This survey provides the City with information about:

- How people currently use El Camino Real and the Transit Center (CalTrain & SamTrans).
- Priorities for improvements.
- Other suggestions and comments.

The results of this survey will help the City with current efforts on the El Camino Real Corridor Plan, Broadway Streetcar Study, and Transit Center Study.
- Safety & cleanliness are priorities.
- Bicycle lanes should be safe if located on El Camino Real.
- Improvements to El Camino Real should not be at the expense of travel lanes.
- Traffic on El Camino Real is a concern.
- Improved connectivity is desired (between neighborhoods, downtown, major destinations, and Redwood Shores).
- Most people arrive at the station by walking or driving.
- Convenience & frequency of trains are high priorities.
- Top station improvements include safety, cleanliness, and sheltered waiting areas.
- Improved pedestrian and vehicular access from El Camino Real is a key consideration.
OF THE 353 RESPONSES:

- 92% Live in Redwood City
- 70% Use El Camino Real in Redwood City for commuting or errands
- 57% Use the Transit Station for CalTrain or SamTrans
- 23% Work in Redwood City
HOW DO YOU TRAVEL TO/FROM THE TRANSIT STATION?

- OTHER BUS OR SHUTTLE: 6
- CARPOOL: 9
- OTHER: 24
- SAMTRANS BUS: 27
- RIDESHARE: 34
- BIKE: 74
- DROPPED-OFF: 93
- WALK: 162
- DRIVE: 203
WHAT OTHER MEANS OF TRAVELING TO/FROM THE STATION WOULD YOU CONSIDER (IF AVAILABLE)?

- Bus or Shuttle Service - 26%
- Broadway Streetcar (Chestnut to Station) - 12%
- Bike (using your own bike) - 16%
- None - current mode works fine - 16%
- Walk - 10%
- Bike Share - 9%
- Rideshare or Taxi - 8%
- Carpool Parking - 3%
- Bus or Shuttle Service - 26%
WHAT WOULD MAKE THE DIFFERENCE FOR YOU TO CHANGE YOUR MODE OF TRAVEL?

- Convenience – 69%
- Frequency – 54%
- Speed – 41%
- Cost – 34%
- Experience (safe, pleasant, fun) – 30%
- Other (see Comments) – 11%
COMMENTS – CHANGE YOUR MODE

- Better and more frequent bus/shuttle service on the arterial roads (Woodside, Farm Hill, etc.)
- Better, safer bike routes
- Bike lanes on Jefferson, James, Alameda de las Pulgas
- Bike parking / safer, more secure bike racks
- Prefer protected bike lanes for safety and convenience in the City with the best climate
- Bring back our neighborhood mini buses! I believe they stopped running in 1979. They were great!
- Cleanliness
- I am a senior and may have to give up driving one of these days... live in Farm Hills and cannot walk down Farm Hill Blvd. to catch the bus.
- I live within 11 blocks of the transit station. I only drive if I will be coming or going late at night, due to inclement weather, or have my children with me.
- I propose a shuttle connecting redwood shores - traveling down Veterans to Woodside, up Woodside to Alameda, over Alameda to Brewster, down to the transit station and then back to Redwood Shores in a loop 2-3 times per hour.
- Heavy rain – I’d get a ride instead

- I’d rather take the train from San Carlos but the schedule is bad.
- Late night service, i.e. after SF giants games or other events
- Less traffic
- Mobility
- More frequent bus service during weekends from Canada College to Sequoia Station
- Motivation
- Proximity of bike share station to my house. I live near El Camino, on Center Street, in southern Redwood City
- Reliability
- Safety
- Slower car speeds (<25 mph) and/or protected bike lanes; “scramble” crosswalks or better timed for pedestrians.
- Since I’m taking a kid home after a 1.5 hour commute, I don’t think I’d bike with him during rush hour, especially when it’s getting dark.
- There’s never anyplace to park.
- Walking or biking would be my preference.
What are the top changes to the transit station that you would like to see?

