

# BayArea Plan

July 2013

Strategy for a  
Sustainable  
Region



Association of  
Bay Area  
Governments



Metropolitan  
Transportation  
Commission

Public Outreach and  
Participation Program  
Volume 3

Phase Three:  
Draft Preferred Scenario (2012)

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## **PUBLIC OUTREACH and PARTICIPATION PROGRAM**

Volume 3

Phase Three: Draft Preferred Scenario  
(2012)

July 2013



**METROPOLITAN  
TRANSPORTATION  
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## Public Outreach and Participation Program

### Phase Three: Draft Preferred Scenario (2012)

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# Chapter 1

## Overview

### A. Plan Bay Area Overview

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are jointly preparing Plan Bay Area, which will serve as the long-term Regional Transportation Plan (RTP) for the San Francisco Bay Area as well as the region's Sustainable Communities Strategy (SCS). The plan — which considers how and where the region should accommodate growth projected for the next 28 years — is being developed to conform to federal and state regulations, including California legislation from 2008 (Senate Bill 375, Steinberg), which requires each of the state's 18 metropolitan areas to reduce greenhouse gas emissions from cars and light trucks. Under Senate Bill 375, the Bay Area must develop a Sustainable Communities Strategy — a new element of the regional transportation plan — that strives to reach the greenhouse gas (GHG) reduction target established by the California Air Resources Board. The law also requires the region to plan for housing 100 percent of its projected population at all income levels. Plan Bay Area is the region's first regional transportation plan subject to SB 375.

Development of Plan Bay Area has been a multi-year effort that began in 2010. A comprehensive program of public involvement activities is a key part of the process. Extensive outreach with local government officials is required, as well as a public participation plan that includes workshops in each county and public hearings on the draft prior to adoption of a final plan.

Thousands of people participated in stakeholder sessions, public workshops, telephone and internet surveys, and more. Befitting the Bay Area, the public outreach process was boisterous and contentious. The region's 101 cities and nine counties also participated in the development of the plan, as did our fellow regional agencies, the Bay Conservation and Development Commission and the Bay Area Air Quality Management District. Community-based organizations and advocacy groups representing the diverse interests of the Bay Area were active participants throughout the process, as were some three dozen regional transportation partners.

The public involvement activities are organized into four phases and are documented in four volumes:

1. Phase One: Preliminary Discussions (2010) and Summary of 2010-2013 Activities
2. Phase Two: Initial Vision Scenario (2011)
3. Phase Three: Draft Preferred Scenario (2012)
4. Phase Four: Draft Plan Bay Area (2013)

## **B. Phase Three Overview**

This report summarizes the 2012 public participation activities for Plan Bay Area. The purpose of the winter 2012 public involvement program was to further engage a broad spectrum of stakeholders — elected officials, community leaders and the general public — in conversations about how and where the region should accommodate the growth projected for the next 20 years. The outreach program encompassed all nine counties of the Bay Area and included:

- 9 workshops open to the general public, one in each of the Bay Area counties (approximately 1,100 participants)
- A “virtual workshop” available to the general public via the Plan Bay Area website, with 1,300 responses
- 10 focus groups coordinated by local community-based organizations (150 participants)
- Statistically valid telephone poll (1,610 residents, conducted in English, Spanish and Cantonese)
- 4 companion focus groups recruited from the telephone poll
- Ongoing meetings with local planning directors, and officials from congestion management and transit agencies

As noted in Volume 2 of this report, the Phase Two public participation program in 2011 revolved around two potential land use patterns developed by ABAG staff: “Current Regional Plans,” which reflected cities’ current general plans and visions for growth; and an “Initial Vision Scenario,” a hypothetical growth pattern put forward by ABAG staff with input from local governments and county congestion management agencies. These provided the starting point for conversations with local governments and Bay Area residents about where new development should occur, and how new long-term transportation investments can serve this new growth. The comment and input received during Phase 2 and Phase 3 informed the development of a second set of scenarios.



## **Draft Preferred Scenario**

In the spring of 2012, after conducting the January 2012 round of outreach to the public, local transportation agencies, cities and counties, and other stakeholders, ABAG and MTC developed the Jobs-Housing Connection Strategy. This scenario included the distribution of jobs, population and housing projected in the year 2040 for the region, counties, cities and Priority Development Areas (PDAs). This draft land use pattern placed 80 percent of residential growth and 66 percent of job growth in PDAs throughout the region. The two agencies also developed the Preferred Transportation Investment Strategy.

At a joint meeting of the MTC Commission and the ABAG Executive Board, held the evening of May 17, 2012, the two agencies approved the Jobs-Housing Connection Strategy and the Preferred Transportation Investment Strategy as the Draft Preferred Scenario for Plan Bay Area. The Draft Preferred Scenario is a key milestone in the development of the Plan as it in turn will comprise the preferred project alternative to be evaluated as part of the Environmental Impact Report required by the California Environmental Quality Act (CEQA).

Prior to the vote on May 17, seventy-one members of the public spoke before the policy board members of the two agencies. Local jurisdictions throughout the region as well as business and community stakeholder organizations also weighed in on the Draft Preferred Scenario via written correspondence. Over fifty pieces of correspondence were received and forwarded to the policy board members and posted on the OneBayArea.org website.

The remainder of this report summarizes results from the public participation activities conducted during Phase 3 of Public Outreach. Figure 1 maps the locations of the January 2012 public outreach activities. See Appendix B for a summary of the workshops by county, and Appendix H for detailed comments from those meetings.

Figure 1: Map of Outreach Meetings – January 2012



# Chapter 2

## Public Opinion Poll and Focus Groups

A statistically valid telephone survey of 1,610 Bay Area residents was conducted between late November 2011 and January 2012 to assess public opinion concerning attitudes, preferences, priorities, and trade-offs on key regional environmental and transportation issues. The survey was conducted in English, Spanish and Cantonese. For a more in-depth discussion with residents, four focus groups — with participants recruited from the telephone poll respondents — were held in late January.

### Telephone Poll Methodology

The telephone survey with 1,610 Bay Area residents from all nine counties has a margin of error of +/- 2.44. Questions asked on the survey were developed by staff from MTC and ABAG, and Corey, Canapary and Galanis Research.

Residents were randomly contacted from a mixed sample of listed, Random Digit Dial (RDD), and cell phone numbers, in an attempt to reach a goal of 1,600 interviews. Interviewers made a minimum of three to four attempts for each contact. Once contacted, the respondent was given the opportunity to participate in the short telephone survey. Interviews were categorized by the home zip code of the respondent. This was used to ensure that the sample was drawn to represent a geographically representative sample.

### Plan Bay Area Initial Reaction

After hearing a brief description of Plan Bay Area, participants were asked how important it is to them to establish a regional plan such as Plan Bay Area. Responses were as follows:

- 87% of respondents rated it as very or somewhat important to establish this type of a regional plan.
- Across counties, this rating was constant. No county was lower than 84%.

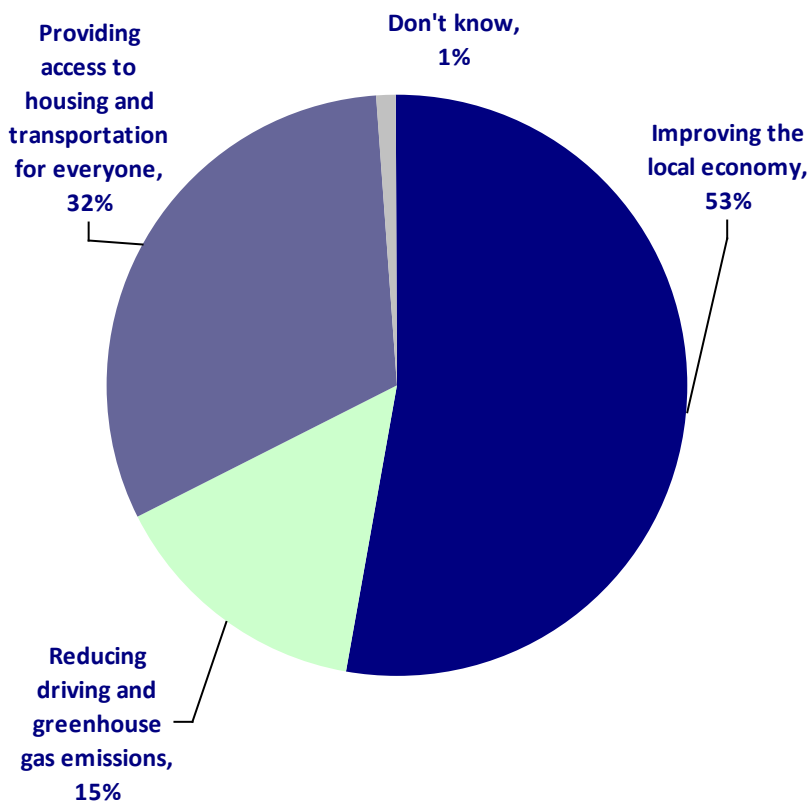
### *Most Important Components*

Three key components of the plan were initially highlighted. Improving the local economy was considered the most important part of the plan for most respondents (53%); providing access to



housing and transportation for everyone was next most important (32%); and reducing driving and greenhouse gases was lowest (15%). See the pie chart below.

### Most Important Components



Although most saw this plan as important, there was some skepticism about whether the goals of this project could be achieved. Many saw a critical need for a regional agency to come in and steer this type of a far-reaching project in order for it to have a chance for success. However, it appeared that most are simply not aware of MTC, ABAG or other regional planning agencies. When residents were asked to describe a regional agency they would envision leading this project, their description mirrored many of MTC's and ABAG's structure and responsibilities without naming the agencies directly.

### Reducing Driving/Decreasing Greenhouse Gas Emissions

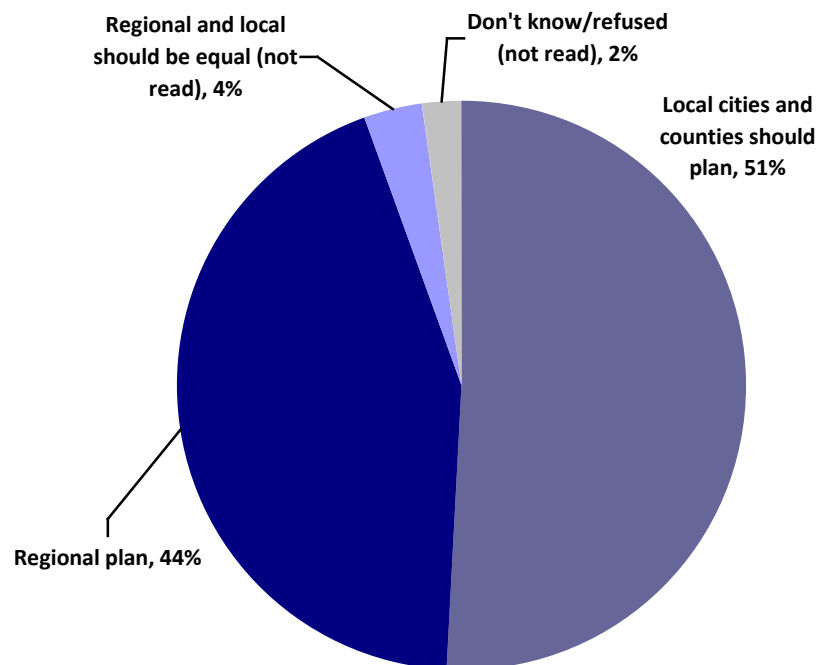
Despite ranking lowest of the three key components of Plan Bay Area, reducing driving as a way to decrease greenhouse gas emissions (as a stand-alone issue) is actually supported by almost two-thirds (64%) of respondents. In general, respondents support this goal even though it does not resonate as strongly as the economy or housing/transportation in general.

Urban residents were most likely to support the reduction of greenhouse gas emissions, and were generally more favorable towards the various measures being considered to reach greenhouse gas reduction goals.

## Regional vs. Local Development

Residents were split on who should guide housing and commercial development in the Bay Area. This appears to be a particularly divisive issue surrounding the plan. Overall, slightly more than half of residents (51%) think this development should be done locally, while 44% think this should be part of a regional plan.

### Regional vs. Local Planning for Development



Some of the key reasons that respondents oppose a regional plan for development include:

- Concern that regional planning would be done at a state or national level. The lack of familiarity with our own Bay Area regional agencies such as MTC or ABAG may contribute to this concern.
- There is a high level of importance placed on retaining the local character of cities and towns. Some express concern that a cookie-cutter approach to development would destroy this character.

