

EXISTING CONDITIONS SUMMARY

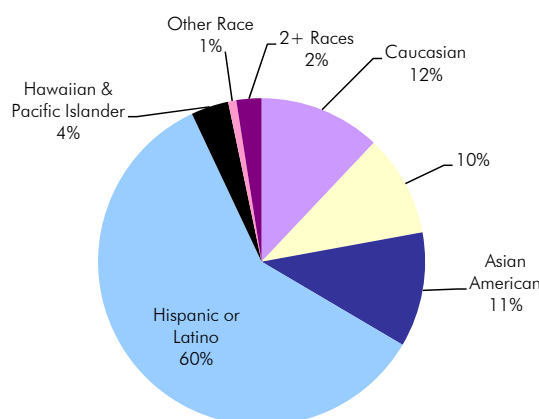
This section contains a summary of the Existing Conditions Report that was completed in November 2009. The full version of the Existing Conditions Report is provided in Appendix B. Unless otherwise noted, demographic information presented in this chapter is based on 2000 U.S. Census data.

DEMOGRAPHICS

Profile of the North Central Neighborhood

The City of San Mateo experienced an eight percent growth in population each year between 1990 and 2000. According to the 2000 US Census, 7,917 people live within the project area, 9% of San Mateo's total population. The residents of the project area are slightly younger compared with citywide and countywide populations. The area has a higher percentage of individuals under the age of 24 (41%) when compared to the County (31%) and San Mateo (28%). Additionally, the project area has a low percentage of individuals over the age of 45 compared to the County and San Mateo. The ethnicity of the project area is diverse—Hispanics/Latinos comprise 60% of the population, Caucasians comprise 12%, Asians comprise 11%, and African Americans comprise 10%.

Figure 1: Percent Population by Ethnicity



Linguistic Isolation

The U.S. Census defines a linguistically isolated household as one in which no one 14 years or older speaks English “well” or “very well.” Twenty-six percent of North Central San Mateo's total households, according to the 2000 U.S. Census, are considered linguistically isolated. Of the 532 linguistically isolated households, 83% (441) of them speak Spanish, while the remaining 17% speak an Asian and Pacific Island language. For residents who are linguistically isolated, it can be difficult to obtain information about services, including transportation, making it difficult to use these services.

Income and Poverty

Within the project area there is a higher percentage of households living in poverty compared with citywide and countywide populations. Fourteen percent of North Central San Mateo households are below the poverty line, as compared to 6% of households in San Mateo and 6% of households in San Mateo County. Approximately 36% percent of the housing units in the project area are owned by the householder.

About one third of the households in the North Central San Mateo neighborhood have annual incomes between \$25,000 and \$50,000. The percentage of households with incomes less than \$50,000 annually is higher in the North Central neighborhood (51%) than in San Mateo (37%) and San Mateo County (34%). Eleven percent of North Central San Mateo households have annual incomes under \$15,000, as compared to 7% of households in both the City and County respectively

Public Assistance

The San Mateo County Human Services Agency (HSA) offers several programs to aid adults, children, and families in financial need. Within the North Central neighborhood, 3,821 households utilize programs provided by HSA (based on data provided in August 2009 by HSA).