<table>
<thead>
<tr>
<th>Change</th>
<th>Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Better or more frequent bus connections to places I need to go</td>
<td>137</td>
</tr>
<tr>
<td>More sheltered waiting areas</td>
<td>129</td>
</tr>
<tr>
<td>Clearer info about schedules &amp; transfers</td>
<td>118</td>
</tr>
<tr>
<td>Improved pedestrian crossings</td>
<td>102</td>
</tr>
<tr>
<td>A real indoor &quot;station&quot; with information, waiting areas, and food services</td>
<td>93</td>
</tr>
<tr>
<td>Other (see comments)</td>
<td>89</td>
</tr>
<tr>
<td>Parking - additional spaces or more convenient</td>
<td>81</td>
</tr>
<tr>
<td>Better visiblity &amp; access from El Camino or downtown</td>
<td>64</td>
</tr>
<tr>
<td>Art - Murals, Sculptures, or other artworks</td>
<td>50</td>
</tr>
</tbody>
</table>
COMMENTS – STATION IMPROVEMENTS

CIRCULATION:
Less congested area (too much pedestrian, car, bus traffic in a tight space esp. during rush hour – hard to safely get in/out)
Safer & bigger drop-off/pick-up area for CalTrain (dangerous when cars drop-off/pick-up passengers in the turns and not enough space with shuttle buses taking spaces)
A better drop-off/pick-up area that accommodates a few cars or shuttles at train times
Below ground CalTrain tracks to free-up above ground space and minimize noise
Disallow drivers exiting left from the right lane, using bollards plus enforcement.
At Sequoia Station, please create incentives for that shopping center to be demolished and the General Plan concept to be created.

SIGNAGE/INFORMATION:
Clearer transportation info in English and Spanish
Renaming it “Redwood City Station” rather than “Sequoia Station” (this was confusing for out-of-town visitors asking for directions as not everyone knows what Sequoia Station is).

AMENITIES:
More benches for elderly people to sit while waiting for bus/train
Bathroom facilities
Bicycle lockers located on same side of street as station
Better bike safety and parking
Food carts and free Wi-Fi
If there is enough foot traffic for indoor station, can we add food & coffee vendors?
Structure more mixed use retail facing the station to enable a more vibrant space, naturally even without transit traffic.
More active uses right at the station, including the back wall in the shopping center side
More shade in the summer / more trees (with fruits for picking).
Newspaper racks
More bike lockers and/or motorcycle parking
More covered bike parking
OPERATIONS:

Cheaper fares and Clipper card ticketing

Another tag on/off point on the west side of CalTrain

Only two clipper stations on southbound side that are over 100 ft. apart. So inconvenient and painful just to tag on/off. Meanwhile, northbound side has four to five.

Reliable and quick ticket machines. Option to pay cash for tickets.

A return of the ten-ride ticket.

More express and frequent CalTrain services, esp. during peak hours. Need more that run later (at least until 2 am but ideally 24 hours) to serve shift workers who work late. We desperately need a better public transportation system in RWC. When I lived abroad (in three different countries, including one developing country), I never needed a car.

Free parking for CalTrain users

I don’t think more parking is the way in which we should be moving at all.

More CalTrain cars to increase capacity. Commute hour service is standing room only and not safe.

AESTHETICS:

Safer

More security, especially in the evenings

Less drugs/alcohol activity

Clean-up the station. Too many vagrants, homeless, people on drugs hanging out. It is not a safe location.

Cleaner and safer, particularly the parking lot off of California, which is commonly full of trash and people living in their cars

Cleaned nightly

Fewer people loitering at station and Sequoia Station Center

Better aesthetics. The platforms are very plan and boring. I think architecture would be a better fix than art.

Get rid of plaza wall; incorporate windows on the backside of merchant kiosk spaces and café seating to make it seem less like an afterthought.

I’d go with “better station” or shelter, but it can’t become a fulltime hangout for homes and needs to be resourced and kept clean.

It’s UGLY, make it pleasant to walk to and through. The pedestrian access is dreadful (except from southbound trains and a small corner of Broadway. The blank store walls are depressing. It’s a dreadful place to be.
COMMENTS – STATION IMPROVEMENTS

CONNECTIVITY:
Connect to a hop-on/hop-off community shuttle or streetcar that makes regular circuits around RWC so residents don’t have to take a car to the station.
More bus routes from other sections of RWD.
Coordinate with all private shuttles – they use the infrastructure, why not make them open to all? Our lateral connections to main routes are very poor.
Add BART / Ferry service / Route to Oakland.
Better and safer bicycle dedicated lanes from Woodside Plaza.
Better bike lanes throughout RWC to make biking there more feasible.
Protected bike lanes to/front the station.
Safe bike paths done for primary transportation and not as an afterthought.
Safety gates, cyclists must walk bikes.
A bike lane at the exit.
Bike share.
Coordinate bus and train schedules.
Ease of getting there from the east side of 101.

Eliminate congestion at Sequoia Station between commuters, shoppers, and El Camino Real
Improved pedestrian access to El Camino Real to/from the station.
More visibility from the back side to Downtown. Make the train station face Downtown instead of El Camino Real. When you get off the train you have no idea that you’re right in this amazing downtown because all you see if this ugly parking lot.
Pick-up parking lot.
Vehicle access closer to station for loading and unloading passengers.
Flow out of the station is bad and would benefit from a 3-way signal on James/El Camino Real to allow the traffic to empty out. The lack of pedestrian routing means they’re walking all over in front of cars, and often distracted by their smartphones.
No level crossings.
Underpass for cars across railroad tracks to reduce trains hitting cars.
What improvements would you be interested in seeing or learning about on El Camino Real?

