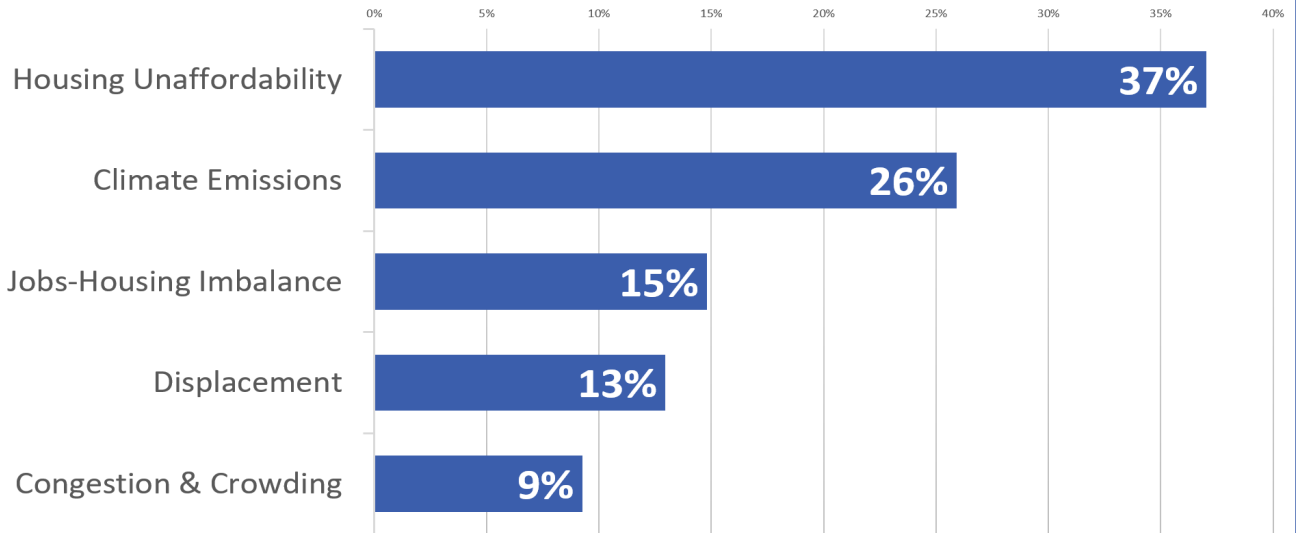
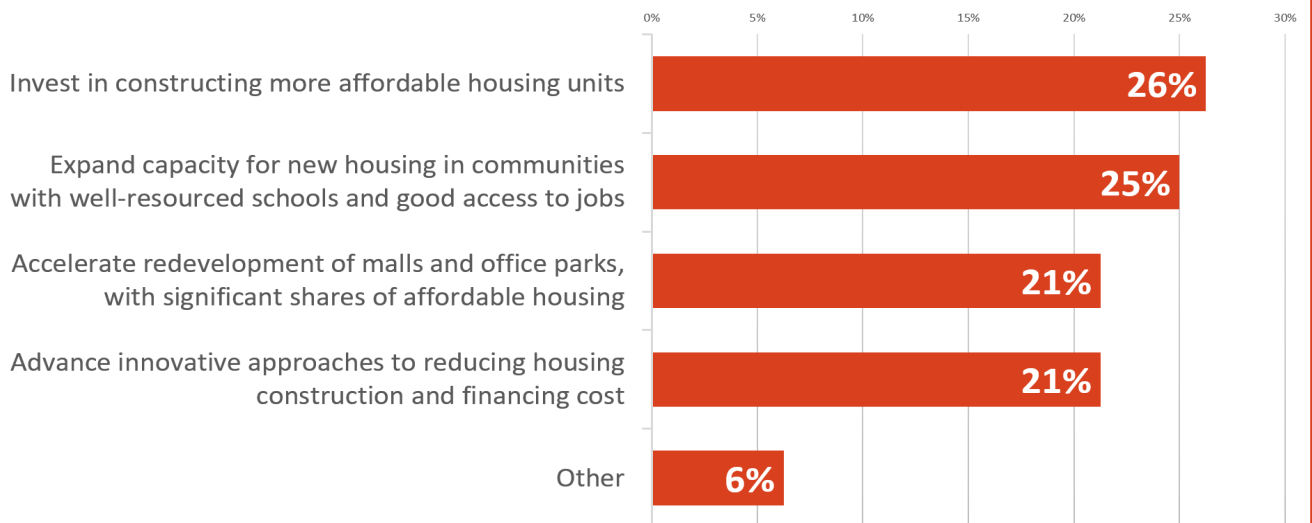


Participant responses to a series of questions.

