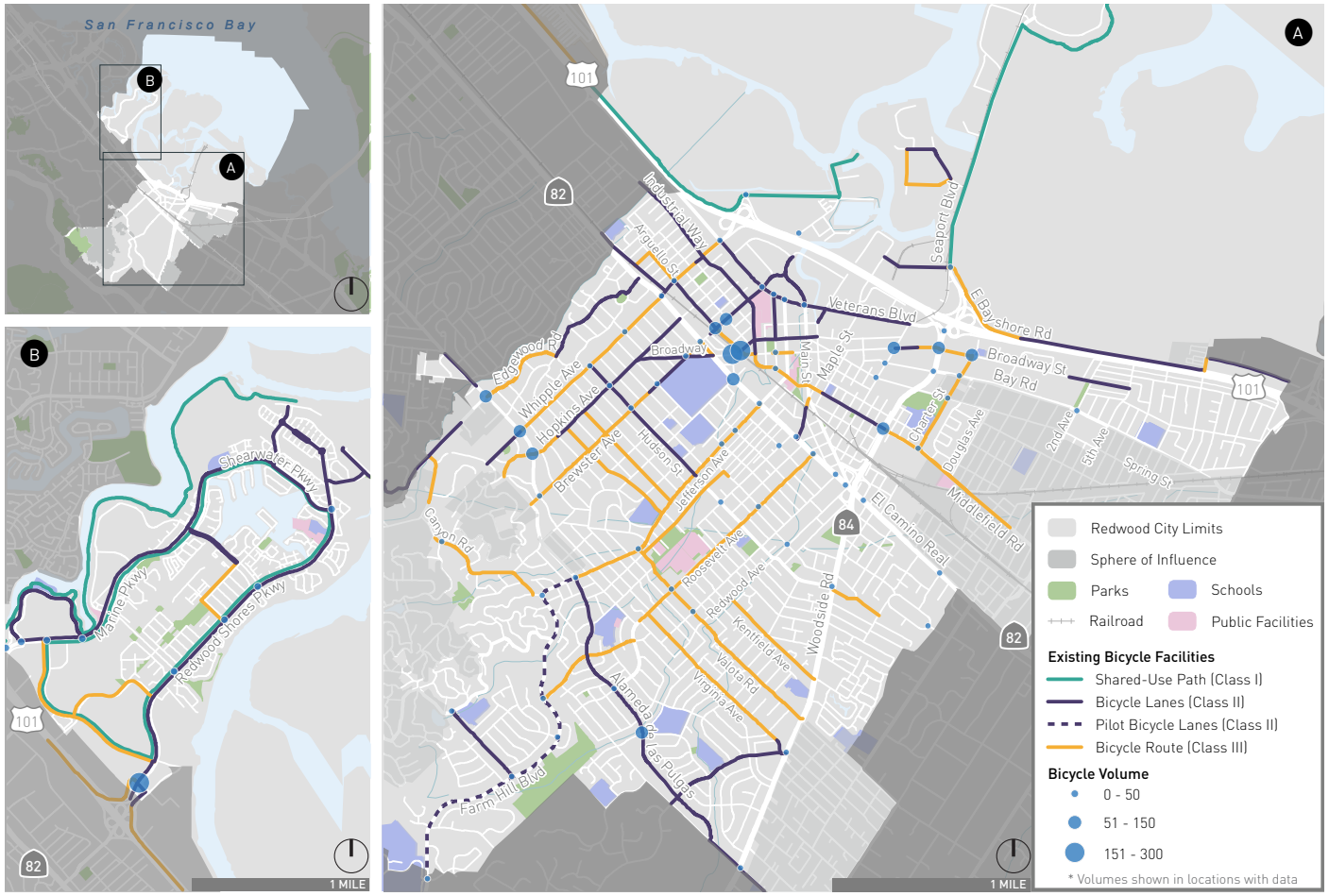
SUMMARY FACT SHEET: **Bicycling in Redwood City**



2% of residents bike to work today

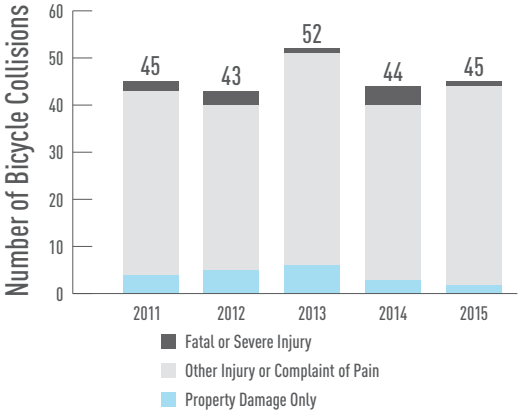
Bike lanes or routes are provided on **over 25%** of RWC streets

Most bicycle trips are in Downtown RWC and along Broadway, Brewster, and Alameda

Over 15% of survey respondents stated they would be interested in biking to work if better facilities were available

