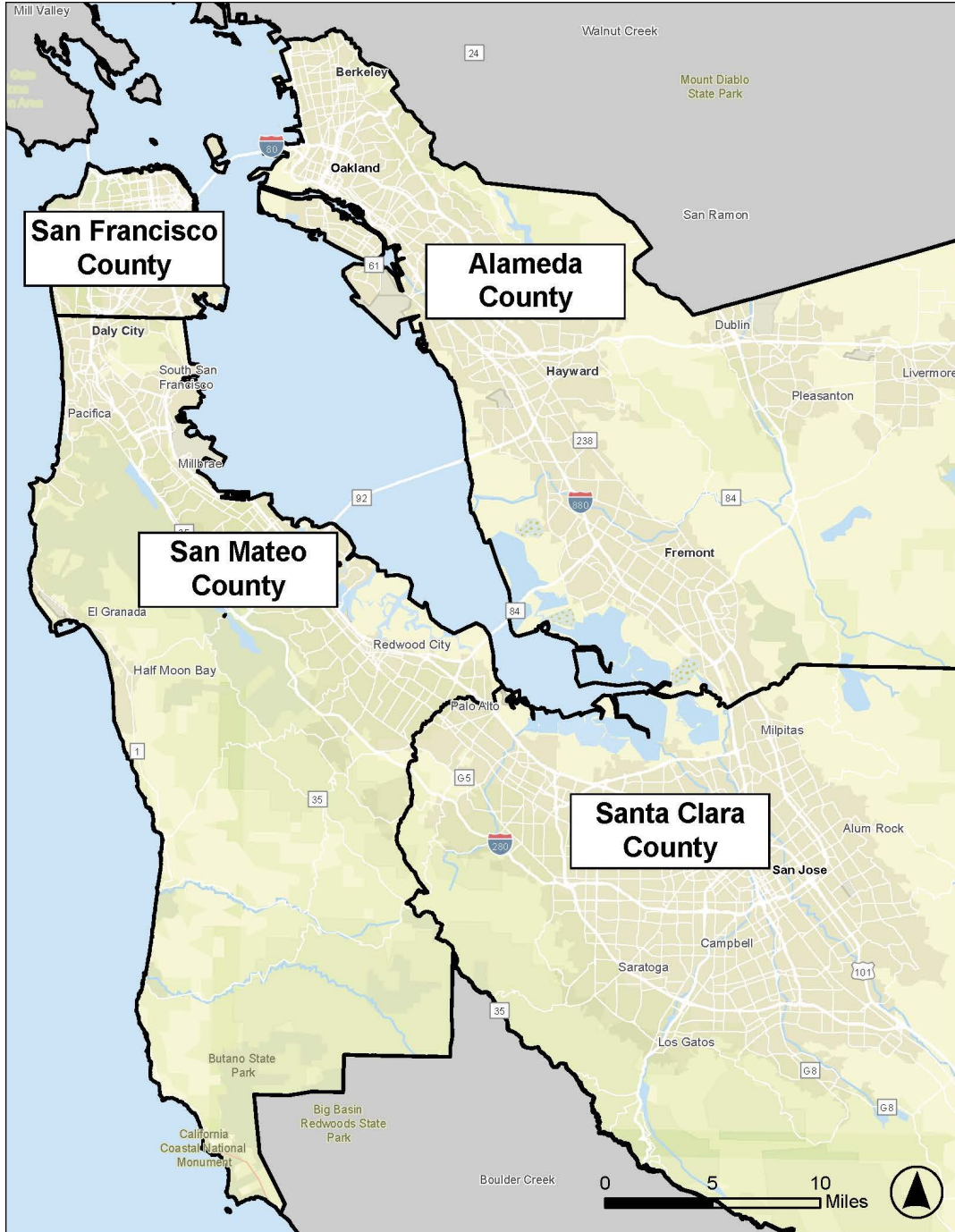
- Produce a baseline assessment of the regional transit network to identify existing roadways, transit service frequency, planned regional transit projects, and key activity centers outside of the county that can be accessed via regional transit agencies.
- Produce an inventory of planned regional transit projects and programs.

This memo focuses on the existing conditions portion of Task 2 and a separate memo and list of projects will be developed to satisfy the project inventory component of the task.

As shown in Figure 1, SMCTA determined that the study area consists of the following counties:

- Alameda County
- San Francisco County
- San Mateo County
- Santa Clara County

Figure 1: Study Area



Source: WSP, 2023.

WHAT IS THE REGIONAL TRANSIT NETWORK?

TRANSIT SERVICE

The study area is served by a network of multi-modal transportation agencies. As shown in Figure 2, the major agencies that connect San Mateo County with the region include:

- Alameda-Contra Costa Transit District (AC Transit)
- Bay Area Rapid Transit (BART)
- Caltrain
- San Francisco Bay Ferry
- San Mateo County Transit District (SamTrans)
- San Francisco Municipal Transportation Agency (SFMTA)

TRANSIT RIDERSHIP

Ridership across all agencies has decreased as a result of COVID-19. As shown in Table 1, the largest decreases in ridership have been experienced by agencies that primarily cater to commuters (San Francisco Bay Ferry, Caltrain, and BART). AC Transit, SamTrans, and SFMTA have experienced relatively strong recoveries in ridership as more residents rely on those services for a multitude of trip purposes.

Table 1: Regional Transit Ridership

Agency	2019 Average Weekday Ridership	August 2023 Average Weekday Ridership	Percent Change
AC Transit	175,013 ¹	127,756 ²	-27%
BART	414,166 ³	166,637 ⁴	-60%
Caltrain	63,597 ⁵	20,284 ⁶	-68%
SamTrans	47,730 ⁷	33,184 ⁸	-30%
San Francisco Bay Ferry	9,944 ⁹	1,017 ¹⁰	-90%
SFMTA ¹¹	706,007	443,610	-37%

Source: Alameda-Contra Costa Transit District, Bay Area Rapid Transit, Caltrain, San Francisco Bay Ferry, San Mateo County Transit District, and San Francisco Municipal Transportation Agency, 2023.

¹ <https://kpi.actransit.org/#ridership>.

² https://www.actransit.org/sites/default/files/2021-03/0017-20%20Annual%20Report%202019_small_FNL.pdf.

³ <https://www.bart.gov/sites/default/files/docs/2019%20BARTFacts2019%20FINAL.pdf>.

⁴ <https://www.bart.gov/sites/default/files/2023-10/202309%20MRR.pdf>.

⁵ <https://www.caltrain.com/media/1359/download>.

⁶ <https://www.caltrain.com/media/31725/download>.

⁷ <https://www.samtrans.com/media/6392/download>.

⁸ <https://www.samtrans.com/media/31718/download>.

⁹ https://www.transit.dot.gov/sites/fta.dot.gov/files/transit_agency_profile_doc/2019/90225.pdf.

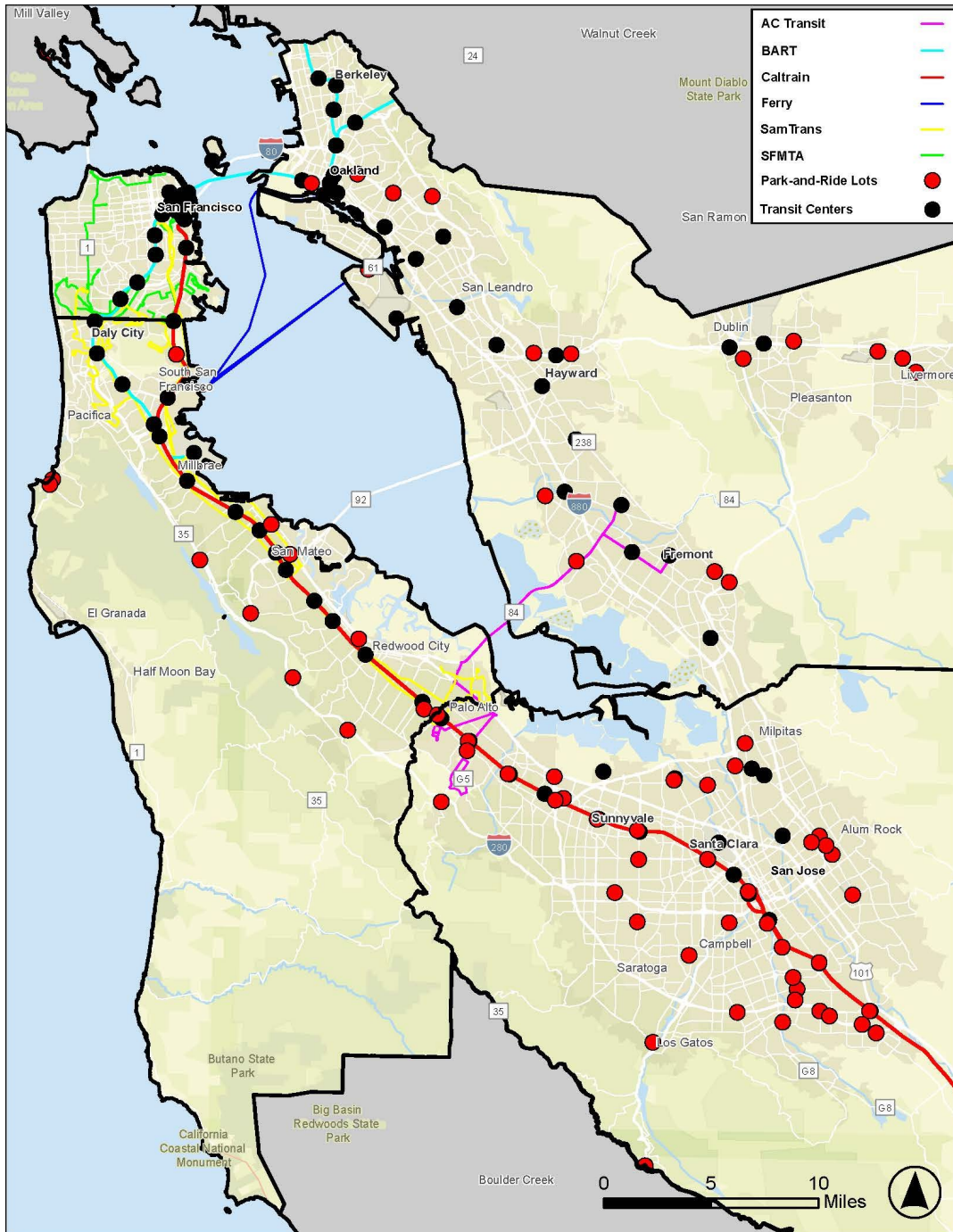
¹⁰ https://www.transit.dot.gov/sites/fta.dot.gov/files/transit_agency_profile_doc/2021/90225.pdf (2021 data shown, August 2023 not available).

¹¹ <https://sfgov.org/scorecards/transportation/ridership>.

PARK-AND-RIDE LOTS AND TRANSIT CENTERS

The Metropolitan Transportation Commission (MTC) defines park-and-ride lots as areas where riders can meet carpool/vanpool partners in a central location, while transit centers are considered major transit connections hubs where multiple transit modes and agencies converge. As shown in Figure 3, most of the park-and-ride lots and transit centers in the study area are found in Alameda County, San Mateo County, and Santa Clara County. The majority of these are located at either rail stations (i.e., BART or Caltrain) or regional bus hubs.

Figure 3: Park-and-Ride Lots and Transit Centers



Source: Metropolitan Transportation Council, 2023.

WHAT ARE THE REGIONAL TRAVEL PATTERNS?

MODE SHARE

Modes of travel to work differ by county throughout the study area and reflect changes in office occupancy since COVID-19. As shown in Table 2, San Mateo County commuters are most likely to drive alone to work, followed by working from home, carpooling, taking public transit, walking, biking, and other means of transportation. Across the four counties, the biggest changes since COVID-19 are the decrease in public transit usage and corresponding increase in residents working from home.