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wider sidewalks</td>
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</tr>
<tr>
<td>Other (see comments)</td>
<td>77</td>
</tr>
<tr>
<td>Faster/more frequent bus service</td>
<td>106</td>
</tr>
<tr>
<td>Public open space (parks/plazas)</td>
<td>139</td>
</tr>
<tr>
<td>Better pedestrian lighting/trees</td>
<td>140</td>
</tr>
<tr>
<td>Safer pedestrian crossings</td>
<td>140</td>
</tr>
<tr>
<td>Painted or protected bike lanes</td>
<td>154</td>
</tr>
</tbody>
</table>
DESIRED ECR IMPROVEMENTS

Better traffic flow
Less wait to get on/off ECR
Better coordination of traffic lights & longer left turn lanes
Better signage for getting onto the 84
Do not make wider sidewalks or larger media strips at the expense of losing a traffic lane. There’s enough gridlock already
Easier turns into businesses along El Camino Real
Fewer stop lights, widen to three lanes
Do NOT reduce car lanes!!!
Grade separation at Whipple to improve traffic flow
Increased police presence for speeders
Less traffic - reduce bottlenecks - three lanes wide in each direction
Less traffic bottlenecks due to lights spaced too closely together. And please address the situation with the left turn lane northbound onto Roosevelt. Perhaps more auto traffic lanes.?
More lanes and/or better traffic light timing to ease congestion during peak traffic hours
3 lanes all the way through
Remove traffic lights and replace with roundabouts to improve safety and traffic flow
Roundabouts instead of stop lights. More lanes to get traffic through. Less bottlenecks.
Street light frequency optimized for current traffic conditions
Sync the traffic lights to limit stop and go traffic
The plan to accelerate residential downtown development before addressing traffic issues has produced significant congestion.

Bike safety zones
Safer biking options
NO bicycle lanes
It would be a mistake to reduce vehicle traffic lanes with bike lanes (and I am a biker).
Bike lane, but not at the cost of a vehicle lane. We cannot afford a reduction in vehicle lanes on ECR.
Signed bike route PARALLEL to El Camino. It is a horrible place to ride (I’m a pro cyclist, taken SVBC Street Skills course).
Don’t mess it up with fantasy ideas to get people out of their cars!! Bike lanes will only screw the street up more.
Just wanted to elaborate on my selections. I'm a motorist and I strongly believe that protected bike lanes would add enormous value to both motorists and bikers. Huge reduction in stress for everyone :)
Painted bike lanes? No, Actual BIKE LANES! No one in their right mind bikes in Redwood City.
Safer for bikes, please!!!!!!! It's super dangerous around the station for cars, bikers, and pedestrians alike.
Against tram system; costly and not practical
Not wasting a lot of money
Centered light rail or "drive under" buses
Light rail; self-driving or free shuttles
More frequent transportation to the airport
Bus routes back and forth on major perpendicular arteries (Jefferson, Woodside Rd, 5th Ave) and dedicated bus lane.
More options to go up and down El Camino to other counties. Switching bus lines is too inconvenient for an already slow, congested route
Street cars that circulate with service to Woodside Plaza, Red Morton, Sequoia Hospital, Kaiser, Courthouse Square, etc.
Underground railway similar to San Francisco BART
DESIRED ECR IMPROVEMENTS

Nicer cityscape
Nicer, cleaner corridor
Cleaner sidewalks, less garbage on street/sidewalks
Cleaner overall, fewer “weirdos” hanging around asking for money
Again cleaner and improved infrastructure; Redwood City is booming, but there appears to be no investment in infrastructure. The sidewalks are dirty and in need of repair.

CLEANER station! Stop pushing your agenda on us! Fix the problem, stop masking it.
Redwood City looks so junky along the El Camino corridor.

Benches
Foot overpass at Sequoia Station
Often hard to fight right-turning vehicles at crosswalks
Street crossings have become unsafe with the increase of cars on the road.
It needs to be safer and it really needs to be more pedestrian friendly - trees, shade, more crossings.

More frequent crosswalks along El Camino. Right now between Woodside Road/Whipple Avenue the blocks are way too long and pedestrians jay walk because it takes too long to get to the next crosswalk.

Mid-block crosswalks? Make it more pedestrian friendly and less car oriented.

More pedestrian crosswalks across El Camino.