5% of all collisions in RWC involve bicyclists

Bicyclists account for **21%** of severe traffic injuries and deaths



Source: Statewide Integrated Traffic System (SWITRS) database, January 1, 2011-December 31, 2015

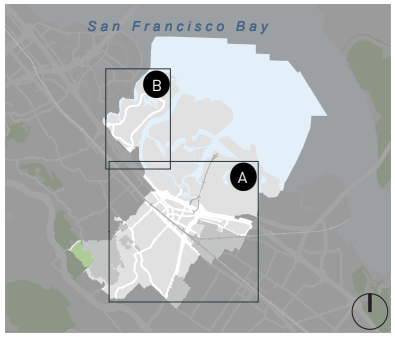
The bicycle network is an important piece of the transportation network in Redwood City. The bike network should meet the needs of all cyclists: casual recreational riders, commuters, transportationists, and enthusiasts.

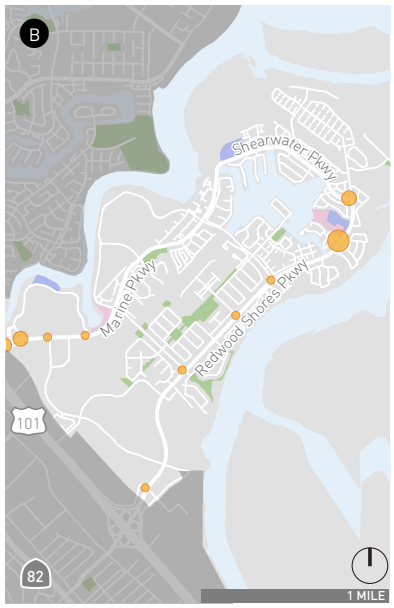
A **key issue** identified through community outreach is the need for more bicycle facilities that "everyday riders" are comfortable using.

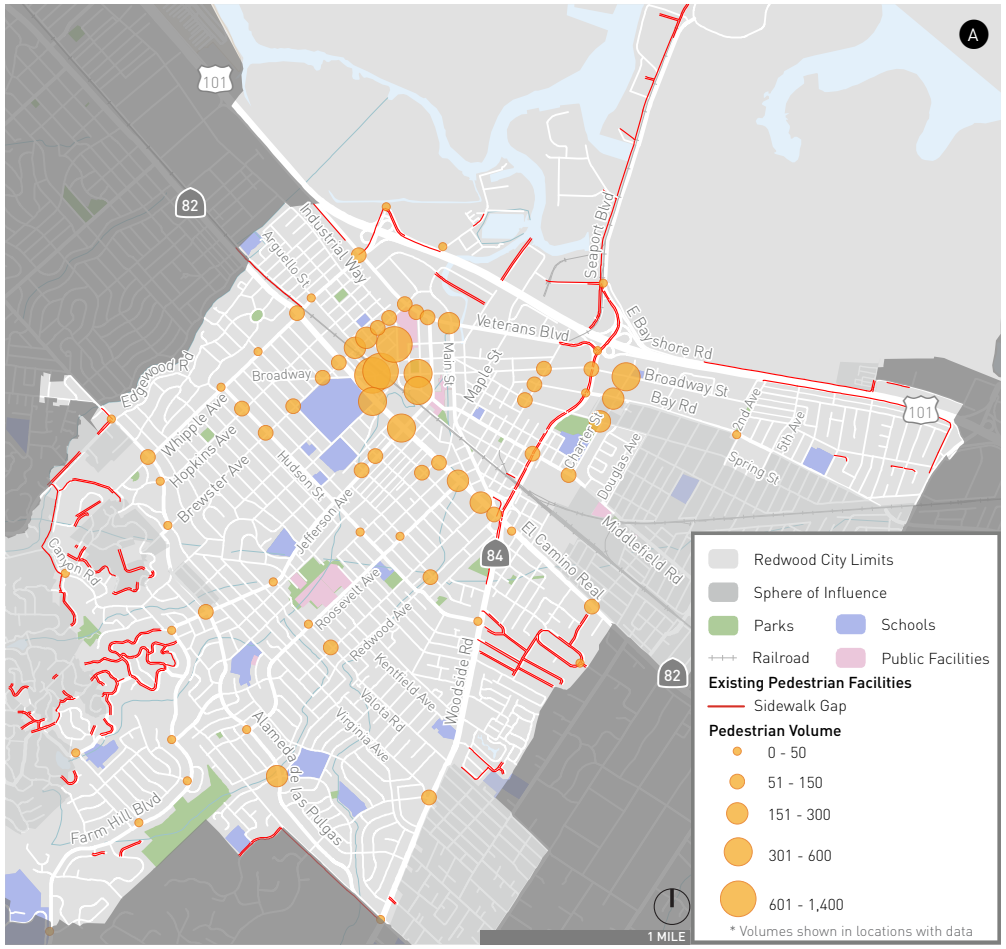
A **key solution** identified through analysis of existing conditions is to develop a citywide bicycle network that provides low stress connectivity.

