

San Mateo Countywide Transportation Plan Update

A JOINT EFFORT LED BY:



Agenda

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

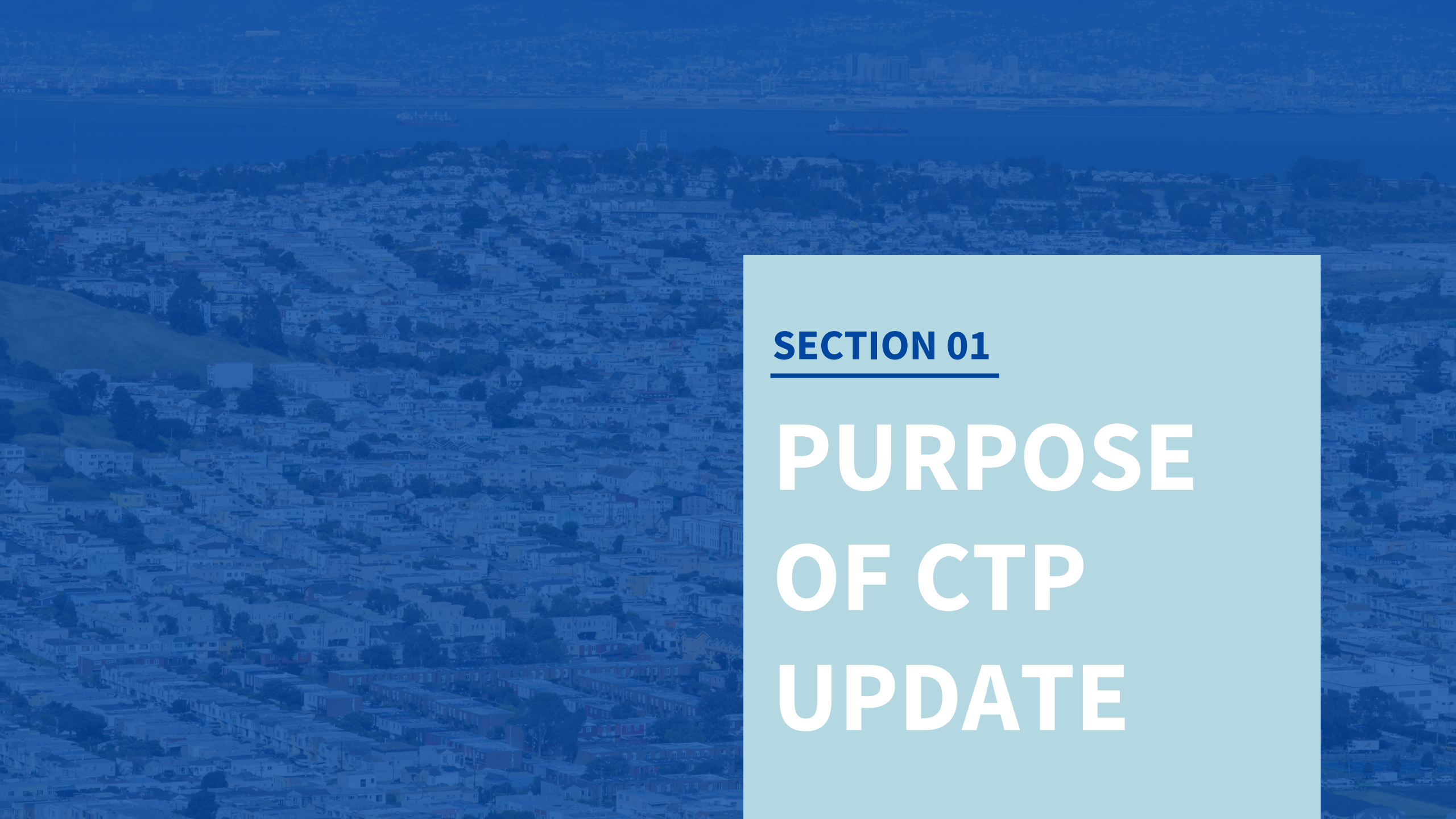
Countywide Transportation Plan Collaboration



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



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

An aerial photograph of a city, likely San Francisco, showing a dense residential area with many small houses and buildings. In the background, a body of water (the bay) is visible, with a few larger buildings and a bridge in the distance. The entire image is covered with a semi-transparent blue overlay.

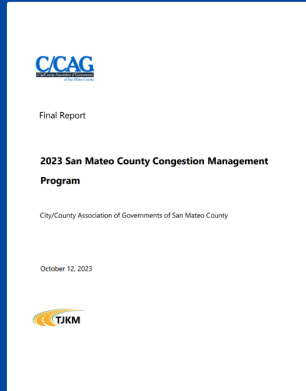
SECTION 01

PURPOSE OF CTP UPDATE

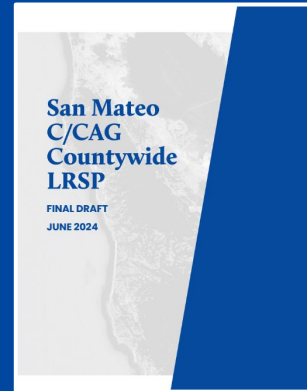
What is a CTP?

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

CTP is an Umbrella for Many More Detailed Plans



Congestion
Monitoring



Road Safety



Greenhouse Gas
Mitigation



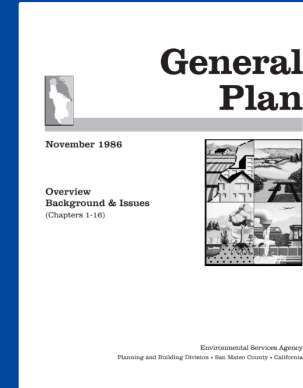
Bus Service



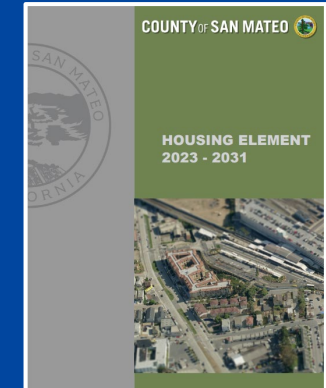
Active
Transportation



Rail Service



Land Use
Development



Housing

What's been completed since the last CTP?