TRANSPORTATION

Road Access and Level of Service for Traffic

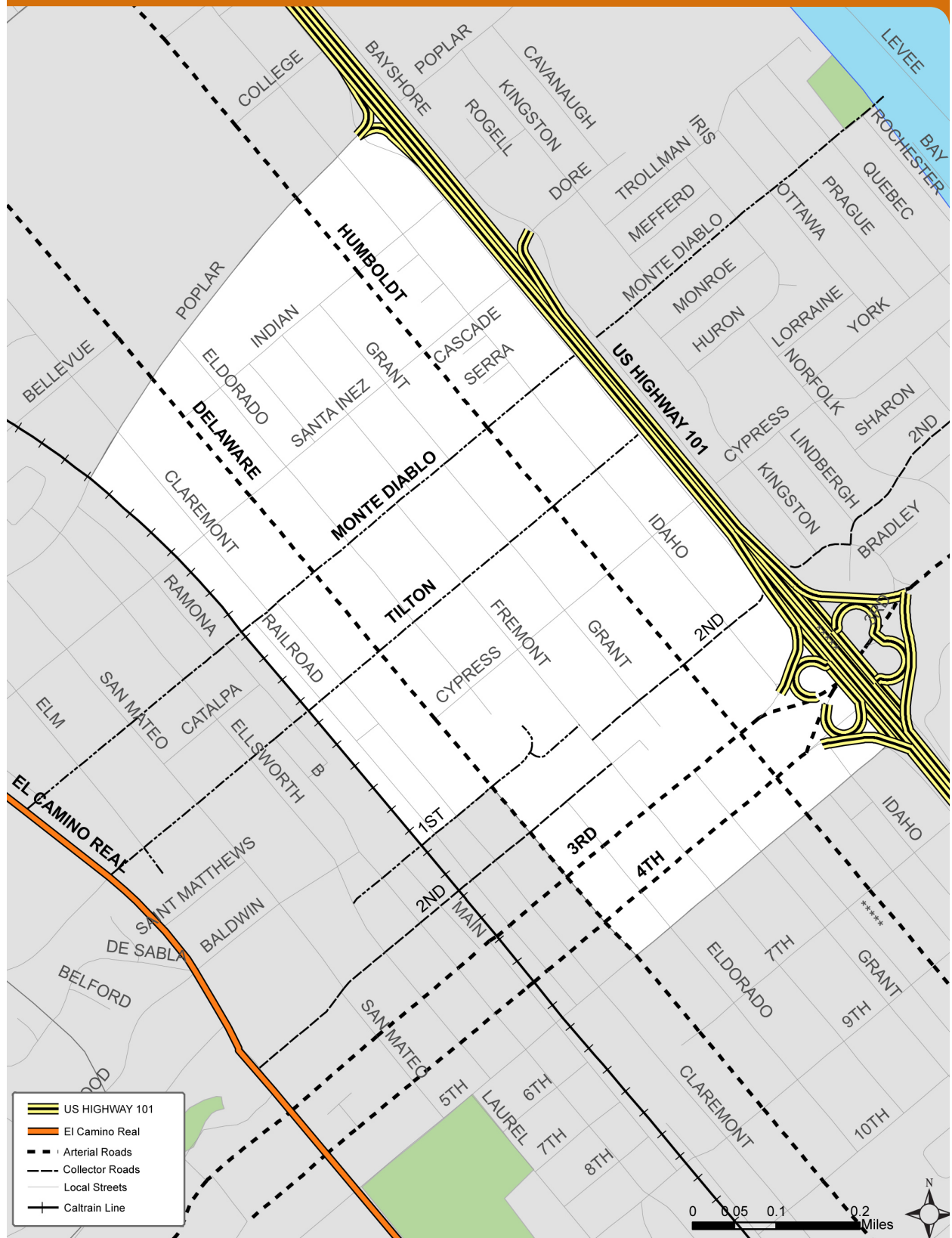
The North Central San Mateo neighborhood is bordered by Highway 101 on the northeastern side and Poplar Avenue on the northwestern side. Poplar Avenue is defined by the City of San Mateo General Plan as an arterial road, linking residential and commercial districts and serving through-traffic needs. Other arterials serving the project area include 3rd and 4th avenues, Delaware Street, and Humboldt Street (see Map 2). The project area also includes several collector roads, which are defined as roads linking residential districts to arterial roads, but are not intended for through-traffic. Collectors that run through the project area include Monte Diablo Avenue, Tilton Avenue, 1st and 2nd avenues, and Amphlett Boulevard. All other roads within the project area are defined as local roads.

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 the 2005 City of San Mateo General Plan, the following levels of service (LOS) have been determined (see Table 1).