Table 2: Means of Transportation to Work

Mode	Year	Alameda	San Francisco	San Mateo	Santa Clara	Average
Drive Alone	2019	59.5%	32.3%	67.8%	74.7%	58.6%
	2021	54.6%	28.0%	60.6%	67.1%	52.6%
	Percent Change	-8.2%	-13.3%	-10.6%	-10.1%	-10.2%
Carpool	2019	9.8%	6.9%	9.5%	10.5%	9.2%
	2021	8.8%	6.1%	9.0%	9.3%	8.3%
	Percent Change	-10.2%	-11.6%	-5.3%	-11.4%	-9.8%
Public Transit	2019	16.3%	34.3%	10.3%	4.3%	16.3%
	2021	13.0%	27.4%	8.2%	3.3%	13.0%
	Percent Change	-20.2%	-20.1%	-20.4%	-23.3%	-20.2%
Walk	2019	3.8%	11.6%	2.4%	2.1%	5.0%
	2021	3.6%	12.5%	2.4%	2.2%	5.2%
	Percent Change	-5.3%	+7.8%	+0.0%	+4.8%	+4.0%
Bike	2019	2.1%	3.7%	1.4%	1.8%	2.3%
	2021	1.6%	3.2%	1.3%	1.4%	1.9%
	Percent Change	-23.8%	-13.5%	-7.1%	-22.2%	-17.4%
Other	2019	1.7%	3.8%	1.7%	1.3%	2.1%
	2021	1.7%	3.9%	1.9%	1.3%	2.2%
	Percent Change	+0.0%	+2.6%	+11.8%	+0.0%	+4.8%
Work from Home	2019	6.5%	6.5%	5.7%	5.3%	6%
	2021	16.3%	17.0%	15.4%	15.5%	16.1%
	Percent Change	+150.8%	+161.5%	+170.2%	+192.5%	+168.3%

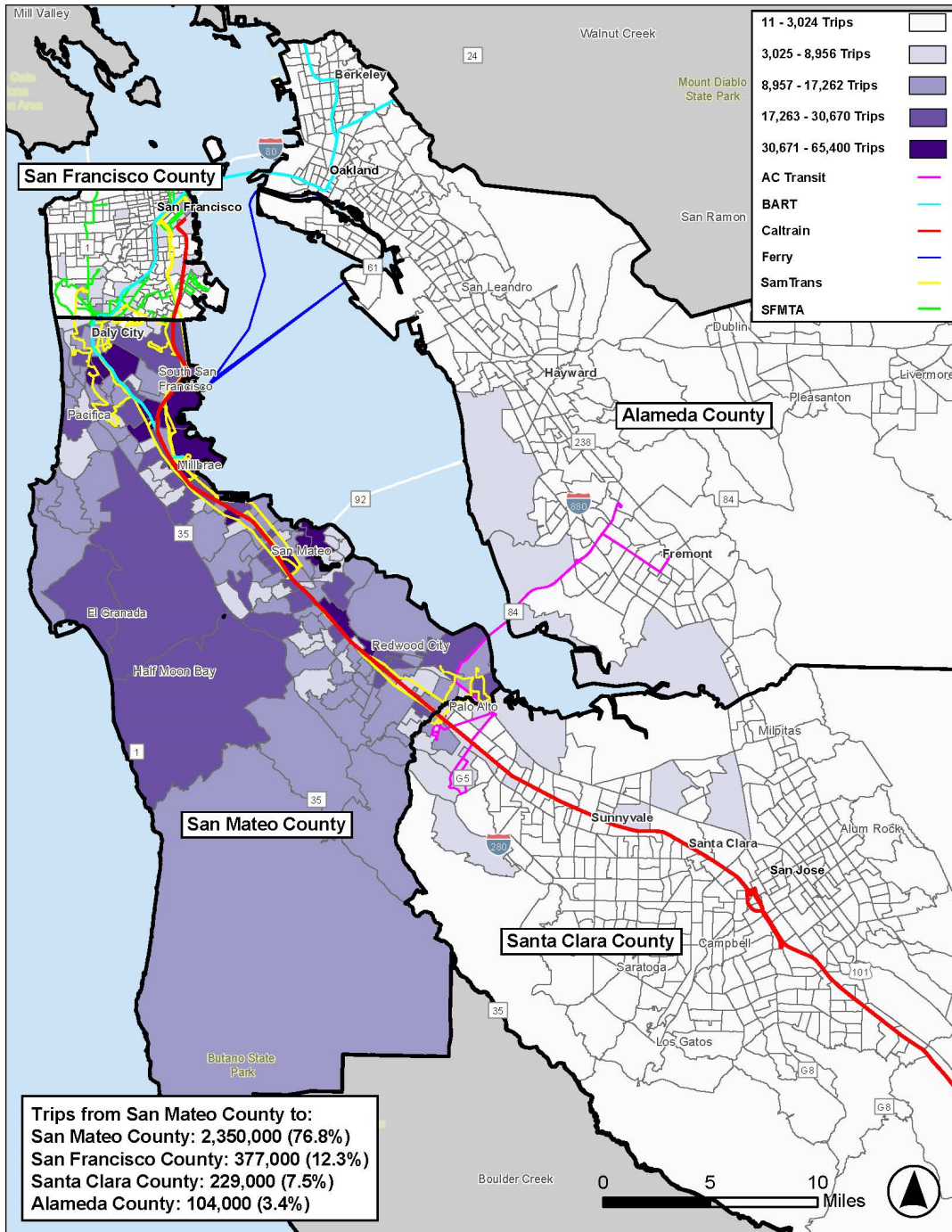
Source: United States Census Bureau, 2023.

TRAVEL DESTINATIONS

To determine travel destinations of San Mateo County residents and travel destinations of residents from the three surrounding counties (Santa Clara, San Francisco, Alameda) to San Mateo County, Replica data was utilized. Replica is a data source that is based on trip patterns made by cell phone users. Total trips to each county within the study area, as well as trips to individual census tracts within the three surrounding counties were analyzed. The Replica data in the following figures indicates total trips for a typical weekday from Spring 2023.

Figure 4 shows a breakdown of trips originating from San Mateo County. Of the 3.06 million total trips, the majority ended in San Mateo County (76.8%), followed by San Francisco County (12.3%), Santa Clara County (7.5%), and Alameda County (3.4%). North-south transit connections are provided via Caltrain and SamTrans, however there is a distinct lack of east-west connections for transit users.

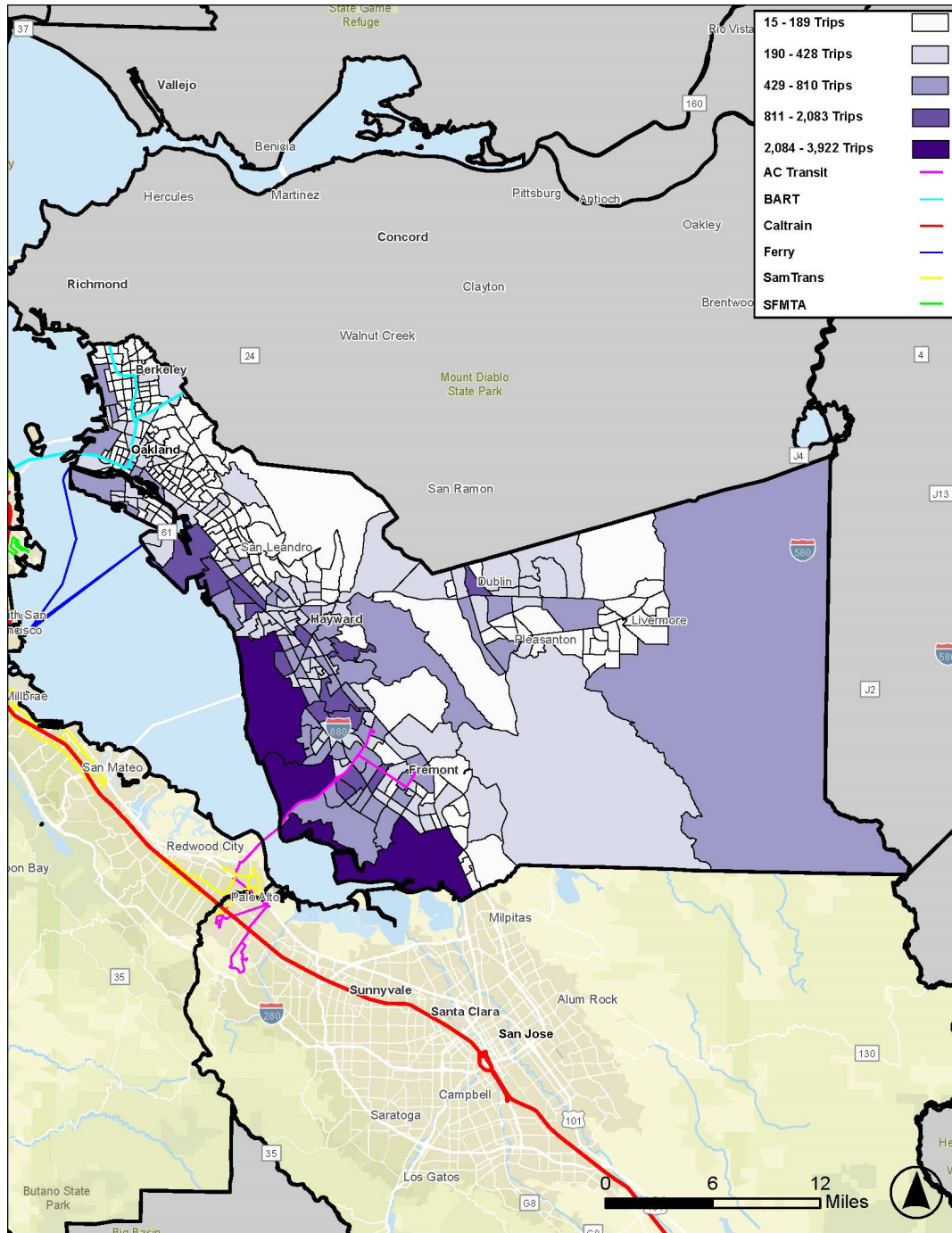
Figure 4: Destinations of San Mateo County Trip Origins



Source: Replica, 2023.

As shown in Figure 5, most trips from San Mateo County ending in Alameda County are concentrated in the western half of the county. Key destinations within the census tracts with the highest number of trips include Chabot College, Coyote Hills Regional Park, Don Edwards San Francisco Bay National Wildlife Refuge, and Oakland International Airport.

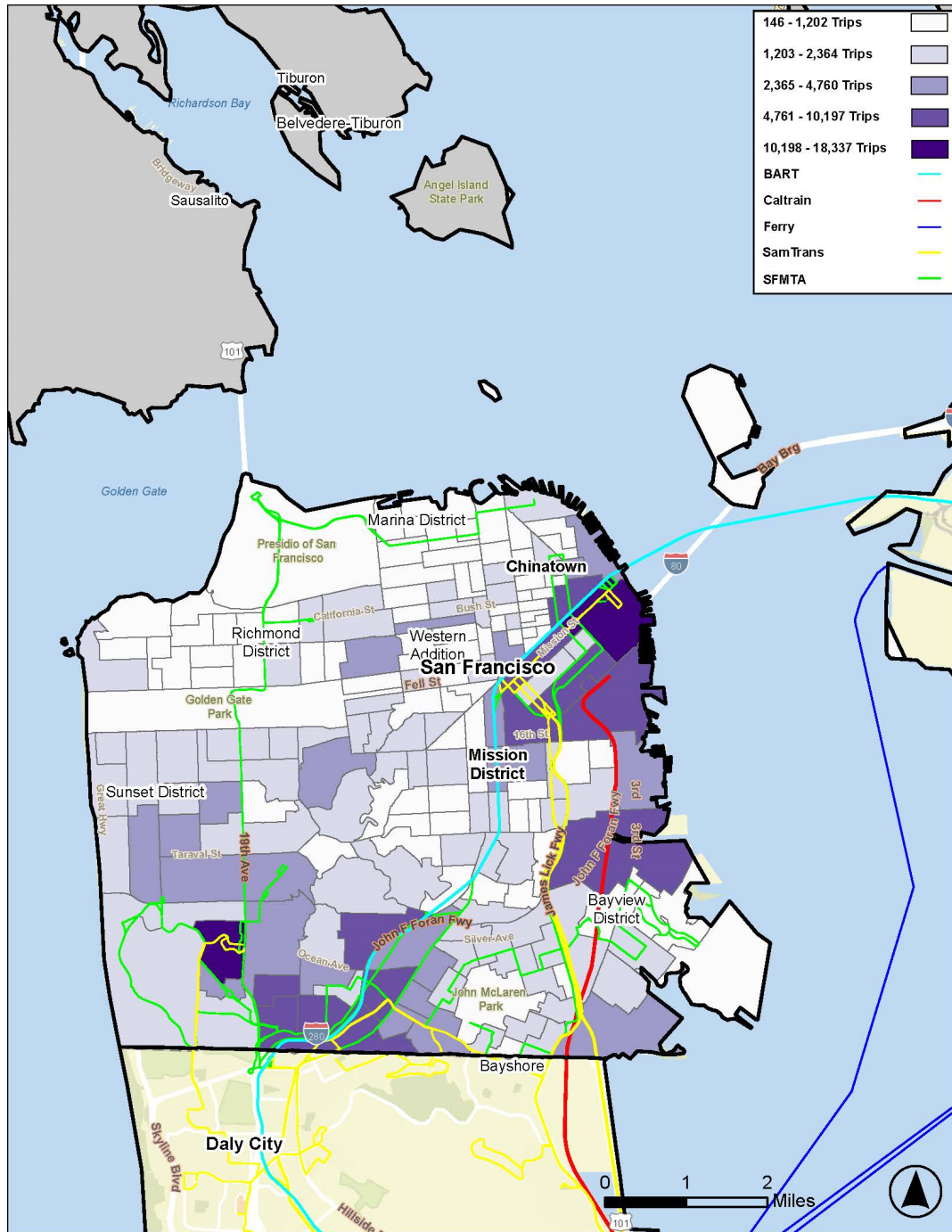
Figure 5: Alameda County Destinations of San Mateo County Trip Origins



