

Date:

January 10, 2012

Location/Venue:

The Hiller Aviation Museum
601 Skyway Road, San Carlos

Attendance: 92

(Note: not all who attended registered or participated in voting during all workshop segments)

Format: Public Workshops included an opening plenary session featuring remarks from elected officials and a short video on Plan Bay Area. Participants were then asked to rotate between three stations: Transportation Trade-offs, Land-Use/Quality of Complete Communities, and Open Comments.

Transportation Tradeoffs Priorities Results

Transportation Investment Priorities

Participants were given ten options for investing future transportation funding and asked to select their top five priorities. One option was “other” to allow participants to write priorities not already listed on comment cards.

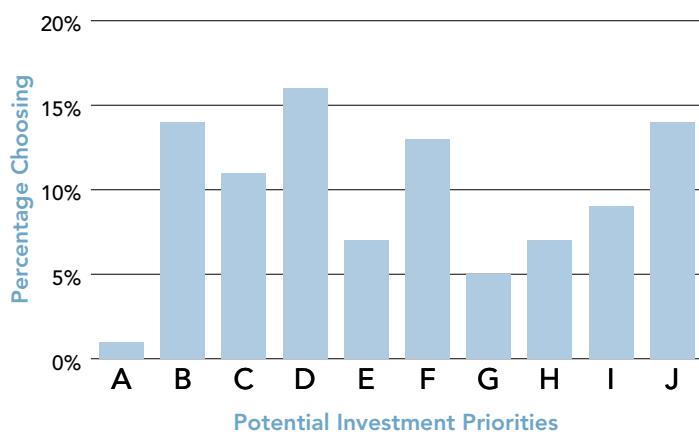
Rank Priority

- | | |
|---|--|
| 1 | D. Maintain highways and local roads, including fixing potholes |
| 2 | B. Expand bicycle and pedestrian routes |
| 2 | J. Other |
| 3 | F. Provide financial incentives to cities to build more multi-unit housing near public transit |
| 4 | C. Extend commuter rail lines, such as BART or Caltrain |
| 5 | I. Invest in improving speed and reliability in major bus or light-rail corridors |
| 6 | E. Provide more frequent bus service. |
| 6 | H. Increase public transit service for low-income residents who do not have access to a car |
| 7 | G. Fund traffic congestion relief projects, such as adding turn lanes on roads, or reconfiguring interchanges and on-ramps near highways |
| 8 | A. Increase the number of freeway lanes for car-poolers and bus riders |

Other/Written Comments

(sampling of comments)

- Encourage high speed – non-stop demand transportation systems, like ULTRA (Heathrow) and Skytran of Nasa Ames. Market based business models should be introduced.
- There is virtually no benefit or return to building bicycle facilities.
- Increase gas tax to fund transit.
- Remove HOV lanes. Taxpayers have paid for them already. Multi-people in a car have the benefit of sharing the gas cost. They should not be given the reduced travel time since everyone paid for the HOV lanes. Too many cars idle while HOV moves along. More emissions generated by the slowed cars.
- Build more freeways.
- Funding should be based on usage. Don't use car taxes for bikes and buses and trains.
- Extend traffic turn lanes and lights for smoother traffic flow.
- Direct funding to maintain Caltrain existing routes.
- Make sure Caltrain has money to keep running! (and maybe even increase frequency).
- Strategies to support (subsidize) use of public transit by students, low income community members, seniors



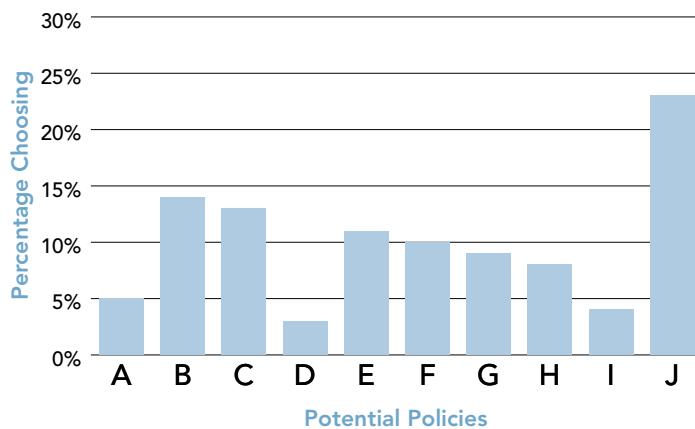
San Mateo County – San Carlos (continued)

Policies to Reduce Driving And Emissions

Participants were given ten options for investing future transportation funding and asked to select their top five priorities. One option was “other” to allow participants to write priorities not already listed on comment cards.