## Housing Density Tradeoffs

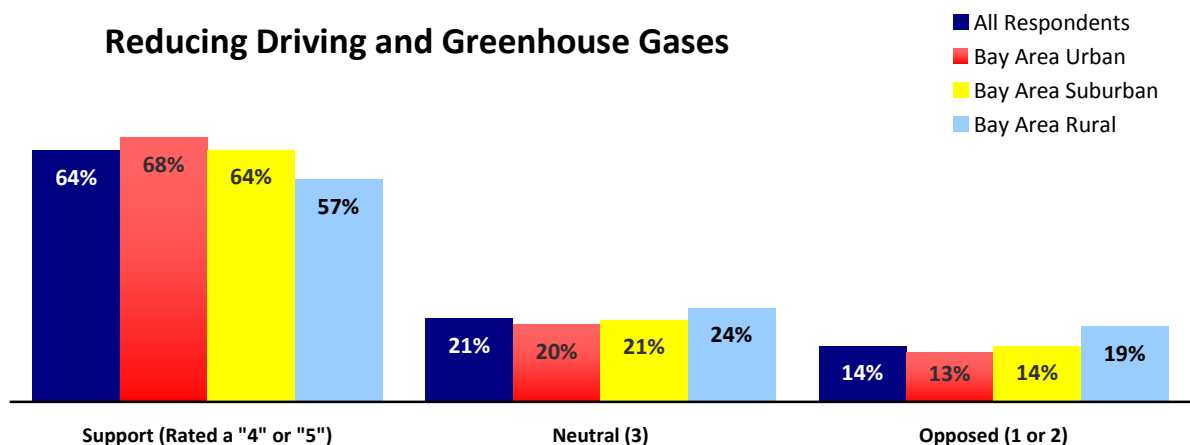
Residents were most willing to accept more housing density if it meant better economic opportunities, or if it helped protect open space in the Bay Area.

- Residents were asked if they would be willing to accept more homes and traffic in their community if... *(percent who support shown in parenthesis)*:
  - It helped ensure a robust and prosperous Bay Area economy (69%);
  - It meant more jobs close to my home (66%);
  - It helped protect open space in the Bay Area (62%);

The top two tradeoffs – a robust economy and more jobs – were consistent among urban as well as Bay Area suburban/rural residents.

## Greenhouse Gas Reduction Strategies

Reducing driving as a way to decrease greenhouse gas emissions was supported by almost two-thirds (64%) of respondents overall. The graph below shows responses to this question asked in the survey: “The Plan Bay Area also focuses on reducing driving as a way to decrease greenhouse gas emissions in the Bay Area. How strongly do you support or oppose this policy?”



Poll respondents were asked about a number of greenhouse gas reduction strategies. The ones supported most strongly by residents include:

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



- Build more affordable housing near public transit for residents without cars;
- Require employers to offer a commuter benefit plan to employees.

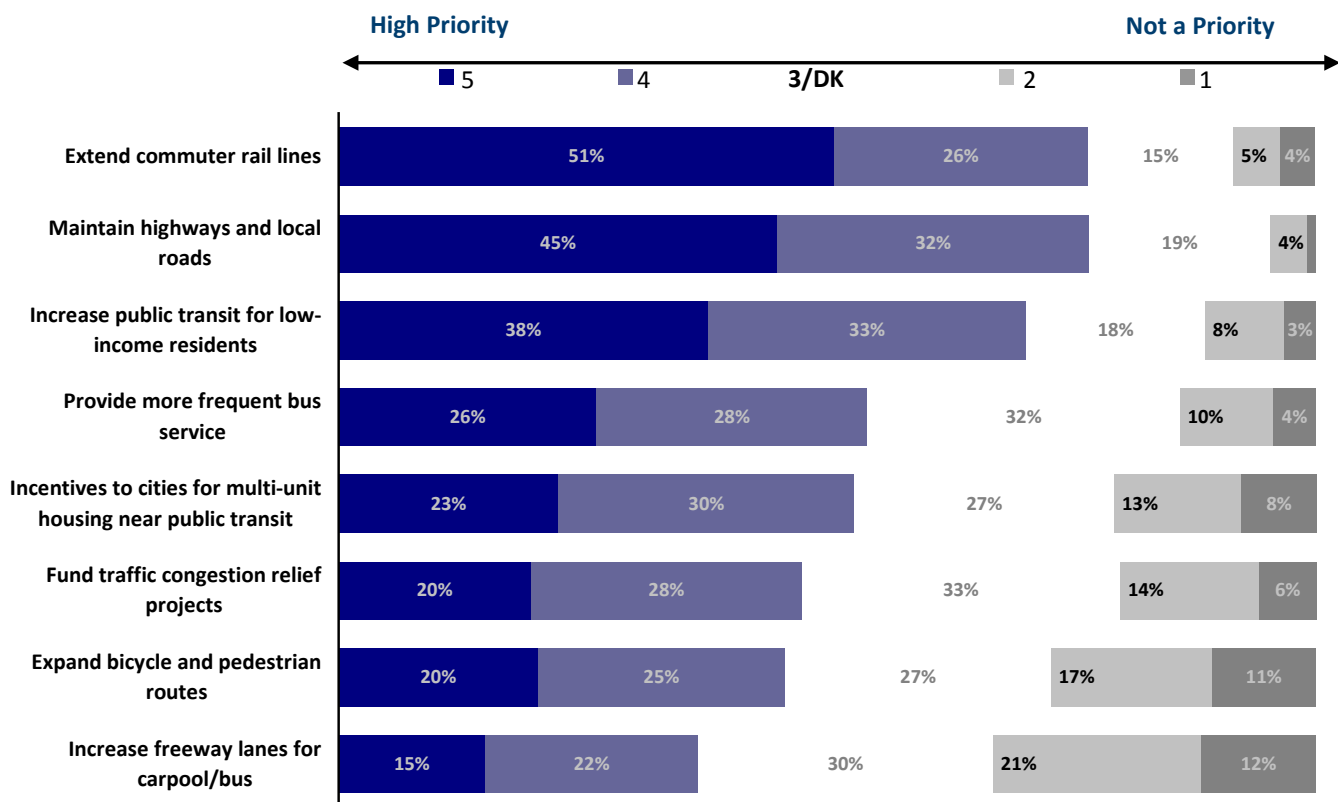
The strategy opposed by most residents was:

- Charge drivers a new fee based on the number of miles driven. Many thought this would be impossible to implement; others thought it was unfair since it would treat a “Prius” and “gas-guzzling SUV” the same.

## Transportation Funding Priorities

Among the transportation-related issues tested, the ones that were considered the highest priority for funding include:

- Extend commuter rail, such as BART and Caltrain, throughout the Bay Area;
- Maintain highways and local roads;
- Increase public transit for low-income residents.



(Numbers may not add up to 100% due to rounding.)

## Key Findings from Focus Groups

Four focus groups were held January 24-26, 2012, in San Francisco, Walnut Creek and Novato. Of the four, two groups were composed primarily of urban residents, while two groups were composed of suburban and rural residents. Focus group participants were recruited from the telephone poll respondents, and came from eight of the nine Bay Area counties. Each session lasted two hours and was conducted by a trained moderator.

Focus group participants were asked a few in-depth questions which were not possible to incorporate in the telephone survey. In addition, they had the time and space to expand upon some questions asked of telephone survey respondents as well, providing additional depth.

### *Participants drew a fairly direct line from transit/housing to improving the economy*

The economy was clearly top-of-mind for focus group participants (as it was for telephone survey respondents). A key difference from the telephone poll, however, was that focus group participants often indicated that an economic recovery had to include everyone, or at least not leave out entire groups of people. One participant explained, “[Our local Bay Area] government focuses on how to create an equal system – that is doing the right thing. Other areas, not so much.”

Many participants also drew a direct correlation between job opportunities and having access to good transportation (which meant either a private vehicle or access to good public transit). This gave issues pertaining to expanding/increasing transit (or access to transit), as well as housing, a direct tie-in to top-of-mind economic concerns.

One participant saw the importance of the Plan and improved transportation choices. He explained that a positive of Plan Bay Area was the “. . . increase in transportation. . . especially [allowing] more people to be able to go to other jobs, create more opportunities to expand [their] job horizon . . .” Another participant said he makes concrete job choices based on their accessibility/commute costs: “I’ve turned away jobs in Marin or the East Bay because I’m adding to my commute costs – if you expand the [overall transportation] network you could expand the economy. Certain cities are off limits right now because you can’t reasonably get to them.” Similar opinions were expressed when it came to housing. Said one participant, “If people don’t have housing they can’t find jobs.”

*Participants asked a few important questions about Plan Bay Area*

Focus group participants were asked what questions they had about Plan Bay Area. The most commonly cited ones across all four groups were:

- What is the budget? And where is the money coming from?
- How are we going to get every county to agree/get on the same page? How are we going to get every regional/local body to work together?
- Will the Plan include every part of the region? Will areas without transit now be left out? Will it include better access to jobs for everyone?
- Will the plan actually meet people's needs for housing and transportation? How will people who will be affected be heard/involved in the plan's implementation?
- How will this all be done (seems overwhelming)? Seems like a lot of resources will be used just to get this going.

*Participants provided additional details/funding priorities they would include in Plan Bay Area*

Focus group participants were also asked what additional items should be included as funding priorities in Plan Bay Area. The most commonly cited items across all four groups were:

- Fund other driving-reduction/greenhouse-gas-reduction programs, such as a carpool matching service, bike share programs, subsidies for no-emission cars
- Increase/streamline transit system, including ferries
- Include schools in the plan – promote working locally, using transit in schools; include job training so students have more job opportunities and are less likely to need to travel long distances to work; encourage tech employers (particularly) to establish training programs so a local workforce is grown here
- Reduce cost of monthly transit pass/give discounts to frequent users
- Consolidate transit systems and/or systems' hiring/HR/other functions

A summary report on the telephone poll and focus groups conducted as part of this phase in the development of Plan Bay Area can be found on the OneBayArea.org website here:

[http://www.onebayarea.org/pdf/winter\\_2012\\_summary/survey\\_summary\\_report.pdf](http://www.onebayarea.org/pdf/winter_2012_summary/survey_summary_report.pdf)

Additional results on the telephone poll also can be found in Appendix A (*Winter 2012 Public Participation: Presentation on What We Heard, March 9, 2012*) and Appendix C (*What We Heard: Public Opinion Poll Toplines*).

# Chapter 3

## Public Workshops

MTC and ABAG conducted nine public workshops (one in each of the Bay Area counties) during the winter 2012 public outreach effort (see *Table 1: County Public Workshops*). The format of the workshops involved an opening plenary session featuring remarks from elected officials; a short video describing the Plan Bay Area process;



and three small group sessions, each of which functioned as mini-workshops to receive comments about the choices and tradeoffs presented by the planning process.

The agenda and format were “living models”; both were slightly modified along the way, based on responses from workshop participants and the project team’s efforts to optimize participant satisfaction and productive outcomes.

The workshops for the general public were geared toward developing an understanding of community values and priorities. Each session had as its objectives to answer the following questions:

- What policy initiatives would you support to enable the desired patterns of growth and transportation investment?
- Which policies should the region support to reduce driving and greenhouse gas emissions?
- How should the region support the development of complete communities with access to transit, jobs, schools, recreation and retail?

Table 1: County Public Workshops

<b>County</b>	<b>Date/Time</b>	<b>Venue</b>	<b>Attendance*</b>
<b>Alameda</b>	January 11, 2012 5:45 - 8:30 p.m.	City of Dublin Civic Center (Dublin)	124
<b>Contra Costa</b>	January 23, 2012 5:45 - 8 p.m.	Richmond Convention Center (Richmond)	131
<b>Marin</b>	January 17, 2012 5:45 - 8:30 p.m.	Marin Center (San Rafael)	151
<b>Napa</b>	January 19, 2012 5:45 - 8 p.m.	Elks Lodge (Napa)	84
<b>San Francisco</b>	January 5, 2012 5:45 - 8:30 p.m.	UCSF Mission Bay Conference Center (San Francisco)	86
<b>San Mateo</b>	January 10, 2012 5:15 - 8 p.m.	The Hiller Aviation Museum (San Carlos)	92
<b>Santa Clara</b>	January 18, 2012 5:15 - 8 p.m.	Santa Clara County Government Center (San Jose)	124
<b>Solano</b>	January 25, 2012 5:45 - 8 p.m.	Solano County Events Center (Fairfield)	124
<b>Sonoma</b>	January 9, 2012 5:45 - 8:30 p.m.	Finley Community Center (Santa Rosa)	150

*\*(Note: Attendance numbers are based on those signed in at the workshops. Not everyone who attended signed in, and not all who attended participated in voting during all workshop segments)*

## A. Description of Workshop Stations

After a general welcome, the workshops started with a brief video to describe the Plan Bay Area process. The video, titled “Plan Bay Area: Priorities and Tradeoffs” can be viewed on the OneBayArea web site at [www.onebayarea.org/related-materials/Video-Index.html](http://www.onebayarea.org/related-materials/Video-Index.html).

To allow for more direct interaction on key elements of the plan, participants were then asked to rotate among three interactive stations:

- Station A: Transportation Tradeoffs
- Station B: Land Use/Quality of Complete Communities
- Station C1: The San Francisco Bay



Area – 2040 (*conducted in three workshops*)

- Station C2: Open Comments (*conducted in six workshops*)

At each station, facilitators provided participants with key information related to the station activity, followed by an opportunity to comment and, in some cases, vote their preferences. The station activities are described in greater detail below. Participants also were given a comment booklet as a guide to the questions for which MTC and ABAG were seeking input. In addition, participants were encouraged to submit additional comments using the booklet.