Source: Morning (7-9 AM) and Evening (4-6 PM) Peak Periods

SUMMARY FACT SHEET: Walking in Redwood City







3% of residents walk to work today

Sidewalks are provided on **almost all** of RWC streets

Most walking trips are in **Downtown RWC**

4% of all collisions in RWC involve pedestrians

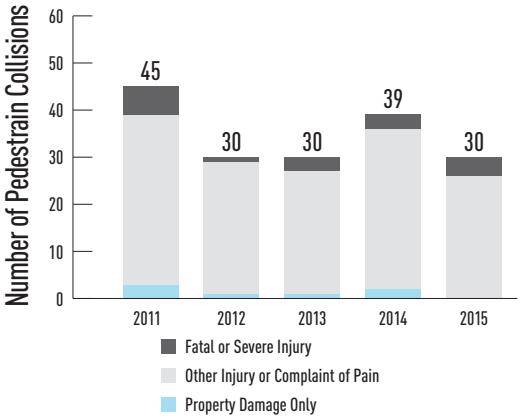
Pedestrians account for **33%** of all severe traffic injuries and deaths

Redwood City has many amenities that make walking an important and accessible mode of travel, including level terrain, temperate weather, and numerous destinations that are attractive to walkers.

A **key issue** identified through public outreach is low visibility at pedestrian crossings

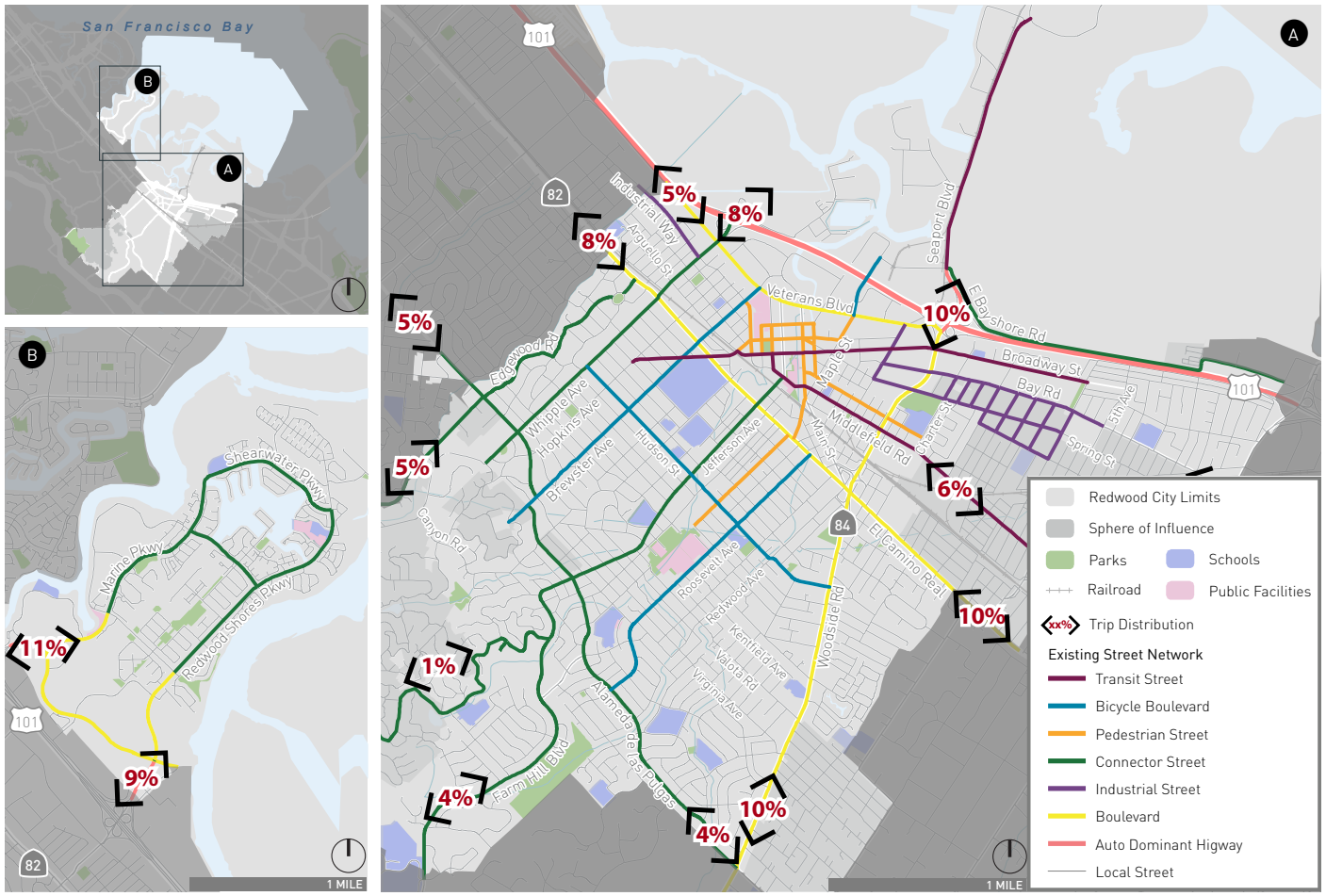
A **key solution** identified through analysis of existing conditions is to enhance pedestrian crossings

