PUBLIC OUTREACH and PARTICIPATION PROGRAM

Volume 3

Phase Three: Draft Preferred Scenario (2012)

APPENDIX H:

What We Heard — Public Workshops and Community Outreach By County

July 2013

METROPOLITAN TRANSPORTATION COMMISSION

Association of Bay Area Governments

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700

(510) 817-5700	*phone*	(510) 464-7900
info@mtc.ca.gov	*e-mail*	info@abag.ca.gov
www.mtc.ca.gov	*web*	www.abag.ca.gov
510.817.5769	*TDD/TTY*	

PROJECT STAFF

Ann Flemer
MTC Deputy Executive Director, Policy

Bradford Paul
ABAG Deputy Executive Director

Patricia Jones
ABAG Assistant Executive Director
(Retired May 2013)

Randy Rentschler
Director, MTC Legislation and Public Affairs

Ellen Griffin
Manager, MTC Public Engagement

Catalina Alvarado, Pam Grove, Leslie Lara, Terry Lee, Craig Noble, Ursula Vogler
MTC Outreach Team

Joe Curley, John Goodwin, Brenda Kahn, Georgia Lambert
MTC Public Information Officers

Kathleen Cha
ABAG Senior Communications Officer

JoAnna Bullock
ABAG Senior Regional Planner

ACKNOWLEDGEMENT

Consultant assistance from
MIG, Inc. (Berkeley, California) and
Davis & Associates Communications
(San Francisco, California).

Public Outreach and Participation Program

Phase Three: Draft Preferred Scenario (2012)

Table of Contents

NOTE: Appendix H is bound separately from the rest of the report.

Appendix H. Workshop Results by County

1. Alameda County ..... Page 4
   a) Workshop Overview
   b) Workshop: Oral and Written Comments
   c) Community Based Focus Group, Summary

2. Contra Costa County ..... Page 37
   a) Workshop Overview
   b) Workshop: Oral and Written Comments
   c) Community Based Focus Group, Summary

3. Marin County ..... Page 68
   a) Workshop Overview
   b) Workshop: Oral and Written Comments
   c) Community Based Focus Group, Summary

4. Napa County ..... Page 101
   a) Workshop Overview
   b) Workshop: Oral and Written Comments

5. San Francisco County ..... Page 124
   a) Workshop Overview
   b) Workshop: Oral and Written Comments
   c) Community Based Focus Group #1, Summary
   d) Community Based Focus Group #2, Summary

6. San Mateo County ..... Page 166
a) Workshop Overview
b) Workshop: Oral and Written Comments
c) Community Based Focus Group, Summary

7. Santa Clara County ..... Page 195
a) Workshop Overview
b) Workshop: Oral and Written Comments
c) Community Based Focus Group #1, Summary
d) Community Based Focus Group #2, Summary

8. Solano County ..... Page 219
a) Workshop Overview
b) Workshop: Oral and Written Comments
c) Community Based Focus Group, Summary

9. Sonoma County .....Page 250
a) Workshop Overview
b) Workshop: Oral and Written Comments
c) Community Based Focus Group, Summary

APPENDIX H: WHAT WE HEARD

PUBLIC WORKSHOPS AND COMMUNITY OUTREACH BY COUNTY

APPENDIX H: WHAT WE HEARD

PUBLIC WORKSHOPS AND COMMUNITY OUTREACH BY COUNTY

Alameda County

Alameda County – **Dublin**

Date: January 11, 2012

Location/Venue:
City of Dublin Civic Center
100 Civic Plaza, Dublin

Attendance: 124

(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

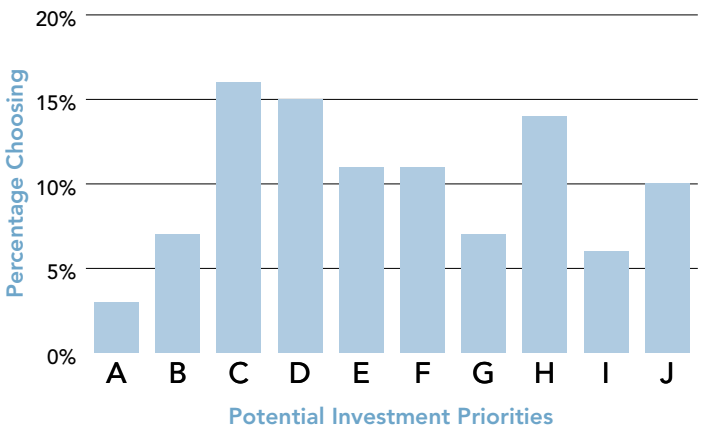
Transportation Investment Priorities

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

Other/Written Comments
(sampling of comments)

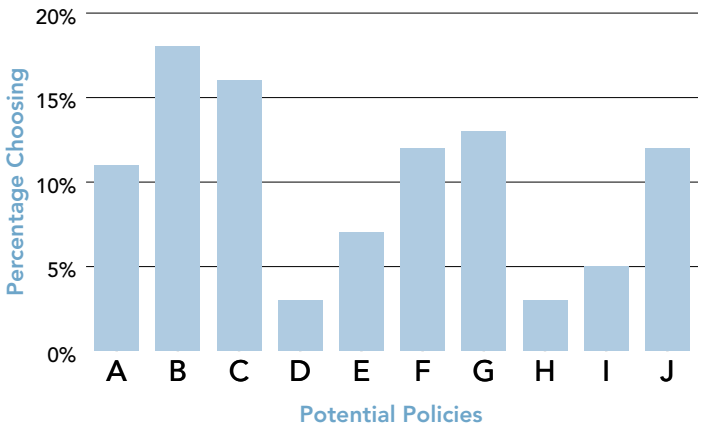
- Fix it first – maintain & improve what we have before expanding
- Expand freeway system
- Cut gas taxes!
- Expand pedestrian options, not bicycles
- Free bus pass for students
- BART around the Bay, beyond the Altamont Pass, and to the Golden Gate Bridge. Form a JPA of the five counties ringing San Francisco Bay to develop such a plan and bring it to the voters for approval, funding, etc. It could well succeed BART and Caltrain, bringing BART frequency and conveniences to the Peninsula and South Bay
- Subsidize transit fees, cheaper mass transit
- Maintain transit
- Extend BART hours!
- Increase public transit service for all income level school children



Policies to Reduce Driving And Emissions

Participants were given ten options for policies to reduce driving and greenhouse gas emissions 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	**B.** Complete the Regional Bicycle Network
2	**C.** Expand the Safe Routes to School/ Pedestrian Network
3	**G.** Increase Telecommuting
4	**F.** Develop Commuter Benefit Ordinances
4	**J.** Other
5	**A.** Encourage "Smart Driving"
6	**E.** Expand Electric Vehicle Strategies
7	**I.** Set Freeway Speeds at 55 mph
8	**D.** Increase Vanpool Incentives
8	**H.** Institute Parking Surcharges



Other/Written Comments

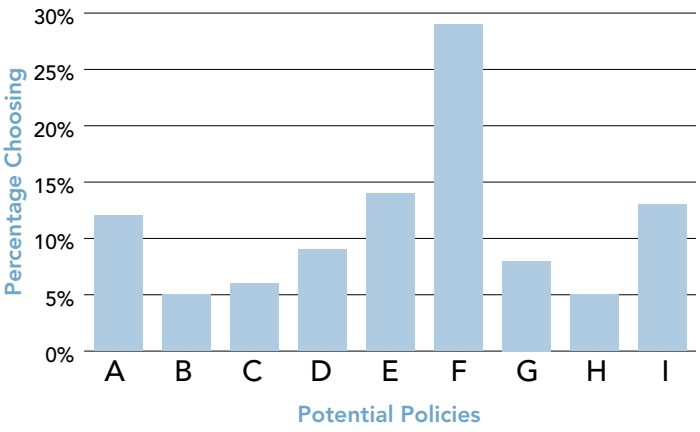
(sampling of comments)

- Affordable transportation
- Encourage more or new private shuttles to compete with public transportation (e.g. SF Muni), increase taxi tokens
- Encourage alternative work schedules
- Lobby the federal government to reduce subsidies for gasoline, so that driving reflects the true cost of extracting and refining and consuming petroleum. This will create a real incentive for people to drive less
- Ban vehicles with <20 mpg from public roads
- Cut gas taxes and let people keep their money
- Reform CEQA and transportation approval process by establishing and enforcing deadlines
- Promote and invest in public transit instead of measures aimed directly at reducing driving
- Incentives for building walkable/bikeable communities
- More mixed zoning that enables people to walk to work

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



Other/Written Comments

(sampling of comments)

- Promote natural gas vehicles (not electric!)
- Enhance connectivity between transit stations and the community they support
- Expand transit network
- Extend transit hours
- Eliminate empty buses
- Fix it first before expanding
- Increase user friendliness of public transit such as in Europe where stops are lighted on a route map as you travel
- Cheaper fares, need not be "standard"
- BART around the Bay!
- More frequent transit, not faster

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

- More affordable housing needed near job centers and transportation corridors, in all kinds of communities including more affluent ones, both urban and suburban developments. Greater emphasis on meeting regional allocation allotments.
- There are not enough jobs, or enough housing for those in low-paying service jobs
- Important to support businesses that provide jobs. Incentives for local hiring, centralized parking and cohesion between local government/services and business are critical.
- Health measures are needed to protect residents from the health hazards of living near transit.
- Communities should be designed by local jurisdictions only; up to communities to determine their own character and development.
- New jobs-to-housing should be focused in the Priority Development Areas.
- Lafayette PDA is not as effective as it could be, needs more overlap with housing, transportation and open space to offset impacts.
- Some participants also expressed concerns regarding property rights, preserving the character of their communities and affordability/funding for Plan Bay Area.

Open Comment Station

An open comment station was available for participants to raise any issue important to them. A sample of comments heard is listed here:

- **Concern the plan will restrict individual property rights.**
- **Against regional control.**
- **Put Plan Bay Area to a public vote.**
- **Housing for a growing workforce is an important issue.**
- **Against the social engineering or "stack-and-pack" housing that is in the plan.**
- **Keeping businesses strong is an important aspect and should be part of the plan.**
- **Good transit is important; wants to live where transit is accessible.**
- **Communities that are already dense need more livability investments, such as parks.**

Plan Bay Area

January 2012 Public Workshops

Open Comment Station

	County	Comments
1	Alameda	Population growth of 2 million -- How do you know?
2	Alameda	175% wealth distribution -- explain that projection.
3	Alameda	Do illegal aliens factor into the growth?
4	Alameda	Are low income people being forced into high income areas?
5	Alameda	Explain whether financial coercive measures will be used to force local planners to implement the plan.
6	Alameda	What will be the "floor" for incentive funding to local jurisdictions.
7	Alameda	I don't want my community involved because we don't want regional control.
8	Alameda	Graph from Plan Bay Area doesn't show road investment - and it shows housing will be forced into PDAs.
9	Alameda	Greenbelt Alliance is causing housing to be unaffordable and using tax money to build affordable housing.
10	Alameda	This started with the UN. This plan is helping the UN. We don't agree with it. Do you want us to live in places with shops on the bottom, no cars and only public transportation?
11	Alameda	Planning is about control.
12	Alameda	If most people are against the plan, will you (MTC and ABAG) refuse to support it?
13	Alameda	Housing is being pushed upon people through regional planning and incentives.
14	Alameda	I would like this plan to provide cleaner air for myself and my family. I want to meet targets for GHG reductions.
15	Alameda	I want to live where transit is accessible and my needs are provided for (retail, etc.) in my community.
16	Alameda	How will change really relate to better air?
17	Alameda	I would like a civilized debate in this forum.
18	Alameda	Who is responsible for what's under the plan? Flow chart would be helpful. Who will put them together and when?
19	Alameda	What role does the state play? Local legislatures? Are the mayors requiring public input?
20	Alameda	This is a result of SB 375 being passed without a public vote. This will transform the lives of 9 million people and a few public workshops is not enough. It should have been on TV, everywhere and then voted on by the people. Local jurisdictions don't know enough.
21	Alameda	People are angry because this is the first opportunity to talk about the plan and now we are being told there is no plan. People don't know what they are voting on.
22	Alameda	Social equity is part of this. No one denies it and it is not in SB 375. This bill requires spending on stack and pack.
23	Alameda	There are many reasons jurisdictions cant say no - this is all due to social justice and redistribution of wealth.
24	Alameda	The developers will get CEQA waivers, so how will this reduce GHG?
25	Alameda	This is social engineering and deciding how we should live and that is wrong.
26	Alameda	Why was a 2nd Bart station built in Dublin instead of extending to Livermore? It was an inefficient use of funds. Was there public input?
27	Alameda	I don't want these subsidies. Jerry Brown killed the freeway and now we have 1,000 miles that should be freeways.
28	Alameda	What about diamond lanes - should buses use them?
29	Alameda	Transit needs to be accountable to the people.

30	Alameda	Transit should work like the 1950s when private companies operated it.
31	Alameda	The PDAs in Millbrae were met with resistance, same as Milpitas.
32	Alameda	How can we get the plans reworked?
33	Alameda	What is the next step before people can vote?
34	Alameda	Greenbelt Alliance has a pro-bicycle agenda.
35	Alameda	We need more time, the process is too fast, more info is required to vote.
36	Alameda	I represent all free people and this is social engineering through community manipulation.
37	Alameda	The developers will profit from economic development; the free market should decide housing and transportation.
38	Alameda	I grew up under the threat of eminent domain - a freeway was put behind my house and we couldn't sell.
39	Alameda	Voters should vote you out, 135 out of 200 (employees) make more than $100K.
40	Alameda	We are here to take care of those who cannot care for themselves.
41	Alameda	I am concerned for generations to come. I'm an American, not part of any group.
42	Alameda	Has been to three meetings and this is the first time we have had questions listened to and answered.
43	Alameda	The voting is ambiguous.
44	Alameda	How will you incentivize use of public transportation. Are there dis-incentives to using cars?
45	Alameda	How will lower income people move up if middle class car use is made more expensive?
46	Alameda	Livermore BART would have increased housing density and residents were told to shut-up when citizens protested.
47	Alameda	Livermore hired a consultant to justify bringing BART to downtown Livermore.
48	Alameda	Urban growth boundary in Livermore is preventing a land owner from using his property freely (e.g. building a house).
49	Alameda	Measure O doesn't protect private property.
50	Alameda	Private property should not be voted on. Measure D was an illegal petition.
51	Alameda	We need a vote. We need a hand vote to see whether there is support.
52	Alameda	I'm a resident and want to see leadership at all levels and I want to see representation and dialogue.
53	Alameda	Housing for growing workforce is a big issue. How do we become more competitive?
54	Alameda	I appreciate the process and believe that the plan needs input for all stakeholders.
55	Alameda	The draft plan has moved the conversation by providing more housing and transportation choices.
56	Alameda	I appreciate the forum and have two recommendations: (1) provide more time for activities, this process takes a long time. (2) Provide more funding for PDAs because although they are good conceptually, they do not work without adequate funding.
57	Alameda	The decisions on this subject have already been made by developers and other interests.
58	Alameda	We are now expected to vote without enough info and vague voting questions.
59	Alameda	MTC is not democratically elected and it is not accountable to anyone. MTC doesn't report to citizens or reflect citizens' views.
60	Alameda	Someone tried to sign up and ended up on Greenbelt Alliance's mailing list.
61	Alameda	MTC treats the public with contempt at meetings - interruptions and using disrespectful behavior. This process needs to start over.
62	Alameda	I oppose the plan and the questions are skewed for the results you want.
63	Alameda	This plan will involve a lot of property and control over property rights.
64	Alameda	This plan will rezone (land) to mixed use, open space, etc.
65	Alameda	I request a summary following comments.
66	Alameda	Communities that are already dense need more livability investments (e.g. parks in Berkeley).
67	Alameda	Second round of plan has improved numbers for Berkeley.

68	Alameda	70's limits to growth. We need to talk about limits to growth here.
69	Alameda	It's helpful and educational to hear various concerns.
70	Alameda	Livable, complete communities are important; look for ways to incentivize.
71	Alameda	Meetings should be held in communities that will be most affected by these plans.
72	Alameda	Good transit is important.
73	Alameda	Consider money to develop schools; give priority over houses.
74	Alameda	These plans are based on incorrect assumptions, such as "government can create jobs." Texas has been growing jobs due to less regulations. Private business has to make a profit.
75	Alameda	Developers should be here.
76	Alameda	If you believe in property rights and freedom, you should be worried.
77	Alameda	Elected officials should be thinking about the constitution and serving the people they represent.
78	Alameda	Laws are being enacted that favor environmentalists.
79	Alameda	I'm disappointed that this side of the hill isn't better represented.
80	Alameda	Jobs classifications segregate people and communities.
81	Alameda	East Bay parks confiscate property on the Altamont.
82	Alameda	Your meeting facilitator should create a safe environment for this meeting.
83	Alameda	Consider whether you are keeping businesses intact with these plans.
84	Alameda	Creating class warfare is not helping the poor.
85	Alameda	Keep California strong by keeping business strong.
86	Alameda	Get BART around the Bay - use a bond issue.
87	Alameda	We need evening MTC meetings so people who work can attend.

Plan Bay Area

January 2012 Public Workshops

Participant Comments from Comment Booklets, as submitted at the workshops

Station A: Transportation Trade-Offs

A number of potential transportation investments will be considered as part of Plan Bay Area. Not all of these items will be funded due to limited resources. At the workshop, participants who visited this station used tokens to "vote" on transportation trade-offs in three areas, or to provide their own idea:

- Transportation Investment Priorities
- Policies to Reduce Driving and Emissions
- Policies Regarding Public Transit

See the PDF titled "Comments on Transportation Trade-Offs " for how participants ranked the transportation investment categories in those three areas, and what "Other" ideas they offered.

Below are comments provided in the Comment Booklets related to these topics.

Transportation Investment Priorities

Participants commented on investment categories important to them.

	County	Comment
1	Alameda	BART around the Bay. Form a five-county JPA to succeed BART and Cal Train.
2	Alameda	Provide financial incentives to developers to build more multi unit housing and amenities like childcare.
3	Alameda	High Speed Transit (rail) for inside of our cities - neighborhood to neighborhood.
4	Alameda	Cars are the least expensive means of transportation - because it is paid for by the car owner and gas taxes.
5	Alameda	Free bus pass for students - middle school - high school. Gives school choice and starts next generation of bus riders.
6	Alameda	Repair freeways that exist. Should not take gasoline tax monies for bike and pedestrian ways.
7	Alameda	Safety education for drivers, cyclists and pedestrians.
8	Alameda	More freeways -- 2 lanes to 4 lanes.
9	Alameda	To get the public to use mass transit by: forced inst. & monitoring for all fed. State & county prisoners as a cond. of their rel. All new arrivals to the county to reg to vote, social services, and court order workers, to inc. vol. to faith base churches for proper public inst. in their area.

	Policies to Reduce Driving and Emissions	
	Participants commented on a variety of strategies being considered to encourage the reduction of driving and	
	associated vehicle emissions.	
	County	**Comment**
10	Alameda	Lobby Federal government to reduce subsidies for gasoline, so that driving reflects the true cost of extracting/refining petroleum. This will create real incentives to drive less.
11	Alameda	Encourage "Smart Driving" - I think this is not going to be effective on a large scale
12	Alameda	BART around the Bay. New 5 county JPA to succeed BART and Cal Train after a public vote.
13	Alameda	Stay out of the business of telling people what to do with their lives. The people who will be voting on this are not elected officials.
14	Alameda	Institute Parking Structures: encourage centralized parking for commercial districts.
15	Alameda	Expand the Safe Routes to Schools/Pedestrian Network: Infrastructure and encourage walking
16	Alameda	Encourage "Smart Driving" - What is that? Sounds like something we should all do.
17	Alameda	Support funding for mass transit. Support funding for transit oriented development.
18	Alameda	Fix all roads. Not all jobs can be done by telecommuting.
19	Alameda	Incentives for building walkable/bikeable communities. Congestion Pricing.
20	Alameda	Where you gonna get the electricity?
	Policies Regarding Public Transit	
	Participants considered and commented on a variety of strategies being considered to improve the customer experience on	
	public transit and to operate our existing public transit system more efficiently.	
	County	**Comment**
21	Alameda	BART around the Bay. Form a JPA to succeed BART and Caltrain and bring a plan to the voters.
22	Alameda	Free bus pass for youth.
23	Alameda	Provide transit access for all, not just to SF and Oakland but from San Leandro to Castro Valley to Berkeley.
24	Alameda	Public transit is very expensive.
25	Alameda	Free student bus passes.
26	Alameda	Tie funding to transit operations reform (scheduling, compensation).
27	Alameda	More affordable transit.
28	Alameda	More rapid transit.
29	Alameda	Enhance connections between transit stations and the community.
30	Alameda	Expand transit network.
31	Alameda	End subsidies; make BART responsible.
32	Alameda	Better scheduling with BART and AC Transit

	Plan Bay Area		
	January 2012 Public Workshops		
	Participant Comments from Comment Booklets, as submitted at the workshops		
	Station B: Quality of 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) and transportation investments need to be carefully designed to maximize benefits for residents. Of the following benefits select your top two priorities:		
	County	**Count**	**Potential Benefit**
	Alameda	**11**	Safer neighborhoods from lighting, infrastructure improvements and more eyes on the street.
	Alameda	**21**	Improved health through better infrastructure for walking and biking.
	Alameda	**20**	More retail and access to food due to larger population and pedestrian support for retail.
	Alameda	**7**	Increased open space and parks through planning and development impact fees.
	Alameda	**21**	Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities.
			Indicate here if you disagree or have other suggestions.
1	Alameda		Better transit, longer routes, make areas more conveniently reached.
2	Alameda		We need BART around the Bay with ample parking at suburban stations. Surface parking converts easily to structures as land values increase. Many more people can drive to BART than walk. A given station's acreage can hold many more autos than dwelling units.
3	Alameda		Remember there are 0-5 year olds who need well located (near transit) child care/schools (or your just disadvantaged families with young children). They want TOD too and to limit driving emissions for their children's future if not theirs.
4	Alameda		Good schools will entice new homes and jobs.
5	Alameda		It is not ABAG nor MTC's right to decide what a "complete community" is. People, housing, condos, apts, stores, etc., put in close proximity or on top of each other is not my idea of a complete community. People need space and property rights.
6	Alameda		Increased incentives for organizations to hire in their local communities to reduce the need for commuting.
7	Alameda		Set limits on residential parking. Separate dwelling from parking.
8	Alameda		Better schools through school vouchers. Private transport systems cost less than public systems.
9	Alameda		Quality housing affordable to the Bay Area workforce with multiple transportation options to businesses/employment and creating a climate to attract businesses.
10	Alameda		Want to ensure that bus access is really given and amend with development without displacement.

11	Alameda		Recommendation - better connect the PDA and PCA programs so each community gets best of both worlds at the same time.
12	Alameda		A participatory meeting where we gather together and decide where does the attention needs to be and how are going to do it.
13	Alameda		Shouldn't tie transportation funding to requiring housing.
14	Alameda		Areas of mixed housing - not all single family or apartments - but mixed.
15	Alameda		It divides neighborhoods into areas where all industrial workers will live in one area close to work and other workers in computer tech will live in another, close to work. This is not diversity. Local jurisdiction - not state jurisdiction.
16	Alameda		Can not prioritize these choices - all together they make safe communities.
17	Alameda		All of these, and mixed income housing, all fit together.
	Are jobs and housing converging in the right places in your county? Can this convergence support greater access to jobs and housing, particularly for low-income and moderate-income populations?	
	County		**Comment**
18	Alameda		*Planning decisions in local cities is key to this process, so incentives to them are critical for building housing and affordable housing near transit.*
19	Alameda		I don't think enough information was provided about the proposed land use scenarios for participants to speak to this question.
20	Alameda		*No need for them to converge if we get BART around the Bay.*
21	Alameda		New jobs-to-housing should be focused in the Priority Development Areas.
22	Alameda		*No, the extremely low income and the homeless population are as usual being ignored. Affordability is a term used in housing and is not truly affordable to the renter. It is affordability for the developer or land owner, only! When asked why a developer could not offer housing based on 30% of income I was told "the developer" could not afford to.*
23	Alameda		Housing was converged in Pleasanton against the will of the citizens. We voted on a 29,000 unit cap, and Jerry Brown and the legislature are forcing low and extremely low housing into Pleasanton.
24	Alameda		*No rising sea levels.*
25	Alameda		No, I live in Oakland and work in Berkeley in technology - obviously there is no convergence. In Santa Clara and San Mateo counties, there are also no options with the amenities that are available. We need walkable communities near all job centers.
26	Alameda		*There are a lot of low-paying service jobs in our region without the appropriate number of housing units to match.*
27	Alameda		We need more housing along the transportation corridors.
28	Alameda		*Generally yes, possibly, if adequate infrastructure is provided.*
29	Alameda		Texas has a free economy and lots of jobs.
30	Alameda		*No, the stock of quality housing affordable to our workforce is not concentrated in areas in close proximity to jobs, good schools, quality open space, and transportation choices.*

31	Alameda		(Work) Pleasanton-Dublin sprawl. Heavily segregated land uses (employment, housing). Pleasanton - not enough low-moderate income housing - unaffordable. (Home) Oakland - better integration of jobs/housing, though driving is still often a better option between neighborhoods.
32	Alameda		*I want to ensure that there is affordable housing near job centers that are complete communities.*
33	Alameda		Encourage more emphasis for means to develop affordable units in more affluent communities.
34	Alameda		*Based on the map and my limited knowledge of the area, it appears they are because they are close to existing infrastructure.*
35	Alameda		Okay.
36	Alameda		*No, you barely see good jobs and good housing in my neighborhood. There are some jobs but not that much in lower-income population.*
37	Alameda		Perhaps new housing should mimic the housing already existing in growing areas while adding housing options that sustain all incomes.
38	Alameda		*Yes, but not TODs. TODs have been shown to not produce the transit riders that they claim.*
39	Alameda		Need more affordable housing in all parts the Bay Area.

	Plan Bay Area		
	January 2012 Public Workshops		
	Participant Comments from Comment Booklets, as submitted at the workshops		
	Station C: The San Francisco Bay Area -- 2040		
	How should the region accommodate projected growth? (Indicate your level of support for each potential option.)		
	A. Allow new housing, offices and shops to be built in the centers of cities and town near public transit.	B. Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.	C. Build more affordable housing in existing communities that already have a strong job base.
	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion
	Alameda County -- Count		
	1) 24	1) 18	1) 15
	2) 3	2) 3	2) 8
	3) 1	3) 7	3) 5
	4) 1	4)	4) 1
	5) 4	5) 3	5) 3
	0)	0) 1	0) 1
	If you opposed the three growth patterns above, offer your suggestions on how the region can accommodate projected growth.		
	Alameda County Comments		
1	Please provide health measures to protect residents from the health hazards of living near transit (i.e., diesel pollution).		
2	*Suburban station areas should e planned much more for automobile rather than walking access. New and rebuilt freeways should have wide medians, est. I-80, I-580, and SR4. Housing and transit do not mingle well. BART needs better auto and freeway access.*		
3	I don't understand the differences, sorry.		
4	*In addition to the above, cities need to allow small commercial (retail) in existing neighborhoods.*		

5	Increase local hiring incentives, encourage large employers to create regional offices, create multi-areas: work/shopping or home/shopping. Encourage centralized parking for commercial areas.		
6	*Private bus systems = Private Jobs - Reduce regulations.*		
7	More incentives are very important.		
8	*Retain local control. None of the plans are desirable. Cut gas taxes and fix roads and expand roads with the rest.*		
9	Support B the most. Improve upon it by ensuring a mix of incomes for homes near public transit (greater socialization among levels).		
10	*I don't oppose. I'm just concerned about development without displacement.*		
11	Local jurisdiction only.		

Plan Bay Area

January 2012 Public Workshops

Participant Comments from Comment Booklets, as submitted at the workshops

Do you support development of Plan Bay Area?

Plan Bay Area is along-term strategy for the nine-county San Francisco Bay Area that is currently being developed. The idea is to accommodate the region's housing and transportation needs for the next 30 years and reduce the region's auto dependence. Plan Bay Area is focused on: improving the local economy, reducing driving and greenhouse gases, and providing access to housing and transportation for everyone who needs it.

	1. In general, do you support the establishment of this type of a regional plan?	**3. Changes will be needed in my community and in my lifestyle to improve the quality of life in the Bay Area in the future.**
	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion	1. Agree Strongly 2 3 4 5. Disagree Strongly 0. No Opinion
	Alameda County -- Count	**Alameda County -- Count**
	1) 20	1) 17
	2) 8	2) 8
	3) 3	3) 2
	4) 0	4) 2
	5) 3	5) 4
	0) No Opinion	0) 0
	2. Why it that?	
1	*Generally support reduction of GHG through infill development, increase in public transit and increased options for biking/walking. Please take into consideration the air quality near freeways, ports, truck routes when housing decisions are made to reduce poor health outcomes.*	

2	Support Strongly: Because growth is inevitable, the question is how to plan for it in order to maintain quality of life and avoid destroying the environment. I am very disillusioned that so many people here tonight do not understand this simple fact.		
3	*Support Strongly: Sustainable, transit-oriented communities have proven to result in healthier residents. Planning for a future that does not heavily depend on fossil fuels is necessary since fossil fuels are not going to last forever and they hurt our health and planet.*		
4	Oppose Strongly: It is ill-conceived. BART with ample parking at suburban stations gives people access to regional jobs throughout the region. People can change jobs without moving their homes or driving long distances. Adjusted for inflation and population, a bond issue of the 5 counties ringing the Bay Area would yield about $66 billion.		
5	*Support Strongly: Greenhouse gases.*		
6	Support Strongly: Right now, each community is an island. It is very important to have each local community to decide how things will look in their community. I am also worried that the public input process is not getting a diverse cross-section of views -- especially from teens, young professionals and young families.		
7	*Support Strongly: Because many issues are regional issues best addressed on a regional scale.*		
8	Support Strongly: Yes, we need a regional planning tool that incorporates growth and transportation.		
9	*No, because it restricts freedom of individuals, especially the poor.*		
10	Support Strongly: I don't like sprawl and strip malls; SMART growth.		
11	*Support Strongly: We need to prepare all of our residents to succeed in the new economy. This is not a survival of the fittest. We need to increase the health of all our residents.*		
12	Support: It's hard to be strategic if we're only leaving it up toevery local government. Top down is not always the most efficient but I think a common philosophy or set of standards is necessary for such lofty and comprehensive goals.		

13	*Support Strongly: There are several reasons: Auto dependence =GHG/CO2 emissions - must reduce to improve air quality. Highways -- new and expanded -- are not possible. New populations must be served big improved, efficient, integrated, public transportation. Land Use/Transportation are inextricably linked to and must be planned together.*		
14	Support: Growth is inevitable and the best way to know of it is through higher density. What is being proposed seems no different than what has been done in other major cities in the county/world. The opposition seems mis-guided. I don't think they understand how zoning works -- natural growth as they are asking for works through approved zoning measures.		
15	*Support: I understand that the meeting tonight did not proceed as planned. The mob mentality and rude interruptions discourage differing opinions from only the most veracious from being heard. The television cameras directly in front of the podium was also incredibly intimidating. I do commend staff and elected officials for doing their best to create an environment where people could calmly ask questions and provide comments, and for surviving the onslaught, I think that goes a long way in making people feel heard, no matter how rude and obnoxious they are. The biggest issue though, is, in this in environment, who is being heard.*		
16	With little exposure to the issues/qualities of PBA, based on what I learned tonight, 1/12/12, the Plan appears to be a much needed step in the right direction. It sounds like it's a work in progress. I'm glad my opinion is valued and invited.		
17	*Oppose Strongly: No regional plan, must be local only!*		
18	Support Strongly: Despite the shouting at the meeting, I don't hear alternatives. It seems like we need an overall mix of strategies in the plan.		

Plan Bay Area

January 2012 Public Workshops

Participant Comments from Comment Booklets, as submitted at the workshops

Other Comments

Participants were asked to provide any other comments related to Plan Bay Area:

	County	Comment
1	Alameda	We need more palpable transit to get people out of cars and affordable to all specifically local low income and fixed income.
2	Alameda	*All of the opposition I hear, here tonight, is coming from people who are afraid of change. They want to stick their heads in the sand and pretend there are no problems, ignore the fact that population growth **will** happen. These attitudes are based on ignorance, selfishness and a very dangerous sense of individualism with no concern for the common good.*
3	Alameda	I am really concerned about equity and public health. I think affordable, reliable and clean transportation to get people from home to jobs and entertainment would boost our economy and provide ways for folks to get around while decreasing GHG.
4	Alameda	*Form a JPA of the five counties from the SF Bay. Plan for BART around this Bay. Upgrade, separate and fence Caltrain south from Millbrae/SFO and add a third (freight) track on the eastside, regauge, signal and electrify Caltrain as BART. Extend BART beyond the Altamont and the Golden Gate and Carquinez bridges.*
5	Alameda	I'm a one car family living near BART in downtown Oakland. An improvement would be childcare and schools nearby, and safer streets as well. Change would not negatively impact me.
6	Alameda	*I want more places that match my ideal lifestyle - I want denser walkable fully featured neighborhoods with shopping, parks, housing and work in our neighborhood.*
7	Alameda	All great regions, such as the Bay Area, have great parks and natural resource areas. Open space and land conservation agencies, such as the East Bay Regional Park District, are committed to partnering with MTC and ABAG to 1) protect vial natural resource areas, and 2) to find effective and meaningful financial incentives to meet the requirements of SB375. Thanks for all your work on Plan Bay Area to make the Bay Area an even greater region that it is today.
8	Alameda	*There is a contradiction with a plan based on further development areas and complying with BAAQMD's air quality guidelines. Application of the guidelines severely restricts to development of the PDAs. I recommend that this issue be studied by qualified professionals independent from BAAQMD.*
9	Alameda	No. Just look at Oakland and San Jose. Change - new discoveries - plans for 25 years must adjust to change. Bus Service: especially private bus service is more flexible that rail.
10	Alameda	*My community needs to reduce the stressors of life that shorten our life spans. These include stable, livable wages, quality housing, multiple transportation choices, quality schools, etc.*

11	Alameda	Work Shop Comments (Dublin 1/11/12): As a transportation/planning/engineering professional (who admits that I did not review entire Plan before workshop), I found some parts confusing (e.g., Tokens to vote for transportation improvements). As an Oakland resident, disappointed that Dublin was the only Alameda County venue. This workshop unfortunately turned into a shouting matches, etc. I did not get to participate in Station C's Q&A because council chamber was turned into an impromptu public meeting with no opportunity for me to participate. You let the loonies (property rights, etc.) take over - too bad.
12	Alameda	*People need to feel they have a choice. If they want to drive an SUV they should be able to. I definitely agree that higher density is needed but if people choose to commute, they should have that choice.*
13	Alameda	I believe growth is inevitable and therefore adaption is necessary. I'm willing to work collaboratively with the Bay Area people to grow and expand. Consciously, intentionally and collaboratively.
14	Alameda	*This plan makes it anti-social and divides communities.*
15	Alameda	Add transportation details to the announcement flyer.
16	Alameda	Thank you for patience. Be prepared to make this a process. Planning is perseverance. Buy-in is important. How we do this is just as important as what we do. Ideas are good; let's give that all the other side can complain about.

Plan Bay Area
January 2012 Public Workshops

Transportation Trade-Offs, Oral and Written Comments, submitted at the workshops

Station A: Transportation Trade-Offs

A number of potential transportation investments will be considered as part of Plan Bay Area. Not all of these items will be funded due to limited resources. At the workshop, participants who visited this station used tokens to "vote" on transportation trade-offs, or to provide their own ideas, in three areas:

- Transportation Investment Priorities
- Policies to Reduce Driving and Emissions
- Policies Regarding Public Transit

Below is the count that shows how participants ranked these potential transportation investment categories in these three areas, followed by the ideas/comments submitted via cards by participants using the "Other" option.
See the PDF titled "Workshop Written Comments" for additional comments submitted by participants for Transportation Trade-Offs.

TOKEN COUNT: ALAMEDA COUNTY

Transportation Investment Priorities	#	%
Increase the number of freeway lanes for carpoolers and bus riders	11	3%
Expand bicycle and pedestrian routes	26	7%
Extend commuter rail lines, such as BART and Caltrain	60	16%
Maintain highways and local roads, including fixing potholes	58	15%
Provide more frequent bus service	40	11%
Provide financial incentives to cities to build more multi-unit housing near public transit	43	11%
Fund traffic congestion relief projects, such as adding turn lanes on roads, or reconfiguring interchanges and on-ramps on highways	25	7%
Increase public transit service for low income residents who do not have access to a car.	52	14%
Invest in improving speed and reliability in major bus or light-rail corridors.	21	6%
Other:	39	10%

Comments from "Other" Cards -- Transportation Investment Priorities

	County	Comment
1	Alameda	BART around the Bay, beyond the Altamont, and to the Golden Gate Bridges. Form a JPA of the five counties ringing San Francisco Bay to develop such a plan and bring it to the voters for approval, funding, etc. It could well succeed BART and Caltrain, bringing BART frequency and conveniences to the Peninsula and South Bay.

2	Alameda	Increase public transit service for all income level school children
3	Alameda	Disagree with process!
4	Alameda	Not enough tradeoff!
5	Alameda	Presumptions not in fact
6	Alameda	Remove commuter lanes and open traffic so traffic can move - stop and go is costly
7	Alameda	BART Agency -- with private bus systems IF they can cost less. Taxes in a bankrupt state harms us all.
8	Alameda	Fix it first - maintain & improve what we have before expanding.
9	Alameda	Improve local roads, not highways, exp. Via "complete streets" requirement
10	Alameda	Expand pedestrian options, not bicycles
11	Alameda	Extend BART schedule past midnight
12	Alameda	We need attention paid to thinking about what walkable means. If we want people to walk it's not good enough to increase pedestrian rules but also examine what large car driven intersections say to pedestrians (and also huge strip malls and freeway overpasses) cul-de-sacs don't encourage walking either.
13	Alameda	Convert 2 lane highways to full freeway. Save lives, save polar bears 84 & Vasco
14	Alameda	More freeways, end bus subsidies, make them accountable
15	Alameda	Convert carpool lanes to equality lanes for everyone
16	Alameda	Fix roads
17	Alameda	Expand freeway system
18	Alameda	Cut gas taxes!
19	Alameda	Retain local control
20	Alameda	Extend BART hours!!
21	Alameda	Evaluate the real costs associated with expansion. It seems that many projects have price tags that are far beyond realistic costs. Ex: High costs for concrete. Simply, isn't it dirt?
22	Alameda	I was not given enough info on OneBayArea - this is very controlling
23	Alameda	Reducing driving is not the only way to "reduce auto emissions". What about simply encouraging more efficient private vehicles, which will reduce green house gas emissions, even without any reduction in private driving.
24	Alameda	Encourage private solutions such as private toll roads, private toll bridges
25	Alameda	Maintain public roads
26	Alameda	Support local planning, no regional un-elected planner
27	Alameda	Increase time BART runs to and from.
28	Alameda	Free buss pass students
29	Alameda	Subsidize transit fees, cheaper mass transit
30	Alameda	Incentives to develop housing & amenities like for families
31	Alameda	Safety education for drivers, cyclists & pedestrians
32	Alameda	Maintain transit (3 chips)

Transportation Trade-Offs *(continued)*

Policies to Reduce Driving & Greenhouse Gas Emissions

A variety of strategies are being considered to encourage the reduction of driving and associated vehicle emissions.
At the workshop, participants who visited this station used tokens to "vote" on a list of potential policies to reduce auto emissions or provided their own ideas.

TOKEN COUNT: ALAMEDA COUNTY

Policies to Reduce Driving & Greenhouse Gas Emissions	#	%
Encourage 'Smart Driving'	40	11%
Complete the Regional Bicycle Network	68	18%
Expand the Safe Routes to Schools/ Pedestrian Network	58	16%
Increase Vanpool Incentives	13	3%
Expand Electric Vehicle Strategies	28	7%
Develop Commuter Benefit Ordinances	45	12%
Increase Telecommuting	47	13%
Institute Parking Surcharges	12	3%
Freeway speeds at 55 mph	18	5%
Other:	45	12%

Comments from "Other" Cards -- Policies to Reduce Driving & Greenhouse Gas Emissions

	County	Comment
1	Alameda	Increase intellectual diversity on transportation planning. Increase efficiency of each modality…explore more expressways private funded roads…
2	Alameda	Use public bus agencies to provide school bus services to reduce emissions by parents driving kids to school.
3	Alameda	BAAQMD - Indirect source rule (3 chips)
4	Alameda	Support funding for Transit Oriented Development (TOD)
5	Alameda	Support funding for mass transit
6	Alameda	BART around the Bay, beyond the Altamont, and to the Golden Gate Bridge and Carquinez Bridges. Form a JPA of the five counties ringing San Francisco Bay to develop such a plan and bring it to the voters for bond or other funding. This JPA could succeed both BART and Caltrain and bring BART service throughout the 5 counties and with their funding to neighboring counties. A bond issue equal to that for BART in 1962 adjusted for inflation and population would raise about $16 billion.
7	Alameda	Poorly organized
8	Alameda	More local transit

9	Alameda	Expand freeways
10	Alameda	Cut gas taxes & let people keep their $
11	Alameda	Don't try to dictate how the people should live!
12	Alameda	We need fewer regulation to encourage job growth so we can afford this in the future.
13	Alameda	Reduce transportation agencies to eliminate overlap, improve efficiency & scale costs.
14	Alameda	Encourage more or new private shuttles to compete with public transportation (e.g. SFMuni) increase taxi tokens.
15	Alameda	Reduce influence of (reform CEQA) environmental agencies/advocates on allocation of trans. Funds. Too much of transportation dollar goes to mitigation & planning -- not for purpose of improving travel.
16	Alameda	Reform CEQA & transportation approval process by establishing & enforcing deadlines (milestones). The Bay Bridge is still not finished 22 years after Loma Prieta. Too much time/$ wasted by self interested advocates.
17	Alameda	Lobby the federal government to reduce subsidies for gasoline, so that driving reflects the true cost of extracting and refining and consuming petroleum. This will create a real incentive for people to drive less.
18	Alameda	School bus routes
19	Alameda	Ban vehicles with <20 MPG from public roads
20	Alameda	Incentives for building walkable/bikeable communities
21	Alameda	Complete streets everywhere
22	Alameda	More mixed zoning that enables more people to walk to work. Also, why are there no school buses here? I go to school on the east coast and all my friends grew up riding the bus.
23	Alameda	Affordable transportation
24	Alameda	Promote & invest in public transit instead of measures aimed directly at reducing driving
25	Alameda	Not enough info - no explanation - control
26	Alameda	Increase density @ Transit nodes and increase fuel taxes
27	Alameda	Encourage alternative work schedules - 9/80 or 4/10

Transportation Trade-Offs *(continued)*

Policies Regarding Public Transit

A variety of strategies are being considered to improve the customer experience on public transit and to operate our existing public transit system more efficiently. At the workshop, participants who visited this station used tokens to identify four policies important to them to improve public transit. Participants also were able to provide their own ideas under the "Other" category.

TOKEN COUNT: ALAMEDA COUNTY

Policies Regarding Public Transit	#	%
Better-timed connections	36	12%
More real-time information	16	5%
Cleaner/new vehicles and cleaner stations	17	6%
Standard fare policies across the region	27	9%
Fixed-price monthly pass valid on all trains, buses and ferries	42	14%
More frequent and faster transit service	87	29%
Better on-time performance	23	8%
More customer amenities such as WiFi on buses and trains	16	5%
Other	38	13%

Comments from "Other" Cards -- Policies Regarding Public Transit

	County	Comment
1	Alameda	Include safe routes to transit
2	Alameda	Improve & expand roads, retain local control
3	Alameda	Eliminate empty buses
4	Alameda	Give local cities & counties control
5	Alameda	No top-down authority
6	Alameda	Where does the money come from. Higher taxes drive employers out of business = fewer jobs
7	Alameda	Promote nat'l gas development through tracking & keystone & exploitation of U.S. Nat'l resources - lower cost of transit, both public & private
8	Alameda	Promote natural gas vehicles (not electric!)
9	Alameda	Expand transit network
10	Alameda	More rapid transit - light rail /subway etc.
11	Alameda	BART around the Bay!

12	Alameda	Maintain transit (2 chips)
13	Alameda	Enhance connectivity between transit stations and the community they support.
14	Alameda	Fix it first before expanding
15	Alameda	More frequent transit, not faster
16	Alameda	Cheaper fares, need not be "standard"
17	Alameda	Poorly organized
18	Alameda	Need to minimize freight transportation neighborhood communities. Health assessment need to happen before projects
19	Alameda	I'm from Fremont/Newark: Public transit (i.e. the bus) in my area usually serves low income groups that don't own vehicles. In other ways it is indirectly stigmatized and never seen as a middle class option. I didn't get my license until I was 17 1/2 and yet my parents never encouraged me to learn public transit. I think if it was possible to rebrand public transit as something convenient, cheap, safe and easy to learn for anyone that did not have access to a car, this might encourage more people to take advantage and see the ____
20	Alameda	I'm offended / This is a major control tactic. We have no right to vote for Ala Co Citizens.
21	Alameda	Extended transit hours
22	Alameda	Increase user friendliness of public transit such as in Europe where stops are lighted on a route map as you travel.
23	Alameda	Increase public car share availability
24	Alameda	Free bus passes for youth & low-income seniors
25	Alameda	BART around the Bay, beyond the Altamont, and to the Golden Gate Bridge and Carquinez Bridges. Form a JPA of the five counties ringing San Francisco Bay to develop such a plan and bring it to the voters for bond or other funding. This JPA could succeed both BART and Caltrain and bring BART service throughout the 5 counties and with their funding to neighboring counties. A bond issue equal to that for BART in 1962 adjusted for inflation and population would raiser over $16 billion.
26	Alameda	Transit for all areas, not just from one urban area to another like Oakland to S.F. Consider transit for more suburban areas as well to get to X town and to neighboring towns.

Transportation Trade-Offs, Oral Comments

	County	Comments
27	Alameda	What is smart/ eco- driving?
28	Alameda	Explain "more real time information."
29	Alameda	What is One Bay Area? How can we vote when there's no information about what it means?
30	Alameda	Are we voting for all the people of Alameda county?
31	Alameda	What are parking surcharges? I already pay for BART parking so I don't clog up the bridge. How does that make sense?
32	Alameda	I don't have enough information to vote.
33	Alameda	This is America; you guys have to stop this.
34	Alameda	City council members and planners shouldn't be participating in the meeting.

35	Alameda	At last spring's workshops, four of the people at my table were city planners; that is undemocratic.
36	Alameda	We need to place more people close to work or transit (so they can take transit to work) to reduce driving.
37	Alameda	I would place an emphasis on extending rail lines; we need rail to combat air pollution, especially BART.
38	Alameda	I put several tokens for bike/pedestrian improvements; I biked here tonight and the streets are lonely; not many cyclists in this area.
39	Alameda	We need one five-county agency that could issue its own bonds to raise money.
40	Alameda	We need one body to regulate the 26 transit agencies; it doesn't make sense to have 26 agencies.
41	Alameda	This is like Christmas as if we can afford everything. What are the costs of the options? We can't vote without costs.
42	Alameda	I worry it takes money from cities to fix potholes. The cheapest form of transportation is cars. Our gas taxes are for cars
43	Alameda	Of $68 billion, how much is for capital funds vs. operational costs?
44	Alameda	What are greenhouse gas emissions? 74% of greenhouse gases are water vapor.
45	Alameda	What are safe routes to school?
46	Alameda	We need BART around the Bay. We need one transit agency.
47	Alameda	Very concerned about climate change and sea level rise.
48	Alameda	Regionalize BART around the Bay. Consolidate and privatize the bus systems.
49	Alameda	I-580 is a parking lot. How does San Joaquin County get into the game?
50	Alameda	Voted for bikes & pedestrian infrastructure and transit access for low-income riders in order to reduce emissions and give people options.
51	Alameda	Improve bike lanes as an option for commuters.
52	Alameda	Real-time information and better connections helps riders.
53	Alameda	Extend hours and connections to San Francisco from Oakland.
54	Alameda	Cuts to bus lines need to stop and routes need to be restored.
55	Alameda	Improve the reliability of buses.
56	Alameda	Improve facilities for active transportation. It can save lives due to improved health.
57	Alameda	Increase bus frequency and educate drivers about how to use transit.
58	Alameda	Make it easy to pay with regional fare cards.
59	Alameda	Add more street lights to improve safety.
60	Alameda	Faster transit and better-timed connections are essential.
61	Alameda	Consolidate the transit agencies.
62	Alameda	Reach out to the youth since this plan is for them: use youth radio, go to schools.
63	Alameda	Disruptive behavior makes it hard to be heard.
64	Alameda	Build more 3-bedroom or larger condos for people who don't want single-family homes, but want families.

	Plan Bay Area	
	January 2012 Public Workshops	
	Oral Comments: Land Use and Complete Communities	
	County	**Comments**
1	Alameda	Sees this process as social engineering.
2	Alameda	What about jobs? Businesses start them. Where are businesses in this discussion? Businesses create jobs.
3	Alameda	It's important for there to be affordable housing in development projects -- whether urban or suburban. Wants to see greater emphasis on meeting our regional allocation allotments.
4	Alameda	Wants more mixed use and density in the equation.
5	Alameda	Regarding Pleasanton housing update -- schools are an issue, particularly funding and financing. Need to be sure their priorities are met.
6	Alameda	Regarding the Lafayette PDA -- It is part of the process and in concept it works, but it is not as effective as it could be. Needs more overlap with housing, transportation and open space to offset impacts.
7	Alameda	The PowerPoint slide map is hard to read; it needs more explanation.
8	Alameda	How did the cities designate PDAs? What was the process?
9	Alameda	What about disaster and emergency egress and preparedness?
10	Alameda	What about sea level rise and global warming?
11	Alameda	It doesn't make sense to divide the elements -- they are all synergistic (housing, infrastructure).
12	Alameda	Where are the five scenarios? Why aren't we looking at them?
13	Alameda	As a Dublin resident, concerned about lack of detail. Denser neighborhoods means less safety, worse schools. Concerned the plan is being shoved down people's throats and sold to developers.
14	Alameda	Are we trading horizontal sprawl for vertical sprawl? It causes problems: what about parking in high density areas? Improved health will not happen from cramming people into "stack and pack" housing. Where is data on public transportation?
15	Alameda	From Representative of "Ditch Dirty Diesel Collaborative": Is smart growth really smart? People are polluting -- where is health assessment? Where is affordable housing? Where are parks for families? Where is transportation impact?
16	Alameda	Explain/Describe a Rural Town Center PDA.
17	Alameda	10K per square mile is livable -- but this plan doesn't hold out hope for our neighborhood and its value as a single family lifestyle. Dense, low- rise development is livable, but is it just "existing"? Is it a myth that our neighborhoods won't change?
18	Alameda	Has concerns about the plan. Some like it but ..TOD may be good but worried that people will be priced out of living there. Where is plan to continue to live there? What about a plan to stay in place… to still be able to afford to be there and not priced out?
19	Alameda	Government should provide incentives for density. Maximizing dollars -- less government.
20	Alameda	Need shared use of buildings/facilities, not just use as schools. Need more thoughtful design to use space. For example, businesses shut down at 6 p.m. How do we better use these buildings?
21	Alameda	Need to emphasize jobs in complete communities…not just houses. And including health care is needed.
22	Alameda	Will these communities be planned? How about architecture? Are we participating and using aesthetic qualities? Urban design is important.
23	Alameda	Do other ideas make it into the final plan? Single family residential throughout Bay Area except large cities where there are high crime rates. Less safe.
24	Alameda	Jobs have moved out and many neighborhoods are blighted. Start with these basics. Where are we addressing employment, which is important? Need city cohesion of employment and services. What are the strategies to make communities more vital -- like Oakland and San Leandro?

25	Alameda	This process is not transparent. Where is funding coming from? Who is going to get it? How are cities involved?
26	Alameda	What about multiple units, grandfathered sub-units, second units or putting additional units on old lots? City planning seems to discourage these. This issue needs to be resolved -- need to resolve state mandates and local policies and how they apply to these units.
27	Alameda	Regarding population and employment data/ projections: Where do the growth models or redistribution models come from? What are the real estate and housing policies and strategies that determine these?
28	Alameda	A diverse mix of types of housing is needed.

Alameda County – Community-Based Focus Group

Host Community-Based Organizations: Causa Justa Just Cause and South Hayward Parish

Date: January 6, 2012

Attendance: 18

(Note: Not all who attended participated in all voting segments.)

Part A – Transportation Tradeoffs

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	**Provide financial incentives to cities to build more multi-unit housing near public transit**	14%
2	**Increase public transit service for low-income residents who do not have access to a car**	13.4%
3	**Provide more frequent bus service**	12.3%
4	**Expand bicycle and pedestrian routes**	11.2%
5	**Maintain highways and local roads, including fixing potholes**	10.5%
6	**Invest in improving speed and reliability in major bus or light-rail corridors**	10.1%
7	**Increase number of freeway lanes for carpools and buses**	8.4%
8	**Fund traffic congestion relief projects**	7.8%
9	**Extend commuter rail lines, such as BART and Caltrain**	7.3%
10	**Other**	5%

A Sampling of Comments

- Transit needs to be safe and reliable and needs to meet the needs of those who rely on it most – low-income residents
- Pricing needs to be tailored to low-income, senior and youth riders (i.e., lower fares, free youth passes)

Policies to Reduce Driving and Emissions

Participants were given ten options for policies to reduce driving and greenhouse gas emissions and asked to select their top five priorities. One option was "other" to allow participants to write priorities not already on the list.

Rank	Priority	%
1	**Expand the Safe Routes to Schools/ pedestrian network**	21.4%
2	**Complete the regional bicycle network**	17.7%
3	**Develop commuter benefit ordinances**	13.7%
4	**Encourage "smart" driving**	13.1%
5	**Increase vanpool incentives**	11.8%
6	**Expand electric vehicle strategies**	6.7%
7	**Change freeway speed limit to 55 mph**	4.9%
8	**Increase telecommuting**	4.7%
9	**Other**	3.1%
10	**Institute parking surcharge**	2.9%

A Sampling of Comments

- Making public transportation more convenient and improving the connections between people's home and work will reduce driving
- Transit needs to be more affordable and more accessible to the most vulnerable populations, such as seniors, youth and very low-income residents
- Telecommuting, parking surcharges and employer incentives do not benefit low-income workers
- The high cost of transit means more people will continue to drive
- Need access to alternative modes of transportation such as mopeds, scooters or taxis

Policies Regarding Public Transit

Participants were asked whether they support or do not support finding ways to improve the customer's experience on public transit and to operate the existing public transit system more efficiently without cutting service. One option was "other" to allow participants to select their own answer.

Support	**100%**
Do Not Support	**0%**
Other	**0%**

Note: This question was revised and expanded for subsequent focus groups.

A Sampling of Comments

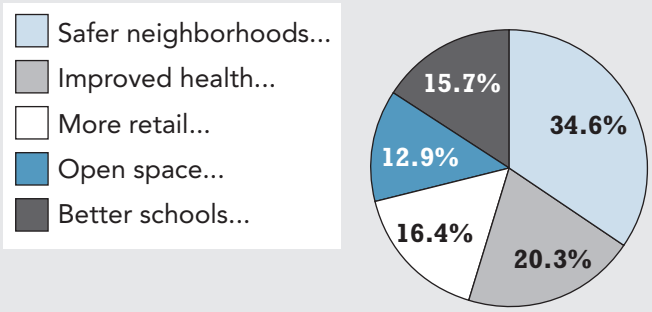
- Transit is not clean, is unsafe to riders and pedestrians, and drivers need to be considerate of needs of all riders, especially those with small children
- Routes often do not go where people need to go
- Signage is confusing
- There is not enough space for mothers with strollers and seniors with canes or wheelchairs to maneuver
- Transit is geared more towards commuters rather than those who need public transit for all of their daily needs
- Education is needed to assist riders with using transit, particularly making multi-modal trips
- Transit cuts are being used to offset inefficiencies in local government

Part B – Quality of Complete Communities

Participants were given five benefits of complete communities and asked to select their top two priorities.

Rank	Priority	%
1	**Safer neighborhoods from lighting, infrastructure improvements and more eyes on the streets**	34.6%
2	**Improved health through better infrastructure for walking and biking**	20.3%
3	**More retail and access to food due to the larger population and pedestrian support for retail**	16.4%
4	**Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities**	15.7%
5	**Increased open space and parks through planning and development impact fees**	12.9%

Complete Communities



A Sampling of Comments

- If jobs and housing converged in the right places, they would support better schools, increased walkability and would build a stronger base for local businesses
- Affordable housing and local hiring needs to be encouraged so that those who currently live here can benefit from any changes in job and housing policy

(Continued...)

A Sampling of Comments (Continued...)

- Usually increased housing and jobs are meant for newcomers to the area, which can create displacement of current residents
- Planning should ensure jobs, housing and transit makes sense for everyone, not just middle-class commuters
- Invest in education for youth in low-income areas
- People need more access to livable wage jobs, as well as truly affordable housing
- "More eyes on the street" could be interpreted as potential police harassment in communities that do not have good police relations

Part C – The San Francisco Bay Area 2040

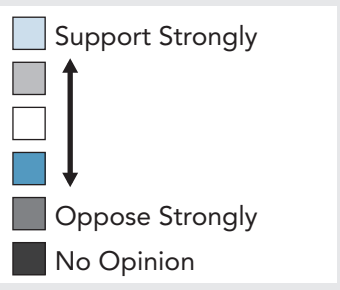
Discussion and Questions

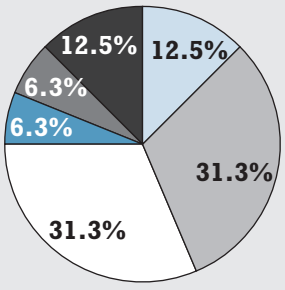
Participants were asked to indicate their level of support for three options for accommodating projected growth.

Option A: Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.

Support Strongly	**12.5%**
	31.3%
	31.3%
	6.3%
Oppose Strongly	**6.3%**
No Opinion	**12.5%**

Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.

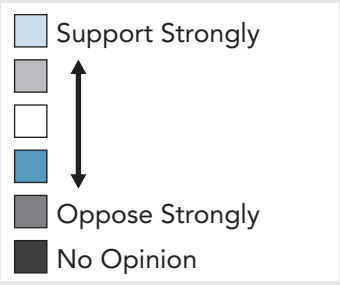


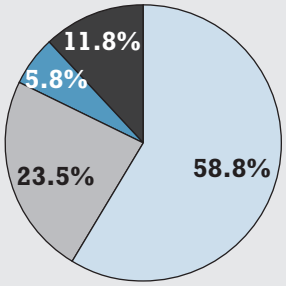


Option B: Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.