Rank Policy

1	J. Other
2	B. Complete the Regional Bicycle Network
3	C. Expand the Safe Routes to School/Pedestrian Network
4	E. Expand Electric Vehicle Strategies
5	F. Develop Commuter Benefit Ordinances
6	G. Increase Telecommuting
7	H. Institute Parking Surcharges
8	A. Encourage “Smart Driving”
9	I. Set Freeway Speeds at 55 mph
10	D. Increase Vanpool Incentives



Other/Written Comments

(sampling of comments)

- Stop using carrot/stick strategies.
- Let the market decide.
- Build more freeways.
- Gas tax for transit to reduce driving.
- Increase speed limits like Texas did.
- Encourage employment opportunities with transit services.
- More free parking.
- Develop disincentives for driving e.g., reduced parking requirements on office parks.
- Additional road lanes without restrictions on HOV/EV/carpool/etc.
- Synchronized traffic signals and systems.

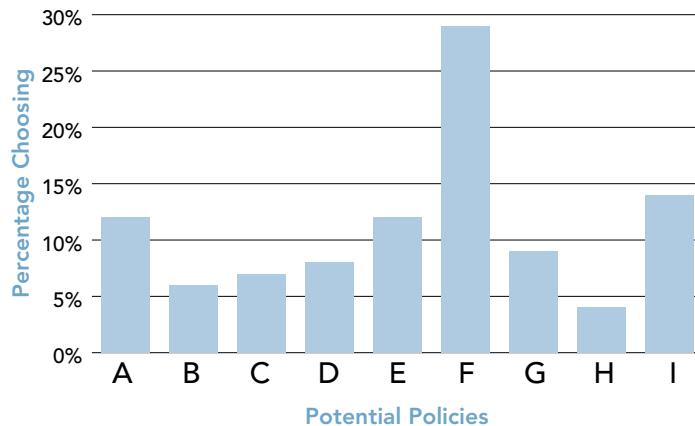
San Mateo County – San Carlos (continued)

Policies Regarding Public Transit

Participants were given nine options for policies regarding public transit and asked to select their top four priorities. One option was “other” to allow participants to write priorities not already listed on comment cards.

Rank Policy

1	F. More frequent and faster transit service
2	I. Other
3	A. Better timed connections
3	E. Fixed price monthly pass valid on all trains, buses and ferries.
4	G. Better on-time performance
5	D. Standard fare policies across the region
6	C. Cleaner/new vehicles and cleaner stations
7	B. More real-time information
8	H. More customer amenities such as WiFi on buses and trains



Other/Written Comments

(sampling of comments)

- Improve freeway signage to make it quicker to get to destination.
- No high density housing villages.
- Lots of free parking at shopping centers.
- Repair highways and freeways to improve gas mileage.
- Make car transit easy.
- Rapid transit bus systems (Real).
- Need to prove that current systems can be operated profitably and efficiently without continually robbing the customer's wallet without adding more transit. Caltrans and VTA are not.
- Public transportation should be paid for by users.
- There is no public transportation system in California that sustains itself. Solve that problem first.
- Public-private partnership of transit. Reduce tax subsidies and use innovative transit systems like Skytran.

Land Use/Complete Communities

Complete communities are places where transit, jobs, schools, recreation and stores are located within walking distance and help bring the community together. New development (housing/land use) and transportation investments need to be designed carefully to maximize benefits for residents. Workshop participants discussed the quality of complete communities, whether jobs and housing are converging in the right places in their counties and whether this convergence can support greater access to jobs and housing, particularly for low- and moderate-income populations.

Sampling of Comments

- Need to implement policies to ensure more affordable housing near jobs. Focus on economic development to help eliminate long commutes. Avoid gentrification, concentration of resources pricing out low-income workers.
- Significant potential development areas in San Mateo County that are not along El Camino Real such as Shoreview, Baywood, Coastside, etc. also need affordable housing, employment and transportation options.
- All levels of housing need to be built near affordable transit options. More mixed-income housing and TODs. Build balanced communities.
- There needs to be more of an effort to locate employers and mass transit together.
- Increased transportation and density along El Camino Real - has capacity for more growth. Identify more PDAs or growth opportunity areas (e.g., Belmont).
- Pay attention to the county's coastside area, which needs smart growth - better infrastructure, good schools and good transit. Need to consider what will work there, avoid disenfranchising area.
- Good schools are also an important improvement to communities. Concerned that higher density and/or low-income housing will negatively affect the quality of schools.
- Some participants also expressed concerns regarding property rights, preserving the character of their communities and affordability/funding for Plan Bay Area.