## **Station A: Transportation Tradeoffs**

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In Station A, facilitators described the three mini-activities and voting guidelines for participants. The mini-activities were based on three topics:

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

The participants received three sets of colored tokens representing their “vote” to indicate how they would allocate transportation funding across a number of potential investment categories; which policies to reduce greenhouse gas emissions they would most support; and how to make public transportation service more economically sustainable. Jars were labeled with the choices presented and participants were able to vote with their token. One jar was labeled “other” and included blank cards where participants could enter their own idea or opinion. The next section describes each mini-activity in detail.

### ***1) Transportation Investment Priorities***

The small group session began with an animated video titled “Transportation Priorities: How Would YOU Invest?” With a catchy tune, the video was a brief tutorial on the transportation funding process, as well as an introduction to some of the tradeoffs involved in choosing investments and policies with limited resources. This video was the recipient of a Transportation Research Board (TRB) ["Communicating Concepts With John and Jane Q. Public" award](#), and a California Association of Public Information Officials (CAPIO) ["Excellence in Communication" award](#) in the long-form video category.



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 in the comment booklet. Using their comment booklets, participants identified the five transportation investment categories most important to them and then placed their tokens in the appropriate containers.

Choices presented at the meeting were:

- Increase number of freeway lanes for carpools and buses
- Expand bicycle and pedestrian routes
- Extend commuter rail lines, such as BART or Caltrain
- Maintain highways and local roads, including fixing potholes
- Provide more frequent bus service
- Provide financial incentives to cities to build more multi-unit housing near public transit
- Fund traffic congestion relief projects, such as adding turn lanes on roads or reconfiguring interchanges and on-ramps on highways
- Increase public transit services for low-income residents who do not have access to a car
- Invest in improving speed and reliability in major bus or light-rail corridors
- Other

## ***2) Policies to Reduce Driving and Emissions***

A variety of strategies are being considered to encourage the reduction of driving and associated vehicle 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 in the comment booklet. Using their comment booklets, participants identified their top five policies and then placed their tokens in the appropriate containers. A poster provided a description of the policy choice, along with the anticipated percentage of per-capita CO<sub>2</sub> emissions reduction for a particular level of investment to implement the policy.

- Encourage “smart” driving
- Complete the regional bicycle network
- Expand the Safe Routes to School/pedestrian network
- Increase vanpool incentives
- Expand electric vehicle strategies

- Develop commuter benefit ordinances such as mandatory pre-tax transit passes or employer-operated shuttles
- Increase telecommuting
- Institute parking surcharge
- Change freeway speeds to 55 mph
- Other

### ***3) 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. 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 in the comment booklet. Using their comment booklets, participants identified their top four policy priorities and then placed their tokens in the appropriate containers.

- Better times connections
- More real-time information
- Cleaner/new vehicles and cleaner stations
- Standard fare policies across the region
- Fixed-price monthly pass valid on all trains, buses and ferries
- More frequent and faster transit service
- Better on-time performance
- More customer amenities such as WiFi on buses
- Other

## **Station B: Land Use/Complete Communities**

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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.

Of the following benefits, participants were asked to select their top two priorities:

- Safer neighborhoods from lighting, infrastructure improvements and more eyes on the street.
- Improved health through better infrastructure for walking and biking.
- More retail and access to food due to larger population and pedestrian support for retail.
- Increased open space and parks through planning and development impact fees.
- Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities.

Participants were also encouraged to indicate whether they disagreed with the aforementioned benefits and to list suggestions related to the development of complete communities.

## **Station C1: The San Francisco Bay Area – 2040**

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At three workshops (in San Francisco, Contra Costa and Santa Clara counties), participants provided input on how the region should accommodate projected growth over the next 25 years. A new visual simulation model — known as Urban Vision and developed by a team at the University of California, Berkeley, in collaboration with Purdue University — was used to give a three-dimensional view on what alternative growth scenarios might look like.

Discussion centered around the intensity and character of new development relative to the Bay Area's existing land use patterns. Using electronic voting to indicate their preferences, participants specified their level of support for each potential option.

The development options were described as follows:

- A. Allow new housing, offices and shops to be built in the centers of cities and towns 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.

## **Station C2: Open Comments**

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For the remaining six workshops, in response to participants' desire for an open forum within which to deliver comments, the visual simulation model discussion (Station C1) was substituted for an "open comments station." Here, individuals could sign up via a speaker card to come to the microphone and take two to three minutes (depending on guidelines based on size of the group) to express their opinions and ideas about any topic related to Plan Bay Area. Staff and commissioners were seated at the front of the room to receive the comments.

## **B. Results of Workshop Stations**

A summary of participant comments received at the workshops is presented in Appendix B. Appendix H contains the summary results of what we heard by county as well as the oral and written comments received at the nine workshops.



# Chapter 4

## Virtual Workshop

MTC and ABAG created an online “virtual” Plan Bay Area workshop that allowed members of the general public a convenient way to weigh in on options and trade-offs. Thirteen-hundred completed responses were received from January 25, 2012, through February 20, 2012.

The virtual workshop was posted to the OneBayArea.org website as a supplement to the nine public workshops held in January 2012; it closely mirrored the format of the workshops including videos, surveys and numerous opportunities to comment.

The multi-step virtual workshop included the following elements:

1. an introductory video to provide context for the winter 2012 public outreach and to explain the current status of the planning process;
2. a regional planning survey to measure individual support for Plan Bay Area;
3. an animated video tutorial on the transportation funding process, as well as an introduction to some of the tradeoffs involved in choosing investments and policies with limited resources;
4. a transportation tradeoffs survey in which participants were invited to vote on their transportation investments, policies to reduce driving and emissions, and policies regarding public transit;
5. a slideshow on the quality of complete communities followed by an opportunity to take the Land Use/Complete Communities Survey;
6. a video about past and present land development in the Bay Area;
7. a brief survey on how the Bay Area should accommodate its projected population growth;
8. a demographic survey; and
9. an opportunity to submit final comments.

MTC and ABAG notified the public about the virtual workshop via news releases to local media outlets, e-mail news blasts to our database, plus emails to partner agencies asking that they inform their constituents as well. Survey results and comments from the virtual workshop were tabulated and considered by MTC and ABAG decision makers — along with feedback gathered from workshops, CBO meetings, focus groups and a statistically valid telephone survey.

## Virtual Workshop Survey Results

Complete results from the virtual workshop can be found in Appendix D. Responses to a few of the questions — the regional planning question, the transportation tradeoffs question and how the region should accommodate projected growth — are shown below.

### Virtual Workshop Survey Results: Regional Planning Survey (1,128 responses)

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#### 1. In general, do you support the establishment of this type of regional plan?

*On a scale of 1 to 5, where 1 is “Support Strongly” and 5 is “Strongly Oppose,” please indicate your level of support for the establishment of this type of regional plan.*

Slightly under half of the respondents **strongly oppose** this type of regional plan, while approximately one-third **strongly support** it.

#### 2. Why do you support or not support this type of regional plan?

Some of the reasons given include:

- It is poorly conceived and insensitive to local interests and needs. The notion of transit hubs surrounded by affordable (subsidized) housing is not what people would select if given a choice.
- This plan will help unify the region’s broad housing and transportation goals and hopefully maximize the limited funding resources we have to reach those goals.
- Top down governance of this kind rarely works in the long run.
- To maintain our quality of life including clean air, water supply, open space and community well-being as well as being competitive economically, we need to make our region attractive for young people, seniors and in-betweens which means walkable, livable places where jobs are and short commutes (if any).
- This is an infringement of private property rights.
- I want local planning in my community, not regional planning by people that do not live in my community. I don’t want to live with the consequences of their poor decisions.
- It seems too anti-auto. Forcing people into public transportation whether they like it or not isn’t good.



## Virtual Workshop Survey Results: Transportation Tradeoffs Survey (1,055 responses)

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### A. 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 their own priorities into a comment box.

Table 2: Virtual Workshop: Transportation Investment Priorities

Rank	Percent	Priority
1	62%	D. Maintain highways and local roads, including fixing potholes
2	42%	C. Extend commuter rail lines, such as BART or Caltrain
2	42%	J. Other
3	39%	B. Expand bicycle and pedestrian routes
4	36%	I. Invest in improving speed and reliability in major bus or light-rail corridors
5	35%	E. Provide more frequent bus service
6	32%	G. Fund traffic congestion relief projects, such as adding turn lanes on roads, or reconfiguring interchanges and on-ramps on highways
7	29%	H. Increase public transit service for low-income residents who do not have access to a car
8	28%	F. Provide financial incentives to cities to build more multi-unit housing near public transit
9	16%	A. Increase the number of freeway lanes for carpoolers and bus riders

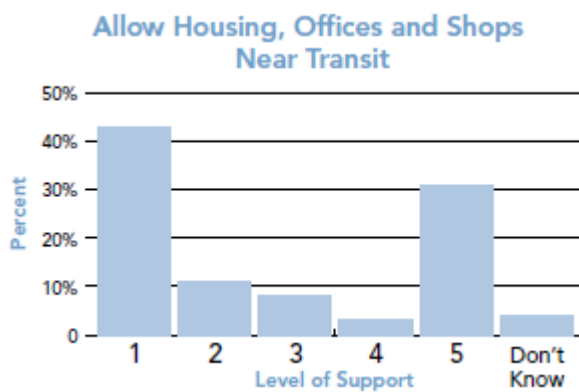
## Virtual Workshop Survey Results: SF Bay Area 2040 Survey (887 responses)

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Is it possible for the Bay Area's population to grow from today's 7 million people to 9 million in 2040 without harming our region's quality of life? Participants were asked, "How should the Bay Area accommodate projected population growth? On a scale of 1 to 5, where 1 is "Support Strongly" and 5 is "Oppose Strongly," please indicate your level of support for each potential option.

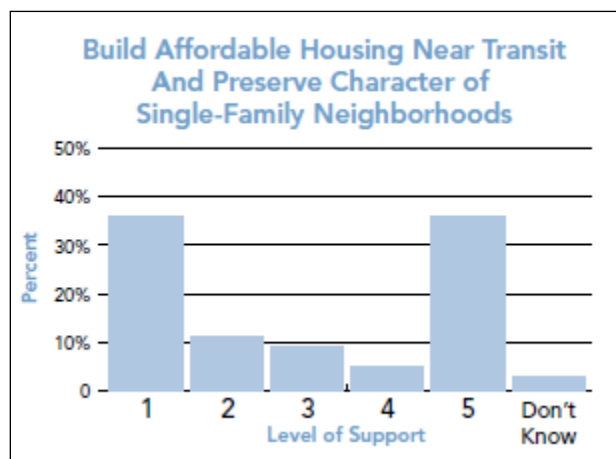
### **A. Allow new housing offices and shops to be built in the centers of cities and towns near public transit.**

A little over 40% of respondents strongly support this strategy, while approximately 30% strongly oppose it.



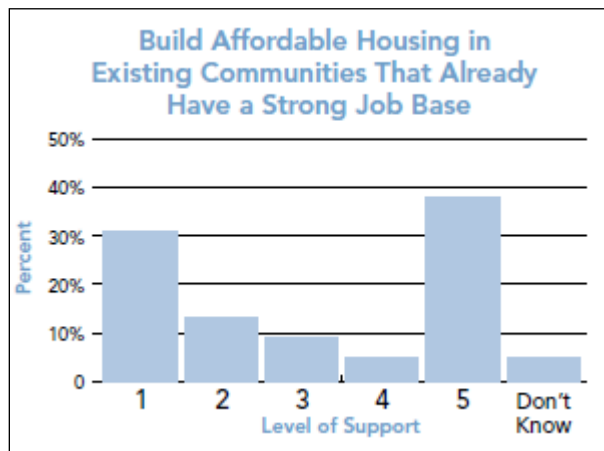
### **B. Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.**

Respondents indicated almost equally strong support and strong opposition to this approach, demonstrating the polarized nature of perspectives about how to accommodate growth.



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

As shown in the graph below, respondents were mixed on this approach, with almost 40% strongly opposing it and 30% strongly supporting it.



# Chapter 5

## Focus Groups Hosted by Community-Based Organizations

In an effort to reach some of the under-represented communities of the Bay Area, MTC and ABAG selected 14 non-profit community-based organizations (CBOs) through a competitive bid process to help engage low-income communities and communities of color in Plan Bay Area. In January 2012, nearly 150 residents participated in 10 focus groups hosted by these organizations. The questions and topics discussed by community members in these focus groups were consistent with the subject matter covered in the January 2012 public workshops and the questions contained in the public opinion telephone poll.

The same group of community organizations surveyed their community residents in Spring 2011, as part of Plan Bay Area's first series of county workshops.



Table 4 on the next page lists the groups and communities involved in this outreach.