Support Strongly	**58.8%**
	23.5%
	0%
	5.8%
Oppose Strongly	**0%**
No Opinion	**11.8%**

Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.

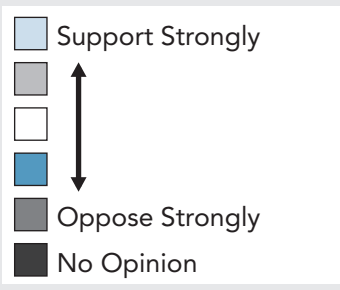


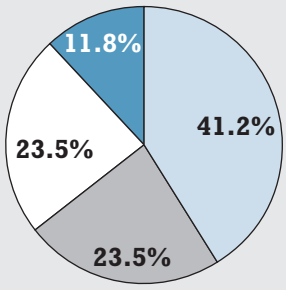


Option C: Build more affordable housing in existing communities that already have a strong job base.

Support Strongly	**41.2%**
	23.5%
	23.5%
	11.8%
Oppose Strongly	**0%**
No Opinion	**0%**

Build more affordable housing in existing communities that already have a strong job base.





If participants opposed the three growth patterns listed above, they were invited to suggest a fourth alternative for accommodating growth.

A Sampling of Comments

- Affordable housing near transit is important, but investments need to benefit already existing communities
- Invest in education, promote local hiring ordinances, and build sustainable and affordable housing
- Truly livable communities must also include access to good schools, outdoor recreation, medical facilities, and good resources for food and other necessities

APPENDIX H: WHAT WE HEARD

PUBLIC WORKSHOPS AND COMMUNITY OUTREACH BY COUNTY

Contra Costa County

Date:
January 23, 2012

Location/Venue:
Richmond Convention Center
403 Civic Center Plaza, Richmond

Attendance: 131
(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

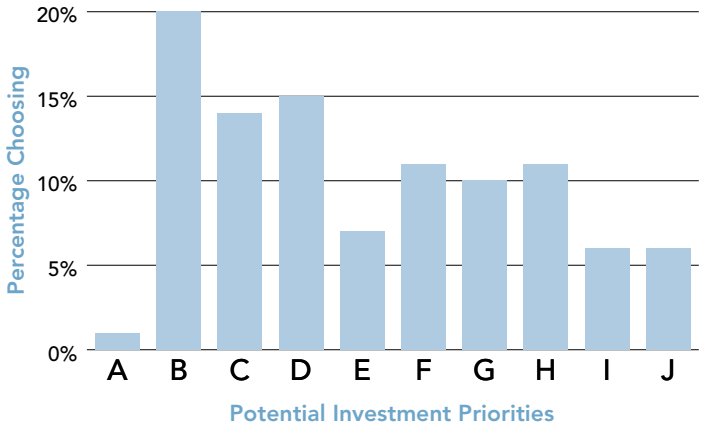
Participants were given ten options for investing future transportation funding and asked to select their top five priorities. One option was "other" to allow participants to write priorities not already listed on comment cards.

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

Other/Written Comments

(sampling of comments)

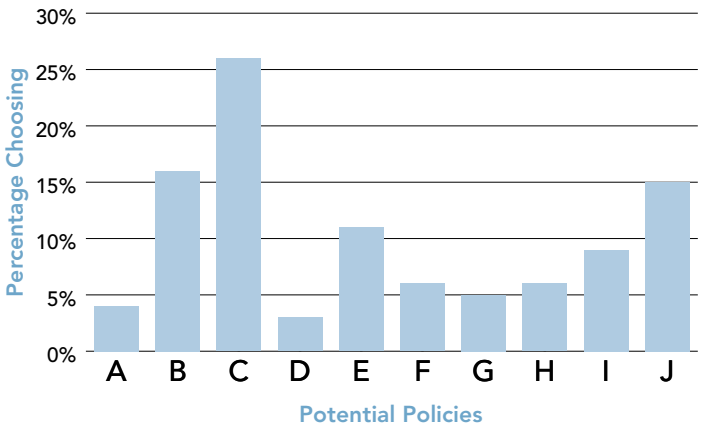
- Add freeway lanes for all taxpayers – raise speed limits
- Increase funding for safety for ped/bikers – safety investments to prevent injuries as walking & biking increases
- Fund most cost efficient strategies per passenger mile
- Ensure efficient connections for Alameda/Contra Costa residents between BART and high speed rail
- Please provide incentives to local governments to put housing in PDAs, but far enough away from freeways and others sources of pollution so that new residents won't be disproportionately burdened
- Transportation for seniors who do not drive
- Bus rapid transit – multi-unit housing near transit – Eco bus pass for youth & seniors – more frequent service for bus so we can count on it
- BART is established transportation system – build on it more – more parking at the stations – extend lines
- More access for the "real" ordinary people who may work at night and live several blocks off the main lines
- Scale vehicle registration fees to ensure size (a surcharge for over sizing)



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



Other/Written Comments

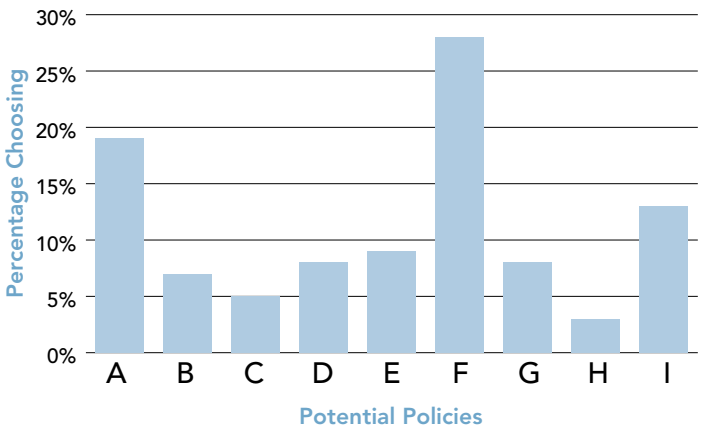
(sampling of comments)

- Campaign to encourage residents to take alternative transportation
- Implement existing local bike & pedestrian plans and encourage cities that don't have them by funding the consultants necessary to create them
- Congestion pricing in central cities & encourage more "Sunday Streets" days without motor vehicles in areas that draw many people
- Use most cost efficient per passenger mile
- Wait to see if better cars are built
- Higher gas tax/vehicle registration fees (to fund other programs)
- Improve freeways
- Eliminate freeway bottlenecks, increase speed limits, shorten carpool lane hours
- Better late night/ weekend BART/Caltrain service
- Funding to expand/enhance walkable communities through land use changes (e.g. 20 min neighborhoods like Portland)

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



Other/Written Comments

(sampling of comments)

- Use most cost efficient strategies per passenger mile
- Support convenient coordinated connections or transfers between BART and high speed rail
- Fill in the public transportation gaps w/ Jitney services or other types of van pool options
- Please plan for frail, isolated seniors that are coming up in mass. Volunteers (trained) can do door-to-door assistance for them: See Contra Costa – Senior Helpline Services (284-6699) & John Muir Health Senior Rides
- Look at Bogota, Columbia – many places have Bus Rapid Transit on corridors. Use technology to offer information on connections – get schools, hospitals, and jobs linked to transit
- Free or low cost youth passes for public transit
- There need to be routes off the main roads so more people have access and don't have to walk so far to the bus
- Increase core transit in urban low income areas. 30 min headway 24 x 7 within 1/3 mile of all low income residents
- More accommodation for bikes on public transit & Caltrain (but more cars)
- Privatize transit

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

- Housing/jobs convergence is not happening in Contra Costa, needs to do so
- Mandate that employers plan for employees to live near work, allocate space for these – involve schools.
- More housing needed along San Pablo Avenue.
- More affordable housing all over town (mix of income levels, not concentrated in a few places), transit for all income levels. More retail (corner stores, grocery stores, restaurants etc.), micro town centers in walk/bike distance from residential areas.
- Balance areas underserved by transportation with development (e.g., El Cerrito)
- Need parks and other support for physical activity, community health and social life - dynamic park areas within walking/biking distance of communities.
- Better schools to equalize access to good education, lessen [plan] impacts.
- Some participants also expressed concerns regarding property rights, preserving the character of their communities and affordability/funding for Plan Bay Area.

Open Comment Station

An open comment station was available for participants to raise any issue important to them. A sample of comments heard is listed here:

- **This plan will take away private property rights.**
- **Open space is someone's private property.**
- **In current budget crisis, how will this be implemented?**
- **Use innovation and technology.**
- **Create jobs before housing.**
- **Housing is affected by schools, jobs, etc.**
- **Employees need to be closer to homes.**
- **Planning needs to consider water.**
- **This plan is killing jobs.**
- **More financial information is needed in order to make decisions.**
- **Doesn't want to give up his car; drives a car for safety reasons.**
- **We don't need more buildings with all the foreclosures.**
- **Population projections are wrong.**
- **This is part of Agenda 21-UN plan.**
- **Wants to live near transit; better public transit is needed.**

	Plan Bay Area	
	January 2012 Public Workshops	
	Open Comment Station -- Oral Comments	
	County	**Comments**
1	Contra Costa	The "Complete communities" definition needs to address congestion.
2	Contra Costa	No more building, even if smart growth.
3	Contra Costa	Feedback from last time was not listened to.
4	Contra Costa	Doesn't think government involvement is positive.
5	Contra Costa	Use innovation and technology to build better.
6	Contra Costa	Believes this is a meeting of government agencies and contractors.
7	Contra Costa	Invite/involve more public.
8	Contra Costa	Wants to see public transportation to get young people to jobs.
9	Contra Costa	Doesn't want to give up his car.
10	Contra Costa	Infill development closer in.
11	Contra Costa	More development in other regions.
12	Contra Costa	In current budget crisis, how will this be implemented?
13	Contra Costa	World class public transit is needed.
14	Contra Costa	Wants to live near transit.
15	Contra Costa	Wants to have more mixed income housing near transit.
16	Contra Costa	FAQ #14 "social environmental justice" is misleading/prejudiced.
17	Contra Costa	This is part of Agenda 21-UN plan.
18	Contra Costa	Compares proposed growth to China.
19	Contra Costa	Save private property -- doesn't want property in governments hands.
20	Contra Costa	Where is "regional government" in Constitution?
21	Contra Costa	Against GHG reduction, SB 375 and Plan Bay Area. Regional boards adopted by counties. Cooperative planning of cities and counties is a positive thing.
22	Contra Costa	Proposed development does not take into account public transit that has recently been eliminated.
23	Contra Costa	Wants something like "dollar rides" to come back/get started at electric vehicle charging stations.
24	Contra Costa	The nearest public transit is far from here.
25	Contra Costa	Younger generations like to walk and not have to use a car.
26	Contra Costa	Wants better/more bus/public transit in Monument corridor area.
27	Contra Costa	Need to care about the larger area we live in.
28	Contra Costa	Developers have to face lots of red tape in development projects.
29	Contra Costa	Developers are forced to build up density, affordable housing.
30	Contra Costa	Plan Bay Area can hurt poor people.
31	Contra Costa	Thinks that Plan Bay Area will take away house, rights etc.
32	Contra Costa	Wants to keep private property safe.
33	Contra Costa	GHG from transportation will be non-existent in a few years.
34	Contra Costa	Need solar on every house.
35	Contra Costa	Population projections are wrong .
36	Contra Costa	Stop building so that more people won't come.
37	Contra Costa	Mentions $179 million administrative building in San Francisco.

38	Contra Costa	How will communities opt out?
39	Contra Costa	Doesn't want to give up personal rights.
40	Contra Costa	Lived near "key system". Likes BART.
41	Contra Costa	Appreciates coordinated planning.
42	Contra Costa	Supports High Speed Rail. Perhaps break into N. and S. projects.
43	Contra Costa	How will you coordinate with Berkeley lab expansion [in Richmond]? Wants regional agencies to work with the LAB. West County cities along corridor are undergoing a planning process.
44	Contra Costa	Is Plan based on decreasing GHG?
45	Contra Costa	How does lowering GHGs bring jobs?
46	Contra Costa	Environmentalism is killing jobs.
47	Contra Costa	Build jobs before houses.
48	Contra Costa	Wants to see a jobs plan.
49	Contra Costa	Wants to drive car for safety.
50	Contra Costa	Wants more options.
51	Contra Costa	Government promises don't live up. These are scare tactics.
52	Contra Costa	Doesn't like all levels of government.
53	Contra Costa	Concerned with planning process.
54	Contra Costa	Resolution 3434 doesn't go far enough.
55	Contra Costa	Need to bring transit to where jobs are now.
56	Contra Costa	Needs to build on pre-existing fabrics.
57	Contra Costa	Private property rights are being affected by this plan.
58	Contra Costa	Open space is someone's private property.
59	Contra Costa	People won't be able to afford cars.
60	Contra Costa	This plan is nothing new.
61	Contra Costa	What is new is that we may get funding for projects.
62	Contra Costa	Government is about everyone, not just one little interest group.
63	Contra Costa	Likes idea of planning.
64	Contra Costa	Wants diversity of housing choices.
65	Contra Costa	Put housing with employment with water. Regional planning needs to consider water.
66	Contra Costa	Employees need to be closer to homes.
67	Contra Costa	Housing affected by schools, jobs, etc.
68	Contra Costa	Affordable housing brings crime; needs to be spread out.
69	Contra Costa	Wants support for existing transit systems that are utilized so that they stay strong
70	Contra Costa	As projections change, how will the Plan adapt? (Plan will be revisited in 4 years.)
71	Contra Costa	Who will build homes? Private sector will cover housing production.
72	Contra Costa	What will options cost for individuals?
73	Contra Costa	Need financial information to make decisions.
74	Contra Costa	We don't need more building with all the foreclosures.
75	Contra Costa	Wants more opportunities to provide feedback.
76	Contra Costa	Concern with basic premise of population growth.
77	Contra Costa	Doesn't want growth to happen.
78	Contra Costa	"Sustainability" and growth are not compatible.
79	Contra Costa	Wants math and numbers from presentation: Public workshops are just one method for getting feedback from 7million people. Slower growth in region.
80	Contra Costa	Likes BART, but took too long to get to Alameda.
81	Contra Costa	Suggests a study on why people aren't using public transit now.

82	Contra Costa	Direct population increase to more dense areas.
83	Contra Costa	Believes choices are predetermined. Show how public input is being considered.
84	Contra Costa	Questions sustainability science.
85	Contra Costa	Doesn't like government involvement.
86	Contra Costa	Doesn't like quality of bus drivers.
87	Contra Costa	Skeptical of population growth; premise of spending on growth plan seems wrong.
88	Contra Costa	Electric vehicles: How much better are they really?
89	Contra Costa	Concerned about private property.
90	Contra Costa	Wants tax rebates to incentivize businesses.
91	Contra Costa	Wants to know how many people in room are for the plan.
92	Contra Costa	Doesn't support politicians who make bad decisions.
93	Contra Costa	Where will the money come from?
94	Contra Costa	Doesn't want to spend money we do not have.
95	Contra Costa	GHG idea is complex -- need to explain it better.
96	Contra Costa	This is forcing us to plan smarter. Likes that cities need to be active in this process. No planning will be haphazard and inefficient, need to do this so that quality of Bay Area will improve for generations to come.

Plan Bay Area

January 2012 Public Workshops

Participant Comments from Comment Booklets, as submitted at the workshops

Station A: Transportation Trade-Offs

A number of potential transportation investments will be considered as part of Plan Bay Area. Not all of these items will be funded due to limited resources. At the workshop, participants who visited this station used tokens to "vote" on transportation trade-offs in three areas, or to provide their own idea:

- Transportation Investment Priorities
- Policies to Reduce Driving and Emissions
- Policies Regarding Public Transit

See the PDF titled "Comments on Transportation Trade-Offs " for how participants ranked the transportation investment categories in those three areas, and what "Other" ideas they offered.

Below are comments provided in the Comment Booklets related to these topics.

Transportation Investment Priorities

Participants commented on investment categories important to them.

	County	Comment
1	Contra Costa	Safety.
2	Contra Costa	Improve I-80 between Bay Bridge and Richmond.
3	Contra Costa	Invest in bike/ped safety.
4	Contra Costa	Consider elderly people.
5	Contra Costa	Eco bus pass for youth and seniors.
6	Contra Costa	Safe routes to schools: invest in long term programs.
7	Contra Costa	Incentive to live and work in safe communities and schools.
8	Contra Costa	Let free markets provide answers. Add lanes to freeways and extend freeways.
9	Contra Costa	Re: "Provide incentives to build more multi-unit housing"--due to void created by redevelopment agency loss.
10	Contra Costa	Public transit - more investment to keep fees low (or lower). Currently few incentives to take BART because of price. Buses that are reliable and frequent. Also need PR to better the image of buses and public transit.
11	Contra Costa	Free market - reduce taxes and fees. Policies must apply to all not elite vs. masses.
12	Contra Costa	Increase public transit service for low income residents who do not have access to a car: doesn't average poverty level have two cars now?
13	Contra Costa	Increase other transportation services such as car sharing and ferry service.

Policies to Reduce Driving and Emissions		
Participants commented on a variety of strategies being considered to encourage the reduction of driving and associated vehicle emissions.		
	County	**Comment**
14	Contra Costa	Set freeway speed limits at 60 MPH. Improve freeway for faster speed.
15	Contra Costa	Develop Commuter Benefit Ordinances: Van pool parking; buy pre-tax tickets. Build housing near transit.
16	Contra Costa	Encourage alternative transportation choices.
17	Contra Costa	Less legislation. Leave speed limit alone. Expand highways.
18	Contra Costa	Increase Vanpool Incentives: We all participated in this program: thank you.
19	Contra Costa	Congestion pricing in central cities. More days with more cars (Sundays, etc.). Implement existing local pedestrian bike plans. Promote plans in cities which do not have them.
20	Contra Costa	Gas taxes and rebates
21	Contra Costa	Better fuel economy for vehicles.
22	Contra Costa	Eliminate bottle necks, increase speed limits.
23	Contra Costa	These are based on false premises of global warming.
24	Contra Costa	Increase car sharing and bicycle sharing.
	Policies Regarding Public Transit	
	Participants considered and commented on a variety of strategies being considered to improve the customer experience on	
	public transit and to operate our existing public transit system more efficiently.	
	County	**Comment**
25	Contra Costa	We need transportation in hillsides.
26	Contra Costa	Have USPS, FedEx, UPS deliver to a corner store in each neighborhood -- get delivery trucks out of the way of transit.
27	Contra Costa	Transit in remote areas - hillsides.
28	Contra Costa	Only invest in transit capital projects that don't increase the per passenger operating cost of existing transit system.
29	Contra Costa	Youth passes and more transit discounts.
30	Contra Costa	Filling in the gaps.
31	Contra Costa	More access for those living off main streets.
32	Contra Costa	Commuter benefits to low income residents.
33	Contra Costa	Public transit will never work as you envision it. It won't get more that 10-20% of total populace using it. Don't waste our money on projects that won't work.
34	Contra Costa	Lower cost fares plus more BART parking.
35	Contra Costa	More transit discounts. More accommodations for bikes on public transit such as bikecars like Caltrain, but more.
36	Contra Costa	Minimum 30 minute heading. 24/7 healthcare. Hospitality jobs are 24/7.
37	Contra Costa	BRT or more. Fixed rail options.
38	Contra Costa	Recognize that 90% of transportation will be by car and only fund cost efficient transit for those unable to drive.
39	Contra Costa	Make farebox provide 100% of funding.

	Plan Bay Area		
	January 2012 Public Workshops		
	Participant Comments from Comment Booklets, as submitted at the workshops		
	Station B: Quality of 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) and transportation investments need to be carefully designed to maximize benefits for residents. Of the following benefits select your top two priorities:		
	County	**Count**	**Potential Benefit**
	Contra Costa	**15**	Safer neighborhoods from lighting, infrastructure improvements and more eyes on the street.
	Contra Costa	**12**	Improved health through better infrastructure for walking and biking.
	Contra Costa	**7**	More retail and access to food due to larger population and pedestrian support for retail.
	Contra Costa	**12**	Increased open space and parks through planning and development impact fees.
	Contra Costa	**11**	Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities.
			Indicate here if you disagree or have other suggestions.
1	Contra Costa		Why are you so obsessed with large population? Oakland's population dropped.
2	Contra Costa		Mandate employers to plan for living within 5 miles of work. Involve schools.
3	Contra Costa		Create work areas where small business, vendors and farmers can sell their wares in between two high rises so that residents can shop for necessities without getting into a vehicle.
4	Contra Costa		Retail: if this means being able to walk to grocery stores and restaurants.
5	Contra Costa		These questions are biased. Where is the choice for road improvements. Improve roads so cars aren't congested and idling causing more pollution. Improve Vasco Road, widen Highway 4 and put through Tracy. No more housing in East County until this is done.
6	Contra Costa		Cut taxes and reduce government interference in free markets.
7	Contra Costa		Better schools: If this can be accomplished to equalize access to good education, the impact would be incredible.
8	Contra Costa		Safer neighborhoods from lighting: can we do this without a ton of light pollution?
9	Contra Costa		These are vague and just plain silly.
	Are jobs and housing converging in the right places in your county? Can this convergence support greater access to jobs and housing, particularly for low-income and moderate-income populations?		
	County		**Comment**
10	Contra Costa		*Huh? They are building crappy apartments in Oakland and Berkeley and they are vacant.*

11	Contra Costa		Remove barriers to bus boarding so that someday paratransit will be unnecessary because folks with special needs can board more easily.
12	Contra Costa		*I hope so.*
13	Contra Costa		No. I live in Richmond, just 1/2 mile from a BART station, but we have 7 acres of property that has been abandoned by 2 supermarkets and has set idle for 9 years. This attracts crime, litter and vandalism to our neighborhood. If we could attract housing developers to redevelop our dilapidated areas, our neighborhood would be more vibrant and safe.
14	Contra Costa		*Yes.*
15	Contra Costa		Yes, we have choices. Thank you.
16	Contra Costa		*No, have housing in central Contra Costa, but more jobs seem to be in South Bay and San Ramon.*
17	Contra Costa		Allocate space for employers who plan where employees will live and send their children to school.
18	Contra Costa		*Affordable transportation for low income folks badly needed. How about having special Clipper cards for low income folks.*
19	Contra Costa		Need more housing along San Pablo Avenue.
20	Contra Costa		*No, this convergence is not happening, but every effort should be made to bring jobs and housing together.*
21	Contra Costa		There is too much traffic at commute times, so housing needs to be closer to the jobs and transit should improve, along with bike and ped facilities.
22	Contra Costa		*Vasco Road should be turned into a freeway so Silicon Valley manufacturers will move to east Contra Costa County and provide jobs in East County so that residents will not have to commute so far.*
23	Contra Costa		It's always an on-going battle.
24	Contra Costa		*What idiots are thinking this crap up? It has been done before (disastrously) in Chicago, it was called Cabrini Green. Here it's Marin City.*

	Plan Bay Area		
	January 2012 Public Workshops		
	Participant Comments from Comment Booklets, as submitted at the workshops		
	Station C: The San Francisco Bay Area -- 2040		
	How should the region accommodate projected growth? (Indicate your level of support for each potential option.)		
	A. Allow new housing, offices and shops to be built in the centers of cities and town near public transit.	B. Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.	C. Build more affordable housing in existing communities that already have a strong job base.
	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion
	Contra Costa County -- Count		
	1) twenty four	1) twenty four	1) twenty five
	2) seven	2) three	2) three
	3) two	3) three	3) two
	4) two	4) two	4) three
	5) seven	5) ten	5) seven
	0)	0)	0) one
	If you opposed the three growth patterns above, offer your suggestions on how the region can accommodate projected growth.		
	Comment		
1	No One Bay Area Plan. No centralized governance on a regional basis.		
2	*Why are you so obsessed with building things.*		
3	Equity, environment, jobs scenario.		

4	*California's climate in government is anti-growth, with regulations to match it. This effort will restrict freedoms and discourage growth. The postulate that will have similar growth in the next 25 years, like we did in last half of 20th century is already being proven false by the decline of our older population.*		
5	Pedestrians.		
6	*These are fine strategies, but the question isn't framed properly. This should be done on a corridor basis. There's no one right answer - even on a corridor, you would have all three options, like I-80.*		
7	Allow single family homes to become duplexes or triplexes for extended families.		
8	*Allow new housing: only with no increase in transit subsidies as most transit is too expensive to be viable for any significant increase in use. Build more affordable housing: UC Berkeley research has shown far the best way to get low income residents into jobs and housing is to help buy them a used car. Rail transit is just a huge subsidy for middle and upper class riders. Don't keep pretending this is sustainable when most people have to drive to subsidize.*		
9	High taxes and government interference will impoverish everyone. You won't have the expected growth with current high taxes and strangulatory regulations. Eliminate all zoning like Houston, Texas.		
10	*Build more affordable housing: Affordable housing should be available all over town and transit should be available for all income levels. Bring the corner store into single family residential areas so that shopping is in walking/biking distance. More micro town centers.*		
11	What happened to hard work? No one built "affordable" housing for my family. We worked.		
12	I do not oppose Option B, yet I strongly support communities with a mix of incomes and am cautious of concentrating all affordable housing in a few places. More affordable housing is needed close to transit, however.		

Plan Bay Area

January 2012 Public Workshops

Participant Comments from Comment Booklets, as submitted at the workshops

Do you support development of Plan Bay Area?

Plan Bay Area is along-term strategy for the nine-county San Francisco Bay Area that is currently being developed. The idea is to accommodate the region's housing and transportation needs for the next 30 years and reduce the region's auto dependence. Plan Bay Area is focused on: improving the local economy, reducing driving and greenhouse gases, and providing access to housing and transportation for everyone who needs it.

	1. In general, do you support the establishment of this type of a regional plan?	**3. Changes will be needed in my community and in my lifestyle to improve the quality of life in the Bay Area in the future.**
	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion	1. Agree Strongly 2 3 4 5. Disagree Strongly 0. No Opinion
	Contra Costa County -- Count	***Contra Costa County -- Count***
	1) 27	1) 21
	2) 4	2) 5
	3) 2	3) 5
	4)	4) 1
	5) 8	5) 7
	0)	0)
	2. Why it that?	
1	*Oppose Strongly: No One Bay Area Plan.*	
2	Support Strongly: It's idiotic not to plan cooperatively.	
3	*Support Strongly: We need regional-level coordination and collaboration to avoid redundant investment and to pool resources for more effective use.*	

4	I disagree with the purchase of MTC building in SF. Please consider better use of BATA toll funds. We liked the $1 toll in 1977 before BATA took over/formed.		
5	*Support Strongly: We are on the brink of runaway global warming, 350 parts of CO2/million is the upper safe level. Right now, the level is at 370-391, depending on which study is correct. We must design our cities to seriously reduce greenhouse gases. That is a major criteria and all development must take it into consideration.*		
6	Support Strongly: It's good to plan as a region because some cities ignore looking at how to accommodate growth. This scenario forces cities to think about it and to have these discussions.		
7	*Support Strongly: Better to plan than ot. We have severe congestioan and lack of adequate transit because of lack of planning and cooridnation . Very hort sighted. Et's work together. Thx.*		
8	*Support Strongly: It's best to have a plan for the area when what individual cities do affects neighboring cities.*		
9	Support Strongly: Recycle water, desalt ocean, build homes and employment together.		
10	*Support Strongly: Laissez faire can't result in a cleaner, more efficient greener Bay Area. Only planning can accomplish that.*		
11	Support Strongly: More consistent and coordinated land use policies, more efficient use of public funds.		
12	*Support Strongly: What's been done up until now, without regional planning has had disastrous results for our environment and the quality of life. The current direction, if continued, will lead to worse traffic congestion, air quality and living standards. Improved access for bicyclists, pedestrians and transit is important for reducing traffic and reliance on single-occupancy vehicles. Better facilities, education for more cycling, walking and transit.*		
13	Support Strongly: Without a plan, we will continue to try to fix the system with band-aids. A plan forces us to consider tradeoffs.		

14	*Oppose Strongly: This plan does not recognize that new rail transit is too expensive and slow to be significant in the Bay Area, and that most trips from even new high density housing residents will still drive to most places. Also, high density housing has worse air pollution [not legible] that should be recognized in this plan.*		
15	Support Strongly: I have seen the uncontrolled growth so far. A coordinated plan is needed for the whole area.		
16	*Oppose Strongly: Central planning is always wrong. Planners cannot know what people really want. Leave decisions to free markets and free citizens. Eliminate zoning and follow model of Houston, Texas.*		
17	Support: We are all connected and coordination to pursue our "commons" (i.e., air, water, parks, schools and open spaces). However, funding for implementation is difficult to find, especially with the demise of redevelopment.		
18	*Support Strongly: My main interest is in reducing driving and greenhouse gases and providing transportation. Also, I would like any growth to be done intelligently and well thought out and I think a regional plan is needed in order to accomplish that.*		
19	Oppose Strongly: Exceeds constitutional authority of government. Free market principles should be utilized, not government determination of "proper use" of property.		
20	*Support Strongly: Economics of scale. There is strength in numbers.*		
21	Support: Required planning and government is necessary to manage the impact of growth and the quality of life.		
22	*Oppose Strongly: No. A huge expensive out of control bureaucracy. By putting forced low income housing in the middle of towns, you will ruin them. Who wants to get off work at night and walk through "the projects".*		
23	Strongly Support: I support strongly coordination and collaboration among all jurisdictions, as housing and transportation needs cross boundaries.		

Plan Bay Area

January 2012 Public Workshops

Participant Comments from Comment Booklets, as submitted at the workshops

Other Comments

Participants were asked to provide any other comments related to Plan Bay Area:

	County	Comment
1	Contra Costa	Thank you for a nice meeting, I appreciate the information.
2	Contra Costa	*Many opportunities for residents to become active in planning groups. As more elders evolve into our communities better transportation options will be needed. Especially for isolated frail elders. Use new elders for volunteer door-to-door services for them.*
3	Contra Costa	I expect improved lifestyle as a result of this plan moves more. Move housing choices.
4	Contra Costa	*Allow and require bike racks and bike access to all commercial centers. Have more corner stores. Don't over build roadways any more. No concrete ramps.*
5	Contra Costa	Don't let the vocal Tea Party and other opponents kill this plan. Thank you for your work on this.
6	Contra Costa	*My rating above is directed at changes needed in my community, since I already bike and walk to work. I'd like to see more encouragement for pedestrian and bicycle transportation and transit use.*
7	Contra Costa	We can not continue in our current ways.
8	Contra Costa	*The plan should recognize that congestion will limit growth and we should encourage jobs to move to places like East Contra Costa County, that will require new roads to each Contra Costa city and further east. Simply do not allow all the freeways to be built up as "Ribbon Development", keep some visible space between cities and then most people won't worry about sprawl.*
9	Contra Costa	I agree that community needs to change to adjust to more green thinking.
10	Contra Costa	*I disagree with central planning.*
11	Contra Costa	I happen to live in what I consider one of the most sustainable communities in the county, El Cerrito, with lots of walkable retail, access to transit, amazing parks, schools, etc. However, lots of Bay Area communities are not as sustainable as El Cerrito.
12	Contra Costa	*Change is inevitable. Yay for buses and bikes. We already can not keep up with maintenance to paved roadways -- a proven money pit. I believe people will be happier out of their cars into the public.*
13	Contra Costa	I do not grant government the authority to manage my life. I place that role in the people's hands and that is free enterprise. Not perfect, but better than the alternative. I want smaller government, not regional government.
14	Contra Costa	*Vague statements.*
15	Contra Costa	Change is inevitable and planning for change to make its impact positive on the quality of life.
16	Contra Costa	As stated earlier, they tried these pipe dreams before and they were social disasters. Social justice is (not legible) to leave us alone and stop trying for legal outcomes as everyone has different talents and work ethics, etc.
17	Contra Costa	It doesn't work! Stop spending our money! Sell that $179 million building in SF and put that money into our roads. Stop wasteful spending. Cut MTC and ABAG staff.
18	Contra Costa	Great work. Please continue to engage with and educate residents.

Plan Bay Area
January 2012 Public Workshops

Transportation Trade-Offs, Oral and Written Comments, submitted at the workshops

Station A: Transportation Trade-Offs

A number of potential transportation investments will be considered as part of Plan Bay Area. Not all of these items will be funded due to limited resources. At the workshop, participants who visited this station used tokens to "vote" on transportation trade-offs, or to provide their own ideas, in three areas:

- Transportation Investment Priorities
- Policies to Reduce Driving and Emissions
- Policies Regarding Public Transit

Below is the count that shows how participants ranked these potential transportation investment categories in these three areas, followed by the ideas/comments submitted via cards by participants using the "Other" option.
See the PDF titled "Workshop Written Comments" for additional comments submitted by participants for Transportation Trade-Offs.

TOKEN COUNT: CONTRA COSTA COUNTY

Transportation Investment Priorities	#	%
Increase the number of freeway lanes for carpoolers and bus riders	4	1%
Expand bicycle and pedestrian routes	67	20%
Extend commuter rail lines, such as BART and Caltrain	48	14%
Maintain highways and local roads, including fixing potholes	50	15%
Provide more frequent bus service	23	7%
Provide financial incentives to cities to build more multi-unit housing near public transit	37	11%
Fund traffic congestion relief projects, such as adding turn lanes on roads, or reconfiguring interchanges and on-ramps on highways	33	10%
Increase public transit service for low income residents who do not have access to a car.	38	11%
Invest in improving speed and reliability in major bus or light-rail corridors.	22	6%
Other:	21	6%

Comments on "Other" Cards -- Transportation Investment Priorities

	County	Comment
1	C Costa	BART is established transportation system - build on it more - more parking at the stations - extend lines.
2	C Costa	You do not want oil based emissions. What research is being done on other fuels?

3	C Costa	Bus rapid transit - multi unit housing near transit - Eco bus pass for youth & seniors - more frequent service for bus so we can count on it.
4	C Costa	Fund most cost efficient strategies per passenger mile.
5	C Costa	Elimination of planning agencies.
6	C Costa	More access to be for the "real" ordinary people who may work at night and live several blocks off the main lines.
7	C Costa	Scale vehicle registration fees to ensure size (a surcharge for over sizing).
8	C Costa	Ensure efficient connects for Ala/CC residents between BART and High Speed Rail (2 chips).
9	C Costa	Spending $68 billion on these options hypothetically even is irresponsible at best. Maintaining current system is only sane option given our population decline referenced in New York Times best selling books of 2009-2011.
10	C Costa	Improve freeway, i.e. I-80 between Bay Bridge & Richmond.
11	C Costa	Hire bus drivers who are psychologically fit for the job.
12	C Costa	Increase funding for safety for ped/bikers - safety investments to prevent injuries as walking & biking increases (I-THIM model).
13	C Costa	Transportation for seniors who do not drive.
14	C Costa	Add freeway lanes for all tax payers - raise speed limits.
15	C Costa	Please provide incentives to local governments to put housing in PDA's, but far enough away from freeways and other sources of pollution so that new residents won't be disproportionately burdened.

Transportation Trade-Offs *(continued)*

Policies to Reduce Driving & Greenhouse Gas Emissions

A variety of strategies are being considered to encourage the reduction of driving and associated vehicle emissions.
At the workshop, participants who visited this station used tokens to "vote" on a list of potential policies to reduce auto emissions or provided their own ideas.

TOKEN COUNT: CONTRA COSTA COUNTY

Policies to Reduce Driving & Greenhouse Gas Emissions	#	%
Encourage 'Smart Driving'	14	4%
Complete the Regional Bicycle Network	55	16%
Expand the Safe Routes to Schools/ Pedestrian Network	88	26%
Increase Vanpool Incentives	10	3%
Expand Electric Vehicle Strategies	37	11%
Develop Commuter Benefit Ordinances	19	6%
Increase Telecommuting	16	5%
Institute Parking Surcharges	22	6%
Freeway speeds at 55 mph	31	9%
Other:	50	15%

Comments from "Other" Cards -- Policies to Reduce Driving & Greenhouse Gas Emissions

	County	Comment
1	C Costa	Use most cost efficient per passenger mile
2	C Costa	Wait to see if better cars are built
3	C Costa	Fund transit friendly improvements in existing neighborhoods - shelters, improve sidewalks, bus stops which don't block traffic (3 chips)
4	C Costa	Money should not be spent on Smart Driving- this is happening today without spending 68 billion!
5	C Costa	Improve freeways
6	C Costa	Gas taxes and rebates
7	C Costa	Higher gas tax / vehicle registration fees (to fund other programs)
8	C Costa	Better late night / weekend BART / Caltrain service
9	C Costa	Congestion pricing in central cities & encourage more "Sunday Streets" days without motor vehicles in areas that draw many people
10	C Costa	Promote making things more efficient - roads, signals, bridge toll booths, cars, trucks. Have truck only lanes on I-80 to Oakland
11	C Costa	Safe routes to schools are good - don't let cities use the money for other things

12	C Costa	Implement existing local bike & pedestrian plans and encourage cities that don't have them by funding the consultants necessary to create them.
13	C Costa	Eliminate freeway bottlenecks increase speed limits - shorten carpool lane hours
14	C Costa	Funding to expand/enhance walkable communities through land use changes (e.g. 20 min neighborhoods like Portland)
15	C Costa	Campaign to encourage residents to take alternative transportation
16	C Costa	Transit to priority project development areas. Regional Bike Network. Safe routes to schools. Eco Bus Pass for youth & seniors. More corridor plans. More parks integrated w/ transit.

Transportation Trade-Offs *(continued)*

Policies Regarding Public Transit

A variety of strategies are being considered to improve the customer experience on public transit and to operate our existing public transit system more efficiently. At the workshop, participants who visited this station used tokens to identify four policies important to them to improve public transit. Participants also were able to provide their own ideas under the "Other" category.

TOKEN COUNT: CONTRA COSTA COUNTY

Policies Regarding Public Transit	#	%
Better-timed connections	51	19%
More real-time information	18	7%
Cleaner/new vehicles and cleaner stations	14	5%
Standard fare policies across the region	21	8%
Fixed-price monthly pass valid on all trains, buses and ferries	26	9%
More frequent and faster transit service	77	28%
Better on-time performance	23	8%
More customer amenities such as WiFi on buses and trains	8	3%
Other	37	13%

Comments from "Other" Cards -- Policies Regarding Public Transit

	County	Comment
1	C Costa	Use most cost efficient strategies per passenger mile
2	C Costa	Put the money in the most cost efficient method of transit per passenger mile, including cars
3	C Costa	Use most cost efficient methods of transport including cars per passenger mile
4	C Costa	Use most cost efficient per passenger mile
5	C Costa	More frequent faster transit - yet safer - whether by volunteers or public awareness and tips. Security if not corrupt.
6	C Costa	Privatize transit
7	C Costa	Support convenient coordinated connections or transfers between BART & High Speed Rail (2 chips)
8	C Costa	There needs to be routes off the main roads so more people have access and don't have to walk so far to the bus.
9	C Costa	This whole plan is rigged. Leave my property right alone. A lot of State parks have been closed in Calif. I do not want to give anymore of my tax dollars.
10	C Costa	Increase transit in remote areas hillsides - unincorporated areas (x10)
11	C Costa	We need transportation in hillside areas
12	C Costa	Increase core transit in urban low income areas. 30 min headway 24 x 7 within 1/3 mile of all low income residents.

13	C Costa	More BRT or "fixed" rail type of transit
14	C Costa	Do not license persons psychologically unfit to drive
15	C Costa	More accommodation for bikes on public transit & Caltrain (but more cars)
16	C Costa	More transit discounts to incentivize travel without cars & trucks
17	C Costa	Make transit funding come 100% from farebox - no subsidies
18	C Costa	Fill in the public transportation gaps w/ Jitney services or other types of van pool options.
19	C Costa	Please plan for frail, isolated seniors that are coming up in mass. Volunteers (trained) can do a door to door assistance for them: See Contra Costa - Senior Helpline Services (284-6699) & John Muir Health Senior Rides
20	C Costa	Free or low cost youth passes for public transit
21	C Costa	Free or low cost youth passes for public transit
22	C Costa	Look at Bogota, Columbia - many places have Bus Rapid Transit on corridors. Use technology to offer information on connections - get schools, hospitals, and jobs linked to transit.

	Transportation Trade-Offs, Oral Comments	
	County	**Comments**
23	C Costa	Wants to hear what people in room think before he votes.
24	C Costa	Happy that there are choices. Seniors need more options. Volunteer drivers are needed. She hasn't seen this listed as an option.
25	C Costa	What are parking surcharges?
26	C Costa	How could public agencies increase telecommuniting?
27	C Costa	When is West County going to get a BART extension? They have paid taxes for many years.
28	C Costa	California regs require overtime for work over 8 hours in a day. This undermines flexibility for people to work 12-hr days, 3-and-half days a week.
29	C Costa	Works with schools -- safe routes to schools. What's our interaction?
30	C Costa	Increase public transit options for people without cars.
31	C Costa	Extend bike/ped access. People are happier in countries where lots of people ride bikes.
32	C Costa	Poor bus driver skills are dangerous. Need better training, less jerky driving. Tired of being abused by bus drivers.
33	C Costa	Fund traffic congestion relief.
34	C Costa	Be patient with all modes.
35	C Costa	More investment in safety for bike/ped.
36	C Costa	Need financial incentives for multi-family near transit; seven acres of abandoned land near BART station (<1/2 mile).
37	C Costa	Failed commercial property (blight) needs housing instead.
38	C Costa	Q: Is $68 billion already dedicated to transportation? A: Yes, but not dedicated to specific purposes.
39	C Costa	Are growth projections realistic? National forecasts show a decline.
40	C Costa	Could eclectic vehicle incentives include national changes or rebates?
41	C Costa	How about a tax refund? Why do we need to use taxes for this?

42	C Costa	Q: If I am a council member, does my ability to access some of the $68 billion depend on conforming to the One Bay Area growth plan? A: Not yet; that potential policy is still under discussion; might affect a portion of the funds.
43	C Costa	There are gaps in public transit. There are lots of areas in Richmond that aren't served by transit.
44	C Costa	Does MTC plan to use taxpayer funds to provide rebates for EVs?
45	C Costa	Fix potholes!
46	C Costa	Expand BART! If he could take BART to Martinez, he would.
47	C Costa	Fund traffic congestion relief.
48	C Costa	Increase gas tax, but provide income tax rebate (revenue neutral).
49	C Costa	Support EV infrastructure.
50	C Costa	Frequent, faster and more reliable transit.
51	C Costa	Do a better job providing late-night and weekend transit, and recreational trips via transit.
52	C Costa	Increase security on transit. Have better patrols.
53	C Costa	How can we choose what to spend money on without getting details on the cost?
54	C Costa	Biased towards transit since 90% of trips taken are by car.
55	C Costa	What does it mean to increase telecommuting?
56	C Costa	If you continue to build infrastructure for cars, people will continue to drive. But if you invest in bicycles and public transit, people will change their behavior.
57	C Costa	Impact of parking surcharges? What about impact on students and low-income people?
58	C Costa	More bike/ped options will promote them being used more.
59	C Costa	It is great that land use and transit are being brought together.
60	C Costa	Extend commuter rail, esp. BART. It is too crowded, always packed.
61	C Costa	Make transit more accessible for low-income residents. BART is not cheap! 99% can't afford it.
62	C Costa	Need more frequent, faster bus service. Better timed connections.
63	C Costa	Transit investments should be tailored to each community.
64	C Costa	GHG reduction needs to come from cleaner vehicles, EVs.
65	C Costa	Everything here is based on oil. Funds should be put into new systems; none of the plans are addressing alternative fuels.
66	C Costa	Reach out to schools to stop idling cars waiting to pickup students.

	Plan Bay Area	
	January 2012 Public Workshops	
	Oral Comments: Land Use and Complete Communities	
	County	**Comments**
1	Contra Costa	Does the Plan take into account water? How is it reflected? Be more specific.
2	Contra Costa	About the 2 million population forecast: Is it accurate since other studies say that population is declining?
3	Contra Costa	Re: visualization tool: Who and what is determining content? Who gives input? More info needed on MTC Transportation Plan.
4	Contra Costa	How can we do something about all the travel between counties and its adding to road traffic? What kinds of incentives are there for jobs, housing?
5	Contra Costa	How do we ensure jobs are there to promote less travel?
6	Contra Costa	What are costs? How can I choose if I don't have all the information.
7	Contra Costa	Reiterate that this "boom" is based on false premises.
8	Contra Costa	Wants a garden -- with this plan wants to see community gardens. Doesn't want a "socialized" concept of some community.
9	Contra Costa	Housing -- Who builds/pays for it? Developers?
10	Contra Costa	What about safer neighborhoods? How does this plan guarantee this?
11	Contra Costa	Supports a whole plan concept. There are smarter ways to get around. How can people afford their homes? How can we work with this?
12	Contra Costa	With funding from the state and federal governments in jeopardy, how can this plan happen?
13	Contra Costa	Question on population: Understand forecast, but what about process? Who asks question about who wants this population?
14	Contra Costa	What about plans to restrict lands? Why hasn't MTC expanded transit options or freeways lanes to accommodate the congestion/braking?
15	Contra Costa	Richmond -- Constraints in development due to age of infrastructure (e.g. water, sewers), which will be exacerbated by density. Need incentives to improve this infrastructure.
16	Contra Costa	Projection of 2 million people -- who are they? Where are they coming from?
17	Contra Costa	Housing for Seniors: how do tall buildings help seniors? Have one story. Do not want more than that. "Age in place."
18	Contra Costa	Plan calls for adding buildings, but what about transportation for it? No trees, too sterile. Want to make sure that urban landscapes are well designed with trees and other necessary elements.
19	Contra Costa	Richmond resident: Near the Del Norte BART are abandoned sites sitting there for nine years. Blighted. But concern that with no redevelopment this corner won't be fixed. How are you going to get developers to fix this?
20	Contra Costa	Wants to change her single family (home) to a 2 family home. Can this happen in her residential area?
21	Contra Costa	What about bike areas? How can you get there? Suggests separate road, like Europe, for bike/ped. Need a network. Complete one to get to developments.
22	Contra Costa	Where is the money going to come from to do this, with no redevelopment. Use existing tax revenue dollars.

23	Contra Costa	Quality of schools, e.g. Mount Diablo problems are high. Where in the plan are there efforts to improve schools? It is a fantasy to say schools can be empowered by this plan.
24	Contra Costa	Re: I-80 corridor congestion: Is this a constraint/barrier to what we want to improve?
25	Contra Costa	Where are the developers coming from?
26	Contra Costa	Where are the parks and support for physical activity.
27	Contra Costa	El Cerrito -- How do we balance areas underserved by transportation with development? What will it look like if a dynamic park area was in walking/biking distance?
28	Contra Costa	In 1965 Concord had to decide to ensure that every child could walk to school. Where is it now?
29	Contra Costa	How come government is telling us what a community is? Hubris.
30	Contra Costa	Housing needs to accommodate seniors. Affordable. How do we encourage that? We need to make sure that is an element of the plan!
31	Contra Costa	In China they provide shops and farmers in-between buildings, not just shops with big buildings/dense.
32	Contra Costa	How is this approach being pitched to developers? What about its effect on neighborhoods? Show where growth might be.
33	Contra Costa	Would not support Santa Fe extension. These need to be further examined.
34	Contra Costa	Supports the employment jobs aspect more than the housing. What about health considerations such as restrictions on development near freeways? E.g. Fireplace (gas) impact, health issues and planning.
35	Contra Costa	From Martinez: Likes this general process, where individuals can express their personal opinions. Knows that many plans were from yesteryears. Good that you are talking about these plans

Contra Costa County – Community-Based Focus Group

Host Community-Based Organizations: Monument Community Partnership and Opportunity West

Date: January 4, 2012

Attendance: 21

(Note: Not all who attended participated in all voting segments.)

Part A – Transportation Tradeoffs

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	**Extend commuter rail lines, such as BART and Caltrain**	13.8%
2	**Maintain highways and local roads, including fixing potholes**	13.5%
3	**Increase public transit service for low-income residents who do not have access to a car**	13.4%
4	**Provide more frequent bus service**	11.9%
5	**Provide financial incentives to cities to build more multi-unit housing near public transit**	11.3%
6	**Expand bicycle and pedestrian routes**	11%
7	**Fund traffic congestion relief projects**	9.2%
8	**Invest in improving speed and reliability in major bus or light-rail corridors**	8.6%
9	**Increase number of freeway lanes for carpools and buses**	6.9%
10	**Other**	0.5%

A Sampling of Comments

- Need more frequent, reliable, safe bus service
- Need more space on buses for strollers and wheelchairs
- Would like to see discounted or free student transit fares
- Affordable housing near reliable bus transit is important

Policies to Reduce Driving and Emissions

Participants were given ten options for policies to reduce driving and greenhouse gas emissions and asked to select their top five priorities. One option was "other" to allow participants to write priorities not already on the list.

Rank	Priority	%
1	**Encourage "smart" driving**	17.3%
2	**Expand the Safe Routes to Schools/ pedestrian network**	16.7%
3	**Increase vanpool incentives**	14.5%
4	**Expand electric vehicle strategies**	14%
5	**Complete the regional bicycle network**	13.4%
6	**Change freeway speed limit to 55 mph**	8.5%
7	**Develop commuter benefit ordinances**	7.4%
8	**Increase telecommuting**	3.5%
9	**Other**	3.1%
10	**Institute parking surcharge**	1.8%

A Sampling of Comments

- Improve transit (lower fares, make it more efficient, clean and safe) and you will reduce driving
- Improve local transportation alternatives for short trips (like Safe Routes to School or alternatives to individual paratransit rides)
- Financial incentives should focus on lower income populations who need incentives more

Policies Regarding Public Transit

Participants were asked whether they support or do not support finding ways to improve the customer's experience on public transit and to operate the existing public transit system more efficiently without cutting service. One option was "other" to allow participants to select their own answer.

Support	**90.9%**
Do Not Support	**9.1%**
Other	**0%**

Note: This question was revised and expanded for subsequent focus groups.

A Sampling of Comments

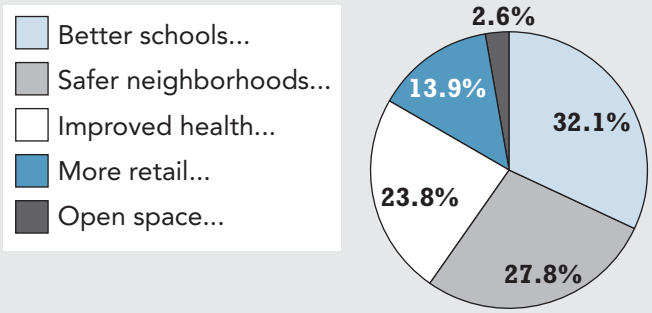
- Improve transit through technology (real-time information) and better signage
- Would like to see Clipper available on County Connection transit system
- Would like to see the time allowed for transfers increased
- Drivers need to be courteous and respectful to riders
- Buses should be clean, safe, provide heat and air conditioning for passengers, and offer more non-commute hour service.

Part B – Quality of Complete Communities

Participants were given five benefits of complete communities and asked to select their top two priorities.

Rank	Priority	%
1	**Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities**	32.1%
2	**Safer neighborhoods from lighting, infrastructure improvements and more eyes on the streets**	27.8%
3	**Improved health through better infrastructure for walking and biking**	23.8%
4	**More retail and access to food due to the larger population and pedestrian support for retail**	13.9%
5	**Increased open space and parks through planning and development impact fees**	2.6%

Complete Communities



A Sampling of Comments

- There are not enough jobs in Contra Costa County
- When new housing is built, it is centered around attracting new residents, and not focused on providing housing or jobs to current residents
- The high cost of housing along with no jobs in the area means higher commute costs for lower wage workers

Part C – The San Francisco Bay Area 2040

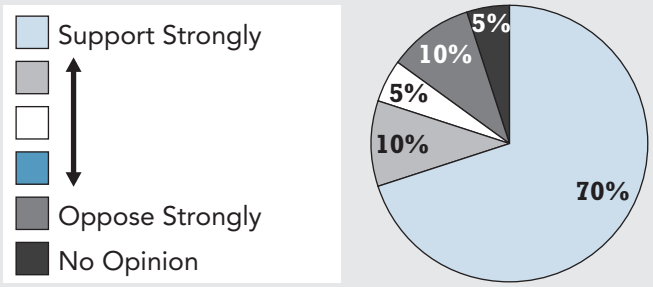
Discussion and Questions

Participants were asked to indicate their level of support for three options for accommodating projected growth.

Option A: Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.

Support Strongly	**70%**
	10%
	5%
	0%
Oppose Strongly	**10%**
No Opinion	**5%**

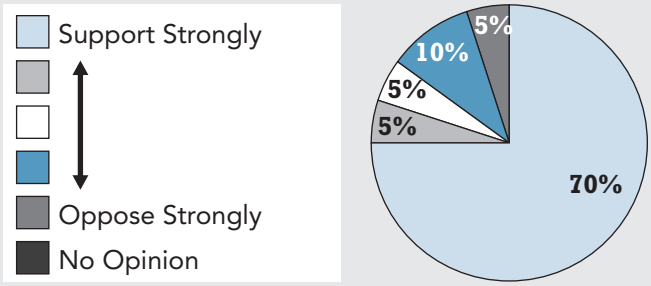
Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.



Option B: Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.

Support Strongly	**75%**
	5%
	5%
	10%
Oppose Strongly	**5%**
No Opinion	**0%**

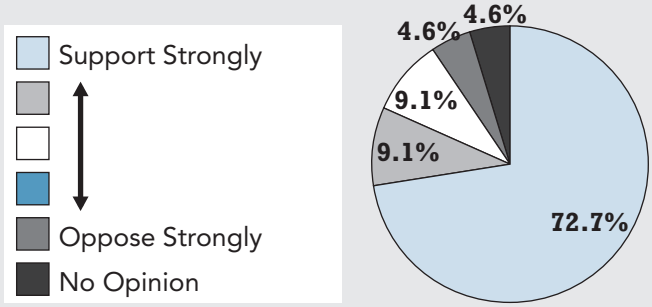
Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.



Option C: Build more affordable housing in existing communities that already have a strong job base.

Support Strongly	**72.7%**
	9.1%
	9.1%
	0%
Oppose Strongly	**4.6%**
No Opinion	**4.6%**

Build more affordable housing in existing communities that already have a strong job base.



If participants opposed the three growth patterns listed above, they were invited to suggest a fourth alternative for accommodating growth.

A Sampling of Comments

- Affordable housing is not affordable for low-income residents
- Future jobs should be generated for current, not new residents (potentially creating displacement of current residents)
- Some focus group questions seem loaded: people want the choice to keep their car or get a car when they are able, as well as own a single-family home if they are able in the future
- Health would improve overall if there were more opportunities to safely bike and walk to local destinations

APPENDIX H: WHAT WE HEARD

PUBLIC WORKSHOPS AND COMMUNITY OUTREACH BY COUNTY

Marin County

Date:
January 17, 2012

Location/Venue:
Marin Center
10 Avenue of the Flags, San Rafael

Attendance: 151
(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

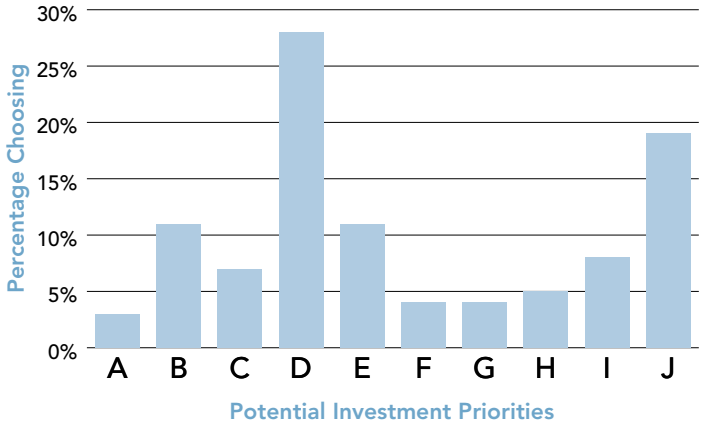
Participants were given ten options for investing future transportation funding and asked to select their top five priorities. One option was "other" to allow participants to write priorities not already listed on comment cards.

Rank	Priority
1	**D.** Maintain highways and local roads, including fixing potholes
2	**J.** Other
3	**B.** Expand bicycle and pedestrian routes
3	**E.** Provide more frequent bus service
4	**I.** Invest in improving speed and reliability in major bus or light-rail corridors
5	**C.** Extend commuter rail lines, such as BART or Caltrain
6	**H.** Increase public transit service for low-income residents who to not have access to a car
7	**F.** Provide financial incentives to cities to build more multi-unit housing near public transit
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 carpoolers and bus riders

Other/Written Comments

(sampling of comments)

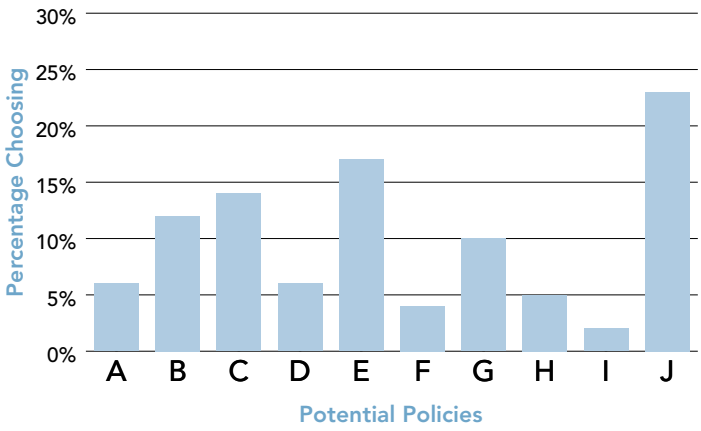
- It is difficult in Marin because of the hills – but transportation needs to be made more accessible to seniors & disabled. What can be done?
- Complete the bicycle access tunnel, Alto to Larkspur Ferry, have the Larkspur connecting bridge from multi-modal only to include a single rail line that backs up and proceeds on schedule for parents with small children and elderly & disabled.
- Bicycle lanes should be marked no parking and then under State law the police can cite all the cars using this as parking so that bike lanes are really bike lanes.
- Carpool incentives and help.
- Purchase electric vehicles for public fleets – install charging stations.
- Let the market decide!!!
- Encourage car manufacturers to better emission standard – and make them affordable – the electric car is not affordable.
- Create incentives to expand and modernize existing large urban (100K+) city capacity for housing and complementary amenities to incentivize inner city living utilizing existing transportation facilities at a minimum cost and minimum impact to the environment.
- Restore carpool lanes for handicapped single drivers.



