

## Santa Clara Workshop — April 21, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(A.) Additional comments to population distribution in your county.

Is the scale and magnitude of growth appropriate for where you live?

| MEETING | COMMENT   |
|---------|---|
| SC      | Currently, a bit too dense  |
| SC      | Yes   |
| SC      | Almost accurate. Although it should also look at job growth.  |
| SC      | Wrong. Density on El Camino corridor is inappropriate - inadequate transit.   |
| SC      | Greater use of under-developed sites by trans   |
| SC      | Blighted sites combine with smaller sites   |
| SC      | I would like to see the downtown area grow. Have more parking available   |
| SC      | High density in corridors but also have options for single family homes; need choice for life stages i.e. yuppie, family, empty nesters, and seniors  |
| SC      | Too much growth - too much impact on traffic  |
| SC      | Growth needs to account for people's preferences  |
| SC      | Yes, I like the low density nature of my community. Growth needs to be balanced with a range of diverse housing options not just high density   |
| SC      | Good where it is. Well, more density and more open space perhaps, but same overall density  |
| SC      | Need to see job growth areas to see how that matches w/population growth areas and transit services.  |
| SC      | More growth along El Camino   |
| SC      | I attended 2030 & 2035 with same growth planned. I have not seen that growth.   |
| SC      | Doesn't relate to job growth.   |
| SC      | Palo Alto should be employment center -- housing focus should be in more affordable locations (e.g., Redwood City, E. Palo Alto but accessible to train stations.   |
| SC      | Amount of (pop) growth in North Bayshore area seems out of line with city's plans.  |
| SC      | When population, services retail, jobs balance then transportation local planning needs to reflect their objective to keep transportation costs down. Example Shoreline area, Mountain View.  |
| SC      | Employment centers shouldn't exist without housing unless it is a factory, or UPS Ctr.  |
| SC      | Good idea to fill in Northern San Jose (solid purple)   |
| SC      | Very confusing -too many categories that aren't very clear-for example, what are residential density levels in each category  |
| SC      | I should be able to work in more transit neighborhoods.   |
| SC      | I would like the proposed large employment center near 101 & 237 to be a suburban center with some new housing & mixed use-only believe smaller areas should be employment centers to prevent long commute traffic. Large number of place types somewhat confusing.                 |
| SC      | No (scale not appropriate)-would prefer to see more density .   |
| SC      | Curious to see why the major population growth is not focused on downtown San Jose. this scenario could only occur if BART comes to San Jose.   |
| SC      | How will density increase in Palo Alto? There are few "Growth Opportunity Areas" shown. Won't we need more apartments (and bigger schools) where we now have only single family homes?  |
| SC      | Some people beg the questions and say your growth estimates are too high. Assuming they're true, Palo Alto with grow before Atherton, Portola Valley, & Woodside, I guess. Good Luck.   |
| SC      | Overall: concern that we need to push for policies that <u>limit</u> growth rather than "accommodate" it.   |
| SC      | Suburban South Palo Alto could add a few more housing units-but it would better be (?) adding "granny units" & allowing more 2 family and coop-owned homes. in other words, increase density slightly without paving over more land or over-burdening schools & parks.              |
| SC      | A. "yes" to Is scale of growth appropriate for area where you live  |
| SC      | Need more intensity near pubic transit-both jobs and housing.   |
| SC      | Housing near transit needs to be affordable for most workers too.   |
| SC      | Too crowded, transportation situation is very bad. The scale and growth overwhelm current capacity.   |
| SC      | I would love to see more walkable, bikeable streetscape with interesting shops/restaurants/stores and parks/open spaces preserved. I would like to see 5-6 story buildings with neighbors comfortably walking down the street or taking convenient transit, balanced with greenery. |
| SC      | Very appropriate (scale) - would be nice to have close access to public transit   |

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| MEETING | COMMENT  |
|---------|--|
| SC      | More pedestrian plazas   |
| SC      | Zoning is a big issue. multifamily or town houses will often require rezoning.   |
| SC      | I guess.   |
| SC      | Would like to see better commute options.  |
| SC      | Will show more of bordering areas in San Mateo & Alameda Counties. Example: need context for other end of Dumbarton Rail & BART to San Jose, where I live a (?)  |
| SC      | Yes.   |
| SC      | Yes-encourage high density along transportation corridors.   |
| SC      | Distribution of population growth in northern part of county seems low.  |
| SC      | A lot of the growth is projected for San Jose & Milpitas, particularly E. San Jose. Why?   |
| SC      | Some of the growth projected near freeways & other areas of elevated air pollution> how do we address this conflict?   |
| SC      | These cards are really unhelpful.  |
| SC      | Place Types did not seem to ring true/not reflect many neighborhoods.  |
| SC      | The magnitude is appropriate   |
| SC      | More growth can be accommodated in downtown San Jose, especially near Diridon.   |
| SC      | Yes, I live in rural Santa Cruz mountains and work in North downtown san José/both areas appropriate.  |
| SC      | Found the map did not have enough detail to make a good answer.  |
| SC      | There should be very high percent population density increase all along all rails & light rails.   |
| SC      | I think that scale and magnitude of growth is for the most part appropriate for where I live (Sunnyvale). Many houses in Sunnyvale are big back yard houses but I would like to see more condos, apartments, townhouses, |
| SC      | Downtown San Jose could/should take on more density to support transit. Camino Real could densify.   |
| SC      | a) no b) yes   |

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#### Step 1: County Growth and Place Types