✓ 101 Express Lanes



✓ Caltrain Electrification



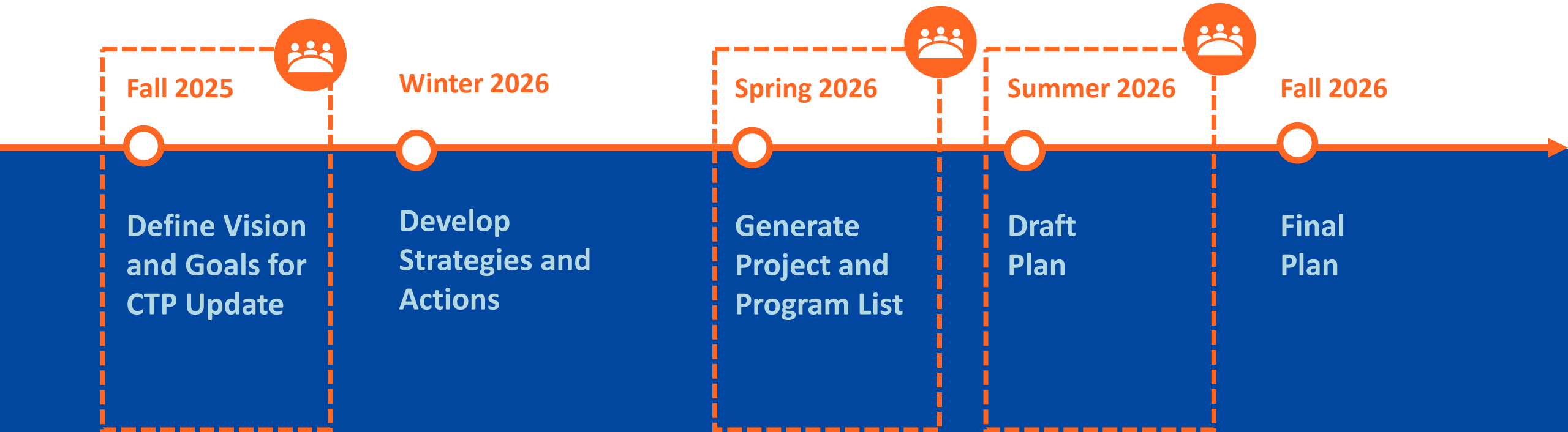
Source: Caltrain

✓ 101 Smart Corridor



Source: Caltrans

CTP Process



Engagement Touchpoints in CTP Process

Key Outcomes for this CTP Update



Practical Plan for the County

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



Anticipate Changes

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



Strategize Funding

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



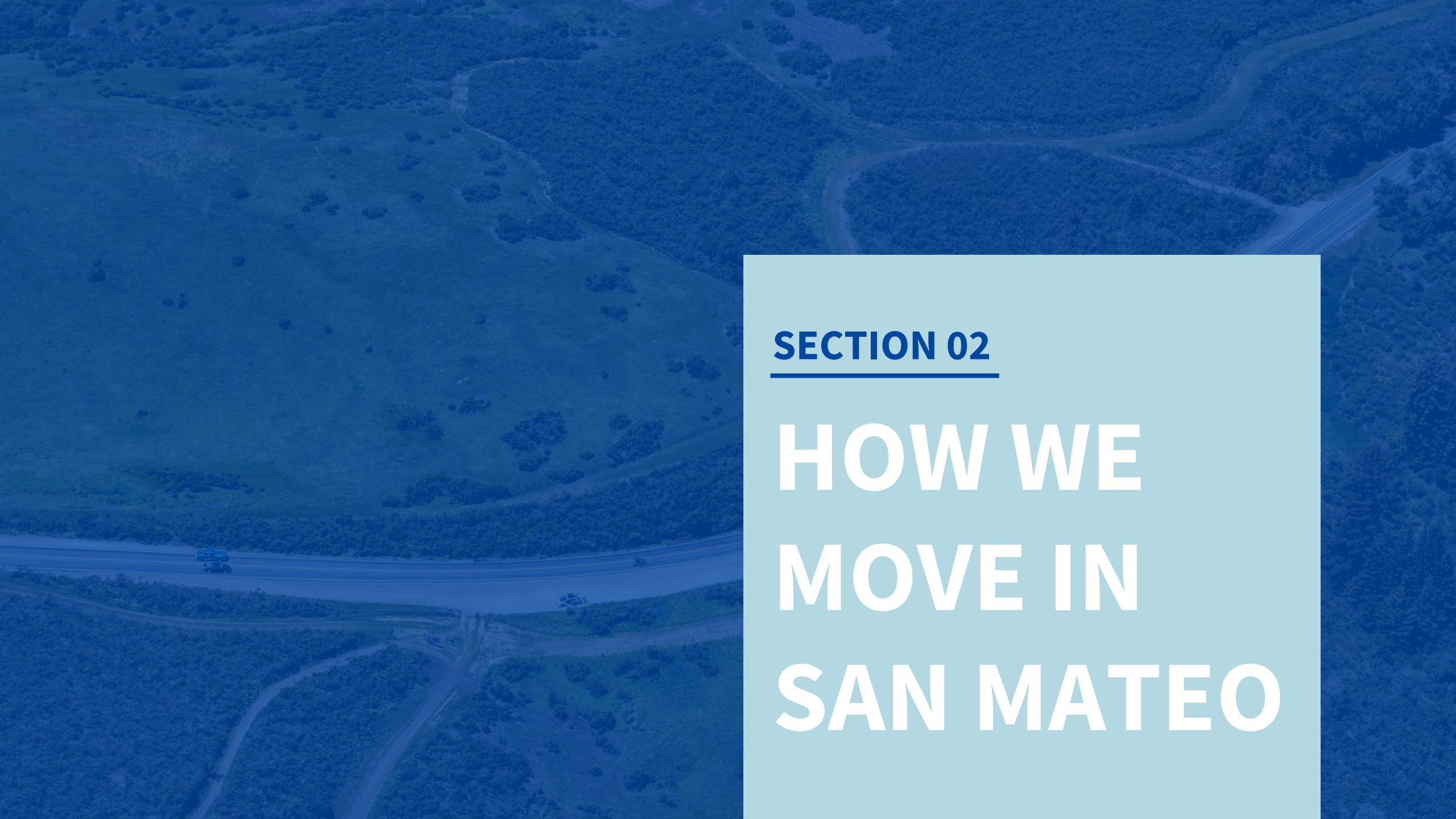
Advance Equity

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



Measure Progress

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

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

SECTION 02

HOW WE MOVE IN SAN MATEO

Learning from Recent Studies

Plan Bay Area 2050+ (2021)