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



Other/Written Comments

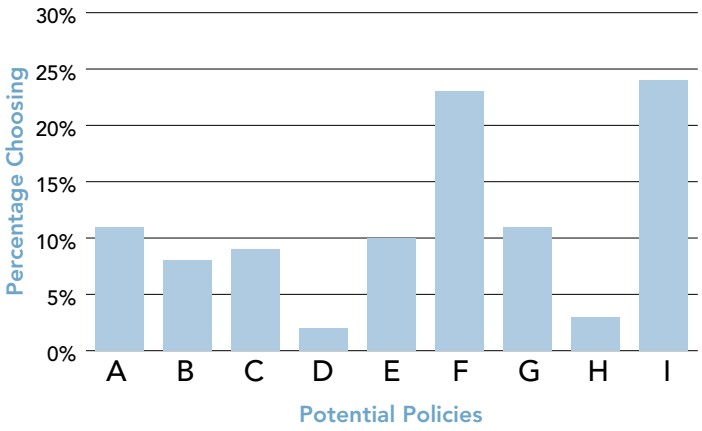
(sampling of comments)

- Make electric cars more affordable. Also make car manufacturers increase gas mileage for new cars to 40-50 MPG. 2) Give incentives to businesses who allow people to telecommute from home. 3) Charge bridge tolls on all bridges to allow for more per car. Charge pedestrians & bicyclists 1 or 2 dollars.
- As a cyclist, I think bike lanes are a waste of transportation dollars. Spend $ on roads (bike friendly)
- Carpool incentives & help
- Create a subsidy program to assist people who purchase electric or battery assisted automobiles and live/work in the Bay Area.
- Let individuals decide when/where/if to reduce driving – no forcing behaviors!
- Transportation improvements – widen 101 – more green tech buses
- Tax gasoline for transit
- Use traffic calming on arterials as well as on neighborhoods streets
- Make local transit more user friendly (NextBus, wi-fi) safe and attractive transit hubs
- Ensure adequate operating costs for transit/light rail extensions – allow for reduced fares to ride transit

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	**I.** Other
2	**F.** More frequent and faster transit service
3	**A.** Better timed connections
4	**G.** Better on-time performance
5	**E.** Fixed-price monthly pass valid on all trains, buses and ferries
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)

- "Casual Carpool" pick-up points that cater to peds & bikes going to various areas.
- Fund electric buses.
- Electric trains.
- Natural gas engines for all moving vehicles (not electric 100%) – subsidies for conversion to natural gas.
- Stop wasting money on SMART and bike paths. Widen 101. Buy Green tech buses (CNG, hybrid, etc.) Invest in flexible infrastructure not tracks.
- I never use any transit system. I like my car and would like to have the freedom to still use it.
- Bus lines that link up to ferry service in Marin to obviate the need for commuting to the ferry station (and the huge parking lots that go along w/ lack of bus service to ferries).
- During commuter hours increase bus times.
- More bus loops – not central hubs (as in San Rafael) which makes connections much more difficult to coordinate.
- Only operate buses that can directly pay for themselves out of fare revenue.

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

- Housing in Marin is high cost, but Marin lacks enough jobs (esp. high-paying jobs, jobs in central locations) and good transit, so workforce lives elsewhere and commutes in single-driver cars. More affordable housing is needed near transportation hubs and services. Need stronger policies to promote low & moderate-cost housing near downtowns.
- Many foreclosed properties and second/multiple units available - allow these to be source for affordable housing. Create incentives for second units.
- Public housing should be residential only, no mixed-use.
- Consider health impacts of high density living (e.g., air quality, noise).
- Improve health by creating more walkable/bikable communities, not high density
- Infill on underdeveloped corridors such as Third St/Miracle Mile, Northgate Mall and Montecito in San Rafael
- Are the right places in Marin being identified as Priority Development Areas? San Rafael needs more housing/jobs than Novato.
- Some participants also expressed concerns regarding property rights, preserving the character of their communities and affordability/funding for Plan Bay Area.

Open Comment Station

An open comment station was available for participants to raise any issue important to them. A sample of comments heard is listed here:

- **Concern about the use of eminent domain.**
- **Doesn't want the Plan to negatively impact property rights.**
- **There are limited water resources.**
- **Marin County is almost built out.**
- **One size does not fit all. We want a unique plan for Marin County.**
- **Improve public transportation efficiency.**
- **Doesn't like the plan; wants to be able to drive to the grocery store.**
- **Wants less government involvement so we can grow organically.**
- **Create more bike paths and bike friendly infrastructure.**

	Plan Bay Area	
	January 2012 Public Workshops	
	Open Comment Station -- Oral Comments	
	County	**Comments**
1	Marin	Need safe low income housing.
2	Marin	Look at alternative ways to manage growth.
3	Marin	GHG and high density housing not compatible.
4	Marin	How can one organization make decisions on behalf of 9 million people?
5	Marin	We need affordable housing.
6	Marin	Concern that information in email contradicted the meeting.
7	Marin	Most transit systems are not being utilized.
8	Marin	Prefers organic approach to growth and less government involvement.
9	Marin	Rethink CO2.
10	Marin	Build plans from the ground up.
11	Marin	How can the process be stopped?
12	Marin	How was feedback last time around taken into account?
13	Marin	Concern about being able to accommodate growth.
14	Marin	Please listen.
15	Marin	Where will money come from?
16	Marin	Eminent domain concern.
17	Marin	Using social sympathy for financing growth.
18	Marin	Concern that outcome is predetermined.
19	Marin	Doesn't think that public transit will work.
20	Marin	Values property rights.
21	Marin	SB 375 has taken away CEQA
22	Marin	Need housing with parking.
23	Marin	There are limited water resources; Marin County is almost built-out. Marin is only growing by 1 % as of now.
24	Marin	Get signatures on the ballot.
25	Marin	Likes long-term planning.
26	Marin	Need to involve more lower income and minority populations; make public transit more accessible.
27	Marin	Need more public-friendly language and translated info.
28	Marin	Need to define low-income and affordable housing.
29	Marin	Security is a management issue, not a development issue.
30	Marin	Is MTC using $180 million to move?
31	Marin	Define social and environmental equity.
32	Marin	Why are we looking out at 2035? That's a long time to plan for.
33	Marin	Smart Growth and the concept of sustainability is connected to the United Nations.
34	Marin	The U.S. believes in public property.
35	Marin	The process for giving feedback unclear.
36	Marin	Concerns about additional representation on MTC for Oakland, San Jose.
37	Marin	How can Marin build with no water?
38	Marin	Don't build on landfill.
39	Marin	How can you predict what will happen in the next 30-40 years?

40	Marin	Has little trust in government.
41	Marin	How will 2 million people fit in PDAs?
42	Marin	Concern about oppression.
43	Marin	Prefers free market.
44	Marin	Concerned about lack of bus riders
45	Marin	Screaming hinders progress and real comments.
46	Marin	Wants all questions to be answered.
47	Marin	Concerned about short period of time for incorporating feedback.
48	Marin	Unfunded mandates are concerns.
49	Marin	MTC & ABAG need to plan for housing crisis; address lack of Census information.
50	Marin	More bike paths and bike friendly infrastructure.
51	Marin	Concerns about rezoning.
52	Marin	Local electeds need to express views of people to state legislators.
53	Marin	Supports regional planning.
54	Marin	Concerned that public comments will not matter.
55	Marin	Concerned about goal for GHG emissions reduction.
56	Marin	Improve public transportation efficiency.
57	Marin	Wants more information and more time to ask questions and get answers.
58	Marin	What are "complete communities"?
59	Marin	Use common sense with respect to sustainability -- believes the Earth will take care of itself.
60	Marin	Why are Novato's numbers doubled? How can numbers be supported? Where do they come from?
61	Marin	Doesn't like the plan, wants to be able to drive to grocery store. Wants more time for questions.
62	Marin	Wants less government involvement so we can grow organically.
63	Marin	Show an example of sustainability -- a developed city where people like their quality of life.
64	Marin	What is social justice?
65	Marin	Novato doesn't have necessary resources -- for research, development, education, etc -- to help come up with a reasonable plan.
66	Marin	Are we re-engineering society without the vote of the people?
67	Marin	Need to want to help the community.
68	Marin	The proposed plan is not a benefit to the community; we need/want the right to choose.
69	Marin	Opposes federal government spending.
70	Marin	Regional planning is necessary.
71	Marin	Mention of a similar project, Envision Utah.
72	Marin	What is high density? Wants an improved process.
73	Marin	Wants a unique plan for each city, locality and region.
74	Marin	Doesn't want Plan to have a negative effect on property rights.
75	Marin	Believes that property values in non-PDAs will decrease.
76	Marin	Local land use decisions should come from community.
77	Marin	Marin County growth is expected to be 1.5%; and an employment increase of 3%.
78	Marin	Need to have a meaningful conversation.
79	Marin	Use the approach that one size does not fit all.

Plan Bay Area

January 2012 Public Workshops

Participant Comments from Comment Booklets, as submitted at the workshops

Station A: Transportation Trade-Offs

A number of potential transportation investments will be considered as part of Plan Bay Area. Not all of these items will be funded due to limited resources. At the workshop, participants who visited this station used tokens to "vote" on transportation trade-offs in three areas, or to provide their own idea:

- Transportation Investment Priorities
- Policies to Reduce Driving and Emissions
- Policies Regarding Public Transit

See the PDF titled "Comments on Transportation Trade-Offs " for how participants ranked the transportation investment categories in those three areas, and what "Other" ideas they offered.

Below are comments provided in the Comment Booklets related to these topics.

Transportation Investment Priorities

Participants commented on investment categories important to them.

	County	Comment
1	Marin	Waste of time.
2	Marin	Car pool.
3	Marin	Allow handicapped back in high speed lanes. SMART to Cloverdale and have a bridge for handicapped, seniors and parents - use a single rail.
4	Marin	End Smart and its bikeway.
5	Marin	Improve public transit/bus for all people, not low income only.
6	Marin	All these transportation investment options are based on the assumption that people are going to want to move to the Bay Area in large numbers. But, first, they/we will need job opportunities to draw them with a decent wage so they can pay for all the basics: food, etc.
7	Marin	Some residents will choose not to have a car if we have better public transit.
8	Marin	Encourage people to telecommute and use electric cars.

Policies to Reduce Driving and Emissions

Participants commented on a variety of strategies being considered to encourage the reduction of driving and associated vehicle emissions.

	County	Comment
9	Marin	Manipulation.
10	Marin	Complete transit hubs (local and regional transit, multi-use developments, great bike and ped identities). Make local transit more user-friendly, next bus: Wi-Fi, car share gods.
11	Marin	Increase fuel efficiencies in cars.
12	Marin	Why this petrol-phobia? There's nothing wrong with automobiles.
13	Marin	Post No Parking signs in bike lanes. Expand Electric Vehicles: stations along 101 and Highway 5 and in adjacent communities at necessary intervals. Set speed limits in school areas (e.g. along playing fields to 30 MPH and not based on existing speeds).
14	Marin	Build more light rail.
15	Marin	Charge a 1-cent fee on every public parking space in the Bay Area and use the funds for multi-modal facilities. After 5 years increase the fee to 5-cents/day on all parking spaces.
16	Marin	More affordable housing near jobs and public transit.
17	Marin	Increase public transit service for everyone (not just low-income residents).
18	Marin	Increase carpool lanes.
	Policies Regarding Public Transit	
	Participants considered and commented on a variety of strategies being considered to improve the customer experience on	
	public transit and to operate our existing public transit system more efficiently.	
	County	**Comment**
19	Marin	Wrong options.
20	Marin	Make Marin city safe and attractive.
21	Marin	Public safety at bus and train stops. Civil behavior at buses and trains.
22	Marin	Better lighting at stops. Security staff at big stops.
23	Marin	Reduced family fares and seniors/disabled.
24	Marin	More lines, new destinations. New rail lines.
25	Marin	More sense of urgency by the (bus) drivers and ability to get on it at GG Transit.
26	Marin	Provide more frequent bus service.
27	Marin	Improve reliability (and speed) in bus service -- and any other mass transportation.
28	Marin	The buses are empty and pollute the air. Decrease services/bus routes when services are not used.

	Plan Bay Area		
	January 2012 Public Workshops		
	Participant Comments from Comment Booklets, as submitted at the workshops		
	Station B: Quality of 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) and transportation investments need to be carefully designed to maximize benefits for residents. Of the following benefits select your top two priorities:		
	County	**Count**	**Potential Benefit**
	Marin	**5**	Safer neighborhoods from lighting, infrastructure improvements and more eyes on the street.
	Marin	**5**	Improved health through better infrastructure for walking and biking.
	Marin	**1**	More retail and access to food due to larger population and pedestrian support for retail.
	Marin	**4**	Increased open space and parks through planning and development impact fees.
	Marin	**5**	Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities.
			Indicate here if you disagree or have other suggestions.
1	Marin		No.
2	Marin		Most people change their jobs more often than the location of their job. How can you enforce people to live where they work? There will be more telecommuting in the future resulting in less hours of transportation.
3	Marin		Lower VMT (with reduced GHG emissions, traffic, accidents). More walkable, calmer, pleasant communities.
4	Marin		My observation is that you need to educate people more. A lot of fear and misconceptions. Staff at meeting were not able to respond to questions which intensified conspiracy theorists.
5	Marin		Let local government make its own determinations and decisions! Local government first and foremost.
6	Marin		I do not support any kind of mandatory high density living. These concepts will destroy viable existing neighborhoods and create slums.
7	Marin		Communities should plan their own land use policies and regional area cities react. Socialism is unacceptable.
8	Marin		Pass and enforce a consumer protection food bill that requires supermarkets/food stores to label genetically engineered food and to label dairy and meat products that contain the growth hormone "Rbst", so the consumer knows what they are ingesting and can make an informed choice.
9	Marin		What about rural communities? Transportation needs for medical, shopping, education opportunities?
10	Marin		Improved health through better infrastructure for walking and biking - not building high density.

11	Marin		Keep Marin employees in Marin and will grow the Marin economy. We all will benefit!
12	Marin		What is needed is good information on income mix in communities' needs, good design models and standards for density mix, and outreach for involvement of lower income and racial mix citizens.
13	Marin		All have merit.
14	Marin		First we need the jobs so that people can afford to live here -- including the people who already live here.
15	Marin		Nonprofit housing does not pay any real estate taxes yet uses our infrastructure. They must pay into our system, specifically public schools and police. Where is the word safe in front of housing? Where is the accountability of the investor/developer for safe housing and crime . Answer = none.
	Are jobs and housing converging in the right places in your county? Can this convergence support greater access to jobs and housing, particularly for low-income and moderate-income populations?	
	County		**Comment**
16	Marin		*What is a complete community?.*
17	Marin		We don't have centralized locations of jobs. Marin needs more jobs in the downtown areas and close to transit hubs.
18	Marin		*There are many second units and foreclosed homes in Novato that are not being counted toward low income available housing. These need to be taken into account.*
19	Marin		This is a ridiculous question. People change jobs far more often than they change the place they live. Low and moderate income citizens change jobs more often than housing just like everyone else.
20	Marin		*How can you justify transferring housing numbers from San Rafael to Novato where conditions and criteria for a PDA can't be met.*
21	Marin		We need more public housing options, including "pet-friendly" housing and most of all, more affordable public housing, especially for seniors and disabled renters.
22	Marin		*No, because transit is cancelled or hours are reduced if not enough for big buses. Have small buses that can also be used as school shuttles. Change schedules so school commute is not coordinated as the same time as business commuters.*
23	Marin		Policies to encourage jobs and housing are not sufficient to promote growth in the correct areas. We need stronger policies to promote low and moderate income housing near downtown.
24	Marin		*Is projected growth converging in the right places in your county? No. The Priority Development Areas are in San Rafael, however, Novato is being allocated a lot more housing and jobs in Bay Area than we want. San Rafael should have more housing and jobs.*
25	Marin		More affordable housing is needed near transportation hubs and the urban corridor near services.
26	Marin		*63% of employees in Marin are driving into the county to jobs in single person autos, due to the high cost of hosing here. They take their wages away and spend them elsewhere and Marin only grows poorer. This needs to change.*

27	Marin		There is tremendous opposition to identifying sites for affordable housing or higher density with little toward expanding single family home size. We need more public information and education on job needs and equity.
28	Marin		*No -- high cost housing/low paying jobs*
29	Marin		You can't make someone work where they live. High-density, low-income multifamily housing is a failed model yet a cash cow for developers and nonprofits. It causes local congestion and reduces quality of life. Focus on family planning and birth control.
30	Marin		Two simple graphs showing population and job growth in Bay Area and the specific workshop county might have eliminated some silly questions/comments about jobs and housing leaving California. ABAG staff couldn't answer even basic questions. It's a shame when staff aren't able to respond to questions regarding how much growth in population and jobs has occurred in California and Marin over the past two decades. The staff couldn't even answer a question regarding size (min. acreage) of a PDA.

	Plan Bay Area		
	January 2012 Public Workshops		
	Participant Comments from Comment Booklets, as submitted at the workshops		
	Station C: The San Francisco Bay Area -- 2040		
	How should the region accommodate projected growth? (Indicate your level of support for each potential option.)		
	A. Allow new housing, offices and shops to be built in the centers of cities and town near public transit.	B. Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.	C. Build more affordable housing in existing communities that already have a strong job base.
	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion
	Marin County -- Count		
	1) nine	1) seven	1) five
	2)	2) one	2) one
	3) one	3) one	3) four
	4) one	4)	4) one
	5) three	5) four	5) three
	0)	0)	0)
	If you opposed the three growth patterns above, offer your suggestions on how the region can accommodate projected growth.		
	Marin County Comments		
1	Rigged.		
2	*There is another option that can be considered. Single driver automobiles are the most overlooked source of transportation. Let's support planned and casual carpools using modern technology.*		
3	Infill on underdeveloped corridors. In San Rafael, that is Third Street/Miracle Mile, Northgate Mall and Montecito.		
4	*Local government only.*		

5	The free market will supply housing that people actually want if government allows the free market to function. Government public housing projects (rebranded as "affordable housing") are disasters for everyone, especially the residents. Chicago, my hometown, has never recovered from the "projects" of the 1950's.		
6	*Each community should determine its own housing needs and answers.*		
7	No offices or shops - public housing only.		
8	*Recognize Marin as a gateway to the region's recreational area and international visitor opening. Police west Marin roads to posted speed limits. Do not put dense housing on Los F arterials.*		
9	Re-phrased Option B: Build more affordable housing hear public transit for everyone to encourage use of public transit. Let go of single family neighborhoods as the opportunity arises and as local communities plan. Middle income "affordable housing" in Marin should be for all who work in Marin. People should have an attractive place to live and choose if they prefer a car or not.		
10	*Give incentives to homeowners to build -- or create in their existing structure -- a second unit they can rent. All three of the above ideas (A, B & C) are really plans to support developers. I believe that your projected growth number are inflated.*		
11	Birth control and family planning services. We need law-abiding citizens. The growth is projected because of immigration. Uphold our laws for legal immigration. We appreciate legal immigrants. This housing is about developers and nonprofits making $ off the backs of the poor under the guise of being sustainable and green.		

	Plan Bay Area		
	January 2012 Public Workshops		
	Participant Comments from Comment Booklets, as submitted at the workshops		
	Do you support development of Plan Bay Area?		
	Plan Bay Area is along-term strategy for the nine-county San Francisco Bay Area that is currently being developed. The idea is to accommodate the region's housing and transportation needs for the next 30 years and reduce the region's auto dependence. Plan Bay Area is focused on: improving the local economy, reducing driving and greenhouse gases, and providing access to housing and transportation for everyone who needs it.		
	1. In general, do you support the establishment of this type of a regional plan?		**3. Changes will be needed in my community and in my lifestyle to improve the quality of life in the Bay Area in the future.**
	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion		1. Agree Strongly 2 3 4 5. Disagree Strongly 0. No Opinion
	Marin County -- Count		***Marin County -- Count***
	1) three		1) two
	2) one		2) one
	3)		3) two
	4) one		4)
	5) four		5) three
	0)		0)
	2. Why it that?		
1	Suport Strongly: Regional planning is needed to incentivize development in locations served by transit and services and provide sufficient transit service to such areas.		

2	*Support: I lack information. The presentations were very high level and so many questions/comments were outraged reactions that no one responded to. I don't know what I think. I learned a little tonight other than there a lot of angry people.*		
3	Oppose Strongly: Local government only.		
4	*Oppose Strongly: Regional planning guts the authority of local towns and county elected officials. On paper, it appears that our votes still matter. In reality, actual authority shifts to unelected planners who are insulated from the voters. This kind of over-centralized authority morphs into soft tyranny, even if the original intentions are good.*		
5	Support: Would still like the option of driving as well as good public transportation.		
6	*Support: In order to impact large issues such as greenhouse gas emissions or even traffic, we must plan on a regional basis. We work, live and play in the region, so we need to plan together.*		
7	Support Strongly: If we don't hang together, we may all hang separately.		
8	*Start over at the local level.*		
9	Support Strongly: An integrated, coordinated regional approach is imperative to accomplishing our goals. Regional plans should serve as guides and vehicles for coordination. Decisions should stay in the cities and counties.		
10	*Support: I am delighted to have guidance and input from the bigger regional organizations. We have huge problems to face with climate change, recession, modifications along 101 to protect transit rich communities from sea-level rise, poor economy, flight of money from Marin with employees driving from elsewhere and taking their dollars home at the end of the day. I believe a regional plan can best address and mend these big issues.*		

11	Support Strongly: Regional planning is essential to manage growth that happens whether one likes it or not. Traffic over the Richmond Bridge to Marin that has increased 5 times between 1995 and 2005 is unacceptable with greenhouse gas increase and also time away form families, especially for lower-income job commuters. Wealthier and bigger homes increase service jobs and we have a less diverse and equitable society.		
12	*Oppose: Too top down. Local planning is very important. Need "carrots" not "sticks" to get a good result. A long-range education process is necessary.*		
13	Oppose Strongly: I believe each city, town or village should be free to make its own rules and regulations. This regional plan seems like Big Brother telling us what to do.		
14	*Oppose Strongly: Because it reduces the quality of life, creates local congestion and housing projects are a failed model and increase crime. The projects don't put money into the system because of the tax breaks, yet the people in the projects deserve social programs. This is about building walls and walking away. Unfair to the people you claim to want to help.*		

Plan Bay Area

January 2012 Public Workshops

Participant Comments from Comment Booklets, as submitted at the workshops

Other Comments

Participants were asked to provide any other comments related to Plan Bay Area:

	County	Comment
1	Marin	We need to focus on getting people to carpool to work and to do errands, to go to doctor appointments, to go to social activities (movies, music, etc.) schools and college. We need to also focus on telecommuting. We need to provide for our service workers to live in our community.
2	Marin	*The Bay Area is great in no small part due to its incredible parks and natural resource areas. Land conservation and open space agencies such as Marin County Parks are committed to partnering with MTC and ABAG to both protect vital natural resource areas and find effective and meaningful financial incentives to meet the requirements of SB375. Thank you for all of your work on Plan Bay Area and for working to make the Bay Area such an incredible place.*
3	Marin	One meeting to get input to represent 7 million Bay Area citizens is inadequate.
4	Marin	*Facilitators were not effective, it would have been better to have knowledgeable ABAG staff. Also, should have asked speakers to identify where they lived.*
5	Marin	The ultimate basis of quality of life is individual liberty and the free market economy. Over-centralization through excessive land use planning abolishes the free market in real estate and therefore controls individual lifestyle choices.
6	Marin	*Quality of life in Novato already exists. Local government only.*
7	Marin	I lack information. The presentations were very high level and so many questions/comments were outraged reactions that no one responded to. I don't know what I think. I learned a little tonight other than there a lot of angry people. See my comment from previous page (comments included). Need more answers to questions and more education. The fact that MTC/ ABAG staff don't respond to allegations aggravates the lack of dialogue.
8	Marin	*Pull out of ICLEI! Keep states and local control and not abdicate planning to the UN and their agenda. Jobs not bike lanes that aren't used just because they are P.C. Agenda 21 should not rule our planning. Climate change is always happening and it's not because I don't use curly light bulbs and drive a SUV. It's a hoax.*
9	Marin	Pull out of ICLEI and Agenda 21! Vote this garbage down.
10	Marin	*This is garbage. This is a farce.*
11	Marin	We do not want this plan. We want local government control.
12	Marin	*Stay in ICLEI!*

13	Marin	I'm already biking for transport as often as possible. We need to complete the north-south greenway and make biking for transport as inviting as possible by supporting it in every way: bike sharing, rentals at ferries, repairs, excellent safe multiuse paths running in spines throughout Marin. Safe parking at airports. Transit needs to show respect to middle class employed riders with real-time info and a sense of urgency.
14	Marin	*I can't see that change is radically different than changes we consistently deal with. However, state and regional planning is essential to meeting needs and planning, as so many people only get involved at a point that may or does directly affect them -- without pre-knowledge -- or at the point caring about anyone else or an overall situation.*
15	Marin	My special concern is how we are going to meet the needs of the growing older population -- housing and senior workers. I thought the meeting was a disaster.
16	Marin	In general, and overall, Plan Bay Area is driving some already-made decisions down people's throat. I attended both meetings. Neither one offered opportunities for ideas from participants, or for healthy debate. You say that Plan Bay Area is a long-term strategy that is currently being developed for the nine-county Bay Area. It would seem to be developed without input from current residents. The two meetings I attended precluded input. I question your assumptions and am very leery about your process. I would prefer to have any decisions about changes in my community made on the local level, not the regional level. P.S. I would like to have some of the money being spent on Plan Bay Area used right now to support housing and services for the people who are homeless in Marin right now.
17	Marin	Our community needs to provide safe housing in our low income projects and our local and state politicians have chosen not to do that . Other than the projects not paying into our police and public schools, etc. (and the developer is making millions a year) our community is fine. Focus on Habitat Homes -- however, those are not profitable to developers. Habitat homes are successful models. The concentration of poverty is cruel and prejudice.

Plan Bay Area
January 2012 Public Workshops

Transportation Trade-Offs, Oral and Written Comments, submitted at the workshops

Station A: Transportation Trade-Offs

A number of potential transportation investments will be considered as part of Plan Bay Area. Not all of these items will be funded due to limited resources. At the workshop, participants who visited this station used tokens to "vote" on transportation trade-offs, or to provide their own ideas, in three areas:

- Transportation Investment Priorities
- Policies to Reduce Driving and Emissions
- Policies Regarding Public Transit

Below is the count that shows how participants ranked these potential transportation investment categories in these three areas, followed by the ideas/comments submitted via cards by participants using the "Other" option.
See the PDF titled "Workshop Written Comments" for additional comments submitted by participants for Transportation Trade-Offs.

TOKEN COUNT: MARIN COUNTY

Transportation Investment Priorities	#	%
Increase the number of freeway lanes for carpoolers and bus riders	12	3%
Expand bicycle and pedestrian routes	41	11%
Extend commuter rail lines, such as BART and Caltrain	25	7%
Maintain highways and local roads, including fixing potholes	108	28%
Provide more frequent bus service	42	11%
Provide financial incentives to cities to build more multi-unit housing near public transit	14	4%
Fund traffic congestion relief projects, such as adding turn lanes on roads, or reconfiguring interchanges and on-ramps on highways	16	4%
Increase public transit service for low income residents who do not have access to a car.	18	5%
Invest in improving speed and reliability in major bus or light-rail corridors.	31	8%
Other:	74	19%

Comments on "Other" Cards -- Transportation Investment Priorities

	County	Comment
1	Marin	Use no fare for main transit corridors as in Portland Oregon; to encourage short transit trips with parking nodes for distant drives not on bus transit routes
2	Marin	Give the money back to the tax payers. It is obvious that majority of the citizens don't want you or your plan.

3	Marin	Bay Area Plan (x2)
4	Marin	Return $$ to tax payers (x5)
5	Marin	I like my car and do not believe at age 68 I will do well on a bicycle. I also believe this would be shared by most people my age. I also believe these 7 million people should have the right to rate themselves on these issues. (5x)
6	Marin	Encourage car manufacturers to better emission standard - and make them affordable - the electric car is not affordable.
7	Marin	Recommend and work to repeal SB 375
8	Marin	Let the market decide!!!
9	Marin	Free your minds from petrol-phobia. There's nothing wrong with personal transportation, AKA the automobile. All over the world, people purchase personal transportation as soon as they can afford it. Example: Motor bikes in Saigon.
10	Marin	Safe routes to school are necessary since there are no longer school buses. Congestion peaks at commuter times and school beginning. Increase safe bike lanes.
11	Marin	Use ferry with increased air quality improvements to have the network of early 20th century routes
12	Marin	Bicycle lanes should be marked no parking and then under State law the police can cite all the cars using this as parking so that bike lanes are really bike lanes.
13	Marin	Complete the bicycle access tunnel, Alto to Larkspur Ferry, have the Larkspur connecting bridge from multi-modal only to include a single rail line that backs up and proceeds on schedule for parents with small children and elderly & disabled.
14	Marin	Increase shuttle and service on demand electric vehicles to make transit "spikes". Do not make the criteria transit corridor - congestion only increases by dense development because destinations cannot be readied in Marin - even in urban areas - regularity of schedules, "missed bus" or too crowded to stop!
15	Marin	Restore carpool lanes for handicapped single drivers.
16	Marin	SMART rail is not even to be welcomed! SMART Rail should not have become a political rallying point in Marin. Placing dense housing in traditionally small recent communities is different in Marin where some rural communities are adversely impacted by the "dream development" if dense up to 35 units per acre. Transportation really is not provided in our old, narrow street early founded unincorporated Marin.
17	Marin	Invest in our ferry system and encourage the creation of compact walkable communities with density in the 25 du/ac range within 1/2 mile of ferry terminals.
18	Marin	Reduce morning commute congestion, caused by slow drivers mis-using lanes (e.g. driving too slow in the left lanes and not going with the flow of traffic). Start citing the too-slow drivers that are clogging up all the lanes, instead of simply using the far-right (slow lane), for their slow pace.
19	Marin	Invest in better cars, trucks, trains - education
20	Marin	Promote EVs (electric vehicles) as a GHG reduction tool
21	Marin	Purchase electric vehicles for public fleets - install charging stations
22	Marin	Fund electric vehicle planning & charging stations
23	Marin	Fund Electric vehicles
24	Marin	Add electric vehicles to public transit

25	Marin	Help local jurisdictions plan for and accommodate EV charging
26	Marin	Let people decide for themselves when/where/if to reduce driving - no compulsory reduction!!
27	Marin	Create a subsidy program for people to purchase electric & battery assisted automobiles for those who live/work in Bay Area.
28	Marin	Carpool incentives and help (x2)
29	Marin	Give fed and state funds back for priorities in education, research and development. Change process - for investment in each city - not one size fits all.
30	Marin	Make electric cars more affordable and charge with solar & wind. Change toll on GG bridge to 1 or 2 dollars, 24/7 for carpools 2 or more persons. Charge pedestrians and walkers 1 dollar to cross.
31	Marin	Make electric car more affordable, and charging. Charge pedestrians & bicyclists a $2.00 fee to cross the Golden Gate Bridge. GG toll reduce for carpool.
32	Marin	Accept lower LOS in certain areas where impacts to environmental resources & established communities are excessive.
33	Marin	Promote the use of electric vehicles (x5).
34	Marin	Install Electric vehicle charging connections.
35	Marin	Install Electric charging stations.
36	Marin	Create incentives to expand and modernize existing large urban (100K+) city capacity for housing and complementary amenities to incentivize inner city living utilizing existing transportation facilities at a minimum cost and minimum impact on the environment.
37	Marin	It is difficult in Marin because of hills -- but transportation need to be more accessible to senior & disabled. What can be done?
38	Marin	If public transportation is any good, why can't it pay it's own way -- if it's so wanted -- it would make money.
39	Marin	School buses are top need! Single drivers taking kids to school clogs our roads - greenhouse gas. Small buses for special needs students are horrible diesel buses - very bad emissions & vulnerable passengers. All students should have free bus to school!
40	Marin	Investment - Taxes. Expected funds - what's this?
41	Marin	(Transinvestment Prio) J. Subsidize alternative fuel conversions, specifically use of new engines for trucks, cars that burn natural gas, (not electrical).
42	Marin	What does open space mean?
43	Marin	This is socialism, they already have a plan.
44	Marin	Stop U.N. Agenda 21.

Transportation Trade-Offs *(continued)*

Policies to Reduce Driving & Greenhouse Gas Emissions

A variety of strategies are being considered to encourage the reduction of driving and associated vehicle emissions.
At the workshop, participants who visited this station used tokens to "vote" on a list of potential policies to reduce auto emissions or provided their own ideas.

TOKEN COUNT: MARIN COUNTY

Policies to Reduce Driving & Greenhouse Gas Emissions	#	%
Encourage 'Smart Driving'	21	6%
Complete the Regional Bicycle Network	38	12%
Expand the Safe Routes to Schools/ Pedestrian Network	46	14%
Increase Vanpool Incentives	21	6%
Expand Electric Vehicle Strategies	57	17%
Develop Commuter Benefit Ordinances	13	4%
Increase Telecommuting	31	10%
Institute Parking Surcharges	16	5%
Freeway speeds at 55 mph	8	2%
Other:	75	23%

Comments from "Other" Cards -- Policies to Reduce Driving & Greenhouse Gas Emissions

	County	Comment
1	Marin	Please stop dismantling our bus service in Marin. In many ways it is the only sensible form of mass transit in Marin.
2	Marin	Transportation improvements - widen 101 - more green tech buses.
3	Marin	Use traffic calming on arterials as well as on neighborhood streets.
4	Marin	Where is the constitution authority to presume the legitimacy of ABAG
5	Marin	I like my car and don't believe we should be forced out of them. We should also have all 7 million of the residents of the Bay Area vote on this. We do not have the right to vote for them. 5x
6	Marin	Give the money back to the taxpayers. We do not want you or your plan!
7	Marin	You assume that I want you (ABAG) to tax me for your utopian dreams.
8	Marin	Complete transit hubs: (drawing w/ 6 bubbles): Housing, Regional Transit, Local Transit, Multi-use development, Car Shares, Bike Paths.
9	Marin	The choice is a farce. It assumes that ABAG is a legitimate gov't body
10	Marin	Make local transit more user friendly (NextBus, wi-fi) safe and attractive transit hubs
11	Marin	Return $$ to tax payers (x5)

12	Marin	Bay Area Plan
13	Marin	As a cyclist, I think bike lanes are a waste of transportation dollars. Spend $ on roads (bike friendly)
14	Marin	3 Tokens: Recommend & work to repeal SB 375
15	Marin	More frequent & reliable bus service
16	Marin	Let drivers decide what is best for themselves
17	Marin	I disagree w/ this plan - overall. What I'm getting is that it is a plan to control our lives as in Big Brother. People are being inconvenienced thru regulations etc., & forced to move to big cities - where we will all live in small stacked apts (no yards), neighbors all too close, etc. This is all a scheme from sustainable (lie) development under AGENDA 21 that is improvised to our detriment. Already our counties are being ordered under the U.N. not our constitution. We will eventually lose our sovereignty and become a one world order. I say NO!
18	Marin	Dramatically increase fuel efficiency standards
19	Marin	Fuel efficiency in vehicles 2-3x current standards
20	Marin	In the plenary session, we were reminded that we built the GG bridge and the Caldecott Tunnel during the Great Depression. Did MTC and ABAG plan those?
21	Marin	Tax gasoline for transit
22	Marin	Provide additional robust capacity in other public transit modes
23	Marin	Ensure adequate operating costs for transit/light rail extensions - allow for reduced fares to ride transit
24	Marin	Decrease the population through birth control and decrease illegal immigration.
25	Marin	Let individuals decide when/where/if to reduce driving - no forcing behaviors!
26	Marin	1) Make electric cars more affordable. Also make car manufacturers increase gas mileage for new cars to 40-50 MPG. 2) Give incentives to businesses who allow people to telecommute from home. 3) Charge bridge tolls on all bridges to allow for more per car. Charge pedestrians & bicyclists 1 or 2 dollars
27	Marin	Carpool incentives & help (x2)
28	Marin	Create a subsidy program to assist people who purchase electric or battery assisted automobiles and live/work in the Bay Area.
29	Marin	Disagree with premise - need for better fuel driven cars & trucks, trains, etc.
30	Marin	Policies to reduce driving - J. Expand non-electric, natural gas burning engines for existing and new vehicles.
31	Marin	None of the above.

Transportation Trade-Offs *(continued)*

Policies Regarding Public Transit

A variety of strategies are being considered to improve the customer experience on public transit and to operate our existing public transit system more efficiently. At the workshop, participants who visited this station used tokens to identify four policies important to them to improve public transit. Participants also were able to provide their own ideas under the "Other" category.

TOKEN COUNT: MARIN COUNTY

Policies Regarding Public Transit	#	%
Better-timed connections	27	11%
More real-time information	19	8%
Cleaner/new vehicles and cleaner stations	22	9%
Standard fare policies across the region	4	2%
Fixed-price monthly pass valid on all trains, buses and ferries	26	10%
More frequent and faster transit service	57	23%
Better on-time performance	27	11%
More customer amenities such as WiFi on buses and trains	7	3%
Other	59	24%

Comments from "Other" Cards -- Policies Regarding Public Transit

	County	Comment
1	Marin	Bus lines that link up to ferry service in Marin to obviate the need for commuting to the ferry station (and the huge parking lots that go along w/ lack of bus service to ferries)
2	Marin	Give the money back to the tax payers. We do not want you or your plan!
3	Marin	Bay Area Plan (x4)
4	Marin	I never use any transit system. I like my car and would like to have the freedom to still use it x5.
5	Marin	Public safety at bus and train stations is key to successful transit. Fear of getting mugged on the Chicago "El" station encouraged people to move to the suburbs during the 1960s. Clustering low income housing projects around train stations will make the stations too dangerous to use.
6	Marin	More bus loops - not central hubs (as in San Rafael) which makes connections much more difficult to coordinate.
7	Marin	In Finland public busses served fruit juices free
8	Marin	5 tokens: Recommend & work to repeal SB 375
9	Marin	Only operate buses that can directly pay for themselves out of fare revenue.
10	Marin	Hydrogen buses - shuttle electric for daytime use as main transit alternative is for all persons and school students at 8-9am - 2-4 pm

11	Marin	The limited choices all have one thing in common - that ABAG knows better than us.
12	Marin	Give back money to citizens. The ABAG is anti-democratic. We did not vote for them. They should not spend our taxes.
13	Marin	Stop wasting money on SMART and bike paths. Widen 101. Buy Green tech buses (CNG, hybrid, etc.) Invest in flexible infrastructure not tracks.
14	Marin	Thank you - there is a greater need to spend $ for policies for better schools, infrastructure, water…and to give back federal funds. There is a need for solar & electric vehicles. This process needs to change.
15	Marin	During commuter hours increase bus times.
16	Marin	"Casual Carpool" pick-up points that cater to peds & bikes going to various areas.
17	Marin	Carpool incentives and ways to connect
18	Marin	Reinstate school bus programs in every bay area school district
19	Marin	Carpool incentives
20	Marin	Natural gas engines for all moving vehicles (not electric 100%) - subsidies for conversion to natural gas
21	Marin	Fund electric buses (x2)
22	Marin	electric trains
23	Marin	Electric buses
24	Marin	Use electric buses (x2)
25	Marin	Utilize electric buses
26	Marin	Most of this whole plan is unsustainable because of the unions. What are your plans for them? More taxes -

Transportation Trade-Offs, Oral Comments

	County	Comments
27	Marin	Are topics the same in Marin meeting as at Santa Rosa, etc.?
28	Marin	Can you define investments? Greenhouse gas? Sustainability?
29	Marin	Fund school buses.
30	Marin	How is the plan funded?
31	Marin	Need more options and frequent bus service.
32	Marin	How does this sample of people represent all of Marin?
33	Marin	Will this plan be on the ballot?
34	Marin	Can we create incentives for urbanization?
35	Marin	What is the benefit of parking surcharges?
36	Marin	How about increasing the MPG of cars?
37	Marin	How was the list of options developed?
38	Marin	How much would options cost for Marin County? We need more cost info for BART, etc.
39	Marin	Where will the $68 billion come from?
40	Marin	Will new taxes be needed?

41	Marin	Did MTC and ABAG plan the Golden Gate and Bay bridges?
42	Marin	Golden Gate Bridge tolls subsidize their transit system. It creates a financial disincentive to go to San Francisco.
43	Marin	The aging population is not addressed in this video.
44	Marin	Sustainable development is not working in Portland.
45	Marin	Has any other region done this kind of plan?
46	Marin	How do we locate transportation and housing close to each other and not trigger air quality concerns?

	Plan Bay Area	
	January 2012 Public Workshops	
	Oral Comments: Land Use and Complete Communities	
	County	**Comments**
1	Marin	Population growth of 2 million is projected; but Census says outmigration has increased. In California businesses are decreasing; we are losing jobs. The projections should be changed.
2	Marin	Explain why Novato's housing numbers have increased.
3	Marin	Has heard numbers of 1,500 to 1,600 household growth in San Quentin. Where is this growth going to take place? Where is this in the Plan?
4	Marin	Sees projections as flawed, based on growth that isn't there. Doesn't want money diverted to development over education and other needs.
5	Marin	Currently living in an urban area with transit and services. Hard to find an attractive place to live. Wants better alternatives; wants choices.
6	Marin	Sees this as Agenda 21 -- all about getting us out of rural areas to "stack and pack" housing. Sees this as oppression.
7	Marin	Explain "lavender" areas on PowerPoint map. Are we developing straight out? What is this map telling us?
8	Marin	Questionnaire doesn't help, doesn't provide information. Where is the plan, the Scenarios? All you did was move the bar up for growth and development, including jobs. Where are we growing?
9	Marin	We haven't accommodated pets in any of the plans. Think of the noise pollution. What are the considerations?
10	Marin	The Marin Water District says 1% growth. How can we say that? What are the studies? Why is ABAG imposing their controls and regulations?
11	Marin	Not enough to say "thanks for the question."
12	Marin	Many say that they want a different process.
13	Marin	How many live on rural land? We are being rezoned, regulated, fed and taxed on water. Sees this as forcing us out -- all part of Agenda 21. Sees this process as divisions already made.
14	Marin	Where are you getting these population figures and studies? Put them on the website.
15	Marin	Worked at San Quentin; sees disconnect because a Congressman wants to blow up a dam. All dam/water policies are affecting us all.
16	Marin	MTC/ABAG rely on economists, but they have it wrong. San Francisco has grown, but that didn't happen through planning. Better based on democracy -- our economy. We have it backwards.
17	Marin	Higher density living will not improve air quality. Why is there an assumption that higher density will save the planet?
18	Marin	This meeting is rigged because you did not answer the questions.
19	Marin	The One Bay Area is predicated on reducing greenhouse gas emissions. To do this we must address cars. Electric, fuel efficient vehicles increase traffic congestion. This is counter
20	Marin	A member of a disabled advisory board -- senior/disabled concerns are not being addressed in all of these plans.
21	Marin	Must move to electric vehicles; will be completely effective.
22	Marin	From advocate for EV: Transportation is land use; we must address our land use and make zero emission sites.

23	Marin	Need better schools, water, storm drains -- these should be our priorities. Reduce methane, diesel trucks. Must change technology. Transportation funding must be looked at.
24	Marin	Must plan our communities so that retired workers will be able to live together. Everybody housed would help with traffic increasing over bridges.
25	Marin	Land use, housing choices -- that's good to hear.
26	Marin	Public/private partnerships were choices they say, but go to www.wildlandsproject. Here you will recognize the bigger plan behind it... this is Agenda 21, taking away our freedom.
27	Marin	Frustrated because there is too short of time to deal with these issues. Make this a longer meeting. Don't talk over us. What happens next?
28	Marin	Does not support disruptive tactics. But what is the logic behind having this presentation without a planner to give the specifics? The quality of info is bedtime stories, infomercials. No
29	Marin	From a neighborhood in Novato: More affordable housing is needed. Pesticides are used where children play. Ban it -- there are safer alternatives.
30	Marin	Greater involvement of government is not allowing true organic growth.
31	Marin	Electric energy -- what about dead batteries? What are we doing about this waste? Electric has problems. What about coal?
32	Marin	Process predicated on jobs; where are they? Sees mostly unemployed persons, jobs in India, telecommuting. Jobs created are not retail -- small businesses. We need cars; can't predicate
33	Marin	County of Marin wants more use of transportation. What will cause the housing centered plan to change? Population changes questioned.
34	Marin	Need housing for families with kids. Property rights sounds like socialism.
35	Marin	Why doesn't the State allow foreclosed properties to be the source for affordable housing? Make these 4-units of affordable housing.
36	Marin	Lives in south Marin. There was a community plan for the train. Sausalito and Marin accepted it but not the County of Marin. Why?
37	Marin	Make ferries more efficient and sustainable - -when is that going to happen? Has it been concluded? Who is overseeing it?
38	Marin	Not enough ridership, so make smaller ferries.

Marin County – Community-Based Focus Group

Host Community-Based Organization: Grassroots Leadership Network of Marin

Date: January 26, 2012

Attendance: 14

(Note: Not all who attended participated in all voting segments.)

Part A – Transportation Tradeoffs

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	**Increase public transit service for low-income residents who do not have access to a car**	12.6%
2	**Maintain highways and local roads, including fixing potholes**	12.1%
3	**Provide more frequent bus service**	11.2%
3	**Provide financial incentives to cities to build more multi-unit housing near public transit**	11.2%
4	**Expand bicycle and pedestrian routes**	10.7%
5	**Increase number of freeway lanes for carpools and buses**	10.5%
6	**Fund traffic congestion relief projects**	9.2%
7	**Extend commuter rail lines, such as BART and Caltrain**	8.7%
8	**Invest in improving speed and reliability in major bus or light-rail corridors**	7.6%
9	**Other**	6.3%

A Sampling of Comments

- Would like to see an increase in ridesharing
- Need SMART train to reduce 101 congestion, but it is also sprawl-inducing – not best alternative for Marin
- Bus service is most important for low-income residents (west Marin, Mill Valley, San Rafael, Tiburon)
- Need shuttle services to connect people to public transportation, especially for youth and seniors, and especially in Marin City
- Need housing for low-income families
- Mobility needs to be provided for all residents, not just commuters
- Use housing elements and transportation funding to break down local segregation of low-income residents and workers who would otherwise commute
- Fund only those communities who promote desegregation
- Carpool lanes are not well used, so why add more

Policies to Reduce Driving and Emissions

Participants were given ten options for policies to reduce driving and greenhouse gas emissions and asked to select their top five priorities. One option was "other" to allow participants to write priorities not already on the list.

Rank	Priority	%
1	**Increase telecommuting**	17%
2	**Expand the Safe Routes to Schools/ pedestrian network**	14.4%
3	**Encourage "smart" driving**	12.8%
4	**Develop commuter benefit ordinances**	11.8%
4	**Increase vanpool incentives**	11.8%
5	**Complete the regional bicycle network**	11.6%
6	**Expand electric vehicle strategies**	7.3%
7	**Change freeway speed limit to 55 mph**	6.9%
8	**Other**	4.3%
9	**Institute parking surcharge**	2%

A Sampling of Comments

- Start educating young people (in schools) about Smart driving

(Continued...)

(Continued)

- Limit access to cars with more than four cylinders (and "muscle" cars)
- Launch an auto industry campaign that is focused on urban health needs
- As long as cost of electric vehicles is high, people won't consider them a viable option

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 on the list.

Rank	Priority	%
1	**Better-timed connections**	18%
2	**More real-time information**	16.3%
3	**Cleaner/new vehicles and cleaner stations**	16%
4	**Standard fare policies across the region**	15.8%
5	**Fixed-price monthly pass valid on all systems**	11.1%
6	**More frequent and faster transit service**	8.3%
7	**Better on-time performance**	6.6%
8	**More customer amenities, like WiFi**	6.2%
9	**Other**	1.9%

A Sampling of Comments

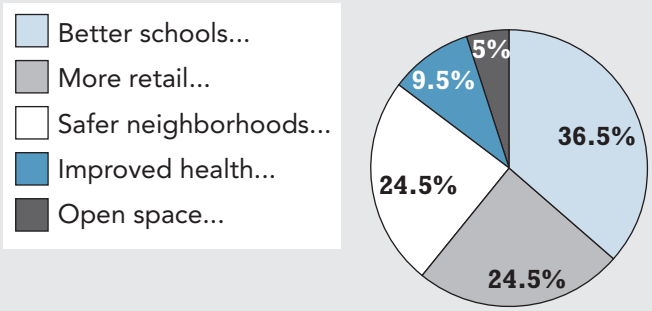
- Better on-time performance
- Amenities such as safety, cleanliness, shelters, and Wi-Fi would encourage ridership
- Provide multi-language programs/services

Part B – Quality of Complete Communities

Participants were given five benefits of complete communities and asked to select their top two priorities.

Rank	Priority	%
1	**Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities**	36.5%
2	**More retail and access to food due to the larger population and pedestrian support for retail**	24.5%
2	**Safer neighborhoods from lighting, infrastructure improvements and more eyes on the streets**	24.5%
3	**Improved health through better infrastructure for walking and biking**	9.5%
4	**Increased open space and parks through planning and development impact fees**	5%

Complete Communities



A Sampling of Comments

- Access to health care and good food is important
- New development and transportation investments should maximize benefits for workers, not just residents
- In Marin County, zoning and city participation is necessary to create complete communities – need to convince people that all deserve complete communities

(Continued...)

(Continued)

- Need to package "community" well-being as a basic safety net feature needed for personal well-being (housing, income, health, education, access and political structure)
- In Marin, the housing is for high-income residents, while a majority of the jobs are low-income jobs; therefore, 60% of the workers in Marin cannot afford to live in Marin
- Use state and regional funds to support only those communities that provide flexible zoning to develop housing that is affordable to very and extremely low-income households.
- Housing, education, health, income, and access are all needed to create complete communities

Part C – The San Francisco Bay Area 2040

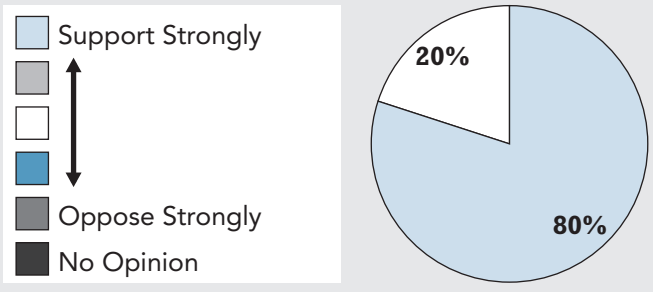
Discussion and Questions

Participants were asked to indicate their level of support for three options for accommodating projected growth.

Option A: Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.

Support Strongly	**80%**
	0%
	20%
	0%
Oppose Strongly	**0%**
No Opinion	**0%**

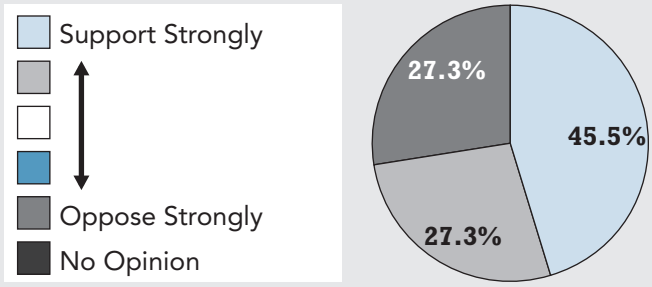
Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.



Option B: Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.

Support Strongly	**45.5%**
	27.3%
	0%
	0%
Oppose Strongly	**27.3%**
No Opinion	**0%**

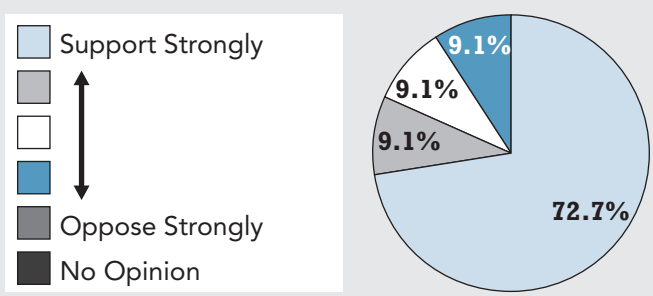
Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.



Option C: Build more affordable housing in existing communities that already have a strong job base.

Support Strongly	**72.7%**
	9.1%
	9.1%
	9.1%
Oppose Strongly	**0%**
No Opinion	**0%**

Build more affordable housing in existing communities that already have a strong job base.



If participants opposed the three growth patterns listed above, they were invited to suggest a fourth alternative for accommodating growth.

A Sampling of Comments

- Need more discussion about preventing gentrification
- Create a community land trust with accessible exportation corridors
- Ensure that at-risk communities have a strong social safety net
- Community character = institutional segregation
- Efficient land use requires preserving quality open space and using infill efficiently and equitably to house a full range of workers
- Some of these plans are possible, but need to be explored further and updated regularly

APPENDIX H: WHAT WE HEARD

PUBLIC WORKSHOPS AND COMMUNITY OUTREACH BY COUNTY

Napa County

Date:
January 19, 2012

Location/Venue:
Napa Elks Lodge
2840 Soscol Avenue, Napa

Attendance: 84
(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

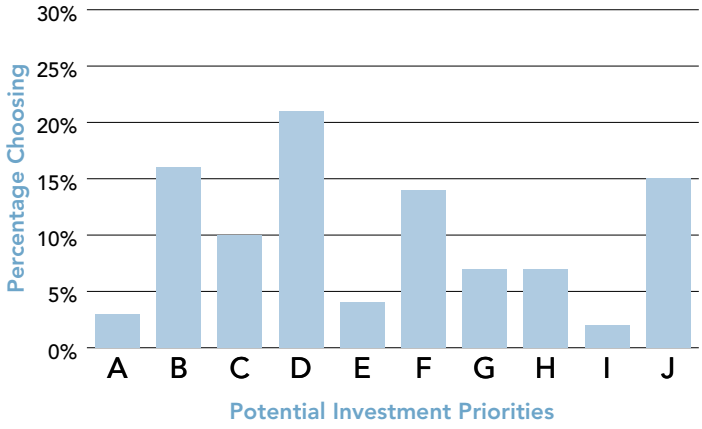
Participants were given ten options for investing future transportation funding and asked to select their top five priorities. One option was "other" to allow participants to write priorities not already listed on comment cards.

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

Other/Written Comments

(sampling of comments)

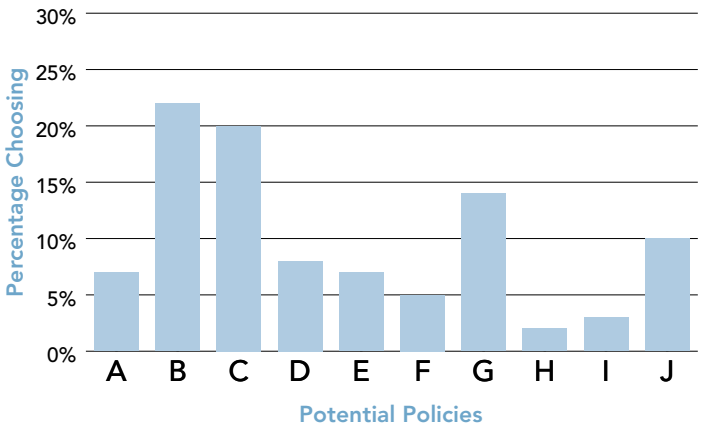
- Develop bicycling as a niche in the urban transportation mix. The bicycle is the most practical means in the distance between easy walking and short-distance driving.
- Electrical vehicle strategies – electricity now comes from coal, very toxic. Construct a nuclear power plant on Mare Island.
- Reduce the need for fossil fueled transportation. Foster an economy that doesn't force moving people and goods great distances
- First and foremost before funds get redistributed – return tax funds to their original intent. Road tax & gas tax = roads and freeways. Bridge tolls = bridge maintenance & repair.
- More bridges and roads. Less gas tax.
- Napa County must not promote mass transit. We must stay rural.
- Move transit from a taxpayer funded operation to a commercially based operation
- Provide more flexibility for cities with bus service
- Communities with local transportation currently in debt, fix the problem with either limited services or more condensed service to not run at a loss! Check your ridership – you can't force people out of their cars.
- Increase price of gasoline!



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



Other/Written Comments

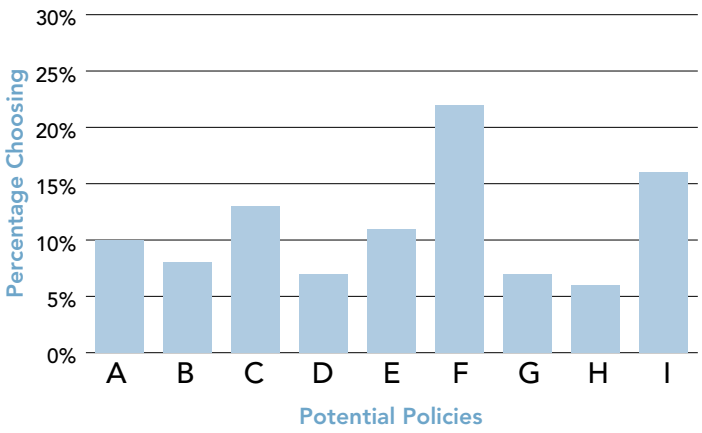
(sampling of comments)

- In Rural Napa County we walk without sidewalks. We are rural people who oppose urban infrastructure.
- Set speeds at rates roads were built to accommodate. Steady speeds provides better fuel mileage. Some cars & trucks get great fuel economy at speeds greater than 70 mph.
- Get rid of commuter lanes, as they are dangerous
- Use developer fees to maintaining the roadways they are impacting and not to put in a slush fund to create more signal lights to stop traffic.
- Make policies that reduce or eliminate the need for driving/transportation. Don't crutch the existing unsustainable private vehicle, long commute, fossil fuel dependent economy.
- Paratransit systems incl. subsidies for low incomes seniors & others
- Van pools failed. We cannot afford this. We are stuck with cars in Napa.
- Tax money should be a ballot issue. Do NOT take current taxes and support other systems not originally intended.