(B.) Thoughts and comments about **place types** in area closest to where you live or work

| MEETING | COMMENT  |
|---------|--|
| SC      | Mixed use corridor at low scale & density  |
| SC      | The place types don't match the location where I live. My location is very suburban with little or no services.  |
| SC      | None of the pictures match; none are attractive. Mixed use corridor is closest.  |
| SC      | Mixed use corridor — more incentives from city   |
| SC      | Rural mixed use corridor   |
| SC      | Downtown, high density housing for seniors and empty nesters, and 20-30 age without children.  |
| SC      | I live in a relatively dense area and question if more density will work   |
| SC      | Work in an urban neighborhood. In this job market I have to commute to be employed.  |
| SC      | What a silly question. I want a system not a façade.   |
| SC      | A downtown or regional center may accommodate a great variety of uses & place types. Same for a major corridor plan like SBI.  |
| SC      | Shoreline Business Park shows high density of residential housing.   |
| SC      | MTC should stop spending money on EV and focus on real strategies. EV may be a sound solution to energy and air quality issues, but it won't solve the transportation and land use problems. Let's face the real problems rather than avoiding them.   |
| SC      | Palo Alto-downtown should be "employment center" not transit town center — reduce housing  |
| SC      | The place types did not include single family ranch homes that make up a lot of the Bay Area housing stock.  |
| SC      | Urban development should not be created at the price of destroying our older neighborhoods and vintage home. Preserve our history and the charm of older buildings.  |
| SC      | We are noticing considerable traffic increase as a result of housing in last 5-10 years and growth in housing in hills that comes down a few corridors to the freeway. It is becoming a serious quality of life factor.  |
| SC      | I don't think it makes sense to classify all of North San Jose as a Regional Center-It's impossible to sustain that kind of intensity over large of area. Suburban Center seems more appropriate.  |
| SC      | Need more services   |
| SC      | I live in Palo Alto and I would like it to be <u>more</u> urban  |
| SC      | Mountain View -- The photo is accurate but I would like to see more activity i.e.; businesses.   |
| SC      | Transit town center does not look like much of a town or a center, although some parts of MV are more urban.   |
| SC      | City Center-where I work.  |
| SC      | Urban Neighborhood — what I am hoping my neighborhood will develop into (mid-town San Jose near Diridon)   |
| SC      | Mountain View shoreline area is shown as a suburban center growth opportunity area. Add more housing with strong transit links to shopping center areas. <u>Include local shopping (groceries, etc.)</u>   |
| SC      | I like diverse urban neighborhoods. In Boston I lived in Jamaica Plain, Berkeley, N. Oakland mix. I don't live or work in such a space because its rarity here. Would prefer that I did.   |
| SC      | Moffet Field area. "Google area" >Mt. View east of Bayshore> currently office parks-proposed housing "suburban center" opportunity. This could be a good idea, but there isn't any rapid transit nearby. Housing intermixed with these employment places <u>could</u> reduce traffic & encourage walkable neighborhoods. |
| SC      | What is the projected price of gas expected in the current plan?   |
| SC      | I live close to downtown/Mt. View. It's very nice in general but needs more higher density housing-why not go much higher for buildings. Way to expensive, too.  |
| SC      | Live, work commute is a nightmare.   |
| SC      | My work is a cross between rural town center & transit town center & rural mixed-use corridor. It is mostly suburban.  |
| SC      | More public transit  |
| SC      | Rural mixed (?) corridors: not to dense but close enough to public transit and available area to bike.   |
| SC      | Palo Alto seems to be trying hard to do transit oriented development. The current uncertainty is not Caltrain funding undermines this work.  |
| SC      | Cupertino Suburban-you have to drive everywhere, some bikers.  |
| SC      | The space is very appropriate. Downtown San Jose has urban housing. Also, has developed housing for low income and collage housing, museums, parks.  |
| SC      | Partner & I are both from Cupertino & it should be coded expecting to build out at new Apple Campus centered at Wolfe Rd, & I-280.   |

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*Step 1: County Growth and Place Types*

(B.) Thoughts and comments about **place types** in area closest to where you live or work

**MEETING COMMENT**

|    |  |
|----|--|
| SC | Different place types & pictures seem ill defined or inconsistent.   |
| SC | Live in Palo Alto, could see more density-now planned as a transit town center and transit neighborhood.   |
| SC | In my neighborhood there are a lot of churches with huge parking lots-the space is under-utilized.   |
| SC | San Jose regional center is appropriate. Mountain View downtown transit center.  |
| SC | Regional centers & city center (for DT San Jose) appropriate   |
| SC | This is what happens when planners have too much time! This is stupid-you're trying to give my neighborhood a place type -- it doesn't really match these cards. You can't squeeze a square peg in a round hole. Avoid the names! Why not let us describe our neighborhood without so many cards to choose from!   |
| SC | Live in a low-density suburban neighborhood. Single family homes & some slightly higher density town houses. None of the cards (city center transit town ctr., etc.) reflect where I live. (now retired)   |
| SC | It's a bit difficult to decide and narrow down the place types that we actually live in. Doesn't reflect entirely. I assume I live in a city center or regional center however transit isn't as developed (downtown san José)  |
| SC | Neither the area of home or work is reflected in the visualizations. The density needs to increase. No public transit is available.  |
| SC | Need transit oriented jobs   |
| SC | Parts of downtown San Jose might be better classified as urban neighborhood rather than regional or urban center.  |
| SC | Place types are fairly well balanced.  |
| SC | Live near Saratoga Ave. in San Jose. Area could be developed into an urban neighborhood.   |
| SC | The high rises are nice landmarks & do not seem to create traffic jam. Los Altos Hills was a very lonely neighborhood.   |
| SC | I live off El Camino and Mary Ave. close to the downtown area. I think Sunnyvale is doing a good job for high density buildings in downtown and better for people to get around on bikes and by foot (pedestrian overpass on Mary Ave. over 280, adding bike lanes on 280) I feel like the exit and entrance ramps for freeways that are in that area could be safer for pedestrians and bikers. for example when going on El Camino over the 85 on ramp and exit ramp if you are on a bike you are pretty much stuck in the exit entrance ramp or between the exit entrance lane and the lane going straight. Also more bike lanes on Mathilda between 101 and el Camino. |
| SC | In Los Gatos the local transit if more frequent i.e. ea. 5-7 min might get the population out of their cars-especially kid & older people commuters could link up easier to transit/rail w/o having to park a car at the station.  |
| SC | Urban/Mixed--Diridon/Cahill Park   |