Reimagine SamTrans (2021)

Caltrain Triennial Customer Survey (2022)

SamTrans Bus Stop Improvement Plan (2022)

Southeast San Mateo County Community-Based
Transportation Plan (2023)

Daly City Community-Based Transportation Plan (2023)

Regional Transit Connections Plan (2024)

Shuttle Survey (2024)

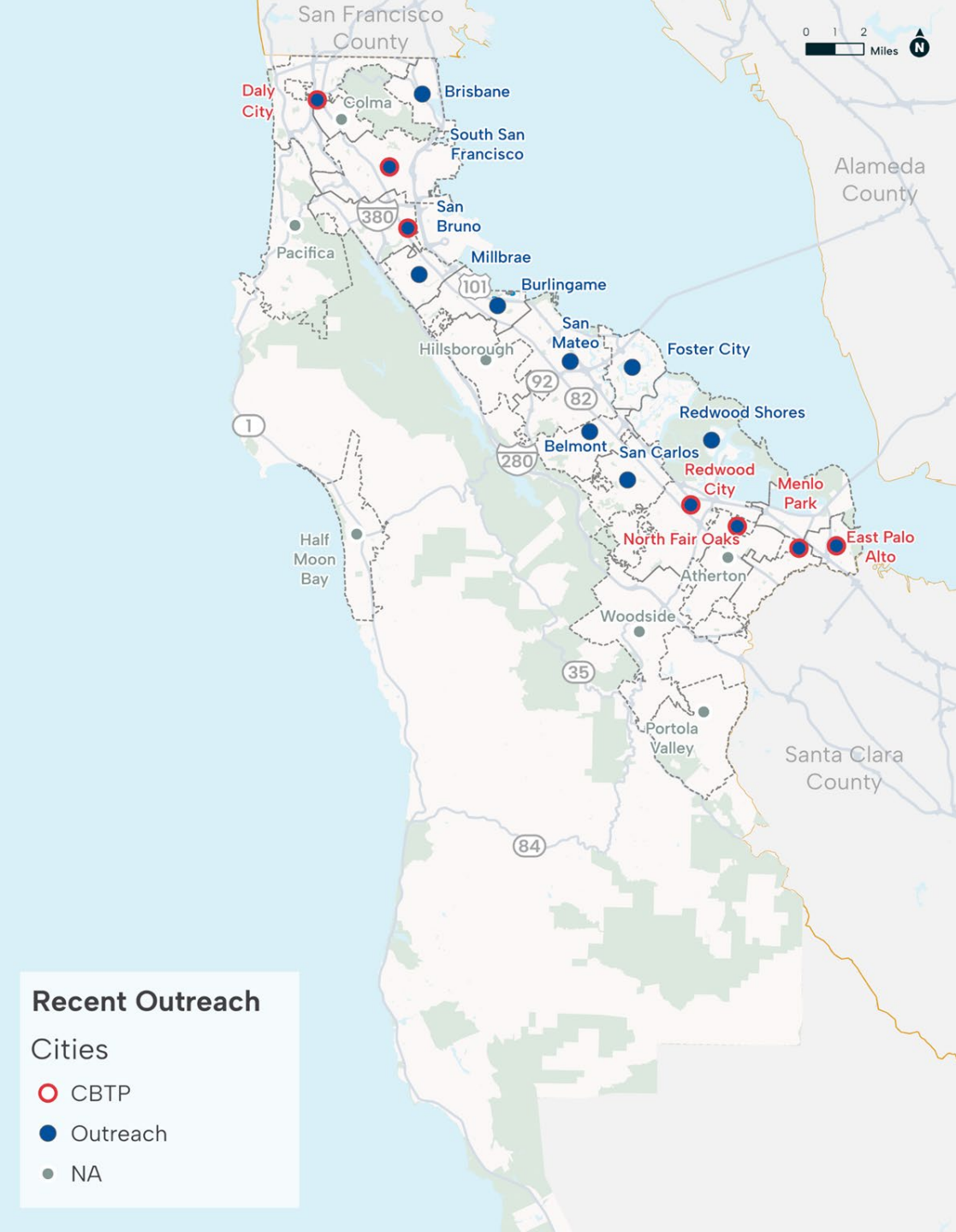
North County Multimodal Strategy (2024)

Mid County Multimodal Strategy (2025)

South County Multimodal Strategy (2025)

Get There Together: Midcoastside TDM Plan (2025)

South San Francisco & San Bruno Community-Based
Transportation Plans (Ongoing)



How We Engaged Recently



Methods

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



Languages

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



Reach

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

What We're Seeing – Commuting

Commute Modes*

-  **70.2%** drive alone
-  **8.5%** carpool
-  **3.5%** transit
-  **2.4%** walk
-  **0.4%** bike

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

Journey to Work

27.3 Minutes = average time

20 Miles = average distance

Trips Between Counties

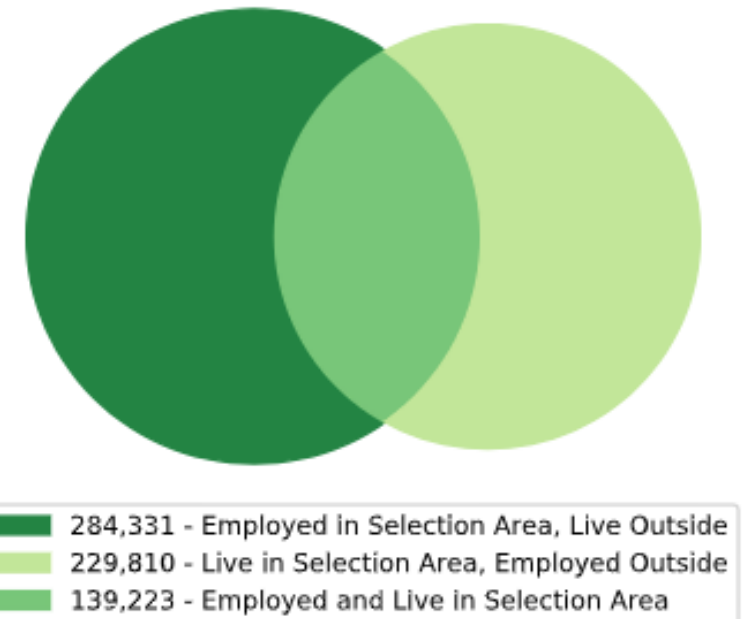
- 62%** - Work
- 9%** - Social
- 8%** - Entertainment