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	**C.** Cleaner/new vehicles and cleaner stations
4	**E.** Fixed-price monthly pass valid on all trains, buses and ferries
5	**A.** Better timed connections
6	**B.** More real-time information
7	**D.** Standard fare policies across the region
8	**H.** More customer amenities such as WiFi on buses and trains



Other/Written Comments

(sampling of comments)

- No mass transit in Rural Napa County – mass transit promotes urban growth – we oppose development of farm lands. No bus/no train! Keep Napa the farm of the Bay Area.
- This fails to address other transit means, i.e. taxi, zip car, individual car utilization, motorcycle.
- Napa County needs equal bike funds to other MTC counties, everybody comes here to ride.
- Put these issues on the ballot.
- Improve the movement of vehicles traffic by eliminating the rail interference of light-rail and general rail transit.
- Expand Clipper card.
- Change bus service so you have more runs during peak hours & less runs in non-peak hours when our buses run empty.
- Public transit that actually sustain itself!
- Remove the subsidies from transit.
- Operate the transit as a commercial venture.

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

- Communities in Napa (e.g., American Canyon) have the location/layout to link jobs and housing, but will need financial support and regulatory flexibility.
- Still not enough affordable homes in Napa, too many commuters. Need more housing/jobs convergence.
- Land that is already agricultural/rural should be kept that way - provide incentives, limit rural growth, keep to urban limits.
- Mixed complete communities with more retail, access to food (fresh produce), more walkability and less stress from driving will increase public health. Better schools equal better education, more public participation, less crime.
- Downtown Napa is not thriving – more retail elsewhere will hurt downtown. Retail is fine as is. More should live there, encourage pedestrian traffic.
- Unfunded mandates from RHNA are very onerous for cities.
- How will the American Canyon PDA provide transit within Napa County? How can higher density fit comfortably within single family unit neighborhoods?
- Some participants also expressed concerns regarding property rights, preserving the character of their communities and affordability/funding for Plan Bay Area.

Open Comment Station

An open comment station was available for participants to raise any issue important to them. A sample of comments heard is listed here:

- **Concern that this plan will take away private property rights.**
- **Napa is unique, wants to stay rural.**
- **Protection of farmlands and watersheds is important.**
- **Concerned about losing local control.**
- **Supports alternative transportation, especially bicycling.**

	Plan Bay Area	
	January 2012 Public Workshops	
	Open Comment Station -- Oral Comments	
	County	**Comments**
1	Napa	Against Plan Bay Area; against regional government.
2	Napa	Worried about loss of property rights. Take Oregon as an example -- didn't work.
3	Napa	Believes the plan is part of green movement.
4	Napa	Supports property rights.
5	Napa	Worried about loss of property values and rights.
6	Napa	Concerned with oppression.
7	Napa	Excited about Plan Bay Area.
8	Napa	Access and opportunities have a positive affect on health.
9	Napa	Likes online survey -- wants alternative ways to provide input.
10	Napa	Planning in Napa is pre-determined.
11	Napa	Transit makes your life worse.
12	Napa	Plan doesn't make sense in Napa; doesn't like what happened in Walnut Creek with BART.
13	Napa	Thinks planning for 3 million people to be served by transit is too much/not workable.
14	Napa	Local community wants more alternatives to automobile.
15	Napa	More hiking and biking trails.
16	Napa	Napa transit investors -- wants more light rail service.
17	Napa	Wants clarification around terms and concepts, such as parking, electric automobiles, etc.
18	Napa	Against dense housing.
19	Napa	Plan is confusing.
20	Napa	Doesn't want stack and pack housing in Calistoga.
21	Napa	Wants more public engagement -- online survey, etc. to enrich the conversation.
22	Napa	Housing closer to workplace makes sense.
23	Napa	Article indicates that Gen Xers and Gen Y wants more dense/urban development.
24	Napa	Thankful for opposition to speak.
25	Napa	Wants this on the ballot; concerned that non-elected officials are making decisions for people.
26	Napa	Afraid of inconvenience of public transit, green cars and green development.
27	Napa	Wants sustainable development.
28	Napa	Bikes are practical niches between walking and cars.
29	Napa	Bikes eliminate the headache of parking.
30	Napa	Doesn't want to be oppressed; concerned with loss of property rights; this should be on ballot.
31	Napa	Wants better advertising for meetings so communities can really be represented.
32	Napa	Creates niches in society.
33	Napa	Doesn't necessarily want to give up automobiles, but use alternative modes when you can.
34	Napa	Empty buses in Napa are a concern.
35	Napa	What are priority conservation areas?
36	Napa	Napa wants to stay rural. Is population going up?
37	Napa	Major reform requires more than just money and building infrastructure; need cultural change such
38	Napa	How do transportation funds flow?

39	Napa	Worried about money coming from the federal government with strings attached; particularly with respect to land use.
40	Napa	Concerned with private property and ability to develop one's property.
41	Napa	Property rights need to be front and center.
42	Napa	Concerned with distribution of funds in Napa County.
43	Napa	Wants more info in order to make decisions. Is against the whole plan.
44	Napa	Concerned with conspiracy theory; doesn't understand where it's coming from.
45	Napa	Why is money being poured into under-utilized bike paths. There could be better use of the money.
46	Napa	Likes process; dismayed by cynicism.
47	Napa	Where does money come from? Why pay for things you don't use?
48	Napa	Smart growth doesn't work.
49	Napa	The 7 million people in the Bay Area are not being represented by this process.
50	Napa	Are you in line with the Republican Resolution?
51	Napa	Smart growth can create a healthy environment and lifestyle.
52	Napa	Need to stay involved and create and implement plan.
53	Napa	Protection of farmlands and watersheds is important.
54	Napa	Supports the plan.
55	Napa	This should be a Napa County discussion.
56	Napa	Napa needs to make decisions for Napa
57	Napa	Improvement can come naturally.
58	Napa	To what address should objections be sent?
59	Napa	Wants to keep local government and state government in place.
60	Napa	Scared of losing local control; freedomadvocates.org.

	Plan Bay Area	
	January 2012 Public Workshops	
	Participant Comments from Comment Booklets, as submitted at the workshops	
	Station A: Transportation Trade-Offs	
	A number of potential transportation investments will be considered as part of Plan Bay Area. Not all of these items will be	
	funded due to limited resources. At the workshop, participants who visited this station used tokens to "vote" on transportation	
	trade-offs in three areas, or to provide their own idea:	
		■ Transportation Investment Priorities
		■ Policies to Reduce Driving and Emissions
		■ Policies Regarding Public Transit
	See the PDF titled "Comments on Transportation Trade-Offs " for how participants ranked the transportation investment	
	categories in those three areas, and what "Other" ideas they offered.	
	Transportation Investment Priorities	
	Participants commented on investment categories important to them.	
	County	**Comment**
1	Napa	Run existing transportation/transit longer hours on weekends and holidays.
2	Napa	Expand bicycle and pedestrian routes - if you build them, they will come.
3	Napa	Maintain highways and local roads, including fixing potholes - but don't increase too many additions.
4	Napa	We are a rural, agricultural county - we do not support mass transit. We drive tractors and farm trucks.
	Policies to Reduce Driving and Emissions	
	Participants commented on a variety of strategies being considered to encourage the reduction of driving and	
	associated vehicle emissions.	
	County	**Comment**
5	Napa	Increase van pool incentives - at/to major employment centers: Queen of Valley Hospital, Napa County Government Offices, Airport Industrial Park.
6	Napa	Timed lights.
7	Napa	Encourage smart driving - catalytic converters are not efficient for short distances - need 45 MPH to peak efficiency.
8	Napa	Expand the Safe Routes to Schools - driving kids to school when there is a safer route.

	Policies Regarding Public Transit	
	Participants considered and commented on a variety of strategies being considered to improve the customer experience on	
	public transit and to operate our existing public transit system more efficiently.	
	County	
9	Napa	Expand Clipper card.
10	Napa	Planned connections (suitable to senior budgets) for bicycles and known destinations like schools, day cares, sports fields and parks.

	Plan Bay Area		
	January 2012 Public Workshops		
	Participant Comments from Comment Booklets, as submitted at the workshops		
	Station B: Quality of 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) and transportation investments need to be carefully designed to maximize benefits for residents. Of the following benefits select your top two priorities:		
	County	**Count**	**Potential Benefit**
	Napa	**4**	Safer neighborhoods from lighting, infrastructure improvements and more eyes on the street.
	Napa	**10**	Improved health through better infrastructure for walking and biking.
	Napa	**3**	More retail and access to food due to larger population and pedestrian support for retail.
	Napa	**9**	Increased open space and parks through planning and development impact fees.
	Napa	**6**	Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities.
			Indicate here if you disagree or have other suggestions.
1	Napa		Improved health through better infrastructure for walking and biking - we have enough.
2	Napa		Look at local zoning, it will show local priorities.
3	Napa		Suggestion 1: Natural development and individual choice is the "American Standard." Do not interfere with local government working in unique locations by subsuming it into some common plan. # 2: Investment in transportation should serve its local community and not a "one size fits all" combined plan such as the "One Bay Area Plan".
4	Napa		Keep preservation of productive farmlands. Provide more financial incentives to set aside open spaces and farmlands with long term capability to keep them that way. General endowments as well as initial funds.
5	Napa		There are biomarkers such as cortisol which go up under stress from noise, fear, lack of safety, too much driving. Re: Improved health through better infrastructure for walking or biking: not just this way. Re: More retail and access to food due to larger population and pedestrian support for retail: We have large pockets in the city of Napa with no access to fresh produce - no sidewalks, poor lights and weeds growing in storm drains. Re: Better schools: Better education equals ↑participation and level of knowledge. Desperation and (not legible) leads to crime. Priority Development Area, where growth might occur, therefore plan American Canyon as a mixed corridor place type.
6	Napa		No representation locally.
7	Napa		The questions only address cities and not agricultural, the main industry of Napa County. The key question is how to limit growth.

	Are jobs and housing converging in the right places in your county? Can this convergence support greater access to jobs and housing, particularly for low-income and moderate-income populations?		
8	Napa		*Mostly. Not clear how the American Canyon PDA will provide transit within Napa County. How can higher density fit comfortably within the single family unit neighborhoods?*
9	Napa		American Canyon has the potential to link jobs and housing due to its location and lay out, but we'll need financial support and regulatory flexibility to make it work best for our community.
10	Napa		*25% of the approximately 140,000 acres of unincorporated area of Napa County is public open space. Density, development belongs in the cities and local decisions are controlled by local general plans legislated by local officials with input from local citizens that differ us from other Bay Area communities with different unique qualities.*
11	Napa		Need more low income housing in Napa so workers don't need long commutes to work here.
12	Napa		*Yes. Get out of local cities' business.*
13	Napa		These need to converge more often within our Napa urban limit lines.
14	Napa		*No, not yet - still too many commuters and not enough affordable homes.*
15	Napa		During previous generations, people didn't ask or expect to be given housing or have other tax payers to fund other who choose to have children they can't afford or to not go to school to earn better job options. If you can't even speak the language of the country you live in, how do you expect to earn a good living wage? Options for free lessons exist.
16	Napa		*In accordance with the Napa County General Plan, yes. The general plan directs urban uses to the 5 incorporated cities. American Canyon is one of the cities of Napa that has absorbed much of the residential growth. Additional steps can be taken by future development to provide transit alternatives.*
17	Napa		High-end hotels and resorts are approved both in cities and out lying unincorporated areas that create low-paying jobs without affordable proximate housing. In-lieu fees charged to these developers in no way address that gap. Developers must be required greater accountability for reducing the jobs/housing and VMT dilemma.
18	Napa		*This plan is a "one size fits all" document and compromises the uniqueness of the individual community in the nine Bay Area counties; allow uniqueness to develop and serve individual choice.*
19	Napa		Do not interfere, with this plan, in the natural and individual development that typifies our 'American' standard. Leave the plan development at the local government and add no layers of frivolous monetary wasting of the tax payer funds.
20	Napa		*Stop this U. N. Agenda 21 shoving into our throats. It's Big Government Dictatorship.*
21	Napa		Build better roads in the rural areas (and elsewhere) so that people can reach the workplaces in reasonable time and expense.
22	Napa		*What type of growth is the plan resenting? I've heard stacked housing. I've seen it in China, Russia and Chicago.*
23	Napa		I don't think the Bay Area governments should be making long-term development plans based on a "projected" population increase of 2 million people. #1) more people moved out of the State of California than moved into it last year, so how can you predict what the future holds? #2) most government "projections" have proved to be, based on past history, completely inaccurate.

	Plan Bay Area		
	January 2012 Public Workshops		
	Participant Comments from Comment Booklets, as submitted at the workshops		
	Station C: The San Francisco Bay Area -- 2040		
	How should the region accommodate projected growth? (Indicate your level of support for each potential option.)		
	A. Allow new housing, offices and shops to be built in the centers of cities and town near public transit.	B. Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.	C. Build more affordable housing in existing communities that already have a strong job base.
	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion
	Napa County -- Count		
	1) ten	1) ten	1) seven
	2) one	2) two	2) three
	3)	3)	3) two
	4) one	4)	4)
	5) three	5) four	5) four
	0)	0)	0)
	If you opposed the three growth patterns above, offer your suggestions on how the region can accommodate projected growth.		
	Comment		
1	Why doesn't the mayor of American Canyon live in Yountville if he works there.		
2	*Development projects should be privately funded and not be government redistribution.*		
3	Do not interfere with local government functions by elected persons vetted by the voters. Individual and unique cities must be allowed to manage themselves; not through superimposed entities that are not un-elected, non-governmental organizations.		
4	*Napa County continues to operate "business as usual". Approves urban development, hotels, in rural areas of the county-forcing rural areas to support/provide housing which we can not afford. City centered growth is good-but not rural growth.*		
5	Do not force it. Listen to the people of Napa County.		

	Plan Bay Area		
	January 2012 Public Workshops		
	Participant Comments from Comment Booklets, as submitted at the workshops		
	Do you support development of Plan Bay Area?		
	Plan Bay Area is along-term strategy for the nine-county San Francisco Bay Area that is currently being developed. The idea is to accommodate the region's housing and transportation needs for the next 30 years and reduce the region's auto dependence. Plan Bay Area is focused on: improving the local economy, reducing driving and greenhouse gases, and providing access to housing and transportation for everyone who needs it.		
	1. In general, do you support the establishment of this type of a regional plan?		**3. Changes will be needed in my community and in my lifestyle to improve the quality of life in the Bay Area in the future.**
	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion		1. Agree Strongly 2 3 4 5. Disagree Strongly 0. No Opinion
	Napa County -- Count		***Napa County -- Count***
	1) nine		1) four
	2) two		2) three
	3)		3) four
	4)		4) 0
	5) three		5) four
	0)		0)
	2. Why it that?		
1	Support Strongly: Because the communities we live in directly affect our health, especially those of low income families and individuals -- they will have negative health outcomes if they do not have access to healthy places to live and play.		
2	Support Strongly: A regional approach to the jobs/housing/transportation issues provides for greater flexibility and options.		

3	*Support: Living in a rural community is wonderful but I often travel to surrounding Bay Area and belong to museums and theatre/arts in SF. Coordinating monies is important. Too often, we put blinders on and only look at what work or what's needed in our county.*		
4	I believe in planning, but this evening doesn't do it. Just showing up means we have a vote but doesn't represent the citizens. Why not mail a survey to residents and get their opinions. We did not get any info tonight to make informed choices but most of us had already preconceived ideas of what we want to see and this didn't allow for discussion.		
5	*Oppose Strongly: We do not need it and it is not financially stable.*		
6	Support Strongly: Without strategy and local input, no coordination, and hence an unplanned mess.		
7	*Oppose Strongly: Government oversight on local government is not acceptable nor practical. Regional planning supplants and destroys the individual city and lacks city-citizen authorization. Big, bigger, biggest government adds nothing but layers of taxpayer funds waste. Maintain expenditures at the local level.*		
8	Support Strongly: Yes, but Napa should get its equal share of bike/ped funds based on use by all the Bay Area bike/ped folks. People commute to Napa but we don't get tax dollars.		
9	*Oppose Strongly: We are rural. Let local government and the local population decide what is right for us locally.*		
10	Support Strongly: Comprehensive planning or transit will allow for better use of resources. We need to plan for reuse of older/redundant travel corridors. Improve air quality applies to all areas. There are no boundaries to air.		
11	*Support Strongly: We need smart growth. We can not allow unplanned growth that leads to increased traffic congestion, pollution and an increased waste of our natural resources. Linking housing, jobs and effective transportation will lead to better for all of us.*		
12	Support Strongly: I believe that with expected population growth, a plan is definitely needed. Better prepared to handle larger communities.		
13	*Support Strongly: The California Bay Area region is a desirable place to live and is the home to a number of globally leading industries. As a result, millions come here. Without a regional approach, we run the risk of haphazard, inefficient and environmentally destructive development.*		

	Plan Bay Area	
	January 2012 Public Workshops	
	Participant Comments from Comment Booklets, as submitted at the workshops	
	Other Comments	
	Participants were asked to provide any other comments related to Plan Bay Area:	
	County	
1	Napa	Napa County is blessed with agricultural resources which are resources that need to be protected for future generations. The One Bay Area Plan rightly focuses growth in major urban areas where transit infrastructure and retail and services can be easily accessed.
2	Napa	*The Plan is top down government and a waste of our children's future.*
3	Napa	Hell no. We don't need your commie crap!
4	Napa	*Station C: the most valuable because questions answered even from the opponents of Bay Area planning process. Unfortunately, too many in opposition to the process because they had a better networking system.*
5	Napa	It is not necessary and not affordable.
6	Napa	*Good idea!*
7	Napa	My community's character is unique and does not need to be synthesized into a non-distinguishable mass of look-alike buildings, street and structures, which are not user friendly for all modes of transportation or common occupancy. No 1 Bay Area Plan but 159 individual plans using the current interfaces cities currently utilize.
8	Napa	*Less car trips of 3 miles or less through a strong bike/ped network.*
9	Napa	Napa County still approves development/create jobs in far flung rural areas. Then looks to small villages to provide housing, where we do not have infrastructure, or water, or schools. Napa County Planning staff are developer shills - pro growth proponents who force urban growth in rural areas. We object.
10	Napa	*Every young couple strives for their own home. No one strives to live in an apartment for the rest of their lives. Stop focusing on density and celebrate single family homes by finding more options for them.*
11	Napa	Please make the Bay Area more livable by keeping Napa County a rural, agricultural area and has compact communities where people live now, and where they can get around without needing cars to make short trips.
12	Napa	*Napa County has managed growth well, fine tuning is needed, but in general growth principals are sound.*

Plan Bay Area
January 2012 Public Workshops

Transportation Trade-Offs, Oral and Written Comments, submitted at the workshops

Station A: Transportation Trade-Offs

A number of potential transportation investments will be considered as part of Plan Bay Area. Not all of these items will be funded due to limited resources. At the workshop, participants who visited this station used tokens to "vote" on transportation trade-offs, or to provide their own ideas, in three areas:

- Transportation Investment Priorities
- Policies to Reduce Driving and Emissions
- Policies Regarding Public Transit

Below is the count that shows how participants ranked these potential transportation investment categories in these three areas, followed by the ideas/comments submitted via cards by participants using the "Other" option.
See the PDF titled "Workshop Written Comments" for additional comments submitted by participants for Transportation Trade-Offs.

TOKEN COUNT: NAPA COUNTY

Transportation Investment Priorities	#	%
Increase the number of freeway lanes for carpoolers and bus riders	6	3%
Expand bicycle and pedestrian routes	30	16%
Extend commuter rail lines, such as BART and Caltrain	18	10%
Maintain highways and local roads, including fixing potholes	38	21%
Provide more frequent bus service	7	4%
Provide financial incentives to cities to build more multi-unit housing near public transit	26	14%
Fund traffic congestion relief projects, such as adding turn lanes on roads, or reconfiguring interchanges and on-ramps on highways	13	7%
Increase public transit service for low income residents who do not have access to a car.	12	7%
Invest in improving speed and reliability in major bus or light-rail corridors.	4	2%
Other:	28	15%

Comments on "Other" Cards -- Transportation Investment Priorities

	County	Comment
1	Napa	Electric vehicle strategies -- electricity now comes from coal, very toxic. Construct a nuclear power plant on Mare Island.
2	Napa	Mass transit is used by planning staff to promote urban development. Planners plan for growth! We oppose urbanization.

3	Napa	Two ways the state gets revenue for transportation funding are 1) gasoline taxes and 2) bridge tolls. If you get more people out of their cars to walk or ride bicycles, how will you make up for the lost revenue?
4	Napa	The input from all cities in 9 Bay Area counties does not include the 'Chamber of Commerce', a primary business entity that knows the uniqueness of its individual communities; to include the City, Hispanic, Black and Filipino chambers if they are present in the respective city.
5	Napa	Get rid of subsidies to transit and force it to thrive based on economic utility or fail if that is the economic determination.
6	Napa	Move transit from a taxpayer funded operation to a commercially based operation.
7	Napa	Too many choices of transit as the only option to make a determination regarding the future of people and product movement.
8	Napa	Napa County must not promote mass transit. We must stay rural.
9	Napa	Run existing bus/rail longer on weekends & holidays.
10	Napa	Reduce the need for fossil fueled transportation. Foster an economy that doesn't force moving people & goods great distances.
11	Napa	The listed choices fail to cover my
12	Napa	Provide more flexibility for cities w/ bus service (x5 chips)
13	Napa	Communities with local transportation currently in debt, fix the problem with either limited services or more condensed service to not run at a loss! Check your ridership -- you can't force people out of their cars.
14	Napa	First and foremost before funds get redistributed -- return tax funds to their original intent. Road tax & gas tax = roads & freeways. Bridge tolls = bridge maintenance & repair.
15	Napa	Increase price of gasoline!
16	Napa	Develop bicycling as a niche in the urban transportation mix. The bicycle is the most practical means in the distance between easy walking and short-distance driving.
17	Napa	1 - more bridges and roads 2 - less gas tax

Transportation Trade-Offs *(continued)*

Policies to Reduce Driving & Greenhouse Gas Emissions

A variety of strategies are being considered to encourage the reduction of driving and associated vehicle emissions.
At the workshop, participants who visited this station used tokens to "vote" on a list of potential policies to reduce auto emissions or provided their own ideas.

TOKEN COUNT: NAPA COUNTY

Policies to Reduce Driving & Greenhouse Gas Emissions	#	%
Encourage 'Smart Driving'	13	7%
Complete the Regional Bicycle Network	39	22%
Expand the Safe Routes to Schools/ Pedestrian Network	35	20%
Increase Vanpool Incentives	14	8%
Expand Electric Vehicle Strategies	12	7%
Develop Commuter Benefit Ordinances	9	5%
Increase Telecommuting	24	14%
Institute Parking Surcharges	4	2%
Freeway speeds at 55 mph	6	3%
Other:	18	10%

Comments from "Other" Cards -- Policies to Reduce Driving & Greenhouse Gas Emissions

	County	Comment
1	Napa	Use developer fees to maintaining the roadways they are impacting and not to put in a slush fund to create more signal lights to stop traffic.
2	Napa	Two ways the state gets revenue for transportation funding are 1) gasoline taxes and 2) bridge tolls. If you get more people out of their cars to walk or ride bicycles, how will you make up for lost revenue?
3	Napa	Van pools failed. We cannot afford this. We are stuck with cars in Napa
4	Napa	In Rural Napa County we walk without sidewalks. We are a rural people who oppose urban infrastructure.
5	Napa	Paratransit systems incl. subsidies for low incomes seniors & others
6	Napa	Make policies that reduce or eliminate the need for driving/transportation. Don't crutch the existing unsustainable private vehicle, long commute, fossil fuel dependent economy.
7	Napa	Set speeds at rates roads were built to accommodate. Steady speeds provides better fuel mileage. Some cars & trucks get great fuel economy at speeds greater than 70 mph.
8	Napa	Tax money should be a ballot issue. Do NOT take current taxes and support other systems not originally intended.
9	Napa	Get rid of commuter lanes as they are dangerous (x5)

Transportation Trade-Offs *(continued)*

Policies Regarding Public Transit

A variety of strategies are being considered to improve the customer experience on public transit and to operate our existing public transit system more efficiently. At the workshop, participants who visited this station used tokens to identify four policies important to them to improve public transit. Participants also were able to provide their own ideas under the "Other" category.

TOKEN COUNT: NAPA COUNTY

Policies Regarding Public Transit	#	%
Better-timed connections	15	10%
More real-time information	12	8%
Cleaner/new vehicles and cleaner stations	18	13%
Standard fare policies across the region	10	7%
Fixed-price monthly pass valid on all trains, buses and ferries	16	11%
More frequent and faster transit service	32	22%
Better on-time performance	10	7%
More customer amenities such as WiFi on buses and trains	8	6%
Other	23	16%

Comments from "Other" Cards -- Policies Regarding Public Transit

	County	Comment
1	Napa	Put these issues on the ballot
2	Napa	Change bus service so you have more runs during peak hours & less runs in non-peak hours when our buses run empty.
3	Napa	Public transit that actually can sustain itself!! No income redistribution. I work hard for my private property and I wish to share and do with it as I please! Private property and liberty are one and the same. Private property = time - cash property - privacy.
4	Napa	Consolidated transit system serving the downtown areas. If congestion is a problem in downtown areas, localized transit might lighten loads a bit, but do NOT charge ALL for a little used and very inefficient transport system. Freedom to move about at our leisure is first. CO2 & greenhouse global warming has proven to be junk science!
5	Napa	Two ways the state gets revenue for transportation funding are 1) gasoline taxes and 2) bridge tolls. If you get more people out of their cars to walk or ride bicycles, how will you make up for lost revenue?
6	Napa	This fails to address other transit means, i.e. taxi, zip car, individual car utilization, motorcycle.
7	Napa	Improve the movement of vehicle traffic by eliminating the rail interference of light-rail and general rail transit
8	Napa	Remove the subsidies from transit

9	Napa	Operate the transit as a commercial venture.
10	Napa	Social justice is a major premise of sustainable development. Another word for social justice, by the way, is socialism. Karl Marx was the first to coin the phrase "social justice".
11	Napa	Every effort to make it easier to live in rural areas puts addition pressure to provide housing. We can not support the world. Napa county must be conserved for Agriculture. Make the connection - less people = healthy farms & forest.
12	Napa	Expand clipper card
13	Napa	No mass transit in Rural Napa County - mass transit promotes urban growth - we oppose development of farm lands. No bus/no train! Keep Napa the farm of the Bay Area.
14	Napa	Do not increase taxes without popular vote 2/3. Return taxes to original intent.
15	Napa	Withdraw this nonsense envirofacist planning to BRAKE the SPIRIT and letter of our Constitution.
16	Napa	Napa County needs equal bike funds to other MTC counties, everybody comes here to ride.
17	Napa	Fix roads (x5)
18	Napa	Less government bureaucratic restrictions

	Transportation Trade-Offs, Oral Comments	
	County	**Comments**
19	Napa	$1 million was invested in Yountville for a bike lane that is not being used.
20	Napa	Is the plan increasing or decreasing mobility?
21	Napa	Are people being pushed into concentrated areas?
22	Napa	Not enough information to make an informed decision.
23	Napa	We are being asked to vote without information.
24	Napa	Affordable to whom?
25	Napa	Buses are running empty in this county.
26	Napa	I heard different numbers for the greenhouse gas emissions.
27	Napa	How much of the $200 billion will go into the PDAs compared to the rest of the region?
28	Napa	Many people are voting without information.
29	Napa	This is a great process.
30	Napa	If people do not have information on their own, then it's not your problem.
31	Napa	How will incentives work for EV? What's the strategy?
32	Napa	A lot of the questions apply to the whole Bay Area and not just Napa; do we answer for Bay Area or Napa?
33	Napa	What's telecommuting?
34	Napa	There are over $7 million people, so each person's vote counts for 8,000 people.
35	Napa	This is not our plan.
36	Napa	What are parking surcharges?
37	Napa	Did not know Napa is required to meet certain GHG reductions.

38	Napa	I support TOD (transit-oriented development).
39	Napa	Supports Safe Routes to Schools: safety issues, plenty of areas without lighting; without sidewalk, which makes it hard to walk to school.
40	Napa	I did not get enough information to make an informed decision.
41	Napa	Do you honestly think that people will drive 55 mph?
42	Napa	55 mph speed limit can happen; don't hit each other on the roads.
43	Napa	Transit systems have been designed very independently of each other.
44	Napa	Would like to see more ferries.
45	Napa	The SFOBB closure makes you realize how dependent you are on public transit.
46	Napa	Coordination between counties is important.
47	Napa	Our bus system is empty; ridership only pays 17% of the cost of running buses. Need to do something different; run buses only during peak hours.
48	Napa	Developer fees do not go toward maintaining roadways; need to redo developer fees in Napa county to fund maintenance.
49	Napa	Officials use public transit to increase urban density.
50	Napa	We do not have the population to support transit.
51	Napa	There is no housing for employees who must drive into the county.
52	Napa	I thought this was a meeting for local people.
53	Napa	This is like Hitler's Planning 101.
54	Napa	The SMART train is a land-use containment plan.
55	Napa	There are 30 people in the room and many, many more people in the county.
56	Napa	The meetings were not advertised in the papers, radio etc.

Plan Bay Area

January 2012 Public Workshops

Oral Comments: Land Use and Complete Communities

	County	Comments
1	Napa	If Napa will stay pretty much the same without too much growth, then why are the questions about growth. Recognize large economy in Napa
2	Napa	Likes safer neighborhoods from lighting, etc. but what does "eyes on the street" mean? [Safety in numbers.]
3	Napa	Would like people to live near where they work How do we fix that in areas where agriculture is now?
4	Napa	In 1980-87, lots of builders wanted to build, but when "sustainability" became the focus, they no longer wanted to build.
5	Napa	Agenda 21. It is top down and not coming from locals. A big bully plan. She is writing a book about Agenda 21.
6	Napa	Ordered by the United Nations, not our Constitution.
7	Napa	How could a disabled person in a wheelchair manage via bikes or silly little green cars?
8	Napa	The Republican National Committee signed a bill to separate from the U.N./ Agenda 21.
9	Napa	Suggests MTC/ABAG use a two-page spread in a newspaper to explain issue. Another issue used this idea. How are we going to take their property?
10	Napa	Regarding impact fees, the developers pass them on to house buyers, so not good. Congestion is due to vintners. They should take care of the problem.
11	Napa	Wine industry has taxed themselves and they provide housing for workers. Yet the hotel industry, which is a larger industry, provides no housing for its employees.
12	Napa	How is it that certain areas are identified for smart growth?
13	Napa	What happens if not able to absorb the population? What happens to people who can't develop their land if their land is not a PDA? Because she thinks PDAs will have priority for development.
14	Napa	Didn't know that American Canyon is a PDA in Napa County. How much did American Canyon get approved for a PDA?
15	Napa	How can development occur if there is no money for planning?
16	Napa	Who owns the land in the PDA?
17	Napa	Unfunded mandates from RHNA are very onerous for cities. Local cities get punished if they don't meet the housing numbers. But that much housing is not good for the water shed.
18	Napa	Planning grants help give a community the tools for land development.
19	Napa	Mixed use development is going to happen at our own speed.
20	Napa	The move by the Napa theatre to a new location will cause residents to get in their cars to get to dinner after watching a movie. Will no longer be able to walk to restaurants.
21	Napa	You don't see Napans in downtown Napa. People should live in downtown Napa to encourage pedestrian traffic downtown.
22	Napa	No one goes to downtown Napa because there are no shops downtown. Don't need housing above shops. Don't want to build low-income housing. Prefers to keep local control.
23	Napa	A complete community is not going to help Napa thrive. If we build more retail, that will hurt downtown.

24	Napa	Doesn’t agree with eyes on the street; no need for bike lanes.
25	Napa	Retail is fine as-is. Use land wisely.
26	Napa	Better schools are not made with diverse communities.
27	Napa	St. Helena resident. How long would folks like it not to change? Can't be good for only oneself.
28	Napa	The notion that we are going to grow is what requires planning for the future.
29	Napa	Local officials, with citizen input, will need to decide. Will take time. Will be consistent with planning and citizen input. Get involved.

APPENDIX H: WHAT WE HEARD

PUBLIC WORKSHOPS AND COMMUNITY OUTREACH BY COUNTY

San Francisco County

Date:
January 5, 2012

Location/Venue:
UCSF Mission Bay Conference Center
William J. Rutter Center
1675 Owens Street, San Francisco

Attendance: 86
(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

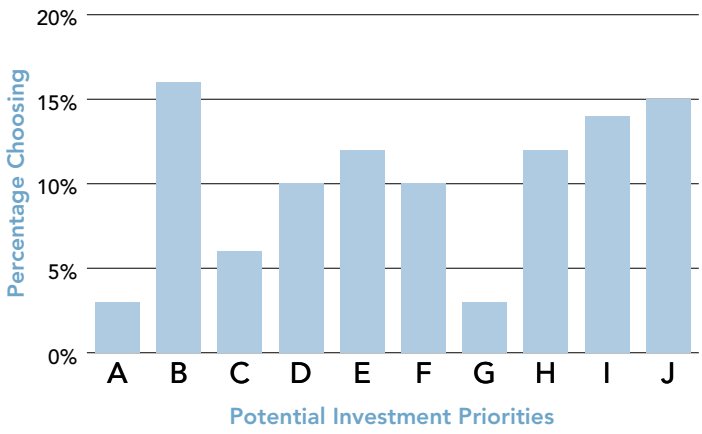
Transportation Investment Priorities

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

Other/Written Comments
(sampling of comments)

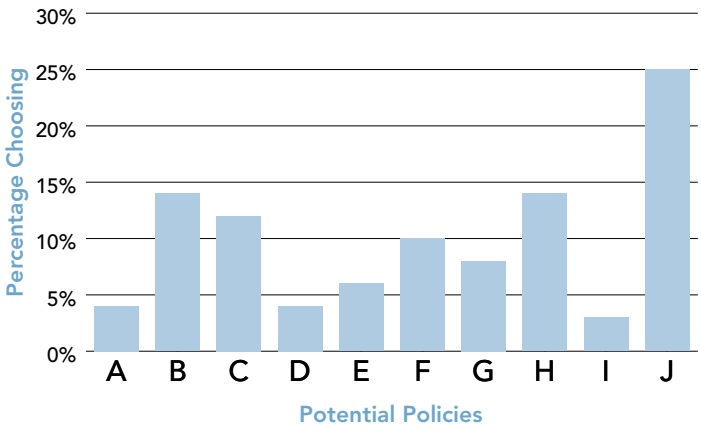
- Add freeway lanes, generally.
- Bicycling: Need to invest in increased bicycle safety, otherwise infrastructure may be underutilized. Specifically, invest in dedicated paths, vehicle barriers. Invest in driver education around sharing roads with bikes.
- More public/private dashboard feedback rewards for reducing VMT by taking the bus. A new rider jackpot/offering – you get a lottery ticket by riding the bus.
- Build more freeways/roads to relieve congestion.
- Provide transportation agencies with real money to provide services and to maintain what exists.
- Work with cities on alternative funding mechanisms such as Business Improvement Districts, Community Benefit Districts.
- Carpools/freeways: make carpool lane privileges 24 hours, not just "peak" commute hours. Congestion is no longer limited to those hours.
- Expand freeway and regional arterials so that total funding on these projects reaches a percentage of total RTP expenditures more in line with other regions in California.
- Reverse Ramp Metering – hold cars on freeways; do not let them overwhelm surface streets. Look at Zurich.
- Create one single transit agency in SF Bay Area, like MTA in NY City.



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
2	**H.** Institute Parking Surcharges
3	**C.** Expand the Safe Routes to School/Pedestrian Network
4	**F.** Develop Commuter Benefit Ordinances
5	**G.** Increase Telecommuting
6	**E.** Expand Electric Vehicle Strategies
7	**A.** Encourage "Smart Driving"
7	**D.** Increase Vanpool Incentives
8	**I.** Set Freeway Speeds at 55 mph



Other/Written Comments

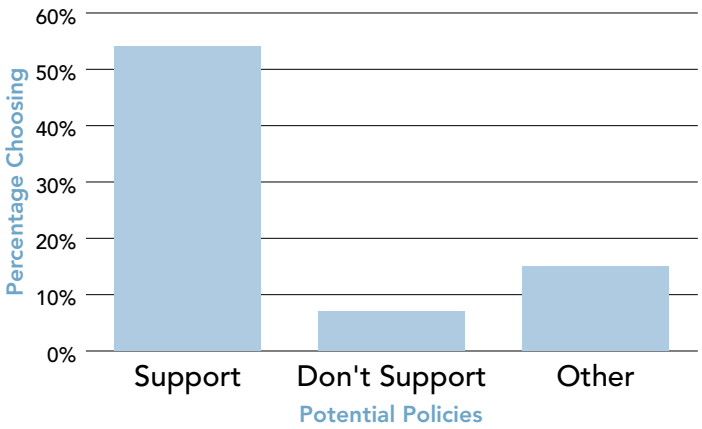
(sampling of comments)

- This may be included in the Commuter Benefits Ordinance, but I would like to see more alternative work schedules, especially for heavy commute areas with little transit (e.g. Silicon Valley).
- Improve accommodation of bicycles on transit: more bikes onboard Caltrain, no blackout period on BART, more bus bike racks. A bike onboard allows a fast trip, greening the first and last mile.
- Develop a better pedestrian network – not just sidewalks – trails, paths, stairs, to various places.
- Reduce driving: Provide free bicycles for people to use and leave for friends (European model).
- Increase bridge capacity by converting to rail/carpool lanes.
- Raise the gas tax, the vehicle registration tax, and congestion pricing for tolls and carpooling incentive. Stop the subsidization of BIG OIL.
- Put more housing (dense housing) and employers in City Centers (near transit and in walkable downtowns.
- Stop limiting parking spaces. Transit great for work, but not for appointments, after school.
- Congestion pricing
- Too much time in traffic – help cars, build more roads.

Policies Regarding Public Transit

Participants were asked whether they "support," "don't support," or "other" in response to the following statement: "A variety of strategies are being considered to improve the customer experience on public transit and to operate our existing public transit system more efficiently."

Rank	Policy
1	Support
2	Other
3	Don't Support



Other/Written Comments

(sampling of comments)

- Keep our autos.
- Provide transit agencies with real funding to provide and improve what exists and to maintain the system. Support the customer or there will be no customer.
- Focus on the inherent specialties each form of transit has; explore the specific benefits of bus, light rail, bus rapid transit and regional rail better, and recognize the link to each economic surplus these specific forms of transit can bring to specific spots/alignments.
- Create one single transit agency in the SF Bay Area, like MTA in NY.
- Dedicate right-of-way in major streets and dedicate funding source based on performance.
- Policy: Find out needs of community and design a free transit system to address those needs.
- Dependability & reliability of transit improves customer experience.
- I support finding ways to improve without cutting cost or raising fares and eliminating fare enforcement officers that harass riders.
- It's a public service. No user fees. Fares discriminate against the poor.
- Public transit isn't useful for soccer moms.

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

- Too much of the new housing built in San Francisco near transit modes is market-rate luxury housing condos sold to highly-paid commuters (e.g., Silicon Valley). Low or moderate-income workers, families and minorities are being priced out (SF has the highest displacement of African Americans in the country outside of post-Katrina New Orleans). Most renters could not afford to live here without rent control.
- New low-income housing is too often infill or built in areas far away from transit, often low-lying and subject to flooding as sea level rises (e.g., Bayview-Hunters Point).
- Need to accommodate jobs other than retail and office, which would require changes in acceptable zoning mixes to allow more mixed-use.
- Do not include wording that allows neighborhoods to stay restrictive. Single-family neighborhoods often try to ban conversion of large multi-family homes into group/board and care housing.
- Health impacts and economic/environmental justice need to be considered, particularly noise and other health impacts from living near transit. Higher density living will also affect air quality.
- Transit is too expensive to have any effect on driving; high density development has worse traffic. Build apartments adjoining shopping with good walking communication, provide adequate parking.
- More rigid cap on maximum parking in PDAs.
- Some participants also expressed concerns regarding property rights, preserving the character of their communities and affordability/funding for Plan Bay Area.

Open Comment Station

An open comment station was available for participants to raise any issue important to them. A sample of comments heard is listed here:

- **Costs should be included in the trade-off discussions.**
- **Noise and air pollution come with density; neighborhoods that accept growth need mitigation.**
- **Concern about process – both its content and comment time period and impact.**
- **There should be more emphasis on affordable housing.**
- **The Plan won't work without the supporting transit service.**

	Plan Bay Area	
	January 2012 Public Workshops	
	Open Comment Station -- Oral Comments	
	County	**Comments**
1	San Fran.	Basic premise of process is accepting growth; more discussion is needed.
2	San Fran.	More urban-favored in process; how do comments tonight and the spring input feed into the process?
3	San Fran.	Concerned that no costs are included in the trade-off discussions.
4	San Fran.	Percentages are more important than absolute number of votes [in the prioritization exercise].
5	San Fran.	Please summarize key differences between the spring session and tonight's meeting.
6	San Fran.	What is the impact of redevelopment areas being eliminated?
7	San Fran.	How does this process square with the recent $6 billion for exurban development highway toll lanes?
8	San Fran.	Concern about assumptions regarding complete communities: People drive because services aren't available, even if they ride transit, too.
9	San Fran.	Process has contradictions: It's a regional plan that maintains local control. Proposition of preserving neighborhood character vs. redevelopment. Emphasis on transit and housing misses importance of schools and jobs.
10	San Fran.	Frustrated by process of framing: need more positive framing; i.e., impact on private property rights.
11	San Fran.	Process does not include costs -- e.g., cost per passenger mile; or for GHG reduction strategies.
12	San Fran.	Look at Sharon Hudson's new publication, "Urban Bill of Rights" for good questions and information.
13	San Fran.	Meeting process was superficial and at middle-school level.
14	San Fran.	Need to take more time for comments.
15	San Fran.	Not enough emphasis on affordable housing.
16	San Fran.	Process is too general and high level; no one has signed up to support this.
17	San Fran.	San Francisco is urban and hasn't grown in 20 years. There are 7 million people in the region living close to the land. This is a "high-performing" area.
18	San Fran.	The notion of urbanizing suburban areas is madness: 4-story walk-ups are not desirable.
19	San Fran.	Let's discuss how we capitalize on the region's beauty, high quality and peaceful living.
20	San Fran.	Not clear in this meeting whether we were to focus on San Francisco or on the region.
21	San Fran.	The Visitacion Valley exercise didn't synch with how the questions were posed.
22	San Fran.	A survey of Gen-X and Gen-Y found they want to live in denser neighborhoods.
23	San Fran.	More people are taking transit so they can use their electronic gadgets.
24	San Fran.	If you plan for 2 million people, 4 million will come. There will be unintended consequences. Densification theories are based on Europe and won't work here.
25	San Fran.	Where is growth coming from? Explain why we are doing this.
26	San Fran.	Noise and air pollution come with density; we need mitigation for neighborhoods that accept growth.
27	San Fran.	Glad to see this process may address public health issues, such as childhood obesity.
28	San Fran.	I want to emphasize the importance of education; bring in UC Berkeley's Center for Cities and Schools.
29	San Fran.	Look at numbers needed to get transit in good repair and operations funding. Plan won't work without the supporting transit service.

Plan Bay Area

January 2012 Public Workshops

Participant Comments from Comment Booklets, as submitted at the workshops

Station A: Transportation Trade-Offs

A number of potential transportation investments will be considered as part of Plan Bay Area. Not all of these items will be funded due to limited resources. At the workshop, participants who visited this station used tokens to "vote" on transportation trade-offs in three areas, or to provide their own idea:

- Transportation Investment Priorities
- Policies to Reduce Driving and Emissions
- Policies Regarding Public Transit

See the PDF titled "Comments on Transportation Trade-Offs " for how participants ranked the transportation investment categories in those three areas, and what "Other" ideas they offered.

Below are comments provided in the Comment Booklets related to these topics.

Transportation Investment Priorities

Participants commented on investment categories important to them.

	County	Comment
1	SFrancisco	Develop necessary service clusters in each neighborhood where people can buy food, drugs, and other necessities. Develop incentives to keep neighborhood stores.
2	SFrancisco	Decisions like this can not be made without the costs of each project. Get the cost included.
3	SFrancisco	Reverse ramp meter - hold cars on freeway.
4	SFrancisco	Lower transit fares, reduce fare enforcement office.
5	SFrancisco	Lower fares for public transit.
6	SFrancisco	Reduce/free transit, eliminate policing and enforcement.
7	SFrancisco	Prioritize transit monies for transit (bus over rail and construction).
8	SFrancisco	Increase capacity.
9	SFrancisco	Rail lines should be extended but build new urban lines - not simply extend existing lines out.
10	SFrancisco	Lower cost of transit or means tested monthly passes. Why is maintenance of existing infrastructure an "investment" rather than an operating expense. If you can't maintain, you can not afford new.
11	SFrancisco	Free or reduced fares on public transit.
12	SFrancisco	Increase the number of freeway lanes and carpoolers and bus riders: No, it has never worked - pushed for years in the Bay Area. Expand bicycle and pedestrian routes: All bicycles transport 3% of the population while reducing car lanes for vehicles. That's with gas now with electric cars, cars will transport 80% of the population, emissions free. (Not legible)

	Policies to Reduce Driving and Emissions	
	Participants commented on a variety of strategies being considered to encourage the reduction of driving and	
	associated vehicle emissions.	
	County	**Comment**
13	SFrancisco	Lower the cost of transit. Raise the gasoline tax, the vehicle tax, and congestion pricing for tolls etc. Carpooling incentives.
14	SFrancisco	Develop transit passes with pre-taxed monies and parking reductions.
15	SFrancisco	Pointless without cost and benefits of each project.
16	SFrancisco	Improve bicycle access on transit. No car needed for even long trips.
17	SFrancisco	Reduce the cost of public transit. TOD to reduce auto emissions.
18	SFrancisco	Low or no cost (to riders) transit.
19	SFrancisco	Make public transportation more affordable.
20	SFrancisco	Free transportation, eliminate fare enforcement and expanding existing public transit.
21	SFrancisco	Provide fares, make transit more affordable.
22	SFrancisco	Congestion pricing
23	SFrancisco	Charge drivers more - how could you not include this?
24	SFrancisco	Complete the Regional Bicycle Network and educate and inspire people to use bikes.
25	SFrancisco	Increase bus service, if not planned. Stop densification.
26	SFrancisco	Couple new housing with job vicinity, services and transit, parks, schools, shops, etc.
27	SFrancisco	Free or reduced fares on public transit.
28	SFrancisco	Increase costs/capture "externalities of driving".
29	SFrancisco	I think free markets, and incentives and economic focus, should and will reject or support these options. Free enterprise in a free society has always made us the greater nation in the world. No dictators, no communism, no socialism, no (not legible), This is America, we the people will elect responsible government politicians who defend our freedom.
30	SFrancisco	ABAG & MTC need to put greater emphasis on direct means to reduce GHG emissions by putting serious money behind the acquisition of electric and electric/battery automobiles. Also, fund school buses for school districts that have abandoned the busing program.
	Policies Regarding Public Transit	
	Participants considered and commented on a variety of strategies being considered to improve the customer experience on	
	public transit and to operate our existing public transit system more efficiently.	
	County	
31	SFrancisco	Only when costs and benefits are included.
32	SFrancisco	By reducing the cost of service. Use fare enforcement.
33	SFrancisco	Expand service and reduce fares.
34	SFrancisco	By making it free and harassment free from fare enforcement and with increased service.

35	SFrancisco	Free or reduced fares on public transportation, as well as, trying to make system more efficient without cutting service. Less money for freeways and more for transit.
36	SFrancisco	Don't support. The two key rationales for transportation are known disasters, global warming, carbon emissions, cap and trade, is no (not legible) politically moderated, but now service has proven the intent of Al Gore and the U.N. is an effort to control, individual freedom and free enterprise, invention and not be manipulated to control society, as per Russia, China, communism.

	Plan Bay Area		
	January 2012 Public Workshops		
	Participant Comments from Comment Booklets, as submitted at the workshops		
	Station B: Quality of 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) and transportation investments need to be carefully designed to maximize benefits for residents. Of the following benefits select your top two priorities:		
	County	**Count**	**Potential Benefit**
	SFrancisco	**4**	Safer neighborhoods from lighting, infrastructure improvements and more eyes on the street.
	SFrancisco	**11**	Improved health through better infrastructure for walking and biking.
	SFrancisco	**6**	More retail and access to food due to larger population and pedestrian support for retail.
	SFrancisco	**5**	Increased open space and parks through planning and development impact fees.
	SFrancisco	**10**	Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities.
			Indicate here if you disagree or have other suggestions.
1	SFrancisco		How is industry involved in this? It looks like the cities' regional plans don't have much connection with retail either. These places get built but the stores may or may not choose to settle there.
2	SFrancisco		Supporting design codes.
3	SFrancisco		People do not drive less in this development in San Jose. Why transit when most people will drive? Like housing built along San Jose light rail. Most people want single family homes with gardens. Complete communities do not need transit, they need homes they want to live in. Keep new development un-subsidized and be honest that most people will drive in this development.
4	SFrancisco		For all of these, priority resources should be given to low to moderate income communities.
5	SFrancisco		Urban agriculture, community gardens, local food "pocket neighborhoods" around common spaces, shared open space.
6	SFrancisco		Complete communities that have transit, jobs, schools, recreation and stores located within walking distance are fantasies! Why would I walk if transit is in my community? This is a dumb question and irrational idea.
7	SFrancisco		Reduce parking cap at 0.5 max in San Francisco PDAs.
8	SFrancisco		I agree on the definition of a complete community. The most important aspect of this conversation is accessibility to 1) transit that is affordable and 2) jobs that keep working class folks in their homes (deeply affordable housing).
9	SFrancisco		Affordable housing and public transit are keys for developing healthy communities for all.
10	SFrancisco		1) Zoned low-income housing for historically underserved work force, low income communities, current residents/families in Southeast. 2) Free transit, free of harassment, that gives reliable access to the city.

11	SFrancisco		Deep affordability restrictions to increase family housing. How can MTC and ABAG help address displacement.
12	SFrancisco		Access to transit modes.
13	SFrancisco		Increase neighborhood livability by making streets more neighborhood scale-- widen sidewalks, add transit, eliminate "traffic sewers" such as Oak/Fell. Preserve historic buildings--adaptive re-use. Treasure Island/Hunters Point have no or little transit. Lennar/Forest City/Park Merced has good transit.
14	SFrancisco		Strategies for more mix use and less need to be auto dependent. "Complete" should also mean a full life without a car.
15	SFrancisco		Increase street trees and vegetation in urban neighborhoods.
16	SFrancisco		Public transportation system is already pretty good. The problem is US culture equals using a car. Need education, re-education to teach people how great it is not to drive.
17	SFrancisco		Transportation should be "trigger" for densification. Transportation should control densification; if transportation is not implemented, do not increase densification.
18	SFrancisco		Given the complete communities principles, you need all components above. Your choices confound funding versus densification versus education. False choices in many ways.
19	SFrancisco		More fees will further discourage denser development.
20	SFrancisco		In San Francisco, need more deeply affordable housing. Need more light manufacturing and livable wage jobs in Southeast SF.
21	SFrancisco		In a free society, you can not ensure control of society, in education, economic opportunities, business, however, (not legible) and keep the indeed freedoms assured by our constitution, we are the home of the free, you can (not legible) progress, except in a dictatorship.
22	SFrancisco		The categories seem false divisions, such as safer = better to walk. What are different issues you want to ease out? Is it support for lighting? For impact fees?
	Are jobs and housing converging in the right places in your county? Can this convergence support greater access to jobs and housing, particularly for low-income and moderate-income populations?		
23	SFrancisco		*Not sure. Income inequity needs to be reduced - perhaps minimum wage needs to be raised.*
24	SFrancisco		Yes, but I think more jobs should be concentrated on existing transit.
25	SFrancisco		*Yes. Jobs and housing in Bay View is the right thing to do. Health benefits should be very high priority for new development.*
26	SFrancisco		Yes, if more jobs come to east Contra Costa County with expansion of Vasco Road to a freeway so Silicon Valley manufacturers will move to east Contra Costa County. No more buildings until freeways are improved.
27	SFrancisco		*Yes. Yes it is properly done.*
28	SFrancisco		Yes, but it's not clear whether low and moderate income households will have access to new housing in these areas.
29	SFrancisco		*It makes sense for jobs and housing to converge in the transit dense areas but I am fearful that this will cause gentrification and displacement of low-income people. No green fill! Be careful to also maintain open spaces. Extend BART.*

30	SFrancisco		San Francisco is a bedroom community for Silicon Valley high earners. At some bus stops, there are more corporate shuttles than public transit. If San Francisco did not have rent control - most renters could not afford to live here.
31	SFrancisco		*Sure, jobs and housing are converging in the right places. Who is supposed to pay for low and moderate income population? Employer? Residents? How about MTC and ABAG!*
32	SFrancisco		No, my neighborhood, Market and Octavia, does not have enough affordable housing. Also, too much housing is luxurious with parking for Silicon Valley commuters.
33	SFrancisco		*Much more housing is needed in San Francisco. Perpetuation of low density housing makes existing housing too expensive for many residents and would-be residents.*
34	SFrancisco		No. Working class people are losing jobs or never had any of the jobs that are available at higher income levels which increases the cost of living so low income people are being pushed out.
35	SFrancisco		*In San Francisco, there is not affordable housing for low-income people in the Tenderloin, Mission and Bay View. In the Bay View, residents suffer from a lack of local jobs. This convergence will impact SF but we need to support low income residents so they can continue to live in their neighborhoods.*
36	SFrancisco		No, there are areas in southeast San Francisco that lack truly affordable housing and a neighborhood economy that allows equal access jobs to its own residents (mostly privately funded projects). Residents in the Bay View have limited information, decision-making power and access to jobs and housing.
37	SFrancisco		*We are over-developing market rate housing and severely short on deeply affordable housing in San Francisco. As a result, we consistently loose families and we have the highest displacement of African Americans in the country outside of post Katrina, New Orleans.*
38	SFrancisco		Transit Corridors, Geary, that lack density. Market Street mid-market is a missed opportunity. Church Street, BART stations, 16th and 24th Streets, lack housing and jobs.
39	SFrancisco		*I think so. How do I know exactly? I'm a moderate income person in San Francisco, and I commute to my job downtown. I like developing Mission Bay further.*
40	SFrancisco		Generally, yes. But no density increases are planned for west side of town, which is where Muni Metro lines/light rail are. There should be more density along these corridors than planned but Muni Metro has systematic capacity/operational issues that need to be addressed.
41	SFrancisco		*San Francisco County, no. SF is becoming a bedroom community for Silicon Valley workers. Housing is more expensive, the poor are being driven out or into public housing or high-crime neighborhoods.*
42	SFrancisco		In San Francisco, mostly better than in most places as we allow mix-use and other kinds of development forbidden in many cities. But could be better. We need more density and more transit. The average transit mode share should increase.
43	SFrancisco		*I believe so, and yes, this supports greater access to jobs and housing. Note: this question is broad and should have to address without more specifics.*
44	SFrancisco		Don't know. But in general, low and moderate income population seems to always loose. Pushed out of the city, have low income jobs in city and can not pay city rents.
45	SFrancisco		*It is unclear to me whether jobs and housing will materialize for low-income populations. I would like to see more development in Richmond, Sunset and Oceanside districts - not just on east side of SF.*

46	SFrancisco		No. Central and west SF could be densified in Nabe (not legible) areas but with more transportation first. Mission Street could have 3,4, 5, 6+ floors. West Portal could have housing over (not legible).
47	SFrancisco		*San Franciscans seem to have great access to local professional jobs. However, it may be challenging for lower income individuals to find local housing, especially if they have families.*
48	SFrancisco		No. Local housing costs greatly exceed affordability of local job wages (primarily retained in most of SF outside of downtown core). BMR housing as opposed to affordable. $80k-$100K income households are not existent. Western SOMA stabilization, plan is interesting idea.
49	SFrancisco		*Generally, yes. The Geary Corridor should have greater density as well to support Geary Avenue BART.*
50	SFrancisco		For San Francisco County both are fairly ubiquitous. Contra Costa is making great strides in the right direction especially Contra Costa Transit Village at Pleasant Hill BART and future plans for Walnut Creek BART.
51	SFrancisco		*No. In San Francisco we need more deeply affordable housing (re-zoning is necessary) and living wage non-professional jobs in light of manufacturing, arts and green industries. We need more affordable public transit, it's too expensive.*
52	SFrancisco		Society has, thus far, elected preponderant, private control of the economic value of the land. All public policy can do is mitigate the tendency towards less than sound land use productivities. Taxing land rents more, coupled with taxing buildings and labor less, will establish more organic and healthy land use patterns.
53	SFrancisco		*New building concentrates in areas (e.g., Hunters Point) that are low-lying (subject to flooding at sea-level rises), and much is poorly served by transit.*
54	SFrancisco		They are certainly not in Santa Clara county, perhaps more so in SF county. Yes, this convergence would support greater and more sustainable access.
55	SFrancisco		*No. Too much housing near transit modes in SF are luxury condos. Low income housing is too often infill or put far away from transit. Such as in Hunters Point.*
56	SFrancisco		Business will draw educated employees and reward them with good jobs and pay them for their performance making better jobs, housing, etc.,. Companies will migrate to states, cities, regions that enhance the company's goals and performance. Boeing wants to build a new plane in North Carolina (a right to work state with no unions) and in America, that's freedom and we should ensure it, not try to dictate, this is how freedom works.
57	SFrancisco		*Yes, but some of the jobs (income -wise) do not match up with the housing costs. Yes, San Francisco can support more jobs and housing.*
58	SFrancisco		I would like to know if the plan will distinguish between rental needs and ownership needs. I can't think of a place in the Bay Area I could live in without a car except for San Francisco, but there is no way I can own a home here , even making $100k/HH.
59	SFrancisco		Land use and transportation have come up from symposium participants several times this session. I suggest that until land values -- preponderantly a social revenue (90% of land rents) land use remains driven by private concerns. [www.thecommonsSF.org]
60	SFrancisco		ABAG & MTC should develop strategies to restrict the cost of housing. Development in our neighborhoods must be deeply affordable to families, and low-income and very low-income families and individuals. TOD without deep affordability causes displacement in San Francisco.

61	SFrancisco		Why the assumption that Bay Area population growth will be 2 million people, when California is actually experiencing heavy out-migration? For the first time since statehood, in the pre-2010 Census, California did not gain a seat in the U.S. Congress. Also, over 200,000 small and medium businesses have left California since 2000, due to excessive taxes and regulation. So, the assumption of 2 million more people seems invalid.
62	SFrancisco		Why is it assumed that higher density living will improve air quality, when observation and common sense indicate the opposite. Air quality is much worse than the Bay Area in New York, Berlin, Paris, Madrid, Rome, Tokyo, Moscow, Bangkok, Sao Paulo, etc.
63	SFrancisco		Whose job is it to decide what the right places are for jobs and housing to converge? The free market. Not ABAG and not me.
64	SFrancisco		I support transit-oriented development to build much more livable communities without needing to own and drive cars. Thank you. That is difficult now as things are.
65	SFrancisco		Not to be forgotten -- 25% of the current residents are 60 years or over. Those 80 or over are the fastest growing group. 25% will grow to 40% or more by 2035. We need housing for health care workers, care takers, etc.