**Of the following challenges, which two should be our top priority in the Final Blueprint?**



**Challenge #1 — What should be included in our strategies to make the Bay Area even more affordable?**



Is there anything else we should take into consideration to address the challenge of affordability?

Diversity of tenure and typology in neighborhoods traditionally considered single family zones

Taking land off the speculative market and leasing it back to individuals and developers is a reasonable idea.

Eliminate unpredictability in housing construction to destroy windfall profits via competition instead of via paying lawyers.
Take politics out of housing approval.
Build affordable housing near transit
Include transportation costs in affordability calculations
Fund means-based fare programs for transit
Require employers to provide housing for their employees.
Build public housing.
Tax luxury vehicles and parking to pay for more affordable housing.
Upzone a lot more.
Vacancy tax and allow squatting in vacant properties
More mixed use neighborhoods (or higher density) that blend commercial and residential zoning. That way it may reduce the need travel so far or as often. I'm also reminded of Japan where it's easy to walk, take transit and bike to your destination.
Reduce the regulatory burdens for the construction of new housing.
Upzone single-family properties to low-density multi-family housing near transit.
Force wealthy neighborhoods to rezone and build more market rate housing and mixed housing, and use the fees from those housing projects to fuel affordable housing in sensitive communities that have been overdeveloped in the past.
Reallocate mix of housing in even established communities to add affordable housing
Stop relying on private developers to pay for affordable housing. This is the role of government. We need more public housing using models such as the one in Vienna.
Expand and enhance regional transit, allowing people to travel from areas with affordable housing.
Rent control, preservation of rent-controlled units, purchase by local governments of occupied rental units to stabilize vulnerable communities.
Use zoning tools to ensure that affordable housing can compete against luxury development, which developers will always prefer as long as the market allows for profitable investment.
Protect vulnerable communities from displacement.
Expand inclusionary requirements, which are mitigations to the impacts of luxury development
Create a government agency that could underwrite agreements with modular construction industry to accelerate new technologies and construction methods at scale that do not happen at small individual project scale.
Community land trusts, sweat equity, tiny homes, no more single family zoning and no parking requirements.
An ordinance to prevent empty homes. We have enough empty homes in the Bay Area to house everyone who is homeless! For example, charging for empty homes.
(and yes please tax parking too)
We need to look at a Singaporean model of high density homeownership. Too many rental poverty traps. Affordable homeownership
Anything with evidence that it will reduce housing costs.
More pre-fab housing
We need to include a MUCH higher percentage of affordable housing. We do not need more market rate luxury housing! Those people can live anywhere they choose.
Allow for higher story buildings.
Land Value Taxes (Repeal Proposition 13),
By-right housing,
Broad upzoning. Missing middle in all Single Family Home areas.

Move land use decisions to regional planning level. No aldermanic/supervisor privilege. Take authority away from the 101 individual cities.

More opportunity to close the wealth gap. Convert unused commercial property into residential opportunity. Focus on providing stability for all income levels.

More low down payment loans for permanent housing.

