

Plan
BayArea
2040

Focus on San Mateo County

San Mateo County

Spring 2015 Public Engagement Open House Comments, by County

Open House: Wednesday, May 6, 2015
7 p.m. to 9 p.m.
San Mateo County Event Center, Event Pavilion, San Mateo

Goals and Targets Station Feedback

At the **Goals and Targets Station**, participants received information about the current goals and targets for Plan Bay Area, as well as the process underway to update them. Participants were asked to select their top three personal priorities from the list of current goals and targets for Plan Bay Area, and to post their other ideas on an adjoining additional board.

Below are the responses when tallied across the nine-county region, and the tally from participants at the San Mateo County Open House.



Question: Is anything missing from these goals? Below are responses from the San Mateo County Open House.

There are too many agencies (transportation) competing with each other.

Good jobs that Bay Area standard wages and benefits

Affordable public transit – \$8 roundtrip into SF is too expensive

Need to address water needs for the growing population and economy

Job creation. Living wage. Youth development.

How to incentivize more use of recycled water?

How many families should occupy one house? How many cars per house?

Where are we going to get the water for this housing?

Communicate with neighborhoods when projects will impact them.

Keep the culture of current communities the same in the midst of economic development.

Boost trips without car to 20% with specific goals for each mode.

Preservation of neighborhood culture and methods to combat residential segregation

How tech companies and other companies creating increases in housing and transportation need to be more a part of solution

More alternative transportation options

Slower population expansion

Development of a mandate that all new construction be 50% off grid renewable energy users: solar, wind

To create a continuous non-weather source of potable water: desalinization and/or sewer treatment to a level of complete reuse for non-irrigation purposes.

Less bus and train – more car friendly

Good jobs – area standard wages. Good jobs with benefits (a second person agree with this).

What about water resource? Where are we going to get enough H2O for all these people and businesses?

Parking: There has to be a way to reduce or eliminate "free" parking. Look at TransLink in British Columbia, Canada.

Economic vitality should include quality of job growth. Targets: count jobs created by capital and operation \$; type of jobs; wage range benefits.

Each city is development large projects and the cumulative impacts are not being analyzed on a regional level.

Solidify transportation agencies into 1 or 2; too many now.

Start planning businesses development (e.g., Facebook cannot move to Menlo Park without first planning for housing and transportation, etc.)

Economic growth requires a more sophisticated approach than 2% growth. The quality of the jobs, how the growth reduces economic disparities (that are huge in San Mateo County). The ability of workers to continually rise up the economic ladder and jobs that increase economic vitality.

We need a plan that addresses multiple issues: affordable housing, affordable transit, investment without displacement, economic opportunity, community power, good jobs with benefits

Question: What are the biggest challenges facing your community? The Bay Area?

Below are responses from the San Mateo County Open House.

Underfunded schools due to Prop. 13

Start planning or even requiring building upwards, vertically rather than keep expanding horizontally and occupying more land and displacing nature further. This is a more viable way economically, logistically, environmentally and better and easier to transport people.

Need second funding source for affordable housing

How can Bay Area facilitate more little home development?

Affordable housing within areas of economic development/locations of jobs (not in periphery of city)

Businesses near residential areas pay for employees parking; not allow for workers to park in residential area (a second person agreed with this).

Income inequality – not being able to live where you work. Inefficient transportation.

Providing adequate affordable housing

Affordable housing at all economic levels

Infrastructure expansion that meets and mitigates high density infill development. This includes Caltrans issues.

The SamTrans buses are too big and noisy on residential streets. Need smaller buses; the buses are empty.

1. Traffic congestion on 101 backs up traffic on local streets and creates spillover to local streets.
2. There is no funding for traffic calming from Caltrans on these impacts for local streets.
3. Traffic is in gridlock on 92 from Ralston to Delaware – it spills over to the exits and local streets.
4. There is no funding for traffic calming funds to address cut-through traffic from 92.