	Plan Bay Area		
	January 2012 Public Workshops		
	Participant Comments from Comment Booklets, as submitted at the workshops		
	Station C: The San Francisco Bay Area -- 2040		
	How should the region accommodate projected growth? (Indicate your level of support for each potential option.)		
	A. Allow new housing, offices and shops to be built in the centers of cities and town near public transit.	B. Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.	C. Build more affordable housing in existing communities that already have a strong job base.
	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion
	San Francisco County -- Count		
	1) nineteen	1) twelve	1) fourteen
	2) two	2) six	2) six
	3) two	3) five	3) three
	4) one	4)	4) one
	5) eight	5) five	5) four
	0)	0) two	0) one
	If you opposed the three growth patterns above, offer your suggestions on how the region can accommodate projected growth.		
	Comment		
1	Recognize that most transit is too expensive per passenger mile to have any effect on driving and high density development has worse traffic and very high costs per square foot. Instead build apartments adjoining shopping centers with good walking communication and recognize transit will have little effect, provide adequate parking and don't use subsidies to build system.		
2	*…as long as formal policies and incentives are put in place to guarantee low-income residents are not priced out and displaced. Prioritize the growth and resources to improve social & economic equity.*		

3	The underlying assumption of inevitable growth is self-defeating. "If you build it they will come." Whatever is built will be filled, but will not fill demand. Population growth is infinite, there is no end t it, so where do you draw the line? When do you stop building? When the megalopolis is unlivable?		
4	*Find a constitutional basis for any of these suggestions or put these suggestions to a vote open to all citizens in San Francisco.*		
5	B-- Build affordable housing near jobs. Preserve character of existing neighborhoods.		
6	*All options need to include deeply affordable housing and jobs for working class. These suggestions are vague.*		
7	The definition of "affordable" is unclear and there is no data with projection of increase in cost of living, property tax and how this can displace low-income families, current residents, especially because areas of priority development are in East/South SF.		
8	*Definition of affordable housing is not clear. That needs to be clearly articulated before this decision can be clear. I would favor develop that secures the stability of low-income families and communities of color (30/60/80% of AMI).*		
9	The example presented was really poor. It did not have anything to do with the questions asked.		
10	*Just a general approach: density should reflect quality/quantity of transit. Visitacion Valley example from workshop showed very little change (west of Bayshore) in a neighborhood that will eventually have some of region's best transit outside of Market Street (Caltrain/Muni intermodal BRT). Regarding Option C (build affordable housing in existing communities that have a strong job base) Supports Strongly with caveat that space should be reserved for office/commercial (downtown SF is running out of space for both office and residential).*		
11	Look at growth corridors, i.e., Geary Blvd. for opportunities to increase mixed-use construction. Recognize "magnet commercial" uses (theaters, Apple Store, etc.) that increase foot traffic and benefit all retail/commercial.		
12	I basically agree with Option B, but the linking of that with an impossible promise that no single family neighborhoods will ever change limits my ability to fully support Option B.		
13	Educate people that to live in smaller places is not that bad. Can get use to it. Other cultures do. Other comment: Scenario comparison: didn't see any differences.		
14	San Francisco is zoned 2/3 "single family" so N-C should pick up one/two stories of housing above. Note: West Portal is one story NC residential runs 2, 3, & 4 stores. We build too much market rate -- mix with affordable. We could sue some fresh architecture; enough David Baker.		
15	Low- and middle-income people would also like room in the single-family neighborhoods.		
16	1) Need to accommodate jobs other than retail and office -- which need changes in acceptable mixes, e.g., light industrial, repair, etc. near housing. 2) Very real issues of gentrification that are not well addressed. 3) Regarding Option B (more affordable housing near public transit...) note that this requires transit to serve more than a commute schedule.		
17	Allow people to choose to live outside cities to choose to commute to jobs wherever they are available, to enjoy low density life.		
18	Need to mitigate for displacement of low-income communities by incorporating high amount of deeply affordable housing and include binding local jobs provisions for development and deeply affordable transit.		
19	See my remarks under Station B.		
20	For Option "B" the last clause struck out allows neighborhoods to stay restrictive. Bad. Single family home neighborhoods often try to ban conversion of large multi-family homes into group/board-and care-housing.		
21	I'm not, and you should not, preclude what free sector can and will do: as Steve Jobs, the Wright Brothers, Henry Ford (Mario Ginoni BofA).		

	Plan Bay Area		
	January 2012 Public Workshops		
	Participant Comments from Comment Booklets, as submitted at the workshops		
	Do you support development of Plan Bay Area?		
	Plan Bay Area is along-term strategy for the nine-county San Francisco Bay Area that is currently being developed. The idea is to accommodate the region's housing and transportation needs for the next 30 years and reduce the region's auto dependence. Plan Bay Area is focused on: improving the local economy, reducing driving and greenhouse gases, and providing access to housing and transportation for everyone who needs it.		
	1. In general, do you support the establishment of this type of a regional plan?		**3. Changes will be needed in my community and in my lifestyle to improve the quality of life in the Bay Area in the future.**
	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion		1. Agree Strongly 2 3 4 5. Disagree Strongly 0. No Opinion
	San Francisco County -- Count		***San Francisco County -- Count***
	1) sixteen		1) nine
	2) three		2) five
	3) two		3) four
	4)		4) two
	5) six		5) seven
	0) one		0) two
	2. Why it that?		
1	No Opinion: Room B was not well explained, the question left us confused about answering for the present or future.		

2	*Oppose Strongly: Without an honest assessment of costs, this plan is being made with no data and should not be completed. Put in the cost per passenger mile for driving and transit improvements. Put in the pictures of the development to show what they would cost.*		
3	Support Strongly: Without a plan, there is chaos. We must plan and that plan must support sustainability. I'm disappointed that the plan presented did not meet the goal of 15% carbon reduction. And there was no roadmap to get there.		
4	*Support Strongly: We need to be extremely aggressive reducing GHGs and integrating housing and transportation. Can housing and transportation actually train each other and learn each other's fields? We need to make sure equity is at the center of each strategy. With more outreach for input from low income communities.*		
5	The public participation plan would be ok if it were billed simply as educational games for learning. Soliciting public opinion in an anecdotal manner is totally inacceptable and insignificant. You have sanitized and ameliorated any aspect of your plans which might be controversial.		
6	*Oppose Strongly: This is an Agenda 21 plan and it is foreign enterprise against the U.S. Constitution and State of California constitution. It is a plan devised by billionaire elitists who are seeking to control the future by controlling people. The SB 375 law is a bad law and also is unconstitutional.*		
7	Support Strongly: This does not go far enough. VMT must be reduced further. The goals are weak. VMT should be cut by 50%.		
8	*Support Strongly <u>if</u> there are jobs for working class, affordable transit fares and deeply affordable housing. The plan has not been clearly communicated. This process was a waste of my time. The lack of details makes it sound nice but in reality this is most likely a plan to displace low-income people of color. We can't make informed decisions without details.*		
9	No Opinion: I'm concerned about creating such a broad plan that doesn't address the needs of residents in all of their localities.		

10	*Support Strongly: We were sold a plan without details to make informed decisions. No predications of rises of cost of living, decline of affordable housing and displacement of low-income residents who can't afford market rate housing. Development in SF is targeted for southeast SF, which is dense family, youth, low-income, people of color. This throws red flags for me given the history of displacement. There is a lack of options that call for free transit and expansion of service.*		
11	Support: I support regional planning, and really align with the prioritization and reducing of green house gases. My concern with the regional plan is the lack of clear and effective strategies that meet equity goals. If MTC/ABAG can find ways to address displacement and meet equity goals, I think the regional plan would be very exciting.		
12	*Support Strongly: Individual and local choice, and lack of planning has caused the current environmental, species extinction, and social injustice apocalypse that we live in. Planning is the only way to uphold social and environmental priorities.*		
13	Please use less jargon to explain development. This isn't helpful for people who don't understand planning.		
14	*Support Strongly: Critical that transit /land use connection be pursued to decrease emissions and make better cities/places and more vibrant neighborhoods.*		
15	Support Strongly: I read a survey report recently that concluded that Gen X and Yers want to live in denser neighborhoods. It established that the US is overbuilt in its inventory of suburban single-family housing.		
16	*Support Strongly: Sustainability. Each county playing beggar if their neighbor is not sustainable. We must plan as a region.*		
17	Support Strongly: So many different agencies and organizations in the Bay Area with different agendas. Good to bring them all together to have same agenda. Need multi-regional transit system and to work together.		
18	*Oppose Strongly: If eliminations of garages and parking were placed on the ballet, it would lose. Citizens of SF wouldn't support it no matter what the planning industry thinks. Where and how do you live and house yourself?*		

19	Support Strongly: It is the only way we will remain a successful area.		
20	*Support: While we need a regional plan, I lack confidence in the agencies and processes. Lots of assumptions about complete communities, that are very interesting. For example, can neighborhoods serving retail actually survive in walkable neighborhoods? Evidence is poor -- look at Walmart impact on small town cores.*		
21	Oppose Strongly: Let people make their own choices. Don't try to force. Don't impose "equal outcomes".		
22	*No Opinion: Depends on if it is a good plan.*		
23	No Opinion: Until community determines land values are the property of the community, there will remain systematically induced friction in land use policy. I approve of long-term planning and participate in it, obviously, but property rights in land use is the question which must be resolved in favor of community or the current sort of planning is designed to stumble.		
24	*Support Strongly: To achieve the goal of greenhouse emission reduction, we must have a feasible plan.*		
25	Oppose Strongly: Presumption, political, economic society. Get Real. (not legible) Who's going to benefit from the agenda you push. I try to (not legible) that support you don't get (not legible).		
26	*The jurisdictions in the bay area do not function as single entities, nor would it be beneficial to anyone to do so. There needs to be a coordinated plan that addresses the relations of communities (both land use and transportation) to each other so that the Bay are can thrive as a whole.*		

	Plan Bay Area	
	January 2012 Public Workshops	
	Participant Comments from Comment Booklets, as submitted at the workshops	
	Other Comments	
	Participants were asked to provide any other comments related to Plan Bay Area:	
	County	
1	SFrancisco	Thank you so much for providing this opportunity. My main suggestion is to add quantitive indicators or information to the policies and strategies suggested in Room A (as in emissions and cost). I also think that the choice of topics were quite trite. I understand being politically safe, but I felt confused as to why I came to weigh in on such non-controversial strategies.
2	SFrancisco	*Changes will have to made in technology to maintain most of the existing benefits. This probably means electric cars that can pace themselves on freeways, maintain distance, etc. Recognize that most trips even in new smart growth neighborhoods will still drive to most destinations. Recognize that most pictures shown are too expensive per square foot to be viable in most neighborhoods.*
3	SFrancisco	This is not my lifestyle. I don't own a car, I ride a bike, I'm very low impact with energy usage in general, I live in a high density area. "Business as usual" is not sustainable. We heard in Session B "people like single family residences", much of the Bay Area is low density, and we don't want to change that (i.e., low density urban sprawl). Suburbs force people to drive. Suburbs cost excessively for forces (police, fire, etc.) and infrastructure (water, sewer, roads). We must do better planning, that is, denser development closer to urban services. General comment: If you make it difficult for people to drive, fewer people will drive.
4	SFrancisco	*Each community faces different issues. If you live in a violent neighborhood, increasing walking will not work. Each neighborhood will need to get the opportunity to give input and each neighborhood will need to go though major changes. I am generally in favor of policies and structural support over education and hoping for behavior change. People change when they are forced to. General comment: Can you somehow ensure greater race and economic wage and affiliation diversity in these workshops? How did the Tea Party get so much representation in these meetings?*
5	SFrancisco	The goal of reducing greenhouse gases is not only landable, but necessary which will require significant reduction in driving and increase in transit. Noticeable avoidance of central subway fiasco which could bankrupt Muni.
6	SFrancisco	*The whole subject area is so presumptuous and assumes such an attitude of superiority, it doesn't deserve an answer. The entire meeting was superficial, shallow and disgraceful to any intelligent understanding. Not useful.*
7	SFrancisco	I already bicycle, walk and live in high density. We need more of this and it needs to be affordable. More 3-bedroom apartments in city centers.
8	SFrancisco	*Change will be inevitable in whatever community one lives in. The SCS can allocate development in target areas, but whether it actually happens is another issue. I think people are getting hung up on what "change" actually looks like in their communities.*
9	SFrancisco	Deeply affordable housing, free local transit, reduced public transit for commuter, that's what I support. It's obvious changes need to be made and the only advise I can give is that you keep low/no income people of color in mind when you create these plans because we're the ones being put out of our homes. Hands off Bayview and East SF.

10	SFrancisco	*This question is too broad and hard for me to answer*
11	SFrancisco	The reality is, that the communities targeted for development are low income with families, and will be the most impacted and displaced. There was little thought to ridership education, options and impact. Development can not be market rate, private or corporate business oriented, they must be resident-oriented, community driven and accessible improvements. SF for its residents, hands off. Bayview. Change in community should not mean change in resident demographics., income, level and age.
12	SFrancisco	*I think all of us need to use more public transit to reduce green house gases. I am for changes that are centrally organized on meeting the needs of low-income communities and communities of color.*
13	SFrancisco	The plan needs to include mechanisms that de-prioritize and penalize behaviors that do lead to emissions, incomplete communities, and inefficient use of funds. The plan will need to include a way to educate children, the public and politicians on the importance of the planning and what it addresses.
14	SFrancisco	*It would be helpful to explain how ABAG calculated the 2 million person growth increase over the next 20-30 years. The folks at my table didn't believe that the increase was valid. I work in this kind of advocacy, and I don't know where that estimate came from. Also the videos were a waste of time as many people zoned out through them.*
15	SFrancisco	*I am lucky to live in a neighborhood that achieves goals of this plan. Don't be afraid to concentrate growth in urban core, but allocate the funding to build high-quality, reliable transit to support that growth. Suburban growth needs to be done with care (e.g., exporting jobs/homes to fringes of regions) may increase emissions because people may make homes on different schedule than jobs and suburban transit may be inadequate for many trips.*
16	SFrancisco	My walk score is 97 already I'd like fewer cars, though if you ask at any community meeting what the residents (urban/suburban) want is "a café I can walk to". A perfect intro into a way to educate residents about what levels of density are needed to support local services.
17	SFrancisco	*Yes, the Bay Area must change how people live, travel, etc., to be sustainable. My own community is already at the highest density and transit service is so unlikely to change as much as some others - but I would still support more density in my own neighborhood.*
18	SFrancisco	I didn't really get what you are actually planning. Please consider or include green roofs in visions. Urbanvision tool video was kind of an advertising video for them, for the company, Urbanvision. Didn't really provide anything else.
19	SFrancisco	*Transportation is only worth something without transportation. Solutions by parking meters is wrong.*
20	SFrancisco	The workshop was frustrating in that it was too general. I felt that the "questions" force-fed us answers in many places. Your speakers in the opening session also used many acronyms and didn't introduce themselves, which wasn't very inclusionary. It would have been simple to include some visualizations of cost and benefit for us to make informed decisions. I liked the GHG numbers we saw in Station A.
21	SFrancisco	*It's clear that changes are needed in my community. It's less clear that I need to change my lifestyle to meet objectives. I take transit or walk, most shopping and services by walking; drive less than 6,000 miles per year, with 80% of trips on routes not served by transit (out of area). Question confounds 2 items in a way that does not really offer detailed clarifications.*
22	SFrancisco	The place type map of San Francisco shows all of the Bay View neighborhood as "urban". However, a large part of Bay View is single family homes. Other SF neighborhood in north of city are full of apartment buildings. Concentrating all growth in people of color neighborhoods is zoning racism.

23	SFrancisco	*Advocate for community ownership of land, rents, locational value rents.*
24	SFrancisco	Presumptuous, lacking lessons of history. As a true American, I want to choose, support and vote for representatives who will ensure our constitution, our liberty, our free speech. At 80 years, I see (not legible) ignorant of the focuses that shape and change our society. You can connect the dots, going back in our history. How things change our situation. But you can't connect the dots to the future and predict where we will be. It's at best a guess, a hope, at best an insight but you can't know the endless factors that individuals and (not legible) wars, political shifts, economic depression, one man's growth is some one else's tragedy.
25	SFrancisco	I'm a long time Bay Area (all 28 years of my life) resident and I love that the vision seeks to increase choices -- both housing and transportation -- from the singular choices we currently have. Please don't let the crazies disrupt this process.

Plan Bay Area
January 2012 Public Workshops

Transportation Trade-Offs, Oral and Written Comments, submitted at the workshops

Station A: Transportation Trade-Offs

A number of potential transportation investments will be considered as part of Plan Bay Area. Not all of these items will be funded due to limited resources. At the workshop, participants who visited this station used tokens to "vote" on transportation trade-offs, or to provide their own ideas, in three areas:

- Transportation Investment Priorities
- Policies to Reduce Driving and Emissions
- Policies Regarding Public Transit

Below is the count that shows how participants ranked these potential transportation investment categories in these three areas, followed by the ideas/comments submitted via cards by participants using the "Other" option.
See the PDF titled "Workshop Written Comments" for additional comments submitted by participants for Transportation Trade-Offs.

TOKEN COUNT: SAN FRANCISCO COUNTY

Transportation Investment Priorities	#	%
Increase the number of freeway lanes for carpoolers and bus riders	11	3%
Expand bicycle and pedestrian routes	56	16%
Extend commuter rail lines, such as BART and Caltrain	20	6%
Maintain highways and local roads, including fixing potholes	35	10%
Provide more frequent bus service	45	12%
Provide financial incentives to cities to build more multi-unit housing near public transit	37	10%
Fund traffic congestion relief projects, such as adding turn lanes on roads, or reconfiguring interchanges and on-ramps on highways	12	3%
Increase public transit service for low income residents who do not have access to a car.	43	12%
Invest in improving speed and reliability in major bus or light-rail corridors.	49	14%
Other:	53	15%

Comments on "Other" Cards -- Transportation Investment Priorities

	County	Comment
1	San Fran.	Transit: invest in speed, reliability, safety and experience (2 tokens)
2	San Fran.	Carpools/freeways: make carpool lane privileges 24 hours, not just "peak" commute hours. Congestion is no longer limited to those hours. (2 tokens)

3	San Fran.	Bicycling: Need to invest in increased bicycle safety, otherwise, infrastructure m ay be underutilized. Specifically, invest in dedicated paths, vehicle barriers. Invest in driver education around sharing roads with bikes
4	San Fran.	Put in costs of each option (5 tokens)
5	San Fran.	Provide transp. agencies with real money to provide services and to maintain what exists
6	San Fran.	Free public transportation within cities. Significantly reduced fares for commuters.
7	San Fran.	Free public transit and eliminate enforcement (3 tokens)
8	San Fran.	Increase capacity for existing rail service such as BART and Muni (2 tokens)
9	San Fran.	Reduce the cost of public transit (2 tokens)
10	San Fran.	Add freeway lanes, generally
11	San Fran.	Make public transit like Muni more affordable
12	San Fran.	Offer jitney services in suburbia to get to BART
13	San Fran.	Fund free bus service
14	San Fran.	Modernize bus and rapid transit fleet (reduces maintenance cost, is environmentally best)
15	San Fran.	Expand the Bay Area footprint to lessen congestion
16	San Fran.	Lower cost of transit or [offer] means tested passes
17	San Fran.	Eliminate cuts to transit to low-income. Re-establish service pre-2008. Also, free service to Bay Area middle & high school students.
18	San Fran.	Increase capacity of existing BART, bus and street car lines
19	San Fran.	Implement more HOT lanes in heavily congested corridors.
20	San Fran.	Have an election process open to the citizens of SF to decide whether to do anything at all with transportation and to vote on all the choices rather than leave it to unelected officials to decide
21	San Fran.	Need "lots" of money for affordable housing, especially "work force" housing. Need equal money for affordable housing and transportation.
22	San Fran.	Work with cities on alternative funding mechanisms such as Business Improvement Districts, Community Benefit Districts
23	San Fran.	Reverse Ramp Metering -- hold cars on freeways; do not let them overwhelm surface streets. Look at Zurich.
24	San Fran.	I've said it on the other cards: If the economic rent of land remains private property, people will tend to make private benefit land use decisions. To bust this context, land rent should be socialized.
25	San Fran.	Develop incentives for necessary service clusters in each neighborhood where people can buy food, drugs, and other necessaries
26	San Fran.	Create one single transit agency in SF Bay Area, like MTA in NY City (6 tokens)
27	San Fran.	Build more freeways/roads to relieve congestion
28	San Fran.	More roads/freeways
29	San Fran.	Expand freeway and regional arterials so that total funding on these projects reaches a percentage of total RTP expenditures more in line with other regions in California
30	San Fran.	Ask suburban people what they want
31	San Fran.	Electrify Caltrain, which will increase service and reduce emissions
32	San Fran.	Safe routes to better/smarter bus stops tagged for jobs/services and housing available nearby

33	San Fran.	More public /private dashboard feedback rewards for reducing VMT by taking the bus. A new rider jackpot/offering -- you get a lottery ticket by riding the bus.
34	San Fran.	Rail (grade separated) should be "extended" but not simply by extending existing lines to exurbs. New lines should be constructed in urban core (example, 2nd transbay tube)
35	San Fran.	Use one of the toll or HOV lanes for carpoolers and bus riders and employer shuttles (Genentech, Facebook)
36	San Fran.	Vanpools in Potrero Hill Neighborhood are creating havoc. Employees drive and park in unregulated parking spaces and call van pool for pickup and delivery.

Transportation Trade-Offs *(continued)*

Policies to Reduce Driving & Greenhouse Gas Emissions

A variety of strategies are being considered to encourage the reduction of driving and associated vehicle emissions.
At the workshop, participants who visited this station used tokens to "vote" on a list of potential policies to reduce auto emissions or provided their own ideas.

TOKEN COUNT: SAN FRANCISCO COUNTY

Policies to Reduce Driving & Greenhouse Gas Emissions	#	%
Encourage 'Smart Driving'	14	4%
Complete the Regional Bicycle Network	50	14%
Expand the Safe Routes to Schools/ Pedestrian Network	42	12%
Increase Vanpool Incentives	15	4%
Expand Electric Vehicle Strategies	21	6%
Develop Commuter Benefit Ordinances	36	10%
Increase Telecommuting	29	8%
Institute Parking Surcharges	49	14%
Freeway speeds at 55 mph	12	3%
Other:	89	25%

Comments from "Other" Cards -- Policies to Reduce Driving & Greenhouse Gas Emissions

	County	Comment
1	San Fran.	Put more housing (dense housing) and employers in City Centers (near transit and in walkable downtowns
2	San Fran.	Increase bridge, capacity by converting to rail/carpool lanes
3	San Fran.	J. Reduce Driving & Emissions: require new housing to be part of complete communities - with jobs proportional to housing, services (schools, shops, medical/dental) within walking distance, transit 24 x 7 on usable highways.
4	San Fran.	I believe that surest way to influence people's "get to work" patterns is to have everyone pay full land rent into community coffers, thus eliminating individual benefits from mere ownership of the ultimate community resource = land.
5	San Fran.	All five tokens in "other" because focus should be on transit-oriented development & getting cars off the road.
6	San Fran.	Provide "actual bus service" before housing densification.
7	San Fran.	Raise the gas tax, vehicle registration tax, and congestion pricing for tolls & carpooling incentive. Stop the subsidization of BIG OIL.
8	San Fran.	Subject these choices to an open election rather than to a handful of bureaucrats, unelected, and not responsible for the negative effect of any of the bad choices.

9	San Fran.	These policies suspiciously add up (as seen in the meting materials released on Dec. 9) to the exact deficit we face in reaching our GHG targets by 2035 for the scenarios. What's worse is they are based on off-modeling; so we don't know how accurate these are. We should form a policy task force that decides upon the most feasible policies to reduce GHG.
10	San Fran.	Vehicle reg fees & insurance based vehicle miles traveled (exemptions for delivery biz) and 3rd vehicle taxes per household . More feedback public, personal dashboards on HH performance.
11	San Fran.	Involve school districts on re-[not legible] plans, long range forecasting.
12	San Fran.	Charge drivers full cost to society. Simple as that!
13	San Fran.	Expand the foot print of the Bay Area to relieve congestion.
14	San Fran.	Children need mini vans
15	San Fran.	Your transit vision will drive families away.
16	San Fran.	There is no support for family life and mobility in this project.
17	San Fran.	How are suburban regions supported? There's no vision here.
18	San Fran.	Choices are too limited and not all inclusive. All choices should be available to us.
19	San Fran.	Compact development ordinances & open space acquisition/preservation incentives
20	San Fran.	Repeal SB 187
21	San Fran.	Support land use changes that increase access that reduce trips, that increase densities, that support local retail, public transit, and local public finance. Link plan to development of regional renewable energy for shift to Eves including buses, rail, etc.
22	San Fran.	Put in costs of each option (5 tokens/cards)
23	San Fran.	Reduce driving; Encourage bicyclists to obey rules of the road.
24	San Fran.	Reduce driving. Provide free bicycles for people to use and leave for friends (European model)
25	San Fran.	Improve accommodation of bicycles on transit: more bikes onboard Caltrain, no blackout period on BART, more bus bike racks. A bike onboard allows a fast trip, greening the first and last mile.
26	San Fran.	Develop a better pedestrian network - not just sidewalks - trails, paths, stairs, to various places.
27	San Fran.	Enforce current limits. This would actually require money investment for enforcement staff or infrastructure (two tokens)
28	San Fran.	Freeway toll lanes on open lanes (not HOT)
29	San Fran.	Full lane road pricing (not HOT lanes)
30	San Fran.	Open lane road pricing/tolling (not HOT lanes)
31	San Fran.	Open lane road tolling/pricing (not HOT)
32	San Fran.	Open land road pricing/tolling (not HOT)
33	San Fran.	Cordon congestion pricing in San Francisco
34	San Fran.	Congestion pricing (6 tokens)
35	San Fran.	Make all major highways toll roads
36	San Fran.	Keep traffic moving, improve road network. Choices don't take into account long distance commuting from suburban single family homes.
37	San Fran.	More roads/freeways, less congestion, less time sitting in traffic

38	San Fran.	If you had more and better roads/freeways, there would be less time burning fuel.
39	San Fran.	Too much time in traffic - help cars, build more roads.
40	San Fran.	increase/encourage telecommuting for sectors that are lagging i.e. gov't staff
41	San Fran.	MTC should develop an employer TDM template that they can use and if they decide to take on 2 or 3 programs, then they receive more funding.
42	San Fran.	This may be included in the Commuter Benefits Ordinance, but I would like to see more alternative work schedules, especially for heavy commute areas with little transit (e.g. Silicon Valley).
43	San Fran.	Incorporate into drivers license exams and drivers ed courses - make some smart driving elements required e.g. tire pressure check during smog check.
44	San Fran.	Stop limiting parking spaces. Transit great for work, but not for appointments, after school activities, shopping, church, etc..
45	San Fran.	Reduce driving: Find out community transit needs and offer free transit.
46	San Fran.	Lower cost for transit.
47	San Fran.	Reduce fares to increase ___ accessibility and encourage more riders on transit.
48	San Fran.	Reduce fares. (x2)
49	San Fran.	Use variable pricing on BART, Muni, Caltrain.
50	San Fran.	Reduce the cost of public transportation (more subsidies to public transport.)
51	San Fran.	Create one single transit agency in SF Bay Area, like MTA in NY City (5 tokens)
52	San Fran.	Make public transit more affordable.
53	San Fran.	Make public transit free.
54	San Fran.	No cost to ride transportation within the city. Reduced cost for commuters.
55	San Fran.	Free public transit and eliminating fare enforcement. (x3)
56	San Fran.	Expanding & improving existing public transit (x2)
57	San Fran.	Expand service, public transit.
58	San Fran.	Make pubic transit more affordable.
59	San Fran.	Make public transit more accessible.
60	San Fran.	Reduce fares of Muni. (x2)

Transportation Trade-Offs *(continued)*

Policies Regarding Public Transit

A variety of strategies are being considered to improve the customer experience on public transit and to operate our existing public transit system more efficiently. At the workshop, participants were asked whether they support or do not support finding ways to improve the customer's experience on public transit and to operate our existing public transit system more efficiently without cutting service. Participants also were asked to provide their own ideas under the "Other" category.

TOKEN COUNT: SAN FRANCISCO COUNTY

Policies Regarding Public Transit

Find ways to improve the customer's experience on public transit and to operate our existing public transit system more efficiently without cutting service.

Support	54
Don't Support	7
Other	15

Note: This question was revised and expanded for subsequent meetings.

Comments from "Other" Cards -- Policies Regarding Public Transit

	County	Comment
1	San Fran.	The question is too ambiguous -- you need to supply specifics & costs. Also, watching dozens of MTC & Caltrans people vote -- that is unethical as they stand to profit.
2	San Fran.	It's a public service. No user fees. Fares discriminate against the poor.
3	San Fran.	Too vague. Too general a comment. What is agenda behind it?
4	San Fran.	Public transit isn't useful for soccer moms.
5	San Fran.	Dependability & reliability of transit improves customer experience.
6	San Fran.	Decisions about supporting or not supporting are impossible to make without adding or mentioning cost of support. Really stupid question.
7	San Fran.	Dedicate right-of-way in major transit streets and dedicate funding source based on performance.

8	San Fran.	Focus on the inherent specialties each form of transit has; explore the specific benefits of bus, light rail, bus rapid transit and regional rail better, and recognize the link to each economic surplus these specific forms of transit can bring to specific spots/alignments.
9	San Fran.	I would like to see a clear link between community revenue and land use. Land rent should, in my opinion, be the primary source of revenue for building public infrastructure. Society can choose its mode of transportation from its revenue source -- land rent.
10	San Fran.	Create one single transit agency in the SF Bay Area, like MTA in NY.
11	San Fran.	Provide transit agencies with real funding to provide and improve what exists and to maintain the system. Support the customer or there will be no customer.
12	San Fran.	I support finding ways to improve without cutting cost or raising fares and eliminating fare enforcement officers that harass riders.
13	San Fran.	Keep our autos.
14	San Fran.	And make public transit free with expanding existing service.
15	San Fran.	Fund free bus service
16	San Fran.	Without costs this session is meaningless. Put in costs of each option.
17	San Fran.	Policy: Find out needs of community and design a free transit system to address those needs.
18	San Fran.	Without costs this session is meaningless. Put in costs of each option.

Transportation Trade-Offs, Oral Comments

	County	Comments
19	San Fran.	What evidence is there that smart driving works?
20	San Fran.	Suggests lowering the cost of riding transit.
21	San Fran.	Should we assume parking is part of commuter benefits?
22	San Fran.	Need more time for Q&A period to fully understand what we're voting for.
23	San Fran.	Regarding carpool/bus lanes -- are we talking about expansions or lane conversions?
24	San Fran.	What's meant by smart driving and commuter benefit ordinance?
25	San Fran.	Question 3 (regarding priorities for public transit) is a pretty general statement. I don’t know how to vote on that.
26	San Fran.	The vast majority of people in the Bay Area live in single-family houses. That's the elephant in the room. It's foolish not to address how the majority of people live.
27	San Fran.	How are we to decide without information on cost per mile, or any cost whatsoever? You can't make an informed decision without cost. This is just a propaganda session. If you have a cost, you have to give it to us.
28	San Fran.	Regarding increasing the capacity of transit: people already can't get on the buses. If focusing growth around transit stations, then expand rail capacity. We can't get a seat on BART now.
29	San Fran.	What is smart driving?
30	San Fran.	Need a policy choice to make public transit more affordable.

31	San Fran.	Regarding question 3 (priorities for public transit): Are you talking about serving lattes at BART stations? It's too ambiguous, I don't know what it means.
32	San Fran.	Concerned that we include basic maintenance & operations in "investments." This should be a requirement of cities.
33	San Fran.	Where does revenue come from?
34	San Fran.	Land values should be socialized and produce revenues.
35	San Fran.	None of the choices emphasized density and development patterns as a way of addressing transportation needs.
36	San Fran.	Pricing make less desirable modes more expensive.
37	San Fran.	Display vehicle miles traveled [in vehicles] to reward people and show them their reductions.
38	San Fran.	There should be a tolling option -- this is an important choice.
39	San Fran.	Fix-it first is a fallacy. The region is funding BART's Oakland Airport Connector at the expense of bus service for poor people.
40	San Fran.	Are we building or converting carpool lanes?
41	San Fran.	What about rest of $ beyond $68 million? We need more transparency.
42	San Fran.	The scenarios fail at reaching 15% reduction; we are choosing between losing strategies.
43	San Fran.	Consider consolidating public transit agencies. We need to unify into one single agency. Why isn't that being talked about?
44	San Fran.	Suggests reverse ramp metering -- hold cars on the freeway so the local surface streets aren't overwhelmed.
45	San Fran.	Restore public transit to 2008 levels; don't reduce bus service. Give students free "ecobus" passes as part of the "safe routes to school" program.
46	San Fran.	Need more education for the public regarding lifestyle choices.
47	San Fran.	I don't think a regional, multi-modal system is being planned. It is easy to get to major destinations, but the last mile is very difficult.
48	San Fran.	Public transit continues to be a huge waste of time and money. Carpools are the only answer. When buses come through only once an hour with one rider, it's a huge waste of resources.
49	San Fran.	I'm in real estate and "how long it takes to get to work or how I'll get to work" is the last thing people think about. Consideration
50	San Fran.	I'm a single urban dweller and transit access is the prime concern for me.
51	San Fran.	I work with people who live in Reno so they can provide a nice house for their family; they sleep here 1-2 nights a week.
52	San Fran.	Alternative work schedules is an option that should be included; a lot of jobs could tolerate a 9/80 schedule.

	Plan Bay Area	
	January 2012 Public Workshops	
	Oral Comments: Land Use and Complete Communities	
	County	**Comment**
1	San Fran.	Prefers more mixed-use and less car dependence.
2	San Fran.	"Complete communities" are biased against a family lifestyle.
3	San Fran.	There should be fewer buildings, more open space, less population.
4	San Fran.	Living/shopping/walking is not possible all in one area.
5	San Fran.	Eliminate minimum parking requirements.
6	San Fran.	More rigid cap on maximum parking in PDAs.
7	San Fran.	80-85% of housing in San Francisco is market income priced. Is working-class housing being considered?
8	San Fran.	How did the committee decide what a "complete community" is?
9	San Fran.	Concerned that no housing density numbers are reflected in the presentation.
10	San Fran.	Concerned about seismic safety.
11	San Fran.	Many of these issues are integrated; questions should be re-phrased.
12	San Fran.	No more building in eastern Contra Costa County until Vasco Road is a freeway or improved.
13	San Fran.	What defines Growth Opportunity Areas? How are they converted into Priority Development Areas?
14	San Fran.	Water availability should be considered.
15	San Fran.	Are dogs being considered in the Plan?
16	San Fran.	Why is Bayview-Hunter's Point not considered a suburban area?
17	San Fran.	Why are Treasure Island and Bayview-Hunter's Point considered high-priority development areas given their remoteness?
18	San Fran.	More development around BART stations.
19	San Fran.	If eastern San Francisco is already heavily populated, why densify it even more?
20	San Fran.	How is population density being considered in relation to public transit?
21	San Fran.	Preserve architectural features; suggests adding a statement supporting local architectural features.
22	San Fran.	Should model new development after Mission Bay, with mandatory open space and transit.
23	San Fran.	Suggests more diverse outreach efforts.
24	San Fran.	Be mindful of urban or existing resident displacement.
25	San Fran.	PDAs have a destructive effect on local areas, local character.
26	San Fran.	Families will not thrive under this ABAG scenario: not safe, too dense, people's quality of life suffers (see Brooklyn as an example).
27	San Fran.	Where is the increased investment in San Francisco to accommodate additional population?
28	San Fran.	Where is the policy connection to the question of funding available for transit?
29	San Fran.	San Francisco has missed opportunities for growth through increased density; e.g., Market Street, Church Street, 16th Street, 24th Street.
30	San Fran.	Land is more than "opportunity sites." There needs to be more open space.
31	San Fran.	These nine county meetings are not enough to hear the voices of everyone in the region.
32	San Fran.	Visuals show no differences between 2010 and 2040; hard to imagine there is no growth [in Visitacion Valley] during this time period.

33	San Fran.	Rezoning areas would take away the protections of Proposition 13.
34	San Fran.	Presentation does not show the information; avoided areas where there will be lots of growth (low-income communities).
35	San Fran.	This is a useful demonstration of future changes; it's unambitious if sticking with current land use types in all areas.
36	San Fran.	How will the 15% GHG emission reduction target be reached?
37	San Fran.	Where is the transit by the redevelopment area? Is there surface parking included?
38	San Fran.	Growth is not in line with the current feel of the neighborhood; it's a "pack them in" strategy.
39	San Fran.	Visualization worked well, but it does not show the "draw" to the neighborhood, e.g., schools, open space, etc.
40	San Fran.	What is an "intermodal station?"
41	San Fran.	Concern about noise and other health impacts from transit on the residents nearby, especially mothers and children.
42	San Fran.	There are economic justice issues related to low-income residents having to move near noise.
43	San Fran.	Transit is not efficient this far from downtown and is not cost effective.
44	San Fran.	Invest more in bus, not in light rail.
45	San Fran.	PDAs in eastern San Francisco will show much higher levels of growth than Visitacion Valley.
46	San Fran.	Concerned about displacement of residents.
47	San Fran.	Need funding for low-income housing, especially by the new transit stations.
48	San Fran.	Good visualization tool.
49	San Fran.	Would like to see an analysis of whether this growth dense is enough to fund/support the transit.
50	San Fran.	Not impressed with the visualization; the variations are so subtle it doesn't seem worth all the effort.
51	San Fran.	Concerned about displacement of residents; need to maintain more affordable housing.
52	San Fran.	More flexible zoning needed (e.g., small lots). Look to Mexico and Thailand for examples.
53	San Fran.	Decrease the costs of housing by providing more types of housing.
54	San Fran.	How do you increase transit/reduce emissions in areas with growth outside of downtown?
55	San Fran.	Start with a large map of where Visitacion Valley is in San Francisco.
56	San Fran.	Need to better link questions to the presentation.
57	San Fran.	Emphasize that growth will occur no matter what, so the denser some areas are, the less growth other communities have to take on.
58	San Fran.	Density preserves single-family neighborhoods; show the trade-offs.
59	San Fran.	Show the livability that comes with density.
60	San Fran.	Other housing developments in San Francisco have offered ownership to people who haven't owned before. Encourage these projects.
61	San Fran.	Offer more funding for redevelopment of affordable housing and home ownership.
62	San Fran.	We cannot predict the future.

San Francisco – Community-Based Focus Group

Host Community-Based Organization: People Organized to Win Employment Rights (POWER)

Date: January 24, 2012

Attendance: 17

(Note: Not all who attended participated in all voting segments.)

Part A – Transportation Tradeoffs

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	**Increase public transit service for low-income residents who do not have access to a car**	13.4%
2	**Provide more frequent bus service**	12.7%
3	**Expand bicycle and pedestrian routes**	11.1%
4	**Extend commuter rail lines, such as BART and Caltrain**	10.8%
4	**Provide financial incentives to cities to build more multi-unit housing near public transit**	10.8%
5	**Increase number of freeway lanes for carpools and buses**	9.2%
6	**Invest in improving speed and reliability in major bus or light-rail corridors**	9.1%
7	**Maintain highways and local roads, including fixing potholes**	8.8%
8	**Fund traffic congestion relief projects**	8.5%
9	**Other**	5.6%

A Sampling of Comments

- Lower (or free) transit fares for seniors and youth
- Lower transit fares for low-income residents
- Educate/train students and seniors on using public transit

Policies to Reduce Driving and Emissions

Participants were given ten options for policies to reduce driving and greenhouse gas emissions and asked to select their top five priorities. One option was "other" to allow participants to write priorities not already on the list.

Rank	Priority	%
1	**Expand the Safe Routes to Schools/ pedestrian network**	20.4%
2	**Encourage "smart" driving**	14.5%
3	**Develop commuter benefit ordinances**	13.9%
4	**Change freeway speed limit to 55 mph**	13%
5	**Increase vanpool incentives**	10.8%
6	**Complete the regional bicycle network**	9.8%
7	**Expand electric vehicle strategies**	7.3%
8	**Increase telecommuting**	6%
9	**Institute parking surcharge**	2.3%
10	**Other**	2.1%

A Sampling of Comments

- Providing high-speed Internet access for teleconferencing and telecommuting would reduce the use/need for public transit and driving
- Provide tax rebates to those who don't own or drive a car
- Build better cars

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 on the list.

Rank	Priority	%
1	**Fixed-price monthly pass valid on all systems**	18%
2	**More frequent and faster transit service**	16.3%
3	**Cleaner/new vehicles and cleaner stations**	16%
4	**Better-timed connections**	15.8%
5	**Standard fare policies across the region**	11.1%
6	**More real-time information**	8.3%
7	**Better on-time performance**	6.6%
8	**More customer amenities, like WiFi**	6.2%
9	**Other**	1.9%

A Sampling of Comments

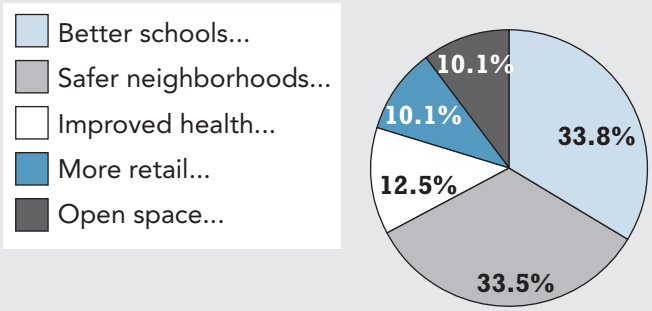
- Increase public transit for low-income residents
- Need more consistent enforcement of fares
- Reestablish necessary transit routes that have been cut
- Late-night neighborhood shuttles
- Need better definitions for some questions (i.e., the definition of "region," the difference between monthly passes and standard fares)

Part B – Quality of Complete Communities

Participants were given five benefits of complete communities and asked to select their top two priorities.

Rank	Priority	%
1	**Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities**	33.8%
2	**Safer neighborhoods from lighting, infrastructure improvements and more eyes on the streets**	33.5%
3	**Improved health through better infrastructure for walking and biking**	12.5%
4	**More retail and access to food due to the larger population and pedestrian support for retail**	10.1%
4	**Increased open space and parks through planning and development impact fees**	10.1%

Complete Communities



A Sampling of Comments

- Jobs that are available in our community don't go to people of color
- Jobs don't go to people who live here – there should be a local hire minimum requirement
- San Francisco is for the rich, and poor people and people of color are being pushed out of the city (where housing is more affordable)

(Continued...)

(Continued)

- Place housing near jobs and transportation
- Many people work in various locations and don't have a steady job, so housing close to their job is not possible for those who need multiple jobs to make ends meet
- Building housing near jobs would help the environment and the economy – it would also benefit low-income people by bringing them closer to their children and bringing the community together to help end racism
- Safety (especially from gang violence) is important, but not necessarily more police
- Quality schools are important to complete communities, but low-income families don't have access to quality schools (high income = better schools; low income = worse schools)
- Need to bring everyone's income level up, not just incorporate rich people into poorer neighborhoods

Part C – The San Francisco Bay Area 2040

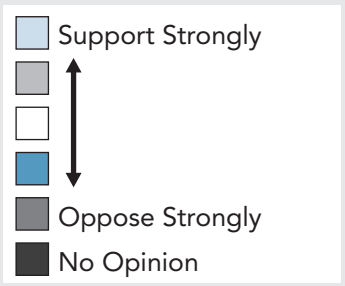
Discussion and Questions

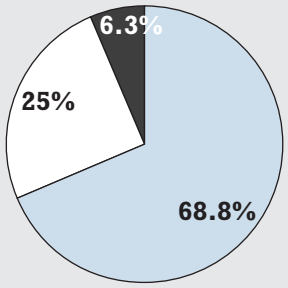
Participants were asked to indicate their level of support for three options for accommodating projected growth.

Option A: Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.

Support Strongly	**68.8%**
	0%
	25%
	0%
Oppose Strongly	**0%**
No Opinion	**6.3%**

Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.

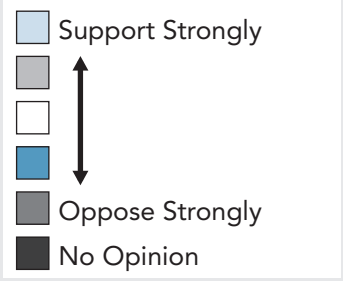


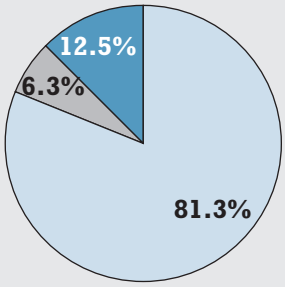


Option B: Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.

Support Strongly	**81.3%**
	6.3%
	0%
	12.5%
Oppose Strongly	**0%**
No Opinion	**0%**

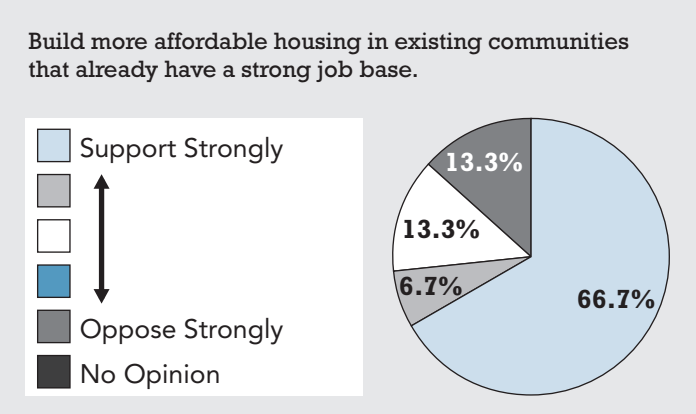
Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.





Option C: Build more affordable housing in existing communities that already have a strong job base.

Support Strongly	**66.7%**
	6.7%
	13.3%
	0%
Oppose Strongly	**13.3%**
No Opinion	**0%**



If participants opposed the three growth patterns listed above, they were invited to suggest a fourth alternative for accommodating growth.

A Sampling of Comments

- Housing should be affordable
- Would like more information about future growth: where will it come from, what types of jobs will support it, what will be the average incomes for new residents?
- People should not be forced to live in dense, congested areas in order to have access to public transit, especially if it's low-income people who are forced to live there
- New housing in cities is expensive
- Build more affordable housing in communities with a strong job base, depending on who is already working there and the kind of jobs that are already there
- Will providing more affordable housing in communities with a strong job base ensure those jobs stay there?
- After new development is built, maybe "affordable" won't be affordable any more
- Everything discussed here was very important
- Appreciated the information and hope there will be more in the future

San Francisco – Community-Based Focus Group

Host Community-Based Organization: Chinatown Community Development Corporation

Date: January 31, 2012

Attendance: 13

(Note: Not all who attended participated in all voting segments.)

Part A – Transportation Tradeoffs

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	**Increase number of freeway lanes for carpools and buses**	12.4%
2	**Maintain highways and local roads, including fixing potholes**	12.1%
2	**Provide more frequent bus service**	12.1%
3	**Extend commuter rail lines, such as BART and Caltrain**	11.2%
4	**Provide financial incentives to cities to build more multi-unit housing near public transit**	11.1%
5	**Fund traffic congestion relief projects**	10.8%
6	**Increase public transit service for low-income residents who do not have access to a car**	10.5%
7	**Invest in improving speed and reliability in major bus or light-rail corridors**	8.7%
8	**Expand bicycle and pedestrian routes**	7.5%
9	**Other**	3.6%

A Sampling of Comments

- Need better fare enforcement
- Build more residential housing near city centers (including low-income housing)
- Build more low-income housing and housing for seniors
- Fund public school buses for students
- More frequent bus service with extended hours (earlier and later)
- Bus headways should be based on the area's population (in Chinatown where it is dense, buses are frequently too full)
- There is a lack of low-income housing in San Francisco – we need more housing for the working class, which is not the same as "multi-unit" housing
- Not as interested in bike funding and proposals, but interested in pedestrian improvements – should separate these two categories (bikes are not appropriate in San Francisco because of the small living quarters and steep hills)

Policies to Reduce Driving and Emissions

Participants were given ten options for policies to reduce driving and greenhouse gas emissions and asked to select their top five priorities. One option was "other" to allow participants to write priorities not already on the list.

Rank	Priority	%
1	**Expand electric vehicle strategies**	18.8%
2	**Change freeway speed limit to 55 mph**	15.4%
3	**Encourage "smart" driving**	15.2%
4	**Expand the Safe Routes to Schools/ pedestrian network**	14.2%
5	**Other**	8.6%
6	**Develop commuter benefit ordinances**	7.4%
7	**Increase vanpool incentives**	6.4%
8	**Institute parking surcharge**	6.2%
9	**Increase telecommuting**	4%
9	**Complete the regional bicycle network**	4%

A Sampling of Comments

- Incentives for employers to provide shuttles so their employees to ride transit
- Modify infrastructure to allow for electric motorcycles (increased parking, modified/ separate paths, safety regulations, recharging stations)

(Continued...)

(Continued...)

- Reduce cost of transit or offer it for free to encourage people to take transit rather than drive
- Electric vehicles are environmentally friendly and will lower emissions and save resources
- Need to develop alternative transportation modes for densely populated areas like San Francisco
- Safe Routes to Schools is important since walking can be very dangerous in San Francisco

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 on the list.

Rank	Priority	%
1	**Better on-time performance**	23.8%
2	**Fixed-price monthly pass valid on all systems**	20.6%
3	**More frequent and faster transit service**	19.2%
4	**Better-timed connections**	10.6%
5	**Other**	5.9%
6	**More real-time information**	5.7%
6	**Standard fare policies across the region**	5.7%
7	**Cleaner/new vehicles and cleaner stations**	5%
8	**More customer amenities, like WiFi**	3.6%

A Sampling of Comments

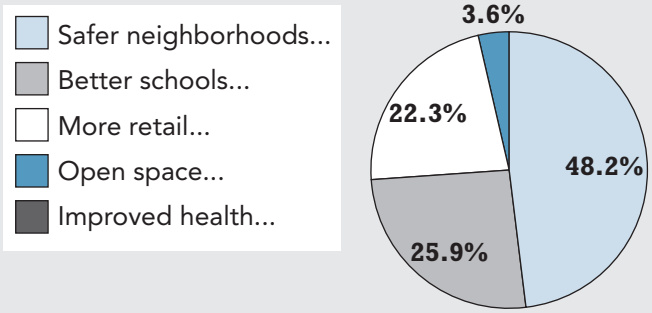
- Reduce fares so more people can afford public transportation – free public transit would encourage ridership and decrease greenhouse gas emissions
- Eliminate graffiti on MUNI
- More frequent transit service would encourage people to ride transit
- Safety is important

Part B – Quality of Complete Communities

Participants were given five benefits of complete communities and asked to select their top two priorities.

Rank	Priority	%
1	**Safer neighborhoods from lighting, infrastructure improvements and more eyes on the streets**	48.2%
2	**Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities**	25.9%
3	**More retail and access to food due to the larger population and pedestrian support for retail**	22.3%
4	**Increased open space and parks through planning and development impact fees**	3.6%
5	**Improved health through better infrastructure for walking and biking**	0%

Complete Communities



A Sampling of Comments

- Safety is important and needs to be improved in certain neighborhoods (Bayview)
- Build more low-income housing in city centers
- Consider a home "exchange" program so people can exchange homes when they need to work in certain areas of the city
- Build more affordable housing further away from downtown and increase public transit to those areas

(Continued...)

(Continued)

- San Francisco housing (especially senior and low-income housing) is too small and cramped
- Need to investigate widespread abuse of Section 8 – an evaluation of the system is needed, as well as enforcement
- In a "complete community," there would be affordable housing that is safe, clean, a good size, and homes for families and seniors; jobs would be just down the street; and there would be good transit

Part C – The San Francisco Bay Area 2040

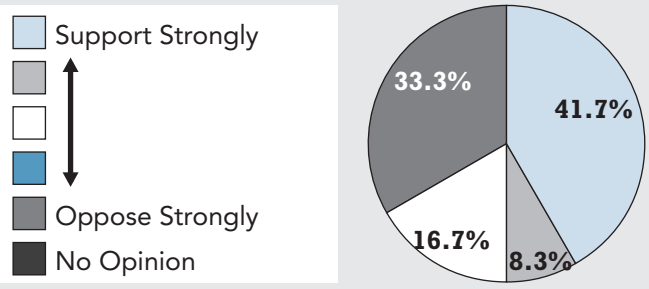
Discussion and Questions

Participants were asked to indicate their level of support for three options for accommodating projected growth.

Option A: Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.

Support Strongly	**41.7%**
	8.3%
	16.7%
	0%
Oppose Strongly	**33.3%**
No Opinion	**0%**

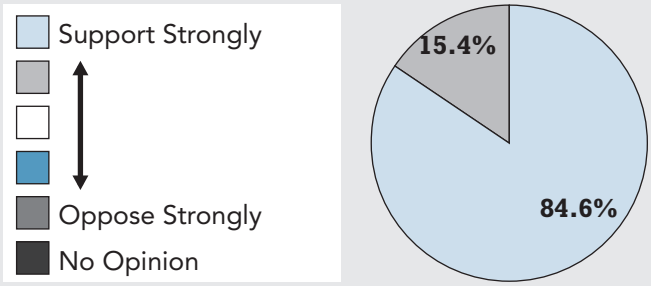
Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.



Option B: Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.

Support Strongly	**84.6%**
	15.4%
	0%
	0%
Oppose Strongly	**0%**
No Opinion	**0%**

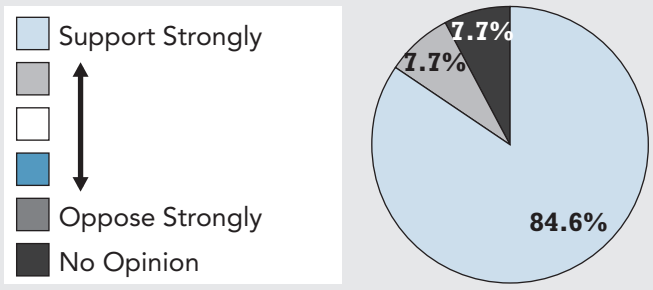
Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.



Option C: Build more affordable housing in existing communities that already have a strong job base.

Support Strongly	**84.6%**
	7.7%
	0%
	0%
Oppose Strongly	**0%**
No Opinion	**7.7%**

Build more affordable housing in existing communities that already have a strong job base.



If participants opposed the three growth patterns listed above, they were invited to suggest a fourth alternative for accommodating growth.

A Sampling of Comments

- Future growth in San Francisco will create overcrowding
- More resources should be allocated to building affordable housing near public transit that will benefit low-income and middle-income residents
- One consideration is the noise created from building residential housing near public transit – it will affect quality of life and create potential safety hazards
- Most people want to have secure jobs and stable, affordable housing
- Need more parking near where people live in San Francisco
- Consider Japan's transit system as a model

APPENDIX H: WHAT WE HEARD

PUBLIC WORKSHOPS AND COMMUNITY OUTREACH BY COUNTY

San Mateo County

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

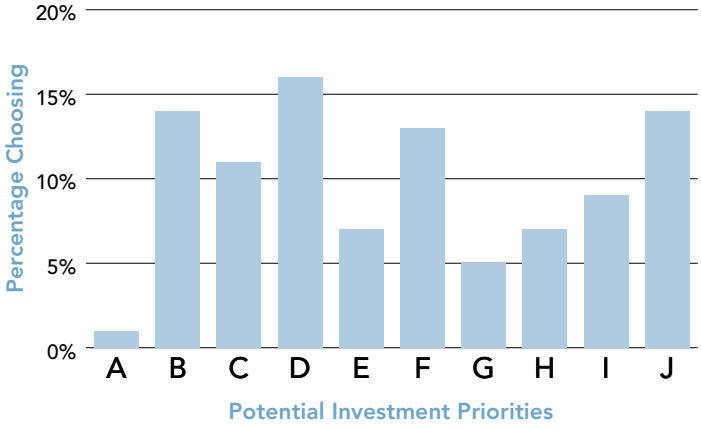
Transportation Investment Priorities

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 to 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 carpoolers and bus riders

Other/Written Comments
(sampling of comments)

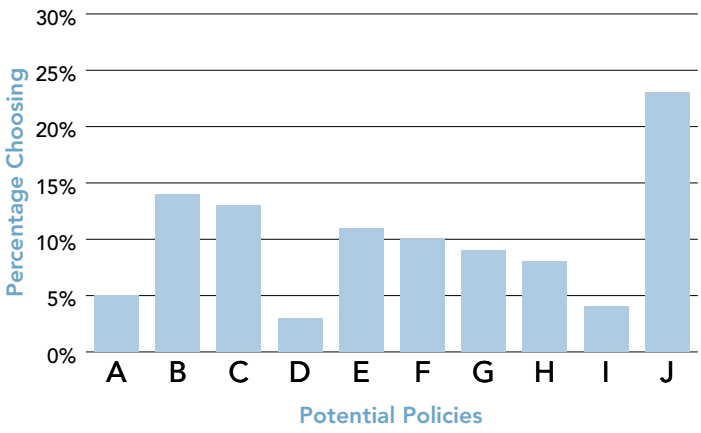
- Encourage high speed – non-stop demand transportation systems, like ULTRA (Heathrow) and Skytran of Nasa Ames. Market based business models should be introduced.
- There is virtually no benefit or return to building bicycle facilities.
- Increase gas tax to fund transit.
- Remove HOV lanes. Taxpayers 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 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



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

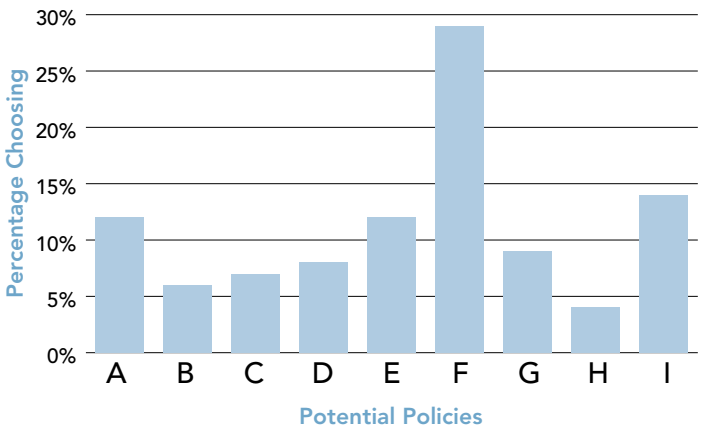
(sampling of comments)

- 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.