Source: Replica, 2023.

As shown in Figure 6, many trips from San Mateo County ending in San Francisco County are near the county boundary and in the northeast portion of the city. Key destinations within the census tracts with the highest number of trips include the Bayshore Caltrain Station, San Francisco State University, South of Market neighborhood, and Stonestown Galleria Shopping Mall.

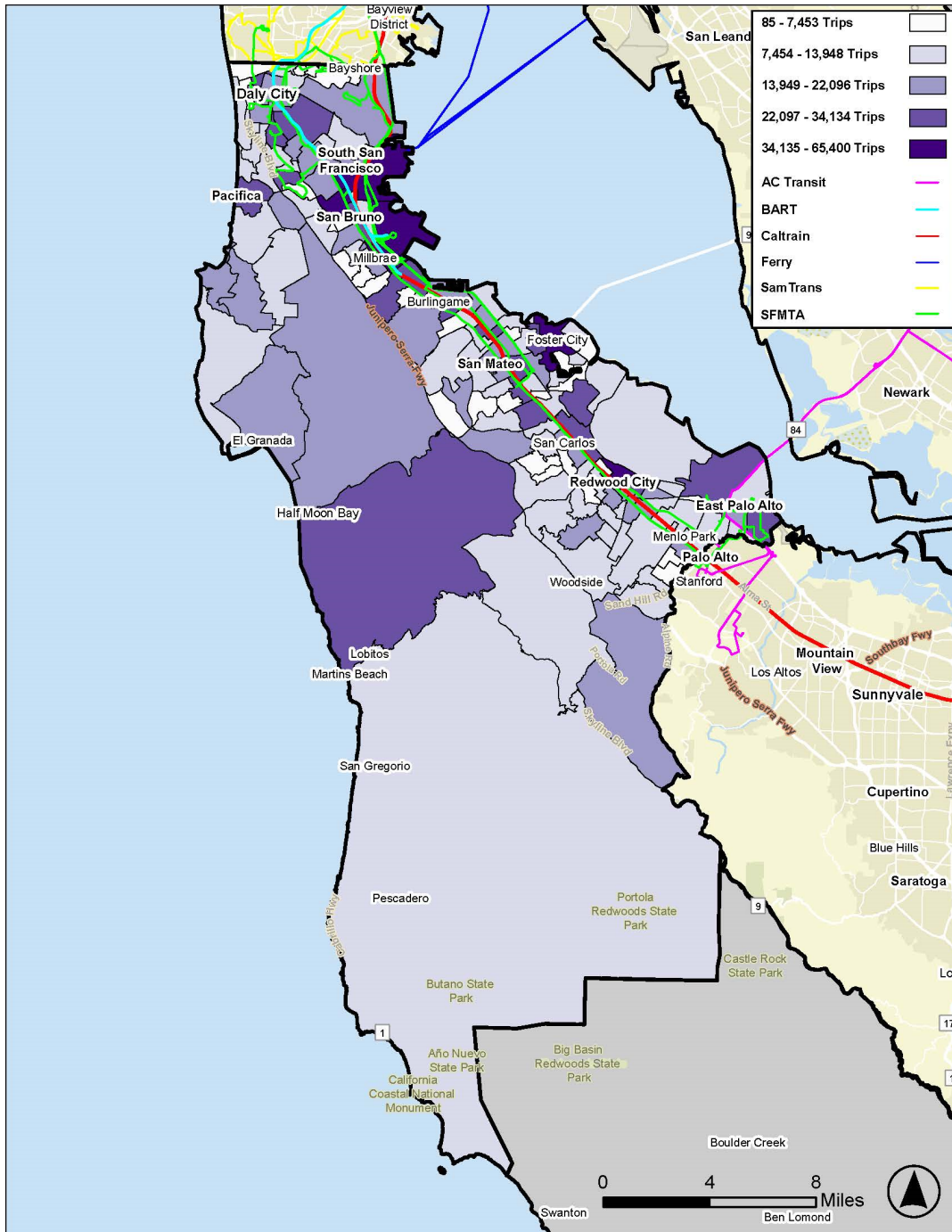
Figure 6: San Francisco County Destinations of San Mateo County Trip Origins



Source: Replica, 2023.

As shown in Figure 8, trips within San Mateo County are dispersed throughout the county with some concentrations in Foster City, Millbrae, San Bruno, and South San Francisco. Key destinations within the census tracts with the highest number of trips include the Bridgepointe Shopping Center, downtown Redwood City, San Francisco International Airport (SFO), and the Shops at Tanforan.

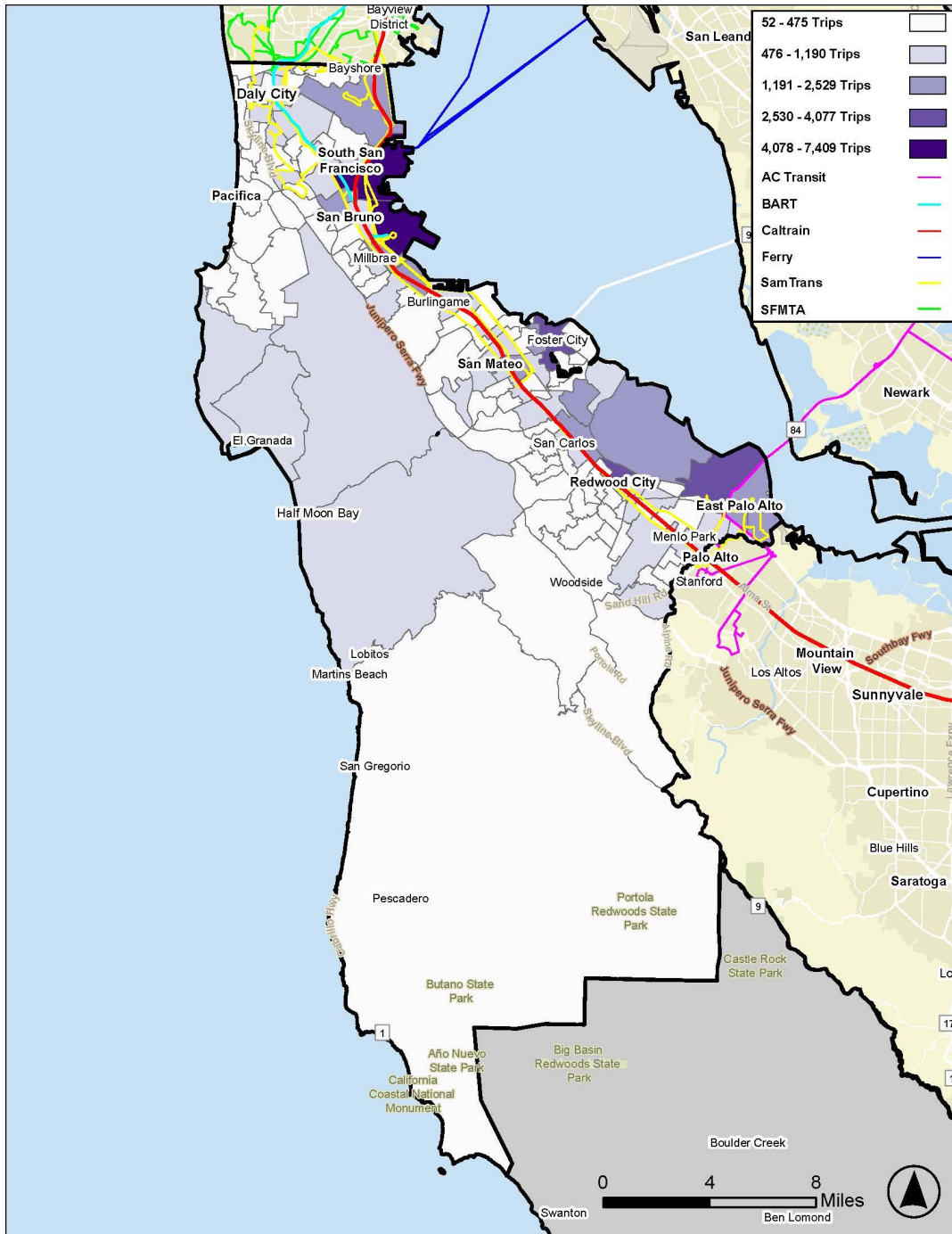
Figure 8: Intra-County Trip Destinations



Source: Replica, 2023.

As shown in Figure 9, trips from Alameda to San Mateo County are concentrated along the eastern portion of the county.

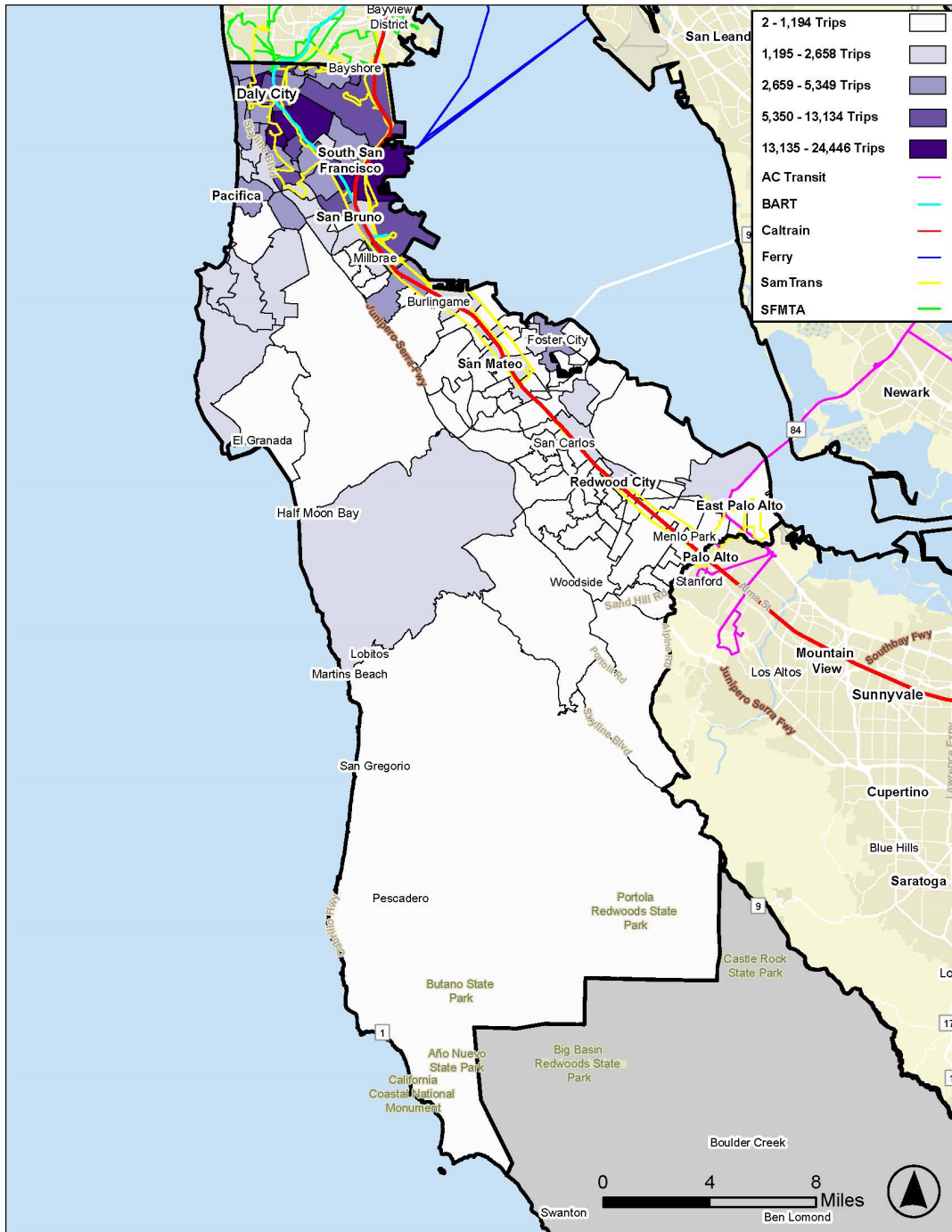
Figure 9: San Mateo County Destinations of Alameda County Trip Origins