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#### Step 1: County Growth and Place Types

(C.) What resources do you think would be needed to support growth and high-quality development in your community?

| MEETING | COMMENT  |
|---------|--|
| SC      | More retail, groceries, shopping   |
| SC      | If cities, through general plans, are doing better zoning and providing density, then it should be supported   |
| SC      | Faster approvals, infrastructure improvement by local city, easier rules   |
| SC      | Better transit, more retail and entertainment  |
| SC      | Promote job density  |
| SC      | Don't worry about individual communities jobs/housing imbalance  |
| SC      | Encourage firms to do telecommuting  |
| SC      | Balanced jobs:housing ratio  |
| SC      | I support high-quality development, but not growth   |
| SC      | Streetscape & local road improvement may make the most difference immediately in people's daily lives. They see a real difference.   |
| SC      | Improved mass transit.   |
| SC      | Support from governments at all levels (permits & publicity). Financial support from governments and all types of forum, foundation & individuals.   |
| SC      | Schools  |
| SC      | Family-friendly services   |
| SC      | Banks to begin making construction loans.  |
| SC      | Fund Caltrain!   |
| SC      | Transportation to push some housing back to less developed areas.  |
| SC      | Walkable neighborhoods with needed resources nearby wherever neighborhood is located.  |
| SC      | Public transit to link all neighborhoods--for example-hills to (?) centers, etc.   |
| SC      | Updated general plans to reflect what must be done to reduce transportation needs.   |
| SC      | Close neighborhood street to cut-through traffic. In downtown Palo Alto, for example, this would make it safer & dissuade driving  |
| SC      | What do you mean by high quality?  |
| SC      | More transit!!! And more transit choices. South county will have rail-needs to reflect growth.   |
| SC      | Complete streets; high quality bike lanes, put streets on(?) -charge for parking; a regional parking policy should be crafted to level the playing field.  |
| SC      | Public support, Council support, Education   |
| SC      | Thought change' on how people move about. Cultural shift from individual car-based development to more mass transit, alternative transit and moving people away from cars exclusively.   |
| SC      | Tax gasoline for revenue, subsidize transit.   |
| SC      | A change of heart.   |
| SC      | 1)Any infill development must be paired with access to <u>nearby</u> open space/park land/urban agriculture opportunities.   |
| SC      | 2)Building a whole new regional center in the North First St. corridor of San Jose seems surprising & dangerous in light of potential sea level rise.  |
| SC      | Seeing a detailed list (benefit scenario breakdown for various types of development)   |
| SC      | Research & development of computerized modes of transportation. Cars & trans & roads are pre-computer age technologies. They are extremely time <u>inefficient</u> and roads/cars will have huge numbers of people every year. It's time to computerize transportation-no more human drivers of cars, trains, etc. Develop & deploy <u>podcars</u> (PRT) |
| SC      | Change attitudes of community to accept more density near transit .  |
| SC      | Improve existing transit greatly.  |
| SC      | Stable funding.  |
| SC      | Transit and affordable housing highest priority.   |
| SC      | Better road, more local shops and better community centers.  |
| SC      | Community gardens & farmers market.  |
| SC      | Bus rapid transit/bicycles/walkability.  |
| SC      | Interesting grocery stores, shops, cafes, rooftop gardens or view of high buildings.   |