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 communties. 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.

Open Comment Station

An open comment station was available for participants to raise any issue important to them. A sample of comments heard is listed here:

- **Disagrees with population growth numbers.**
- **Questions the validity of climate change.**
- **Concern about availability and use of public funds.**
- **Eminent domain is unfair and unconstitutional.**
- **Likes more traditional modes of transportation – roads, cars.**
- **Supports private sector and local government vs. regional government.**
- **More information needed to make good choices.**
- **"One size fits all" does not work.**
- **The Plan should provide options for all groups in the region.**

Plan Bay Area

January 2012 Public Workshops

Open Comment Station -- Oral Comments

	County	Comments
1	San Mateo	What policies prevent development on sensitive lands with transportation funding?
2	San Mateo	What is social equity?
3	San Mateo	Whose backyard will be affected?
4	San Mateo	Eminent domain equals local decision deniability for regional government.
5	San Mateo	Who is doing the plan?
6	San Mateo	Where does funding come from? Funding is a motivator.
7	San Mateo	Concern that regional government is overtaking local control.
8	San Mateo	Population growth: where would it come from?
9	San Mateo	What is an equity analysis?
10	San Mateo	Social equity vs. equality; benefits should be equal for all people - this is manipulation.
11	San Mateo	Concerned with the impact of property rezoning - land use at local level relies on targets.
12	San Mateo	This is manipulation by regulation.
13	San Mateo	We need more Q&A time.
14	San Mateo	Support local control.
15	San Mateo	AB 32 hurts farmlands.
16	San Mateo	Elderly and minorities will be forced into high density housing.
17	San Mateo	There are no more redevelopment funds available.
18	San Mateo	We can't get a water permit due to regulation.
19	San Mateo	Regulation is excessive; free enterprise is better - this doesn't help homeowners.
20	San Mateo	Rising sea level - no change during CO2 increases; BCDC is focused on protecting the Bay.
21	San Mateo	Jobs are leaving California. Why add burdens? Let free market decide.
22	San Mateo	What are the sources of your growth projections?
23	San Mateo	What happens if growth doesn't occur?
24	San Mateo	Policies will use exclusionary zoning.
25	San Mateo	Zoning to stop building forces people out of the hills into high density housing.
26	San Mateo	Support a local versus regional policy.
27	San Mateo	Portland did this - it fails.
28	San Mateo	Population growth, emissions and carbon footprint: flawed basis for a plan.
29	San Mateo	Solar is not viable; our economy is poor (not growing); you cannot take property without due process.
30	San Mateo	Concern that the state will default. Cost of regulations; can't attract business; the plan contributes to problem; past regulations have done this.
31	San Mateo	Need roads and bridges - transit is an ineffective approach.
32	San Mateo	Money isn't there for the plan.
33	San Mateo	Global warming isn't real. Therefore there will be no sea level rise.
34	San Mateo	Who writes report? You need \local buy-in.
35	San Mateo	I can't have small car.
36	San Mateo	What if cities do not comply?
37	San Mateo	Government planning doesn't work as well (e.g. Germany).
38	San Mateo	This plan is Marxism - government creates poverty and USA is not competitive.
39	San Mateo	Housing segregation is a bad idea.
40	San Mateo	Housing is not affordable.

41	San Mateo	Government is not responsible with the people's money.
42	San Mateo	Open systems need incremental solutions.
43	San Mateo	"One size fits all" doesn't work.
44	San Mateo	Cars are necessary.
45	San Mateo	Need facts on global warming; no impact based on research. Human contribution is small.
46	San Mateo	Greenhouse effect is real; human contribution is small.
47	San Mateo	China and India are creating lots of CO2. California cannot affect this.
48	San Mateo	Transit systems don't coordinate because of multiple agencies.
49	San Mateo	ABAG housing allocations: Is this process really worthwhile? What is the net benefit?
50	San Mateo	Pensions costs are a concern.
51	San Mateo	Competitiveness and debt are key issues.
52	San Mateo	Is it the government's job to decide home and work locations?
53	San Mateo	I do not like public transit. Prefer cars.
54	San Mateo	Choices are not fair in workshops. We need to protect everyone's choices.
55	San Mateo	Public transit needs to move to alternate funding method; support public-private partnerships for transportation - we need more innovative transportation options.
56	San Mateo	People need options for transportation and lifestyle.
57	San Mateo	Population growth should be based on the expected employment growth.
58	San Mateo	Disagree with population growth premise - especially in a recession.
59	San Mateo	Need more information to make good choices.
60	San Mateo	Don't want eminent domain - think it's unfair and unconstitutional.
61	San Mateo	Where is population growth coming from?
62	San Mateo	Supportive of high-speed rail and Light rail.
63	San Mateo	I support free enterprise and individual initiative.
64	San Mateo	We need east-west connections in San Mateo (buses).
65	San Mateo	What will we do if state goes bankrupt?
66	San Mateo	How will you reconcile all comments and feedback from all sessions?
67	San Mateo	Where do baseline assumptions in this plan come from?
68	San Mateo	What is the timeframe for comments?
69	San Mateo	I support private sector and local government vs. regional government.
70	San Mateo	Light rail and transportation = eminent domain.
71	San Mateo	Define social equity and the relationship to transportation.
72	San Mateo	Land use is local government authority.
73	San Mateo	Plan should provide options for all groups in the region.

	Plan Bay Area	
	January 2012 Public Workshops	
	Participant Comments from Comment Booklets, as submitted at the workshops	
	Station A: Transportation Trade-Offs	
	A number of potential transportation investments will be considered as part of Plan Bay Area. Not all of these items will be	
	funded due to limited resources. At the workshop, participants who visited this station used tokens to "vote" on transportation	
	trade-offs in three areas, or to provide their own idea:	
		■ Transportation Investment Priorities
		■ Policies to Reduce Driving and Emissions
		■ Policies Regarding Public Transit
	See the PDF titled "Comments on Transportation Trade-Offs " for how participants ranked the transportation investment	
	categories in those three areas, and what "Other" ideas they offered.	
	Below are comments provided in the Comment Booklets related to these topics.	
	Transportation Investment Priorities	
	Participants commented on investment categories important to them.	
	County	**Comment**
1	SMateo	Improve roads and signage for lower gas usage.
2	SMateo	Regarding expanding bicycle & pedestrian routes -- this needs a focus on safe routes for all
3	SMateo	Make sure Caltrain can keep running andincrease its reliability.
4	SMateo	Increase gas tax to fund transit.
5	SMateo	Build a high-speed personal rapid transit demonstration system.
6	SMateo	Provide subsidies for low-income families for public transit.
7	SMateo	Dedicated funding for Caltrain trunkline for electrification -- Peninsula.
8	SMateo	Extend commuter rail lines and maintain funding for existing routes.
	Policies to Reduce Driving and Emissions	
	Participants commented on a variety of strategies being considered to encourage the reduction of driving and	
	associated vehicle emissions.	
	County	**Comment**
9	SMateo	Affordable housing for working families so they can live in SM County and work here; so many have to commute in such long distances.
10	SMateo	Use nuclear energy to make hydrogen for fuel to power cars. Build more roads.

11	SMateo	Develop a system to change drivers for driving during peak hours.
12	SMateo	Encourage employment cetners with transit.
13	SMateo	Increase public transportation options.
14	SMateo	Remove lane from each direction.
15	SMateo	Increase public transit.
16	SMateo	Build a high-speed personal rapid transit demonstration system, like Sky Train.
17	SMateo	Increase gas tax.
18	SMateo	Fuel tax surcharges
	Policies Regarding Public Transit	
	Participants considered and commented on a variety of strategies being considered to improve the customer experience on	
	public transit and to operate our existing public transit system more efficiently.	
	County	**Comment**
19	SMateo	Contract with private companies to provide bus service and eliminate union employees.
20	SMateo	Money to support Caltrain.
21	SMateo	East-West connections on transit.

	Plan Bay Area		
	January 2012 Public Workshops		
	Participant Comments from Comment Booklets, as submitted at the workshops		
	Station B: Quality of 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) and transportation investments need to be carefully designed to maximize benefits for residents. Of the following benefits select your top two priorities:		
	County	**Count**	**Potential Benefit**
	S Mateo	**5**	Safer neighborhoods from lighting, infrastructure improvements and more eyes on the street.
	S Mateo	**10**	Improved health through better infrastructure for walking and biking.
	S Mateo	**8**	More retail and access to food due to larger population and pedestrian support for retail.
	S Mateo	**6**	Increased open space and parks through planning and development impact fees.
	S Mateo	**9**	Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities.
			Indicate here if you disagree or have other suggestions.
1	S Mateo		Build new balanced communities and help people maximize their incomes.
2	S Mateo		Funding prioritized for those cities that have provided most affordable housing in past for working families and anti-displacement policies as a requirement for grant eligibility. Better than part of a menu of options, and projects funded by grants should be vetted by inclusive process at community/neighborhood level with focus on equity and analysis of transit accessibility.
3	S Mateo		Control spending. Balance budget.
4	S Mateo		Other suggestion: Affordable homes are important to having a complete community with a diversity of households.
5	S Mateo		Affordable housing for working families with access to reliable/affordable transportation options.
6	S Mateo		Save the money you want to spend to reduce taxes and attract businesses.
7	S Mateo		Centralized planning of the nature of the Bay Area Plan is doomed to failure.
8	S Mateo		The built environment affects our health. People should live/work in places that will encourage them to be active.
9	S Mateo		Increased transportation along El Camino
10	S Mateo		Complete community is nice in concept, but not realistic for the entire county.
	Are jobs and housing converging in the right places in your county? Can this convergence support greater access to jobs and housing, particularly for low-income and moderate-income populations?		
11	SMateo		No, because in large part we have chased all the manufacturing jobs out of the area.

12	SMateo	*Jobs and housing are not in the right places, too many people can not afford to live in SM County and must commute long distances to get to their jobs*
13	SMateo	Yes, make sure to put jobs and homes near transit. Will still be difficult for low- and moderate-income folks unless we implement policies to build affordable housing.
14	SMateo	*There are significant areas of potential development in San Mateo County that are not along El Camino Real. These neighborhoods (Shoreview, Baywood, Coastside, etc.) also need affordable housing, employment and transportation options.*
15	SMateo	Along El Camino + Caltrain -- medium scale density.
16	SMateo	*Somewhat. There needs to be more mixed-income housing and TODs.*
17	SMateo	In Redwood City, yes! General Plan is putting housing in right place, not on open space baylands.
18	SMateo	*Yes, they're in the right places, but really need to time the transportation improvement to meet the mobility needs spurred by increased density.*
19	SMateo	No. Yes. Better transportation, particularly in places like East Palo Alto, East Menlo, San Mateo, etc. Most of the major roads run through by the lower income areas.
20	SMateo	*There needs to be more of an effort to put employers by mass transit and/or vice-versa.*
21	SMateo	I don't know.
22	SMateo	*In general, yes, or close to. However, housing is not affordable so it ends up not serving the whole community.*
23	SMateo	Yes, support El Camino PDA growth. Jurisdictions along El Camino can take on more development for the county, e.g., Belmont which is not now identified as a PDA or growth opty area.
24	SMateo	*Yes and yes. Better schools.*
25	SMateo	Yes, along the Grand Boulevard.

	Plan Bay Area		
	January 2012 Public Workshops		
	Participant Comments from Comment Booklets, as submitted at the workshops		
	Station C: The San Francisco Bay Area -- 2040		
	How should the region accommodate projected growth? (Indicate your level of support for each potential option.)		
	A. Allow new housing, offices and shops to be built in the centers of cities and town near public transit.	B. Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.	C. Build more affordable housing in existing communities that already have a strong job base.
	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion
	San Mateo County -- Count		
	1) nineteen	1) nineteen	1) eleven
	2) two	2) three	2)
	3) one	3)	3) three
	4)	4) two	4) two
	5) five	5) four	5) four
	0)	0)	0) one
	If you opposed the three growth patterns above, offer your suggestions on how the region can accommodate projected growth.		
	San Mateo County Comments		
1	Please do not build new slums by the transit system. Build more balanced new communities. Respect private property rights. Find clean energy sources and build more roads. Use nuclear energy to make hydrogen for fuel to power cars. Build more roads.		
2	*Not clear if the three [growth patterns options] are mutually exclusive.*		

3	Opposed C because need to think regional job shed.		
4	*Local communities and the free market will accommodate growth.*		
5	In Pacifica redo the 6 shopping centers to be suburban centers. Redo/upgrade the buildings, add 2-5 stories of housing; more people will bring transit, improved health and less pollution.		
6	*We need more density where services and transportation exist.*		
7	In "C" housing + jobs need to be built around transit. "B" seems to be skewed by incomes. All levels of housing need to be built by transit.		

	Plan Bay Area		
	January 2012 Public Workshops		
	Participant Comments from Comment Booklets, as submitted at the workshops		
	Do you support development of Plan Bay Area?		
	Plan Bay Area is along-term strategy for the nine-county San Francisco Bay Area that is currently being developed. The idea is to accommodate the region's housing and transportation needs for the next 30 years and reduce the region's auto dependence. Plan Bay Area is focused on: improving the local economy, reducing driving and greenhouse gases, and providing access to housing and transportation for everyone who needs it.		
	1. In general, do you support the establishment of this type of a regional plan?		**3. Changes will be needed in my community and in my lifestyle to improve the quality of life in the Bay Area in the future.**
	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion		1. Agree Strongly 2 3 4 5. Disagree Strongly 0. No Opinion
	San Mateo County		
	1) eight		1) nine
	2) four		2) two
	3) two		3) one
	4)		4) one
	5) five		5) four
	0)		0)
	2. Why it that?		
1	No Opinion: The plan is not yet clearly designed. What specifically is Bay Area Plan? Fully build out all PDAs?		
2	*Oppose Strongly: Because the government doesn't best. I have been to Eastern Europe and Russia and have seen the results of top down government planning with my own eyes.*		

3	Support Strongly: Need to reduce greenhouse gases for more healthy lifestyles.		
4	Support: The general idea is great but there needs to be more conversations about affordability.		
5	*Support: I can see the opposition will (not legible) of the way so am not looking forward to the (not legible).*		
6	Support: Working together despite our differences is how we will sink or swim.		
7	*Cautiously support: still have concerns that local jurisdictions will continue to build on farmland or approve bayfill developments. MTC will not provide transportation dollars for new transit to serve this sprawl. Where is the policy that says that won't happen? Please post the language on your website.*		
8	Oppose Strongly: Regional transportation planning is a reasonable objective. Including social equity, low income housing, etc., is not appropriate in a transportation plan. I would like to see market based solutions to transportation issues such as charging drivers for driving during peak hours.		
9	*Oppose Strongly: I have no trust in the government to efficiently and constitutionally spend my tax dollars and shape my lifestyle. This plan reeks with an agenda reflective of the current government's sensibilities.*		
10	Support Strongly: Public transportation systems only serve 7% of daily users. Need regional unified network that does not require tax subsidies. Skytran based at Nasa Ames can do this.		
11	*Support the idea but don't trust the process.*		
12	Support Strongly: I think it's important to look at this from a regional perspective. I'm an example of someone who lives and works in different counties and would like to see a plan that makes the whole bay area work together better from a transportation perspective.		
13	*Oppose Strongly: It seems communistic. Our local city council made choices secretly without advertising so that citizens could attend and express opinions. No input was made from real citizens. It was railroaded.*		

Plan Bay Area

January 2012 Public Workshops

Participant Comments from Comment Booklets, as submitted at the workshops

Other Comments

Participants were asked to provide any other comments related to Plan Bay Area:

	County	Comment
1	S Mateo	Why should we be forced to change our lifestyle because of a) false science -- global warming -- wake up, it's a lie. Explain the medieval warming periods without cars or the industrial revolution and b) to make room for millions of illegal uneducated immigrants.
2	S Mateo	*I'd love to have my town make the changes necessary.*
3	S Mateo	See previous pages and leave the "quarry" alone. Improve transit in and out of Pacifica to BART -- D.C., Colma and Millbrae for Caltrain as well as replace Bus Express into downtown SF.
4	S Mateo	*Claim was that website for comments that influenced plan/local communities had 5,000 - 7,000 hits -- that number is miniscule and should have no influencing factor.*
5	S Mateo	Need to encourage biking and walking by elevating transit and raising prices on parking.
6	S Mateo	*The process was high jacked by the Tea Party. This was an unpleasant meeting.*
7	S Mateo	In general, I agree strongly. But I am a daily transit rider and so not sure how much my lifestyle will need to change to support this future.
8	S Mateo	*Not government controlled changes. Evolution of changes as the need occurs.*

Plan Bay Area
January 2012 Public Workshops

Transportation Trade-Offs, Oral and Written Comments, submitted at the workshops

Station A: Transportation Trade-Offs

A number of potential transportation investments will be considered as part of Plan Bay Area. Not all of these items will be funded due to limited resources. At the workshop, participants who visited this station used tokens to "vote" on transportation trade-offs, or to provide their own ideas, in three areas:

- Transportation Investment Priorities
- Policies to Reduce Driving and Emissions
- Policies Regarding Public Transit

Below is the count that shows how participants ranked these potential transportation investment categories in these three areas, followed by the ideas/comments submitted via cards by participants using the "Other" option.
See the PDF titled "Workshop Written Comments" for additional comments submitted by participants for Transportation Trade-Offs.

TOKEN COUNT: SAN MATEO COUNTY

Transportation Investment Priorities	#	%
Increase the number of freeway lanes for carpoolers and bus riders	3	1%
Expand bicycle and pedestrian routes	36	14%
Extend commuter rail lines, such as BART and Caltrain	29	11%
Maintain highways and local roads, including fixing potholes	42	16%
Provide more frequent bus service	19	7%
Provide financial incentives to cities to build more multi-unit housing near public transit	34	13%
Fund traffic congestion relief projects, such as adding turn lanes on roads, or reconfiguring interchanges and on-ramps on highways	13	5%
Increase public transit service for low income residents who do not have access to a car.	19	7%
Invest in improving speed and reliability in major bus or light-rail corridors.	24	9%
Other:	37	14%

Comments on "Other" Cards -- Transportation Investment Priorities

	County	Comment
1	San Mateo	Eliminate HOV Lanes (x2).
2	San Mateo	Drill for oil so gas is cheap to help the working class.
3	San Mateo	Let the public use catch up with public transportation before expanding it.

4	San Mateo	There is virtually no benefit or return to building bicycle facilities.
5	San Mateo	Stop using tax dollars to influence very few people to use subsidized transit services.
6	San Mateo	Government is not the answer.
7	San Mateo	Extend traffic turn lanes and lights for smoother traffic flow.
8	San Mateo	Remove HOV lanes. Tax payers 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.
9	San Mateo	Abolish carpool lanes.
10	San Mateo	Build more major roads.
11	San Mateo	Build more freeways.
12	San Mateo	Direct funding to maintain Cal Train existing routes.
13	San Mateo	Strategies to support (subsidize) use of public transit by students, low income community members, seniors.
14	San Mateo	Secure dedicated funding for Cal Train, trunkline for Peninsula.
15	San Mateo	Make sure Cal Train has money to keep running! (and maybe even increase frequency).
16	San Mateo	Funding should be based on usage. Don't use car taxes for bikes and buses and trains.
17	San Mateo	Build more freeways and increase the number of single passenger car lanes on existing ones.
18	San Mateo	Increase gas tax to fund transit.
19	San Mateo	Encourage high speed – non- stop on demand transportation systems, like ULTRA (Heathrow) and Skytran of NASA Ames. Market based business models should be introduced.

Transportation Trade-Offs *(continued)*

Policies to Reduce Driving & Greenhouse Gas Emissions

A variety of strategies are being considered to encourage the reduction of driving and associated vehicle emissions.
At the workshop, participants who visited this station used tokens to "vote" on a list of potential policies to reduce auto emissions, or provided their own ideas.

TOKEN COUNT: SAN MATEO COUNTY

Policies to Reduce Driving & Greenhouse Gas Emissions	#	%
Encourage 'Smart Driving'	12	5%
Complete the Regional Bicycle Network	35	14%
Expand the Safe Routes to Schools/ Pedestrian Network	33	13%
Increase Vanpool Incentives	7	3%
Expand Electric Vehicle Strategies	28	11%
Develop Commuter Benefit Ordinances	25	10%
Increase Telecommuting	21	9%
Institute Parking Surcharges	20	8%
Freeway speeds at 55 mph	9	4%
Other:	56	23%

Comments from "Other" Cards -- Policies to Reduce Driving & Greenhouse Gas Emissions

	County	Comment
1	San Mateo	Make what we have now run better first. People won't consider mass transit until then.
2	San Mateo	Make what we have now run better first. People won't take mass transit until what is there now works flawlessly. It shouldn't take 2.5 - 3 hours to get to work via buses, etc.
3	San Mateo	People must have cars. Nothing in this plan should reduce their use. Green house gases are not real problems. It should not be the determinant.
4	San Mateo	Not everyone can telecommute.
5	San Mateo	Stop using carrot/stick strategies.
6	San Mateo	Let the market decide.
7	San Mateo	Let the market decide what benefits to offer.
8	San Mateo	Cities should decide parking strategies that work for them rather than being strong armed by the region.
9	San Mateo	Add additional road lanes without restrictions on HOV/EV/carpool/ etc.
10	San Mateo	Make commute times have more lines & lanes.

11	San Mateo	More free parking.
12	San Mateo	Abolish carpool lanes.
13	San Mateo	Build more major roads.
14	San Mateo	Build more freeways.
15	San Mateo	Make rapid transit pay for itself.
16	San Mateo	Synchronized traffic signals and systems.
17	San Mateo	Encourage employment opportunities with transit services.
18	San Mateo	Development disincentives for driving e.g., reduced parking requirements on office parks.
19	San Mateo	Use elevated transit and encourage biking/walking and improve safety for school students.
20	San Mateo	Build more roads and bridges.
21	San Mateo	Remove 1 lane of highway in each direction and replace with rail line.
22	San Mateo	Increase public transit (2 tokens).
23	San Mateo	Increase speed limits like Texas did.
24	San Mateo	Gas tax for transit to reduce driving (2 tokens).

Transportation Trade-Offs *(continued)*

Policies Regarding Public Transit

A variety of strategies are being considered to improve the customer experience on public transit and to operate our existing public transit system more efficiently. At the workshop, participants who visited this station used tokens to identify four policies important to them to improve public transit. Participants also were able to provide their own ideas under the "Other" category.

TOKEN COUNT: SAN MATEO COUNTY

Policies Regarding Public Transit	#	%
Better-timed connections	23	12%
More real-time information	12	6%
Cleaner/new vehicles and cleaner stations	13	7%
Standard fare policies across the region	16	8%
Fixed-price monthly pass valid on all trains, buses and ferries	24	12%
More frequent and faster transit service	57	29%
Better on-time performance	17	9%
More customer amenities such as WiFi on buses and trains	8	4%
Other	28	14%

Comments from "Other" Cards -- Policies Regarding Public Transit

	County	Comment
1	San Mateo	Need to prove that current systems can be operated profitably and efficiently without continually robbing the customer's wallet without adding more transit. Also, how do we know the population predicted will happen given the economy today. Projects in the Bay Area are notorious for costly overruns. What happens when money runs out when the project is not done.
2	San Mateo	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.
3	San Mateo	Make car transit easy.
4	San Mateo	Lots of free parking at shopping centers.
5	San Mateo	No high density housing villages.
6	San Mateo	Leave neighborhoods alone.
7	San Mateo	Repair highways and freeways to improve gas mileage.
8	San Mateo	Improve freeway signage to make it quicker to get to destination.
9	San Mateo	Raise fares so that public transportation pays for itself.

10	San Mateo	You can not legislate public transportation success!! It is a black hole for tax dollars.
11	San Mateo	There is not a public transportation system in California that sustains itself. Solve that problem first.
12	San Mateo	Why would you increase public transportation frequency, capacity , etc. if it is economically unsustainable.
13	San Mateo	Public private partnership of transit. Reduce tax subsidies and use innovative transit systems like Skytran.
14	San Mateo	Public transportation should be paid for by users.
15	San Mateo	Rapid transit bus systems (Real).

	Transportation Trade-Offs, Oral Comments	
	County	**Comments**
16	San Mateo	Concern for Bay Bridge not surviving next earthquake; no talking about building a new Bay Bridge.
17	San Mateo	Regarding transit: it's important to focus on alternatives to cars; didn't agree on fixing potholes.
18	San Mateo	Took a balanced approach to question; for workers it's important to have good commute options.
19	San Mateo	Drives the freeway everyday but would prefer to take public transit (e.g. Caltrain), but the service is infrequent and inconvenient; need more frequent service.
20	San Mateo	More investment around mass transit; more bike and pedestrian infrastructure.
21	San Mateo	Bike improvements are not being made in a safe way; need to focus on safety for bicyclists.
22	San Mateo	Raise fuel taxes then use those for public transit.
23	San Mateo	Improve the bicycle network, but we also need to teach drivers to share the road. Create more policies to keep bicyclists safe.
24	San Mateo	Expansion of safe routes to school has safety consequences. Could reduce congestion if parents didn’t have to drive children to school.
25	San Mateo	Increase public transit in Pacifica; the school bus is Samtrans.
26	San Mateo	Increase public transit on the coast
27	San Mateo	Using public transit is great, but need east-west connectivity. Use jitneys, etc. to get people to transit.
28	San Mateo	Standard fares and fixed prices would make public transit user-friendly.
29	San Mateo	This activity is grandiose theater.
30	San Mateo	We have to figure out what we have before we can vote.
31	San Mateo	Does not support carpool lanes.
32	San Mateo	Keep Caltrain running and include funds for Caltrain.
33	San Mateo	How will we know we will be able to support transit?
34	San Mateo	What are the population numbers needed to support a transit system?
35	San Mateo	Keep Caltrain running.
36	San Mateo	More frequent bus service.
37	San Mateo	More pedestrian routes.
38	San Mateo	Concern that roads are left in disrepair and people will be forced out of their cars.
39	San Mateo	Needs to travel via car to work; plan forces people out of cars.

40	San Mateo	Some people can't get out of their cars.
41	San Mateo	Concern that there is enough parking near shopping yet people circle the parking lot, wasting gas and emitting smog.
42	San Mateo	Let people with cars use their cars.
43	San Mateo	We need more places to park.
44	San Mateo	Cars emit less pollutants than before. There have been many improvements to gas efficiency. Suggests a comparative analysis with modern technology versus older cars.
45	San Mateo	What is the impact of GHG on the environment?
46	San Mateo	Ultimately we need to move to electric vehicles. That is how we can remedy the GHG issue.
47	San Mateo	Supports transit systems, especially the Dumbarton commuter rail.
48	San Mateo	Extend commuter rail lines.
49	San Mateo	Think about transportation in both ways: using transit and using the car.
50	San Mateo	Electrify Caltrain and increase dedicated funding for Caltrain.
51	San Mateo	Remove high-occupancy vehicle (HOV) lanes.
52	San Mateo	There is no public transit system that is financially sustainable.
53	San Mateo	We need a more sustainable transit system for people to use it.
54	San Mateo	Expand safe routes to school. This will help the obesity crisis among youth and reduce GHG emissions.

Plan Bay Area

January 2012 Public Workshops

Oral Comments: Land Use and Complete Communities

	County	Comments
1	San Mateo	Clarify and define terms like PDA, region, and how they apply to San Mateo County.
2	San Mateo	Discuss place types. What do you mean by rural? Would have liked to see examples and how they apply to San Mateo County.
3	San Mateo	Provide info on what percent of housing are condos, section 8 housing, etc., in San Mateo County and in the region.
4	San Mateo	How do we address affordability? What about other services needed in the community?
5	San Mateo	Does this plan supersede the plans made by local governments or coerce them to change their plans?
6	San Mateo	Likes the complete community that provides options/places to live throughout San Mateo County. Wants to see more options.
7	San Mateo	Define sustainability -- what does it mean?
8	San Mateo	How do we know data and growth population numbers are accurate? Believes many people are leaving rather than coming here.
9	San Mateo	Wants clarification on maps and pie charts for the PDAs that were on the PowerPoint slide. Wanted specifics, not visuals.
10	San Mateo	How are private homes affected?
11	San Mateo	Define urban growth boundary. How does that affect San Mateo County cities?
12	San Mateo	Saw colors of "Hillsborough-Woodside" on the PowerPoint map slide. Will they get growth or dense housing? Wants more discussion and specific information.
13	San Mateo	Wants more detailed maps of communities; the map used was too general and did not give any sense of community or what development could look like.
14	San Mateo	List schools as improvements to communities. This is an important issue for families moving in. Density will negatively affect the quality of schools.
15	San Mateo	Sees plan as movement toward Russia's lifestyle and density but notes that they're currently moving toward our more open housing away from the density.
16	San Mateo	How are residents involved/engaged in planning communities? How does Agenda 21 affect local decisions?
17	San Mateo	If you want to deal with land use issues, get rid of rent control.
19	San Mateo	Believes that low income housing destroys neighborhoods.
20	San Mateo	Concerned about quality of life along coast cities. What will costs be on the coasts from this plan and its focus on PDAs? Will coast cities lose bus service diverted to the other PDA areas? There would be 41,000 residents affected.
21	San Mateo	Pay attention to the county's coast area. Need better infrastructure, good schools and good transit. Worried about being disenfranchised. Want smart growth -- need to address transportation here.
22	San Mateo	Clarify the slide about Grand Blvd. The colors show 'city center' and 'mixed use.'
23	San Mateo	What about towns not along El Camino Real Blvd? What will work in Pacifica?
24	San Mateo	From a labor perspective: Ensure there is workforce housing and affordable options. Focus on economic development. Commuting long distances is a problem.

25	San Mateo	Smart growth and dense development will work if the transit options are there. Walkable communities can make the difference.
26	San Mateo	Building: We have to be sensitive to neighboring communities and lots. Rental housing issues. What about the Palmer Decision?
27	San Mateo	Wants to see cities as approved. Allocate funds for public work programs.
28	San Mateo	Understands concept of complete communities, but we haven't equally developed complete communities throughout the county. How will housing and neighborhoods be improved beyond a piece meal approach?
29	San Mateo	Concern for gentrification and method of concentrating resources. Sees these plans as pricing out workers who are below median income and making it difficult for them to thrive. This plan affects income groups differently
30	San Mateo	Schools are a concern. Good schools/high performance schools attract homeowners. Where schools are located on the housing map and the cost of housing makes a difference. How do we address this dynamic with low-income housing and low-performance schools?
31	San Mateo	Does not think agencies have the competence to take on this land use-transportation planning task.
32	San Mateo	About redevelopment funding -- how does losing redevelopment agencies and funding affect Plan Bay Area? Where do we go from here?
33	San Mateo	Gave example of Arlington, VA. Since 1960 they have developed transit corridors with high density; this made communities more economically viable, put billions of dollars in coffers. See a video online documenting what they have accomplished at Arlington VA web sites.

San Mateo County – Community-Based Focus Group

Host Community-Based Organizations: Housing Leadership Council and Peninsula Conflict Resolution Center

Date: January 7, 2012

Attendance: 19

(Note: Not all who attended participated in all voting segments.)

Part A – Transportation Tradeoffs

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	**Provide more frequent bus service**	13.5%
2	**Maintain highways and local roads, including fixing potholes**	12.4%
3	**Extend commuter rail lines, such as BART and Caltrain**	12.1%
4	**Provide financial incentives to cities to build more multi-unit housing near public transit**	11.5%
5	**Expand bicycle and pedestrian routes**	10.6%
6	**Increase public transit service for low-income residents who do not have access to a car**	10.3%
7	**Invest in improving speed and reliability in major bus or light-rail corridors**	10.1%
8	**Fund traffic congestion relief projects**	8.9%
9	**Increase number of freeway lanes for carpools and buses**	7.5%
10	**Other**	3.1%

A Sampling of Comments

- Need more frequent bus service
- Need improved routes and connections
- Transit is too expensive, especially for youth and seniors
- Cities should build more housing near public transit, particularly low-income housing
- Transit should serve the needs of low-income residents, youth and seniors first

Policies to Reduce Driving and Emissions

Participants were given ten options for policies to reduce driving and greenhouse gas emissions and asked to select their top five priorities. One option was "other" to allow participants to write priorities not already on the list.

Rank	Priority	%
1	**Expand the Safe Routes to Schools/ pedestrian network**	16.1%
2	**Encourage "smart" driving**	15%
3	**Increase vanpool incentives**	13%
4	**Expand electric vehicle strategies**	12.1%
5	**Develop commuter benefit ordinances**	11.6%
6	**Complete the regional bicycle network**	9.7%
7	**Change freeway speed limit to 55 mph**	6.7%
8	**Institute parking surcharge**	6.5%
9	**Increase telecommuting**	6.1%
10	**Other**	3.2%

A Sampling of Comments

- Safe Routes to Schools is a top choice since safety is a big issue in the community
- Offer employer incentives to reduce driving

Policies Regarding Public Transit

Participants were asked whether they support or do not support finding ways to improve the customer's experience on public transit and to operate the existing public transit system more efficiently without cutting service. One option was "other" to allow participants to select their own answer.

Support	**63.2%**
Do Not Support	**0%**
Other	**36.8%**

Note: This question was revised and expanded for subsequent focus groups.

A Sampling of Comments

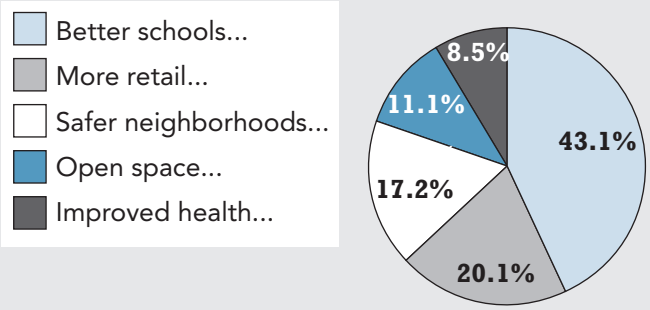
- More shuttle services and connector routes to major transit services such as BART and Caltrain
- Merging the various Bay Area transit systems would create greater efficiency
- More frequent bus service with safer, more comfortable, cleaner buses with Internet access
- Fares should be reduced, but not at the expense of bus drivers' salaries
- Transit should be geared towards low-income residents, seniors and youth, not just commuters

Part B – Quality of Complete Communities

Participants were given five benefits of complete communities and asked to select their top two priorities.

Rank	Priority	%
1	**Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities**	43.1%
2	**More retail and access to food due to the larger population and pedestrian support for retail**	20.1%
3	**Safer neighborhoods from lighting, infrastructure improvements and more eyes on the streets**	17.2%
4	**Increased open space and parks through planning and development impact fees**	11.1%
5	**Improved health through better infrastructure for walking and biking**	8.5%

Complete Communities



A Sampling of Comments

- Jobs and housing are not converging in the right places in San Mateo County
- While there are some job opportunities, they are not for low-income people
- Need to create lower-income housing and job opportunities for those who currently live here

(Continued...)

A Sampling of Comments (Continued...)

- Housing should be geared towards low-income, families and those without a college degree
- The question about convergence is confusing and does not adequately address concerns of potential gentrification from growth

Part C – The San Francisco Bay Area 2040

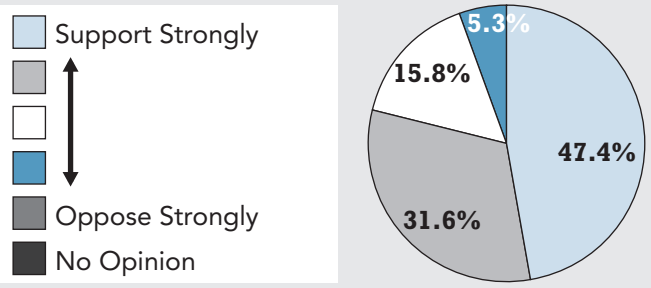
Discussion and Questions

Participants were asked to indicate their level of support for three options for accommodating projected growth.

Option A: Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.

Support Strongly	**47.4%**
	31.6%
	15.8%
	5.3%
Oppose Strongly	**0%**
No Opinion	**0%**

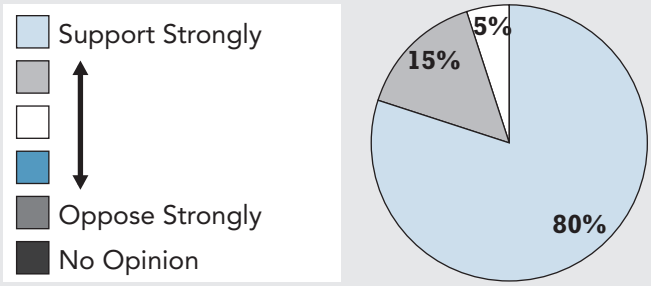
Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.



Option B: Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.

Support Strongly	**80%**
	15%
	5%
	0%
Oppose Strongly	**0%**
No Opinion	**0%**

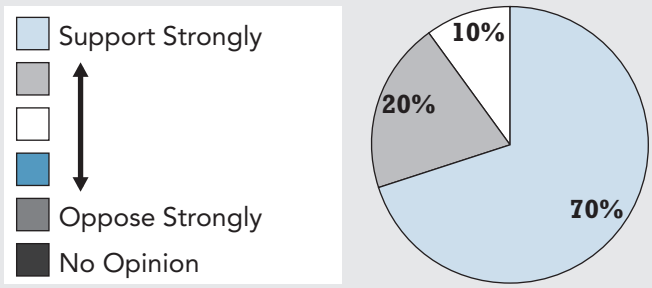
Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.



Option C: Build more affordable housing in existing communities that already have a strong job base.

Support Strongly	**70%**
	20%
	10%
	0%
Oppose Strongly	**0%**
No Opinion	**0%**

Build more affordable housing in existing communities that already have a strong job base.



If participants opposed the three growth patterns listed above, they were invited to suggest a fourth alternative for accommodating growth.

A Sampling of Comments

- Support the idea of affordable housing, but concerned about lack of specificity as to how policies would address disparities in access to quality education, residency issues and income
- The term "preserving neighborhood character" is unclear and could have negative connotations
- Access to open space is an important consideration in planning for growth

APPENDIX H: WHAT WE HEARD

PUBLIC WORKSHOPS AND COMMUNITY OUTREACH BY COUNTY

Santa Clara County

Date:
January 18, 2012

Location/Venue:
Santa Clara County Government Center
70 West Hedding, San Jose

Attendance: 124
(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

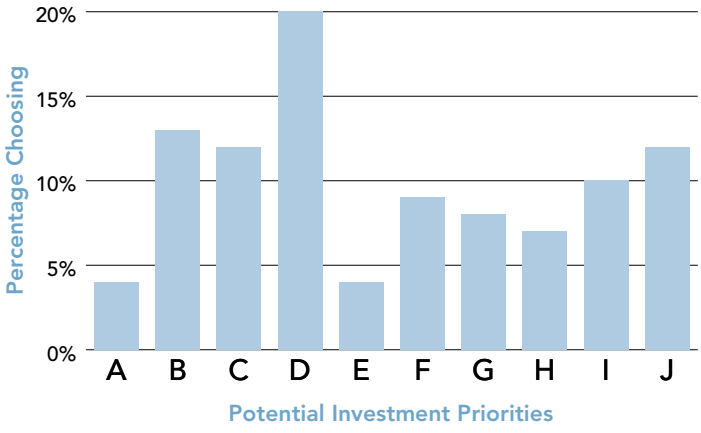
Transportation Investment Priorities

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

Other/Written Comments
(sampling of comments)

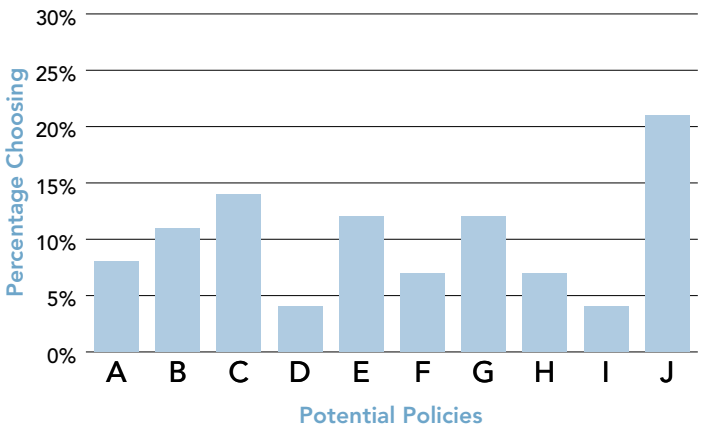
- Use common gauge tracks on all rail transit – convert BART gauge to std!!! For intermodal.
- Invest in: bike sharing infrastructure (London & Paris); electric car sharing infrastructure. Use Clipper cards for both. Go to YouTube and see how it is done.
- Get bicycles off roads.
- Encourage (financial, regulatory, etc.) the development & implementation of an electric vehicle charging network around the Bay Area.
- Add electric carpool lane.
- Add more freeway lanes.
- Develop & implement a more stable & sustainable funding mechanism for Caltrain.
- Use gas taxes for roads only. Use bridge tolls for roads only.
- Employment center with transit access – financial incentives.
- Reconsider BART from San Francisco to San Jose down/up Peninsula to replace Caltrain. I would like to see analysis comparing cost of electrification of Caltrain vs. BART extension.



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



Other/Written Comments

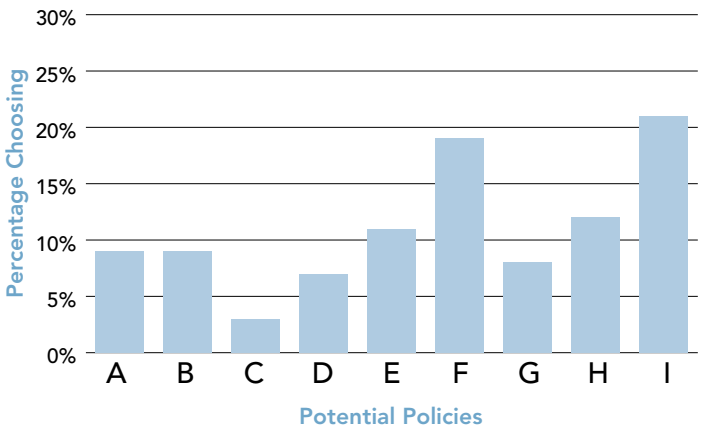
(sampling of comments)

- Coordinate & lobby for higher (state & fed) legislative support to encourage travel by alternative modes (e.g. Fed – commuter subsidy allowances, etc.)
- Encourage and promote casual carpooling.
- Invest in bike and electric car sharing infrastructure near stations and transportation hubs.
- Include electric bike & scooter strategies (e.g. subsidies).
- Congestion pricing.
- Build more freeways.
- Increase mpg that car manufacturers need to adhere to.
- Use diesel fuel.
- Abolish HOV/Commuter lanes.
- We need some kind of "benefit" to driving less – maybe tax credit.

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



Other/Written Comments

(sampling of comments)

- I do not agree with mandatory mass transit.
- More feeder systems (small vans, zip-type cars).
- Let the market dictate transportation and government provide what we want.
- Policy to raise mpg we expect car makers to adhere to.
- Increase bus & vehicle use with natural gas. For new vehicles use natural gas & for personal vehicles.
- No HOV lanes – they cause congestion.
- High performance passenger rail HSR / HSIPR transit stations.
- Public transit doesn't work in all areas (cities). Use the money to fix pot holes, pave freeways & roads. Do not close lanes on El Camino for buses and bikes.
- Better connections from transit to actual final destinations (work, shopping centers) connections could be shuttles, pedestrian trails, etc.
- No public subsidies for public transit.

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

- Job growth is critical – emphasize jobs, not just housing. Transit needs to be closer to jobs – more important than jobs near housing, housing just needs to be within "commute sheds." Promote more jobs in dense areas, centers of cities.
- Need to allow more housing types in lower density housing areas – moderate density housing with a mix of heights, moderate-income housing as well.
- Use infill opportunities, focus on urban areas so as to preserve farmland nearby and open space in hills. Need economic mechanisms to support this urban core.
- Include community gardens, creative open spaces, safe walking and bicycle routes.
- Add more housing only where there is school capacity.
- Concerned about elimination of single-family homes in favor of high rises and other dense developments.
- Be careful about adding too much retail – we mostly buy online. There is lots of empty retail space in communities (e.g., Sunnyvale).
- Some participants also expressed concerns regarding property rights, preserving the character of their communities and affordability/funding for Plan Bay Area.

Open Comment Station

An open comment station was available for participants to raise any issue important to them. A sample of comments heard is listed here:

- **How will we "House 100% of population growth regardless of income?" Will we expand the region?**
- **Re-evaluate increased density housing as a solution. Who wants to live in stack-and-pack housing?**
- **Youth want jobs near public transit. We need to take youth into account; they will be affected by the Plan.**
- **Where will funding come from to implement the Plan?**
- **Let the free market decide.**
- **Greenhouse gas is a fallacy. Sea level rise is not happening.**
- **More convenient access to light rail is needed.**

	Plan Bay Area	
	January 2012 Public Workshops	
	Open Comment Station -- Oral Comments	
	County	**Comments**
1	Santa Clara	How will we "House 100% of population growth regardless of income"? Will we expand the region?
2	Santa Clara	Funding is a challenge for housing target.
3	Santa Clara	Don't like rail on sidewalks; need more convenient access to light rail.
4	Santa Clara	Portland, Oregon's plan didn't work.
5	Santa Clara	Subsidizing will create more demand. How is this different from socialism?
6	Santa Clara	What is the cost? With all the debt, where will money come from?
7	Santa Clara	What is the price tag per person?
8	Santa Clara	Why are other transportation options not being considered? For example, personal rapid transit.
9	Santa Clara	Social equity, sustainability, etc. are ideas from the United Nations.
10	Santa Clara	What are the 5 plans?
11	Santa Clara	Let the free market decide. GHG is a fallacy. Why would we believe what you say?
12	Santa Clara	Why so many empty buses? Want more roads and single family houses in the plan.
13	Santa Clara	How does the public communicate with ABAG?
14	Santa Clara	What are social and environmental justice? How do you plan to address the policy?
15	Santa Clara	How will you make sure voices of people are heard?
16	Santa Clara	Eliminate Caltrain funding; direct it to BART.
17	Santa Clara	Define social equity, social justice, burden.
18	Santa Clara	Where is flow chart? Subsidizing requires money.
19	Santa Clara	How will you accommodate 9 million people in a small area? Who wants to live in increased density housing?
20	Santa Clara	People like using cars -- they are more convenient.
21	Santa Clara	Sea level rise is not happening.
22	Santa Clara	There are a lack of choices and the choices offered are insufficient.
23	Santa Clara	How will you make sure the input received is representative of Santa Clara County?
24	Santa Clara	How will this plan affect local businesses?
25	Santa Clara	Where will funding come from?
26	Santa Clara	What will be the impact on individuals?
27	Santa Clara	What are GHG emissions? Is personal liberty an element of this plan?
28	Santa Clara	Will San Jose's Vision 2040 plan have an impact?
29	Santa Clara	Social equity, GHG, etc are related to the United Nations policy.
30	Santa Clara	Re-evaluate increased density housing as a solution.
31	Santa Clara	How will you handle private property?
32	Santa Clara	What kind of housing: Rent? Own? Private? Public?
33	Santa Clara	Concerned about producing ghettoes.
34	Santa Clara	Doesn't want forced urbanization. Respond to everyone.
35	Santa Clara	Where does $256 billion come from? Can we use money to pay off national debt?
36	Santa Clara	People want to be in cars.

37	Santa Clara	Who will live in stack-and-pack housing?
38	Santa Clara	Allow more people to come late to meetings; doors were locked.
39	Santa Clara	How many people are on CARB? Don't want municipalities to be extorted.
40	Santa Clara	Where will money come from if businesses leave?
41	Santa Clara	Allocations are not realistic for Palo Alto. Need more job density.
42	Santa Clara	Explore the environmental pros and cons of cars and public transit.
43	Santa Clara	Youth want jobs near public transit. Supports planning. We need to take youth into account -- they'll be affected by the plan.
44	Santa Clara	5 scenarios- which ones succeed?
45	Santa Clara	Is it possible to create new scenarios that succeed? If so, can it incorporate free market factors?
46	Santa Clara	Request to move joint MTC/ABAG meeting to evening (when results are presented).

Plan Bay Area
January 2012 Public Workshops

Transportation Trade-Offs, Oral and Written Comments, submitted at the workshops

Station A: Transportation Trade-Offs

A number of potential transportation investments will be considered as part of Plan Bay Area. Not all of these items will be funded due to limited resources. At the workshop, participants who visited this station used tokens to "vote" on transportation trade-offs, or to provide their own ideas, in three areas:

- Transportation Investment Priorities
- Policies to Reduce Driving and Emissions
- Policies Regarding Public Transit

Below is the count that shows how participants ranked these potential transportation investment categories in these three areas, followed by the ideas/comments submitted via cards by participants using the "Other" option.
See the PDF titled "Workshop Written Comments" for additional comments submitted by participants for Transportation Trade-Offs.

TOKEN COUNT: SANTA CLARA COUNTY

Transportation Investment Priorities	#	%
Increase the number of freeway lanes for carpoolers and bus riders	14	4%
Expand bicycle and pedestrian routes	40	13%
Extend commuter rail lines, such as BART and Caltrain	38	12%
Maintain highways and local roads, including fixing potholes	64	20%
Provide more frequent bus service	14	4%
Provide financial incentives to cities to build more multi-unit housing near public transit	28	9%
Fund traffic congestion relief projects, such as adding turn lanes on roads, or reconfiguring interchanges and on-ramps on highways	25	8%
Increase public transit service for low income residents who do not have access to a car.	22	7%
Invest in improving speed and reliability in major bus or light-rail corridors.	31	10%
Other:	38	12%

Comments on "Other" Cards -- Transportation Investment Priorities

	County	Comment
1	SantaClara	Provide more frequent bus service with feeder lines, for instance in Sunnyvale, more service on north-south lines to coordinate w/ route 22 and 522
2	SantaClara	Invest in modern transit options (e.g. PRT) that cost far less to build & operate than traditional transit (e.g. CRT & buses)

3	SantaClara	Use gas taxes for roads only. Use bridge tolls for roads only.
4	SantaClara	We need more roads - good roads!
5	SantaClara	More transit (rail, high speed rail) lanes on highways
6	SantaClara	Provide financial incentives & funding for enhanced local transit services - connecting to regional transit service, etc.
7	SantaClara	Get all of the empty buses off the roads
8	SantaClara	New roads
9	SantaClara	Create more freeway lanes for cars
10	SantaClara	"Social Economics" = choice, incentive, success. "Social Equity" = failure, Marxism, redistribution
11	SantaClara	Use common gauge tracks on all rail transit - convert BART gauge to std!!! For intermodal
12	SantaClara	High performance passenger rail HSR / HSIPR Rail station's
13	SantaClara	More & better roads & highways
14	SantaClara	More roads & freeways for cars
15	SantaClara	Get bicycles off of roads
16	SantaClara	Invest in: bike sharing infrastructure (London & Paris); electric car sharing infrastructure. Use Clipper cards for both. Go to YouTube and see how it is done.
17	SantaClara	Build more street and road (freeway, etc) capacity to address directly the air quality impacts congestion causes.
18	SantaClara	Add more major roads/expressways
19	SantaClara	Add more freeways
20	SantaClara	Abolish HOV/Commuter lanes
21	SantaClara	Add more freeway lanes
22	SantaClara	Increase the number of freeway lanes (not for carpoolers & busses).
23	SantaClara	Re-open "commuter lanes" to public
24	SantaClara	Drill for oil in US!
25	SantaClara	Reduce regulations & fees for living here
26	SantaClara	Employment center with transit access - financial incentives (x2)
27	SantaClara	This process is rigged (x2)
28	SantaClara	Develop & implement a more stable & sustainable funding mechanism for Caltrain
29	SantaClara	Encourage (financial, regulatory, etc) development & implementation of electric vehicle charging network around the Bay Area
30	SantaClara	Add electric carpool lane
31	SantaClara	Reconsider BART from San Francisco to San Jose down/up Peninsula to replace Caltrain. I would like to see analysis comparing cost of electrification of Caltrain vs. BART extension.

Transportation Trade-Offs *(continued)*

Policies to Reduce Driving & Greenhouse Gas Emissions

A variety of strategies are being considered to encourage the reduction of driving and associated vehicle emissions. At the workshop, participants who visited this station used tokens to "vote" on a list of potential policies to reduce auto emissions or provided their own ideas.

TOKEN COUNT: SANTA CLARA COUNTY

Policies to Reduce Driving & Greenhouse Gas Emissions	#	%
Encourage 'Smart Driving'	25	8%
Complete the Regional Bicycle Network	35	11%
Expand the Safe Routes to Schools/ Pedestrian Network	42	14%
Increase Vanpool Incentives	11	4%
Expand Electric Vehicle Strategies	36	12%
Develop Commuter Benefit Ordinances	22	7%
Increase Telecommuting	37	12%
Institute Parking Surcharges	22	7%
Freeway speeds at 55 mph	12	4%
Other:	64	21%

Comments from "Other" Cards -- Policies to Reduce Driving & Greenhouse Gas Emissions

	County	Comment
1	Santa Clara	Greenhouse gasses are not a problem (x3)
2	Santa Clara	Humans do not cause manmade global warming
3	Santa Clara	Global warming is not the problem that politicians are making it
4	Santa Clara	Congestion pricing
5	Santa Clara	Increase mpg that car manufacturers need to adhere to
6	Santa Clara	Coordinate & lobby for higher (state & fed) legislative support to encourage travel by alternative modes (e.g. Fed - commuter subsidy allowances, etc.)
7	Santa Clara	Do not want a nanny state - what is freedom!
8	Santa Clara	Let us keep our money. Quit spending so much on micro planning our lives
9	Santa Clara	Greenhouse gas is a phony issue. Eliminate carpool lanes & allow everyone to use
10	Santa Clara	Introduce electric bike & scooter strategies (e.g. subsidies)

11	Santa Clara	Increase city/employer subsidies for transit passes
12	Santa Clara	Develop a pedestrian matrix to allow more access to destinations by elderly baby boomers. (NYC developed its matrix in the 1850's and that allowed the subway system to be built). We need a comparable map.
13	Santa Clara	No HOV lanes - they cause congestion
14	Santa Clara	More Roads
15	Santa Clara	Get empty buses off the roads
16	Santa Clara	Invest in bike and electric car sharing infrastructure near stations and transportation hubs
17	Santa Clara	Use diesel fuel
18	Santa Clara	Have bike riders pay taxes to use roads
19	Santa Clara	Drill for oil in US & create jobs!
20	Santa Clara	High performance passenger rail electrification, signaling "core" to all transit
21	Santa Clara	This process is rigged
22	Santa Clara	Increase highway lanes for cars (x2)
23	Santa Clara	We need some kind of "benefit" to driving less - maybe tax credit
24	Santa Clara	1) Time the street lights so traffic moves. Make it mandatory for all municipalities. 2). Open lanes when accident happens or other stoppage.
25	Santa Clara	Support carshare services, like PATS Car Share in San Jose. For every car shared 9 - 15 cars are taken off the road.
26	Santa Clara	Encourage and promote casual carpooling
27	Santa Clara	More free parking
28	Santa Clara	Build more major roads
29	Santa Clara	Abolish HOV/Commuter lanes
30	Santa Clara	Build more freeway lanes
31	Santa Clara	Build more freeways
32	Santa Clara	Reduce driving and emissions by increasing public transit (in all forms) usability

Transportation Trade-Offs *(continued)*

Policies Regarding Public Transit

A variety of strategies are being considered to improve the customer experience on public transit and to operate our existing public transit system more efficiently. At the workshop, participants who visited this station used tokens to identify four policies important to them to improve public transit. Participants also were able to provide their own ideas under the "Other" category.

TOKEN COUNT: SANTA CLARA COUNTY

Policies Regarding Public Transit	#	%
Better-timed connections	22	9%
More real-time information	22	9%
Cleaner/new vehicles and cleaner stations	8	3%
Standard fare policies across the region	17	7%
Fixed-price monthly pass valid on all trains, buses and ferries	27	11%
More frequent and faster transit service	45	19%
Better on-time performance	20	8%
More customer amenities such as WiFi on buses and trains	28	12%
Other	51	21%

Comments from "Other" Cards -- Policies Regarding Public Transit

1	Santa Clara	Policies to increase safety of existing systems (buses, transit, bicycle paths) - (police, maybe?) (x4)
2	Santa Clara	Increase highway lanes for cars
3	Santa Clara	High performance passenger rail HSR / HSIPR transit stations
4	Santa Clara	No public subsidies for public transit
5	Santa Clara	Easier car transit
6	Santa Clara	More freeways & major roads
7	Santa Clara	Not just better timed connections - but closer connections between modes of transport.
8	Santa Clara	Better connections from transit to actual final destinations (work, shopping centers) connections could be shuttles, pedestrian trails, etc.
9	Santa Clara	More affordable natural gas vehicles
10	Santa Clara	Increase bus & vehicle use with natural gas. For new vehicles use natural gas & for personal vehicles
11	Santa Clara	This process is rigged
12	Santa Clara	Free Parking. Fixed "discounted" monthly passes on trains, buses & ferries. Need more of an incentive?