Establish housing trust fund

1. Do as much as possible (politically) to fight NIMBYism!,

2. Allow folks making below the average salary in San Francisco to apply for affordable housing without too many challenges

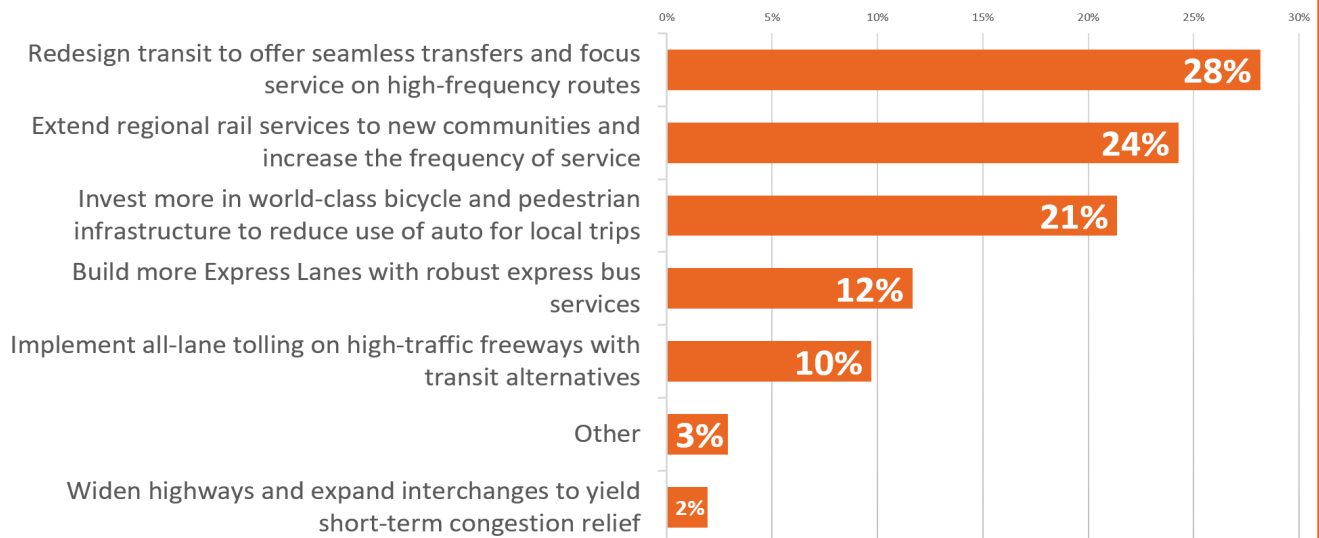
Find ways to remove the profit motive from housing

Convert existing and future office space into affordable housing

Shared housing.

Childcare 0-5

### Challenge #2 — What should be included in our strategies to alleviate traffic congestion and reduce overcrowding on transit in the Bay Area?



Is there anything else we should take into consideration to address the challenge of congestion and transit crowding?

Expand e-bike subsidy programs for low and mid income residents

Send our state legislation delegation to reform CEQA to eliminate climate-friendly choices from CEQA review and/or to consider the status quo of too many cars as a negative outcome.,

Consider BRT before rail.,

Eliminate single-use zoning and encourage construction of small shops, corner stores, etc., to reduce the need for long travel for necessities.

Do not allow a person to register a car to an address unless they have a private parking space to put it.

Ban SUVs., Ban muscle trucks., The only "street-safe" cars should be cars where the driver can see pedestrians and children wandering in the street.

Need to invest in core capacity to relieve crowding before building long extensions,

Strong TOD policy is required,

Prioritize transit operations that serve low-income residents. Support means-based fare programs,