Receiving a wage to succeed in San Mateo

More creative solutions for affordable housing is needed

Need more bicycle infrastructure to get out of cars

Access to quality jobs with benefits and career pathways

Lack of housing near train station (Redwood City)

Rent increases going sky high; not enough low-moderate income housing

Too many poverty wage jobs – they are proliferating. Lack of access to skill-based workforce training that is tied to economic development and growth employment sectors

New development needs to be built to net zero for sustainability

Health, housing, workforce are inextricably linked. We should never silo these issues or think we can improve one without the others.

Affordable and safe housing.

Transportation access and costs. Better commute through Bay Area.

Living wages.

EVs are great for the environment but congest traffic (SOVs)

As an individual who does not qualify as low-income, I am wondering if we can leverage the success of tech firms to benefit the rest of the region.

Also, some tech firms have drive-away tenants that serve the community (i.e., restaurants, book stores). Wondering if there's a way to minimize these.

Question: What are your ideas for solving these challenges? *Below are responses from the San Mateo County Open House.*

Incentive for living closer to work place (i.e., a way to ↓ amount of Silicon Valley workers living in SF). This will ↓ housing and keep communities intact and reduce VMT.

The Plan should continue to focus on city-centered growth. Preserve our open space!

Need to speed up electrification of Caltrain and add more rail cars. (One other person said ditto to this comment.)

We need a regional government that has authority to make land use decisions.

Less high density housing. Build on open space.

Complete streets. Place matters. Actual affordable housing development. Facebook paying to make sure residents are not driven out of East Palo Alto.

Better integration of workforce and economic development with a goal of lifting workers off the bottom rungs and creating a skilled workforce pipeline to meet business needs. Raise minimum wages everywhere!

PBA should include a performance target that counts the jobs created by capital and operation funds.

Pay area standard wages and benefits.

Reduce the number of transportation agencies.

Make Clipper card easier to use. Have you read the FAQ?

Rent stabilization. Inclusionary housing.

The private sector needs to be a real partner for addressing affordable housing needs.

EV congestion – eliminate EV's from trip caps. Doesn't help congestion, but does help air quality.

Greater collaboration between the county and local government, school districts, business community and non profits.

Promote more local agriculture through off stream storage development of water resources.

The state must implement affordable housing policies to ensure funding sources for this need.

Need Dumbarton rail from East Bay to Peninsula to reduce vehicular use.

Consider commercial linkage ties for affordable housing.

Climate protection should provide the framework for making decisions in all other sectors.

Transportation Station Feedback

How should we support the mobility needs of Bay Area residents now and over the next quarter-century? The Transportation Station included displays about currently planned local and regional transportation projects (highways, public transit, bicycle/pedestrian, local road improvements, etc.). On an accompanying board, participants were asked to post ideas for new projects, then to share their biggest transportation challenges and offer solutions for improving their trips.

Question: What projects are missing? What would make it easier for you to get where you need to go? *Below are responses from the San Mateo County Open House.*

BART looping the Bay

Increase transit affordability

Increase ease of use for public transportation

Caltrain and BART expansion.

Public info campaign teaching people how to properly get on/off trains.

We need more feeder buses to and from the train and El Camino Real – to service homeowners, employees and school children in each community, San Jose to San Francisco.

BART/Caltrain/VTA expansion so that all counties are connected to a train system (Ex: Alameda County to Santa Clara County).

Transit Frequency

Transit Affordability

Transit: make it easier to use

101 South entrance at Peninsula Avenue in San Mateo

Local hop on and off jitneys/shuttle

23 projects for roads and highways, but only 13 for alternative modes of transportation.

Diamond lanes stop at Redwood City. Lanes were to expand to Daly City. Why has it not been extended?

BART should circle southern Bay Area – connecting to San Jose on both sides. Caltrain would still stay busy given the economic boom of the region.