13	Santa Clara	I do not agree with mandatory mass transit
14	Santa Clara	Universal pass for Caltrain/BART/Hrail (universal regional pass)
15	Santa Clara	Get empty buses off the roads
16	Santa Clara	More roads
17	Santa Clara	No HOV lanes - they cause congestion
18	Santa Clara	Investment in new technologies and research (maybe have a coalition of gov'ts to gain enough research funds)
19	Santa Clara	More feeder systems (small vans, zip-type cars)
20	Santa Clara	Unified/stable funding sources for ALL transit providers (e.g. unequal treatment of Caltrain v BART)
21	Santa Clara	Public transit doesn't work in all areas (cities). Use the money to fix pot holes, pave freeways & roads. Do not close lanes on El Camino for buses & bikes
22	Santa Clara	Not stack & pack apartments - we want single family homes
23	Santa Clara	Iron Man Suit
24	Santa Clara	PRT can provide on-demand, 24/7 service w/ no need for transfers (and Wi-Fi service)
25	Santa Clara	Policy to raise mpg we expect car makers to adhere to
26	Santa Clara	Free choice to people - don't provide what is not wanted
27	Santa Clara	Let the market dictate transportation and government provide what we want
28	Santa Clara	Leave the choice of autos, buses up to the people
29	Santa Clara	Leave people in their cars if they want to use them
30	Santa Clara	Mass Transit does not need frills
31	Santa Clara	No public subsidies for transit
32	Santa Clara	This is impossible to understand, since there are underlying solutions may not support. Example: Better on-time performance should be a "given" but the solution to hold up car traffic for a bus is not appropriate or one I support.
33	Santa Clara	What is social equity? How does it bear upon this process?
34	Santa Clara	Better service on feeder lines, e.g. in Sunnyvale better service on North - South lines to feed to 22 or 522 line

Transportation Trade-Offs, Oral Comments

	County	Comments
35	Santa Clara	What are the costs for these investment choices?
36	Santa Clara	Where is the industry analysis of choices?
37	Santa Clara	Increase the number of freeway lanes -- this should be added as an option.
38	Santa Clara	The plan must increase people's ability to move around in a car.
39	Santa Clara	Thinking long term about sustainability, we are not going to achieve our goals unless we get more people out of cars or sharing cars.
40	Santa Clara	Car-based transportation is not sustainable over the long term. Invest in public transportation.
41	Santa Clara	Need more transit and multi-modal options to increase quality of life. Need clean water and air.
42	Santa Clara	Need more roads. Keep bicyclists off the road to free up space for motorists.

43	Santa Clara	Need better segregation of bikes from roads. Safety and education are critical.
44	Santa Clara	Plan Bay Area is an attempt to seize public property through eminent domain; put 24,000 units of affordable housing in San Francisco. The government is plotting to remove dams and rural residents.
45	Santa Clara	Need better cost controls, such as at BART.
46	Santa Clara	Light, electric vehicles are not mentioned.
47	Santa Clara	Need better bicycle facilities and connections.
48	Santa Clara	Increase freeway lanes for buses and carpools. There are gaps [in HOV network] in San Mateo County, especially along Route 101.
49	Santa Clara	Carpool lanes cause congestion; need to study this more before adding lanes.
50	Santa Clara	Promote plug-in hybrids and other fuel-efficient vehicles.
51	Santa Clara	Questions remain regarding disposal of EV batteries; needs more analysis.
52	Santa Clara	Voted all chips for safe routes for school because we need infrastructure for the increasing aging population.
53	Santa Clara	Supports facilities and investments for growing population.
54	Santa Clara	Personal rapid transit works for youngsters, oldsters and people with disabilities.
55	Santa Clara	Improve streets. I ride a long board and we need to fix the sidewalks.
56	Santa Clara	Regional transit network will have biggest impact; more convenient.
57	Santa Clara	Suggests a regional universal transit pass.

Plan Bay Area

January 2012 Public Workshops

Oral Comments: Land Use and Complete Communities

	County	Comments
1	Santa Clara	Regarding visualization tool, hard to see differentiation and development change. Need more lights and different colors. Gradations are not visible
2	Santa Clara	What was the criteria for locating these buildings in visualization?
3	Santa Clara	Show the impact of growth in areas away from San Jose, at the neighborhood level.
4	Santa Clara	Regarding urban visualization tool -- manipulate it to see my neighborhood. Is it on the web?
5	Santa Clara	What were your assumptions about population? Specifically, what are numbers in downtown San Jose? Is it 38% for Santa Clara County? Need more information.
6	Santa Clara	Explain the calculations you used that buildings and plans need to accommodate.
7	Santa Clara	One constraint can be schools. Housing with no available school sites is problematic.
8	Santa Clara	There should be more emphasis on job growth, not just housing in San Jose.
9	Santa Clara	Job growth is critical, but transit needs to be closer to work/jobs.
10	Santa Clara	Job growth is nexus of any growth -- need employment centers with transportation-transit alternatives.
11	Santa Clara	Regarding Draft Plan: how is this info going to come to cities for them to adopt their housing plans? Timing seems off.
12	Santa Clara	Infrastructure can be a constraint to growth -- sewage/sewer capacity, schools. There may be local voter approved limits. Investment plus possible acceptance could be infill. Continue industrial land re-use opportunities. Rural areas and open space need to be protected.
13	Santa Clara	Need improvements to [presentation] visuals.
14	Santa Clara	Jobs/ housing imbalance needs to be addressed. Concern that presentation doesn't show this differentiation. It needs to be bundled differently to emphasize jobs-housing.
15	Santa Clara	Does not want to see growth in the hills. For any new housing development, make sure it has the important amenities such as parks and bike lanes that support quality communities.
16	Santa Clara	Would disagree that these are based on housing plans from Palo Alto. These are more intense than what Palo Alto has. Preferred scenario will come out and won't have time to view it and evaluate it [too short a window of review].
17	Santa Clara	Will the San Jose 2040 get subsumed into the Plan Bay Area? Is info from San Jose 2040 used, and if so, where specifically?
18	Santa Clara	If decisions are made locally, what does this plan do? Advisory? What's the purpose or level of requirement? A mandate for what?
19	Santa Clara	Limit new housing where there is insufficient school capacity plus limited sites for new schools. Jobs near transit are more important than jobs near housing. Promote more jobs in dense areas.
20	Santa Clara	Make sure the authority of the plan is communicated to local governments and communities, specifically requirements for cities to plan for jobs and population.
21	Santa Clara	How does the loss of redevelopment agencies impact these plans/ forecast? Difficult, but have to find solutions.
22	Santa Clara	Job growth -- how do you mandate that it happen? Plan is a path to move forward.
23	Santa Clara	Sits on County Transportation Committee; finds that the 5 scenarios are failing to meet SB 375 requirements. We should start over. Are we going to admit these are failing or ignore it? Draconian efforts required to make these work and thus will lose local control. If cities don't follow the plan they will lose transportation money and incentives.

24	Santa Clara	Concerns about adequate water -- large developments are being planned but not committed to put in pipes to handle water needs. Not planning for communities, just workers and transit populations. These policies are against creating complete cohesive communities.
25	Santa Clara	Heard plan calls for eliminating single family homes and creating high rises and other dense developments. Is concerned about this approach.
26	Santa Clara	Retail in Sunnyvale: We mostly buy online. Be careful in how you provide for in-person shopping experience. There is 1,000 sq ft of unused empty retail in the community.
27	Santa Clara	What about the area on the other side of the freeway, seen in visioning tool? How is that being developed? Wants to see more specific impacts, details, and Diridon Station area.
28	Santa Clara	Need to have all of these assumptions of air quality and studies of industry growth in order to get results for jobs and housing, There is a gap in this process.
29	Santa Clara	Surprised how little change is shown in Downtown San Jose. Is that all there is? How many new residents? This data will affect storefronts and retail waiting to develop. There is a need for retail plans.
30	Santa Clara	Is this simulation prescriptive?
31	Santa Clara	Address the area at Diridon Station.
32	Santa Clara	The visuals should reflect the city's general plan. San Jose has been a bedroom community for too long. Now the city is bringing its jobs/housing balance into better sync.
33	Santa Clara	Shocked at April Plan...we had 400K in city, that Plan has 300K for County. This is a problem, usurping our local control. We are putting our future at risk if we go along with Plan Bay Area.
34	Santa Clara	Would have liked to see PDAs used in simulation to really see area impact.
35	Santa Clara	Favors adding passenger rail capacity -- continual, incremental improvements. True high speed rail is lacking, need to get on the ball. Need TOD around stations, bike, EV, bus lanes. All are converging. For example, look at the Apple Campus: there is no rail/transit from Cupertino. The way it is now, the passenger rate will not improve. One answer is to have an economic analysis and meetings with Apple/Google and others about their transit needs. What will they contribute/construct. Note that transit is still facing opposition from Palo Alto.
36	Santa Clara	Favors denser development. There are problems with urban sprawl which are not sustainable. A dense urban core is necessary to be more sustainable. Draw firmer lines around development areas is one answer. As for resources and GHG -- we are eating up our lands. Don't extend the development there. Use infill opportunities. Need to preserve farmland. Focus on Urban Areas. Need economic mechanisms to support this urban core -- to be able to preserve ag farmland.
37	Santa Clara	Need a fair market, not taking jobs outside.
38	Santa Clara	We need local farmlands, support ability to grow food locally.
39	Santa Clara	Need community gardens -- small plots will help attract more people. Provide better sense of community, quality of life with community gardens.
40	Santa Clara	Keep farmland open and nearby.
41	Santa Clara	Urban Boundaries -- keep them, they seem to be working. For everywhere else -- specify sectors that more people live in; change the equation with housing closer to jobs and transportation. Think new modes, new technology such as personal rapid transit at the airport (such as at Heathrow) for San Jose Airport, or evacuated tube technology.
42	Santa Clara	Interconnectivity of the transportation modes, automated modes, corridor stuff…see website TriTrack.net for examples.
43	Santa Clara	Simplify EIR review--standardization of procedures.

Santa Clara County – Community-Based Focus Group

Host Community-Based Organization: San Jose Downtown Association

Date: January 12, 2012

Attendance: 9

(Note: Not all who attended participated in all voting segments.)

Part A – Transportation Tradeoffs

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	**Invest in improving speed and reliability in major bus or light-rail corridors**	14.7%
2	**Extend commuter rail lines**	13.8%
3	**Expand bicycle and pedestrian routes**	12%
4	**Increase public transit service for low-income residents who do not have access to a car**	11.6%
5	**Maintain highways and local roads**	11.2%
6	**Provide more frequent bus service**	10.1%
6	**Fund traffic congestion relief projects**	10.1%
7	**Provide financial incentives to cities to build more multi-unit housing near public transit**	7.4%
7	**Increase number of freeway lanes for carpools and buses**	7.4%
8	**Other**	1.7%

A Sampling of Comments

- Extend BART to San Jose and provide more frequent Caltrain service
- Connectivity and efficiency are key to providing good transit
- Need faster service on existing rail, as well as express buses
- Improve bike and pedestrian access in local areas, as well as connections to public transit
- Need more incentives and disincentives to get people out of their cars and on to transit
- Santa Clara County lacks the kinds of connections needed between work, home and shopping to make San Jose and the rest of the county more livable

Policies to Reduce Driving and Emissions

Participants were given ten options for policies to reduce driving and greenhouse gas emissions and asked to select their top five priorities. One option was "other" to allow participants to write priorities not already on the list.

Rank	Priority	%
1	**Develop commuter benefit ordinances**	19.4%
2	**Expand electric vehicle strategies**	13.1%
3	**Complete the regional bicycle network**	12.8%
4	**Expand the Safe Routes to Schools/ pedestrian network**	10.6%
4	**Increase telecommuting**	10.6%
5	**Increase vanpool incentives**	8.6%
6	**Institute parking surcharge**	8.3%
7	**Encourage "smart" driving**	7.5%
8	**Change freeway speed limit to 55 mph**	6.7%
9	**Other**	2.5%

A Sampling of Comments

- Technology (GPS, apps) should be used to encourage residents to take transit instead of drive
- Electric vehicles are a good solution, and it's important to ensure enough charging stations
- Employ "smart driving technicians" at gas stations to suggest ways drivers can improve gas mileage (tire pressure, advice on removing items from trunk, etc.)

(Continued...)

(Continued)

- Driving 55 mph and smart driving techniques require a long-range education and marketing campaign to encourage people to change their habits
- Reducing the cost of transit would give people an extra incentive to take transit instead of driving

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 on the list.

Rank	Priority	%
1	**More frequent and faster transit service**	22.1%
2	**More real-time information**	17.1%
3	**Better on-time performance**	14.1%
4	**Fixed-price monthly pass valid on all systems**	11.7%
5	**More customer amenities, like WiFi**	11.4%
6	**Better-timed connections**	10.7%
7	**Standard fare policies across the region**	8%
8	**Cleaner/new vehicles and cleaner stations**	5%
9	**Other**	0%

A Sampling of Comments

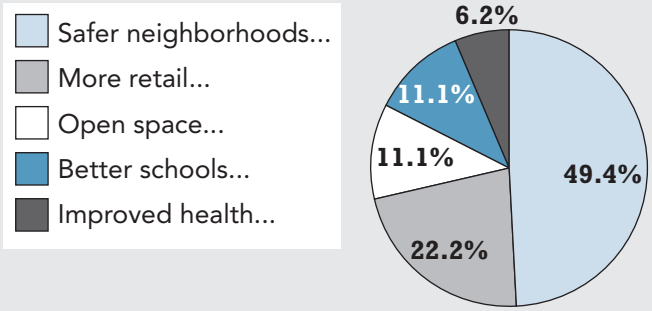
- Educating youth to use public transit is important
- Reducing fares (especially for youth) and use of apps and a "transit debit card" would encourage younger riders and generally make public transit more user friendly
- Transit stations should be well-lit and clean
- Start a jobs program for youth to help keep the stations clean

Part B – Quality of Complete Communities

Participants were given five benefits of complete communities and asked to select their top two priorities.

Rank	Priority	%
1	**Safer neighborhoods from lighting, infrastructure improvements and more eyes on the streets**	49.4%
2	**More retail and access to food due to the larger population and pedestrian support for retail**	22.2%
3	**Increased open space and parks through planning and development impact fees**	11.1%
3	**Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities**	11.1%
4	**Improved health through better infrastructure for walking and biking**	6.2%

Complete Communities



A Sampling of Comments

- Some participants questioned how much planning around housing could really be done in a free-market system
- Cities need to make the jobs-housing connection and need to make better predictions about where jobs will be located, as well as create incentives for businesses to locate within the county and support the housing needs of their workers

(Continued...)

(Continued)

- Jobs tend to be located in the southern part of the county, while housing is in the north
- People often commute in from outside the area to work
- There are large tech companies that take up lots of real estate, but don't provide housing for their workers (their facilities don't allow extra space for housing)
- There is a need for more affordable housing
- The quality of open space in this area is not attractive or very usable

Part C – The San Francisco Bay Area 2040

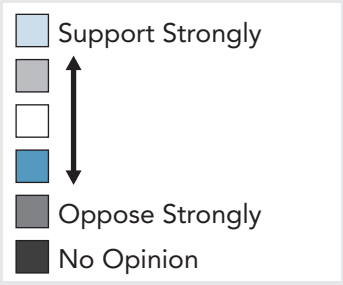
Discussion and Questions

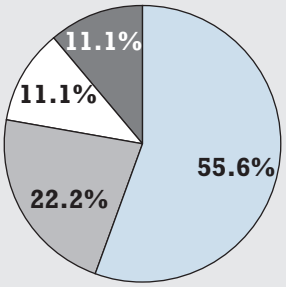
Participants were asked to indicate their level of support for three options for accommodating projected growth.

Option A: Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.

Support Strongly	**55.6%**
	22.2%
	11.1%
	0%
Oppose Strongly	**11.1%**
No Opinion	**0%**

Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.

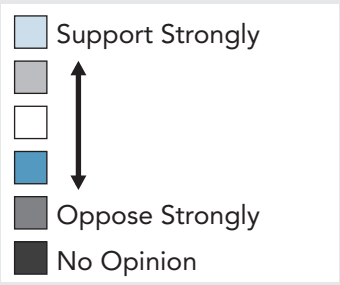


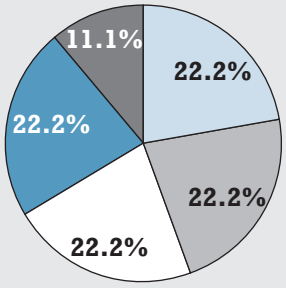


Option B: Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.

Support Strongly	**22.2%**
	22.2%
	22.2%
	22.2%
Oppose Strongly	**11.1%**
No Opinion	**0%**

Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.

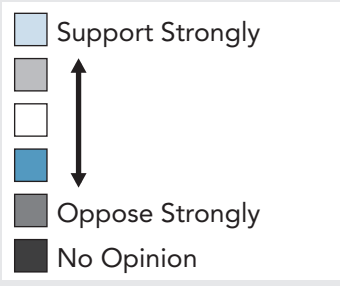


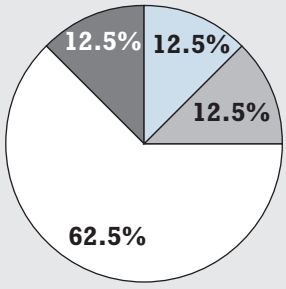


Option C: Build more affordable housing in existing communities that already have a strong job base.

Support Strongly	**12.5%**
	12.5%
	62.5%
	0%
Oppose Strongly	**12.5%**
No Opinion	**0%**

Build more affordable housing in existing communities that already have a strong job base.





If participants opposed the three growth patterns listed above, they were invited to suggest a fourth alternative for accommodating growth.

A Sampling of Comments

- The market will ultimately determine where and how future housing will be placed
- The term "affordable" is a subjective term
- The best way to create affordability is to increase supply
- Participants would like to live in areas that are more dense; with more access to amenities, public transit, recreation, and good schools; and would like to see housing that is well-suited for families – not just build housing for young, single workers
- Need greater coordination between agencies
- Increase open space access
- Use technology to increase public transit efficiency

Santa Clara County – Community-Based Focus Group

Host Community-Based Organization: Vietnamese Voluntary Foundation (VIVO)

Date: January 20, 2012

Attendance: 8

(Note: Not all who attended participated in all voting segments.)

Part A – Transportation Tradeoffs

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	**Provide more frequent bus service**	14.1%
2	**Increase number of freeway lanes for carpools and buses**	13.1%
3	**Extend commuter rail lines, such as BART and Caltrain**	11.5%
3	**Maintain highways and local roads, including fixing potholes**	11.5%
4	**Provide financial incentives to cities to build more multi-unit housing near public transit**	10.5%
5	**Fund traffic congestion relief projects**	10.1%
6	**Increase public transit service for low-income residents who do not have access to a car**	9.6%
7	**Expand bicycle and pedestrian routes**	9.4%
8	**Invest in improving speed and reliability in major bus or light-rail corridors**	7.7%
9	**Other**	2.6%

A Sampling of Comments

- More frequent bus service with more bus stops and lower fares
- BART to San Jose will be important for the area, but currently local light rail is underutilized
- More education and information about how to use transit and make connections
- Safe, clean and comfortable stations and vehicles would make public transit for attractive
- Provide low cost or free transit for youth
- Build more affordable housing near transit
- Include more bike lockers at transit stations to encourage biking

Policies to Reduce Driving and Emissions

Participants were given ten options for policies to reduce driving and greenhouse gas emissions and asked to select their top five priorities. One option was "other" to allow participants to write priorities not already on the list.

Rank	Priority	%
1	**Expand the Safe Routes to Schools/ pedestrian network**	21.6%
2	**Complete the regional bicycle network**	18.1%
3	**Expand electric vehicle strategies**	17.5%
4	**Increase vanpool incentives**	16.6%
5	**Encourage "smart" driving**	14.7%
6	**Increase telecommuting**	7.2%
7	**Develop commuter benefit ordinances**	4.4%
8	**Institute parking surcharge**	0%
8	**Change freeway speed limit to 55 mph**	0%
8	**Other**	0%

A Sampling of Comments

- Favor bike and pedestrian alternatives and increasing bike/ped paths, but safety is a key factor
- Driving 55 mph and smart driving techniques were not popular

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 on the list.

Rank	Priority	%
1	**More frequent and faster transit service**	23.9%
2	**Better-timed connections**	15.4%
3	**Fixed-price monthly pass valid on all systems**	14.7%
4	**Better on-time performance**	13.2%
5	**Standard fare policies across the region**	9.6%
6	**Cleaner/new vehicles and cleaner stations**	8.8%
7	**More customer amenities, like WiFi**	7.7%
8	**More real-time information**	6.6%
9	**Other**	0%

A Sampling of Comments

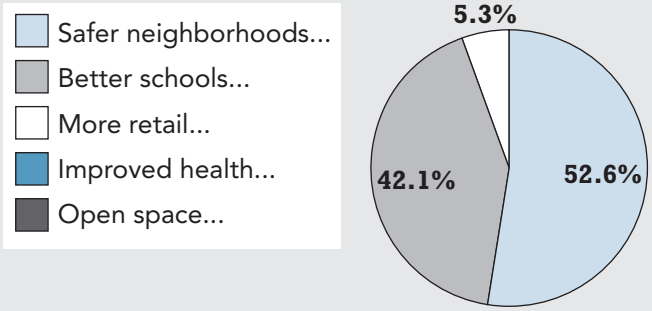
- Better-timed connections to avoid long waits and uncertainty about total trip time
- Need to maintain printed maps (as opposed to having everything online)
- Need better signage and more education on how to use the system
- Find ways to attract youth to take transit – it will help create the next generation of riders

Part B – Quality of Complete Communities

Participants were given five benefits of complete communities and asked to select their top two priorities.

Rank	Priority	%
1	**Safer neighborhoods from lighting, infrastructure improvements and more eyes on the streets**	52.6%
2	**Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities**	42.1%
3	**More retail and access to food due to the larger population and pedestrian support for retail**	5.3%
4	**Improved health through better infrastructure for walking and biking**	0%
4	**Increased open space and parks through planning and development impact fees**	0%

Complete Communities



A Sampling of Comments

- Housing is in one part of the county, while the jobs are in another (thus Highway 101 is severely congested)
- People may not want to live right next to their job (especially manufacturing plants) – some prefer quieter communities

(Continued...)

(Continued)

- Schools are important factor in where people choose to live – people will move to be near a good school, even if it means a longer commute to work
- We should be more innovative in finding solutions to increase housing without raising costs (i.e. Japanese work culture where housing is built on top of job centers)
- Housing plans should focus on improving the environment and helping low-income residents to spend less on housing and less on commuting

Part C – The San Francisco Bay Area 2040

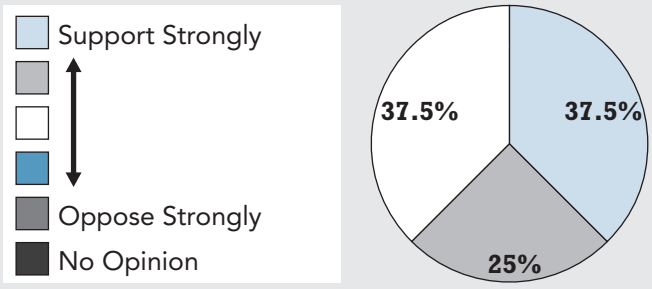
Discussion and Questions

Participants were asked to indicate their level of support for three options for accommodating projected growth.

Option A: Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.

Support Strongly	**37.5%**
	25%
	37.5%
	0%
Oppose Strongly	**0%**
No Opinion	**0%**

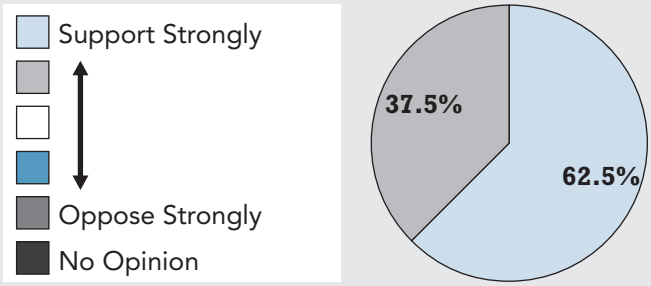
Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.



Option B: Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.

Support Strongly	**62.5%**
	37.5%
	0%
	0%
Oppose Strongly	**0%**
No Opinion	**0%**

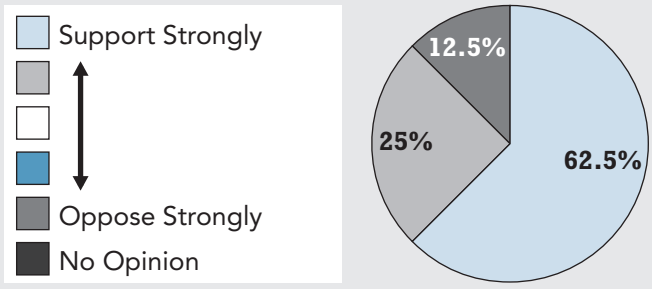
Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.



Option C: Build more affordable housing in existing communities that already have a strong job base.

Support Strongly	**62.5%**
	25%
	0%
	0%
Oppose Strongly	**12.5%**
No Opinion	**0%**

Build more affordable housing in existing communities that already have a strong job base.



If participants opposed the three growth patterns listed above, they were invited to suggest a fourth alternative for accommodating growth.

A Sampling of Comments

- Need more affordable housing
- Need business-friendly policies to attract jobs
- Concern that growth policies could reduce open space
- Equal amount of concern over affordable housing and jobs as important future issues
- Provide transit to senior centers and high schools
- Need to educate and inform people about transit choices and availability
- Communities with jobs and housing clustered together would help alleviate traffic
- Enjoyed this meeting

APPENDIX H: WHAT WE HEARD

PUBLIC WORKSHOPS AND COMMUNITY OUTREACH BY COUNTY

Solano County

Date:
January 25, 2012

Location/Venue:
Solano County Events Center
601 Texas Street, Fairfield

Attendance: 124
(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.

Other/Written Comments
(sampling of comments)

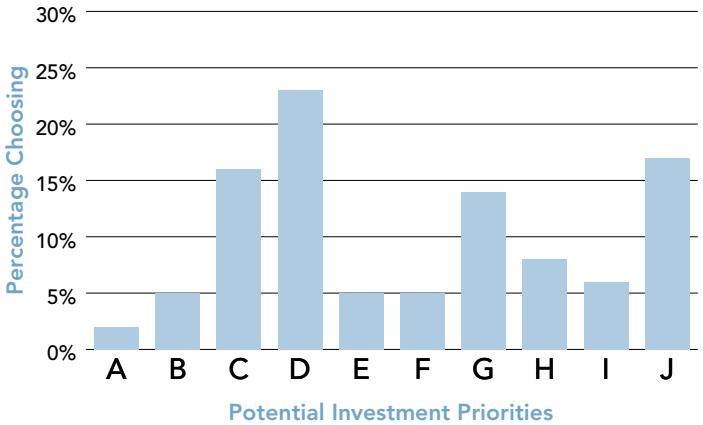
- Bus/taxi vouchers for low-income to get to needed appointments/meetings.
- Preserve our Agricultural lands, particularly in Solano County. By farming, harvesting, processing & selling locally, you reduce the costs/emissions of transportation. Save your dollars to fix the roads.
- Incentives for bringing jobs to suburban locations.
- Move jobs to urban areas.
- ALL programs must not conflict with my ability for "self determination" as guaranteed by the Constitution.

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.

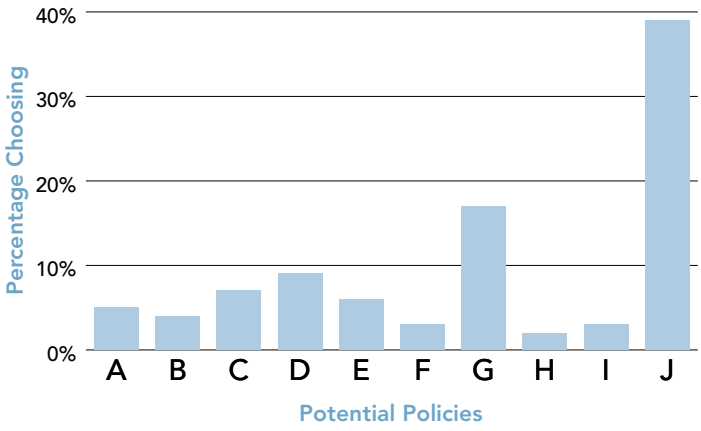
Rank	Priority
1	**D.** Maintain highways and local roads, including fixing potholes
2	**J.** Other
3	**C.** Extend commuter rail lines, such as BART or Caltrain
4	**G.** Fund traffic congestion relief projects, such as adding turn lanes on roads, or reconfiguring interchanges and on-ramps near highways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



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



Other/Written Comments

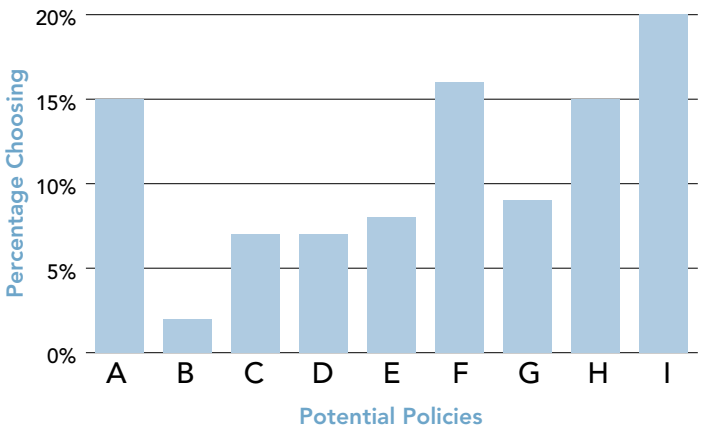
(sampling of comments)

- Put money toward fuel cell cars – it is not fair to tax people who don't want to conform to the decisions of MTC. Local jobs…
- Incentives for more fuel efficient cars, i.e. lower registration taxes for smaller cars perhaps higher fuel taxes.
- Improve vehicle emission reduction by designing vehicles that emit less at higher speed – research funding.
- Increase gas tax by $1 per gallon.
- Incentives for businesses to re-locate to Solano County cities.
- By funding local job development you will reduce the need to commute. Local sustainable jobs that provide a solid middle class income. Then you will have less emissions.
- Fund broadband to rural areas to help telecommuting.
- Work from home – zoning policy changes

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



Other/Written Comments

(sampling of comments)

- All programs are in conflict with my basic belief that this program should not be implemented.
- ALL programs must not conflict with my ability for "self determination" as guaranteed by the Constitution.
- Give incentives to growers, farmers, ranchers to produce, process and sell local = less greenhouse gas, less road repair.
- Improve Capital Corridor increased service.

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 better housing for workers, more affordable housing (whether more jobs or not). Need better enforcement policies for affordable housing in Solano County.
- Need more jobs in outer counties where there is housing. High density downtowns with housing to create customers for businesses. More high income jobs needed, low- and moderate-income jobs will follow.
- Need to protect agricultural land and local access to food supply – one of the county's greatest assets.
- Preserve open space between cities.
- Multiple stories, but don't combine residential and retail.
- Make sure new developments have residential and commercial districts that are walkable – very important.
- Some of the PDAs shown will be underwater in 20 years – how do we solve this?
- Some participants also expressed concerns regarding property rights, preserving the character of their communities and affordability/funding for Plan Bay Area.

Open Comment Station

An open comment station was available for participants to raise any issue important to them. A sample of comments heard is listed here:

- **We need a free market approach.**
- **Concern about eminent domain and land use issues.**
- **Concern with regard to how Napa County's housing allocation impacts on Solano County.**
- **People want local jobs to reduce their commute. We can then improve air quality and traffic.**
- **We don't want ABAG telling us our housing allocation.**
- **Local control is very important. No one size fits all.**
- **The population is not growing; people are leaving the state.**
- **Don't take my car away.**
- **This plan is expensive. Wherever the money comes from – Solano County, California and the USA are broke.**
- **If you want to lower CO_2, plant a tree.**
- **I hope the local politicians see we don't want a communist state and Agenda 21.**

	Plan Bay Area	
	January 2012 Public Workshops	
	Open Comment Station -- Oral Comments	
	County	**Comments**
1	Solano	If people are packed into one little area, that's a perfect place to blow up.
2	Solano	Selling off land, who's getting it?
3	Solano	Rural land owner: How are they going to get me off my land? If you have a septic system, they will force you to maintain or expand. Regulations
4	Solano	When I go to the website and look at the Plan, it talks about GHG emission decreases. If that's true, preserving farm land should be the most important thing.
5	Solano	Climate change is about redistribution.
6	Solano	Go to the local planning commission to talk about plans. One Bay Area is the first step to taking away local control.
7	Solano	I drive a Prius to save money. Don't take my car away.
8	Solano	We don't want ABAG telling us what our housing allocation is.
9	Solano	If you want to lower CO2, plant a tree.
10	Solano	The state is forcing us to take housing allocations.
11	Solano	I don't think the population is growing. People are leaving the state.
12	Solano	Come to a city meeting to make a difference.
13	Solano	Our government is out of control.
14	Solano	Is the elected official for social justice?
15	Solano	Vacaville is updating its General Plan. It is hard to sell a high-rise development project in Vacaville.
16	Solano	Novato - The voters approved SMART and now we are finding out the true cost. The voters were not told the truth. There was only 2 min to comment on properties to be re-zoned for SMART. One person wanted to build a home and was told his property would be re-zoned. A shopping center is going to be razed for low-income housing.
17	Solano	I am here to speak about Solano. People want local jobs so we don't need to commute. We can then improve air quality and traffic. Local control is very important. No one size fits all. Our train is great and people want to live/work (close together). If development doesn't pencil out, private developers won't build. It is therefore important to have options for everyone
18	Solano	I heard $250 billion is to be spent. Divided by 7 million, that is $40k per person. You could buy a house for a family of 4. This is equal to the national debt per person.
19	Solano	State and Federal taxes, license fees, etc. fund these programs. This disguises the truth that the taxes are taken, then returned only when the states do what they want. Debt and cost over-runs due to crony capitalism makes these projects very expensive. We need a free market approach. Are these programs needed? NO. "Rising sea levels" is Chicken Little and just science used for purposes of tyranny. Socialism is disastrous. Projects in the old days were built to serve capitalism. Revenues have now been hijacked and have increased taxes. Government thinks we are too busy to question where our taxes go. Where are our freedom and liberties?
20	Solano	From Rio Vista. PG & E put a smart meter on my meter & won't take it off. My grandson is in Afghanistan in the Special Forces. I don't want him coming home to this garbage. We work hard and it is not fair that these "companies" are taking our freedoms away.

21	Solano	Clean air and water are good, but you are worshipping creation. We worship the Creator. We are supposed to be good stewards. We do a good job at that, but we are One Nation under God and He will be your final judge. Allow us to build on Founder's ideals. We are going to have bigger battles if we don't abide by these principles.
22	Solano	We pay our County Supervisors a lot of money and we want to know where these elected officials stand. If this is rammed down my throat I want to know who to get out of office.
23	Solano	Lou is a fine fellow, but he is getting paid to answer our questions. The elected officials should answer the questions. The terms used (GHG, global warming etc.) are not explained by anyone. The public is beginning to wake up.
24	Solano	Please go to meetings and provide your input. I am getting the same info as you are.
25	Solano	I have been in Fairfield for 8 years. This plan is expensive. Wherever the money comes from -- Solano, California and USA are broke. We pay taxes. Where do we say "this is what we want" when there is no money to spend.
26	Solano	What is the name of the new president of ABAG? I am concerned about housing. Mr. Lucci is a Napa County Supervisor and he says he wants to reduce his housing allocations. I am concerned and in Vallejo. If he is President of ABAG, that stinks!
27	Solano	Why should we support PDA and hooking up a transit system that will result in sprawl? We should connect business with housing better.
28	Solano	What about my quality of life? Environmental impact studies chase jobs out of the state and out of USA. We can't compete. Non-government officials shouldn't have such powers. You are losing the standard of living for us all. Who is looking out for me? People want to take away what I earned.
29	Solano	These changes are needed because of environmental concerns -- that is a hoax. Gore's movie should be the Inconsistent Truth. Create a crisis and offer a solution. This is about controlling the people. We need to go to our individual city councils and tell them we are not buying the hoax.
30	Solano	We are driving business out of California. If we are 9 counties, why call it One Bay Area? We need jobs.
31	Solano	Regarding global warming -- Al Gore's book has no references or truths.
32	Solano	Challenge panel to watch - "the great global warming swindle"
33	Solano	This country is going down a path of tyranny.
34	Solano	Local control is best - communities should take care of each other. People in a community have the rights to decide for themselves.
35	Solano	The Commission will vote with results from workshops that have 50 voters/meeting. Does that represent all 7 million? We don't want to be told we should have "stack n pack."
36	Solano	This is a Brown Act meeting and therefore there shouldn't be division in the groups.
37	Solano	What is social justice?
38	Solano	How dare you take my car away. You are not taking my house. We will fight you.
39	Solano	The explanation of Social/Environmental Justice is not adequate.
40	Solano	What about non-minorities?
41	Solano	Why is the infrastructure directed to the low-income?

42	Solano	Social equity was in the Russian Constitution (USSR). That was all about "you" taking "my" stuff and giving it to others. If I have open space the government will take it to give to others. Government is going to tell me I have to have a bike. This is not SB 375 -- this has been going on for 20 years. You will come and knock on my door to make me move to a "Stack n Pack" unit. No to USSR policies!
43	Solano	Solano County has signed up to ICELI. See the freedomadvocate.org site and look at the Wildlands Act. Government is firing people and attacking our water. We must say NO to ICELI and UN.
44	Solano	Your pictures are being taken.
45	Solano	Little measures are done by UN. Social justice, etc. is in Agenda 21. MTC/ABAG say they have not heard of Agenda 21. "Individual rights must take a back seat, etc." Other politicians have supported UN 21 and Smart Growth.
46	Solano	We thought we were immune in our county, but this is "oppression". These meetings have employed the Delphi techniques designed to create a mirage that we approve of, and at the same time separating us into three rooms -- divide and conquer.
47	Solano	If you are in agriculture, there is an agenda against you. What is really going on is wilder than a "B movie." This is showing our own government is planning for the decline of your property, civil rights.
48	Solano	If you have your land, you have your own land-use plan. You want to avoid the "Stack n Pack". It is tyranny and molests the property rights of 8 million people. This looks like democracy, but the people aren't falling for it.
49	Solano	Aren't you now ashamed of what you are doing?
50	Solano	Agenda 21 uses other people's money and gives preference to minorities and women. This offends me. But I am color blind.
51	Solano	Fairfield has lots of miles of bike lanes. Does anyone ride their bike to work? No one asked us. They will replace roads with bike lanes. I am a proud mother and I will not ride a bike to the store. Why are we having all these bike lanes?
52	Solano	I hope the local politicians see that we don't want a communist state and Agenda 21. You are selling out the public for a little federal money. If this keeps up, it will be a Civil War in the U.S.
53	Solano	I was in Station B and I asked what if the people of Solano County disagree? I was told this will be implemented anyway, "It's the law."
54	Solano	The press is here, but they won't give a good report. They are liberal.
55	Solano	Bike lanes are nice, but empty. We are paying lots of money for bike and buses with very few people on them. Potholes are already paid for by taxes. Why ask for more money?
56	Solano	I wrote a 700-page book about how the U.S. is going the route of the European Union. We are getting on the same socialist page and losing local control.
57	Solano	Our land will be taken away.
58	Solano	The dog and pony show was slick, but only 2 were elected officials. How many in this process answer to the voters? Is anyone listening to us? 1st, 2nd and 10th amendments are there and we may have to use them.
59	Solano	The track record of the MTA is $65 for a bridge toll ticket. Do not raise the toll. $140 million for an MTA headquarters? To the elected official - do not subsidize SF with our tolls. We didn't want BART or to pay for ferries. Spend money on roads, highways and schools.
60	Solano	I am from Vallejo. Napa has not filled its ABAG housing. They are refusing to. Is it true? Is there a compromise with Marin County? It is disproportionate to have Solano meet its housing while other counties do not.

61	Solano	Napa is proposing a sub-regional approach on their own, as in Solano County. They won't be exempted and are still working with the State. Marin is using an overall regional approach. Under CA law, the state provides allocations and ABAG distributes them. But it is ultimately a local decision/process.
62	Solano	Allocations will be lower this round because of economic conditions.
63	Solano	Napa has not met its low/very low housing allocations. There are no penalties. Keak - the law requires jurisdictions plan and put in housing element rules.
64	Solano	The constitution is the law and you cannot tell communities how many houses they must have.
65	Solano	If this process is so upsetting, why couldn't we answer, "None of the above"? The question and answers are manipulative. That is what is going on in the other room.
66	Solano	Social justice -- everyone deserves a home? That will not work, it will drop the value of my house. The train station here is 5 miles from the other station. The Bay Bridge is made in China as are the windmills. I was passed over because of affirmative action. White Americans suffer under Social Justice. My wife is a minority. This is un-American.

	Plan Bay Area	
	January 2012 Public Workshops	
	Participant Comments from Comment Booklets, as submitted at the workshops	
	Station A: Transportation Trade-Offs	
	A number of potential transportation investments will be considered as part of Plan Bay Area. Not all of these items will be	
	funded due to limited resources. At the workshop, participants who visited this station used tokens to "vote" on transportation	
	trade-offs in three areas, or to provide their own idea:	
		■ Transportation Investment Priorities
		■ Policies to Reduce Driving and Emissions
		■ Policies Regarding Public Transit
	See the PDF titled "Comments on Transportation Trade-Offs " for how participants ranked the transportation investment	
	categories in those three areas, and what "Other" ideas they offered.	
	Below are comments provided in the Comment Booklets related to these topics.	
	Transportation Investment Priorities	
	Participants commented on investment categories important to them.	

	County	Comment
1	Solano	Provide left turn yield lights. Re "Increase the number of lanes for carpoolers and bus riders" -- too many now.
2	Solano	We can not afford $250b to accomplish anything like this.
3	Solano	Less government is better. No high speed rail.
4	Solano	Move jobs to urban areas.
5	Solano	Arrest everyone who is involved in this plan. I'm not paying for someone else's life.
6	Solano	"A" sounds like a good idea but experience has proven it does not work. All other ideas have failed to produce desired results.
7	Solano	Bus and tax vouchers for low income residents to get to important meetings and appointments.
8		Stay in ICLEI.
9	Solano	Pull out of ICLEI. Keep state and local control and not abdicate planning to the U.N. and their agenda. Jobs, not bike lanes that aren't used just because they are P.C. Agenda 21 should not rule our planning. Climate change is always happening and it's not because I don't use a curly light bulb ad drive a SUV. It's a hoax.

	Policies to Reduce Driving and Emissions	
	Participants commented on a variety of strategies being considered to encourage the reduction of driving and	

	associated vehicle emissions.	
	County	**Comment**
10	Solano	No real discussion on cost of this program.
11	Solano	Get rid of ABAG and MTC, STA and all other commie government organizations.
12	Solano	Incentives for businesses to relocate to Solano County cities.
13	Solano	All of the above have failed in government practice except telecommuting. However, that is an investment to be made by the user -- not a government function.
14	Solano	Bring back school buses.
15	Solano	Other: Incentives for fuel efficient cars.
16	Solano	I like the 'more school buses' idea to keep parents off the road.
17	Solano	Local private job creations.
18	Solano	Californians (and me) like their cars.
19	Solano	No parking charges.
	Policies Regarding Public Transit	
	Participants considered and commented on a variety of strategies being considered to improve the customer experience on	
	public transit and to operate our existing public transit system more efficiently.	
	County	**Comment**
20	Solano	My per capita share of $250 billion is $39,000 -- are you kidding?
21	Solano	Public transit -- get rid of it.
22	Solano	For forty years, government planners have spent tax money for the above encouragements. Result has been failure. American society continues to desire private travel.
23	Solano	Safer transit entry. Safer vehicles. More security.
24	Solano	Extended routes to outer areas will cause more people to use public transit.
25	Solano	I do notwant to ride public transit. I do not feel safe on public transit.
26	Solano	Screw public transit.
27	Solano	Smaller buses, not big empty ones.
28	Solano	Make it is safe to take public transit.
29	Solano	Citizens don't need to or want to give up our automobiles.
30	Solano	I'm too old to ride a bike. Waiting for a bus, van and outdoor transportation in the rain isn't a good choice. Don't force me to live like poverty stricken areas. Let us vote on the whole Plan.
31	Solano	Need more jobs. This should be a city, county, state and individual choices.
32	Solano	Cars!

	Plan Bay Area		
	January 2012 Public Workshops		
	Participant Comments from Comment Booklets, as submitted at the workshops		
	Station B: Quality of 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) and transportation investments need to be carefully designed to maximize benefits for residents. Of the following benefits select your top two priorities:		
	County	**Count**	**Potential Benefit**
	Solano	**6**	Safer neighborhoods from lighting, infrastructure improvements and more eyes on the street.
	Solano	**2**	Improved health through better infrastructure for walking and biking.
	Solano	**1**	More retail and access to food due to larger population and pedestrian support for retail.
	Solano	**2**	Increased open space and parks through planning and development impact fees.
	Solano	**5**	Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities.
			Indicate here if you disagree or have other suggestions.
1	Solano		Without a real cost discussion, this exercise is futile, insulting and very misguided.
2	Solano		Get government out of the public business.
3	Solano		Safe lighting, save electricity. Protect the night sky.
4	Solano		All of you should be put in jail. Keep my rights.
5	Solano		All of the above are desirable goals but local government must make the decisions when money is available.
6	Solano		None of the above, if it conflicts with my right to self-determination.
7	Solano		More neighborhood watch programs.
8	Solano		Walkable communities are very important. New developments should have residential and commercial districts that are walkable - just like old small towns used to.
9	Solano		Too few choices and all are bad.
10	Solano		ABAG is not very well informed about local planning.
11	Solano		Keep agricultural land so we will have food in the future. We need to encourage Sacramento government to support small businesses that will bring jobs and encourage growth to bring about the improvements in the infrastructure.
12	Solano		I think that complete communities are a very poor idea.
13	Solano		Please take illegal aliens out of our cities and schools and we will have safer communities and our tax dollars can be better allocated for our existing communities.

14	Solano		Planning is good and necessary but damaging the carrot of money coercion through regulation is not the way. Socialist methods have not worked in the past, and won't work here.
15	Solano		Preserve our agricultural lands - one of Solano County's greatest assets. Local access to local grain food.
	Are jobs and housing converging in the right places in your county? Can this convergence support greater access to jobs and housing, particularly for low-income and moderate-income populations?		
16	Solano		*Not government jobs.*
17	Solano		You people are socialists and will be held accountable for your crimes. We are watching you!
18	Solano		*We need more jobs in Solano County where the housing is. We need high density downtowns. Housing downtown can create the customers for downtown businesses, sometimes that business needs help.*
19	Solano		Solano County is trying to balance urban and rural priorities, growing the economy with quality of life.
20	Solano		*Seems like more high income jobs are needed. The low and moderate income jobs will follow.*
21	Solano		Yes, thus there is no real need for an over-arching plan that will be forced on local governments in the usual political bribing process, i.e., your city gets no funds unless your city plays ball with MTC and ABAG.
22	Solano		*No regional government.*
23	Solano		They don't need to. We can not continue to support and fund every low income person. People commute from Vacaville to work by and large.
24	Solano		*No they are not! Current Federal and State regulations, policy and taxation have run business out of California - not to be returning any time soon.*
25	Solano		Based upon your map, yes. Vacaville's General Plan update would be in opposition to this plan.
26	Solano		*Keep our own open ground and let us vote politically for all decisions. I want local planning. Local voting. Not U.N. voice.*

	Plan Bay Area		
	January 2012 Public Workshops		
	Participant Comments from Comment Booklets, as submitted at the workshops		
	Station C: The San Francisco Bay Area -- 2040		
	How should the region accommodate projected growth? (Indicate your level of support for each potential option.)		
	A. Allow new housing, offices and shops to be built in the centers of cities and town near public transit.	B. Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.	C. Build more affordable housing in existing communities that already have a strong job base.
	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion
	Solano County -- Count		
	1) three	1) four	1) five
	2) four	2) five	2) three
	3) three	3) two	3) two
	4)	4)	4) three
	5) seven	5) seven	5) six
	0) one	0)	0)
	If you opposed the three growth patterns above, offer your suggestions on how the region can accommodate projected growth.		
	Solano County Comments		
1	The free market will take care of it.		
2	*Get people in government that believe in capitalism, not socialism.*		
3	Get out of our way. Don't tough our property rights or try tell us what to do. Socialism equals Nazi. You are being watched.		
4	*Let commercial and private groups make these decisions.*		

5	Projected growth model assumptions are incorrect. Jobs attract people, incentive (less regulation) small businesses to move out of urban areas.		
6	*Affordable housing is needed in every community, whether more jobs are developed or not.*		
7	Solano County has issues with "affordable housing" vis-a-verse other North Bay counties. Need some better enforcement policies.		
8	*Not an ABAG decision, let the local community government. Honor its uniqueness.*		
9	No social justice.		
10	*A plan is good, but free market forces should be allowed to prevail.*		
11	Stop Agenda 21.		
12	*No housing built in the centers of cities and towns! Regarding Option B [affordable housing near public transit for residents without cars] if this is the whole truth and the public wants it for those without cars. Regarding Option C Focus on strong job base --- affordable housing ok if it doesn't entail tearing down personal homes and stores.*		

	Plan Bay Area		
	January 2012 Public Workshops		
	Participant Comments from Comment Booklets, as submitted at the workshops		
	Do you support development of Plan Bay Area?		
	Plan Bay Area is along-term strategy for the nine-county San Francisco Bay Area that is currently being developed. The idea is to accommodate the region's housing and transportation needs for the next 30 years and reduce the region's auto dependence. Plan Bay Area is focused on: improving the local economy, reducing driving and greenhouse gases, and providing access to housing and transportation for everyone who needs it.		
	1. In general, do you support the establishment of this type of a regional plan?		**3. Changes will be needed in my community and in my lifestyle to improve the quality of life in the Bay Area in the future.**
	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion		1. Agree Strongly 2 3 4 5. Disagree Strongly 0. No Opinion
	Solano County		
	1) four		1) one
	2) four		2) three
	3) two		3) three
	4)		4) one
	5) eleven		5) twelve
	0) one		0)
	2. Why it that?		
1	No Opinion: We don't need Agenda 21. We don't need socialism or one world government. We don't need unelected organizations such as ABAG and MTC. We don't need bicycle paths and buses that don't pay their own way. We don't need government in the housing business or so called affordable stack and pack housing.		

2	*I support putting you in jail. It is against the U.S. Constitution and violates private property rights and individual freedoms.*		
3	Oppose Strongly: Centralized control has failed in every county that tried. This country was founded on principles of individual decision making.		
4	*Oppose Strongly: It conflicts with my constitutional guarantee of "self determination".*		
5	Support: If no plan our growth will be messy.		
6	Support: Plan Bay Area should just be a regional blueprint that gives local municipalities the wide latitude to adjust the options of their particular needs.		
7	*Support Strongly: Counties and cities in the metro area impact each other. People live in one area but often travel to work or the conduct of their business takes them to other metro locations. Likewise, citizens travel to events and activities located throughout the area. I-80, 80 and 680 bus stations. Ridesharing local mobility.*		
8	Support: Plan Bay Area should just be a regional blueprint that gives local municipalities the wide latitude to adjust the options to their particular needs.		
9	*Support Strongly: Planning is important.*		
10	Oppose Strongly: This plan is over-arching government which we, as city citizens, did not sign up to support in any way, shape or form. In addition, the texts containing "social justice, social equity, environmental justice, GHG management" are progressive-collectivist in nature and not in keeping with the intent of the U.S. Constitution. There are un-ICLEI/USA words and statements from the 1992 Rio Agenda 21 40+ chapters.		
11	*Support Strongly: You can't move forward without a plan. Then all you are doing is trying to clean up messes. A plan tries to cut down on future messes.*		
12	Support: Business is over regulated by government. Keep agricultural land. Crime increase; economy in general is down.		

13	*Oppose Strongly: The bus system is not utilized to full potential. No one rides the buses. I do not believe in placing people in high density housing near transportation hubs. Are you trying to make us into a European style country? America was founded with property rights. We need smaller, less intrusive government. The EPA is killing our economy and businesses and we are all paying more than necessary.*		
14	Oppose Strongly: This is being mandated outside of our local government with no real. Who will own the buildings in the complete communities. Why is social equity part of the plan?		
15	*Oppose Strongly: You do not know what is best for me nor should you have the right to tell me how to live my life.*		
16	Oppose Strongly: The problem with the adoption of a "general plan", is that the present practice of "dangling the carrot" is used to force the government's will upon the people, instead of the other way around. Using environmental "crisis" as fear tactics for letting you people run rampant is nauseating.		
17	*I prefer less government control but I appreciate orderly growth. I am in strong support of preserving our environment, agricultural lands, and improving our air quality. Bring jobs of quality to local venues, infill, protect agricultural lands and you won't have the traffic problems. Preserving agricultural lands so that food is grown and sold locally, not transported across country borders.*		

Plan Bay Area

January 2012 Public Workshops

Participant Comments from Comment Booklets, as submitted at the workshops

Other Comments

Participants were asked to provide any other comments related to Plan Bay Area:

	County	Comment
1	Solano	For me it is more that good planning will be needed to preserve the good quality of life in our area.
2	Solano	Yes, but changes must be made only by a local elected official.
3	Solano	Subordinates the sovereignty of local governments.
4	Solano	*Stop. Arrest everyone involved as they are violating property rights and personal freedom. They opppose the Constitution and believe in the creation and not the creator.*
5	Solano	Basically I am upset about all of the rude, outspoken people at the meeting. We never really got to hear the intended information.
6	Solano	*No Agenda 21 or socialism needed. I love capitalism. No global warming or sea level rise garbage science needed.*
7	Solano	Give incentives to growers/farmers/ranchers to produce, process and sell local. Less greehnouse gas; less trucking/road use, etc.
8	Solano	*Not necessary. Local government can adequately handle planning without Sacramento-driven overseer management via AB32, SB375, CEQA, CARB and BAAQMD plus MTC/ABAG.*
9	Solano	Solano County has a unique flavor.
10	Solano	*Granny flats -- famly taking care of family. Keep elderly out of nursing homes and builds community.*
11	Solano	This is the result of a directive from the U.N. in the 70s. I do not think that my lifestyle needs to change to improve the quality of life. I already use mass transit and do no t believe in the current government's overreach.
12	Solano	*Improve our current transportation system with my tax dollars.*
13	Solano	Solano County is a housing rich, jobs poor, part of the Bay Area. Local municipalities would need to decide how to balance economic development with quality of life issues.
14	Solano	*I like my lifestyle, and I don't believe it's my or anyone's job to try and change people's lifestyle.*
15	Solano	This is garbage.
16	Solano	No Plan Bay Area.
17	Solano	Pull out of ICLEI and U.N. Agenda 21.

Plan Bay Area
January 2012 Public Workshops

Transportation Trade-Offs, Oral and Written Comments, submitted at the workshops

Station A: Transportation Trade-Offs

A number of potential transportation investments will be considered as part of Plan Bay Area. Not all of these items will be funded due to limited resources. At the workshop, participants who visited this station used tokens to "vote" on transportation trade-offs, or to provide their own ideas, in three areas:

- Transportation Investment Priorities
- Policies to Reduce Driving and Emissions
- Policies Regarding Public Transit

Below is the count that shows how participants ranked these potential transportation investment categories in these three areas, followed by the ideas/comments submitted via cards by participants using the "Other" option.
See the PDF titled "Workshop Written Comments" for additional comments submitted by participants for Transportation Trade-Offs.

TOKEN COUNT: SOLANO COUNTY

Transportation Investment Priorities	#	%
Increase the number of freeway lanes for carpoolers and bus riders	2	2%
Expand bicycle and pedestrian routes	6	5%
Extend commuter rail lines, such as BART and Caltrain	20	16%
Maintain highways and local roads, including fixing potholes	30	23%
Provide more frequent bus service	6	5%
Provide financial incentives to cities to build more multi-unit housing near public transit	6	5%
Fund traffic congestion relief projects, such as adding turn lanes on roads, or reconfiguring interchanges and on-ramps on highways	18	14%
Increase public transit service for low income residents who do not have access to a car.	10	8%
Invest in improving speed and reliability in major bus or light-rail corridors.	8	6%
Other:	22	17%

Comments on "Other" Cards -- Transportation Investment Priorities

	County	Comment
1	Solano	Preserve our Agricultural lands, particularly in Solano County. By farming, harvesting, processing & selling locally, you reduce the costs/emissions of transportation. Save your dollars to fix the roads.

2	Solano	What jobs are suitable for high-density residential communities? Are they reasonably numerous enough to employ sufficient workers in those high-density communities? This sounds like a social utopia.
3	Solano	Incentives for bringing jobs to suburban locations (x2).
4	Solano	Bus/Taxi vouchers for low-income to get to needed appointments/meetings.
5	Solano	ALL programs must not conflict with my ability for "self determination" as guaranteed by the Constitution.
6	Solano	Move jobs to urban areas.
7	Solano	This all leads to a controlled environment that reduces my choices - in the end development will be directed towards planned areas with minimal transportation alternatives except public transit or bicycles.

Transportation Trade-Offs *(continued)*

Policies to Reduce Driving & Greenhouse Gas Emissions

A variety of strategies are being considered to encourage the reduction of driving and associated vehicle emissions.
At the workshop, participants who visited this station used tokens to "vote" on a list of potential policies to reduce auto emissions or provided their own ideas.

TOKEN COUNT: SOLANO COUNTY

Policies to Reduce Driving & Greenhouse Gas Emissions	#	%
Encourage 'Smart Driving'	6	5%
Complete the Regional Bicycle Network	5	4%
Expand the Safe Routes to Schools/ Pedestrian Network	9	7%
Increase Vanpool Incentives	11	9%
Expand Electric Vehicle Strategies	8	7%
Develop Commuter Benefit Ordinances	4	3%
Increase Telecommuting	22	18%
Institute Parking Surcharges	2	2%
Freeway speeds at 55 mph	4	3%
Other:	50	41%

Comments from "Other" Cards -- Policies to Reduce Driving & Greenhouse Gas Emissions

	County	Comment
1	Solano	Do not agree that we should be expected to agree with the options presented.
2	Solano	Incentives for businesses to re-locate to Solano county cities
3	Solano	ALL programs must not conflict with my ability for "self determination" as guaranteed by the Constitution.
4	Solano	Put money towards fuel cell cars - it is not fair to tax people who don't want to conform to the decisions of MTC. Local jobs…
5	Solano	By funding local job development you will reduce the need to commute. Local sustainable jobs that provide a solid middle class income. Then you will have less emissions.
6	Solano	Secure the borders. If one calculated the CO2 emitted by the 10 million+ who have crossed the border illegally, the reduction in CO2 in CA by their absence would meet the state's goals of reducing CO2 emissions. In the alternative, outlaw bean and cheese burritos to reduce methane emissions.
7	Solano	Increase gas tax by $1 per gallon.
8	Solano	Eliminate MTC and ABAG. Cut taxes by the amount these agencies consume; we'll take care of our own roads.

9	Solano	Bring back school buses in all communities - 2 chips
10	Solano	Incentives for more fuel efficient cars
11	Solano	Incentives for more fuel efficient cars, i.e. lower registration taxes for smaller cars perhaps higher fuel taxes
12	Solano	Fund broadband to rural area to help telecommuting - x10
13	Solano	Improve vehicle emission reduction by designing vehicles that emit less at higher speed -- research funding
14	Solano	Work from home - zoning policy changes

Transportation Trade-Offs *(continued)*

Policies Regarding Public Transit

A variety of strategies are being considered to improve the customer experience on public transit and to operate our existing public transit system more efficiently. At the workshop, participants who visited this station used tokens to identify four policies important to them to improve public transit. Participants also were able to provide their own ideas under the "Other" category.