Table 1: Level of Service

Street	Cross-Street	Timeframe	LOS
Humboldt Street	Poplar Avenue	AM and PM peak	B
Humboldt Street	3rd Avenue	AM and PM peak	C
Humboldt Street	4th Avenue	AM and PM peak	B
Delaware Street	Poplar Avenue	AM peak	C
Delaware Street	3rd Avenue	AM peak	C
Delaware Street	4th Avenue	AM peak	B
Delaware Street	4th Avenue	PM peak	C
Delaware Street	5th Avenue	AM peak	B

Map 2: Major Roads in Project Area



Transit Service

The City of San Mateo is served by two major transit systems: SamTrans and Caltrain. SamTrans operates five routes that serve the project area: two of these are “Caltrain Connection” routes, two are “Express Service” routes, and one is a “Community Service” route that operates only on school days. Also serving the project area is SamTrans’ paratransit service, Redi-Wheels, which provides transit service to passengers who cannot independently ride regular SamTrans buses. Just adjacent to the project area, the San Mateo Caltrain Station provides service every half an hour on weekdays and hourly on weekends. There are currently no community shuttles that serve the project area.

SamTrans

The project area is served by four SamTrans routes: 53, 250, 292, and the express route KX (Map 3).¹ The express routes serve the project area by stopping at U.S. Highway 101 and 3rd Avenue on the border of the project area. Express Route KX runs on a 60-minute daily schedule from 5:21 AM to 10:30 PM on weekdays, 6 AM to 9 PM on weekends.

The other three SamTrans routes have more local stops within the project area. Route 292 runs through the project area via Delaware Street on a 30-minute daily schedule, with service hours from 4:45 AM to 12:45 AM on weekdays, 5 AM to 12:45 AM on weekends. Route 250 also runs on a 30-minute daily schedule, and serves the project area via 1st, 3rd, and 4th Avenues. It operates from 6 AM to 10 PM on weekdays, 7 AM to 6 PM on Saturdays, and 9 AM to 5:30 PM on Sundays. Route 53 is a limited service route that runs through the project area along Delaware Street, and operates only on school days during the school year, from 7 to 8 AM and from 1 to 3 PM.

¹ Note that this information was accurate as of August 2010; some adjustments have been made to Route 250 since that time, as described in Strategy 2 of Chapter 4.

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.