Protected bike trails and bike boulevards

More sidewalks and street trees

More transit shelters

More street trees and pedestrian amenities

Fix 101 Peninsula Avenue exit in San Mateo

Transit to open space and parks

Improve the 101-92 Interchange

Run Caltrain more frequently and later in evening

Extend BART down Peninsula

More direct point-to-point public transport

More bike racks

Dumbarton rail – Need East/West connectivity

Less housing, less people, fewer streets, less traffic, saves water, saves mental health, jobs closer to home

Smoother links and fare payment between different transit agencies

Why aren't there more modes of travel going east-west from Hayward to Foster City? Bike? Rail? Ferry? HOV Lane?

Need one pass for multiple modes of public transportation (not Clipper). Easy to use.

Infrastructure expansion is not in sync with high density housing development. Cities should be required to mitigate all impacts to a level of C or better.

Need money for Dumbarton Rail – don't keep diverting money from it.

I understand the impractical aspects of a street car system, but using Europe as a model would allow the connection of the Peninsula cities and allow for easy ingress and egress along El Camino.

Free youth bus pass.

Need more money for bicycle infrastructure and implementation.

Better access to 101 southbound from Peninsula Avenue makes it safer and less pollution for north central neighborhood.

Lack of east-west public transport. For those working evening and night shifts, it's hard to take public transportation (reliable)

El Camino Real road diet - Burlingame

Complete Streets – Driver for local economic development.
 ↑ in safety for all modes. ↓ congestion.

Street cars

More trains for Caltrain

More \$ for bicycle improvements – make it easier for people to choose this mode

Pedestrian improvements to encourage more to walk

Dumbarton rail

Dumbarton rail is missing

Question: What are the biggest transportation challenges in your town? In the Bay Area? What would make it better? Below are responses from the San Mateo County Open House.

Near impossible to get to most of SF or North Bay by public transport.

Make sure Caltrain extension in SF gets done

Easier access to public transportation

Bicycle infrastructure to encourage and support large number of daily bicycle users

Electrify Caltrain

SamTrans does not have to be as unpleasant as it is

Provide more incentives for carpooling/vanpool between East Bay and Peninsula. Few people were interested.

Fragmented transit agencies; need one Clipper card for all transit operations around the Bay.

Bike safety everywhere

More public transit options between Hayward/East Bay and San Mateo/Peninsula. Expand BART/Caltrain, more buses, etc.

Bicycle and pedestrian infrastructure is not continuous

Smaller buses, more frequent, more local, where you can walk, jump on, jump off, walk, connect, jump on another bus to finish.

Traffic on El Camino

Better signaling throughout town

Better direct access to 101 freeway southbound from Peninsula Avenue

Highway 92 when an accident occurs eastbound will cause city streets to be so congested it can take 30 minutes to do a route that normally takes 5-7 on surface streets

Shrinking Delaware at 16th Avenue to one lane from two lanes

Better coordination between public transit systems so that transfers are easier

Put jobs AND housing near transit

Consolidate transportation authorities and systems. We don't need a BART and a train and trolleys. We only need one Metro system (efficient!) around the whole Bay Area and an efficient bus system.

And many more bike lanes!

Biggest Challenges: Very rapid development without appropriate investment/funding of transportation.

SamTrans commuters on 101 at Third Ave. use residential streets for commuter parking in San Mateo

Scarcity of reliable public transportation in San Mateo

Need more money devoted to bicycle infrastructure

Transit unification system – public transportation systems need to "talk" to each other and connect to each other

Need to create more jobs in San Mateo County for residents of San Mateo County

High speed rail; investment in transit

How to redevelop old industrial areas into redevelopment

Investment funds to develop real transportation improvements, not just "more buses"

On the board as not mappable Caltrain grade separation. No one can afford* it, but it needs to be done.
*Cap and trade?

Biggest Challenge in Pacifica: SR 1 Fassler to Westport widening. Poor design. No flexibility from Caltrans.

Coordinated and high quality customer service on bus system

Need smaller SamTrans buses on local streets – large buses are empty and too noisy

Looking Ahead Station Feedback

To plan for how best to invest in transportation and housing in the future, local agencies, regional agencies, private businesses and community organizations need information on what to expect: Who will live in the Bay area and where? Where will they work? What kinds of jobs and incomes will be available?

