



# Santa Clara County

## Spring 2015 Public Engagement Open House Comments, by County

Open House: Wednesday, May 6, 2015  
7 p.m. to 9 p.m.  
Berryessa Community Center, San Jose

### 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 Santa Clara County Open House.



**Question: Is anything missing from these goals? Below are responses from the Santa Clara County Open House.**

Creation of good jobs – planning and investing to increase living wage and middle wage jobs

10% is a cowardly goal for transportation effectiveness

Equitable Access – Ensure equal access for residents to open space and parks as well as housing and jobs

Open Space and Agricultural Preservation – Emphasize the protection of open space and agricultural uses outside UBG as well as within UBG

Economic Vitality = Grow livable wage and middle wage jobs

Regional housing demand/approvals

A goal for accessibility to public transport: How far to nearest stop? Can I, by public transport, reach my goal faster than if I walked? (Today, frequently not the case!)

Restricting water use and requiring sustainable irrigation

Push towards incentives to encourage full-time workers to take public transit rather than pay for HOT express lanes

Coordinate tracking most popular "Uber," "Lyft," and rideshare routes

Better transit integration across region – among multiple providers – better connectivity

Water

Education

Corporate accountability

More ambitious target for VMT per capita needed

Track commute times of low-wage workers (& internship under \$18/hr)

Homelessness

Projected who (demographics of what jobs) will become the dominant group of homeowners in 2040

**Question: What are the biggest challenges facing your community? The Bay Area?**  
*Below are responses from the Santa Clara County Open House.*

Inadequate support of education and building future "innovators"

New affordable housing, particularly for very low and low-income residents and families

Inequity of income

Affordable housing!

And jobs that pay enough to afford cost of living

More farmers' markets

Displacement of low-income residents, mobile homeowners, and small businesses

Income inequality, which leads to prohibitive housing costs, income insecurity, countless stressors on families, etc.

Sustainable education for environmental stewardship rather than only focusing on STEM

Bicycle safety on downtown streets

Number of people under 30 (college grads vs. high school grads) underemployed and living at home

Housing affordability (plus two others voted for this)

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Housing supply

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Lack of sustainable good jobs – enough retail and low-wage service jobs.

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Homelessness

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Inequality – lack of good jobs outside of tech → leading to homelessness or pushing people out of Bay Area

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

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Secure bike storage in apartments/townhomes and workplaces would help promote biking without arguing about taking away lanes/parking, etc.

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Build more houses

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Affordable housing regulated by rent stabilization and just cause evictions

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Equitable Access – Promote regional trail connectivity to developed communities (e.g., bicycle trails)

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Water waste, especially leaks, needs a "fix-it ticket." Here's a citation with a nominal administrative fee to get attention and an additional fine if the problem is not corrected by a deadline.

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Get people out of their cars

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Safe bicycle infrastructure benefits low-income people too.

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More public transit (e.g., more places, running more frequently and longer hours)

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Fair investment in our schools and opportunity development for our youth

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Denser developments – less transportation needed, public transport more attractive

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To wean people from lawns, be sure to locate, retain, and enhance park spaces within easy walk of suburban and urban homes

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Integrate education K-grad degree.

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Greater transportation options – more alternate, non-motorized transportation systems (bikeways)

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Outreach to schools (college and high school) about how to vote and act

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Protect good jobs

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More \$ going to affordable housing (impact fees, inclusionary zoning, public benefit districts, etc.)

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Interconnect public transport and feeder systems

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Enforce water restrictions

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Stop building more roads and lanes: - repair what we have; - improve public options

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Make communities bicycle and pedestrian friendly (see Netherlands)

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Hold high tech and corporations accountable for investing in our communities

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## 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 Santa Clara County Open House.*

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Bike lane on Great America Parkway - Disappears at 101 where drivers are accelerating up to freeway speeds. Reappears a few hundred feet later.

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Consistent system for how/when traffic lights detect bikes. Presently, I have to guess whether a particular lane can detect me. If not, I may be stuck in a particular (e.g. left turn) lane without any real option of getting out of the intersection.

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Comprehensive plan for main bike routes\* in the city of Santa Clara. \*Where they should be and how they match in Sunnyvale, San Jose, etc.

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Bus rapid transit on San Tomas Expressway with matching connections to BRT on El Camino.

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I hope you pay more attention to public transit

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More bicycle projects

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Less emphasis on highways/motorists

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Keep the BART station in East San Jose/5 Wounds, otherwise people who most need BART access won't be able to get to it.

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Light rail line from Embarcadero Station to Ran Rafael or Novato over Golden Gate Bridge.