Work Travel

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

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

Inflow/Outflow Job Counts in 2022
All Workers



LEHD On the Map, US Census Bureau

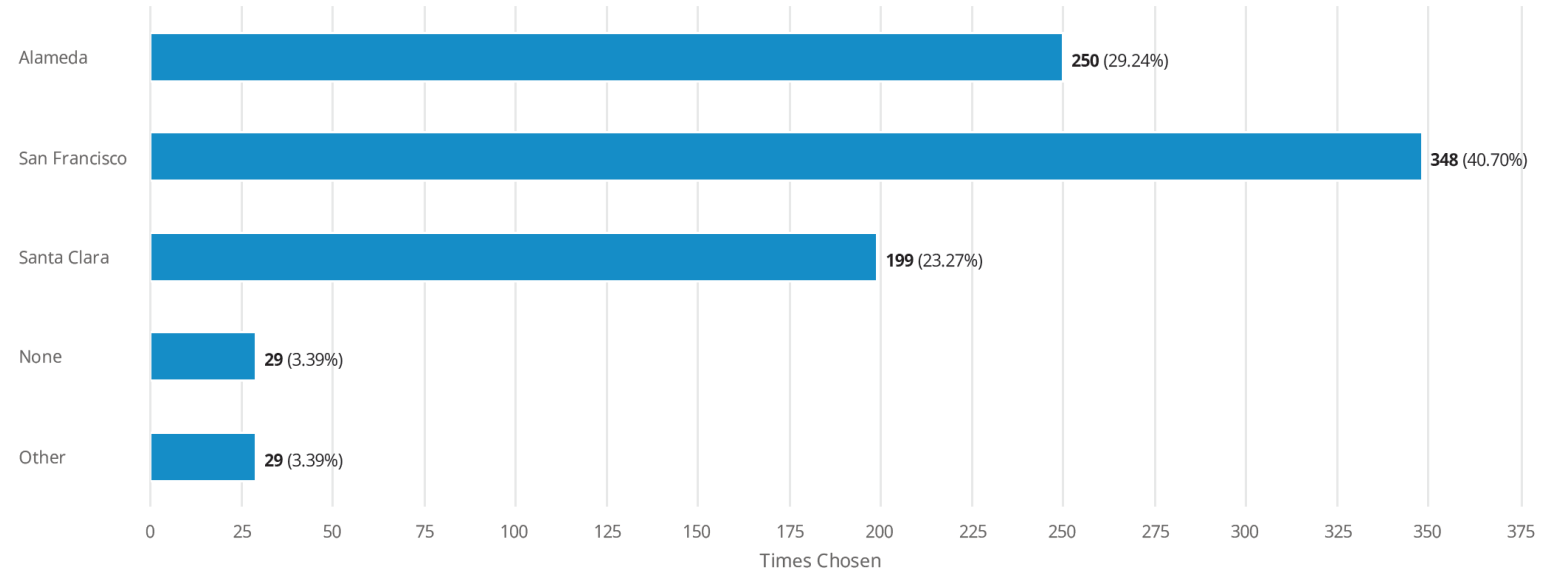
What We're Hearing – Regional Connections