Table 3: Focus Groups with Community-Based Organizations

<b>County</b>	<b>City/Community</b>	<b>Host Community Group</b>	<b>Date/ Time / Meeting Location</b>	<b>Attendance</b>
Alameda	East & West Oakland/ Hayward/ Union City	Causa Justa/Just Cause; South Hayward Parish	Jan. 6, 2012 5:30 p.m. – 8 p.m. Oakland	18
Contra Costa	Concord/ Richmond/ San Pablo	Monument Community Partnership; Opportunity West	Jan. 4, 2012 4:30 p.m. – 7 p.m. Martinez	21
Marin	Marin City	Grassroots Leadership Network	Jan. 26, 2012 11:30 a.m. – 2 p.m. San Rafael	14
San Francisco	South of Market/ Tenderloin	Chinatown Community Development Corporation	Jan. 31, 2012 3 p.m. – 5:30 p.m. San Francisco	13
San Francisco	Bayview/Hunter's Point	POWER	Jan. 24, 2012 6 p.m. – 8:30 p.m. San Francisco	17
San Mateo	North Fair Oaks/ East Palo Alto/ South San Francisco / San Bruno	Housing Leadership Council; Peninsula Conflict Resolution Center	Jan. 7, 2012 10 a.m. – 12:30 p.m. San Mateo	19
Santa Clara	Central San Jose	San Jose Downtown Association	Jan. 12, 2012 11:30 a.m. – 2 p.m. San Jose	9
Santa Clara	San Jose/Milpitas	Vietnamese Voluntary Foundation	Jan. 12, 2012 11 a.m. – 1:30 p.m. San Jose	8
Solano	Dixon	Dixon Family Services	Jan. 17, 2012 12:30 p.m. -3 p.m. Dixon	10
Sonoma	Santa Rosa/ Roseland	KBBF Radio	Jan. 13, 2012 5:30 p.m. – 8 p.m. Santa Rosa	19

## Meeting Format

During the interactive focus group, participants were asked a wide range of questions to solicit feedback on future planning. Each community meeting was designed to achieve the following goals:

- Identify local priorities
- Demonstrate how priorities are affected by various land use choices to accommodate future growth
- Hear the perspective of all participants and offer the opportunity to discuss similarities and differences of opinions

- Enable participants to gain a deeper understanding of the regional planning process and the trade-offs involved in decision-making
- Encourage participants to provide feedback to the Plan Bay Area process and motivate them to remain engaged

### *Transportation Tradeoffs/Investment Choices*

Community facilitators guided participants through a series of questions. Participants ranked several investment categories in the order of most importance to them. The Transportation Trade-offs/Investment Choices presented at the meeting were:

- Increase number of freeway lanes for carpools and buses
- Expand bicycle and pedestrian routes
- Extend commuter rail lines, such as BART or Caltrain
- Maintain highways and local roads, including fixing potholes
- Provide more frequent bus service
- Provide financial incentives to cities to build more multi-unit housing near public transit
- Fund traffic congestion relief projects, such as adding turn lanes on roads or reconfiguring interchanges and on-ramps on highways
- Increase public transit services for low-income residents who do not have access to a car
- Invest in improving speed and reliability in major bus or light-rail corridors
- Other

### *Policies to Curb Emissions*

Participants also ranked from most appropriate to least appropriate a variety of strategies being considered to encourage the reduction of driving and curb associated vehicle emissions. In order to inform their ranking decisions, participants were given a description of the policy choice, along with the anticipated percentage of per-capita CO<sub>2</sub> emissions reduction for a particular level of investment to implement the policy. The policy choices considered were:

- Encourage “smart” driving
- Complete the regional bicycle network
- Expand the Safe Routes to School/pedestrian network
- Increase vanpool incentives
- Expand electric vehicle strategies
- Develop commuter-benefit ordinances such as mandatory pre-tax transit passes or employer-operated shuttles
- Increase telecommuting
- Institute parking surcharge



- Change freeway speeds to 55 mph
- Other

### *Policies Regarding Public Transit*

Regarding public transit, the facilitators explained a variety of strategies being considered to improve the customer experience on public transit and to operate our existing public transit system more efficiently. Participants then selected the four most important policies, in their opinion, to improve public transit. They were also encouraged to submit their own ideas. The policy choices presented at the focus groups were:

- Better times connections
- More real-time information
- Cleaner/new vehicles and cleaner stations
- Standard fare policies across the region
- Fixed-price monthly pass valid on all trains, buses and ferries
- More frequent and faster transit service
- Better on-time performance
- More customer amenities such as Wi-Fi on buses
- Other

### *Complete Communities and How Should We Grow*

Other topics discussed included participants' preferred approach to accommodating projected growth in the future and what qualities they valued most about complete communities.

A booklet was developed for focus group participants to register their comments and select priorities. For results tabulated on a per county basis., see the county summaries in Appendix H.

## **Overall Community-Based Outreach Results**

The following five graphic images depict key priorities identified by the community participants as well as a sampling of key comments heard. This information is grouped by the discussion topics.

## Community-Based Organizations Transportation Investments

### Priorities

1. More transit service for low-income riders
2. More frequent bus service
3. Extend commuter rail lines (BART and Caltrain)
4. Financial incentives to cities to build multi-unit housing near transit



### Key Comments

- We need discounted fares, especially for youth.
- Reliable, safe bus service is key, but we also need more rail options.
- Housing near transit is important, but cities need to provide housing options for residents of all income levels.

## Community-Based Organizations Policies to Curb Driving, Emissions

### Priorities

1. Expand Safe Routes to School/Pedestrian Network
2. Encourage "Smart Driving"
3. Increase vanpool incentives
4. Complete Regional Bicycle Network



### Key Comments

- We would use transit more if it were more reliable, safer, better connected, and affordable.
- Parking surcharges and fees were not popular.
- Telecommuting and electric vehicles viewed as beneficial to middle class, but not low-income residents.

## Community-Based Organizations Transit Sustainability

### Priorities

1. Fixed-price monthly pass good on all systems
2. More frequent and faster transit
3. Better-timed connections
4. Better on-time performance



### Key Comments

- We need transit that is affordable, with one fare card for the entire region.
- Our transit needs to be cleaner and safer, with more courteous staff.
- Make our connections work better for local and intermodal systems.
- Signs and real-time info are sorely needed.

## Community-Based Organizations Complete Communities

### Priorities

1. Safer neighborhoods,  
(via lighting and other  
infrastructure  
improvements)
2. Better schools



### Key Comments

- Improve the quality of communities for current residents; avoid displacement.
- Affordable housing is needed for moderate, low- and very-low-income populations.
- Communities need access to open space, medical facilities, good schools as well as transit and jobs.

## Community-Based Organizations How Should We Grow?

### Priorities

1. More affordable housing near transit for transit-dependent residents, but keep the character of existing single-family neighborhoods.
2. More affordable housing in communities with a strong job base.



### Key Comments

- Avoid segregating neighborhoods with “affordable” homes on one side of town.
- Urban residents supported more growth and better connections between housing, jobs, shops.
- Those in less urban communities stressed maintaining character of their community.



**PUBLIC OUTREACH and PARTICIPATION PROGRAM**  
**Phase Three: Draft Preferred Scenario (2012)**

## **APPENDICES**



PUBLIC OUTREACH and PARTICIPATION PROGRAM  
Phase Three: Draft Preferred Scenario (2012)

## **APPENDIX A:**


### **WINTER 2012 PUBLIC ENGAGEMENT SUMMARY:**

#### **Presentation on What We Heard, March 9, 2012**

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Slide 1

Attachment B




## Winter 2012 Public Outreach and Involvement

MTC Planning Committee & ABAG Administrative Committee  
March 9, 2012


Slide 2

## January 2012 Activities

- Telephone Poll (1,610 residents, conducted in English, Spanish and Cantonese)
- Four Focus Groups (recruited from poll)
- Ten Community-Based Focus Groups (150 participants)
- Nine public workshops (one per county, approximately 1,100 participants, comments available on the OneBayArea.org website)
- Ongoing meetings with local planning directors, and officials from congestion management and transit agencies


2

Slide 3




**BayArea Plan Outreach Meetings January 2012**

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

**BayArea Plan**

Note: During January 2012, a statistically valid telephone poll was conducted with 1,610 Bay Area residents from all nine counties. Numerous meetings with officials from local jurisdictions have been taking place over this time frame.


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Slide 4

# Plan BayArea

## 2012 Telephone Poll & Focus Groups

### Key Findings

By Corey, Canapary & Galanis

Slide 5

## 2012 Plan Bay Area Survey

### Telephone survey of Bay Area respondents

- Sample size: 1,610
- Margin of error: +/- 2.44
- Fieldwork conducted November 30, 2011 – January 27, 2012
- Survey conducted in English, Spanish, and Chinese
- Respondents from all 9 Bay Area counties

### Four (4) Focus Groups

- Held January 24, 2012-January 26, 2012
- Groups held in Walnut Creek, Novato, and San Francisco
- Mix of urban, suburban, and rural Bay Area residents
- Respondents from throughout Bay Area (8 of 9 counties)

All work conducted by Corey, Canapary & Galanis

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Slide 6

## Importance of Plan Bay Area

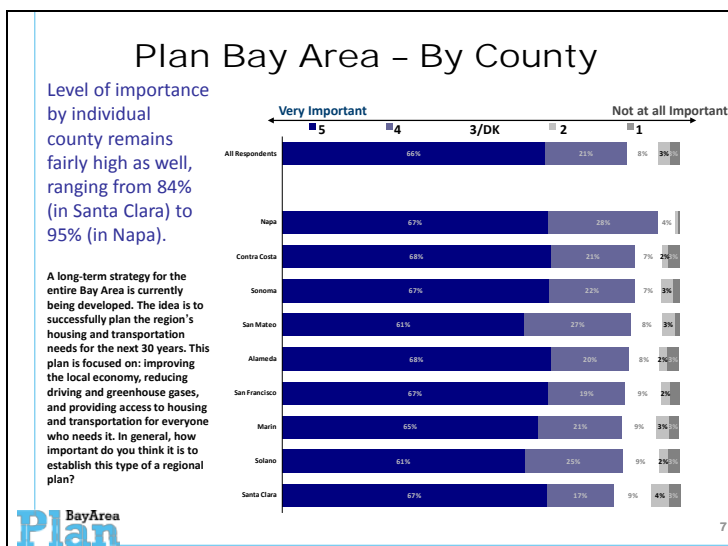
When asked for an initial assessment, 87% of respondents believe a regional plan like Plan Bay Area is important.

In general, how important do you think it is to establish this type of a regional plan? Use a 5-point scale where '5' is Very Important and '1' is Not at all Important.

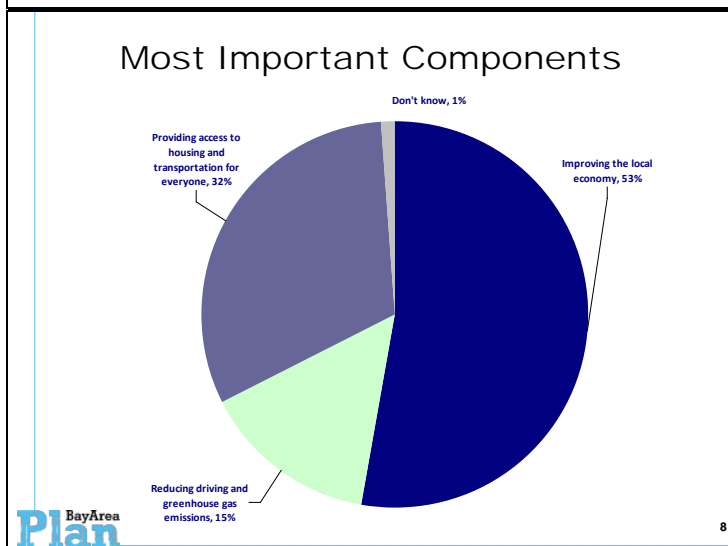
Importance Level	Percentage
Important (4-5)	87%
Neutral/Don't Know	8%
Not Important (1-2)	5%