Source: Replica, 2023.

As shown in Figure 10, trips from San Francisco to San Mateo County are dispersed throughout the county with some concentrations in the north of San Mateo County (Daly City, San Bruno, and South San Francisco). Key destinations within the census tracts with the highest number of trips include SFO and the Shops at Tanforan.

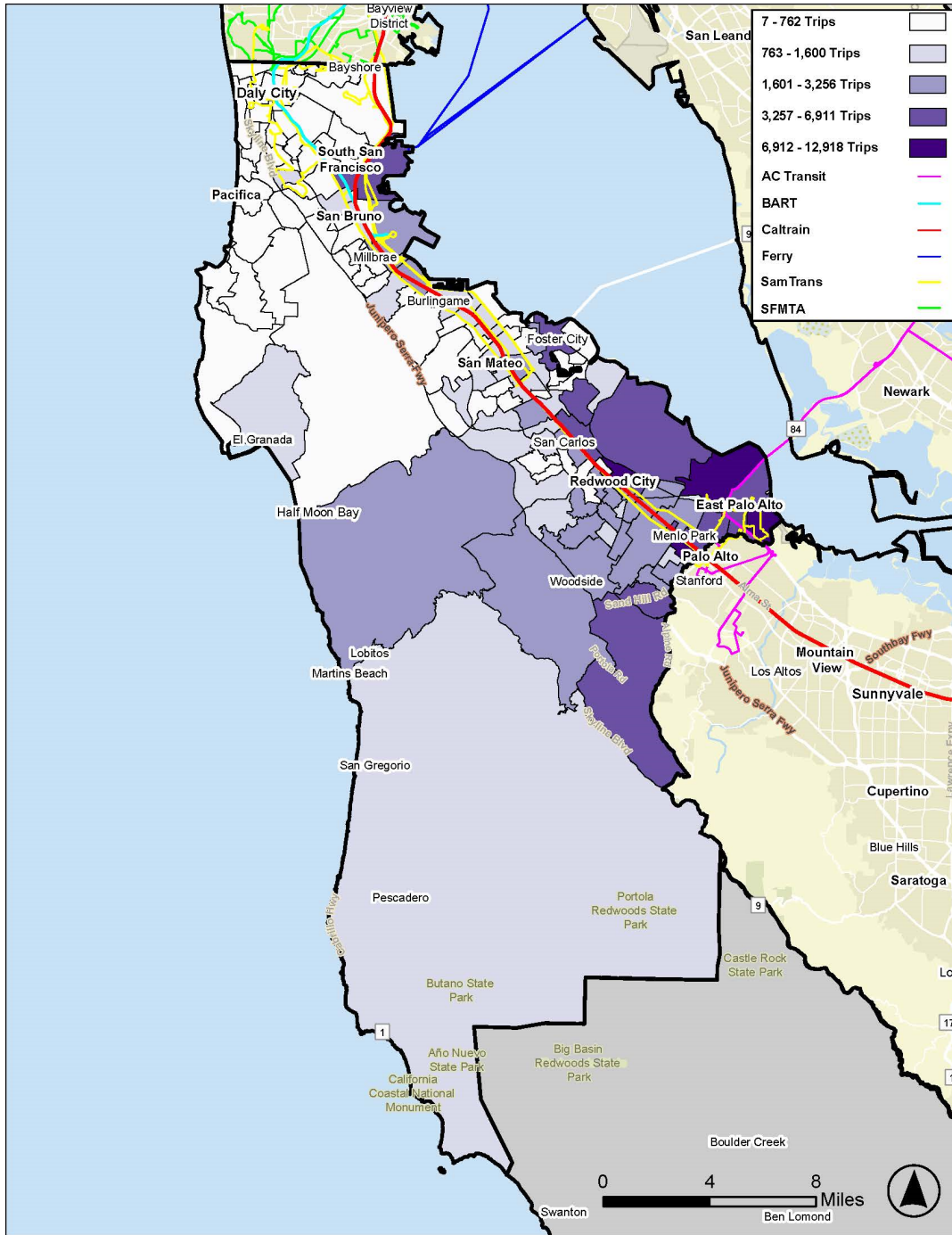
Figure 10: San Mateo County Destinations of San Francisco County Trip Origins



Source: Replica, 2023.

As shown in Figure 11, trips from Santa Clara County to San Mateo County are concentrated in Palo Alto, East Palo Alto, Redwood City, and South San Francisco. Key destinations within the census tracts with the highest number of trips include downtown Redwood City, Stanford University, SFO, and the Shops at Tanforan.

Figure 11: San Mateo County Destinations of Santa Clara County Trip Origins



Source: Replica, 2023.

WHO IS BEING SERVED REGIONALLY?

RIDERSHIP PROFILES

To understand the demographic breakdown of riders across the various transit agencies serving the study area, data gathered from the following sources were summarized:

- AC Transit Realign Survey
- 2022 BART Customer Satisfaction Survey
- 2022 Caltrain Triennial Customer Survey
- 2021 SamTrans Triennial Customer Survey
- SFMTA Ridership Survey 2022
- 2022 WETA Passenger Survey

The results from these sources are shown in Figure 12. SamTrans serves the highest percentages of riders that are non-white at 85%, followed by BART at 67%, and both Caltrain and San Francisco Bay Ferry at over 50%. SamTrans leads Bay Area transit ridership with the highest percentage of zero-vehicle households at 74%, followed by Caltrain at 61% and BART at 44%. SamTrans also leads with the highest percentage of riders that have limited English proficiency, are low-income, seniors, and school-aged children. AC Transit serves the highest percentage of riders that are disabled. Caltrain and SFMTA ridership profiles indicate that they have the highest average income levels.

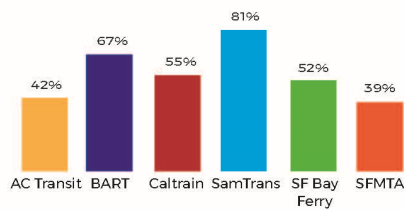
Figure 12: Ridership Profiles

Bay Area Transit Ridership Profiles

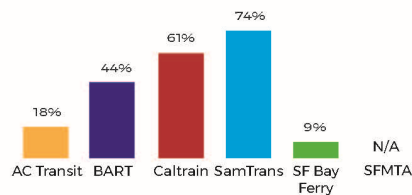
Demographics of Transit Riders

*N/A indicates that there was no data found for the respective transit agency.

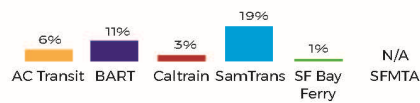
Non-White Riders



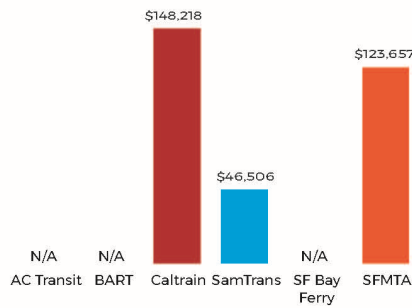
Zero-Vehicle Households



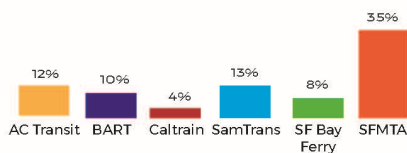
Limited English Proficiency Households



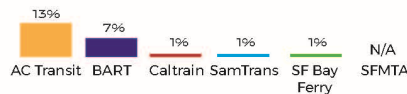
Average Income



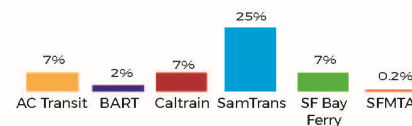
Riders that are Seniors



Riders with Disabilities



School-Aged Children



Source: Alameda-Contra Costa Transit District, Bay Area Rapid Transit, Caltrain, San Francisco Bay Ferry, San Mateo County Transit District, and San Francisco Municipal Transportation Agency, 2023.

REGIONAL DEMOGRAPHICS

Demographic data was assessed from the United States Census for the four counties included in the study area. The results for each county and the four-county average are shown in Figure 13. San Mateo County is currently the least populated and least dense county within the study area and is projected to grow at the lowest rate of the four counties (20%) between 2021 and 2040.¹² Within the study area, San Mateo County contains the lowest number of residents below the poverty line, with limited English proficiency, with disabilities, and zero-vehicle households. San Mateo County is either second or third in the following measures: median household income, residents with no college degree, non-white population, and school-aged children. Of the four counties, San Mateo County has the largest percentage of residents that are seniors.

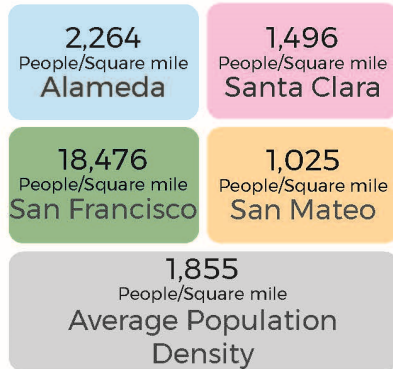
¹² https://mtc.ca.gov/sites/default/files/Projections_2040-ABAG-MTC-web.pdf.