Current inter-county mode > preferred mode if conditions improved

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

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

Number of responses: 855



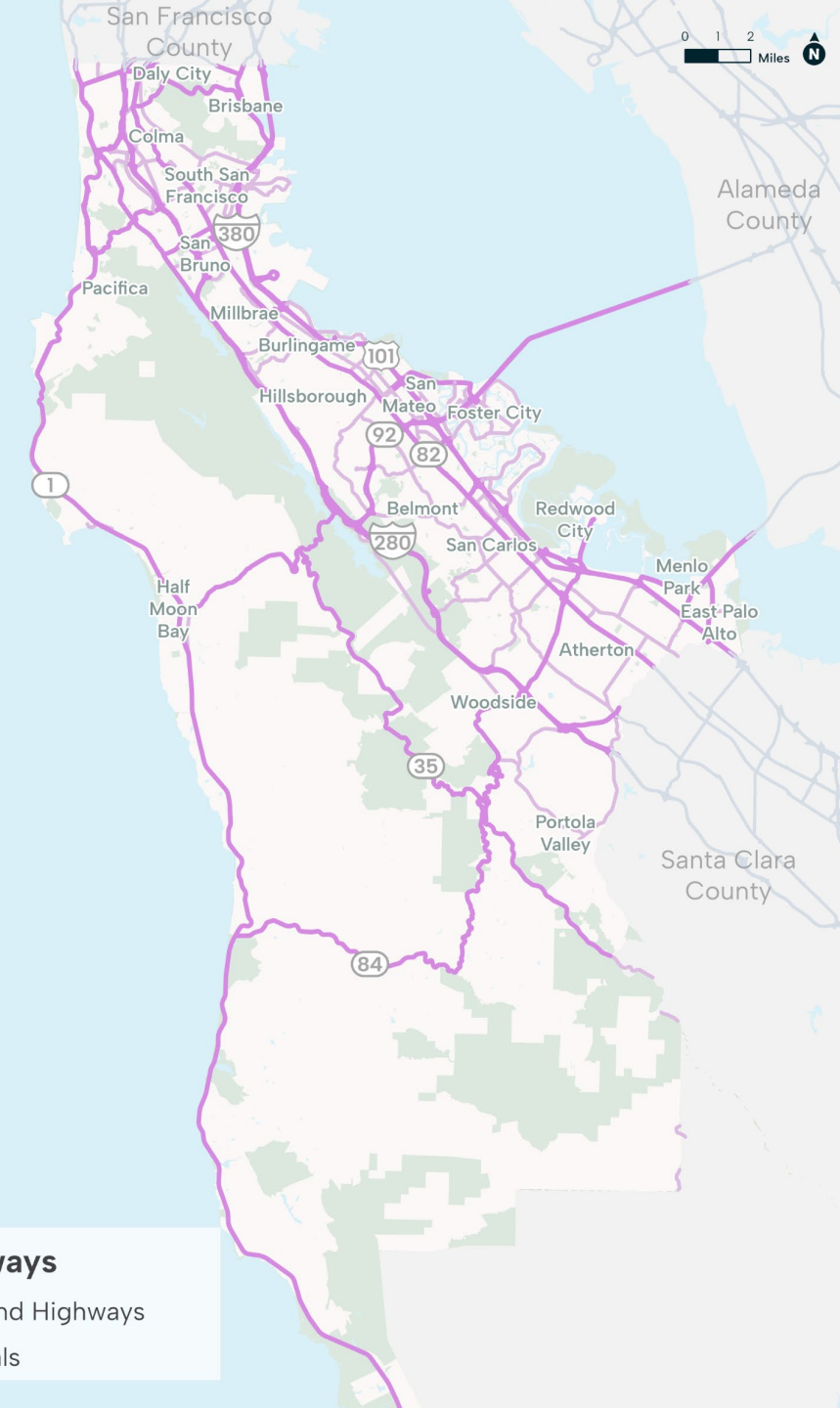
Roadway Network

EXISTING CONDITIONS

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

Major Roadways

- Interstates and Highways
- Major Arterials



What We're Hearing – Roadways

Roadway Concerns

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

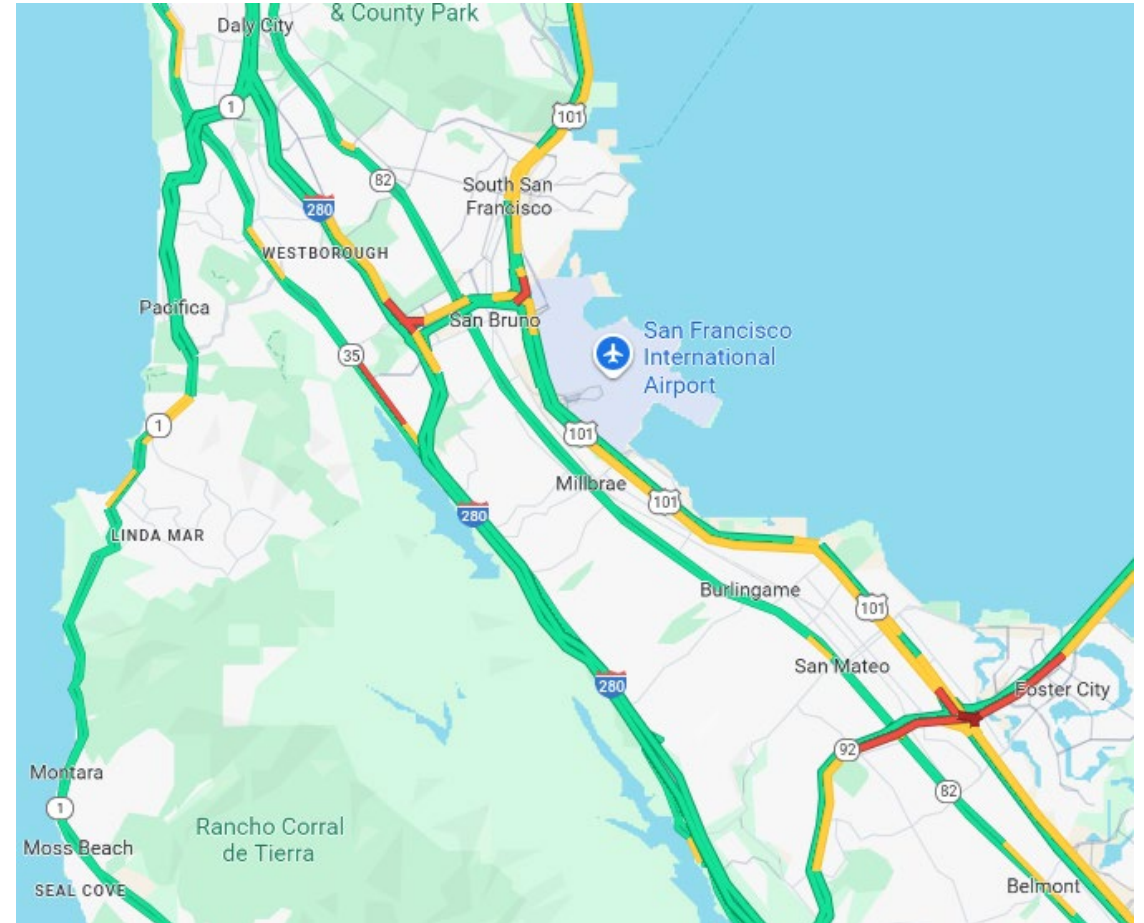
Weekend congestion and emergency access are concerns on the **Coastside**

Specific locations for improvement include:

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

Driving Feels...