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| MEETING | COMMENT   |
|---------|---|
| SC      | Local community support; more pedestrian plazas   |
| SC      | A rational plan for high speed rail in the Peninsula, which could catalyze changes towards transit oriented development all along the peninsula.  |
| SC      | Better understanding of the <u>public</u> of benefits of density (is fear of congestion) such as lowered trans costs, ability to support local commerce, aging in place, etc.   |
| SC      | Very suburban so hard to say. More mixed-use buildings or areas maybe. Better transit. I've only ridden the bus once in Cupertino.  |
| SC      | Transportation  |
| SC      | Housing   |
| SC      | Travel opportunity  |
| SC      | Schools   |
| SC      | Activities  |
| SC      | YMCA  |
| SC      | Existing transit is poorly planned and executed. Funding is inadequate to support an urban environment and reduce congestion. Transit service to major destinations is haphazard (colleges, medical centers, shopping centers, sport/entertainment venues, airport. |
| SC      | Development needs to take into consideration infrastructure needs/schools/resources. This is often overlooked leading to excessive traffic/crowded schools etc.   |
| SC      | Compact land use planning. Focus on transit, bicycle and pedestrian-design, connection between land uses.   |
| SC      | Funds for affordable housing & helping small local businesses continue to thrive.   |
| SC      | Helping to avoid displacement with investment.  |
| SC      | More \$ for transit   |
| SC      | Resources are there, political will isn't. Height & Density restrictions impede "urbanization" as do excessive parking requirements.  |
| SC      | Transportation Hubs/access to working environment <u>and</u> residential having more options at various times. Safe pedestrian/bike routes.   |
| SC      | Linking development to less developed areas.  |
| SC      | Well lit bike paths and streets in less developed areas create safety .>encourage more walking & biking.  |
| SC      | Frequent Transit  |
| SC      | Transit   |
| SC      | Improved streetscape in downtown  |
| SC      | Resources to develop town based codes/specific plans.   |
| SC      | Resources for new kinds of bike infrastructure (use Europe as an example)   |
| SC      | Affordable housing  |
| SC      | Transportation, access to jobs/services/shopping  |
| SC      | Widen the sidewalks for walking   |
| SC      | Median with tree canopy,  |
| SC      | Bike lanes  |
| SC      | Narrow streets/street calming.  |
| SC      | The will to accept them is most important-we need funding to educate the public-more of this type of event!   |
| SC      | I'm afraid of too much emphasis being put on high quality. I watched examples of affordable housing, award winning, at an AIA convention-but the poor thing has only 16 units!!! Not even a dent in the need.   |
| SC      | Places to build high density; houses that don't contribute to urban sprawl.   |
| SC      | Community charrettes to show impacts of sprawl versus benefits of dense urban development (thoughtfully designed with green spaces) to help people accept higher density in their neighborhoods. A "you choose your community" event!                               |
| SC      | Education. The pictures used in Greenbelt's talk were excellent in expanding my idea of "possible." She showed the area "today" a rendering of more development (wide sidewalks, etc.) and 3rd level w/buildings pulled up to sidewalk.                             |
| SC      | Better transportation-extend BART to San Jose; Extend Light Rail  |

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### Plan Bay Area Participant Comment Sheet

#### Step 2: Transportation Investment Strategies

Comments about top transportation investment strategies

| MEETING | COMMENT  |
|---------|--|
| SC      | Unless adequate transit is provided and maintained, regional transit oriented development will fail  |
| SC      | Even with high density near transit centers, vast majority still will drive  |
| SC      | Hub & Spoke development allows "village urban centers" and reduces overall transit time. Also, allows the user to choose "long-haul" vs. "last-mile" independently   |
| SC      | Don't assume the technology of 2011 will be the same technology of 2030. Don't build a solution for 2020/30 assuming technology of 2010/15   |
| SC      | Also, look at demographics trends, avg. household sizes (getting smaller) and home ownership rates vs. rent (decreasing -> increased residential mobility)   |
| SC      | Support the existing system, don't build more; maintain existing infrastructure  |
| SC      | Use technologies better  |
| SC      | Make transportation and options efficient  |
| SC      | Keep transportation \$\$ for transportation; find other funds for housing  |
| SC      | Common rail tickets for all trans.   |
| SC      | Public funds needed to support affordable housing and effective transportation   |
| SC      | No more expensive light rail; bus rapid transit with shared right of way with carpools   |
| SC      | Generally, this exercise seems skewed to encourage higher density choices. Not enough detail on the process selections   |
| SC      | Assumes want higher density and that if built would somehow stop adjacent communities from building low density -> not correct   |
| SC      | Traditional rail systems, bus and highway, all have disadvantages and are inadequate transit improvement   |
| SC      | Consolidate the 27 bay area transit agencies.  |
| SC      | How will MTC handle the growth of Silicon Valley and the impact to US 101 & I280?  |
| SC      | Transportation strategies need to support how land is used. More better public transportation in a more urban environment will decrease dependencies on cars.  |
| SC      | Need to balance the needs of future growth and existing population and jobs when making transportation investment decisions.   |
| SC      | Do not combine bikes and pedestrians for transportation purpose. Bikes are moving vehicles. Tooling around in a park on a bike is very different from commuting on a bike.   |
| SC      | (G--Expand commuter rail) Including BART and light rail too!),   |
| SC      | Not sure if transportation funding should be used for this (I: Offer transp. \$ to cities that build new housing...)   |
| SC      | I chose (I) over (J) because if you focus on (I) you usually also get (J) but vice-versa it is not often true.   |
| SC      | (D) Would seem to affect traffic that don't use Freeways, such as local buses, due to backups at ramp meters   |
| SC      | (E) Seems to take us away from the goals of sustainable communities as passed by the state government; this taking us away is a bad thing.   |
| SC      | Planning>transit>lower maintenance (land use) (villaging)  |
| SC      | Change zoning ordinances in neighborhoods  |
| SC      | Need a category that calls for coordination of regional transit fares/access/etc.  |
| SC      | This is a good forum for those who are in the business or actively involved in planning or transportation, but cannot be rolled out to the general public easily. How can we make this easy for me to take to my community?  |
| SC      | Focus on first & last miles to transit; also east-west connectors- buses getting to Diridon  |
| SC      | I really don't feel that anything will work unless you tie funding to the strategies that will make positive change (i.e.; the change the majority voted for during the MetroQuest speech).  |
| SC      | Also: Bike sharing, car sharing  |
| SC      | The predicate of the discussion -- scarcity -- is a culturally constructed mythology...the front page of the Wall Street Journal). Americans can do anything they want to do. American elites (think Silicon Valley) don't want things to change very much, despite all the lip service to "innovation." Good luck getting this crowd to ... their high-energy homes, cars, privacy, jet trips, entrepreneurial lifestyles. Like courting above your station in Victorian England. Many surprises... |
| SC      | Re A) (funding for effective transit services) Some built out areas better with more frequent, accessible & convenient routes.   |