Figure 13: Regional Demographics

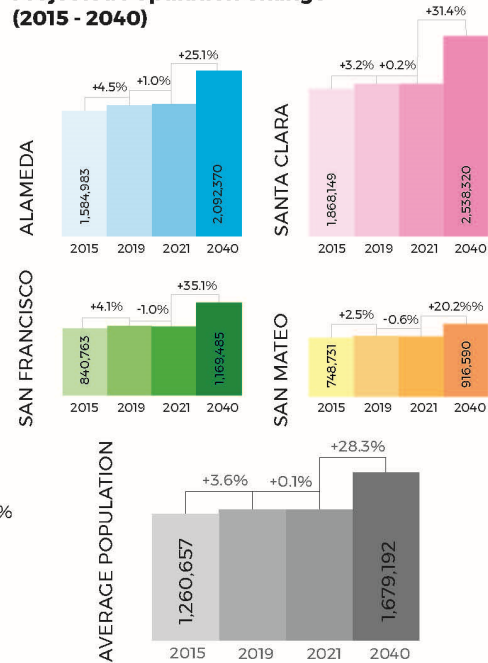
Bay Area Regional Demographics

Characteristics of Bay Area Residents

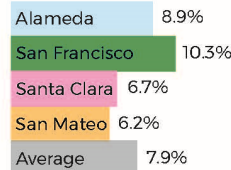
Population Density



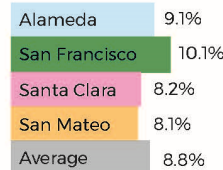
Projected Population Change (2015 - 2040)



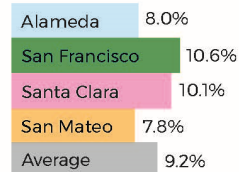
Residents below Poverty Line



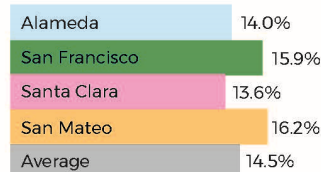
Residents with Disabilities



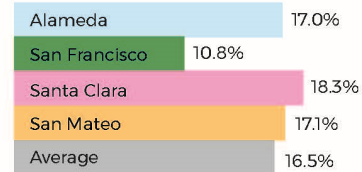
Limited English Proficiency Households



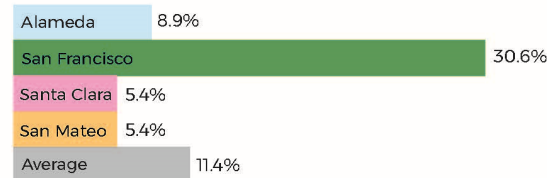
Residents who are Seniors



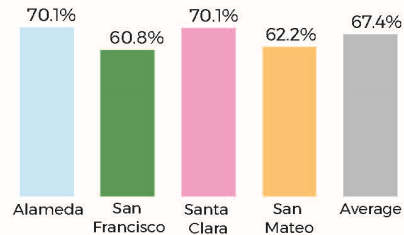
School-Aged Children



Zero-Vehicle Households



Non-White Population



Source: United States Census Bureau, 2023.

WHERE ARE THE MOST UNDERSERVED COMMUNITIES?

Various federal, regional, and state data sets were utilized to identify underserved communities within the study area.

AREAS OF PERSISTENT POVERTY AND HISTORICALLY DISADVANTAGED COMMUNITIES

The United States Department of Transportation (USDOT) identifies Areas of Persistent Poverty and Historically Disadvantaged Communities for their Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program. Projects are located within Areas of Persistent Poverty if:

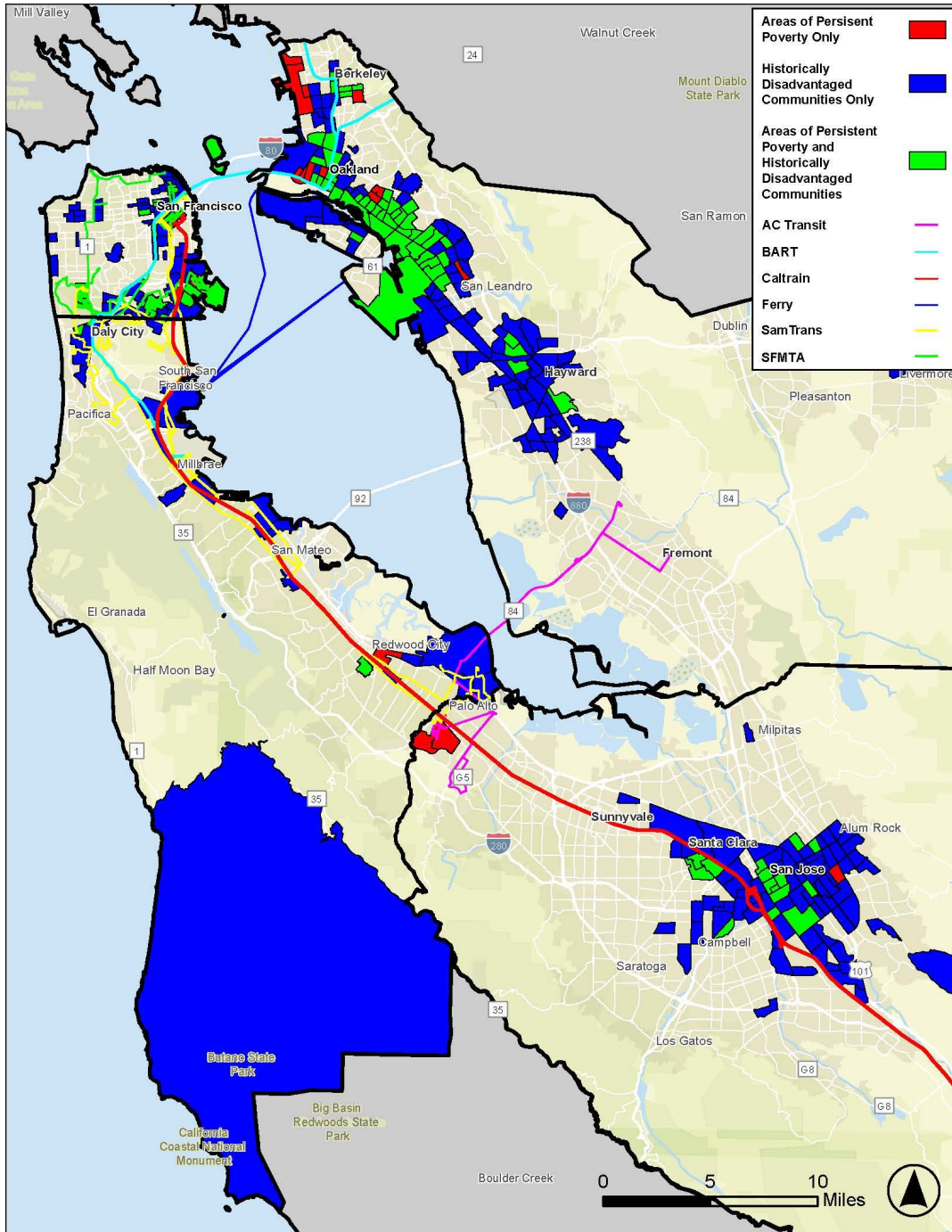
- The county in which the project is located had greater than or equal to 20 percent of the population living in poverty in the 1990 decennial census, 2000 decennial census, and the 2021 Small Area Income Poverty Estimates: or
- The census tract in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census: or
- The project is located in any territory or possession of the United States

Projects are located in a Historically Disadvantaged Community if:

- The project is located in certain qualifying census tracts: or
- The project is located on Tribal land: or
- The project is located in any territory or possession of the United States

As shown in Figure 14, most of these areas and communities are found in Oakland, San Francisco, and San Jose. In San Mateo County, there are some Historically Disadvantaged Communities located in East Palo Alto, South San Francisco, and the area between Lobitos and the Santa Clara County line. There are a couple Areas of Persistent Poverty located in Redwood City as well. Within San Mateo County, Caltrain and BART are available to the Areas of Persistent Poverty and Historically Disadvantaged Communities; however East Palo Alto and the southern portions of the county are not well served by regional transit. In Alameda County and Santa Clara County, there are significant areas of Historically Disadvantaged Communities that are not being served by existing regional transit.

Figure 14: Areas of Persistent Poverty and Historically Disadvantaged Communities



Source: United States Department of Transportation, 2023.

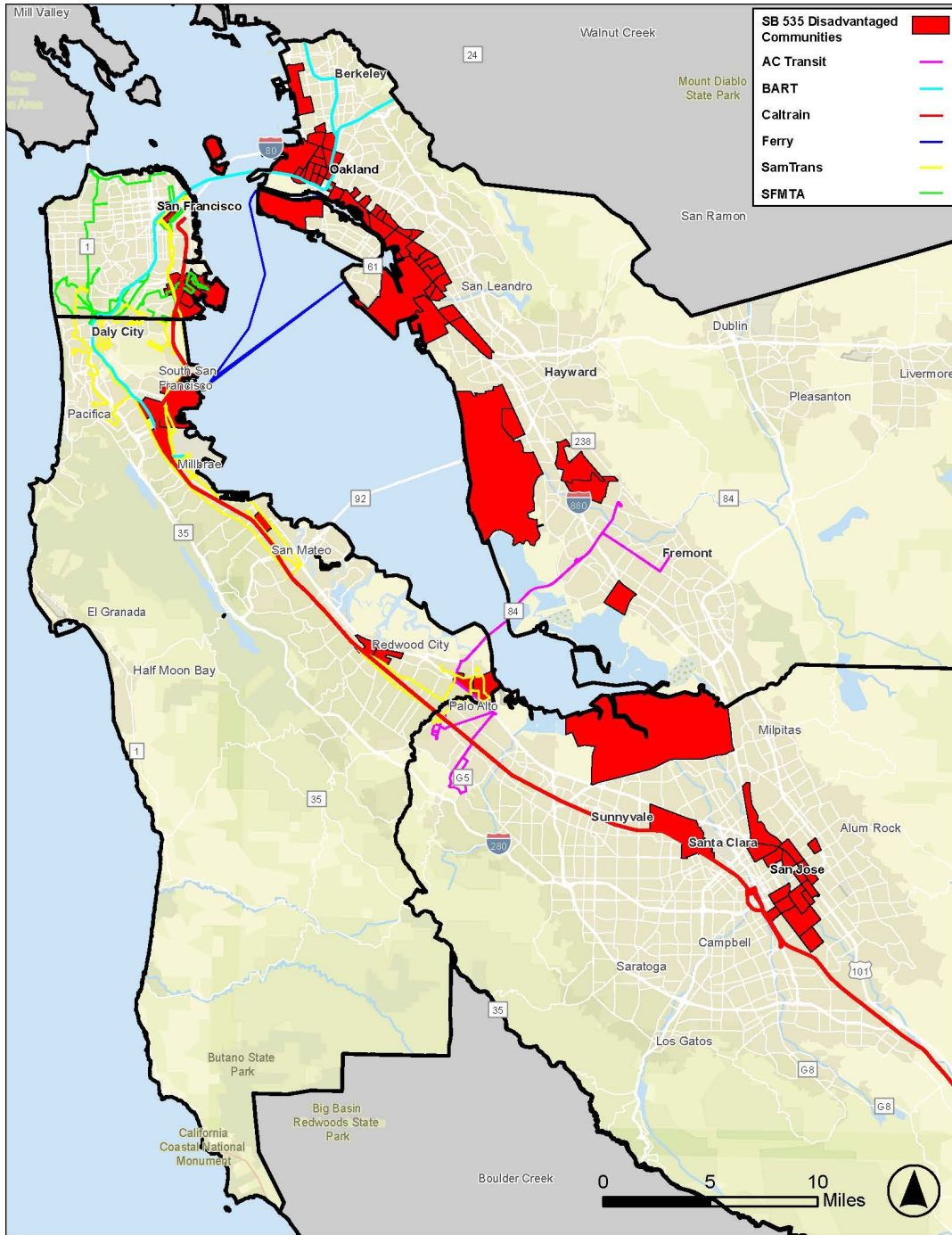
SENATE BILL 535 DISADVANTAGED COMMUNITIES

In 2012, Senate Bill 535 was passed to establish initial requirements for minimum funding levels to Disadvantaged Communities. In 2016, Assembly Bill 1550 directed the California Environmental Protection Agency (CalEPA) to define these Disadvantaged Communities. In May 2022 CalEPA released its updated designation of Disadvantaged Communities:

- Census tracts receiving the highest 25 percent of overall scores in CalEnviroScreen 4.0
- Census tracts lacking overall scores in CalEnviroScreen 4.0 due to data gaps, but receiving the highest five percent of CalEnviroScreen 4.0 cumulative pollution burden scores
- Census tracts identified in the 2017 Disadvantaged Communities designation as disadvantaged, regardless of their scores in CalEnviroScreen 4.0
- Lands under the control of federally recognized Tribes

As shown in Figure 15, most of these communities are located in Hayward, Oakland, San Francisco, San Jose, and Union City. In San Mateo County, there are some communities located in East Palo Alto, Redwood City, San Bruno, and South San Francisco.

Figure 15: Senate Bill 535 Disadvantaged Communities



Source: California Office of Environmental Health Hazard Assessment, 2023.