6

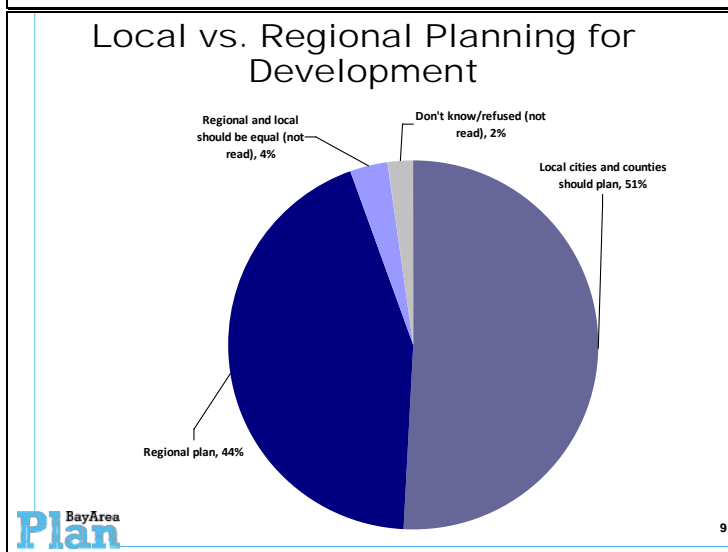
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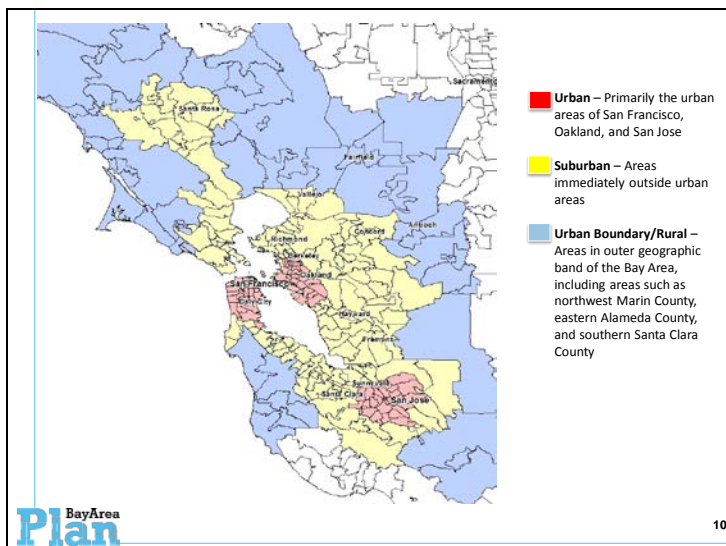
Slide 8



Slide 9



Slide 10



Slide 11

### Local vs. Regional Planning for Development

	Local	Regional	Mix
By Area Type (Based on ZIP Code)			
Urban	48%	46%	4%
Suburban	49%	45%	4%
Rural	61%	35%	3%

	Local	Regional	Mix
By County			
Napa	72%	25%	<1%
Marin	66%	29%	2%
Sonoma	57%	38%	3%
San Mateo	56%	42%	2%
Solano	54%	37%	6%
Contra Costa	52%	46%	2%
Santa Clara	48%	44%	6%
Alameda	47%	47%	2%
San Francisco	44%	48%	3%

Slide 12

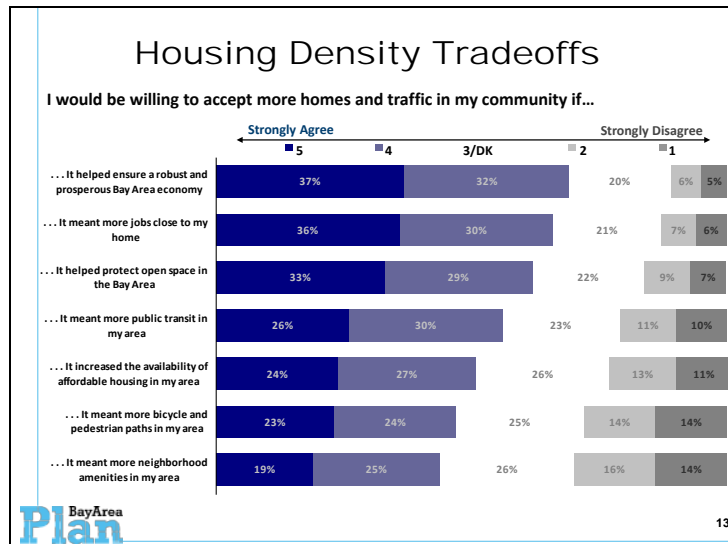
### Local vs. Regional Planning for Development

Residents are split on who should guide housing and commercial development in the Bay Area.

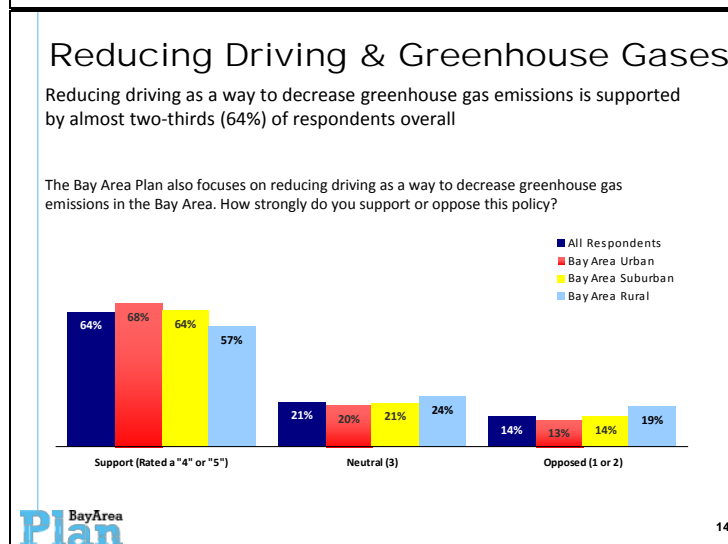
Some key reasons respondents oppose a regional plan:

- Concern that regional planning would be done at a state or national level (lack of familiarity with MTC/ABAG)
- Fearful of losing local character of cities and towns (concerns about a cookie cutter approach)

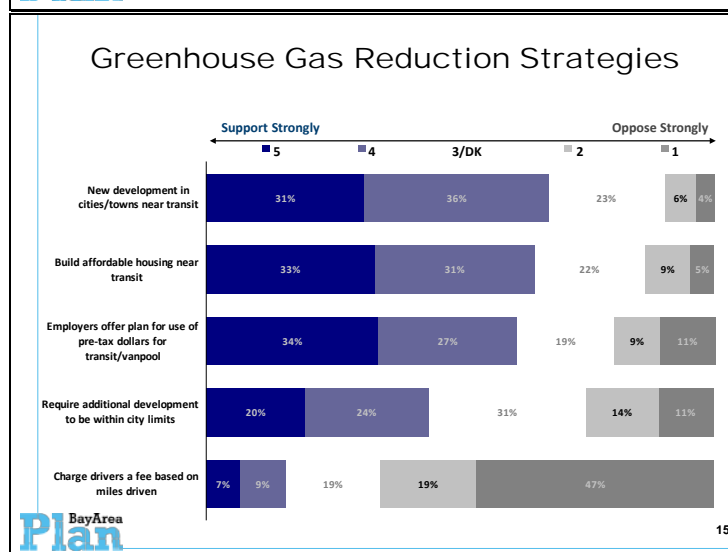
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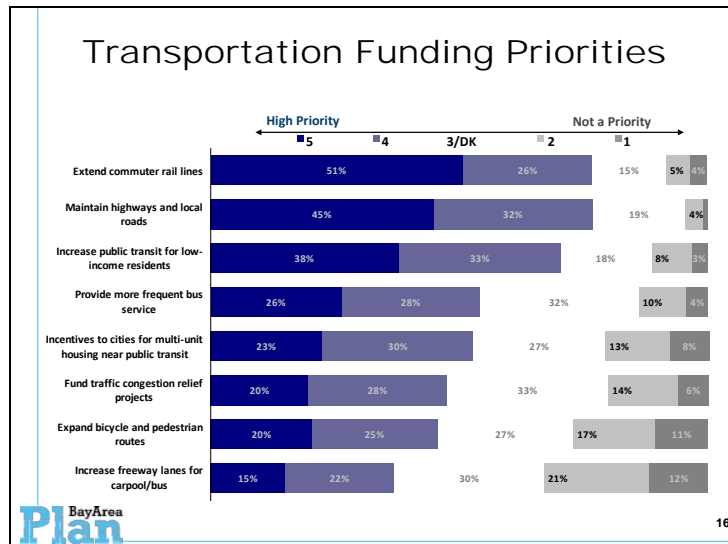
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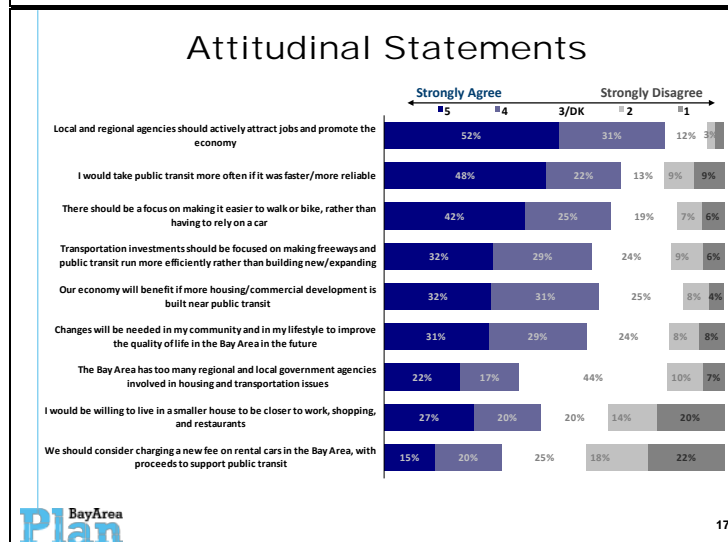
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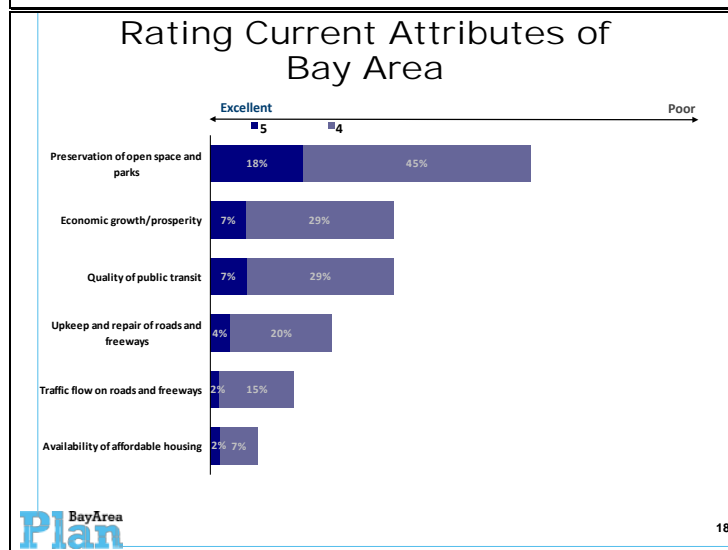
Slide 16



Slide 17




Slide 18



Slide 19

## Focus Groups Community-Based Organizations

- **Engage low-income communities and communities of color in key questions facing ABAG and MTC in adopting preferred Scenario for Plan Bay Area.**
- **Second Round of Meetings (first meetings were conducted in Spring 2011).**
- **Questions consistent with subject matter covered in public workshops and poll.**


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## Community-Based Organizations (CBOs)

Location	Organization(s)
Martinez	Monument Community Partnership & Opportunity West
Oakland	South Hayward Parish & Just Cause Causa Justa
San Mateo	Housing Leadership Council & Peninsula Conflict Resolution Center
San Jose	San Jose Downtown Association
Santa Rosa	KBBF Radio
Dixon	Dixon Family Services
San Jose	Vietnamese Voluntary Foundation (VIVO)
San Francisco	POWER
San Rafael	Grassroots Leadership Network of Marin
San Francisco	Chinatown Community Development Center



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## Community-Based Organizations Transportation Investments


### **Priorities**

1. More transit service for low-income riders
2. More frequent bus service
3. Extend commuter rail lines (BART and Caltrain)
4. Financial incentives to cities to build multi-unit housing near transit




### **Key Comments**


- We need discounted fares, especially for youth.
- Reliable, safe bus service is key, but we also need more rail options.
- Housing near transit is important, but cities need to provide housing options for residents of all income levels.


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### Community-Based Organizations Policies to Curb Driving, Emissions


<b>Priorities</b>		<b>Key Comments</b>
<ol style="list-style-type: none"> <li>1. Expand Safe Routes to Schools/ Pedestrian Network</li> <li>2. Encourage "Smart Driving"</li> <li>3. Increase Vanpool incentives</li> <li>4. Complete Regional Bicycle Network</li> </ol>		<ul style="list-style-type: none"> <li>▪ We would use transit more if it were more reliable, safer, better connected, and affordable.</li> <li>▪ Parking surcharges, fees were not popular.</li> <li>▪ Telecommuting and electric vehicles viewed as beneficial to middle class, but not low-income residents.</li> </ul>


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### Community-Based Organizations Transit Sustainability


<b>Priorities</b>		<b>Key Comments</b>
<ol style="list-style-type: none"> <li>1. Fixed-price monthly pass good on all systems</li> <li>2. More frequent and faster transit</li> <li>3. Better-timed connections</li> <li>4. Better on-time performance</li> </ol>		<ul style="list-style-type: none"> <li>▪ We need transit that is affordable, with one fare card for the entire region.</li> <li>▪ Our transit needs to be cleaner and safer, with more courteous staff.</li> <li>▪ Make our connections work better for local and intermodal systems.</li> <li>▪ Signs and real-time info are sorely needed.</li> </ul>


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Slide 24

### Community-Based Organizations Complete Communities

<b>Priorities</b>		<b>Key Comments</b>
<ol style="list-style-type: none"> <li>1. Safer neighborhoods, (via lighting and other infrastructure improvements)</li> <li>2. Better schools</li> </ol>		<ul style="list-style-type: none"> <li>▪ Improve the quality of communities for current residents; avoid displacement.</li> <li>▪ Affordable housing is needed for moderate, low and very low income populations.</li> <li>▪ Communities need access to open space, medical facilities, good schools as well as transit and jobs.</li> </ul>


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## Community-Based Organizations How Should We Grow?