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#### Step 2: Transportation Investment Strategies

Comments about top transportation investment strategies

| MEETING | COMMENT   |
|---------|---|
| SC      | Re J) Financial incentives to cities: Especially <u>within cities</u> that preserve space for urban agriculture & parks (not just in "rural" cities e.g. Gilroy, Cotati.  |
| SC      | Need "co-housing" type projects where singles & people & different family sizes/types can live together and/or nearby & share portion of their living space. For example, singles or couples could have small 1/units clustered around a shared kitchen/dining/living area. |
| SC      | Existing systems should be improved greatly before expanding systems -- like Caltrain should have an extra track so delays can be avoided with other trains able to go around.  |
| SC      | Events that make it easy for the average Joe to have their input. Public debate is often dominated by the fringes.  |
| SC      | More on improve existing highway & local roads than building new transportation methods.  |
| SC      | The investment pay off!! Such as : saving more land for other economic purposes   |
| SC      | Give incentives to cities that build compact development near transit lines-  |
| SC      | Give incentives to cities that preserve open space/agriculture.   |
| SC      | Increase charging stations to increase purchase of electrical cars  |
| SC      | Definitely ...incentives to promote these changes; i.e., to cities that promote more public places and easy access to those places  |
| SC      | Repairing and improving current buses/trains important. Huge disincentive to ride BART or Muni when it's gross.   |
| SC      | Too expensive to expand commuter rail; invest in bus service instead  |
| SC      | Introduce price signals for automobile travel: High occupancy toll lanes or entire roads. Use money for parallel transit facilities.  |
| SC      | Really critical is improved transit-but where are the funds coming from? Funds need to be provided that come from <u>appropriate</u> sources like user fees on vehicles, e.g. parking, road tolls, gas taxes.   |
| SC      | Some choices seem very specific(?) & are less "policy" & tactics (#1 & 2)   |
| SC      | A is third choice (Increase \$ for effective transit) <b>Effective--</b> I read this as only supporting successful transit. This status quo unsuccessful. [B-8 , C-6, D-7, E-9, F-2, G-4, H-5 I-1, J-10]  |
| SC      | C.- (Increase \$ to repair or purchase new buses, etc.) Electric/Fuel Efficient purchases   |
| SC      | BRT!! Bus Rapid Transit!  |
| SC      | Smaller "cars"; motorized carts. Narrower roads.  |
| SC      | We need to prioritize transportation investments to city centers to support existing transit, especially to low income communities who cannot afford to drive. As opposed to expanding rail and new transit.  |
| SC      | I think the 3-stage slide renderings by Greenbelt were the most memorable and impactful in making urbanization attractive and palatable to nay-sayers.  |



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### Plan Bay Area Participant Comment Sheet

#### Step 3: Policy Initiatives

Comments about top policy initiatives

| MEETING | COMMENT  |
|---------|--|
| SC      | Grow via relatively self-contained communities. Financial incentives for "important community service" business - grocery stores.  |
| SC      | Pricing strategies will help & use the funds to enhance transit service.   |
| SC      | Subsidies for the well-off, penalties for low-wage people.   |
| SC      | Limited good options   |
| SC      | (3) Electric Vehicles - Don't subsidize hybrids.   |
| SC      | You are assuming I commute and have a choice to move my job where I own a home. In this economy you have to go where the work is. I can't sell my home and move when there is uncertainty in the job market and low equity in my home.   |
| SC      | (5) (Other Pricing Strategies) - Gas tax   |
| SC      | Give employees incentives not to drive by paying them to carpool or take public transportation -the reverse of pricing parking may work better.  |
| SC      | (1) New <i>Incentives</i> (not <i>Requirements</i> ) for Employers. 2. Changing driving habits - Not going to happen. 6. Econ. Development. - This is not clear-sounds like a labor union position. KDP: Any policy to change behavior must be accompanied by public education to change attitudes (e.g., the change in attitude towards smoking is largely a result of extensive public education based on health effects combined with new policies.   |
| SC      | <u>Incentives</u> for employers instead of <u>requirements</u> for #1. What if employers offered a place for bikers to change when they get to work.   |
| SC      | (1) New <i>Incentives</i> (not <i>Requirements</i> ) for Employers.  |
| SC      | I chose (5) (Other Pricing Strategies) over (4) (Pricing Parking) because it gives us more options. If we do #(2) (Changing driving habits) we <u>must</u> tell people the benefits of this strategy - in other words, not just <u>what</u> to do, but <u>why</u> . Otherwise it won't work. I didn't choose #(3) (Electric Vehicles) because not only does it not reduce traffic, but it might not reduce overall pollution if virtually all car users make the switch to electric - After all, I heard that in early 1900s, people liked gas-using cars, because it reduced the pollution of horse droppings/manure. |
| SC      | Incentives. Stop real estate appreciation goals (on purpose)   |
| SC      | We cannot count on this being a true reflection of the county for two reasons: 1) Under representation of some of the communities 2) I know my community but not other cities so I don't know what is appropriate. Would somebody from Gilroy know enough about Milpitas to weigh in?  |
| SC      | The only thing that will change behavior is cost: make people pay the real cost for their actions. Ex.: Single occupancy vehicles. But policy can consider the low-income people - i.e., offer low- cost passes.   |
| SC      | Allowing employees to pay for commuting costs (for example, transit tickets) with pre-tax dollars or providing commuter options (i.e., Genentech Buses)  |
| SC      | Re: 1 (New Requirements for Employers) - Tax employers based on commutes (e.g., gas used to commute to work)   |
| SC      | (5) (Other Pricing Strategies) - Gasoline Tax  |
| SC      | The initiatives as listed sometimes include a mixed bag of options-some useful, some not-making it hard to vote.   |
| SC      | We're talking about major paradigm shifts -- most of them revolving around comfort, security, tiers of access and lifestyle choice individualism. I can't begin to understand where to begin with the social boundary issues. I don't believe that policy decisions will drive the process as much as necessity born of the collapse of unsustainable economies. We are the frogs in a slowly heating pot of water. How do we get a culture in denial to jump out?   |
| SC      | Re: (2) (Changing driving habits ...) - Yes & no. All this is a good idea but it won't be effective without legal enforcement. Educational jaw-boning efforts will be ineffective. We need law enforcement , 55 mph limit (reinstated)   |
| SC      | Re: (3) and (4) (EV & Pricing Parking) - Yes & no. Yes for "higher parking rates during busy periods to free up more spaces" because one has a choice about parking for non-work trips.  |
| SC      | Charge for parking to discourage commuters from driving, not fair without improving transit choices to get to work.  |
| SC      | Charging a fee based on the number of miles you drive not fair to poor people living in cheaper housing in more remote areas such as Tracy, etc.   |