At the Looking Ahead Station, participants received information on how ABAG develops population and economy forecasts, as well as how past projections compared to actual numbers. Participants were asked to share their feedback on two key questions:

Question: **What possibilities most excite you (about the future of your community)?**

Below are responses from the San Mateo County Open House.

Affordable housing actually means affordable!

ABAG projections of growth for communities being greater than employment – what happens if the cities build for employees that do not have jobs when a recession, or more employment decreases occur?

Downtown area plans like South San Francisco that encourage area standard wages for developments

More awesome new neighborhoods like Bay Meadows

Better quality bus service and BRT

More family friendly, safe pedestrian, walkable bicycle access

Improving bicycle infrastructure. Healthy lifestyles.

More bikeshare all over.

High speed rail (go big) or Caltrain electrification (go smaller).

Extend BART more into San Mateo County.

Regional planning.

Greater county collaboration with our cities, school districts and neighborhoods

The driverless car (or bus)

Need more tiny house development

A robust transit system so I never have to drive again

Raising a living wage and raising the minimum wage

MTC should provide incentives to municipalities that are working on increasing economic prosperity (middle-wage jobs, living wages, minimum wages).

More attention to water and groundwater resources and recycled water opportunities.

Being able to take transit anywhere

What if Grand Boulevard had no cars? Just bikes, buses and pedestrians.

Cleaner air than when I was a kid in the 70s.

High speed rail

Bicycle access – update the region's vision and bar for bicycle friendliness

Lack of water. Lack of housing. Lack of transportation options.

Question: What concerns you about the future of your community? Below are responses from the San Mateo County Open House.

I will like to see more people working where they live as well as politicians working on the cities they govern, or try to

Extend BART or extend Caltrain into the hub where all the buses are; better unify and integrate the schedules

Need better bicycle infrastructure to get out of cars

The lack of infrastructure expansion to meet infill development (City of San Mateo).

2. Too many cars – not enough high quality transit options.

Need better and safer bike lanes.

I'm not too excited about overpopulation – loss of green space

PDA housing is not affordable

Two-tier government services

My son can't afford a house in San Mateo

Need inclusive development with affordable housing near transit. Protect against displacement of current residents due to rising land values and skyrocketing rents.

Lack a clear plan to move working families out of poverty

PDAs are displacing residents and new jobs are low-wage, which make it unlikely that current residents will stay.

Population density. Inefficient transportation. Insufficient housing. Big employers (Facebook, Google, etc.) moving in without proper planning for thousands of workers.

Water

State law and ABAG housing allocation coordination

Long, long commute times

Equitable job opportunities

San Mateo downtown is filthy. There are often piles of garbage and people sleeping as we would like to walk for coffee on Sunday. We go elsewhere.

Driverless cars will add massively to traffic congestion. They should not be permitted until driverless buses are all over the place.

1. Can't afford to rent an apartment, let alone buy.

Downtown parking a challenge

When big companies like Facebook come in, it displaces the local communities. Are there any discussions about housing, transportation plans associated with new business coming in?

Water

Single family homes with multiple families. Too many cars per family. Noise. Traffic.

Affordable housing in economic centers. Reduces need for last mile transportation options.

Not concern for welfare of activities for the people that live in San Mateo, only small amount

Lack of housing affordability

Income inequality

Very little discussion about use of our natural resources. We make all these plans but where will we get enough water, for instance.

Traffic (I had to use WAZE tonight on Glendora!)

Minimum wage is not living wage

The poor incorporation of transit-oriented development around long-standing neighborhoods.

No housing

Not enough new homes being built. Craze competitive and expensive housing market.

3. Need safe bikeways and encouragement.

Quality of life; unchecked development; unrealistic transportation planning/funding

Way too much housing, not enough roads.