Do not fund highway expansion projects

We should make the transit tracking software actually works properly and predictable from apps.
We need to ensure 24 hour service. Improve service reliability and ensure that incidents don't halt service.
Convert streets to car-free and have express buses.
Reduce the necessity of cars. Cars take up so much space often to just transport a single person.,
More ebikes in my neighborhood
Create more areas throughout the Bay Area with mixed-use zoning to provide places that people can live and work without having to get in a car.
Eliminate parking minimums when building dense housing in wealthy neighborhoods along public transit corridors.
Single transaction/fare across the systems from point A to point B
Expand capacity.
Satellite offices.
Reduce fares on transit,
Don't forget people with mobility issues, disabilities.
Is this an overall question about transportation, or simply about congestion and crowding? Build enough affordable housing so communities are complete and service workers can afford to live in the communities they serve.,
Regulate TNCs which contribute to 60% of the congestion in SF
Pay People to walk and cycle commute,
Incentive existing transit agencies to consolidate
Bus Rapid Transit on highways as suggested by Transform's RexBus network. Something similar to that. A low-cost way of making highway transit more effective and creating an alternative to BART and CalTrain for resilience!
Cost control for projects, and voter control. We can't waste money on this. For example, BART to SJ took money from Dumbarton rail.
Congestion pricing everywhere. We can't subsidize freeways
Create Free transit for LMI commuters
Reliability of service is a huge problem on public transit. No more "ghost buses!" That never arrive
Build the offices/jobs at the outlying communities so that people won't need to commute at all.
Express lanes should be bus rapid transit only.
Make transit a more desirable option by making it safer, more affordable, and faster than driving.
Congestion pricing.
Unified fares and scheduling. Put bus stops further apart.
Higher transit frequency and reliability. 30 by 30.
Back door boarding and zero fare transit so people don't clog the lines at the tap and cash machines on board,
First last mile shuttles at each BART station for easy connections.,
Shift dollars from YIMBY and biking infrastructure to subsidizing delivery services so people don't have to leave their home. This could help with crowding and VMT.
Free transit, increase frequency, neighborhood green ways.
Allow flexibility to work from home
Continue to expand "Slow Streets" in SF.
Provide public funding for low income and essential service folks to ride public transit to help keep it afloat during Covid and beyond. Run more cars, and figure out seamless last mile connections on bike, scooter, shared vehicles.
In San Francisco it's clear, run more buses. Use tech intelligence to properly track busses.
Also, more bus only rapid lanes.

Opt in location data sharing to better track and adjust transit based on need and capacity. Real time!

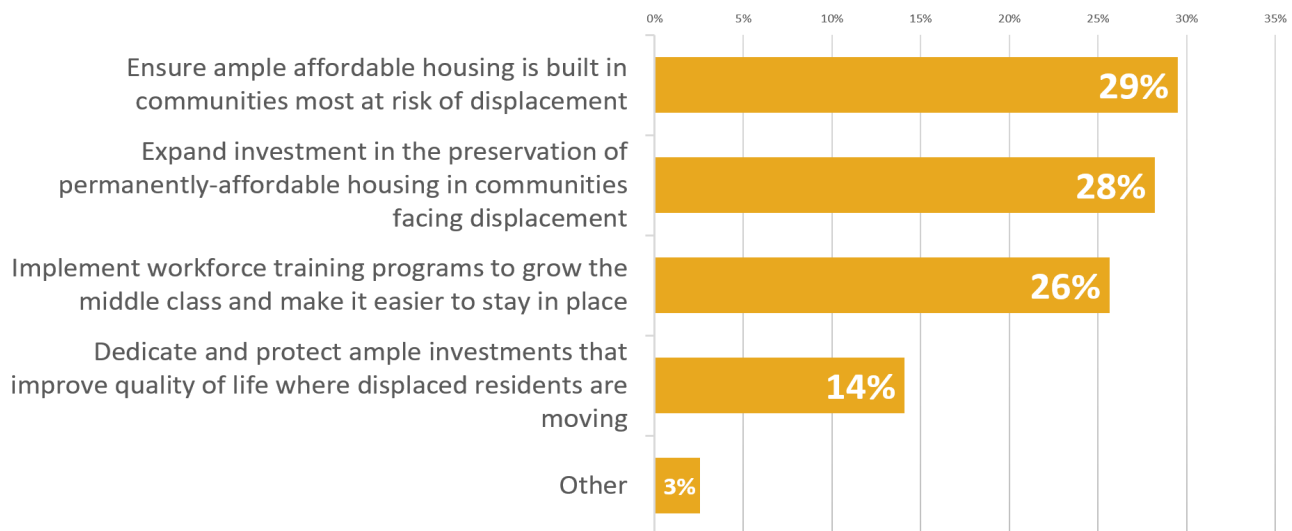
Move more jobs closer to where people live

Smart freeways that eliminate bottlenecks through traffic smoothing and AEVs capable of moving in convoys,

Flatten the morning and evening peaks through flexible working hours, Well said, Dave!

Proud of SF responses to multiple choice..

### Challenge #3 — What should be included in our strategies to address displacement in the Bay Area?



Is there anything else we should take into consideration to address displacement in the Bay Area?