## Santa Clara Workshop — April 21, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 3: Policy Initiatives

Comments about top policy initiatives

| MEETING | COMMENT  |
|---------|--|
| SC      | Need to require businesses to provide transit for employees and for the general public but to do this through a tax on employers that supports existing transit systems, not the private van pool systems that are provided for employees only--or sometimes which allow the public to use, but which are not publicized and can be cut out at any time when employer chooses.   |
| SC      | (5) (Other Pricing Strategies) - This brings up the need for affordable housing close to employment centers.   |
| SC      | 100 years ago, NYC built their subway grid, and the city grew up around it. In other words, cities grow up around the central mode of transportation that's chosen. We need to <u>completely abandon</u> ALL human-driven engine-powered modes of transportation. Fund & develop & deploy skytran.net -- a computer-driven system of pod cars running on a monorail grid that would <u>completely replace</u> the street grid & vehicles that currently use the street grid. |
| SC      | Until this page, there was no mention of economic development as a goal. The initial priority assessment needs to include job preservation and growth choices  |
| SC      | More affordable transit-monthly passes, etc.   |
| SC      | Disincentives for driving AND incentives to take transit.. Should ALWAYS be cheaper to take transit.   |
| SC      | (2) (Changing driving habits) - Remove the car: use transit. Take money away from freeways, give to transit! Transit comes to me. Make it so I don't even have to drive out my garage to take transit.   |
| SC      | Tax the rich to subsidize transit in low income areas & provide affordable housing near transit stations.  |
| SC      | Caltrain is <u>NOT</u> heavy rail-it is "commuter rail"- the Plan Bay Area legend needs correction!  |
| SC      | Re: last hour's group exercise -materials & questions asked need to be fine-tuned - choices not clear - not sure if these are all choices -  |
| SC      | Re: electric vehicles: As long as these required Mummy vehicles are manufactured in the region!  |
| SC      | Re: economic development: Prefer a comprehensive regional strategy to compete in a global market to include competition within the US against other states who attempt to attract our industry. Need a mix of jobs for all skill sets.   |
| SC      | Reducing driving speed limit to 55 mph could have immediate impact - up to 25% reduction - in reduced fuel - also would reduce crashes & injuries and fatalities. Reducing speeds in neighborhoods and residential areas who reduce ___ & ped/cycling injuries. Pricing parking would have big impact changing behavior>incentivize not driving.   |
| SC      | People in community (county) will have to change their view of society & the relationship among people - less homogeneity.   |