Priorities	Key Comments
1. More affordable housing near transit for transit-dependent residents, but keep the character of existing single-family neighborhoods.	<ul style="list-style-type: none"> <li>Avoid segregating neighborhoods with “affordable” homes on one side of town.</li> <li>Urban residents supported more growth and better connections between housing, jobs, shops.</li> </ul>
2. More affordable housing in communities with a strong job base.	<ul style="list-style-type: none"> <li>Those in less urban communities stressed maintaining character of their community.</li> </ul>



**Plan** BayArea 25

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## Continuing Public Involvement

<b>Mar – May 2012</b>	<b>Outreach to local elected officials</b>
<b>Summer 2012</b>	<b>Web-based comment opportunities; meetings with local officials</b>
<b>Late 2012</b>	<b>Release Draft Plan Bay Area for Comment</b> <ul style="list-style-type: none"> <li>- Public Workshops</li> <li>- Public Hearings</li> <li>- Informational Meetings for Elected Officials</li> </ul>
<b>Spring 2013</b>	<b>MTC/ABAG adopt Plan Bay Area</b>

**Plan** BayArea 26



PUBLIC OUTREACH and PARTICIPATION PROGRAM  
Phase Three: Draft Preferred Scenario (2012)

## APPENDIX B: WHAT WE HEARD

### Public Workshop Summaries by County

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## 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

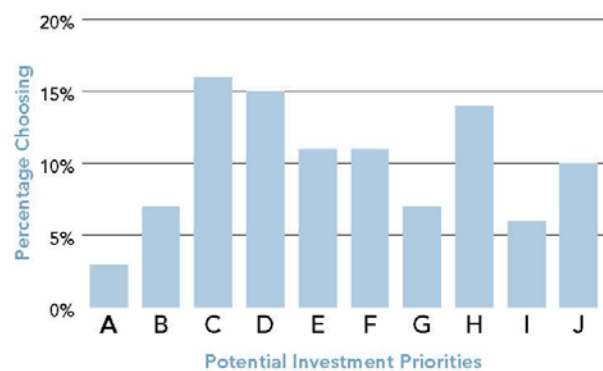
### Transportation Investment Priorities

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 do 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

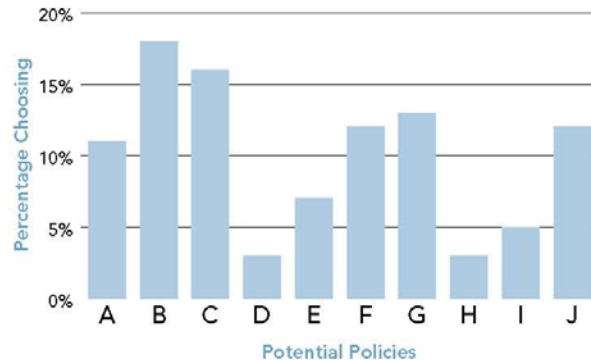


## Alameda County – Dublin (continued)

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



### Other/Written Comments

(sampling of comments)

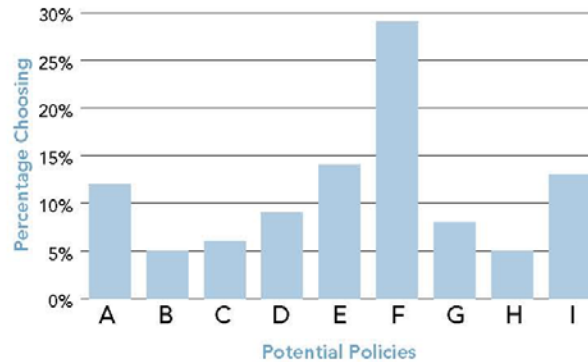
- Affordable transportation
- Encourage more or new private shuttles to compete with public transportation (e.g. SF Muni), increase taxi tokens
- Encourage alternative work schedules
- Lobby the federal government to reduce subsidies for gasoline, so that driving reflects the true cost of extracting 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

## Alameda County – Dublin (continued)

### 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**

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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.

**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

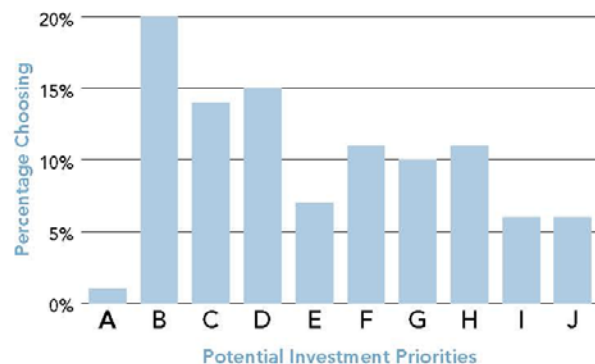
### Transportation Investment Priorities

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 do 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)



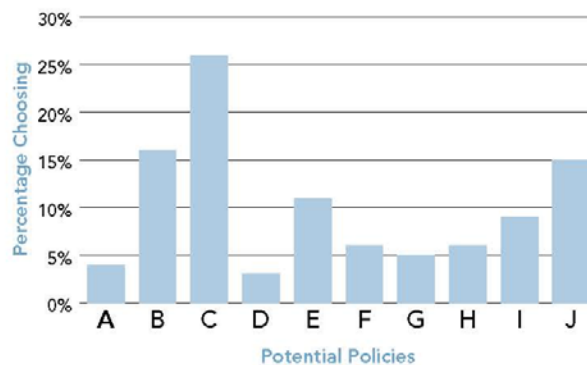


## Contra Costa County – **Richmond** (continued)

### 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)

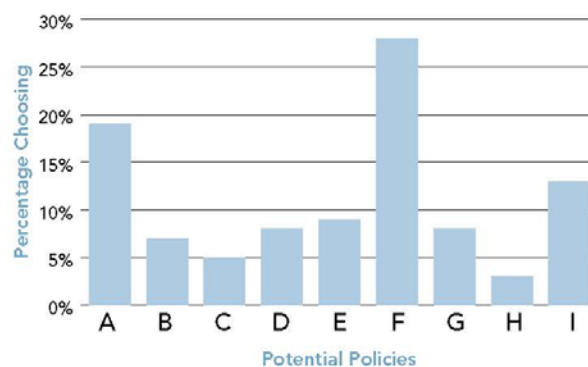
- Campaign to encourage residents to take alternative transportation
- Implement existing local bike & pedestrian plans and encourage cities that don't have them by funding the consultants necessary to create them
- Congestion pricing in central cities & encourage more "Sunday Streets" days without motor 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)

## Contra Costa County – **Richmond** (continued)

### 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**

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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.



**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

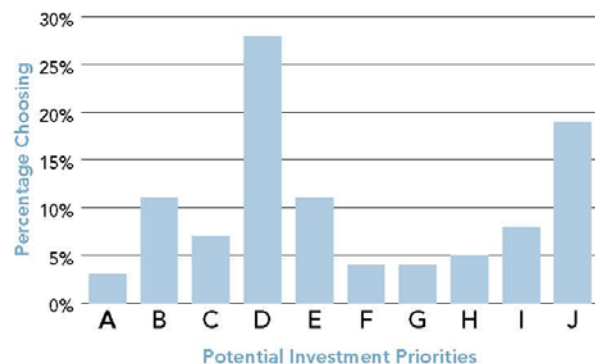
### Transportation Investment Priorities

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 do 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)

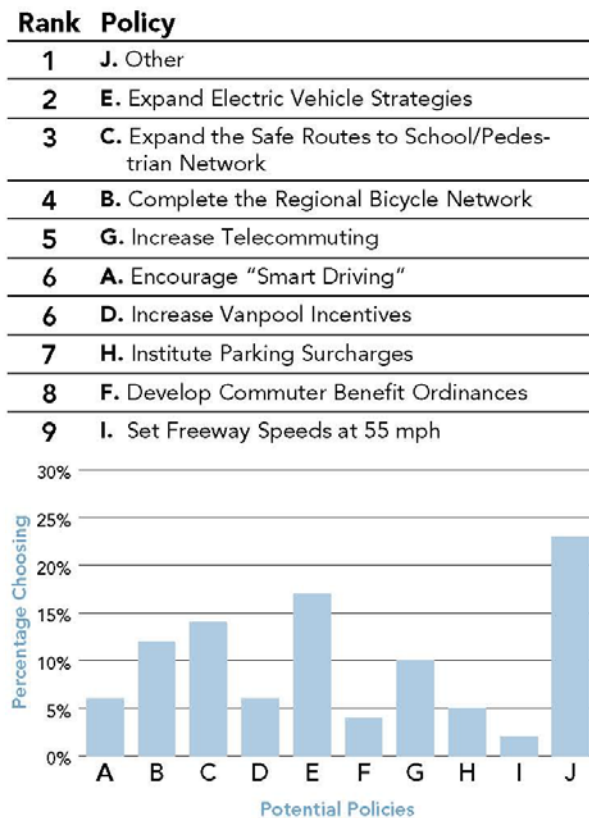
- It is difficult in Marin because of the hills – but transportation needs to be made more accessible to seniors & disabled. What can be done?
- Complete the bicycle access tunnel, Alto to Larkspur Ferry, have the Larkspur connecting bridge from multi-modal only to include a single rail line that backs 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.



## Marin County – San Rafael (continued)

### 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.



### Other/Written Comments (sampling of comments)

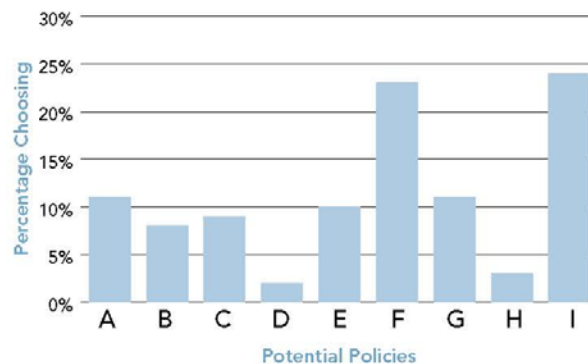
- Make electric cars more affordable. Also make car manufacturers increase gas mileage for new cars to 40-50 MPG. 2) Give incentives to businesses who allow people to telecommute from home. 3) Charge bridge tolls on all bridges to allow for more per car. Charge pedestrians & bicyclists 1 or 2 dollars.
- 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 (Next-Bus, wi-fi) safe and attractive transit hubs
- Ensure adequate operating costs for transit/light rail extensions – allow for reduced fares to ride transit

## Marin County – San Rafael (continued)

### 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

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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.

**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

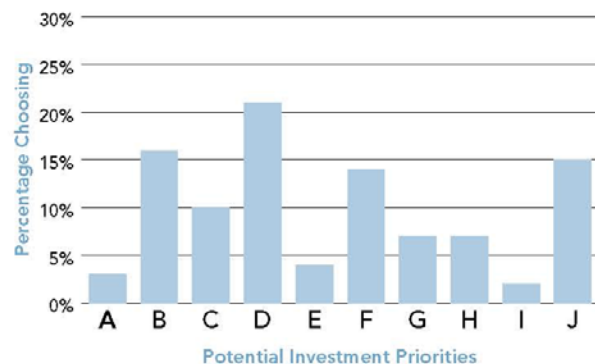
### Transportation Investment Priorities

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 do not have access to a car
7	E. Provide more frequent bus service.
8	A. Increase the number of freeway lanes for car-poolers 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!