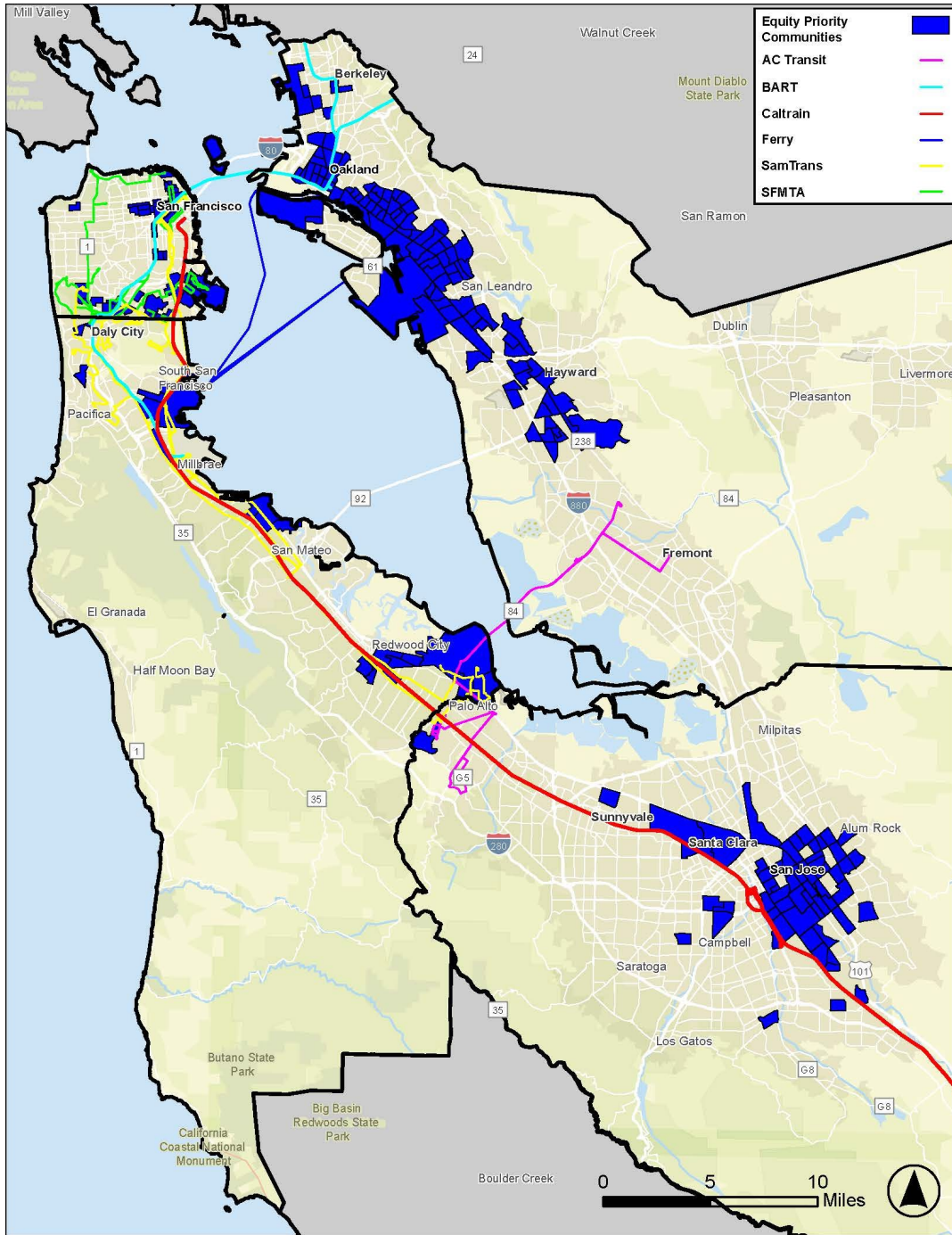
EQUITY PRIORITY COMMUNITIES

MTC defines Equity Priority Communities as census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color. Specifically, MTC includes the following factors in determining these Equity Priority Communities:

- People of color
- Low-income
- Limited English proficiency
- Zero-vehicle household
- Seniors 75 years and over
- People with disabilities
- Single parent families
- Rent-burdened

As shown in Figure 16, these communities are found in Hayward, Oakland, San Francisco, San Jose. In San Mateo County, these communities are located in Burlingame, Daly City, East Palo Alto, Redwood City, San Bruno, and South San Francisco.

Figure 16: Equity Priority Communities



Source: Metropolitan Transportation Council, 2023.

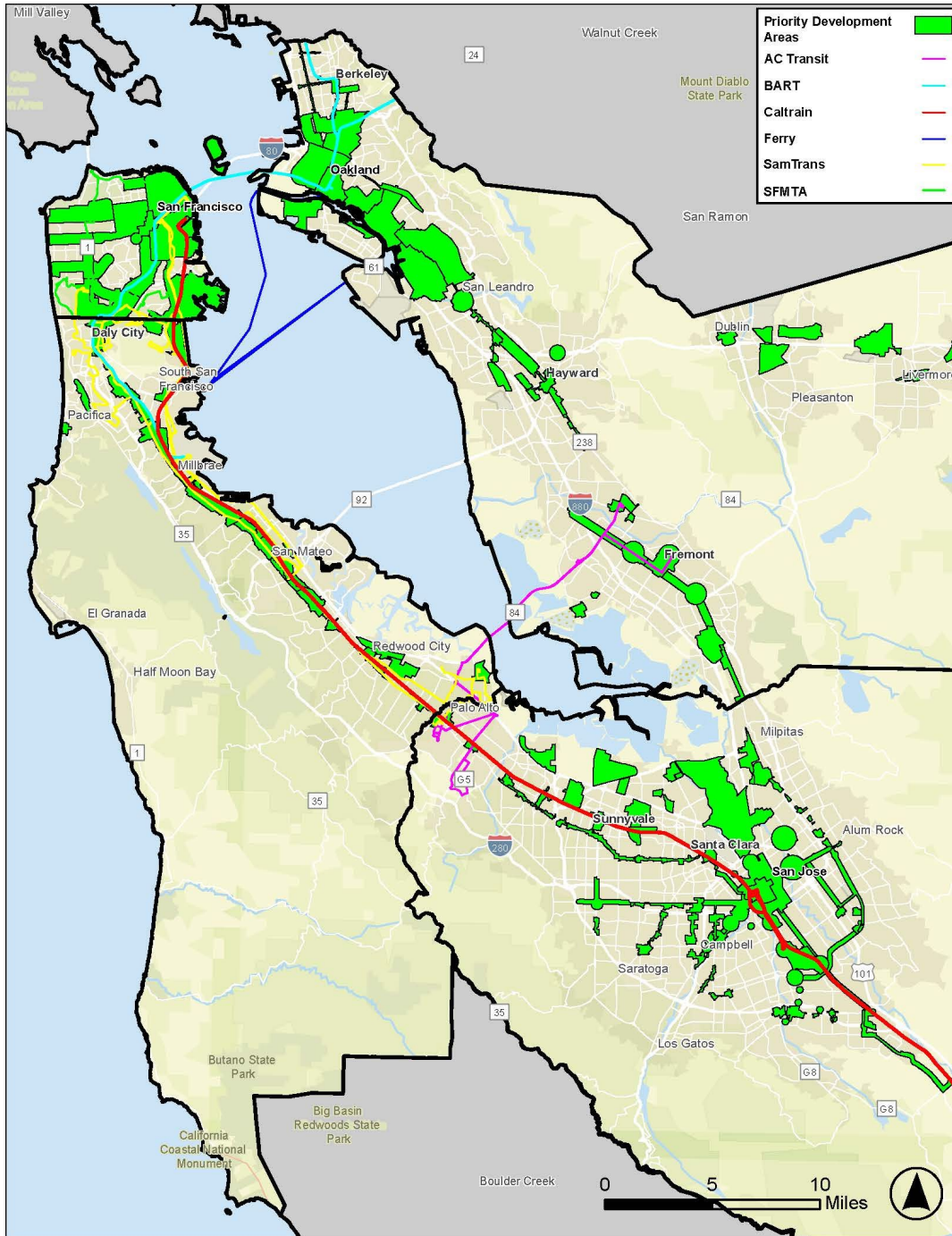
PRIORITY DEVELOPMENT AREAS

MTC defines Priority Development Areas (PDA) as places near public transit that are planned for new homes, jobs, and community amenities. PDAs help the Bay Area reduce greenhouse gas emissions and begin to solve the region's housing crisis. There are two types of PDAs:

- Transit-Rich PDAs – at least 50% of the area is within ½ mile of any of the following:
 - An existing rail station or ferry terminal (with bus or rail service)
 - A bus stop with peak service frequency of 15 minutes or less
 - A planned rail station or planned ferry terminal (with bus or rail service) in the most recently adopted fiscally-constrained Regional Transportation Plan
- Connected Community PDAs – the entire area is within ½ mile of a bus stop with peak service of 30 minutes or less and is beyond ½ mile of transit service that meets the “high quality transit” criteria as defined for Transit-Rich PDAs and meets at least one of the following:
 - At least 50% of the area is defined as a High Resource or Highest Resource on the most recent Opportunity Map adopted by the California Department of Housing and Community Development
 - At least two policies have been adopted to reduce Vehicle Miles Traveled, such as prioritization of bicycle and pedestrian planning projects

As shown in Figure 17, PDAs are mainly located in Oakland, San Francisco, and scattered throughout San Jose and the immediate surrounding area. In San Mateo County, PDAs are located in Daly City and are clustered along the Caltrain/El Camino Real corridor.

Figure 17: Priority Development Areas



Source: Metropolitan Transportation Council, 2023.

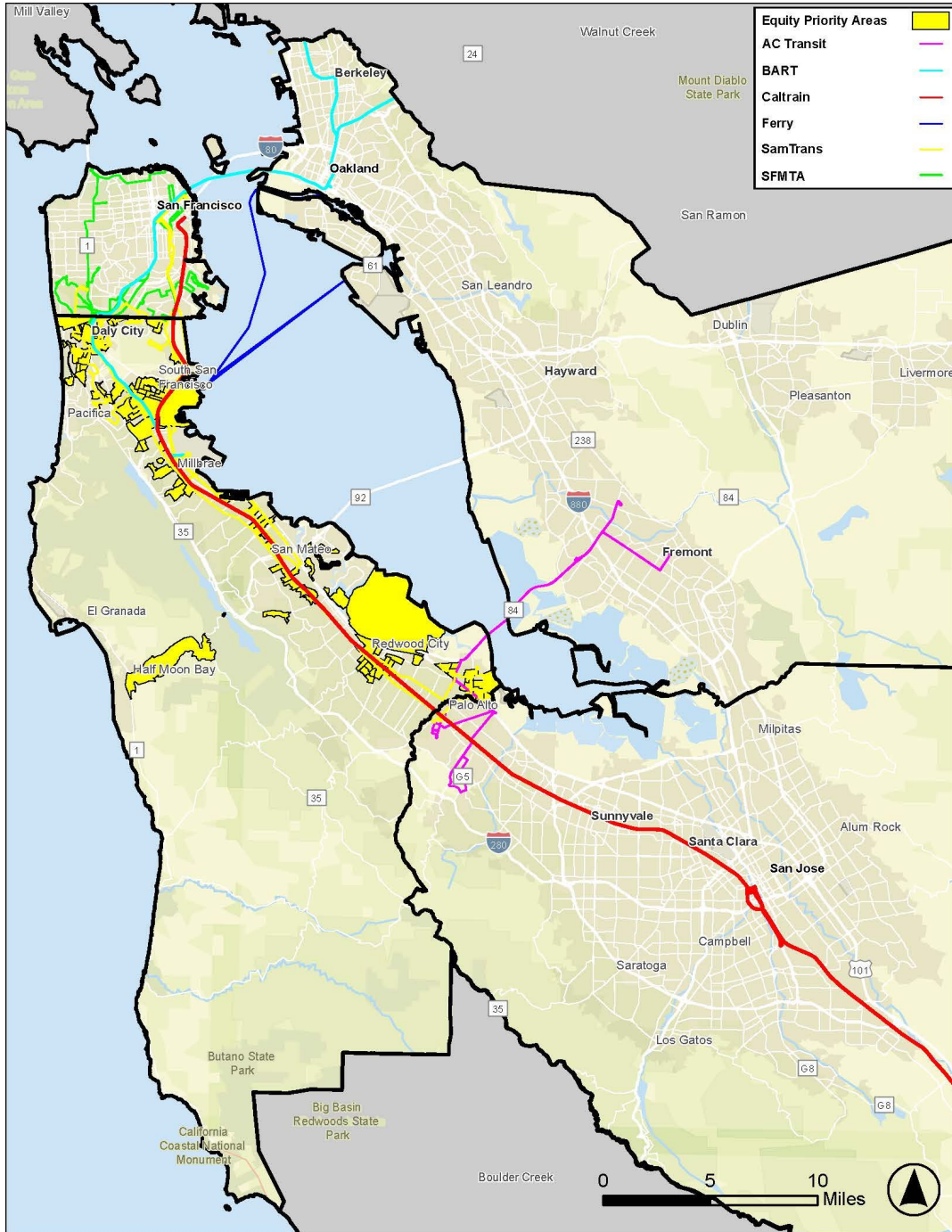
EQUITY PRIORITY AREAS

SamTrans utilizes Equity Priority Areas to inform where its limited resources should be invested in the county. The areas are identified through a ranked composite index that includes household income, non-white households, and zero-vehicle households. Those three metrics are combined into a final rank representing the need for transit service. The final rankings were derived using the following components:

- Block groups with the highest percentage of households with incomes under \$75,000 ranked the highest, with scores awarded by quintile
- For non-white households, each block group was ranked and scored by quintile, with block groups having a higher percentage of non-white households receiving a higher score
- Block groups with higher percentages of households with no vehicles ranked higher, with scores broken into quintiles

As shown in Figure 18, most of these areas are located east of State Route (SR) 35. There are concentrations in Daly City, East Palo Alto, Redwood City, San Bruno, and South San Francisco.

Figure 18: Equity Priority Areas



Source: San Mateo County Transit District, 2023.

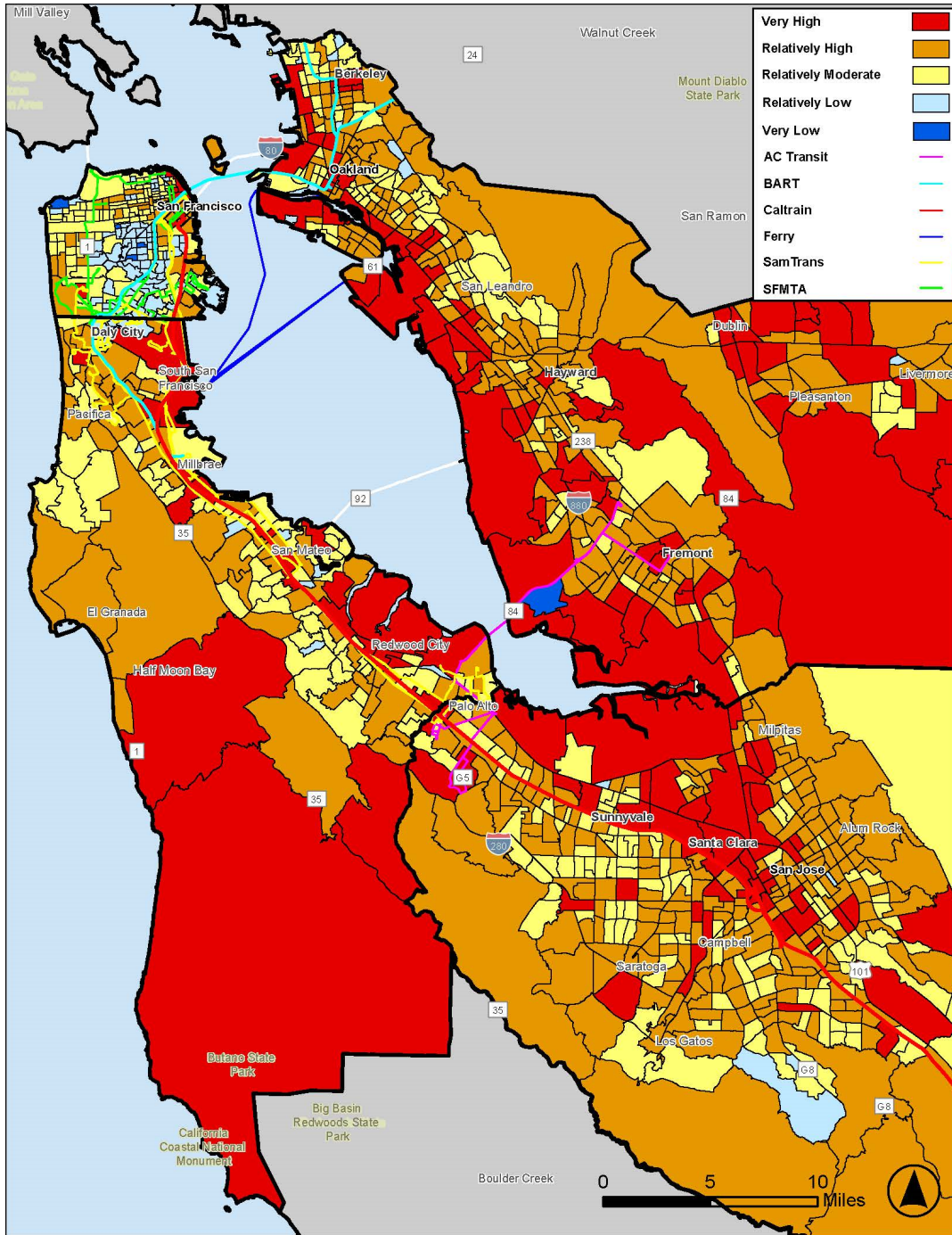
NATIONAL RISK INDEX

The National Risk Index helps illustrate the communities most at risk for 18 natural hazards. The index was designed and built by the Federal Emergency Management Agency in close collaboration with various stakeholders and partners in academia, local, state, and federal governments, and private industry. The index leverages available source data for natural hazard and community risk factors to develop a baseline risk measurement for each census tract. The risk equation includes three components to develop the index:

- Expected Annual Loss – the average economic loss in dollars resulting from natural hazards each year
- Social Vulnerability – the susceptibility of social groups to the adverse impacts of natural hazards
- Community Resilience – the ability of a community to prepare for anticipated natural hazards, adapt to changing conditions, and withstand and recover rapidly from disruptions

As shown in Figure 19, the majority of San Mateo County rates either Relatively High or Very High for risk. Very High areas are concentrated in Redwood City, South San Francisco and the area south of Half Moon Bay to the Santa Clara County line.

Figure 19: National Risk Index



Source: Federal Emergency Management Agency, 2023.

WHAT ARE THE OTHER REGIONAL TRAVEL PATTERNS?

MICROMOBILITY

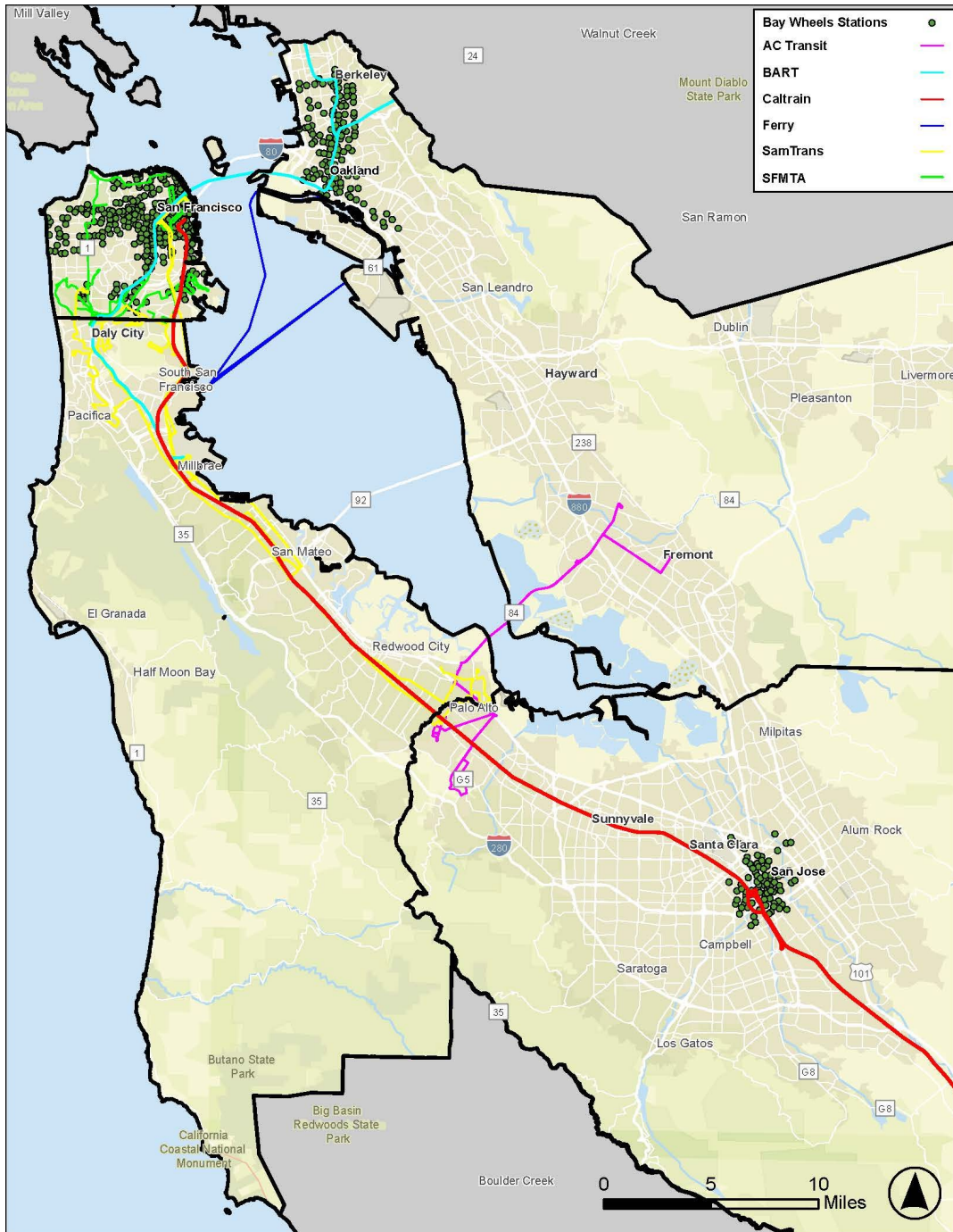
According to the USDOT, micromobility is defined as any small, low-speed, human- or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles, electric scooters (or e-scooters), and other small, lightweight, wheeled conveyances.¹³ Micromobility devices occupy an important role in the broader transportation network by providing first/last mile options to reduce car use to and from key transportation nodes.

¹³ <https://highways.dot.gov/public-roads/spring-2021/02>.

BIKE SHARE

Bay Wheels is the Bay Area’s regional bike share program. As shown in Figure 20, there are no stations located in San Mateo County, however there are over 550 stations with 7,000 bicycles located in Berkeley, Emeryville, Oakland, San Francisco, and San Jose. This provides an option for travelers coming to and from San Mateo County to access BART or Caltrain stations or bus stops without the use of a car in those areas.

Figure 20: Bay Wheels Stations



Source: Lyft, 2023.

BIKE PARKING

While there are no Bay Wheels stations in San Mateo County, there are a number of bicycle lockers located within San Mateo County operated by BikeLink. The lockers are primarily located at BART and Caltrain Stations and provide users with a safe option for storing their bike prior to riding the train.¹⁴

SHARED ELECTRIC MICROMOBILITY

In May 2023, Spin, in partnership with the Cities of Burlingame and Millbrae, launched a joint bikeshare program with an eventual goal of 200 electric bikes. The cities received a grant from SMCTA, funded by Measure W towards the bikeshare program. Bird currently operates a shared fleet in Redwood City with approximately 250 electric scooters.