Source: Morning (7-9 AM) and evening (4-6 PM) peak periods



Source: Statewide Integrated Traffic System (SWITRS) database, January 1, 2011-December 31, 2015

SUMMARY FACT SHEET: Driving in Redwood City



Redwood City's fully developed street system allows easy movement within the City, while several larger roadways link the community to the region. The City is focused on maintaining vehicular access as it works toward a more balanced mode split with pedestrians, bicyclists, and transit.

Key issues identified through community outreach are increased congestion and high vehicle speeds along residential streets

A **key solution** identified through existing conditions analysis are increased traffic calming measures to reduce traffic speeds and volumes on neighborhood streets

73% of residents drive alone and 10% of residents carpool to work today

Some downtown RWC roads have traffic slowdowns in the AM and PM peak hours

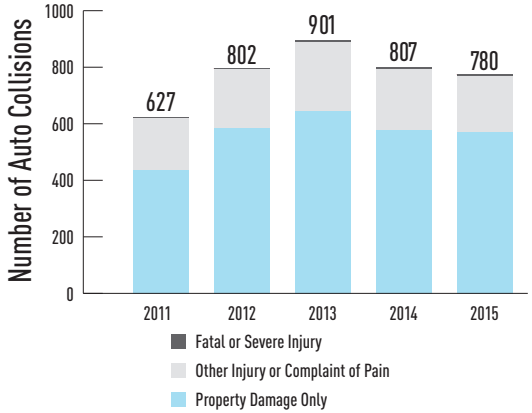
RWC mitigates neighborhood cut-through traffic by responding to requests and prioritizing **traffic calming measures**

Downtown parking supply is able to successfully accomodate the **parking demand** generated by use of downtown business & amenities

Auto-only collisions make up **over 90%** of all RWC collisions

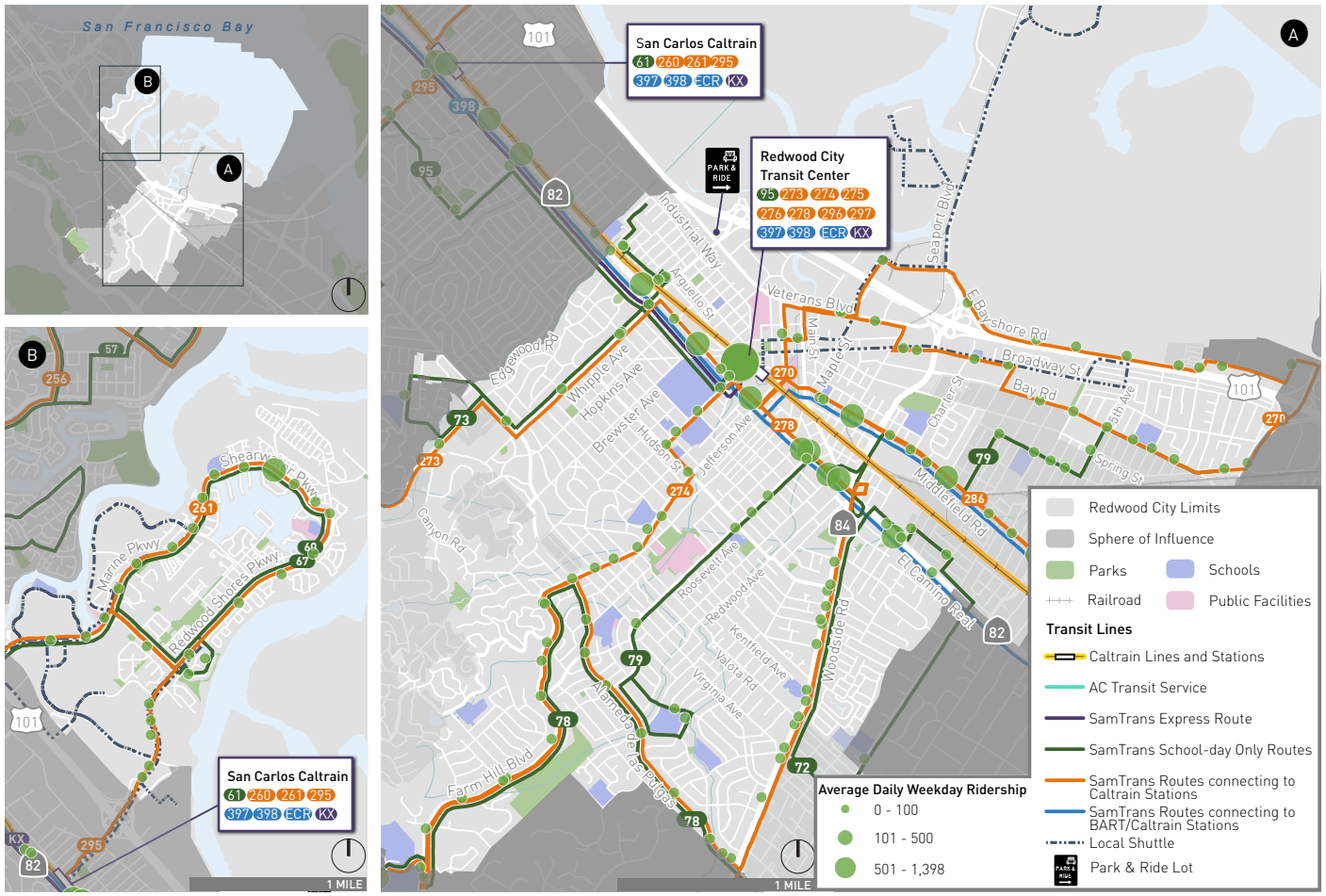
Less than 1% of auto-only collisions resulted in a severe injury or death