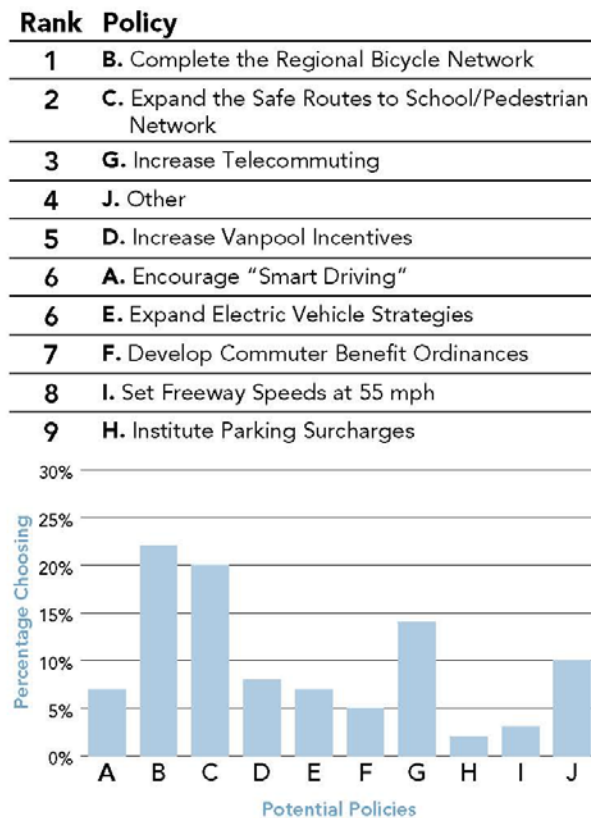




## Napa County – **Napa** (continued)

### 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.



### Other/Written Comments (sampling of comments)

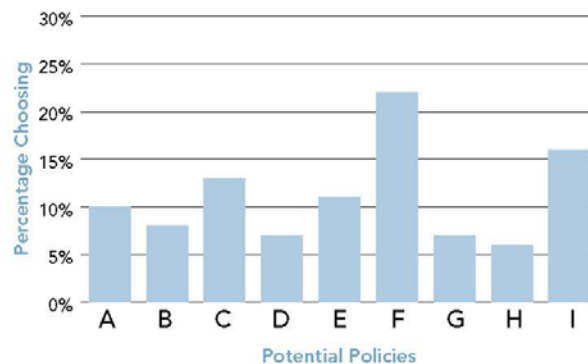
- In Rural Napa County we walk without sidewalks. We are rural people who oppose urban infrastructure.
- Set speeds at rates roads were built to accommodate. Steady speeds provides better fuel mileage. Some cars & trucks get great fuel economy at speeds greater than 70 mph.
- Get rid of commuter lanes, 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.

## Napa County – Napa (continued)

### 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, motor-cycle.
- 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**

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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.



**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 do 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)

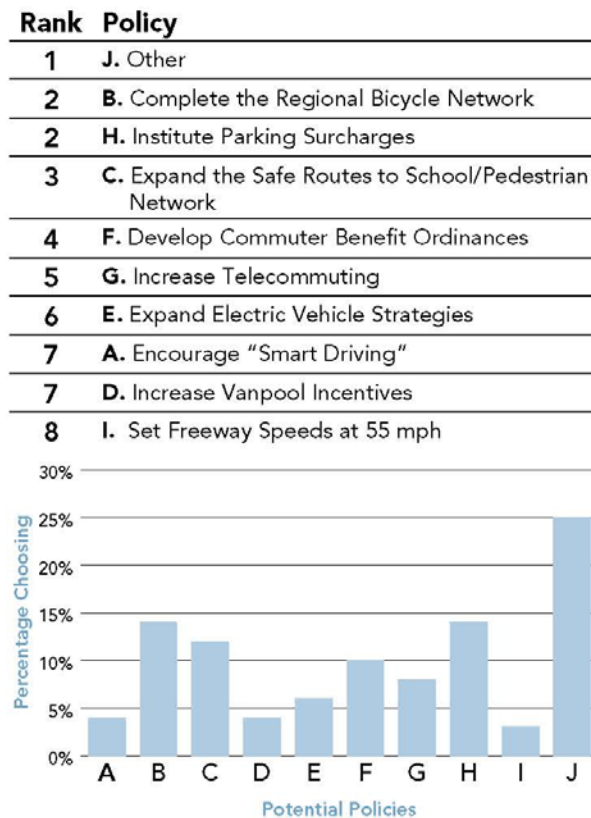
- Add freeway lanes, generally.
- Bicycling: Need to invest in increased bicycle safety, otherwise infrastructure may be underutilized. Specifically, invest in dedicated paths, vehicle barriers. Invest in driver education around sharing roads with bikes.
- More public/private dashboard feedback rewards 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.



## San Francisco County – San Francisco (continued)

### 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.



### Other/Written Comments (sampling of comments)

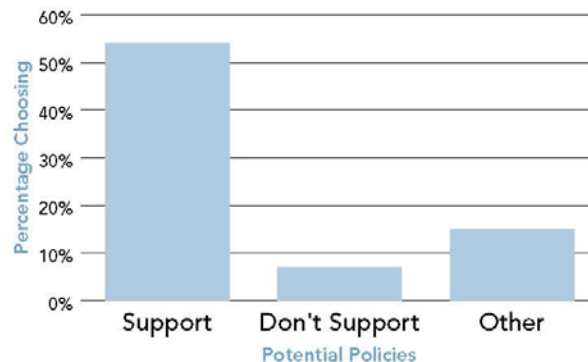
- This may be included in the Commuter Benefits Ordinance, but I would like to see more alternative work schedules, especially for heavy commute areas with little transit (e.g. Silicon Valley).
- Improve accommodation of bicycles on transit: more bikes onboard Caltrain, no blackout period on BART, more 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.

## San Francisco County – San Francisco (continued)

### 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**

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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.

**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

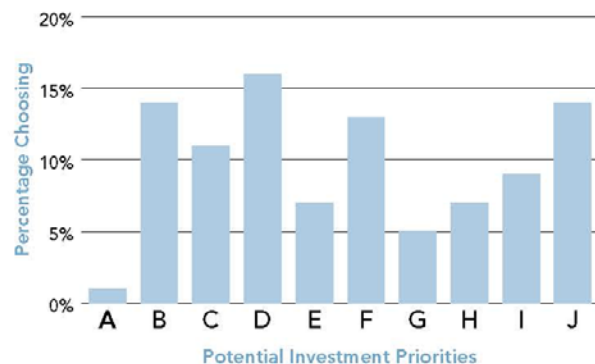
### Transportation Investment Priorities

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 do 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 be 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



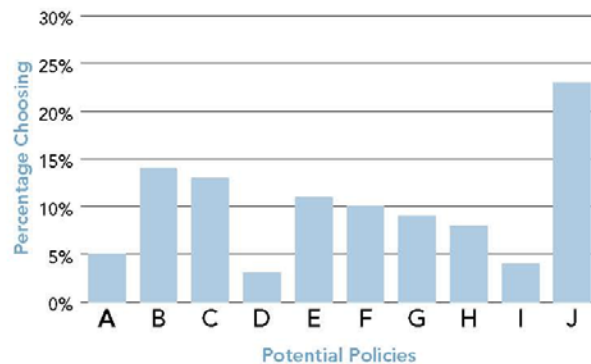


## San Mateo County – San Carlos (continued)

### 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)

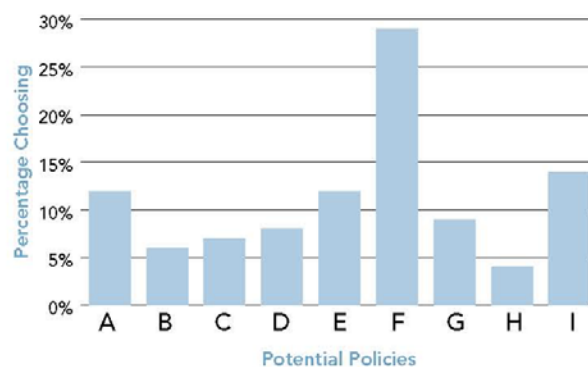
- Stop using carrot/stick strategies.
- Let the market decide.
- Build more freeways.
- Gas tax for transit to reduce driving.
- Increase speed limits like Texas did.
- Encourage employment opportunities with transit services.
- More free parking.
- Develop disincentives for driving e.g., reduced parking requirements on office parks.
- Additional road lanes without restrictions on HOV/EV/carpool/etc.
- Synchronized traffic signals and systems.

## San Mateo County – San Carlos (continued)

### 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 communities. 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

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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.

**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

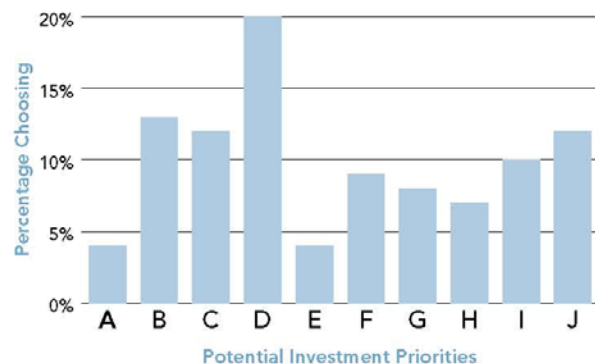
### Transportation Investment Priorities

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 do 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.



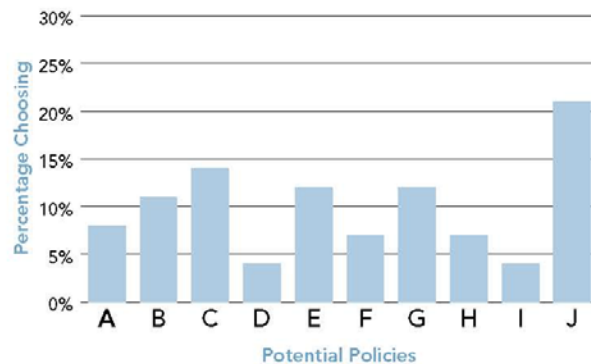


## Santa Clara County – San Jose (continued)

### 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)

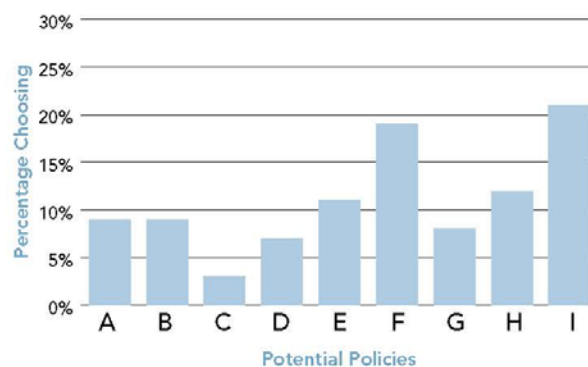
- Coordinate & lobby for higher (state & fed) legislative support to encourage travel by alternative modes (e.g. Fed – commuter subsidy allowances, etc.)
- Encourage and promote casual carpooling.
- Invest in bike and electric car sharing infrastructure near stations and transportation hubs.
- Include 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.

## Santa Clara County – San Jose (continued)

### 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**

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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.

**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.

## Transportation Tradeoffs Priorities Results

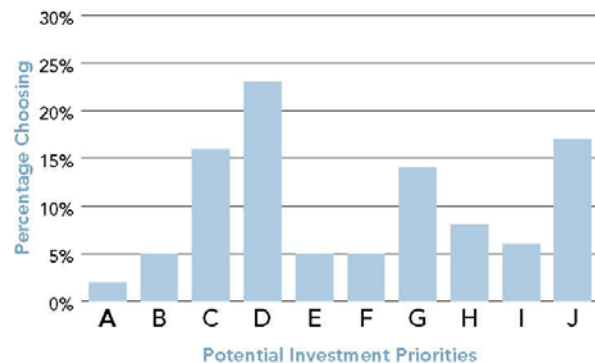
### Transportation Investment Priorities

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 do 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

### 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.



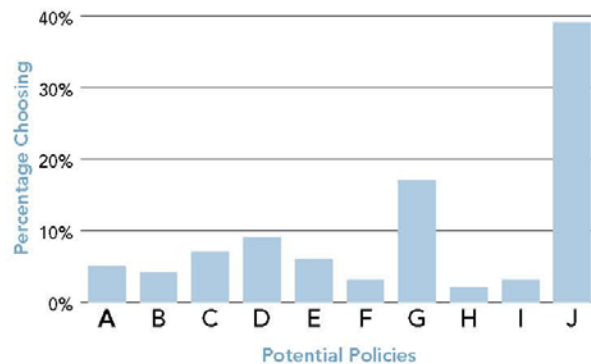


## Solano County – **Fairfield** (continued)

### 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)

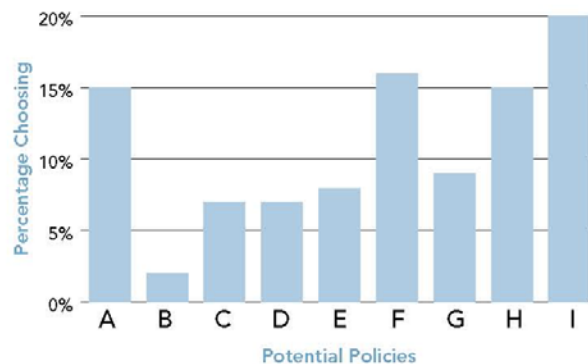
- Put money toward fuel cell cars – it is not fair to tax people who don't want to conform to the decisions of MTC. Local jobs...
- Incentives for more fuel efficient cars, i.e. lower registration taxes for smaller cars perhaps higher fuel taxes.
- Improve vehicle emission reduction by designing vehicles 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

## Solano County – **Fairfield** (continued)

### 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**

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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<sub>2</sub>, plant a tree.
- I hope the local politicians see we don't want a communist state and Agenda 21.