Financial aid + educational resources that support keeping people in place

Reform Prop 13 for residential property.

An anti-displacement strategy based on keeping places troubled and dirty is a morally wrong strategy. Instead, there should be abundance of homes in nice places.

Not everybody is going to be able to use middle-class training to become secure, but they shouldn't be institutionalized to be secured. Direct support will always be needed.,

Reconsider our dependence on public-private partnerships and inclusionary housing to produce affordable housing, and try other strategies based on ecosystem health. The market is part of the ecosystem. Cultivate the market so it produces a range of affordability at least down to the middle class, and not only above-moderate housing.

Ensure that affordable housing is built in every neighborhood. We should have income balance of housing in every neighborhood.,

Renters should have right of first refusal on the sale of their properties and guaranteed access to loans

High density affordable housing in places that are traditionally against development like the Sunset district.

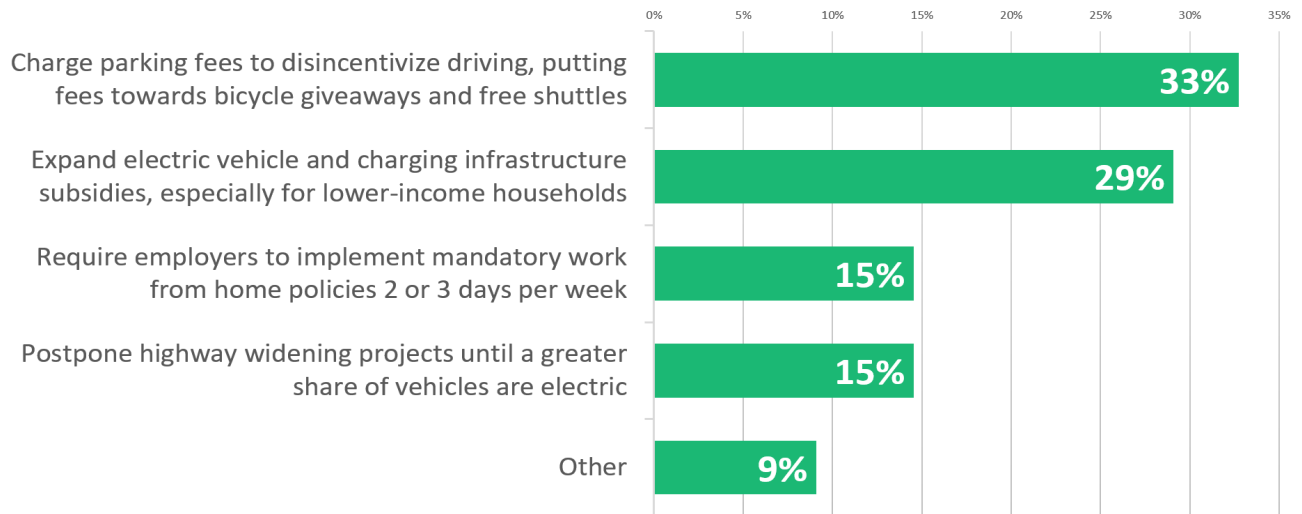
More public housing

Upzone the suburbs

High resource neighborhoods need to relax their grasp of quality public goods. They need to allow for the market to direct market rate and mixed housing there and fuel funding for affordability in neighborhoods at risk of displacement.,