Not enough room for 2 people to walk side by side along El Camino. You end up hitting signposts, light posts trees. It’s really annoying.

Remove as much clutter from the sidewalks as possible so that pedestrians have more room to walk.

More and better clear wayfinding signage ... possibly level boarding which CalTrain’s new cars will have high doors to allow.

Pedestrian experience; restaurants and sidewalk cafes similar to South Congress in Austin.

Redwood trees... not palms

Dog park for large dogs and a jogging track dedicated to exercise

Clear understanding when passing by the downtown. No parking spaces visible from El Camino, but rather urban/pedestrian quality spaces such as public plazas, to balance for future higher density.

While my top three priorities for improving El Camino corridor are generally focused on improving access to transit and making biking safer, I do love the idea of having more art and public open spaces, and especially more green spaces along the El Camino corridor as well.
**NAME ANOTHER TRANSIT STATION THAT YOU THINK WORKS WELL**

<table>
<thead>
<tr>
<th>Station</th>
<th>Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Palo Alto Caltrain</td>
<td>20</td>
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<tr>
<td>San Carlos</td>
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<tr>
<td>BART</td>
<td>12</td>
</tr>
<tr>
<td>Mountain View Caltrain/VTA</td>
<td>11</td>
</tr>
<tr>
<td>Millbrae BART/Caltrain</td>
<td>11</td>
</tr>
<tr>
<td>4th &amp; King Caltrain, San Francisco</td>
<td>8</td>
</tr>
<tr>
<td>San Jose Diridon Caltrain</td>
<td>5</td>
</tr>
<tr>
<td>Menlo Park</td>
<td>5</td>
</tr>
<tr>
<td>Hillsdale/San Mateo Caltrain</td>
<td>4</td>
</tr>
<tr>
<td>Portland, Oregon</td>
<td>2</td>
</tr>
<tr>
<td>Paris</td>
<td>2</td>
</tr>
<tr>
<td>Muni, San Francisco</td>
<td>2</td>
</tr>
<tr>
<td>London</td>
<td>2</td>
</tr>
<tr>
<td>Belmont Caltrain</td>
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</tr>
<tr>
<td>Atherton Caltrain</td>
<td>2</td>
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<tr>
<td>Ferry</td>
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</tr>
<tr>
<td>VTA</td>
<td>1</td>
</tr>
<tr>
<td>Vasteras Transportation Hub, Sweden</td>
<td>1</td>
</tr>
<tr>
<td>Rockridge BART, Oakland</td>
<td>1</td>
</tr>
<tr>
<td>Redwood City Caltrain</td>
<td>1</td>
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<tr>
<td>Port of Redwood City</td>
<td>1</td>
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<tr>
<td>New York City Subway System</td>
<td>1</td>
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<tr>
<td>Mexico City</td>
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<tr>
<td>Hong Kong Kowloon Station</td>
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<td>Europe</td>
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<tr>
<td>East Coast Train Service</td>
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<tr>
<td>Docktown Marina Water Taxi</td>
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<tr>
<td>Colma BART</td>
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<td>Chicago</td>
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</tr>
<tr>
<td>Barcelona</td>
<td>1</td>
</tr>
</tbody>
</table>
COMMENTS – STATION EXAMPLES

PALO ALTO:

• Below grade pedestrian crossing is really nice, safe, easier to cross, allows crossing when crossing guard is down so you can catch the train coming from the other direction
• Strong design statement
• An inside coffee bar/cafe
• It looks like a train station and doesn’t feel isolated from the downtown area it serves
• Frequent stops
• Multiple forms of transportation
• Traffic flow is generally smooth because cars are kept away from the buses.
• A lot of secured bike parking
• Shuttle buses onsite to various destinations at convenient times – better connections via corporate/employment shuttles
• Close to downtown
• Pedestrian/bike friendly
• Good integration of different agencies
• Multimodal, pedestrian friendly and in or near “activated” areas
• Attractive, sheltered, clean waiting area
• Convenient and well attended
SAN CARLOS:
- Close to downtown
- One can get in and out fast, unlike RWC
- Transfer point
- Stop times in the evening work better for me
- More trains to SF
- Above grade
- Cheaper fare to SF

DIRIDON:
- Well served by pedestrians, bus, bike trail, and bike lanes
- Multimodal capacity
- Personalized help
- DASH shuttle and light rail
- Accepts cash for tickets reliably and doesn’t give dollar coins in return

SAN CARLOS:
- Doesn’t have a level crossing
- Pick-up/drop-off is easier to access
- Good visibility and circulation with downtown
- Cleaner, safer, and more attractive
- Closer to Redwood Shores
COMMENTS – STATION EXAMPLES

