

CHAPTER 3 - NORTH CENTRAL SAN MATEO CBTP STAKEHOLDER COMMITTEE MEETINGS

November 18, 2009

Pedestrian Issues

- Connections to the downtown are an issue for walking and biking, particularly due to Caltrain
- The new pedestrian bridge over US 101 at Monte Diablo has some safety issues; students are not safe using it
- The 3rd Avenue US 101 crossing is not very safe
- The school-serving bus is overcrowded so many kids walk or take bicycles to the Elementary Schools

Bicycle Issues

- A bicycle route is needed on 3rd Ave between Amphlett Blvd. and B Street
- High School students don't tend to ride their bikes to school
- More bicycle parking is needed in the downtown
- Bicycling is dangerous on 3rd Ave and 4th Ave
- Bicycling is dangerous downtown due to the diagonal parking
- Route posting would encourage more bicycling
- Youth often are riding bicycles to schools outside of the area
- 5th Avenue serves as a common bike route to Aragon High School and is not very safe

Transit Issues

- There are no east-west bus connections; this is a problem for students
- It is difficult to find transportation for kids going home in the evening after activities
- The bus stop at Tilton & Delaware is too dark
- Pedestrian access to the KX bus stop at Highway 101 is dangerous and includes a ramp crossing
- People drive and park their cars at 4th and Grant to take the bus
- King Center used to have a bus stop and was a major provider of transit information to the community; senior activities have decreased without the transit service.

Cost Issues

- The lack of a free transfer is a big problem
- Discourages casual use of public transit
- Results in people walking long distances to avoid two bus fares
- It is too complicated to get bus passes for low-income residents
- Caltrain is too expensive for low-income residents

Outreach and Information Issues

- SamTrans is not on Google Maps

- General lack of information on how to use the bus for low-income residents and non-English speakers

Key Destinations

- Samaritan House
- General Hospital (currently must walk to El Camino to get a bus)
- Tanforan and Hillsdale Malls
- San Francisco
- San Mateo Adult School
- King Center

School Transportation Issues

- Suggested to work with College Park Elementary, San Mateo Adult School, King Community Center
- The school bus cuts have had a big impact on low-income families in this area.
- Park and Sunnyvale have been very affected
- The needs of different types of schools will be very different; select schools with different age levels to work with.
- An obstacle for middle school students is finding a way home following after-school activities – this prevents many of them from participating in activities.
- Perhaps the “walking school bus” concept?
- Many parents do not have cars
- Can this study look at the impediments to owning cars? Car sharing and low-cost loans may be options, although many low-income families are not eligible.

Additional Stakeholder Groups

- Work with the AOD Youth Advisory Council.
- Project Read
- Congregational Church

April 22, 2010

The Stakeholder Committee discussed the stated needs and potential strategies, and suggested that staff explore the following potential strategies:

Potential Strategy 1

- Increased Police Patrol on and around the Monte Diablo pedestrian crossway
- Lighting to be added in the surrounding area of the Monte Diablo pedestrian crossway as well as on the crossway

Potential Strategy 2

- Enhance public awareness of Caltrain service
- Caltrain night service extended for late night trips

- Distribute information about different routes
- Compare pricing between Caltrain and SamTrans
- Better disseminate information about transit options

Potential Strategy 3

- Create a School Pool Program (Carpooling) for students to get to school.
- School must embrace for this to become a reality
- Better communication is needed for carpooling to take place
- Schools are provided with busing services if the distance the student travels to school is higher than one mile.
- Many childcare service are on the College Park campus
- Childcare services are available for kids in the North Central San Mateo but becomes difficult when trying to get multiple students to different schools outside the project area
- Bicycle lanes for students to ride their bikes
- Drop off areas for students (strategies and educating students)
- The San Mateo-Foster City Elementary School District supports the North Central San Mateo Community Based Transportation Plan and looks forward to further collaborations to meet the communities transportation needs
- Busing on Delaware Street (either the 53 or 250) should be re-routed to have a stop on El Camino Real in order to service students that go to Borel Middle School
- The San Mateo-Foster City Elementary School District is conducting a traffic analysis for College Park Elementary as part of a major renovation
- College Park Elementary will be going under renovations for the next two years
- 400-500 students get bused to school daily
- Magnet schools don't provide transportation for students, because a larger majority of students come from different cities
- Many families who live in the project area apply to go to the magnet school because of its proximity
- A shuttle service for schools could help out the North Central San Mateo community
- Coordination with schools in order to implement Walking School Bus
- School District is currently looking at streamlining and modifying the bus routes.
- More of a shuttling style than the current setup. School start times may also be adjusted.

Potential Strategy 4

- Rerouting of the SamTrans bus route 250 in order to service students from the North Central San Mateo area to the College of San Mateo
- Possible carpooling service to College of San Mateo; better communication needed
- School districts are being affected by a 3 million dollar cutback
- Possibility of busing students to school (elementary and middle schools) and changing start times in order to reach a maximum bus pick up and drop off of students
- Night owl service

Potential Strategy 5 and 6

- The creation of pedestrian medians and countdown digital signage for pedestrians to cross El Camino Real

Potential Strategy 7

- San Mateo Medical Center is actually on 37th Ave
- People from the North Central San Mateo area especially in the College Park location actually work in the surrounding malls and hospitals
- Reinstate the SamTrans route 43G (Old Samaritan House location to King Community Center to the Rite Aid and then to Downtown San Mateo). The old route had difficulties around Monte Diablo Ave due to on street parking that makes the streets too narrow for buses to make turns. The SamTrans bus route 43G did serve the North Central San Mateo community.
- Add a Volunteer Driver Program
- Transit isn't always the best solution for elderly, disabled, ill population

Potential Strategy 9 and 10

- Strengthening the neighborhood watch program, possibly to emulate the Guardian Angels program from New York
- Loitering is due to concentration of Day Laborers
- Educating them about the Workers Resource Center; passing out information cards about the Workers Resource Center and them moving to that location
- Loitering between Second and Fifth Ave impacts pedestrian traffic
- More lighting on Fourth and Fifth Avenue
- Skateboarders can be intimidating

Potential Strategy 14

- Conducting "How to take public transit" classes for the community
- Mini-loans for transit passes

Potential Strategy 17

- Monthly passes to be broken down to address possible cash flow problems that many residents might have
- Explore transfers between transit systems (SamTrans, Caltrain, and MUNI)