PRIVATE EMPLOYER SHUTTLES

Commuter shuttles have existed in the Bay Area for decades and have become more popular over the past decade. SFMTA created a Commuter Shuttle Pilot program in 2014 to test regulation of these shuttles, rationalize the network, reduce conflicts with the agency's existing services, and minimize private shuttle impacts on San Francisco neighborhoods.

Several large private employers were contacted to gain more information on their shuttles and travel patterns of their employees. Apple responded that their current commute options span from Sacramento to Santa Cruz, bringing their employees to Apple campus locations in Santa Clara County. Primary paths of travel include Interstate (I-) 280, I-680, and US 101. They run approximately 100 buses on peak days during the week. They also work with BART, SFMTA, and the Santa Clara Valley Transportation Authority to identify transit stops and park-and-ride locations that are available for multi-modal trips. Genentech also responded that their current commute options span from Vacaville, Marin, Pleasanton, and San Jose to bring employees to their campus in South San Francisco. Primary paths of travel include I-80, I-280, I-580, I-680, and United States Route (US) 101. They run 53 buses daily across 19 routes utilizing 75 stops (35% of which are located outside of San Francisco). Genentech also works with BART, SamTrans, and SFMTA to coordinate parking and bus stop locations.

EXPRESS LANE NETWORK

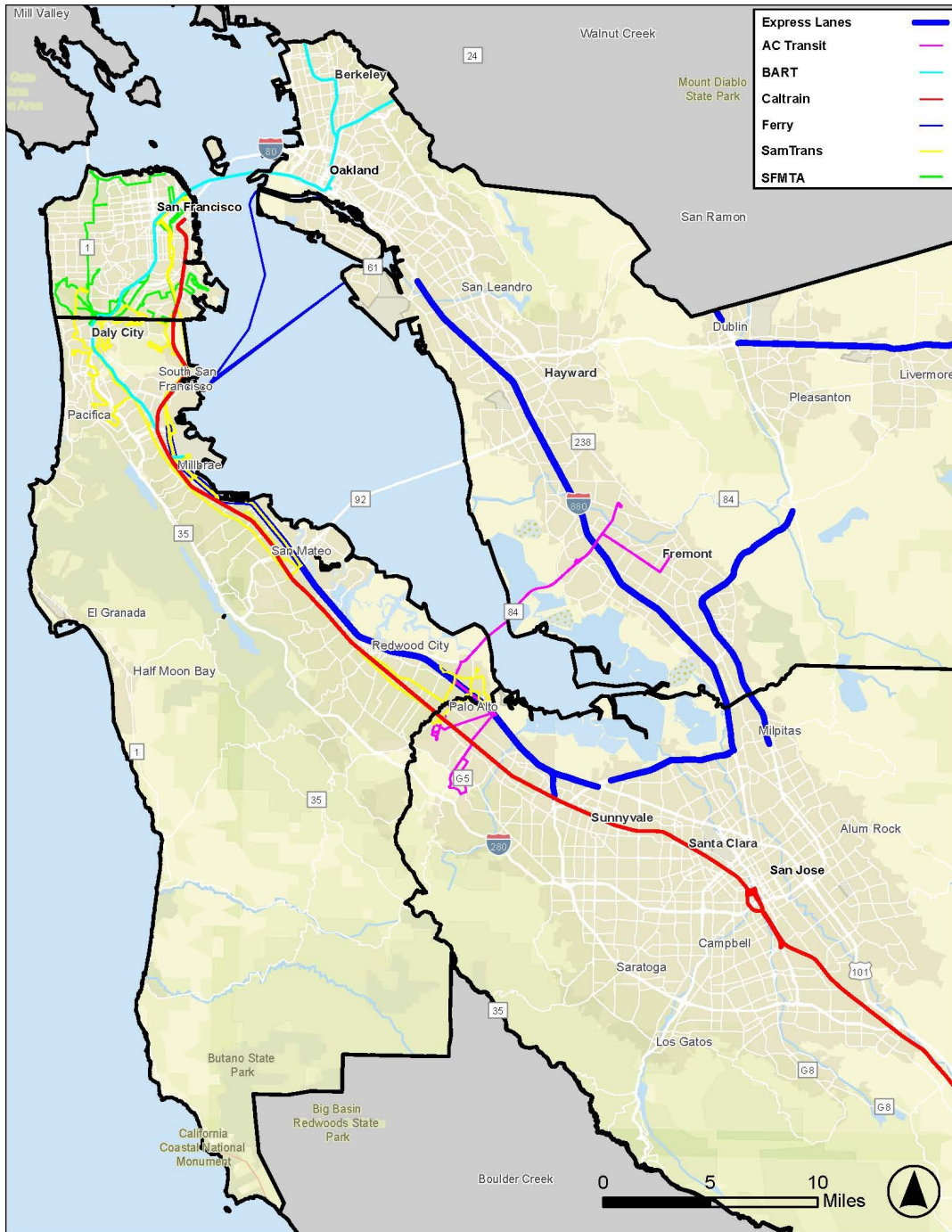
MTC's network of Express Lanes give drivers a choice to save time by paying a toll and reward carpoolers with the time savings at a lower cost. Express Lanes reward high occupancy vehicles, improve enforcement to reduce carpool lane violations, and provide a choice for single-occupancy vehicles to pay for a faster trip. Additionally, buses are allowed to use these Express Lanes to ensure faster travel and a more reliable trip and mitigate congestion on these regional facilities. As shown in Figure 21, Express Lanes are located on the following roadways:

- I-580 through Dublin, Pleasanton, and Livermore
- I-680 southbound from Sunol to Milpitas
- I-680 southbound from Martinez to San Ramon and northbound from San Ramon to Walnut Creek
- I-880 between Oakland and Milpitas

¹⁴ <https://www.bikelink.org/maps>.

- State Route (SR) 237 between Milpitas and San Jose
- US 101 between I-380 and SR 237 in Sunnyvale
- SR 85 from US 101 to Grant Road southbound and from Moffett Boulevard to US 101 northbound

Figure 21: Express Lanes



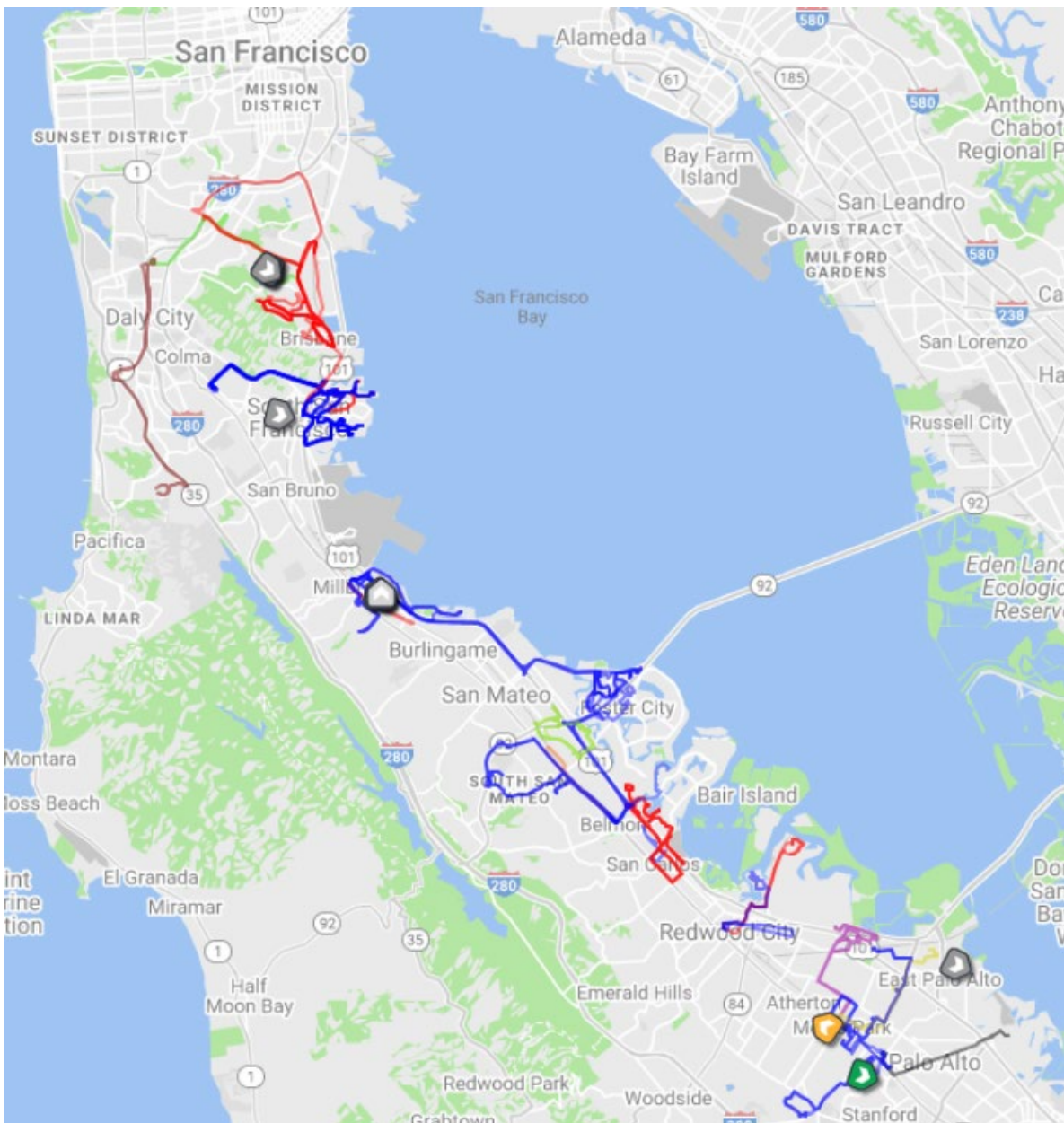
Source: California Department of Transportation, 2023.

COMMUTE.ORG

Commute.org is a joint powers agency that encourages and supports the use of sustainable alternatives to driving alone. The agency operates fixed-route, first-last mile shuttle service to BART, Caltrain, and San Francisco Bay Ferry stations, workplaces, hospitals, schools, and residential areas throughout San Mateo County. As shown in Figure 22, the shuttles provide service to the following stations:

- BART: Balboa Park, Daly City, Millbrae, and South San Francisco
- Caltrain: Bayshore, Belmont, Hillsdale, Menlo Park, Millbrae, Redwood City, and South San Francisco
- San Francisco Ferry: South San Francisco

Figure 22: Commute.org Shuttles



Source: Commute.org, 2024.

CONCLUSIONS

Based on the information in this Existing Conditions memo, there are several general conclusions that can be made:

- Although the study area is covered by a vast set of multimodal options, transit ridership has been decreasing since COVID-19. Agencies that traditionally serve commuters have been affected the most by this trend. Decreased transit usage has corresponded with higher rates of residents working from home throughout the study area.
- Driving alone is the dominant mode of travel for San Mateo County residents to get to work, followed by carpool and public transit. Public transit usage within the county ranks behind Alameda County and San Francisco County within the study area. Most of the transit options within the county are focused on serving commuters getting to and from downtown San Francisco (specifically BART and Caltrain).
- Most trips originating in San Mateo County end within the county. Other popular trip destinations are the western portion of Alameda County, downtown Palo Alto, downtown San Francisco, and Stanford University.
- According to survey results from the study area's major transit agencies, SamTrans serves the highest percentages of disadvantaged populations except for riders with disabilities. Census data for the counties within the study area indicates that San Mateo County is the least populated and least dense. San Mateo County also has the lowest percentages of residents below the poverty line, with limited English proficiency, with disabilities, and zero-vehicle households.
- Within San Mateo County, the highest concentrations of underserved populations according to federal, regional, and state measures are located in East Palo Alto, Redwood City, San Bruno, and South San Francisco. Future development within the county is expected to occur near Daly City and along the Caltrain/El Camino Real corridor.
- Outside of traditional travel modes, San Mateo County residents have access to micromobility options including scooters and bikeshare stations in Alameda County, San Francisco County, and Santa Clara County. There are also several private employer shuttles serving the county that, along with public bus services, can utilize the county's Express Lanes network.