Allow people with criminal records to re-enter society with special protections for them to obtain housing.
Better renter and leasee protections
Expand rent control to new development.
Use zoning and inclusionary housing to mitigate the impact of luxury development,
Expand rent control,
Analyze the impact of market rate development on sensitive communities, particularly communities of color, to develop appropriate mitigations.,
Support local jurisdictions purchase of occupied housing units, either as community land trust or nonprofit owned deed restricted affordable housing. We need protections.
We need protections NOW to prevent mass evictions and foreclosures due to COVID nonpayment
Build more housing. Ban single family housing zoning.,
Upzone the west side of SF
Ensure that all communities take 'burden' of affordable housing.
Resolve jobs/housing imbalance and improve transit -- commutes decrease earning power and fuel displacement.
No parking requirements to make homes affordable,
Public banks or other ways for equitable loans.,
No vacant homes -- charge landowners for vacancies
We BIPOC folks need affordable homeownership. Permanent affordable housing is affordable homeownership. We need Section 8 Homeownership.
Tax empty units. More BMR homeownership
Increase the minimum wage to a living wage,
Universal basic income,
Guaranteed sick time so people don't lose their jobs if they get sick,
African American reparations
It's so easy to say upzone the west side of SF but that is an overly simplistic suggestion.
Fix MUNI!,
Build the housing downtown next to the jobs so people can walk to work.
Build more housing in high-resource areas to take pressure off of areas facing displacement.
Affordable home ownership and a Black home ownership plan and set asides.,
Eliminate fareboxes and paying on board to avoid germs and touchpoints with covid-19. Increase frequency and limit buses to 50% capacity for social distancing. Shield off bus drivers with protective plexiglass of plastic so no one spits on them
Displaced families with children should have more support with interim housing solutions, low-cost rental units for finishing the year. Kids need to stay in school and finish the school year
Tax the rich more
Fight NIMBY groups that oppose plans to build any type of housing
Stronger rent control
Reopen the Paul Avenue Caltrain station and add passing tracks to provide unlimited connections to the T-3rd turnback track without impacting Caltrain through-traffic capacity
Building someplace else like in TOD, people are still forced to move so doesn't that count as displacement?

### Challenge #4 — What should be included in our strategies to reduce climate emissions in the Bay Area?



Is there anything else we should take into consideration to address climate emissions in the Bay Area?

15 minute neighborhoods,

More transit, pedestrian, bike only streets

More energy efficient homes + retrofit of existing homes to be energy efficient

Hydrogen buses + electrified rail

Raise share proposed for bike and pedestrian infrastructure 10x for true game changing network

Consider the amount of space that cars take, and how the sprawl affects greenhouse gases, before putting so much emphasis on electric cars.,

Put a lot more housing in San Francisco where the AC needs are much less than in other cities in the Bay Area.

Make it much easier to use bicycles on the Bay Bridge.

Make it legal and safe to use street electric vehicles (golf cart type vehicles) where only multi-ton cars can currently be used, especially on our bridges.

Make it much easier to demolish old inefficient and earthquake-unsafe homes to create modern homes. No legal preservation of entire neighborhoods.

Do not build any more highway expansion projects

Invest in more robust TDM strategies

Support TOD policies that address both housing and jobs

Congestion pricing for both downtown SF and treasure island

Invest in core capacity transit investments

Reduce speed limits,

Build more housing near jobs

Reduce cars, increase walkability and safe bike access.

The only way to reduce the speed of traffic is to reduce lane widths. Lanes are way too wide in most of the Bay Area.

Create more pedestrian and bike-friendly communities throughout the Bay Area.

Upzone high resource neighborhoods for dense housing and fortify public transit in and around those areas.