## Santa Clara Workshop — April 21, 2011

### Plan Bay Area Participant Comment Sheet

#### WILD CARDS

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

| MEETING | WILD CARD — Investment Strategies  | WILD CARD — Policy Initiatives   |
|---------|--|--|
| SC      | Hybrid vehicles (50-80 mpg)  | Promote mixed use development  |
| SC      | Hub & spoke transit model  | Don't subsidize hybrids  |
| SC      | Take advantage and promote technological changes -- smart routes, smaller buses, telecommuting   | Other pricing strategies: Gas tax  |
| SC      | Use technology to enable inexpensive transit to be effective transit   |  |
| SC      | Build neighborhoods with grocery and services  |  |
| SC      | No more expensive light rail. Bus rapid transit with shared right of way with carpools   |  |
| SC      | Safe SF homes; Offer \$\$ employment; Transit for young people; State transit; Reg. tax sharing  |  |
| SC      | Personal rapid transit   |  |
| SC      | Price, price, price  | Incentives for cities to approve high intensity development near transit.  |
| SC      | BRT  | Reduce parking space requirements in new housing   |
| SC      | Telecommuting  | Investigate ways to encourage use of public transit. Example-employer or school incentives, city incentivizes with (?)   |
| SC      | Priority-existing transit over HSR   | Provide developers or employers incentivizes not requirements to build or operate more sustainability  |
| SC      |  | Fuel tax for transit   |
| SC      | Paratransit Alternatives, Affordability across all categories and low income families who are auto dependent cannot afford or quality for car share. Need a category that calls for coordination of regional transit fares/access etc. | Change zoning ordinances so neighborhoods can have services & jobs in them   |
| SC      | All alternatively fueled fleets for transit  | Equity issues not addressed. Car share.  |
| SC      | Provide dis-incentives to cities that provide free parking. Increase service/provide low cost service on existing rail lines   | Subsidize all alternative fuel not just EVs  |
| SC      |  | Gas Tax  |
| SC      | Subsidize affordable housing proximate to mixed-use urban neighborhoods and city centers to promote neighborhood diversity across (?) economic class.  | Increase employer car loan programs. Many employees drive because they may need to make one extra trip during day. Have a loan program like Stanford or others.                |
| SC      | Podcar development & deployment (such as skytran.net) fund research into NEW COMPUTER-DRIVEN modes of transportation and a replacement for the road system (skytran type monorails should replace the street grid)                     | Must create mostly affordable housing  |
| SC      | Demand Management Strategies   | Low income housing near job centers. Tax on gasoline with rebate for low income people who have to drive far to get to work — i.e., rebate based on income & distance to work. |
| SC      | Better library center  | Carbon Tax, Eliminate zoning rules that minimize density (such as setback rules, height restrictions, parking requirements, etc.)  |
| SC      | Better community center & libraries, public spaces.  | Economic incentives for housing and jobs near transit.   |
| SC      |  | Incentive to take transit/not drive  |

## Santa Clara Workshop — April 21, 2011

### Plan Bay Area Participant Comment Sheet

#### WILD CARDS

#### Step 2: Transportation Investment Strategies

#### Step 3: Policy Initiatives

| MEETING | WILD CARD — Investment Strategies   | WILD CARD — Policy Initiatives   |
|---------|---|--|
| SC      | Better public spaces i.e.; libraries, community centers   | Incentive to take transit  |
| SC      | Better public spaces.   | Allow transit uses to purchase discount passes w/pre-tax dollars -not through employers (which makes the benefit exclusive to regular employees) |
| SC      | New automated transit technology people, podcars.   | Cars that use oxygen to get incentives   |
| SC      | Unbundle parking, remove parking minimum strategies   | Incentive to live car free, transit pass with home/apt. charge for car parking/separate from apt. rental   |
| SC      | Reward development that brings new infrastructure to the table to compliment public investment in complete communities.   | Increase Avg. MPG-Low carbon fuel strategies-not just eclectic cars  |
| SC      |   | Development fees in suburbs for better transit & affordable housing>jobs/housing balance   |
| SC      | Incentivize communities that restrict parking in employment areas.  | complete community   |
| SC      | Reward community that restrict parking in employment hubs.  | #7 complete communities  |
| SC      | Increases transit for jobs-dense communities to promote TDM measures.   | Complete community   |
| SC      | Offer transportation funds to cities that provide increased employment along transit lines.   | Discourage use of low-mileage vehicles -tax vehicles by environmental impact/gas tax (higher registration fees)                                  |
| SC      | Promote transit use among high school and college students to reduce parent car trips and promote transit culture.  | Affordable housing   |
| SC      | Regional tax sharing.   | Shuttle buses, shared cars, pooled bicycles  |
| SC      | Personal rapid transit network.   | same as #2 with emphasis on car share/carpooling   |
| SC      | Safe areas for work, school and transit.  |  |
| SC      | Safe single family homes.   | Create a complete community, reduce transit's importance   |
| SC      | Consolidation of the 27 Bay Area Transit Agencies.  | Price downtown and shopping mall parking   |
| SC      | Implement pricing of freeways, xway parking.  | Complete communities   |
| SC      | Make better use of current transportation network. Increase funding to maintain all transportation investment we have today - transit, highways, roads, bike/ped. | Not happy with options   |
| SC      | Hub and spoke transit model.  | Not happy with options   |
| SC      | Break out of standard thought process - use technology to build an efficient network of the most inexpensive transit form (Shuttle, bus, train, light rail).      | Not happy with options   |
| SC      | Financial incentive for "community services" businesses in local "downtowns."   | Gas tax  |
| SC      | Personal rapid transit.   | Personal rapid transit network   |
| SC      | Card I+ Offer more funds to cities that build primarily affordable housing near transit in walkable neighborhoods   | Allow imposition of Transportation Demand Management (TDM) measures for transit-oriented housing.  |

