

services and accommodations that are available to people without disabilities. As such, ADA requires public transit operators to provide paratransit service to persons with disabilities comparable to the level of fixed-route service. Persons with disabilities who cannot independently ride fixed-route transit may be eligible for paratransit service.

Although all SamTrans buses are ADA accessible, SamTrans also provides paratransit service to those individuals who cannot independently use the regular bus service. Redi-Wheels, SamTrans' paratransit service, serves San Mateo County, including Redwood City, and select surrounding cities.

Shuttles

Caltrain and the Peninsula Traffic Congestion Relief Alliance operate several shuttles in Redwood City. Most shuttles operate during peak commute times between the Caltrain stations in Redwood City, San Carlos, the Hillsdale Shopping Center, and major employers in the area. These shuttles are partially funded by participating employers and other agencies such as the Bay Area Air Quality Management District and the Peninsula Joint Powers Board.

A mid-day on-demand community shuttle service started operations in Redwood City in 2008. The shuttle operates in the area approximately bounded by El Camino Real, Marsh Road, U.S. 101, and Whipple Avenue. The shuttle, available between 10:00 A.M. and 5:00 P.M. from Tuesdays to Saturdays, is free and open to the general public. However, riders must call on the day before their trip to reserve a pick-up and drop-off time within the service area.

As part of the overall strategy to encourage transit use, the City may need to promote expanded shuttle service over time, particularly if commuter ferry service locates in Redwood City and bus rapid transit delivers additional commuters along El Camino Real. In addition to expanded services, it will be important to implement "best management" practices for shuttle services, including marketing and effective signage to help with wayfinding and schedule determination.

Streetcar

Streetcars are typically small (about 50 passengers), light-weight, electric-powered rail vehicles that run on fixed tracks, primarily on shared lanes in public streets. Typically, streetcars are intended for trips that are a couple of miles long within a city. These are trips that are too long for walking and too short for regional transit, such as heavy rail. In general, streetcars have a similar role as buses. However, streetcars can be more appropriate for corridors with higher densities due to their



Veterans Memorial Senior Center shuttle

ability to attract higher ridership than buses because of their more comfortable ride and reduced noise and pollution.



Example of a streetcar

Although streetcars cost more to construct and operate than typical bus systems, they cost dramatically less than heavy rail systems. Streetcar systems generally do not require right-of-way purchases, grade separations, or major reinforcement under the tracks; and as such are relatively inexpensive and quick to construct. Streetcars fill an important link in the transportation system, and have proven to be a great stimulus for walkable urban development in cities such as Portland, Seattle, and Little Rock.

Figure BE-13 shows corridors in Redwood City on which streetcars can potentially be implemented. The Broadway and Middlefield corridors were selected because they would connect existing and future high-density neighborhoods to each other and to major activity centers such as Downtown and the Caltrain Station. The Seaport Corridor is selected because it would connect the proposed ferry and employment concentrations along Seaport Boulevard, the Port, Downtown, and Caltrain Station.

Commuter Ferry

Our mid-Peninsula location and deep-water Port make Redwood City attractive as a potential commuter ferry terminal location. The San Francisco Water Emergency Transportation Authority, formed by the State Legislature in 2007 to consult and consolidate ferry transportation in the San Francisco Bay and to improve the region's emergency response planning, established a priority to expand commuter ferry service to new areas. A potential ferry terminal in Redwood City, adjacent to the Pacific Shores Center, could initially provide service to and from San Francisco, with possible routes to and from the East Bay as well. With a ferry trip between San Francisco and Redwood City estimated to take about 45 minutes, commuters would have comparable travel times to drivers using U.S. 101 during peak commute times.

Redwood City supports establishment of local ferry service as an environmentally sustainable and pleasant alternative to car commutes, with the added benefit of a water-based emergency evacuation route in the event of a disaster. Planning for the ferry and its terminal will require dredging or other methods to create a deeper basin, coordinating with the Army Corps of Engineers, and linking bicycle facilities and local transit modes, such as shuttles and a possible