Almost 80% of RWC auto-only collisions result in property damage only



Source: Statewide Integrated Traffic System (SWITRS) database, January 1, 2011-December 31, 2015

SUMMARY FACT SHEET: Using Transit in Redwood City



5% of residents take transit to work today

Caltrain averaged **over 3,800** boardings each weekday in 2016

Caltrain ridership increased by nearly **20%** from 2015 to 2016

Over 20% of survey respondents stated they would be interested in commuting by public transit

Over 10% of survey respondents stated they would be interested in commuting by local shuttle

Local shuttle network ridership is **over 2,500** riders per month and provides connection for job centers to Caltrain stations

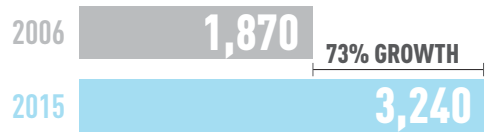
Over 1,100 riders use the Senior Center shuttle per week

Redwood City aims to create easier access to all types of transit. RWC is working to influence this through land use and zoning decisions, increasing connectivity for pedestrians, bicyclists, and drivers, and improving traffic operations within key corridors to facilitate bus headways.

A **key issue** identified through community outreach is that transit service serving local roadways, neighborhoods, and schools could be improved

A **key solution** identified through existing conditions analysis is the opportunity to support enhanced transit service and reliability that provide connection with neighborhoods and schools