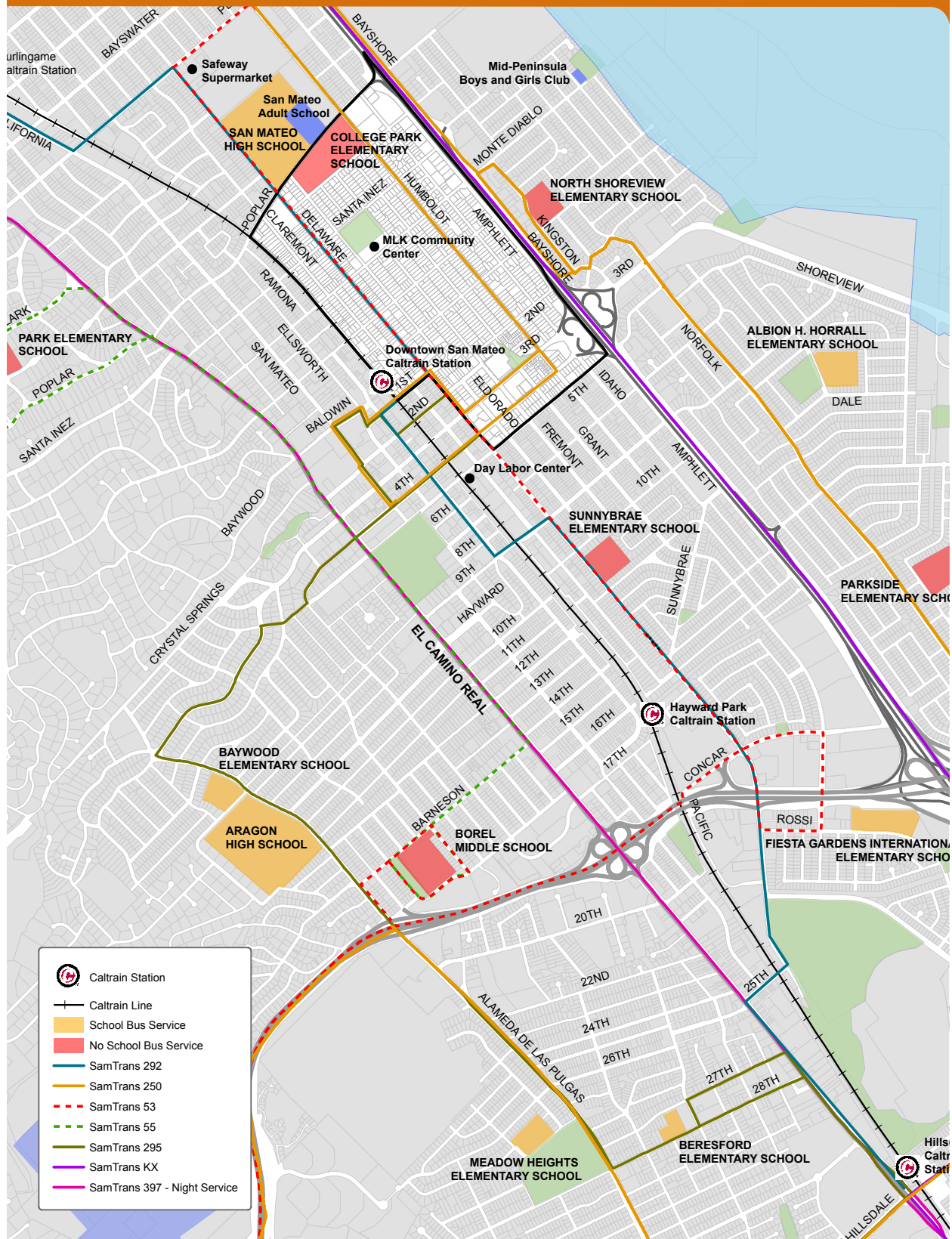
There are currently 1,207 registered Redi-Wheels riders living in the City of San Mateo, which represents 18% of San Mateo County’s 6,651 eligible passengers. In the month of June 2009, there were 4,094 arranged trips through Redi-Wheels originating in the City of San Mateo, with 1,592 (39%) of these trips having a destination still within the City of San Mateo. Other common destinations originating in the City of San Mateo were Senior Focus in Burlingame (an adult day health program) with 347 trips (8% of total trips), Mills Hospital in San Mateo with 135 trips (3% of total trips), and San Carlos Adult Day Care with 127 trips (3% of total trips).

Redi-Wheels use by residents of the project area is somewhat low on a per capita basis. Of the 4,094 Redi-Wheels trips occurring in the City of San Mateo in June 2009, 286 trips (7%) originated in the project area. Popular destinations included the Redwood City Kaiser Medical Center, Mills Hospital in San Mateo, the San Mateo Dialysis Center, the Martin Luther King, Jr. Center, and the San Bruno Senior Center.

Caltrain Service and Ridership

The closest Caltrain station to the residents of the North Central San Mateo area is the San Mateo Station, located on Railroad Avenue near its intersection with 1st Avenue, on the boundary of the project area. To travel to the Caltrain station on public transit, residents of the project area can take SamTrans Route 292 from Delaware Street or SamTrans route 250 from Humboldt Street.

Map 3: SamTrans Fixed Routes



Commute Mode

When traveling to work, the use of transportation alternatives other than driving alone is relatively high by residents of the project area. These residents have a relatively high carpool rate; at 20% (647 residents), there are nearly twice as many carpoolers in the project area than in the City (11%) and the County (13%). There is also a higher rate of public transit use in the project area. According to the 2000 U.S. Census, 9% (275 residents) of the residents in the project area use public transit for their work commute, while the City and County have 6% and 7% public transit commute use, respectively.