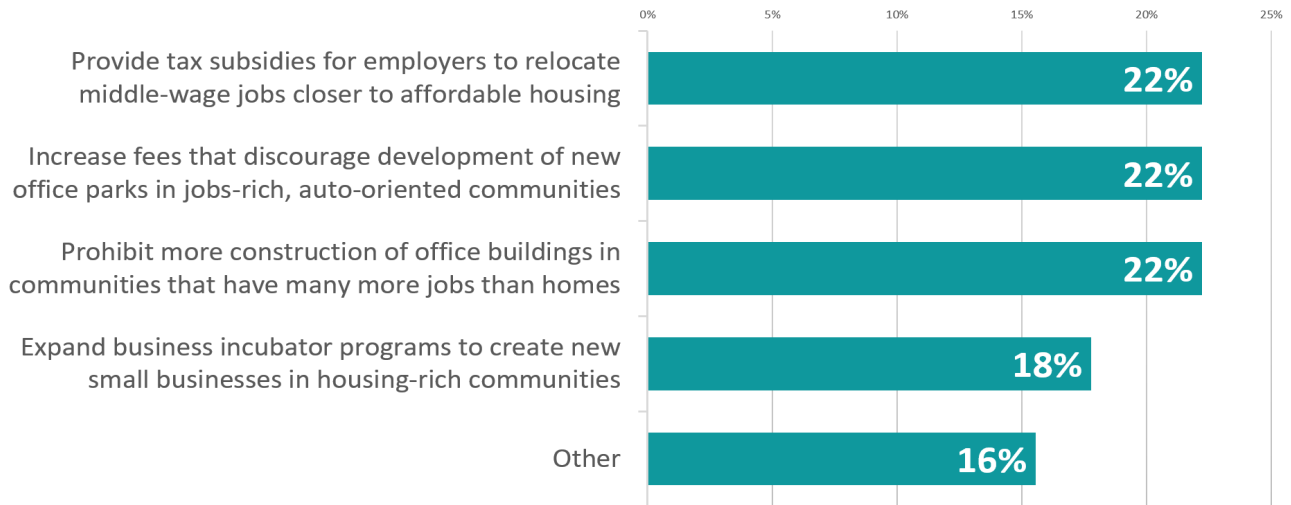
Convert open lots to green space

Fund transit without relying on parking and congestion fees. Plant more trees





**Challenge #5 — What should be included in our strategies to address the jobs-housing imbalance in the Bay Area?**



Is there anything else we should take into consideration to address jobs-housing imbalance in the Bay Area?

A strategy based on moving jobs away from where they're most efficient seems like a terrible idea. Already we have a lot of jobs moving from transit-rich San Francisco to remote office parks in San Bruno. If you want jobs where homes are, the best thing to do is to eliminate use restrictions so the jobs that are most needed in those areas can start in those areas, and gradually create an ecosystem of jobs that are efficient there.,

For the existing jobs-housing imbalance, the best thing to do is to build a lot more homes in San Francisco.

TOD policy, build more housing near jobs. Remove barriers to building homes near jobs

Bring jobs closer to residential areas

The jobs will sooner move to another region of the country than some housing-rich neighborhoods. We need to focus on building more homes near the existing jobs.

San Francisco needs to keep jobs in the City to rebuilt the COVID and post-COVID economy. Don't let anti-housing people not contributing to the economy as much as workers control the discourse.

More jobs near housing

Build satellite offices,

It's OK to let jobs go other places, even if it's outside of the Bay Area. Everybody can't work in San Francisco.

Diversify the economy

Prop 13 encourages towns/cities to encourage nonresidential development. Reform is needed

SF has lack of housing for people who work in service sector. Consider not just total number of jobs-housing balance but the specific types and income levels of those jobs.

Incentivize housing in existing office parks,

Do not over tax jobs development as that will force them to Texas. Work with major tech companies instead of vilifying them, more advanced manufacturing jobs

Build homes! Use community benefit agreements to build affordable homes and mixed-use development,

Work to change zoning codes to allow businesses in housing-rich areas, and work to change investment.

People don't invest in low-income neighborhoods. We need a public bank or something which allows investments in these areas with lower investment and thus fewer services and jobs for people in that area. Have strategies tackling food deserts and declining neighborhoods. More desirable neighborhoods attract jobs!