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

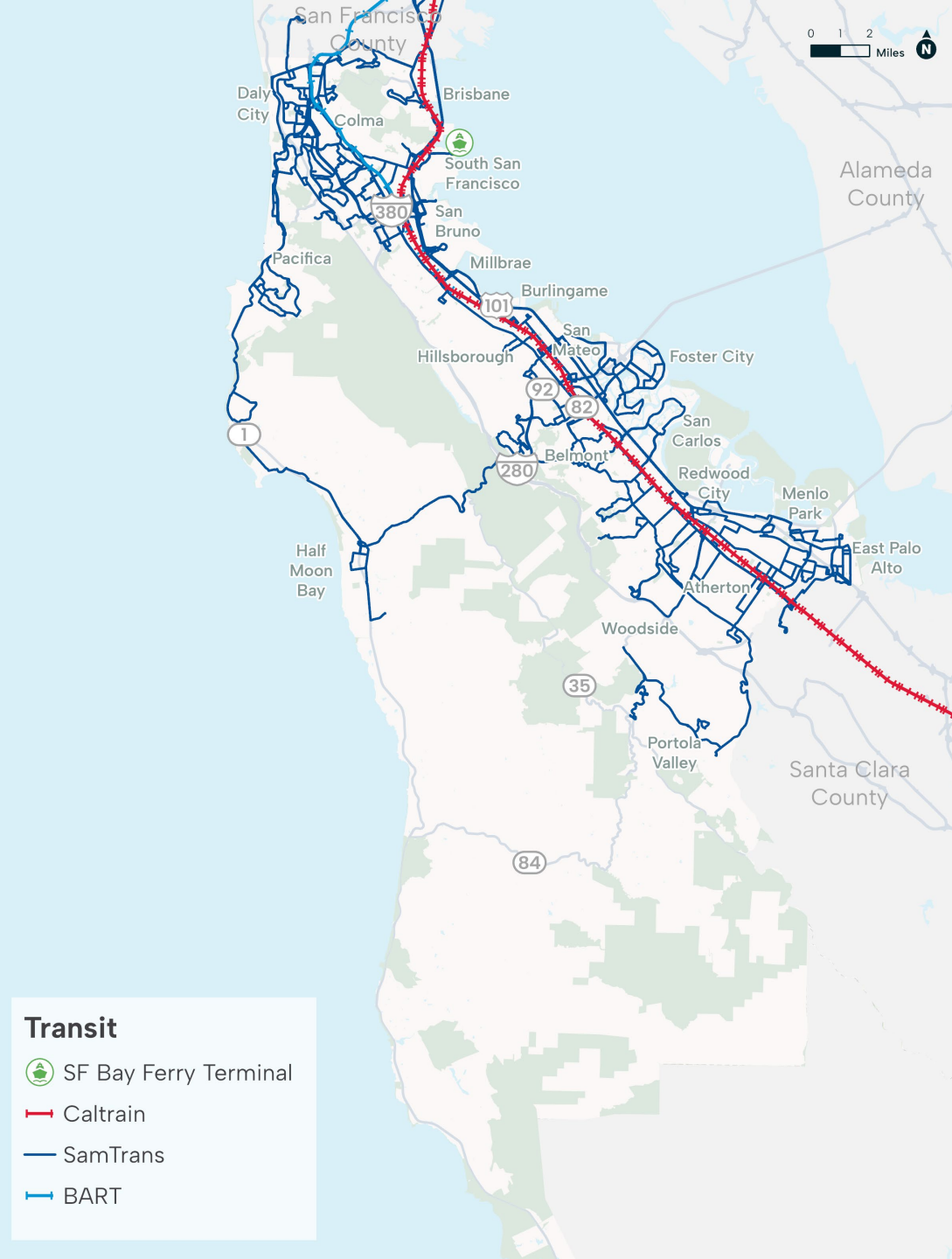


Sources: Google Maps, Typical Traffic, 2025

Transit Network

EXISTING CONDITIONS

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



What We're Seeing – Rail

Rail Patterns

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

Ridership

BART and Caltrain ridership continues to climb but is still **50-70%** of pre-pandemic numbers

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

Caltrain Electrification Survey (2023)

Transit Access

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

What We're Seeing – Bus and Shuttle

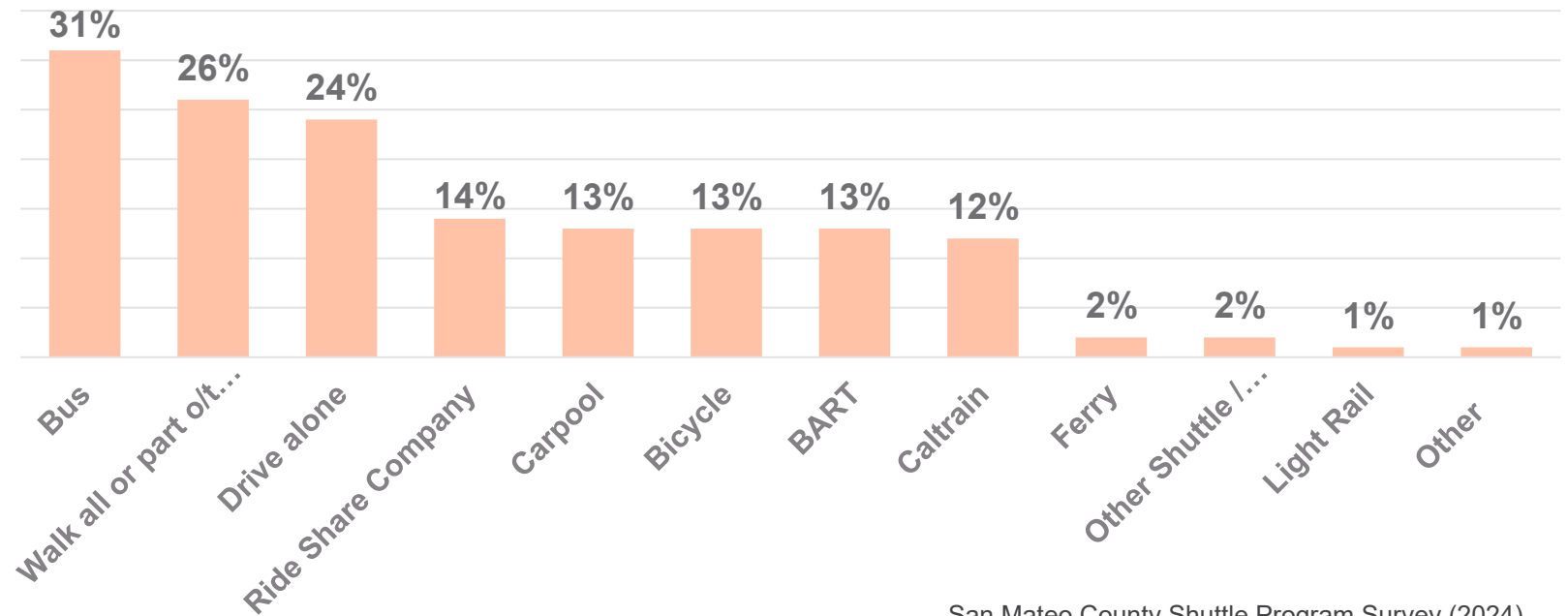
Network Stats (2025)

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

Busiest Routes (2023)

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

If shuttle service wasn't available, how would you get from your starting location to your destination?