Affordable housing

Low-income and middle-class residents being driven out of the Bay Area, yet still have to commute 2-3 hours one way to work in the Bay Area.

Jobs with wages in which you can afford to live in San Mateo County that gives you and your family benefits and retirement.

Loss of green space

Look at and implement SAMCEDA 1999 study to extend BART from Millbrae to Menlo Park

Long commutes, expensive rent/housing, displacement of families, more stress...not sure if I want to live here anymore!

Gentrification. Water.

ABAG's population forecast for Pacifica is way off. Too high! Pacifica hasn't grown in 2 decades.

Population growth will outpace the increase of infrastructure and housing needed

Low building height limits that negatively impact ability to provide higher densities along major transit corridors

Worried about ↑ density (Manhattan Zation) pushing out older established neighborhood of single family homes.

My teenagers can't afford to live here

Foster City: No school site.

Hard to take transit to BART. Need more frequent Caltrain and lot faster bus service.

Housing backlash

NIMBYS

Lack of funding for sustainable streets and traffic calming for neighborhoods

Feedback Via Written Comment Forms

Some participants submitted additional comments via a comment form available at the open houses. *Below are comments received at the San Mateo County Open House.*

I found the displays included too many words (descriptions) which seemed very idealistic and probably not too realistic. I'd like to see more visual illustrations and photos that encapsulate the basic concepts. Posters with mostly verbiage can be off-putting, especially to someone not familiar with PBA.

It would be more informative to general public who have not been involved before to have a general video and speaker for 20 minutes starting about 20 minutes after 7 pm to cover MTC in general. Then briefly explain that specific information is stationed around the hall with MTC or planning staff available for questions. Also emphasize that comments are welcome – see forms available. A county official should announce that planning agendas and council agendas are available if you contact your local city website.

We need feeder buses at local transit hubs to serve each community @ Peninsula as well as San Francisco and San Jose. Local buses should pick up school children and deliver to school, pick up commuters to transit and deliver back home at end of day. Need buses from transit to employment centers.

We need to applaud the cities that are making inroads on implementing the plan and support them as the NIMBY voice gets louder. Examples are everywhere. (Plan Bay Area awards?) We also need to do a better job of spreading the word that Plan Bay Area does make sense and is the right way to grow, especially with the drought issues.

All PDAs should include housing – a PDA without housing seems counter to all of our sustainability goals and to the objectives of SB 375 and AB 32.

Implement the Economic Prosperity Strategies! Always be mindful that a 5.4% unemployment rate in San Mateo County belies the double digit unemployment (and hopelessness) rates in East Palo Alto, North Fair Oaks, Daly City, South San Francisco which have persisted for years.

Misleading statistics re: San Mateo County employment. Yes a 5.4% unemployment rate, BUT 42% working families in San Mateo County do not earn enough to meet the self-sufficiency standard = not earning enough for housing, food, health, childcare, etc. A significant portion of San Mateo County's workforce earns under \$10/hour. And this number is increasing. Working poor with no help in sight.

Make it easier and affordable for families with small children and seniors to navigate and connect to different modes of transportation to get to where you need to go.

Affordable housing info on boards is mil. Need to have percentages shown also on all types of housing.

Transportation planning –public and personal – needs to be far more regional. It is incredibly time-intensive to get to San Francisco or North Bay by public transportation (I am not commuting so I am personally speaking of shorter trips). A car ends up being the only practical option. This is so frustrating.

The Grand Boulevard Initiative and mixed-use housing are creating a monotonous, character-less tunnel along the El Camino Real. It would be better to have taller buildings with smaller footprints so people can see some blue sky. The stores promoted should be locally-owned, not chains. Housing should be for local community members, not techies.

Travel analysis zones and traffic projections are too skewed toward car travel. Please use new methods to take into account trip VMT reduction trends and programs. Plan for what we want and let traffic be congested so that people change modes and market solutions emerge.

The photographs in the last plan were skewed heavily toward bicycling and walking. And very few showed highways and interchanges. Yet the \$ invested in new projects was greater % for highways than bike/walk. Please index the % of photos in the new plan to the % of \$ per mode depicted.