Develop more mixed-use, walkable communities,
Eliminate residential building height requirements in sf
More (safe!) bike networks to connect jobs and homes
Find a way to encourage employer to develop new jobs outside of the Bay Area in cities that desperately need the investment. Detroit!
Build more housing near jobs.,
Repeal Proposition 13,
Take zoning authority away from cities and project approval authority away from individual supervisors. Regional planning. Take discretion and planning away from cities that don't meet RHNA
Tax credits for smaller businesses to relocate in existing high rent districts,
Support small businesses from moving from city due to gentrification
Spread jobs more evenly across the country! take into consideration livability and decrease in quality of life with continued population growth - as well as water issues.
Everybody can't live in San Francisco, strongly support limiting new office development in SF. Detroit, yes!
Provide incentives to convert existing and future office space into housing. This is already happening in the Peninsula.
Integrated regional transit
Comments from Participants, via Zoom's Q&A Feature -- most questions answered live during workshop
Kindly consider Zoom polls for future presentations. Thank You
Why does MTC not plan to reach CARB's GHG reduction target of 19%. Achieving the goal will require combinations of public, active and non-fossil fuel transit.
Do the assumptions about the increase in telecommuting reflect the changed situation now with structural changes begun during the pandemic?
Why does it cost less to drive a car than take transit? How can we de-incentivize car trips?
(Outcomes doc page 3)
Why did you not mention the SF seawall project?
Thank you for the presentation.
In the draft Blueprint, I didn't see much explicit reference to high speed rail. How does MTC/ABAG see HSR fitting into the strategy?
A Transbay crossing was mentioned in the Blueprint. Are there preliminary thoughts on which transit agency(ies) will likely operate it?
Why does the plan still have such a large percentage of car trips? Can't we make car trips into a small percentage of trips?
How does the insane governance Balkanization of Bay Area Transit figure into the models, with its dramatic statistical variability, and are there ideas for how to address it?
Why not move more jobs closer to where people live, strategies to reduce commuting into SF? This would also reduce stress on transit systems.
PolLEv is what prompted me to make the comment about Zoom polls...
How are you address digital and financial divides? Specially how are you closing equity gaps in free and LMI products? They are hard to get and require uploads.
Kindly remove the period from the PolLEV URL (page not found)
Innovative approaches in building affordable housing
is vague. What do you mean by that? It could mean anything. And also, in these results, I think the answers for this are very context-dependent (different in different cities).

If project scoring criteria were used for the selection of projects set out in the Plan, can such be identified and made available for public review and understanding?
Is “all-lane tolling” the same as turnpike tolls?
Shouldn’t it be “carbon emissions” not “climate emissions” ? Thank you.
Shouldn’t the RHNA process start over with consideration of demographic changes that will inevitably come from Covid? It’s hard to imagine that growth will be as great as previously anticipated.
How is a housing needs determination that assumes current levels of homelessness, overcrowding, and mega-commutes continue into the future an acceptable determination? Why don’t we lobby for a bigger number?
I think that there should be more in this plan. For example, what about the 15-minute city, where every resident living in a certain density will have essential resources within walking distance. Portland, OR and Paris, France have plans related to this. This is important to ensure walkability (it’s not just infrastructure, we need a place to go!). This also addresses huge disparities such as food deserts in our urban areas, where low income people have to drive for 25 minutes just to get to a supermarket, and encourages mixed-use developments. While Plan Bay Area acknowledges that everyone should have accessible park area, there is also a need for schools, playgrounds, rapid transit, gyms, bikeshare, and so on. Paris, for example, is figuring out how to repurpose schools into gyms in the evening, and car parking into bike lanes and playgrounds. What do you think of this idea?
Where do our city’s houseless people factor into your plan. Even if everything goes as planned, it could take decades to house them. They need help now and more urgently than ever during Covid.
How are you addressing investment inequality, leading to differences in neighborhoods, differences in quality of services and even differences in loans and insurance costs? What about the large food deserts in low income communities where there are liquor stores but no supermarkets or thriving neighborhoods?
Every time in living memory when there is a crisis, anti-urbanists say this one, this time, will be the end of cities. Every time they are proven false, and the fiscal fundamentals will continue to prove them false for the foreseeable future, but that rhetoric reduces public support for policies that will address our challenges. How do we take control of the narrative and use social support as a strategy?
How will public accountability and financing work? Will voters have a way to control financing?
How are you going to make sure underrepresented communities are part of the discussion? Public meetings are not very accessible. Are there discussions with communities and advocacy groups? (you have not asked about race in polls, interestingly)
For biking infrastructure, have you looked at what successful biking infrastructure looks like in places like Denmark and the Netherlands?
I was looking at some of the new plans for buildings in San Jose, and they have far too much parking. How does that fit into this plan? Can we change that?
Our response to COVID is proving that homelessness and climate change never were treated as serious crises. It’s even proving that policy based on socialism is widely popular. How can we apply lessons from COVID to our other crises?
Thirty years is a fairly long time. It's disappointing to see that displacement of low-income persons will be worse than it already is in 2050... an ongoing trend of esp. SF becoming a rich-only city.
What about childcare centers near jobs for infants/toddlers/preschool?
Is removing freeways to make room for housing/office/green space a possibility?