

Chapter 6. Implementation Phasing

The prioritization strategy takes the above actions and organizes them in the following phasing tiers. These tiers relate to a recommended timeline for implementing the actions outlined in the Plan. These recommendations are based upon discussions with City staff. Economic conditions and changing opportunities may encourage a different course than that presented.

Phase 1 Actions

Phase 1 Actions can be most easily implemented within the next five years.

- Develop a shuttle to meet employment and residential site needs.
- Specify bicycle parking guidelines for new development and require new development to provide secure bike parking, showers and changing areas.
- Develop a Transportation Demand Management Program (TDM) for employees of the City and establish the City of San Carlos as a “Model TDM Employer”.
- Provide secure, all-day bicycle parking at the Caltrain Station.
- Provide abundant bicycle parking.
- Establish a Safe Routes to School Program.
- Establish a School Pool Program.
- Establish a local Guaranteed Ride Home Program.

Phase 2 Actions

Phase 2 Actions include policy changes that are needed to support the recommended strategies. These policy actions should be accomplished in the next five years to set the stage for future actions.

- Set parking maximums, reduce parking minimums, and/or require shared parking arrangements for East Side development with landscape reserve policy.
- Allow the East Side to develop as a mixed-use residential, commercial, retail and industrial area where appropriate.
- Specify pedestrian-and transit oriented design guidelines on East Side, including maintenance of small parcels and design guidelines for larger, existing parcels.
- Designate pedestrian corridors on east-west streets between Industrial Road and the Caltrain Station.
- Allow housing as a mitigation measure.

- Cooperate with other Peninsula cities to de-designate El Camino Real as a State Highway.
- Establish parking fees in downtown off-street lots.

Phase 3 Actions

Phase 3 Actions are city-driven infrastructure improvements to be implemented following the Phase 2 policy actions. Some of these actions can be implemented within the next five years, but are more difficult than the actions listed in Phase 1. Most of these actions are more resource intensive and will take longer to implement.

- Establish a City School Bus Program.
- Create attractive connections to the Belmont Bike Bridge.
- Install parking meters in the downtown area as well as areas with excess parking demand.
- Implement City pedestrian improvements on the designated east-west pedestrian corridors.
- Implement City pedestrian improvements along Old County Road.
- Improve pedestrian conditions along El Camino Real.
- Ensure that traffic controls recognize bicycles (in addition to any that may have been implemented as part of the Safe Routes to School Program.)
- Buy down cost of transit passes for city employees and residents.
- Establish Residential Permit Parking Programs to allay concerns that parking charges will cause workers to clog on-street parking.

Phase 4 Actions

Phase 4 actions include new requirements on development. These actions should not necessarily be implemented last, but they are isolated in Phase 4 as regulatory changes that facilitate and enhance actions in other phases.

- City TDM Ordinance applicable to all new development.
- Establish a Transportation Impact Fee (TIF).
- Require new development to separate the cost of parking from the cost of building lease space.
- Require new office development to charge the “real” cost of parking to drivers.
- Integrate the residential neighborhood on the East Side with the Caltrain Station.

- Develop Industrial Road Corridor south of Holly Street as a mixed-use “Boulevard” recognizing potential limitations due to traffic.
- Provide pedestrian/bicycle under-crossings of the Caltrain tracks.
- Develop a city-wide cycle route network.
- Encourage employers to build employee housing.
- Provide cut-throughs for cyclists on dead-end streets or closed roads.