

6. Create travel routes that ensure that destinations may be reached conveniently by public transit, bicycling and walking

**-122
Metric
Tons Co₂e**

As costs of personal vehicle travel rise, residents of San Carlos will want to use alternative modes of transportation. The City should be prepared for this increase of walkers, bikers, and transit riders.

This measure also promotes equity in the City, providing low-income residents with convenient modes of travel that are more affordable than personal automobile use.

6.1. Create a plan to identify and address barriers to safe or convenient walking, biking, and transit ridership from major residential areas to public areas of interest and see to the plan's implementation

This reduction measure is largely completed through the Bicycle Transportation Plan, which is currently under revision. This plan identifies multiple barriers and opportunities to pedestrian and cyclist activity to and from points of interest like gyms, employment centers, and schools.

Initial Cost

The initial cost of this measure would be negligible since the plan is already in the process of being updated. Many of the expected recommendations of the Bicycle Transportation Plan are largely encompassed in the initial cost estimations of other reduction measures in this Plan, yet specific total cost cannot be calculated until the Bicycle Transportation Plan is completed.

Greenhouse Gas Emissions Reductions

The emissions reductions cannot be calculated until the Bicycle Transportation Plan is completed.

6.2. Make it a condition for approval that new large-scale developments address transit, biking, and walking access to the location

As part of project approval, new large-scale developments would be required to analyze transit, biking, and walking accessibility to and from their location.

Initial Cost

The only cost associated with this measure is plan review to ensure that new large-scale development applications address transit, biking, and walking access. It is estimated



that this requirement will cost an additional four hours per plan check, or \$200-\$400 dollars, however this cost would be absorbed by the applicant.

Greenhouse Gas Emissions Reductions

We estimate that these measures will create 400 additional walking and biking trips per week that were originally taken by car. This reduction in vehicle miles traveled would result in 122 metric tons of CO₂e per year.

**Table 19
Summary of Transportation and Land Use Reduction Measure 6**

	Component	Initial Costs to the City	GHG Reduction (metric tons CO ₂ e / year)	Cost per metric ton CO ₂ e
1	Create a plan to identify and address barriers to safe or convenient walking, biking, and transit ridership from major residential areas to public areas of interest and see to the plan's implementation.	Negligible	Unknown	N/A
2	Make it a condition for approval that new large-scale developments address transit, biking, and walking access to the location.	Negligible	122	Negligible
TOTAL		Negligible	122	Negligible

7. Provide for a shuttle service in order to increase transit ridership

**-1,733
Metric
Tons CO₂e**

This reduction measure would implement a shuttle program that would connect areas not served by public transit to Caltrain. In 2003, The City conducted a pilot program of a limited door-to-door shuttle. The program grew rapidly, reaching a monthly ridership of 8,300, but has since been disbanded due to lack of funding. Survey results indicated out of 250 respondents, 77% noticed a reduction in traffic, 82% would financially support the program (included in that percentage were non-riders who are willing to pay for services), and 94% replied they would use the shuttle service in the future.

7.1. Establish a shuttle service within the City of San Carlos connecting areas not adequately served by public transit to Caltrain

Currently, there are several shuttle services funded through public/private partnerships that serve the San Carlos Caltrain Station and link various employment sites. These shuttle commuter programs include the Electronic Arts Employer Shuttle, Oracle Employer Shuttle, and Redwood Shores (Bridge Park and Clipper) Employer Shuttles. These shuttles are funded jointly by the Bay Area Air Quality Management District