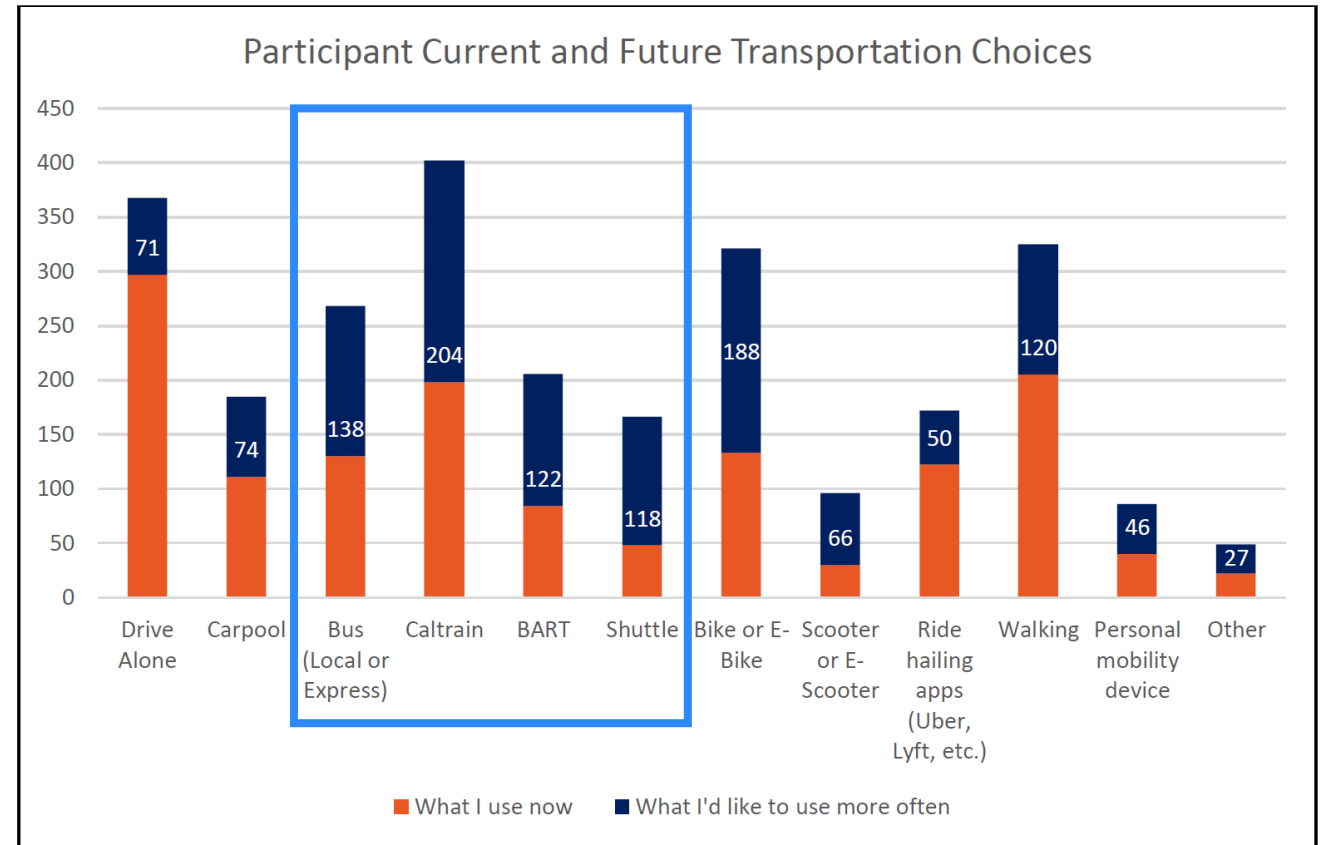
San Mateo County Shuttle Program Survey (2024)

Ridership

SamTrans ridership is up to 100% of pre-pandemic levels while shuttle ridership is below 50% of 2019 levels.

What We're Hearing – Transit

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



South County 101 Connect Survey (2025)