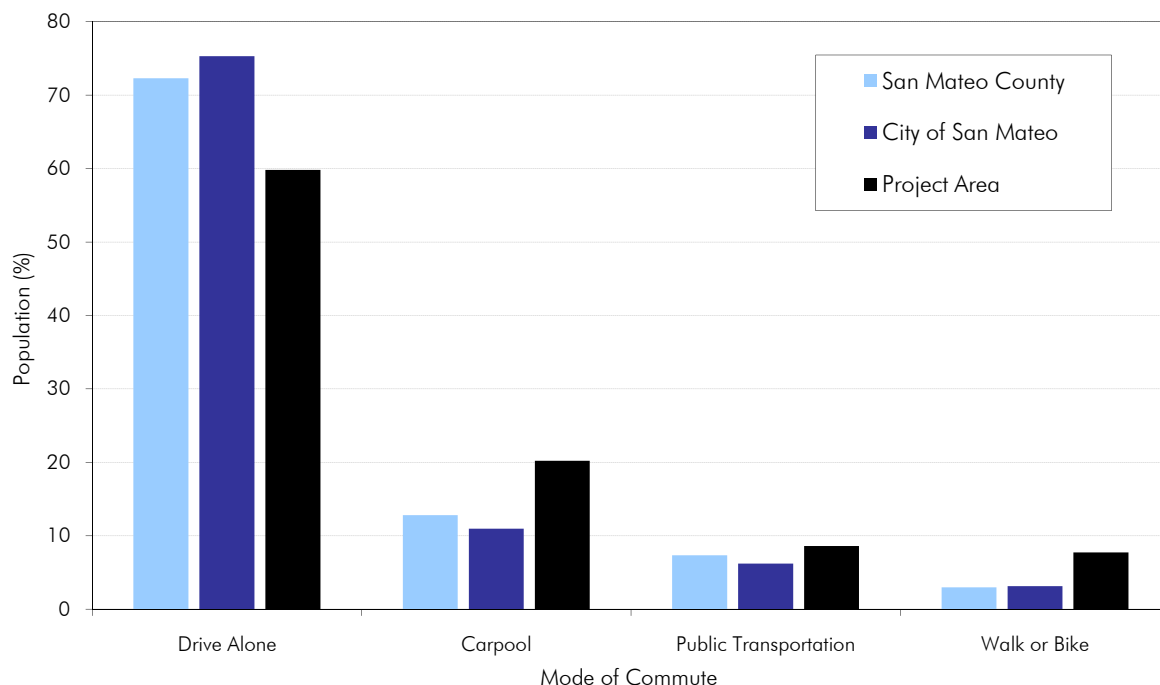
The number of workers driving alone to work is lower than in the City and County. Only 60% of workers living in the project area drive alone to work, while 74% of workers living in the City and 73% of workers living in the County drive alone to work. In addition, the rate of workers walking or biking to work from the project area is relatively high at 8%, compared to 3% in the City of San Mateo and 2% in the County.

Commute Duration and Place of Work

The majority of workers living in the project area begin their commute to work between 7:00 and 8:30 AM. Within that time span, 574 (18%) of the 3,130 workers who do not work at home leave between 7:00 and 7:30 AM, 329 workers (11%) leave between 7:30 and 8:00 AM, and 640 (20%) leave between 8:00 and 8:30 AM. Other commute times – from 8:30 AM to midnight and from midnight to 7:00 AM – are widely distributed. The most common commute times between 8:30 AM and midnight are the times from 9:00 to 10:00 AM, accounting for 223 (7%) of the 3,130 workers, and from 8:30 to 9:00 AM, accounting for 172 (5%) of the workers. The most common commute times between midnight and 7:00 AM are from midnight to 5:00 AM, accounting for 192 (6%) of the workers, and from 6:30 to 7:00 AM, accounting for 190 (6%) of the workers. Seventy-two (2%) of the workers living in the project area work at home.

The majority of residents in the project area have a commute duration of between 10 and

Figure 2: Commute Mode in the North Central San Mateo Neighborhood



15 minutes; 665 (21%) of the 3,130 workers who do not work at home share this commute duration. The second most common commute duration is between 30 and 34 minutes, which accounts for 604 (19%) of the commuting workers in the project area. The average commute duration is 27 minutes, which is comparable to the City (25 minutes) and the County (27 minutes).

According to the 2000 U.S. Census, 27% (856) of workers over age 16 living in the project area work outside of San Mateo County. This percentage is less than that of the City (31%) and considerably less than that of the County (42%).