**MOUNTAIN VIEW:**
- Free community shuttle
- Good location
- Integrated with downtown
- Transit hub with lots of VTA, shuttle, bus, taxi, rideshare options
- Bike lanes on Evelyn to get to the station
- Clean and safe. No vagrants lurking around. I feel safe having my children use these stations alone. This is not true of RWC station.
- Convenient transfer to VTA
- Bike storage shed allows secure bike parking without worrying about theft

**4TH AND KING (SF):**
- Land use around the station is active
- There are attendants who can help answer questions
- Good local transit connections to light rail, pedicabs, taxis
- Easy to get to other destinations in SF
- Drops me right where I need to go
- Has bikeshare right there for the last mile
COMMENTS – STATION EXAMPLES

MILLBRAE BART:
- Interconnectivity to all transit options (BART, Caltrans, SFO)
- BART stops here
- Lots of parking
- 3 systems coverage
- More options by bus
- Multiple forms of transit and commuter shuttles
- Trains are frequent and there’s good bike, BART, and bus access

ROCKRIDGE BART (OAKLAND):
- Buses are timed to the BART arrivals
- I like how often BART runs and its spread

HILLSDALE:
- Closer to Redwood Shores
- Shuttle pick-ups and bike share
- Friend allows me to park at her residence, located close to the station
COMMENTS – STATION EXAMPLES

SAN BRUNO:
• Above ground access
• University
• Easy to access downtown

SAN MATEO:
• You can cross the tracks underground and don’t have to dodge cars coming through the Safeway parking lot

MENLO PARK:
• VTA connection
• Friendly parking options

BELMONT:
• Center platform

ATHERTON:
• Fits nicely in the community
• Not overdone or cumbersome to use
COMMENTS – STATION EXAMPLES

MEXICO CITY:
• Trains at a much higher frequency. Not every hour like RWC

NYC SUBWAY:
• Runs frequently and has far reach

PARIS, BARCELONA, OR LONDON METROS:
• Lots of stations
• Very frequent service
• Fast and affordable

SAN ANTONIO:
• Well lit
• Safe neighborhood
• Good bike paths around it

EUROPEAN STATIONS:
• These are developed as part of the city and not applied on top of a car-centric place
ANY FURTHER COMMENTS YOU WOULD LIKE TO ADD?

Transit-related comments – 42%
Bicycle-related comments – 28%
Vehicular-related comments – 17%
Pedestrian-related comments – 13%

See summary of comments, grouped by general topic, on the following pages. Largely identical comments were not repeated.
OTHER COMMENTS – TRANSIT

CalTrain is already packed daily and longer trains are not coming soon enough.
Anything we can do to improve access, service levels and frequency of transit I'm all for it!
CalTrain is shamefully dirty and crowded. The money poured into administration costs and Bike Share is better spent on extra CalTrain cars and cleaning. Clearly, money goes to "pet projects", rather than to the actual needs of the community and working people.
It's all about trip time. CalTrain is useless outside of rush hour. We need regional solutions, not specific to the city.
Elevate or lower rail crossings so there are no more gated crossings and less horns blowing. Coordinate with other cities on the peninsula to improve overall frequency and levels of service.
The safety and people loitering at Sequoia Station is a HUGE problem. Police cars are always there; not pleasant, makes me want to avoid train station and shopping center. Area is dirty, and unpleasant. And only blocks away from my modest $2 million home.
I wish the trains would not have such loud horns. It is very annoying and unnecessary.
More frequent CalTrain stops in RWC would be nice; a 7:45 am - 8:00 am train is needed!
Make sure you get High Speed Rail to stop in Redwood City.
Make sure payment is easy.

Need more CalTrain stops going to and from South San Francisco.
It's really difficult to quickly and cheaply use CalTrain from the west side of Redwood City. For me to drive, park, train, VTA to my office in Mountain View costs $20/day and takes 50 percent longer than driving. If I take a bus or ride a bike instead of driving to the station it costs similar and adds even more time. I can actually ride my bike 15 miles to work in less time than it takes me to get there in public transit, but unfortunately I can't ride every day because I have to drop off my daughter at daycare. Picking up a rider on the way down would be feasible and I'd be happy to carpool if I could find someone.
Don't overbuild our transit infrastructure... keep it on a human scale to serve our community.
From where I live it is not safe/practical to take a bike, but I would be happy to jump on another public transit option if it were frequent enough and went to the places I need to go (which SamTrans does not!)
Looking forward to grade separation for train tracks. Prefer underground.
I think the RWC transit station is very functional right now. But with the revitalization of downtown, the train station could use an upgrade to accommodate more people.
Would make all public transportation more frequent – especially during weekends, as during the days most of the workers have other means of transportation (like shuttles).
Sequoia station needs to be cleaner.
I am excited about future development of the corridor and the transit station!
Make public transit delightful or not at all.
I am deeply disappointed in the excessive development choices being made by RWC City Council. Hitting the caps on the DTPP that were intended to be spread over 20 years in 5 years has wreaked havoc on our city, without even close to acceptable or adequate public transit/transportation/traffic mitigation infrastructure to support it. It is time to completely pause all new development approvals until sufficient public transit/transportation infrastructure is created and is being well-utilized to meet the needs that all the existing and approved development has created. NO MORE LARGE DEVELOPMENT APPROVALS!! Focus on public transportation service expansion; we need much better public transportation, running more frequently and longer hours (to serve shift workers, such as those that work late night service jobs).