Active Transportation Network

EXISTING CONDITIONS

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

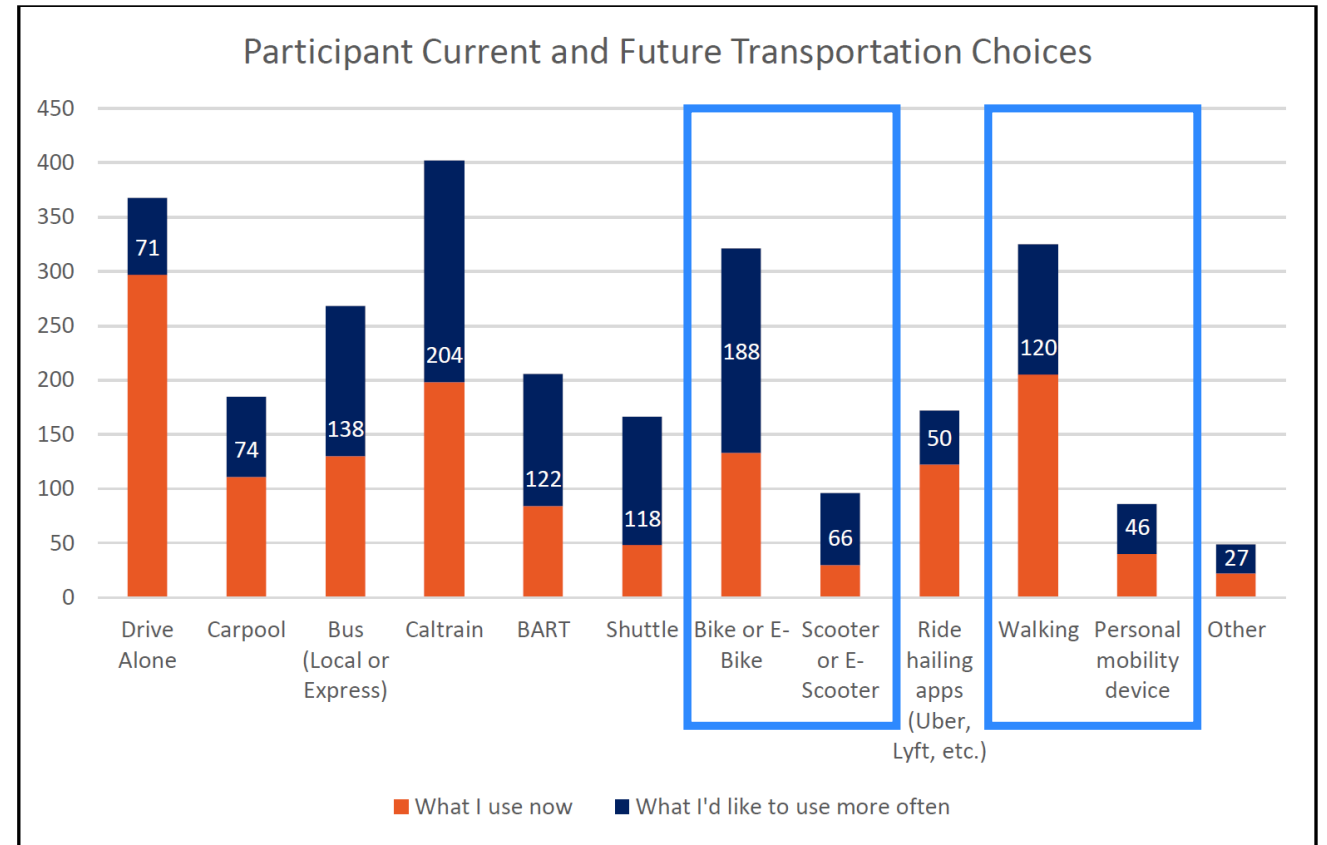


What We're Hearing – Active Transportation

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

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

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



South County 101 Connect Survey (2025)

SECTION 03

**LOOKING
AHEAD TO
2050**

TRANSPORTATION EFFORTS UNDERWAY

- Caltrain Grade Separation Corridor Crossing Strategy (On - going)
- SamTrans Grand Boulevard Initiative (On - going)
- SamTrans Dumbarton Corridor Study (Fall 2025)
- C/CAG Countywide Local Road Safety Plan Implementation (Spring 2026)
- Peninsula Shuttle Program Update (Winter 2025)
- US 101/SR 92 Area Improvements (Under Construction)
- SMCTA 101 Corridor Connect (All plans adopted by March 2026)

FACTORS INFLUENCING TRAVEL CONDITIONS

*HOUSING
SUPPLY & COSTS*



CLIMATE RISKS



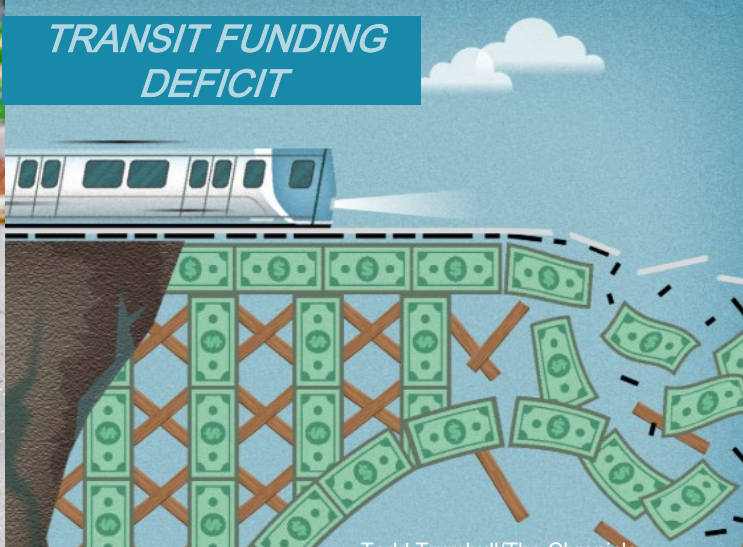
AGING POPULATION



E-DEVICES



*TRANSIT FUNDING
DEFICIT*



AUTONOMOUS VEHICLES



We Want to Hear From You! (Committees)



What Works Currently

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



Key Challenges

What are the most critical transportation challenges in the county?



Underserved Areas

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



Future Needs

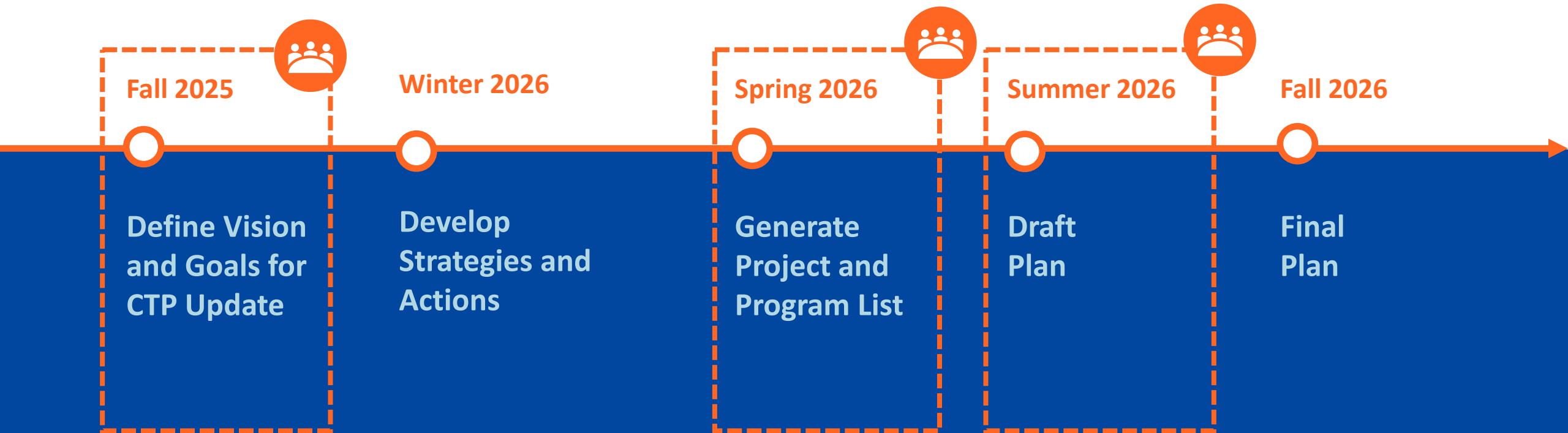
If you had a magic wand, what one transportation project would you want to see implemented?



SECTION 04

NEXT STEPS

Timeline



Engagement Touchpoints in CTP Process