TOKEN COUNT: SOLANO COUNTY

Policies Regarding Public Transit	#	%
Better-timed connections	13	15%
More real-time information	2	2%
Cleaner/new vehicles and cleaner stations	6	7%
Standard fare policies across the region	6	7%
Fixed-price monthly pass valid on all trains, buses and ferries	7	8%
More frequent and faster transit service	14	16%
Better on-time performance	8	9%
More customer amenities such as WiFi on buses and trains	13	15%
Other	17	20%

Comments from "Other" Cards -- Policies Regarding Public Transit

1	Solano	Safer transit/bus stops, safer vehicles, more security - 2 chips
2	Solano	Although it is expensive, rail lines & bus lines should be extended to other areas.
3	Solano	Improve capital corridor increased service
4	Solano	ALL programs must not conflict with my ability for "self determination" as guaranteed by the Constitution.
5	Solano	Give incentives to growers, farmers, ranchers to produce, process and sell local = less greenhouse gas, less road repair.
6	Solano	All programs are in conflict with my basic belief that this program should not be implemented.

Transportation Trade-Offs, Oral Comments

	County	Comments
7	Solano	What are strategies to employ if GHG targets are not met?
8	Solano	What is happening with I-80/680?
9	Solano	Would parking surcharge apply to BART parking lots?
10	Solano	What are relative costs of alternative strategies?

11	Solano	$68 billion is not enough money.
12	Solano	Increase gas tax to solve problem (to $5/gallon).
13	Solano	Maintain highways/roads.
14	Solano	Extend rail lines/more frequent buses.
15	Solano	Bring BART to Solano County.
16	Solano	Bring jobs to suburban areas -- use incentives.
17	Solano	Bring back school buses.
18	Solano	Lower registration fees for fuel-efficient vehicles.
19	Solano	Frequent bus service and better connections (and Sunday service).
20	Solano	Does smart driving impinge on citizen's rights?
21	Solano	"Expand electric vehicle strategies" -- What does this mean?
22	Solano	Who is MIG?
23	Solano	Items on list have already failed.
24	Solano	Plan needs a jobs development program.
25	Solano	Local food production can result in lower GHG emissions. Need agriculture incentives.
26	Solano	Telecommuting is not a government province.
27	Solano	Priority development areas will drive down nearby housing prices.
28	Solano	Bike/pedestrian routes improve a community.
29	Solano	Need to maintain current infrastructure.
30	Solano	Smart driving - doesn't cost public funds, but may not work.
31	Solano	Don't reduce speed limit to 55 mph.
32	Solano	Parking surcharges not a good idea.
33	Solano	Incentives for cargo by rail (not trucks).
34	Solano	Additional taxes for gasoline cars.
35	Solano	Extend Wi-Fi throughout cities.
36	Solano	Highways and traffic congestion project are most efficient.
37	Solano	BART made false promises. Also high-speed rail and Bay Bridge - mismanaged.
38	Solano	Maintain roads and highways. Californians won't give up their cars.
39	Solano	SMART train uses an existing rail line, but needs new tracks.
40	Solano	Hard to do this (reduce driving) if you work around the Bay Area.
41	Solano	Will GHG reduction effort impinge on ability to pull a camp trailer to go camping?
42	Solano	Over-regulation may kill business formation in CA.

	Plan Bay Area	
	January 2012 Public Workshops	
	Oral Comments: Land Use and Complete Communities	
	County	**Comments**
1	Solano	Forum doesn't give opportunity for me to designate my chioces/priorities.
2	Solano	Napa, is it being reused? Marin, are they getting exceptions?
3	Solano	Distrustful of this process, deals under the table.
4	Solano	Re: New growth -- where is Section 8 housing?
5	Solano	Was Solano County paid to take Marin's low-income housing?
6	Solano	If 80% don't like the plan, what is the effect of that disapproval on the plan?
7	Solano	Do our comments, approval or disapproval, mean anything? Where does it go? What is the effect on decisions?
8	Solano	Map -- wanted to discuss more.
9	Solano	Solano County -- modeling about water (underwater -- 20 years, 100 feet vs. Sea level). Those PDAs are underwater. What about the two conflicting sciences? How do we solve this?
10	Solano	SB 375 only approved last year. How could we be doing it in advance?
11	Solano	Why do we have to prioritize? Who is against these priorities?
12	Solano	We are overlooking the fact that centralized planning has historically failed. Really it is up to people to do this and back to the drawing board. "These things cannot work"
13	Solano	You are taking the money and controlling your investment. Can't see how any of these transit (illegible) can help me, as I have to travel all over the counties.
14	Solano	People value that they can grow (local control) as they wish. Did private land trust underscore local control?
15	Solano	Where is the preservation of agriculture?
16	Solano	The carrot is the money. If taxpayers don't like this, you are taking our money/choices.
17	Solano	Yerba Buena Island/the bridge is unsafe. Why a project with housing?
18	Solano	BART told that us that it would come every minute and serve everyone. See this all as pseudo-science.
19	Solano	I don't want to live under a store.
20	Solano	Sees this as Agenda 21, to herd us into cities and let the wild lands go wild.
21	Solano	Bring jobs to Solano County. Where is that focus in the plan?
22	Solano	Where is business in this plan?
23	Solano	Map -- hard to read.
24	Solano	Lives in Vacaville. What about doing this with dried up development funds? How can we provide a community's services? What is prognosis? How does a community balance people and jobs/services?
25	Solano	What about the transit corridor in Vacaville? Where is it? What are the specifics? What are the opportunities?
26	Solano	Fallacy to use San Leandro as example, redevelopment is not there.
27	Solano	From Benicia: Two stories filled with residences, but not retail below. "End up with restaurants, but no place to buy shoes" Likes the fact that there is open space between cities in Solano. This gives the county its character and sense of community and space and place.

28	Solano	From Benicia: fundamentally opposed to chain stores. As a small business owner, there are many obstacles, barriers and regulations to start up a new business. Need to improve, get recommendations to Sacramento that you must encourage the economy. Help support economy and small business development.
29	Solano	Vacaville will grow east, taking agricultural land. Many are fighting against this.
30	Solano	Isn't there a moratorium on affecting prairie ag land? Need to protect it.
31	Solano	Write-in campaign to get a Trader Joe's in Fairfield.
32	Solano	Need resources for information.
33	Solano	Thinks we have people who will speak up and stand up to ABAG to preserve our land and build the houses we need, not dictated to.
34	Solano	Higher density in the city's core. Proponent of in-law units, but hard to do in Benicia because of high fees. Better alternatives will protect ag lands.
35	Solano	Emphasis on jobs. Inner cities have been sending people to outer counties. In outer counties, need job centers.
36	Solano	Better housing for workers.
37	Solano	Removing impediments for in-law units to count as lower-income housing -- very good idea.
38	Solano	Preserving agriculture land should prevail over social equity because it will reduce greenhouse gas emissions.
39	Solano	Map doesn't really show all the development that is going on. Job creation in Vacaville not shown. Needs updating to show all activity.
40	Solano	Question about train PDA: Is it to scale? Fix the visual.
41	Solano	When talking about PDAs, there is not enough info on them. Stack and Pack high -- not first into my community. I want the grants, will have to do it only one way. Can cities build when they have a PDA? Does it restrict choices?
42	Solano	What about fees to develop single family, large homes? Will plan increase these fees?
43	Solano	Do all cities have urban growth boundaries?

Solano County – Community-Based Focus Group

Host Community-Based Organization: Dixon Family Services

Date: January 17, 2012

Attendance: 10

(Note: Not all who attended participated in all voting segments.)

Part A – Transportation Tradeoffs

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	**Increase public transit service for low-income residents who do not have access to a car**	13.9%
2	**Extend commuter rail lines, such as BART and Caltrain**	13.1%
3	**Maintain highways and local roads, including fixing potholes**	11.8%
4	**Provide more frequent bus service**	11%
5	**Invest in improving speed and reliability in major bus or light-rail corridors**	10.6%
6	**Fund traffic congestion relief projects**	10.4%
7	**Expand bicycle and pedestrian routes**	10.2%
7	**Provide financial incentives to cities to build more multi-unit housing near public transit**	10.2%
8	**Increase number of freeway lanes for carpools and buses**	8.1%
9	**Other**	0.8%

A Sampling of Comments

- Bus service in Solano County needs to assist low-income residents, both in terms of lower fares and location of service and routes (access to metropolitan areas of the county)
- Lower fares, especially for youth and low-income residents
- Transit connections need to be made both within the county and to areas outside the county
- Green space is important for recreation areas and as a way to bring revenue to the county
- Since there are no school buses, having safer and more accessible bike and pedestrian routes – especially Safe Routes to Schools programs – is an important transportation component
- BART (or rail) access would serve many commuters in Solano County, since homes here are more affordable than in many other areas in the Bay Area
- Cities should be incentivized to build housing near transit

Policies to Reduce Driving and Emissions

Participants were given ten options for policies to reduce driving and greenhouse gas emissions and asked to select their top five priorities. One option was "other" to allow participants to write priorities not already on the list.

Rank	Priority	%
1	**Expand the Safe Routes to Schools/ pedestrian network**	19.6%
2	**Encourage "smart" driving**	18.6%
3	**Increase vanpool incentives**	14.2%
3	**Change freeway speed limit to 55 mph**	14.2%
4	**Develop commuter benefit ordinances**	13.7%
5	**Complete the regional bicycle network**	5.9%
6	**Institute parking surcharge**	5.7%
7	**Expand electric vehicle strategies**	4.1%
8	**Increase telecommuting**	3.9%
9	**Other**	0%

A Sampling of Comments

- Access to buses and other transportation choices for school-aged children are very important
- Solano County has areas with railroad tracks that bifurcate the community and making walking and biking unsafe for youth
- Most of the policy choices were considered inappropriate for Solano County – they are either more conducive to support middle and upper class commuters (such as telecommuting), or they are impractical given current habits (driving, not paying parking fees, higher speed limits)

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 on the list.

Rank	Priority	%
1	**Fixed-price monthly pass valid on all systems**	21.6%
2	**Better-timed connections**	15.3%
3	**More real-time information**	14.5%
4	**Cleaner/new vehicles and cleaner stations**	13.8%
5	**Standard fare policies across the region**	13.5%
6	**More frequent and faster transit service**	10.3%
7	**More customer amenities, like WiFi**	5%
8	**Other**	3.2%
9	**Better on-time performance**	2.8%

A Sampling of Comments

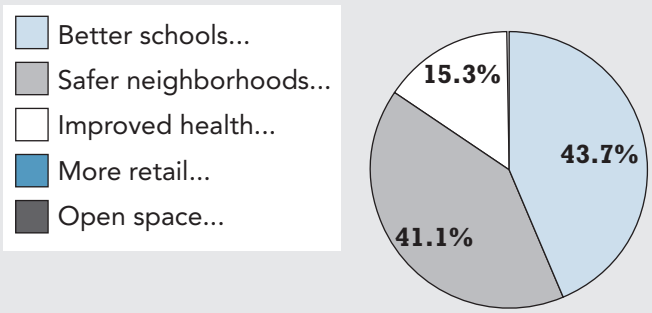
- Need buses for school-aged children
- Transit should be safe, reliable and well-timed for riders, including school-aged children
- Currently buses and bus stations are not considered safe in this county
- Real-time information is important and would help with safety issues – since Solano County is fairly rural, not knowing when a bus will arrive can mean waiting in isolation for long periods

Part B – Quality of Complete Communities

Participants were given five benefits of complete communities and asked to select their top two priorities.

Rank	Priority	%
1	**Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities**	43.7%
2	**Safer neighborhoods from lighting, infrastructure improvements and more eyes on the streets**	41.1%
3	**Improved health through better infrastructure for walking and biking**	15.3%
4	**More retail and access to food due to the larger population and pedestrian support for retail**	0%
5	**Increased open space and parks through planning and development impact fees**	0%

Complete Communities



A Sampling of Comments

- Lowering the cost of housing in the area is good, but also more affordable housing is needed
- Solano County residents commute to the East Bay or to Sacramento for work, leading to long commute times and a high cost of car ownership
- While people in Solano County enjoy the "small town" feel, they still recognize the need for infrastructure investments (such as better lighting and sidewalks), and a particular need to serve families and children through good schools

Part C – The San Francisco Bay Area 2040

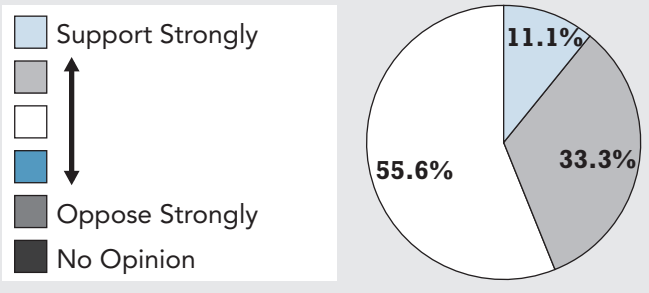
Discussion and Questions

Participants were asked to indicate their level of support for three options for accommodating projected growth.

Option A: Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.

Support Strongly	**11.1%**
	33.3%
	55.6%
	0%
Oppose Strongly	**0%**
No Opinion	**0%**

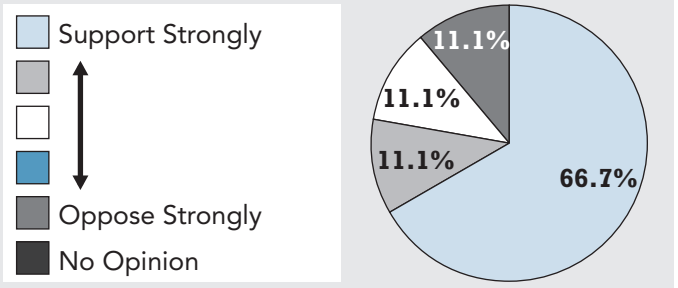
Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.



Option B: Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.

Support Strongly	**66.7%**
	11.1%
	11.1%
	0%
Oppose Strongly	**11.1%**
No Opinion	**0%**

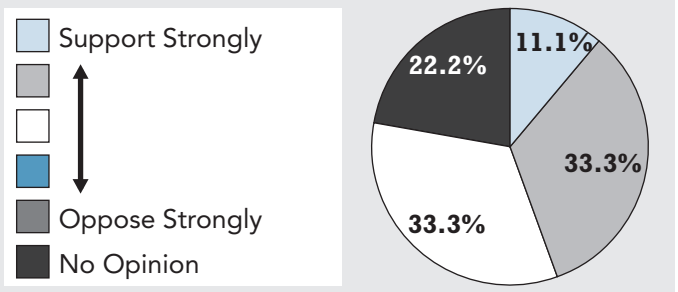
Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.



Option C: Build more affordable housing in existing communities that already have a strong job base.

Support Strongly	**11.1%**
	33.3%
	33.3%
	0%
Oppose Strongly	**0%**
No Opinion	**22.2%**

Build more affordable housing in existing communities that already have a strong job base.



If participants opposed the three growth patterns listed above, they were invited to suggest a fourth alternative for accommodating growth.

A Sampling of Comments

- Need better transportation, more affordable housing and more jobs in the community for the existing residents – any growth should be controlled
- Improving transportation will allow more people to enjoy the small town atmosphere the residents value, while allowing them to commute to outlying job centers
- New housing should be situated in the center of town, but affordable housing should not be segregated in one area (creating inequalities)
- Participants enjoyed this focus group and the Plan Bay Area outreach process, but they hope the information gathered will actually make a difference in the decision making

APPENDIX H: WHAT WE HEARD

PUBLIC WORKSHOPS AND COMMUNITY OUTREACH BY COUNTY

Sonoma County

Date:
January 9, 2012

Location/Venue:
Finley Community Center
2060 West College Avenue, Santa Rosa

Attendance: 150
(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

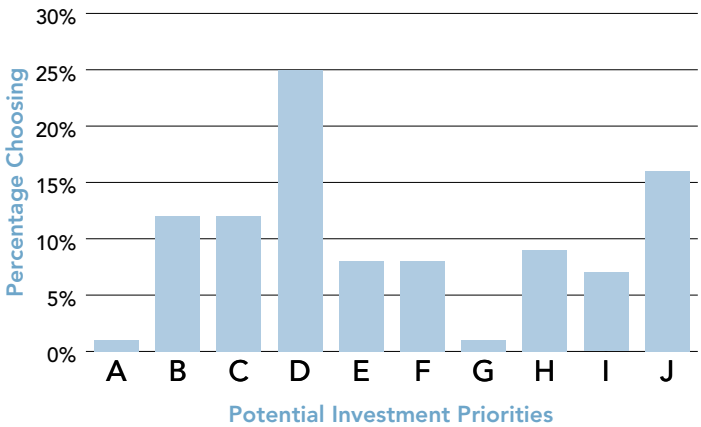
Transportation Investment Priorities

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

Other/Written Comments
(sampling of comments)

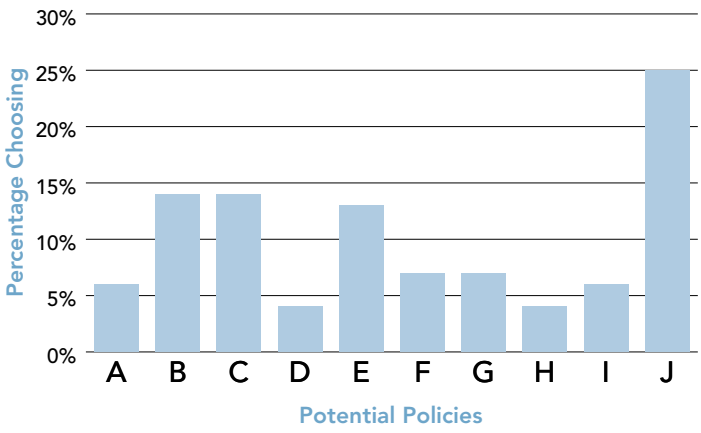
- Money for maintaining Class 1 Bike (off-street) paths.
- Refund tax dollars. Public transportation of any type is a big black money pit – redistribution of wealth on a European model never works.
- Need to continue to maintain roads, bridges, etc. No money to put this plan through.
- Over 6000 patents have been stifled. Many can allow individual autos virtually free completely clean. Release them.
- Fix the roads with money and reimburse taxpayers.
- Improve rods. More timely improvements.
- Repair roads. Do it quickly. Assist businesses to locate near hirable population.



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
2	**C.** Expand the Safe Routes to School/Pedestrian Network
3	**E.** Expand Electric Vehicle Strategies
4	**F.** Develop Commuter Benefit Ordinances
4	**G.** Increase Telecommuting
5	**A.** Encourage "Smart Driving"
5	**I.** Set Freeway Speeds at 55 mph
6	**D.** Increase Vanpool Incentives
6	**H.** Institute Parking Surcharges



Other/Written Comments

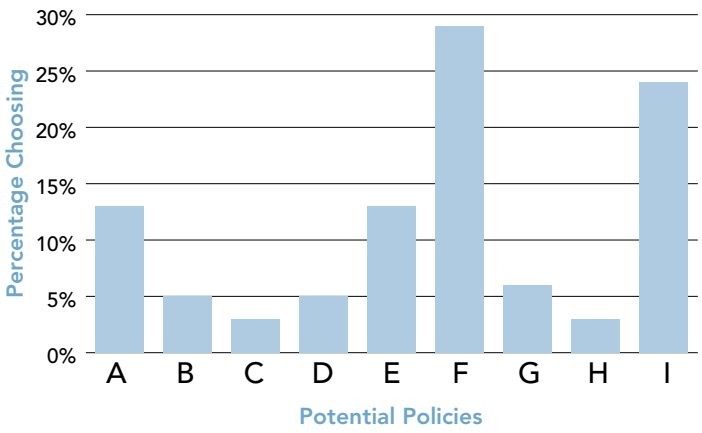
(sampling of comments)

- Congestion pricing has proven to be efficient in reducing traffic and emissions in city centers at other locations around the world. Granted, most of these policies received little public support at first, but studies show that public support has grown over time as the benefits become apparent.
- Study $ return for system cost.
- Decrease metro transportation overhead.
- Rather than trying to reduce total driving, encourage voluntary actions to schedule trips taken to non rush hour times.
- Protect driving rights. Americans love autos. Facilitate keeping them.
- Build double and triple decker freeways.
- Flex commute hours. No diamond lanes.
- Coordinated land-use policies that shorten the distance that people have to travel for work commutes and all other daily errands etc. will have a significant impact on the number of VMTs that our roads see. They will also make any transit/bike/ped improvements that are built that much more beneficial.
- Gas credit.
- Release over 6000 patents stifled by US government. Many facilitate clean, cheap transportation.

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	**B.** More real-time information
5	**D.** Standard fare policies across the region
6	**C.** Cleaner/new vehicles and cleaner stations
6	**H.** More customer amenities such as WiFi on buses and trains



Other/Written Comments

(sampling of comments)

- Less local, state, federal interference.
- Investigate new gas technologies.
- No changes and no interference with city management.
- It does not appear equitable or fair to vote to force others to use transportation choices that I would not use.
- Facilitate independent individual travel via private autos.
- Bus or rail from Santa Rosa to San Francisco are interchangeable. What is most important is reducing overall trip time and frequency/ convenience.
- In Santa Rosa, transit (bus) needs to provide earlier and later daily rides, daily as well as on weekends, especially Sunday mornings to accommodate church goers.

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

- Build up, not out, but with generous setbacks to provide open space.
- Need to support businesses in order to create local jobs that are not isolated from housing; significant financial incentives will be required.
- The impacts of high-density living on community health need to be considered - how is improved community health measured?
- Better schools are needed.
- Transit-oriented development is moving in the right direction - must dramatically increase the pace of TOD and smart growth.
- Please consider how to connect rural and high priority development.
- Would like ABAG and MTC to help Roseland in Santa Rosa become a prototype Priority Development Area.
- Some participants also expressed concerns regarding property rights, preserving the character of their communities and affordability/funding for Plan Bay Area.

Open Comment Station

An open comment station was available for participants to raise any issue important to them. A sample of comments heard is listed here:

- **Put this plan before the voters.**
- **I do not want to live in dense housing. It will lead to crime.**
- **The Plan is not taking safety into account when it forces people to buy smaller, more efficient cars.**
- **The free market is better at making decisions than government.**
- **You cannot create access to public transit for everyone.**
- **I would rather spend money on gas than live on a busy street.**
- **Additional tax burdens to pay for the plan are unacceptable.**

Plan Bay Area

January 2012 Public Workshops

Open Comment Station -- Oral Comments

	County	Comments
1	Sonoma	Why is ABAG interested in Sonoma County?
2	Sonoma	Define social equity and sustainability.
3	Sonoma	Why no security at this meeting?
4	Sonoma	I've heard "we're out of money, we need to spend wisely." Why are we spending on mass transit?
5	Sonoma	Support widening of Highway 37.
6	Sonoma	Skaggs Island for Airport
7	Sonoma	Concern about at-grade crossing for SMART
8	Sonoma	How is BCDC involved in this?
9	Sonoma	MTC and ABAG are implementing "U.N. bias."
10	Sonoma	Put this plan to voters.
11	Sonoma	Is this plan using eminent domain?
12	Sonoma	Social equity and sustainability - we need definitions!
13	Sonoma	How is this plan going to be used? Articulate how we are preparing to meet growth while achieving GHG emission reductions.
14	Sonoma	What happens to cities that don't participate?
15	Sonoma	There is a lot of opposition to this process. Let the people vote!
16	Sonoma	What are the sources of funding?
17	Sonoma	I'm concerned about misinformation about this plan. Trying to get the word out to let people know what is at stake.
18	Sonoma	"One Bay Area" is a bad marketing choice. If we can "opt out," why are we calling it "one"? Why insert regional planning at all?
19	Sonoma	Mass transit is subsidized and will never pay for itself. What is the cost?
20	Sonoma	SB 375 requires analysis for all segments of the community. High density housing with subsidies should not be built. No social engineering.
21	Sonoma	No one should be called misinformed.
22	Sonoma	Will there be additional taxes to pay for this plan?
23	Sonoma	Where do the population estimates come from?
24	Sonoma	Santa Rosa has an elderly population. Population will be decreasing.
25	Sonoma	What are the definitions of sustainability and social equity? These are hard to find on the Plan Bay Area website.
26	Sonoma	How can sustainability and social equity not be defined if they are the main goals of the plan? When will we be asked our definition?
27	Sonoma	On website: "individuals must take personal action" - what does that mean?
28	Sonoma	What is the equity scorecard?
29	Sonoma	I use a vehicle everyday and I enjoy it. Why do I have to change? Are you making me?
30	Sonoma	Retail downstairs and apartments upstairs is this plan and it is failing everywhere.
31	Sonoma	I do not want to live densely. It will lead to crime. Why would we continue this type of building? Do not want it in Railroad Square. Developers assume this is the only thing that will be approved. Shouldn't be the case.
32	Sonoma	Elected officials are being misguided. It puts the public at risk. "For the greater good" is a red flag.

33	Sonoma	How are single-family homes not desired and there should only be high density? This is restricting housing to specific locations and is affecting land values all over the region. MTC is ignorant of this.
34	Sonoma	What is the 2005 year for the equity analysis?
35	Sonoma	Why are MTC and ABAG practicing behavior change?
36	Sonoma	Manipulating the public is unacceptable.
37	Sonoma	Only providing money to communities that do what you want hurts people and communities. How are we going to get representation for the people?
38	Sonoma	We should have a debate to be on equal footing.
39	Sonoma	Additional tax burdens to pay for the plan are unacceptable.
40	Sonoma	On the website, please show people who dissent the plan at MTC/ABAG.
41	Sonoma	Social injustice and environmental injustice is being practiced by MTC/ABAG by changing communities and other organizations taking people's land.
42	Sonoma	Equity scorecard: trying to create same conditions for all?
43	Sonoma	Cannot create access to public transit for everyone. Would rather spend money on gas than live on a busy street.
44	Sonoma	Not taking safety into account when forcing people to buy smaller, more efficient cars.
45	Sonoma	What is the process for comments?
46	Sonoma	Adoption of revenue plan: will it occur in Spring 2013 as well? Where will money come from?
47	Sonoma	What are the elements of greenhouse gas that we are concerned with? CO2 is a small percentage of the atmosphere. Plan will take cars away; this is a waste of money.
48	Sonoma	How can we make decisions without knowledge of taxes and bonds for future? These decisions affect future generations.
49	Sonoma	Portland is not sustainable. No freedom, how do 100 people get to vote for 7 million?
50	Sonoma	Confused about process. Lots of vacant houses already.
51	Sonoma	MTC isn't capable of making decisions - the free market is better
52	Sonoma	Define sustainability and equity.
53	Sonoma	CO2 isn't a problem; there is no money to pay for this.
54	Sonoma	This is social engineering - all about CO2.
55	Sonoma	CO2 is used as a mandate.
56	Sonoma	Focus on other sources of CO2 instead. Plan Bay Area will negatively affect society. What are the implications?

	Plan Bay Area	
	January 2012 Public Workshops	
	Participant Comments from Comment Booklets, as submitted at the workshops	
	Station A: Transportation Trade-Offs	
	A number of potential transportation investments will be considered as part of Plan Bay Area. Not all of these items will be	
	funded due to limited resources. At the workshop, participants who visited this station used tokens to "vote" on transportation	
	trade-offs in three areas, or to provide their own idea:	
		■ Transportation Investment Priorities
		■ Policies to Reduce Driving and Emissions
		■ Policies Regarding Public Transit
	See the PDF titled "STATION A TOKEN COUNT" for how participants ranked the transportation investment categories in	
	those three areas, and what "Other" ideas they offered.	
	Below are comments provided in the Comment Booklets related to these topics.	
	Transportation Investment Priorities	
	Participants commented on investment categories important to them.	
	County	**Comment**
1	Sonoma	Expand bus service. Increase public transit to everyone not just low income.
	Policies to Reduce Driving and Emissions	
	Participants commented on a variety of strategies being considered to encourage the reduction of driving and	
	associated vehicle emissions.	
	County	**Comment**
2	Sonoma	Land use planning. Congestion pricing.
3	Sonoma	Complete the Regional Bike Network: focus on connecting communities in rural/suburban areas. Retain funding at, at least, current levels.
4	Sonoma	Encourage smart driving: what can reduce emissions, driving skills. Develop Commuter Benefit Ordinances: local, state, regional. Large employers should give transit benefits.
5	Sonoma	Define smart driving and Commuter Benefit Ordinances.

6	Sonoma	Encourage land use planning to match location of jobs (employers) and workers (employees).
7	Sonoma	Add another deck to Golden Gate Bridge for public transportation (train or bus).
	Policies Regarding Public Transit	
	Participants considered and commented on a variety of strategies being considered to improve the customer experience on	
	public transit and to operate our existing public transit system more efficiently.	
	County	**Comment**
8	Sonoma	Cut the funds. People that work taking care of those that won't.
9	Sonoma	Fund the SMART train and pathway.

	Plan Bay Area		
	January 2012 Public Workshops		
	Participant Comments from Comment Booklets, as submitted at the workshops		
	Station B: Quality of 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) and transportation investments need to be carefully designed to maximize benefits for residents. Of the following benefits select your top two priorities:		
	County	**Count**	**Comment**
	Sonoma	**8**	Safer neighborhoods from lighting, infrastructure improvements and more eyes on the street.
	Sonoma	**14**	Improved health through better infrastructure for walking and biking.
	Sonoma	**7**	More retail and access to food due to larger population and pedestrian support for retail.
	Sonoma	**4**	Increased open space and parks through planning and development impact fees.
	Sonoma	**10**	Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities.
			Indicate here if you disagree or have other suggestions.
1	Sonoma		Options won't work or we already have them.
2	Sonoma		Where are the jobs that sustain employment that makes this all possible through business inclusion?
3	Sonoma		Would like to see support for form-based coding as a tool for creating complete communities, especially block perimeter maximums to support a network of streets.
4	Sonoma		Complete communities should not be too "planned". Don't attempt to plan everything. You are not prognosticators! You don't know what the future holds or how many people will live here.
	Are jobs and housing converging in the right places in your county? Can this convergence support greater access to jobs and housing, particularly for low-income and moderate-income populations?		
	County		**Comment**
5	Sonoma		*Leave this up to each community. MTC and ABAG out.*
6	Sonoma		Long commutes are the norm in this county. More jobs needed in Cloverdale.
7	Sonoma		*Yes, leave well enough alone.*
8	Sonoma		The mass transit system covers most of this city and is available at least part of the time, it could be somewhat better.
9	Sonoma		*Business parks are hard to work in without a car. Not helpful.*
10	Sonoma		I would like ABAG and MTC to help Roseland in Santa Rosa become a proto-type Priority Development Area.
11	Sonoma		*It really isn't your business where housing converges. That is up to the people through their locally elected officials.*

12	Sonoma		To some extent, yes, as all communities in Sonoma counts have UGBs. However, in most communities, jobs and housing remain isolated from one and other. This convergence is going to require significant financial support/incentives in the current market, near to mid-term.
13	Sonoma		*It has gotten slightly better in the last decade or two, but we must dramatically increase the pace of smart growth and transit living.*
14	Sonoma		Transit oriented development in Santa Rosa is moving in the right direction.
15	Sonoma		*On the books it is, but actual development is not.*

	Plan Bay Area		
	January 2012 Public Workshops		
	Participant Comments from Comment Booklets, as submitted at the workshops		
	Station C: The San Francisco Bay Area -- 2040		
	How should the region accommodate projected growth? (Indicate your level of support for each potential option.)		
	A. Allow new housing, offices and shops to be built in the centers of cities and town near public transit.	B. Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.	C. Build more affordable housing in existing communities that already have a strong job base.
	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion
	Sonoma County -- Count		
	1) seventeen	1) sixteen	1) fifteen
	2)	2) two	2) one
	3) two	3) three	3) four
	4) one	4)	4)
	5) three	5) three	5) three
	0)	0)	0) two
	If you opposed the three growth patterns above, offer your suggestions on how the region can accommodate projected growth.		
	Comment		
1	Doesn't work. Isn't affordable.		
2	*Let the locals decide. I do not approve of a "one size fits all" mentality. Thru is no funding for this to be diverted to a regional planning mandate.*		
3	Why are you only focused on affordable housing? That is myopic.		
4	*Build up, not out, but with generous set-backs to provide open space.*		

	Plan Bay Area		
	January 2012 Public Workshops		
	Participant Comments from Comment Booklets, as submitted at the workshops		
	Do you support development of Plan Bay Area?		
	Plan Bay Area is along-term strategy for the nine-county San Francisco Bay Area that is currently being developed. The idea is to accommodate the region's housing and transportation needs for the next 30 years and reduce the region's auto dependence. Plan Bay Area is focused on: improving the local economy, reducing driving and greenhouse gases, and providing access to housing and transportation for everyone who needs it.		
	1. In general, do you support the establishment of this type of a regional plan?		**3. Changes will be needed in my community and in my lifestyle to improve the quality of life in the Bay Area in the future.**
	1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion		1. Agree Strongly 2 3 4 5. Disagree Strongly 0. No Opinion
	Sonoma County: Count		***Sonoma County: Count***
	1) nine		1) seven
	2)		2) two
	3) two		3) one
	4)		4) one
	5) two		5) two
	0)		0)
	2. Why it that?		
1	Oppose Strongly: No regional consolidated plan. Our local governments do just fine and the corruption level is too high in MTC/ABAG and other NGOs.		

2	*Support Strongly: It is important to have a coordinated plan if you are trying to solve something like congestion and air quality/greenhouse gas emissions in the Bay Area region. Pollution does not stop at the border of whatever jurisdiction it is generated in and therefore, it is very important to cooperate and plan for the future.*		
3	Support Strongly: Yes. However, I request that MTC remember the diverse and sometimes conflicting needs of the region. One size does not fit all. If MTC's funding priority over-focuses on PDAs, it will leave suburban-rural counties like Sonoma. It is important for PBA to allow local CMAs to choose how to distribute funds to meet the local needs. In Sonoma, our focus is on connecting our communities and reducing carbon emissions and increasing bike/ped safety.		
4	*Support Strongly: As a society we are putting our head in the sand if we don't plan/prepare. Emergencies are caused by a lack of planning.*		
5	Support Strongly: Because advance planning is smart.		
6	*Oppose: Yes, but concerned the individual areas will lose their uniqueness. I want to maintain the openness of Sonoma county.*		
7	Oppose Strongly: This developing plan is a top-down, too-far ranging plan that is attempting to "herd" the public toward a set outcome. This is too authoritarian and contains too many "suppositions" and estimates that don't agree with city and county estimates, especially regarding future population. This process should stop.		
8	*Support Strongly: Yes, but the plan needs to provide resources and incentives for communities to move in this direction. There is some concern as to how equitable funding will be distributed to outer counties.*		
9	Support Strongly: This region has slid backward towards typical U.S. auto dependent in recent years. Los Angeles is now easier to live the transit lifestyle than almost all parts of the Bay Area, except the City of San Francisco.		
10	*Support Strongly: Because the issue cuts across many communities. Because people do not generally live where they work.*		

	Plan Bay Area	
	January 2012 Public Workshops	
	Participant Comments from Comment Booklets, as submitted at the workshops	
	Other Comments	
	Participants were asked to provide any other comments related to Plan Bay Area:	
	County	**Comment**
1	Sonoma	The community I reside in is just fine, as is. None of your non-help based on scare theories on climate models that are corrupt also. Also use 8-1/2 x 11 on the website documents you put on web. No 11 x 17. We citizens don't have the computer/printer systems to print it for reading off screen or the software to manipulate to smaller 8-1/2 x 11 size. Thank you.
2	Sonoma	*Make the next workshop a "no-heckle" zone.*
3	Sonoma	Sonoma county is car-centric. We need to increase our transit/bike/ped capacity significantly while retaining our rural/suburban culture.
4	Sonoma	*I enjoy a good quality of life, but not everyone does. I'd like to be able to share some of my good fortune with others around the area. Things that increase my quality of life: good food, fun places to walk, bike paths, friendly neighbors, good weather. Is there any way the hecklers can be quieted to make the work shop more civilized?*
5	Sonoma	I'm not sure what you are going to do with this question or how you are going to score it.
6	Sonoma	*Define the criteria to create a Priority Development Area. Consider requiring form-based codes in Priority Development Areas.*
7	Sonoma	I would use light rail to get into the city but I don't want to see the openness lost here in Sonoma county. I want to see land use preserve open space, family oriented, affordable housing and living.
8	Sonoma	*My community (Windsor) is already doing a good job with TODs so it won't be such a big change for us.*
9	Sonoma	Of course there will be progress, but it should be mainly done through private enterprise, not through regional non-accountable government agencies. Cities and counties at least have elected officials - One Bay Area, ABAG, etc. does not. We must organically develop, not have a forced top-down plan.
10	Sonoma	*Many of the changes that will be required are behavioral and these choices can not be legislated but will require education and infrastructure investments.*
11	Sonoma	We need some type of regional incentive towards driving. I suggest a VMT fee collected by the DMV in the nine county region. Would be very cheap and doesn't require much implementation or develop costs. Funds should go for transit operations.
12	Sonoma	*Next time you do this, please have a police officer in the room.*
13	Sonoma	No to this plan.
14	Sonoma	Due to audience disruptions the 1/9/12 workshop was unworkable and unproductive. Recommend re-configuring or canceling other workshops or at minimum more order via police presence and more formal structure.

Plan Bay Area
January 2012 Public Workshops

Transportation Trade-Offs, Oral and Written Comments, submitted at the workshops

Station A: Transportation Trade-Offs

A number of potential transportation investments will be considered as part of Plan Bay Area. Not all of these items will be funded due to limited resources. At the workshop, participants who visited this station used tokens to "vote" on transportation trade-offs, or to provide their own ideas, in three areas:

- Transportation Investment Priorities
- Policies to Reduce Driving and Emissions
- Policies Regarding Public Transit

Below is the count that shows how participants ranked these potential transportation investment categories in these three areas, followed by the ideas/comments submitted via cards by participants using the "Other" option.
See the PDF titled "Workshop Written Comments" for additional comments submitted by participants for Transportation Trade-Offs.

TOKEN COUNT: SONOMA COUNTY

Transportation Investment Priorities	#	%
Increase the number of freeway lanes for carpoolers and bus riders	2	1%
Expand bicycle and pedestrian routes	36	12%
Extend commuter rail lines, such as BART and Caltrain	37	12%
Maintain highways and local roads, including fixing potholes	79	25%
Provide more frequent bus service	26	8%
Provide financial incentives to cities to build more multi-unit housing near public transit	26	8%
Fund traffic congestion relief projects, such as adding turn lanes on roads, or reconfiguring interchanges and on-ramps on highways	4	1%
Increase public transit service for low income residents who do not have access to a car.	29	9%
Invest in improving speed and reliability in major bus or light-rail corridors.	22	7%
Other:	49	16%

Comments on "Other" Cards -- Transportation Investment Priorities

	County	Comment
1	Sonoma	MTC, ABAG have no right to impose their will on “we the people” (5 tokens)
2	Sonoma	Return money to taxpayers! (10 tokens)
3	Sonoma	Improve roads. More timely improvements

4	Sonoma	Repair roads. Do it quickly. Assist businesses to locate near hirable population. (4 tokens)
5	Sonoma	Provide transit that is effective and change buses if it doesn't meet goals
6	Sonoma	The money goes back to the taxpayer (5 tokens)
7	Sonoma	Over 6000 patents have been stifled. Many can allow individual autos virtually free completely clean. Release them.
8	Sonoma	This endeavor is not serving the uniqueness of the individual city
9	Sonoma	Social equity is not an American concept; it is Marxist. Follow the justice stipulated in the constitution
10	Sonoma	Government at the local level is all the government I need; this endeavor is a sham at take-over via Agenda 21 tactics
11	Sonoma	The constitution and common sense says you cannot predict the future; where is the real facts and figures
12	Sonoma	No regionalization; cities must maintain their controls and heritage
13	Sonoma	Where are these funds coming from in a State that is currently running huge deficits
14	Sonoma	Refund tax dollars. Public transportation of any type is a big black money pit – redistribution of wealth on a European model never works
15	Sonoma	Need to continue to maintain roads, bridges, etc. No money to put this plan through.
16	Sonoma	Bay Area Plan--no (5 tokens)
17	Sonoma	Fix the roads with money and reimburse taxpayers
18	Sonoma	Let the 7 million people vote on the plan themselves
19	Sonoma	Money for maintaining Class 1 Bike (off-street) paths

Transportation Trade-Offs *(continued)*

Policies to Reduce Driving & Greenhouse Gas Emissions

A variety of strategies are being considered to encourage the reduction of driving and associated vehicle emissions.
At the workshop, participants who visited this station used tokens to "vote" on a list of potential policies to reduce auto emissions or provided their own ideas.

TOKEN COUNT: SONOMA COUNTY

Policies to Reduce Driving & Greenhouse Gas Emissions	#	%
Encourage 'Smart Driving'	17	6%
Complete the Regional Bicycle Network	39	14%
Expand the Safe Routes to Schools/ Pedestrian Network	38	14%
Increase Vanpool Incentives	10	4%
Expand Electric Vehicle Strategies	34	13%
Develop Commuter Benefit Ordinances	18	7%
Increase Telecommuting	19	7%
Institute Parking Surcharges	10	4%
Freeway speeds at 55 mph	17	6%
Other:	68	25%

Comments from "Other" Cards -- Policies to Reduce Driving & Greenhouse Gas Emissions

	County	Comment
1	Sonoma	Create car free areas; neighborhoods, downtowns, etc.
2	Sonoma	MTC, ABAG do not have the right to impose their will on me the people (x5)
3	Sonoma	Return money to taxpayers (x10)
4	Sonoma	Rather than trying to reduce total driving, encourage voluntary actions to schedule trips taken to non rush hour times.
5	Sonoma	Congestion pricing has proven to be efficient in reducing traffic and emissions in city centers at other locations around the world. Granted, most of these policies received little public support at first, but studies show that public support has grown over time as benefits become apparent.
6	Sonoma	Coordinated land-use policies that shorten the distance that people have to travel for work commutes and all other daily errands etc. will have a significant impact on the number of VMT's that our roads see. They will also make any transit/bike/ped improvements that are build that much more beneficial.

7	Sonoma	Stop subsidizing any transportation. If you can't make it on there own, they shut down.
8	Sonoma	How do you propose to force businesses to develop and comply with commuter benefits if they don't wish to participate (x5)
9	Sonoma	Require illegals to display license plates
10	Sonoma	Release over 6000 patents stifled by US government. Many facilitate clean, cheap transportation
11	Sonoma	Protect driving rights. Americans love autos. Facilitate keeping them.
12	Sonoma	Japan has a car that runs on water. Build to drive them here!
13	Sonoma	Build double and triple decker freeways
14	Sonoma	Flex commute hours. No diamond lanes
15	Sonoma	Gas credit
16	Sonoma	Free bridge credit
17	Sonoma	Study $ return for system cost
18	Sonoma	Decrease metro transportation overhead
19	Sonoma	No Plan (x5)
20	Sonoma	Let the 2 million people vote on all these plans themselves. We don't have the right to speak for them. (x5)
21	Sonoma	Less interference, less taxes
22	Sonoma	I don't agree with One Bay Area Plan. Need to let the public know.
23	Sonoma	Back to taxpayers (x5)

Transportation Trade-Offs *(continued)*

Policies Regarding Public Transit

A variety of strategies are being considered to improve the customer experience on public transit and to operate our existing public transit system more efficiently. At the workshop, participants who visited this station used tokens to identify four policies important to them to improve public transit. Participants also were able to provide their own ideas under the "Other" category.

TOKEN COUNT: SONOMA COUNTY

Policies Regarding Public Transit	#	%
Better-timed connections	28	13%
More real-time information	10	5%
Cleaner/new vehicles and cleaner stations	7	3%
Standard fare policies across the region	10	5%
Fixed-price monthly pass valid on all trains, buses and ferries	27	13%
More frequent and faster transit service	61	29%
Better on-time performance	12	6%
More customer amenities such as WiFi on buses and trains	7	3%
Other	50	24%

Comments from "Other" Cards -- Policies Regarding Public Transit

1	Sonoma	In Santa Rosa, transit (bus) needs to provide earlier and later daily rides, daily as well as on weekends, especially Sunday mornings to accommodate church goers.
2	Sonoma	MTC, ABAG have no right to impose their will on we the people (5 tokens)
3	Sonoma	Investigate new gas technologies (x2)
4	Sonoma	Return money to taxpayers (10 tokens)
5	Sonoma	It does not appear equitable or fair to vote to force others to use transportation choices I would not use (x4)
6	Sonoma	Facilitate independent individual travel via private autos
7	Sonoma	Let the 2 million people vote on these plans themselves. We don't have the right to speak for them (x5)
8	Sonoma	Bus or rail from Santa Rosa to San Francisco are interchangeable. What is most important is reducing overall trip time and frequency/convenience
9	Sonoma	No Bay Area Plan (5 tokens)
10	Sonoma	All money back to taxpayers (4 tokens)
11	Sonoma	Less local, state, fed control and interference
12	Sonoma	MTC needs to cease and desist. Go away
13	Sonoma	No changes. Get out of local government business.
14	Sonoma	No changes and no interference with the city management
15	Sonoma	City management does this task – not ABAG and not MTC

	Transportation Trade-Offs, Oral Comments	
	County	**Comments**
16	Sonoma	Give back funds to taxpayers.
17	Sonoma	We don't have the right to vote for others.
18	Sonoma	How do you statistically support decisions with this exercise?
19	Sonoma	Fix potholes.
20	Sonoma	Finish and expand bicycle and pedestrian facilities.
21	Sonoma	Expand electric vehicle startegies in order to reduce emissions.
22	Sonoma	Supports Safe Routes to School because it is hard to drop off kids now.
23	Sonoma	Provide safer path for bicycles.
24	Sonoma	Provdie more mass transit.
25	Sonoma	What is safe routes to school? How are you going to do that?
26	Sonoma	How important is the GHG question? What is GHG?
27	Sonoma	Is carbon dioxide bad?
28	Sonoma	Climate change is a hoax. Need to control people instead.
29	Sonoma	Mixed-use development is not a family-friendly environment.
30	Sonoma	Take into consideration children's needs
31	Sonoma	This is ideology driven, not market driven.
32	Sonoma	This is not a local decision. Because of money it is a regional decision.
33	Sonoma	Look at wildlands protection map.
34	Sonoma	Listen to the Urban Land Institute.
35	Sonoma	Young adults don't want to live in single family housing.
36	Sonoma	"SMART" can help land use policies.
37	Sonoma	There is demand for mixed-use/ multi-family housing.
38	Sonoma	Don't need to build any more single family housing.
39	Sonoma	Fix potholes.

Plan Bay Area

January 2012 Public Workshops

Oral Comments: Land Use and Complete Communities

	County	Comments
1	Sonoma	Senate Bill requires all income levels. Please address how they're being considered. What are you doing to specifically consider the rich by Jan 31?
2	Sonoma	What is the total square footage of land taken by eminent domain?
3	Sonoma	What is the methodology behind regional housing need?
4	Sonoma	Lives in open space. Why an agenda to remove cars?
5	Sonoma	Why are you moving to a centralized committee? Are you dictating the overall plan? No choices for the public.
6	Sonoma	Is it mandatory to follow the Plan Bay Area?
7	Sonoma	Why don't towns know they are in charge? Why do they look to ABAG for policy?
8	Sonoma	Why are you planning for growth when people are leaving California?
9	Sonoma	What did development do in Fruitvale?
10	Sonoma	Does the Santa Rosa city general plan take precedence over Plan Bay Area?
11	Sonoma	How will new transit be paid for?
12	Sonoma	We need better schools.
13	Sonoma	What does community improved health look like?
14	Sonoma	How is a community's health measured? How will it effect individuals?
15	Sonoma	What is the planned population projection for Sonoma? When are you revising the plan?
16	Sonoma	Where are the jobs in this plan?
17	Sonoma	Very against utopia working. Why is the reponsibility put on landowners?
18	Sonoma	Please consider how to connect rural and high priority development.
19	Sonoma	Public transit only serves few and redistributes wealth to the few who don't need it. High density living is an unhealthy situation.
20	Sonoma	Where does compensation from lost property value come from?
21	Sonoma	What are the consequences for not meeting GHG emissions goals?
22	Sonoma	When do you stop planning?
23	Sonoma	How do you define: Access to food? Farmers market? Grocery? Restaurant?
24	Sonoma	Sonoma is already a complete community.
25	Sonoma	Where does birth control fall into the plan? Where will water come from?
26	Sonoma	Don't make Sonoma into Portland.
27	Sonoma	I want to choose my own mode of transit.
28	Sonoma	No birth control.
29	Sonoma	MTC and ABAG have already decided on the plan; this process is a farce. This process won't change anything.
30	Sonoma	This is a U.N. plan, police are more militant. In-field development is meant to control the populus.

Sonoma County – Community-Based Focus Group

Host Community-Based Organization: KBBF Radio

Date: January 13, 2012

Attendance: 19

(Note: Not all who attended participated in all voting segments.)

Part A – Transportation Tradeoffs

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	**Extend commuter rail lines, such as BART and Caltrain**	14.6%
2	**Increase public transit service for low-income residents who do not have access to a car**	13.8%
3	**Provide more frequent bus service**	13.1%
4	**Provide financial incentives to cities to build more multi-unit housing near public transit**	12.7%
5	**Invest in improving speed and reliability in major bus or light-rail corridors**	9.6%
6	**Expand bicycle and pedestrian routes**	9.3%
7	**Maintain highways and local roads, including fixing potholes**	8.2%
8	**Fund traffic congestion relief projects**	7.2%
9	**Increase number of freeway lanes for carpools and buses**	6.6%
10	**Other**	4.9%

A Sampling of Comments

- Need lower transit fares for youth and seniors
- Coordinate and combine costs between city and county transit agencies to allow for improved schedules and increased weekend and evening routes
- Low-income residents that use transit in Sonoma County are underserved, particularly during non-commute hours and in rural areas
- In future planning, consider modeling transit lines after the "3D" bus systems currently being used in China (buses drive above the main roads)
- Traffic lights should be replaced with roundabouts to relief congestion from excessive stop lights
- Extend the SMART train to Sonoma
- Create more inter-city options such as shuttles and taxis to improve connectivity
- More frequent bus service, more bus stops, clean and safe transit vehicles and facilities, and more incentives to get people out of their cars and onto public transit
- More education and information about public transit
- More funding to make existing transit service more affordable and more effective for those who need it most – youth, the elderly and the poor

Policies to Reduce Driving and Emissions

Participants were given ten options for policies to reduce driving and greenhouse gas emissions and asked to select their top five priorities. One option was "other" to allow participants to write priorities not already on the list.

Rank	Priority	%
1	**Complete the regional bicycle network**	16.6%
2	**Increase vanpool incentives**	12.8%
3	**Increase telecommuting**	12.4%
4	**Encourage "smart" driving**	12.1%
5	**Expand the Safe Routes to Schools/ pedestrian network**	11.9%
6	**Change freeway speed limit to 55 mph**	10.2%
7	**Other**	8.5%
8	**Develop commuter benefit ordinances**	8.2%
9	**Expand electric vehicle strategies**	7.4%
10	**Institute parking surcharge**	0%

A Sampling of Comments

- Sonoma County needs a "real" rail system – providing more efficient mass transit is the first step towards reducing driving
- Create disincentives for driving such as parking surcharges
- Convert car fuel systems to natural gas, cooking oil, or other alternative fuel sources to help reduce emissions
- Fewer traffic signals and more bike and pedestrian friendly roads would help improve car-alternative transportation in rural areas like Sonoma
- Safe Routes to Schools is an important tool for promoting walking and biking instead of driving to school
- Telecommuting is a good idea, but it is not usually an option for low-income residents who tend to work in service or labor jobs
- Driving at 55 mph is not realistic

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 on the list.

Rank	Priority	%
1	**Fixed-price monthly pass valid on all systems**	23.8%
2	**More frequent and faster transit service**	20%
3	**Standard fare policies across the region**	13.5%
4	**Better-timed connections**	11.9%
5	**More customer amenities, like WiFi**	11.7%
6	**More real-time information**	6.1%
7	**Cleaner/new vehicles and cleaner stations**	5.3%
8	**Better on-time performance**	4.2%
9	**Other**	3.5%

A Sampling of Comments

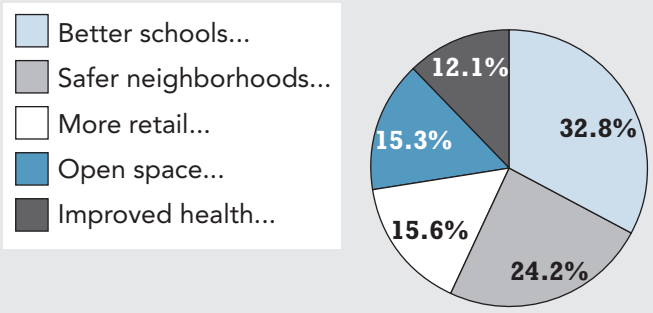
- Santa Rosa City bus is generally clean and on time
- Need more buses on nights and weekends, and especially to areas outside the city
- Fares need to be lowered, especially for low-income residents and youth
- There are too many transfers required on the current system
- Amenities such as Wi-Fi and apps for real-time information, as well as comfortable seating and room for bikes are all important to make the system more usable

Part B – Quality of Complete Communities

Participants were given five benefits of complete communities and asked to select their top two priorities.

Rank	Priority	%
1	**Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities**	32.8%
2	**Safer neighborhoods from lighting, infrastructure improvements and more eyes on the streets**	24.2%
3	**More retail and access to food due to the larger population and pedestrian support for retail**	15.6%
4	**Increased open space and parks through planning and development impact fees**	15.3%
5	**Improved health through better infrastructure for walking and biking**	12.1%

Complete Communities



A Sampling of Comments

- Policies that bring jobs and housing together would benefit low-income populations
- Currently jobs are located outside of residential areas and city centers, causing traffic delays and long commutes
- Sonoma county sprawl creates conditions that prevent residents from living, working and shopping in the same general area
- People need better/more access to food
- Many areas in Sonoma County, like the Roseland community (which is unincorporated), have lots of low-income residents who lack amenities and access to affordable housing
- Many residents, such as winery workers, support the county's businesses and industries, but are not included in the decisions that affect the quality of their community
- Developers are allowed to do whatever they like, which leads to units being built that remain empty, housing that lacks access to schools, and sprawl that separates people from jobs and amenities
- Open space, infrastructure, good lighting, safety measures, sidewalks and bike and pedestrian routes are all needed in the county

Part C – The San Francisco Bay Area 2040

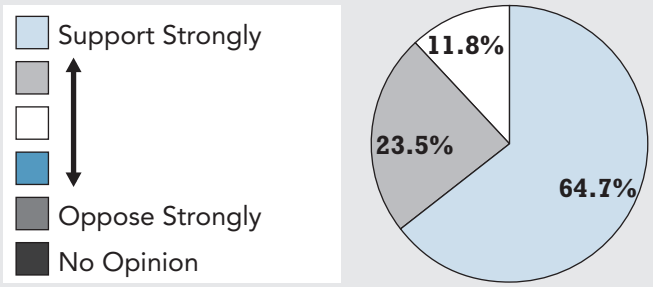
Discussion and Questions

Participants were asked to indicate their level of support for three options for accommodating projected growth.

Option A: Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.

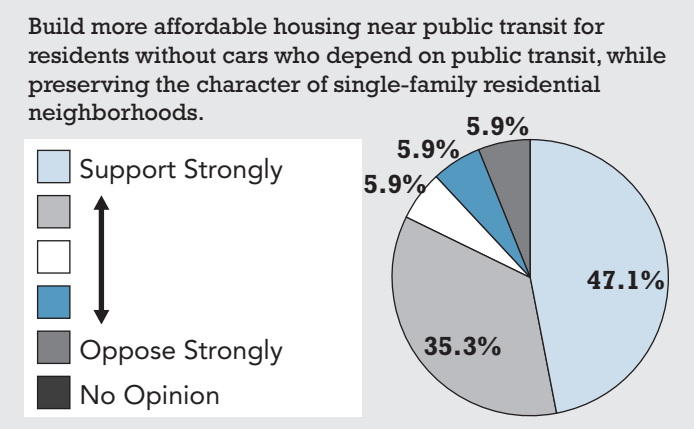
Support Strongly	**64.7%**
	23.5%
	11.8%
	0%
Oppose Strongly	**0%**
No Opinion	**0%**

Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.



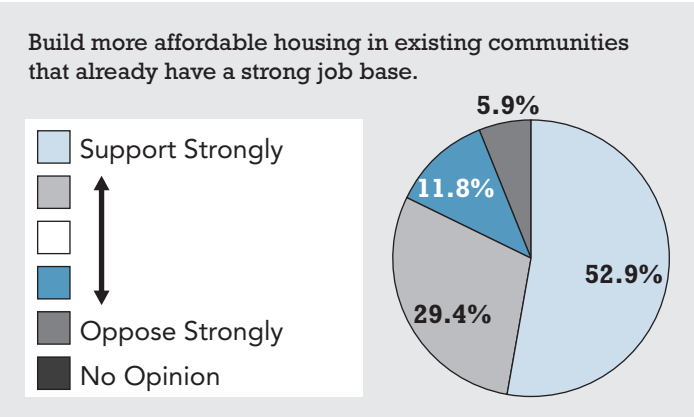
Option B: Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.

Support Strongly	**47.1%**
	35.3%
	5.9%
	5.9%
Oppose Strongly	**5.9%**
No Opinion	**0%**



Option C: Build more affordable housing in existing communities that already have a strong job base.

Support Strongly	**52.9%**
	29.4%
	0%
	11.8%
Oppose Strongly	**5.9%**
No Opinion	**0%**



If participants opposed the three growth patterns listed above, they were invited to suggest a fourth alternative for accommodating growth.

A Sampling of Comments

- It is better to reduce sprawl and create more density that to try and maintain single-family neighborhoods that segregate people
- Low-income residents need jobs and housing – they don't need policies that create specific areas that are just for low-income
- Sonoma County's existing residents must be considered in growth
- The county should have a mix of growth that allows people to live near amenities such as great schools, shopping, food choices, and open space, as well as provides transportation and housing choices and complete communities for everyone, including low-income residents and winery workers
- We appreciate Plan Bay Area, but only if comments and input are truly considered and changes are made
- The Plan Bay Area process should also include local elected officials and decision makers