## Santa Clara Workshop — April 21, 2011

### Plan Bay Area Participant Comment Sheet

#### WILD CARDS

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

| MEETING | WILD CARD — Investment Strategies   | WILD CARD — Policy Initiatives   |
|---------|---|--|
| SC      | Provide financial incentives to cities for significantly reducing VAT and increasing transit ridership, walking, biking.  | Carbon tax (gas tax)   |
| SC      | Personal rapid transit  | Encourage jobs growth near transit corridors, where high jobs density exists   |
| SC      | Provide financial incentives for residents who do not own/rent/use car  | Create incentives for workers to carpool or use public transportation.   |
| SC      | Offer financial incentive: impose parking fee to all businesses within transit (1/2 mile) station. As well as impose toll road through regional centers.            | Extra vacation day raffles for sporting events, gift certificates etc.   |
| SC      | Telecommuting   | Ease up on the heavy-handed over-regulation. We've drastically reduced pollution over the last 50 years                    |
| SC      | Funding to retrofit areas that lack ( <i>illegible</i> ) transit  | Regional tax sharing to more efficiently allocate funds to regional transportation   |
| SC      | Prioritize existing transit over HSR  | Give away quality bikes  |
| SC      | Charge to park your car everywhere.   | Hybrid vehicles average mpg 50-80 mpg  |
| SC      | Alternative fuel transit fleets.  | Fee and dividend, National Energy Policy on local level  |
| SC      | Paratransit, etc.   | Build neighborhoods with shopping services nearby the housing  |
| SC      | Increase coordination between major employers and public transit services.  | Develop local public transit for schools, entertainment, shopping, etc.  |
| SC      | Affordability across all categories.  | Subsidize commuters without cars to use public transit   |
| SC      | Changing zoning to not require parking lots for new development.  | Government(s) to subsidize public transit to the same level as automobile usage (e.g. road maintenance)                    |
| SC      | Parking management - unbundle parking and remove parking minimum standards.   | Preserve existing retail, shops don't replace with housing, but mixed-use is OK.   |
| SC      | Better underground system.  | Incentives for mixed-use development or taxes for part (sic) commercial/residential development.                           |
| SC      | Free transit for heavy commuters.   | Promote/allow more intense development around transit stations   |
| SC      | Add new automated transit technologies - people mover, pod cars, personal rapid transit.  | Fuel tax for transit   |
| SC      | Subsidize/incentivize affordable housing proximate to mixed-use, urban neighborhoods and city centers to promote neighborhood diversity across socioeconomic class. | Personal transportation: outlaw any vehicle that gets less than 20 mpg   |
| SC      | Replace street grid with elevated monorail grid (skytran.net).  | Shuttle buses, shared cars/other wheels, free bikes  |
| SC      | Podcars (skytran.net)   | Same as number 2, with emphasis on trying to get people to carpool to work together.                                       |
| SC      | Increase service on existing rail network.  | Prioritize/require affordable housing near urban/regional/city centers   |
| SC      | Dis-incentives to cities that provide free parking  | Increase gas tax, which is at same level as 1992.  |
| SC      | Demand Management Strategic   | Gas tax  |
| SC      |   | Establish computer centers near housing areas where people can go and telecommute rather than drive.                       |
| SC      |   | Incentivize (large) companies to organize into multiple locations and to enable employees to work at the closest location. |
| SC      |   | Appeal to hi-tech employers and employees  |

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**Plan Bay Area Participant Comment Sheet**

*WILD CARDS*

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

| <b>MEETING</b> | <b>WILD CARD — Investment Strategies</b> | <b>WILD CARD — Policy Initiatives</b>   |
|----------------|--|---|
| SC             |  | Change zoning to require fewer parking spaces per dwelling unit, e.g., 1 BR-1 space, 2 BR-1 space, 3 BR-1 space, 4-5 BR-2 spaces, and use on-street parking more intensively.                           |
| SC             |  | Investigate why people who live near public transit don't use it.   |
| SC             |  | Provide developers or employers incentives to build or operate more sustainably   |
| SC             |  | Car share programs  |
| SC             |  | Expand the equity issues, low-income, seniors, students. Etc. can't work from home, have no access to car share, etc.   |
| SC             |  | Subsidize all types of alternative fuel vehicles (AFVs) not just electric   |
| SC             |  | Revamp zoning so old neighborhoods can have shops and workplaces in them.   |
| SC             |  | Increase car share programs.  |
| SC             |  | Address the jobs/housing imbalance.   |
| SC             |  | Create policies that will require development fees in areas outside of transit areas which ca go to 1. improve the transit in areas that need it and 2. subsidize affordable housing.                   |
| SC             |  | Higher gas taxes in rich areas to subsidize public transit in low-income areas.   |
| SC             |  | Create developer fees to dis-incentivize development outside of public transit areas.   |
| SC             |  | Think NO CAR at all.  |
| SC             |  | Low carbon fuels - more than just electric vehicles.  |
| SC             |  | Do a congestions charge for driving downtown as was done 10+ years ago in London. Get with it MTC.  |
| SC             |  | Cars that use oxygen to work and home. Drive for free and pay no meters.  |
| SC             |  | Residential pricing for parking. Separate apartment rental and rentals for auto parking to incentivize car-free living. Also encourage/require transit passes with apartment rentals and home purchase. |
| SC             |  | Increase average miles per gallon of all cars   |
| SC             |  | Reward development that brings new infrastructure to table to compliment public investment in complete communities  |
| SC             |  | Must create mostly affordable housing.  |
| SC             |  | Tax on gasoline with rebates on taxes for low-income people who live far from their jobs.   |
| SC             |  | Low-income housing near job centers.  |
| SC             |  | Eliminate zoning rules that minimize density (Such as setback rules, height restrictions, free parking requirements, etc.)  |

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**Plan Bay Area Participant Comment Sheet**

*WILD CARDS*

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

| <b>MEETING</b> | <b>WILD CARD — Investment Strategies</b> | <b>WILD CARD — Policy Initiatives</b>   |
|----------------|--|---|
| SC             |  | Subsidize/incentivize locally-owned businesses, especially: manufacturing, green economy, renewable energy, local food, local banking and currencies, health care, alternative medicine, local autonomous hubs that connect with other local technology - internet access, basic/essential/universally available computers. |
| SC             |  | Encourage employer car loan programs. Get people to commute in and if they need to make an extra trip during the day have a vehicle available.  |
| SC             |  | Gas tax.  |
| SC             |  | Carbon tax.   |