Bicycle Facilities

Bicycle facilities in the project area are shown in Map 12 of Appendix B. Within the project area, three types of bikeways: Class I, Class II, and Class III. A Class I bikeway is a bicycle path providing a separated right of way for exclusive use of bicycles and pedestrians. A Class II bikeway is an on-street bicycle lane for one-way bicycle travel in each direction. A Class III bikeway is an on-street route indicated only by signage and shared by both bicycles and motor vehicles. There are Class III bikeways along Monte Diablo Avenue and Delaware Street. Lying just outside the project area, there is a Class I bikeway leading over U.S. Highway 101 on Monte Diablo Ave, as well as a Class II bikeway heading southeast along Delaware Street starting at 4th Avenue. The City of San Mateo General Plan's Circulation Element (2009) proposes the designation of a Class III bikeway along Humboldt Street and along 2nd and 4th Avenues within the project area. There are no Class I or Class II bikeways within the project area.

OTHER PLANNING EFFORTS

This section provides a brief summary of other plans affecting the project area, including both City of San Mateo and regional transportation plans. City plans relate to land use, bicycle and pedestrian access, and improvements to the Downtown, among others. Regional transportation plans relate to transit access, Transit-Oriented Development (TOD) plans, and transportation equity programs that may affect the project area.

City of San Mateo Planning Documents

City plans include the General Plan and the North Central Livable Streets Plan. County-wide plans focus on transportation strategies including TOD, capital improvements, and increasing mobility of senior citizens and low-income residents.

General Plan

The City of San Mateo General Plan provides the framework for all zoning and land use decisions within the City and identifies a vision, goals and policies that may affect the project area. The General Plan also identifies several area-specific policies in the Land Use Element that relate directly to the North Central neighborhood. These policies relate to preserving existing neighborhood densities, identifying locations for additional office and residential development, and describing appropriate redevelopment of public facilities. The Circulation Element describes the City's goals and policies related to improving circulation throughout the City. This element includes policies related to increasing bus ridership and improving bicycle and pedestrian connections.

North Central Livable Streets Plan

The North Central Livable Streets Plan was approved by the San Mateo City Council in June of 2003. Its purpose is to guide future capital improvements within the neighborhood and "to increase the safety, convenience, and attractive-

ness of pedestrian, bicycle, and transit use. The Plan identified the following five goals:

- Establish street design that promotes pedestrian and bicycle connections, “healthy streets,” and unification of street and public space character;
- Create safe and direct access to transit centers for pedestrians, bicyclists, and vehicles;
- Encourage alternate modes of transportation, especially public transit;
- Enhance pedestrian links to public transportation through pedestrian-friendly design in the neighborhood; and
- Provide opportunities for residents to become involved in the planning process.

Downtown Area Plan

The City of San Mateo approved the Downtown Area Plan in May of 2009. Two of the five sub-areas identified in the Downtown Area Plan include portions of the project area, including: the entirety of the Gateway sub-area, and a small portion of the Central Claremont sub-area. Focusing on the Gateway area, eight policies would directly affect the area:

1. Entryways
2. Street Tree Plan
3. Gateway Design Standards
4. 3rd/ 4th Avenue Widenings
5. Railway Improvements
6. Railway Corridor Widening
7. Transit services
8. Support Sustainable Transportation Initiatives

Capital Improvement Program Projects

Two projects in the Five-Year Capital Improvement Program² (CIP) are located in the project area. The first consists of improvements to

Poplar Avenue and Amphlett Boulevard, funded through a \$23,000 grant from Measure A funds. The second includes installation of bicycle detection loops along 3rd and 4th Avenues, funded by a TDA grant and the General Fund.

County and Regional Transportation Plans

San Mateo County TOD Opportunity Study

The San Mateo County Transit-Oriented Development (TOD) Opportunity Study completed in 2007 identifies the San Mateo Caltrain Station as a destination station that may benefit from additional transit and/or shuttle services. It also states that the station has strong market potential for higher density transit-oriented housing.