Unless you tie in Redwood Shores with convenient, easy to use and more frequent trains each hour, I am unlikely to be motivated to use any transit unless I am going to SF.

We need more local buses that circle the city and go downtown.

More civilized behavior on the buses might make people use the bus more. Should make an effort to get more people on the bus.

More frequent buses along El Camino would entice me to use them more. Also, we need a more convenient way to learn about the bus schedule.

Don't forget access from the Shores.

Improved & more frequent bus service in Redwood Shores

Most of the buses I see have very few people in them. Why not switch to smaller shuttle buses?

Our population is getting older - we need a shuttle from all areas of Farm Hill -- hills are too steep for seniors to walk.

Please add the bus on Sundays to the CalTrain Redwood City station. Also consider the BART to come farther down the peninsula.

Please consider faster SamTrans buses from RC to SF, like we used to have. Brewster to Veterans to 10th Street, with a quick stop at 101&3rd in San Mateo.

Please increase bus service to Redwood Shores from CalTrain.

Please consider the seniors who want to access downtown from outlying neighborhoods, as well as the younger techie commuters.

I commute to Mountain View. If I could take the bus without changing to VTA, I would do that. Or if CalTrain ran more often, I would use that instead of driving.

The bus stops and pedestrian access could be improved drastically. More space should be dedicated to active transportation options, including sheltered bus stops, sidewalks trees and protected bike lanes. Thank you for collecting input on this topic!

These questions remind me how underserved the needs of residents of Redwood Shores are.

There are not enough bus service from Farm Hills to Sequoia station especially during the weekends. Maybe a frequent shuttle? If you don't drive then you are stuck up in the hills over the weekends.

There is no public transportation from RWC neighborhoods to ECR. If you want us out of our cars you have to give us an alternative.

Need a bus along Alameda de las Pulgas and wider bike lanes.
Still been waiting years for ferries.

Port of Redwood City needs to offer ferry service!

I am very interested in a ferry from Port of RWC to San Francisco.

Ferry service to the Bay side of RWC to ease the congestion of the east side of 101--fantastic idea!

We need better transportation, underground rail, ferry and buses.

The proposed street car is ridiculous. Why spend so much money on such a limited part of our city? A better use of funds would be to start a shuttle/bus service, similar to the Marguerite in Palo Alto. This is more equitable for ALL residents of RWC, not just those who live in the designated corridor.

I like the idea of a Broadway Streetcar out to Midpoint Center.

The Broadway trolley is a great idea, but only makes sense if it goes all the way down to the new Stanford campus.

Please run the streetcar all the way to Marsh Road! It’s a long way to downtown from the avenues, and it would be fantastic not to have to drive. P.S. Thanks for listening.

I think the trolley is a bad idea, virtually eliminating Broadway for cars.

I like the idea of the street car service but as a Friendly Acres resident, we are very concerned about the noise (we are already dealing with surf air and plane noise day and night, and the Stanford traffic yet to come) and hours of operation! Please, protect our neighborhood!!!!!!

Love the Broadway trolley idea.

Do not want tram system for downtown.

A streetcar from the train station to Chestnut seems like a waste of resources.

Streetcars down to Seaport Center as well as Midpoint (future Stanford) Center

Broadway streetcar should start at Menlo Park.
Most of Redwood City is very bikeable and walkable (flat, good weather, interesting destinations downtown); in theory, please add more protected bike lanes, wider sidewalks, better/safer pedestrian crossings and street trees to encourage more people to leave their cars.

Adding a bike lane and improved pedestrians paths would be great. The area is narrow and cars become impatient, making it dangerous for everyone.

Bicycle lanes or regular dependable fast bus to/from the station to other city area like wood side plaza would be great. It doesn’t work right now; too slow, not timed well...