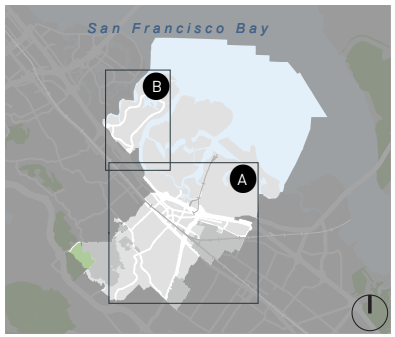
DAILY CALTRAIN RIDERS IN RWC

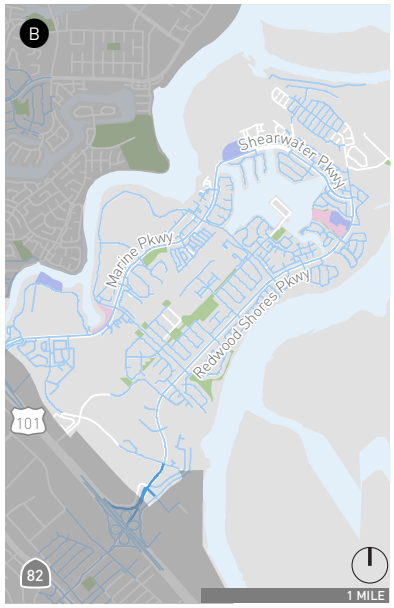


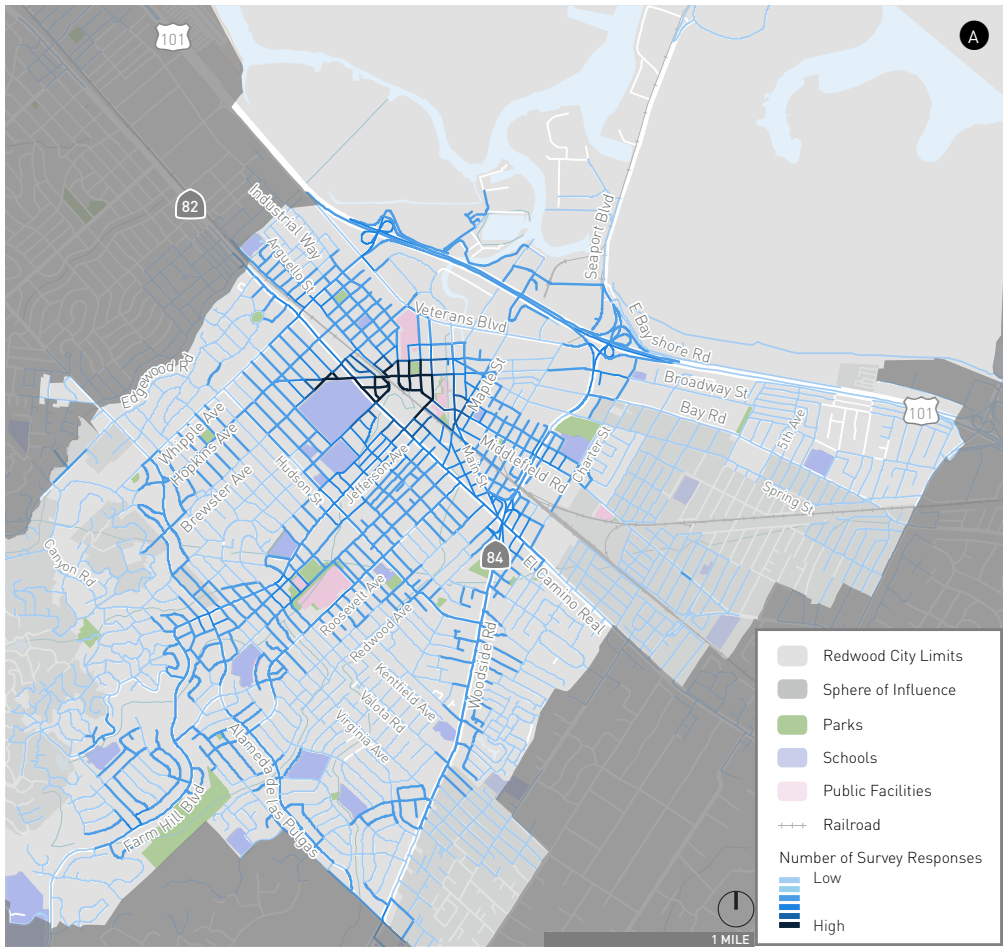
POPULATION GROWTH

Source: SamTrans Automated Passenger Counter (APC) database, August 20, 2017-August 26, 2017

SUMMARY FACT SHEET: **Plan Development Survey Findings**







Community engagement provided an exciting opportunity to engage residents, workers and business owners – people who walk, bike, take transit and drive in the City – and to understand how their experience could not only be improved but how quality of life could be transformed with a great transportation system.

Over 1,000 visited the site, **800** provided **2,040** map responses

Respondents placed **1,530** negative pins and **~500** positive pins

Over 65% live in, **~30% work or go to school** in, and **~3% are visitors** to RWC

Over 70% stated they would be interested in commuting by a different mode if better infrastructure were available

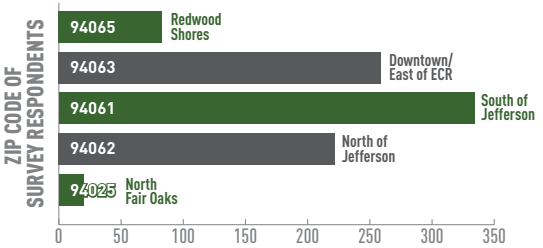
Biking, public transit, and private bus/shuttle were listed as preferred alternate commute modes

New or improved infrastructure was requested:
365 responses for pedestrian facilities
360 responses for auto facilities
350 responses for bicycle facilities
210 responses for transit service

Positive pins were placed most frequently for walking and biking

Negative pins were placed most frequently for biking and driving

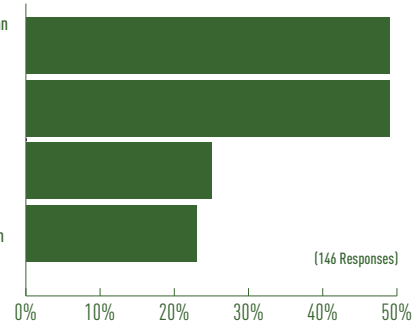
Downtown RWC, El Camino Real, and Woodside/ Broadway received the most comments



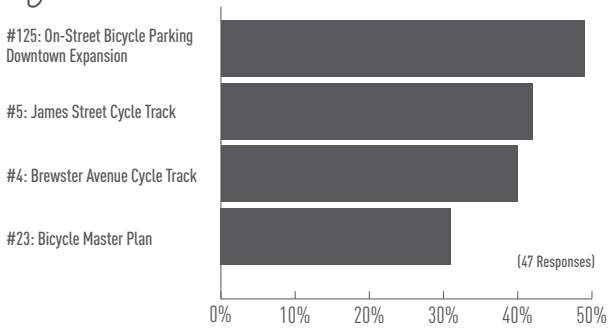
Note: Some respondents live and work or attend school in more than one Redwood City zip code.