The San Mateo County Welfare to Work Plan

The San Mateo County Welfare to Work Transportation Planning Project, completed in April 2001, recommends a set of transportation strategies and implementation procedures to improve the mobility of CalWORKs participants and other low-income individuals and connect them with employment opportunities. Recommended strategies relevant to this plan include:

- Improved Access to HSA One-Stop Centers;
- Emergency Transportation;
- Improved Access to HSA One-Stop Centers; and
- Fare Assistance.

SamTrans Strategic Plan (2009-2013)

The SamTrans Strategic Plan, adopted in December of 2008, outlines the San Mateo County Transit District’s purpose and mission. The Plan is a policy framework meant to guide District investments over the five year period from 2009 to 2013. This plan is a living document that is subject to change as the operating environment changes. The plan identifies several “focus areas” in which to concentrate planning efforts.

2 2006-2008 Business Plan by the City of San Mateo

The multimodal services focus area discusses the need to better connect various transportation services within the County, as well as between the County and the greater Bay Area. One initiative mentioned in this focus area is to “ensure a service network that addresses the growing mobility needs of senior citizens, customers with disabilities and low-income patrons.” As the project area includes many low-income residents, this initiative is relevant to the North Central CBTP.

The Transportation and Land Use focus area also identifies three initiatives relevant to the North Central CBTP, including:

- Develop District policy linking transit service levels with land-use densities;
- Continue to build support for the Grand Boulevard Initiative vision and guiding principles which include transit-oriented development, economic investment and housing opportunities to create a livable and walkable El Camino Real corridor; and
- Expand the District’s Transportation-Oriented Development (TOD) program.

San Mateo County Senior Mobility Action Plan

As many “Baby Boomers” approach retirement age in the coming decade, senior mobility via public transit is becoming an increasingly important issue. To help realize these objectives, the Senior Mobility Action Plan Steering Committee and SamTrans identified seven mobility strategies. The following three of these strategies are relevant to this North Central Community-Based Transportation Plan:

- Community Transit Services: Local shuttles using small vehicles to serve short trips within communities;
- Community-Based Transportation Services: A community transportation network organization with public and private funding

that would provide services to seniors who cannot drive or use transit; and

- Walking: Improvements to sidewalks, pedestrian crossings, and driver awareness that focus on neighborhoods with a high concentration of seniors and walkable destinations. Although the project area does not have a high concentration of seniors, it does have many walkable destinations, as it is within walking distance of Downtown San Mateo.

San Mateo County Human Services Agency Transportation Programs

The Human Service Agency (HSA) in San Mateo County currently provides a limited number of bus passes, bus tickets and emergency taxi vouchers to participating CalWORKs clients who need transportation assistance. HSA was recently awarded a Lifeline Transportation grant from MTC to increase the availability of bus passes and taxi vouchers available to clients. 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 Samaritan House is a non-profit health and human services agency which provides a broad range of services and resources to low-income residents in San Mateo County. There are two locations in San Mateo, their administrative offices and free clinic. The free clinic is located south of the project area. They provide a limited number of bus tickets for parents and children, while providing a wide variety of assistance to low-income families.

The San Mateo Samaritan House Client Services Center is located on the second floor of the administrative offices at 4031 Pacific Boulevard in San Mateo, approximately four and a half miles from the center of the project area. This is where CalWORKs clients living in the North Central San Mateo area must travel to apply for HSA Services.

MTC's Lifeline Transportation Program

The Lifeline Transportation Program supports projects that address mobility and accessibility needs in low-income communities throughout the region. It is funded by a combination of federal and state operating and capital funding sources. In 2006, 39 projects were funded through the first interim funding cycle. A second funding cycle in 2009 has funded an additional 75 projects.

As part of the Lifeline Transportation Program, MTC conducted an analysis and made recommendations for Lifeline transportation services. The findings are presented in the 2001 Lifeline Transit Network Report. This 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 route³. 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 not specifically identified as a spatial gap in the report.

³ *Lifeline Transportation Network report for the 2001 RTP: Appendix D-18 “Qualifications for Selection as a Lifeline Transportation Network Route”*