For biking along El Camino, need pedestrian continuity along the corridor, clear landmarks, better public transit

Ride my bike daily to commute from Redwood City to Palo Alto. El Camino and Alameda are popular routes. Protect bike lanes would be optimal!

Looking at El Camino is a great idea, but also look at Woodside. I would do everything on my bike, with my daughter, but I am terrified to bring her into the traffic.

Yes to protected (via physical barrier) bike lanes on el Camino. It will ultimately increase community desirability once people feel safe enough to increase ridership.

More protected bike lanes would be great!
Segregate bike lanes are needed.

More housing/offices/retail with active ground floor uses on El Camino combined with BRT/center lane buses and protected bike lanes, with both of these implemented at the same time

Protected bike lanes are a real key to successful multi-use in my humble opinion.

My opinion is that I would like to see cycling and pedestrian access prioritized over cars.

Love what I hear about el Camino changes for pedestrian and bike safety!

How about bike corridors, maybe with one-way street for cars and two-way bike lanes (One or two corridors feeding El Camino from each side).

I ride my bike often and would love to see some safety improvements by Redwood City and other peninsula cities.

I would love to be able to ride my bike on El Camino! I think better, wider bike lanes would make that possible for me.

Protected bike lanes would definitely encourage more bikers, including myself. I think we are focusing too much right of way towards facilitating vehicular traffic.

Bike lanes on El Camino must be protected for me to use them...also I would love more shade trees and seating to wait for buses.

I would love bike share station near my house, which is near Target.

Bike lanes are really needed in our area!

I would bike to CalTrain if a protected bike lane existed.

I commute to Mountain View. If bike lanes were added, I could ride my bike, as El Camino is more direct and two miles shorter than suggested bike routes.

Traffic is just too dangerous to bike. I wish there was a jogging track like that of Campbell Community Center somewhere in RWC (Red Morton?)
OTHER COMMENTS — BIKES

I would like to have better bike routes between towns on Peninsula, but they don’t need to be on El Camino. It may be better to parallel it but be a few blocks away. E.g. I prefer Old County Road between Redwood City and Belmont but would prefer it to be better marked for bikes. It would be great to extend that to Palo Alto. Also, there should be another parallel path midway between El Camino and Alameda de las Pulgas.

I live one block south of RWC border. While I can bike for errands to Menlo Park, I do not feel at all comfortable biking to RWC, so drive even for a very short trip.

I would love to bike north to North Star for pickup/drop-off on Hudson, but it would be child abuse to take a kid into that corridor without any bike lanes. Maybe that would be better than lanes on ECR which I wouldn’t take a kid on anyways.

I would like larger sidewalks or protected bike lanes because as I walk, bikers also use the sidewalks and it is so hard to walk while bikers come at me or up behind me.

More Bike Lanes!!! Marsh Rd is bad.

I don’t really want to walk/bike on El Camino. I’d rather see nice routes on parallel streets.

I have seen this attempt by a city to get people to ride bikes in busy traffic before in Boulder, Colorado and they made traffic worse, pissed people off, and had to remove most of what they tried.

Please don’t put bikes on the sidewalks. I’ve almost been run into several times by speeding bikes. I understand why they don’t want to ride on El Camino but I don’t feel safe.

Adding bike lanes would make it less safe for bikers and slow traffic even more.

There is literally nothing that would cause me to ride a bike on El Camino. It is death.

I don’t trust El Camino drivers with my children on our bikes. If you could separate the bike lane to be connected to sidewalk, rather than on the street, I’d feel safer.

Bikes do not belong on roads with high traffic volumes or speeds over 25mph!! Shadows don’t help, except to alert cyclists that there are frequent road user conflicts.

Adding bike lanes on streets like El Camino, Jefferson, and Farm Hill is a very bad idea. With the amount of traffic we now have in this area, bicycle riding is unsafe, bike lanes or no bike lanes. Establish routes for bicycles that take them off these busy street. Do not add bike lanes to encourage people to ride bikes on these streets!

Bicyclists should be discouraged from using El Camino. Instead, it would be great to see designated streets that feature painted bike lanes like "the wiggle" in San Francisco. Possible routes could include Clinton and/or Pennsylvania Streets. If need be, the city should look into working with CalTrain to create a reciprocal easement whereby shoulder sections of the railway tracks could be used as designated bike lanes. Additionally, it would be great in there were a few designated express bus stops whereby residents in outlying areas could hop on a bus that only makes 1 or 2 other stops on the way to the CalTrain station. Possible locations could include (1) Emerald Hills, (2) Kennedy Middle School, (3) upper Edgewood Road near Alameda De Las Pulgas, (4) Woodside Road near Woodside Plaza, (5) near Marsh Manor, and (6) near Fair Oaks Community Center.