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Bridges are full. Restore the single rail from East Bay to Palo Alto -- Westbound in morning; East in the evening.

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Continue coordinating ticket systems between different agencies

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BART service to Livermore. Station in Irvington in Fremont not needed. I live in Irvington.

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Single lane each way from west end of Dumbarton Bridge to 101 Oregon Expressway and Embarcadero Road

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Widen commercial Road between Zanker and Oakland Road

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Coordinate arrival/departure so that passengers can transfer

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Assign certain bus stops as official transfer places

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Regarding "safe routes to school," include bike lanes to and around the (high) schools.

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BART Alum Rock @ 28th Street Station will be vital to East San Jose and points south.

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Is there coordination with ride-share programs (i.e., Lyft, Uber, Yahoo/Google buses)?

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Add left turn lane from Oakland Road to 101 North

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Why no advanced transit? Personal rapid transit is less expensive than LRT and BART but offers better service. See [www.sunnyhillsneighborhood.org/crossing.html](http://www.sunnyhillsneighborhood.org/crossing.html)

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A second north-south bike route in the city of Santa Clara. Existing "options" are: - San Tomas Aquino trail (closed at night, during rain, stadium events); - Lafayette, San Tomas Expressway - scary; - Great America Parkway - very scary, especially at night at 101).

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

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Transit not easy, takes too long and not inexpensive.

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Need all transit agencies to coordinate to make experience more customer friendly.

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Transit systems not coordinating efforts – are operating in silos.

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More routes, more service, longer hours. It's a big investment, but really the only way to make transit work for people. \*Dedicated lane BRT!

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## 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 Santa Clara County Open House.*

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How do these breakout city by city?

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Plan Bay Area's zero sprawl vision and OneBayArea grants (hopefully future increases in \$)

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Tremendous resources available to us in the Bay Area

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Political ideology and age majority shift in next 20 years

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

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It's ridiculous that R-1 zoning even exists. Don't cave in to the NIMBYs.

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Displacement of low-income families and the region becoming a playground for only the wealthy. (a second person agreed with this)

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Maintaining open educational opportunities for colleges' graduates

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Housing for middle class - no subsidies. High average house cost.

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Affordable housing.

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Buying a house or trailer

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Access from urban, developed areas to parks, open space and trails

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Middle class wage stagnation. Minimum wage drives up cost. No legislative help to middle class.

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Variety of housing types that provide options for multi-generational families to live in close to work, school, parks

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I am very concerned about housing-job balance in new developments (PDAs). I believe that creating this balance is the only long-term sustainable way to reduce VMT and air pollution.

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Income inequality and inflated home prices

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## 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 Santa Clara County Open House.*

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Any conversation about economic vitality and job creation must include the creation of livable wage and middle wage jobs. With that, housing that is within the reach of these demographics is a must. People need to live near to where they work – first choice. Second, if they cannot live where they work, then affordable, convenient transportation options must be available to them.

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I would like to see the age and level of education and ethnic breakdown of underemployment – as well as a map of cross-county commutes done for part-time and full-time workers – map of people renting apartments and homeowners by age distribution.

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For the geographic distribution regarding where will we live and work, there should be considerations for = parks and open space, schools.

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Types of households in the Bay Area: Evaluate the variety of housing types that would be affordable (housing costs vs. housing types) and how local land use policies can support diverse housing options.

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Santa Clara/Sunnyvale/Cupertino already have Apple and Google (and Cisco and Yahoo and Nvidia and Broadcom and...) traffic and are bracing for the new Apple campus at Homestead x Tantau. Homestead is seeing lots of commute traffic it was probably never designed for.

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Santa Clara has two high schools. Both are on wider, higher-speed roads (Monroe, Benton) with on-street parking but no bike lanes.

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City of Santa Clara needs bike lanes that don't vanish at major intersections: Homestead x San Tomas, Central x Bowers, many more.

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Better bike detection needed at many Santa Clara intersections.

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Very concerned about increase in homelessness; general increase in housing prices/cost of living.

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Seems like a disparate groups of agencies are working on population growth, housing, transportation, etc. Would be nice to have some unification, central planning.

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If we're going to dig up or repave a street: - identify underground utilities and repair/upgrade/install any that need it or might soon, - repave the street once; avoid digging it up again, - repaint with bike lanes/complete streets.

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Has there been any thought toward anti-idling ordinances? Or education? Or signage around schools?

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Do the forecast models have a way to take into account local minimum wage ordinances, especially those that have put into law future minimum wage increases (e.g., SF, Oakland, Berkeley, Richmond, San Jose, Sunnyvale, Mountain View)?

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