SUMMARY FACT SHEET: **Draft Plan Survey Findings**

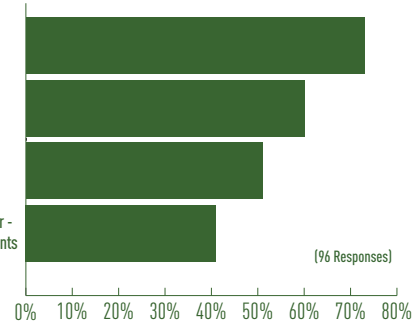
Favorite Tier 1 Projects



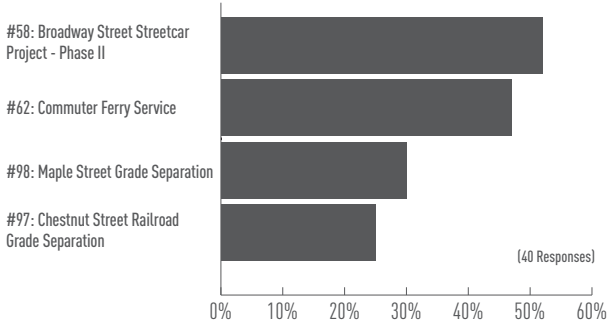
Projects That Should Not Be Tier 1 Projects



Favorite Signature Projects

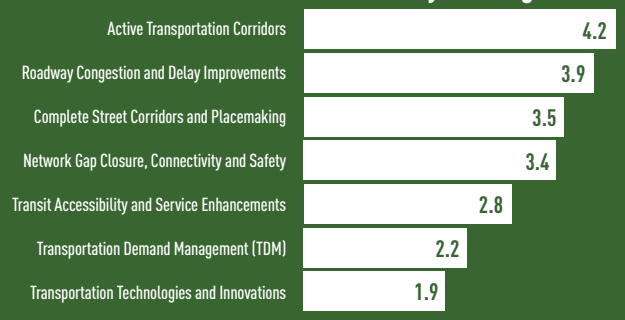


Projects That Should Not Be Signature Projects



Feedback on the Draft Plan was solicited through the Draft Plan Survey, which was available online from early November 017 to mid-January 2018 and at three workshops. The survey intended to prioritize and refine Tier 1 and Signature projects outlined in the Draft Citywide Plan.

Favorite Project Categories

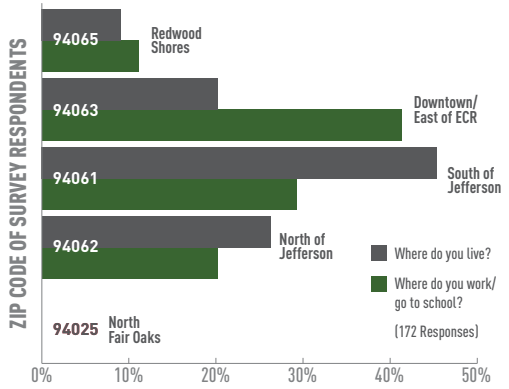


172 Redwood City residents, employees, and students **completed the Draft Plan survey**

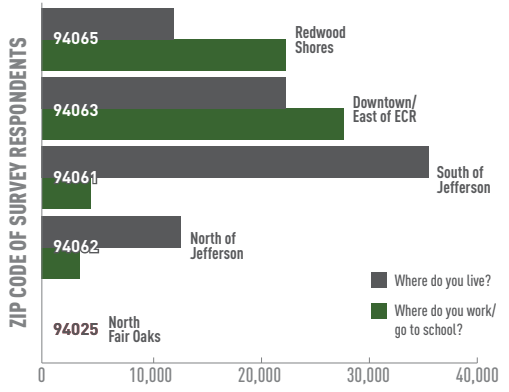
~90% live in and **~45% work or go to school** in RWC

75% of Draft Plan survey respondents **had not previously provided input on the project**

Draft Plan Survey Responses



Redwood City Population and Number of Employees

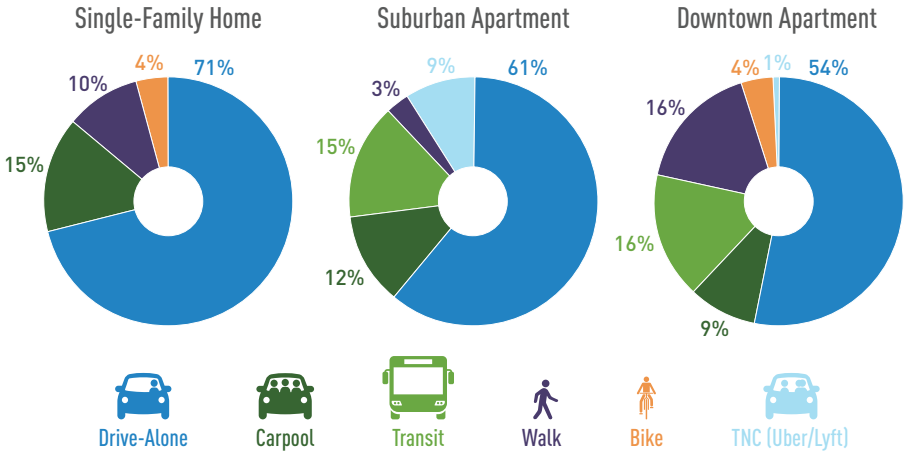


Note: Esri 2017 data by census block group. North Fair Oaks (94025) primarily includes residential areas of Menlo Park and would not accurately represent the North Fair Oaks area Draft Plan Survey responses includes feedback from workshops