Enough bike lanes, not the answer for three miles rides uphill. Yes to more fluid local car traffic!

I am afraid to ride my bicycle on El Camino Real.
OTHER COMMENTS – AUTOMOBILES

An up-to-date traffic study should be completed of major intersections and feed roads for El Camino Corridor development projects.

Before you deal with transit on El Camino, how about improving traffic flow on Woodside and El Camino. We live on the Peninsula. You will not get us out of our cars. And stop adding so many housing units. You are ruining the ambiance of RWC!

Commute from El Camino to Veterans on Jefferson is ridiculous; can take 25 minutes to go 0.6 miles.

Do something to stop the gridlock on El Camino, perhaps building less housing long an already congested road would have been one way to alleviate the problem, but you all missed that boat.

Don't take away any car lanes on El Camino. It is getting to backed up as it is. Widen Woodside Road. I try not to drive on Woodside and take other streets to get across town as it is no longer a good option.

Whatever you do on El Camino, please don't turn it into Menlo Park where the traffic lanes are restricted to just two and you get huge back-ups in traffic.

Fixing transportation by driving is more important than most of this.

I think Redwood City should really pursue investigating if closing certain streets to automotive traffic, creating one-way streets, and other creative ways to recapture the now-very valuable real estate that is currently being taken up by roadway that isn't always necessary. Thanks!

Jefferson road diet is urgently needed between ECR and Farm Hill.

Reducing lanes on ECR will only add to the congestion.

You must not commute on El Camino otherwise you would see the folly in this idea!

El Camino is a disaster. Traffic if AWFUL.

El Camino is a parking lot most times of the day, to impede on the limited traffic lanes would be horrendous!

El Camino is so congested because there are not enough lanes for movement of vehicle traffic. Take a look at El Camino in Millbrae; rarely is there a backup leading to people speeding through side streets.

El Camino is the main route through Redwood City and it need to be redesigned from end to end. Traffic piles up because of the traffic lights. Buses do not pull to the curb and stick out into traffic creating blockages. Light change sequences allow pedestrians to cross at the same time as traffic is allowed to flow creating more backups. We're at the heart of technology - we should adopt modern thinking about traffic flow.

El Camino, Whipple, Woodside, and Jefferson are too congested trying to get to the freeways. More on/off ramps are needed. Woodside Road exit is a nightmare.

Isn't traffic difficult enough on El Camino? How do you expect the elderly to move around Redwood City without our cars? I've paid taxes here for decades and you are disrespecting me and all long-term residents by pushing bikes, buses, and shuttles.

Leave El Camino alone now. Concentrate on the traffic problem. Slow the housing development on ECR and surrounding area. It's gone amok.

Left turns at signals only

Redwood City is an up-and-coming star on the Peninsula however, Council needs to tackle, head-on, the problems created by developer-friendly atmosphere. California is a car culture; you're facing a real problem with congestion.

Traffic downtown is only going to get worse with all the new residences and office space being developed.

This survey is clearly focused on mass transit. I get it. But that will be a long time away. Please get a grip on a better flow of car traffic going between the communities of the Peninsula, including Palo Alto.
We need more places to cross El Camino and trees.
ECR needs a complete makeover. Many of the buildings need to be bulldozed and replaced. We need to get rid of the businesses that look like they belong in a red light district.

We need better indicators of crosswalks in downtown (Jefferson, Main Street); I almost get hit while crossing at least once a week.

There MUST be sidewalks on Woodside. I walk to and from work (live near El Camino, work off Broadway, near Stanford) - I have two options to walk, which take me way out of the way because the only access walking is 5th Avenue or Chestnut.

Improve the buildings with unattractive and uninviting fronts (the AT&T building, the storage building -- although the bike shop is ok). Zone it for people-sized retail, not car repair places. We need more trees and please fix the underpass at Woodside. Make walking past malls (5 corners, Target, etc.) appealing with retail on the edges of parking lots, trees, benches and add more bike racks and mid-block crossings.

To improve walkability, I would prefer pedestrian over/underpasses across El Camino and other roads or shorter red light pedestrian crossing cycles.
Regardless which choices are made, safety should always be a concern, addressed and made allowances for.

El Camino Real in Redwood City is very ugly. I walk down the street every day to CalTrain at 6 a.m. and it is dark and unfriendly.

Clearer pedestrian crossings would be good for pedestrians and drivers. Downtown is getting a little too crowded to have so many pedestrian crossings that aren't protected by a stop-light.

It would be great if El Camino was more pedestrian- and bike-friendly.

Pedestrians need their own time to cross (consider diagonal crossing to improve pedestrian journey times).