In the pursuit of getting people to live closer to work, the missing element is quality of schools. People choose their housing based on quality of schools. A method that incentivizes housing change by making special funds or improvements to schools could shift people's transportation and residence behaviors. School quality should be added to the conversation even if it's beyond the current scope.

Please conduct outreach "on the street," i.e., at a SamTrans bus stop (or on the bus) to get comments from people who are truly affected by the system's problems.

Please ensure that funding for projects reflects the sustainability goals to an accurate degree, i.e., highway projects should not get 90% of the money.

Need more exhibits and even lecture or PowerPoint presentation for introduction into Plan Bay Area.

I am extremely concerned about how Plan Bay Area will protect against displacement of current residents, especially within PDAs where focused public investment has and will continue to increase property values and accelerate the already runaway high rents. San Mateo County is already in the grips of a displacement crisis with vulnerable populations like lower-income families, fixed-income seniors, and the disabled bearing the brunt of the problems. Without strong anti-displacement protections — such as conditioning PDA funds on the integration of tenant protections into local codes and planning processes — Plan Bay Area will only lead to even more rapid displacement due to skyrocketing rents and no-cause evictions (which we are seeing in larger and larger numbers). Plan Bay Area MUST account for the displacement pressures that it exerts.

Good Jobs: The current Plan Bay Area only sets goals for overall economic growth. Without considering what kind of jobs that growth is generating, Plan Bay Area 2.0 should include goals and performance targets for creation of living-wage and middle-wage jobs.

Anti-Displacement: Plan Bay Area 2.0 should strengthen protections that help stop lower-income and middle-income families from being driven out of the Bay Area.

Where is "Preservation of Private Property Rights" as a goal? Taxpayer \$ is expended on 4% of the property in the Bay Area to develop high density housing. How about subsidies to encourage high density housing on the other 96%? Don't see a goal to "respect community desires concerning density, traffic and development!"

Need funding for 101 South entrance/exit at Peninsula Avenue in San Mateo.

Local streets and neighborhoods in San Mateo are impacted by gridlock on 101 and 92. These neighborhoods are located near the entrances of 101 and 92. They include Central, North Central, Shoreview, San Mateo, Glendale Village, Sugarloaf. There is no funding for the impacts that Caltrans brings for mitigation.

The Google buses and large semi trucks are cutting through local residential streets using shortest route via GPS or apps.

Are the SamTrans parking lots on a website so that commuters from other cities do not use residential streets?

Is there an analysis of how many vehicles are in each of these TOD developments in each city? There are cumulative impacts that feed into 101/92/San Mateo Bridge/Golden Gate Bridge/Bay Bridge/280.

We need more funding for sustainable streets, complete streets, traffic calming, implementation of Bike Master Plan and Pedestrian Master Plan.

We need Dumbarton Rail from East Bay to Peninsula to reduce vehicular traffic.

We need electrification of Caltrain sooner than later — more rail cars.

Better connectivity of different modes of transportation — too many transportation agencies competing for funds.

Developments are not being built to net zero standards like PAMF (Palo Alto Medical Foundation).

Need more representations from low-income communities and communities of color here...Why isn't this open house held at East Palo Alto or North Fair Oaks?

We need more in-depth discussions about what transportation and housing should look like. Post-its are not enough to capture our thoughts and ideas. I'd propose focus groups in as many cities as possible.

Need to physically connect PDAs with PCAs via transit. People in high density areas need places to recreate close by or a way to get to that open space we're protecting. Consider open space as a key service that transit needs to serve. Subsidize? Integrate PCAs better into the Plan. They're too important to the quality of life in the Bay Area to be left over bits of the Plan.

Sustainable SMC Indicators: Commute = 40%

Median monthly = \$3500 > 2BR Rent

None of the PDA housing being constructed in San Mateo County is affordable. New incentives to create affordable housing are needed since redevelopment taken away by state.