SUMMARY FACT SHEET: **Mode Split & Trip Generation of RWC Land Uses**

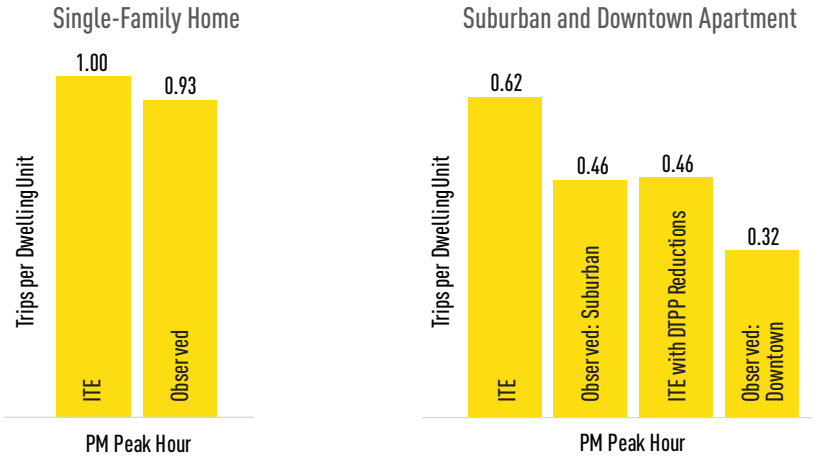
RESIDENTIAL LAND USES (PM PEAK HOUR)

MODE SPLIT



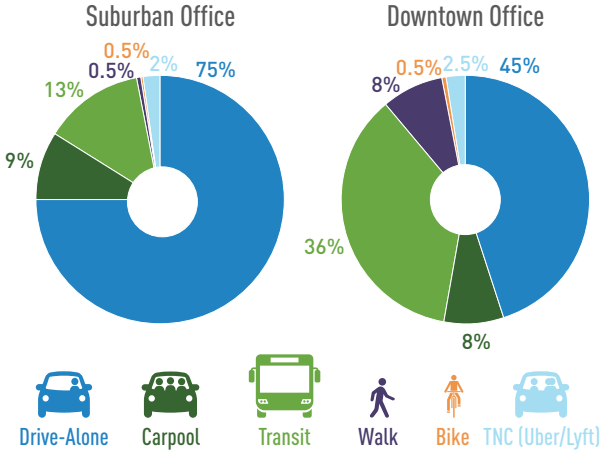
Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates; Fehr & Peers, 2018.

TRIP GENERATION



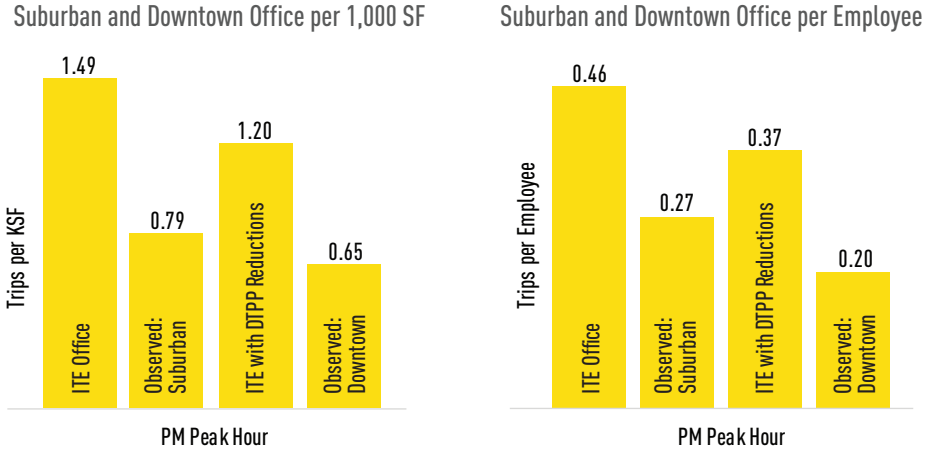
OFFICE LAND USES (PM PEAK HOUR)

MODE SPLIT



Source: Fehr & Peers, 2018.

TRIP GENERATION



Sources: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates; Institute of Transportation Engineers (ITE), 9th Edition, 2012; Fehr & Peers, 2018.

Notes:
- Data was collected in April, May, and December 2017
- Trip generation includes passenger cars/trucks, TNCs (Uber/Lyft) and employee shuttles
- Redwood City Downtown Precise Plan (DTPP) (2011) reduction: 25.1%
- Mode split is calculated as the number of trips of each mode compared to the total number of observed trips to and from the site