**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

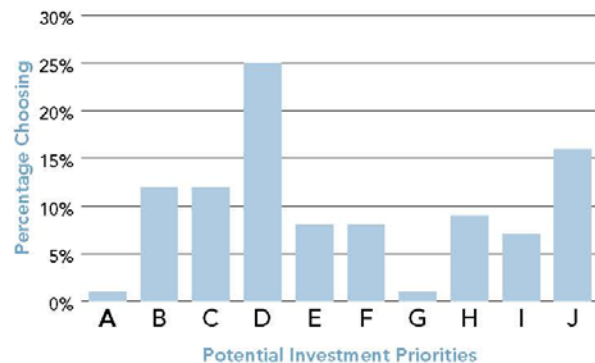
### Transportation Investment Priorities

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 do 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 car-poolers 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 roads. More timely improvements.
- Repair roads. Do it quickly. Assist businesses to locate near hireable population.



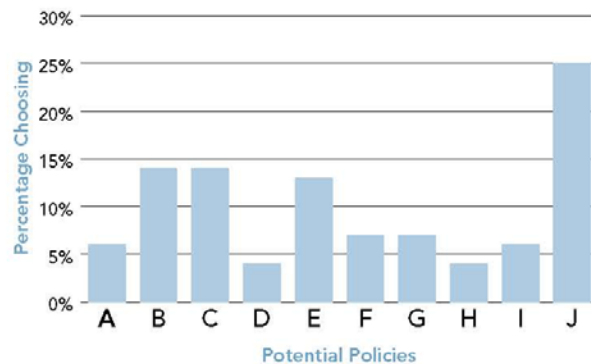


## Sonoma County – Santa Rosa (continued)

### 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)

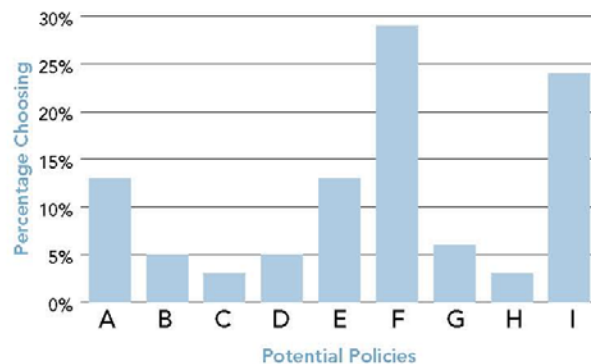
- Congestion pricing has proven to be efficient in reducing traffic and emissions in city centers at other locations around the world. Granted, most of these policies received little public support at first, but studies show that public support has grown over time as the benefits become apparent.
- Study \$ 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.

## Sonoma County – Santa Rosa (continued)

### 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**

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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.





PUBLIC OUTREACH and PARTICIPATION PROGRAM  
Phase Three: Draft Preferred Scenario (2012)

## **APPENDIX C: WHAT WE HEARD**

### **PUBLIC OPINION POLL TOPLINES**

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**PLAN BAY AREA SURVEY****Topline Marginals**

Bay Area Resident Telephone Poll in English, Spanish, and Chinese

Survey Dates: November 30, 2011 to January 27, 2012

Sample Size = 1,610 Margin of Error: +/- 2.44.

**Introduction**

Hello, I'm \_\_\_\_\_ calling on behalf of the Metropolitan Transportation Commission. We are conducting an important survey with Bay Area residents. Your input will be used to help develop a 30 year regional plan for our area.

**BASE (All Respondents) N = 1,610****Current Perception of Region**

Please rate each of the following Bay Area issues on a five point scale, where 5 is excellent and 1 is poor. Overall how would you rate \_\_\_\_\_ (*ask for each*) in the Bay Area? (Randomize)

	Excellent 5	4	3	2	Poor 1	Don't know	MEAN
Preservation of open space and parks .....	18%	45%	25%	8%	4%	1%	3.67
Economic growth and prosperity .....	7%	29%	38%	19%	6%	1%	3.12
Quality of public transit services.....	7%	29%	33%	20%	8%	3%	3.07
Up-keep and repair of local roads and freeways.....	4%	20%	34%	27%	15%	<1%	2.71
Traffic flow on roads and freeways .....	2%	15%	41%	28%	15%	1%	2.62
Availability of affordable housing .....	2%	7%	27%	33%	28%	3%	2.20

## Plan Bay Area – General

A long-term strategy for the entire Bay Area is currently being developed. The idea is to successfully plan the region's housing and transportation needs for the next 30 years. This plan is focused on: improving the local economy, reducing driving and greenhouse gases, and providing access to housing and transportation for everyone who needs it.

In general, how important do you think it is to establish this type of a regional plan? Use a 5 point scale where 5 is Very Important and 1 is Not at all important.

5	Very Important	66%
4		21%
3		8%
2		3%
1	Not at All Important	3%
0	Don't know (Do Not Read)	<1%

**MEAN – 4.46 (out of 5.00)**

Why is that?

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### BASE (All Respondents) N = 1,610

Which part of the plan is most important to the Bay Area's future...improving the local economy, reducing driving and greenhouse gases, or providing access to housing and transportation for everyone? (*select one*)

Which is next most important? (*select one*)

	Most Imp (Q11)	Next Most Imp (Q11a)
1 Improving the local economy	53%	26%
2 Reducing driving and greenhouse gas emissions	15%	27%
3 Providing access to housing and transportation for everyone	32%	46%
4 Don't know (Do Not Read)	1%	2%

## Plan Bay Area Funding Priorities

Next I will read you a number of items that may be considered as part of this Bay Area plan. Not all of these items will be funded due to limited resources. For each, please tell me whether funding should be a high priority or not a priority. Use a 5 point scale where 5 means High Priority and 1 means Not a Priority.

	High Priority 5	4	3	2	Not a priority 1	Don't know	MEAN
Extend commuter rail lines, such as BART and Caltrain, throughout the Bay Area .....	51%	26%	14%	5%	4%	1%	4.16
Maintain highways and local roads, Including fixing potholes .....	45%	32%	18%	4%	1%	<1%	4.16
Increase public transit service for low income residents who do not have access to a car. ....	38%	33%	18%	8%	3%	<1%	3.94
Provide more frequent bus service .....	26%	28%	31%	10%	4%	1%	3.63
Provide financial incentives to cities to build more multi-unit housing near public transit .....	23%	30%	26%	13%	8%	1%	3.47
Fund traffic congestion relief projects, such as adding turn lanes on roads, or reconfiguring interchanges and on-ramps on highways .....	20%	28%	32%	14%	6%	<1%	3.41
Expand bicycle and pedestrian routes .....	20%	25%	27%	17%	11%	<1%	3.29
Increase the number of freeway lanes for carpoolers and bus riders .....	15%	22%	30%	21%	12%	<1%	3.07

**BASE (All Respondents) N = 1,610****Policies to Reduce Use of Cars and Greenhouse Gas Emissions**

The Bay Area plan also focuses on reducing driving as a way to decrease greenhouse gas emissions in the Bay Area. How strongly do you support or oppose this policy? Use a 5 point scale where 5 is support strongly and 1 is oppose strongly.

5	Support Strongly	36%
4		28%
3		21%
2		7%
1	Oppose Strongly	8%
0	Don't know (Do Not Read)	<1%

**MEAN – 3.78 (out of 5.00)**

Next I will read you a list of specific strategies being considered to reduce driving and greenhouse gases. Indicate whether you would support or oppose each using the same 5 point scale (5 Support Strongly and 1 Oppose Strongly)

	Support Strongly			Oppose Strongly		Don't know	MEAN
	5	4	3	2	1		
Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.....	31%	36%	23%	6%	4%	<1%	3.85
Build more affordable housing near public transit for residents without cars who depend on public transit.....	33%	31%	21%	9%	5%	<1%	3.80
Require employers to offer a plan which allows employees to use pre-tax dollars to cover the cost of commuting by public transit or vanpooling .....	34%	27%	19%	9%	11%	1%	3.65
Limit urban sprawl by requiring most additional housing and commercial buildings to be built within current city or town limits	20%	24%	30%	14%	11%	1%	3.28
Charge drivers a new fee based on the number of annual miles driven .....	7%	9%	18%	19%	47%	<1%	2.10

**BASE (All Respondents) N = 1,610****Housing Density**

As the Bay Area population increases, there will be more homes and traffic in many communities. Rate each of the following statements using a 5 point scale, where 5 is agree strongly and 1 is disagree strongly.

"I would be willing to accept more homes and traffic in my community if...

\_\_\_\_\_ " (Ask for each. Randomize order)

	Agree Strongly 5	4	3	Disagree Strongly 2	1	Don't know	MEAN
It helped ensure a robust and prosperous Bay Area economy .....	37%	32%	20%	6%	5%	<1%	3.89
It meant more jobs close to my home	6%	30%	21%	7%	6%	<1%	3.83
It helped protect open space in the Bay Area .....	33%	29%	21%	9%	7%	1%	3.71
It meant more public transit in my area .....	26%	30%	23%	11%	10%	<1%	3.52
It increased the availability of affordable housing in my area .....	24%	27%	26%	13%	11%	<1%	3.41
It meant more bicycle and pedestrian paths in my area .....	23%	24%	25%	14%	14%	<1%	3.27
It meant more neighborhood amenities such as restaurants and shops in my area .....	19%	25%	26%	16%	14%	<1%	3.17



**BASE (All Respondents) N = 1,610****Regional vs. Local**

Which statement do you agree with more:

a) There should be a regional plan guiding housing and commercial development in the Bay Area. OR

b) Local cities and counties on their own should plan housing and commercial development in their area.

1	Regional Plan	44%
2	Local Cities and Counties Should Plan	51%
3	Regional and local should be equal ( <i>do not read</i> )	4%
4	Don't know ( <i>do not read</i> )	2%
5	Refused ( <i>do not read</i> )	<1%

Why is that?

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**BASE (All Respondents) N = 1,610****Attitudinal Statements**

Next I'd like you to rate the statements I read to you using a 5 point scale, where 5 means strongly agree and 1 means strongly disagree. (*Randomize*)

	Agree Strongly			Disagree Strongly		Don't know	MEAN
	5	4	3	2	1		
Local and regional government agencies should play an active role in trying to attract jobs and promote the economy in the Bay Area.....	52%	31%	12%	3%	3%	<1%	4.27
I would take public transit more often if it was faster and more reliable .....	48%	22%	12%	9%	9%	1%	3.92
Throughout the Bay Area, there should be a focus on making it easier to walk or bike, rather than having to rely on a car for every trip .....	42%	25%	19%	7%	6%	<1%	3.88

**BASE (All Respondents) N = 1,610**

	Agree Strongly 5	4	3	Disagree Strongly 2	1	Don't know	MEAN
Our Bay Area economy will benefit if more housing and commercial development is built near public transit .....	32%	31%	24%	8%	4%	1%	3.79
Transportation investments should be focused on making freeways and public transit services run more efficiently rather than building new freeways and expanding transit service .....	32%	29%	22%	9%	6%	1%	3.73
The Bay Area has too many regional and local government agencies involved in housing and transportation issues..	22%	17%	32%	10%	7%	12%	3.44
Changes will be needed in my community and in my lifestyle to improve quality of life in the Bay Area in the future.	31%	29%	24%	8%	8%	1%	3.67
I would be willing to live in a smaller house to be closer to work, shopping and restaurants .....	27%	20%	19%	14%	20%	1%	3.19
We should consider charging a new fee on rental cars in the Bay Area, with the proceeds used to support public transit .	15%	20%	24%	18%	22%	1%	2.87



PUBLIC OUTREACH and PARTICIPATION PROGRAM  
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## **APPENDIX D: WHAT WE HEARD**

### **VIRTUAL WORKSHOP RESULTS**

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## Dates

January 25 – February 20, 2012

## Participation

(Note: not all people who visited the virtual workshop completed every survey or survey question.)

The online virtual workshop was posted to the OneBayArea website to accommodate people who weren't able to attend one of the nine public workshops held in January 2012 in each Bay Area county. The virtual workshop mirrored the content of the nine public workshops, including videos and surveys.

### Introductory Video "Plan Bay Area: Priorities and Tradeoffs"

Participants were invited to watch an introductory video that set the context for the winter 2012 public outreach and explained the current status of the planning process.

## Regional Planning Survey

Survey participants were presented with the following statement:

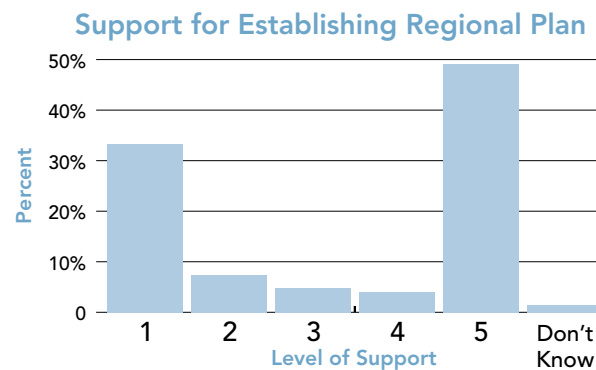
*"Plan Bay Area is a long-term strategy for the nine-county San Francisco Bay Area that is currently being developed. The idea is to accommodate the region's housing and transportation needs for the next 30 years and reduce the region's auto dependence. Plan Bay Area is focused on: improving the local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

Then they were asked the following three questions:

### 1. In general, do you support the establishment of this type of regional plan?

[1,128 responses]

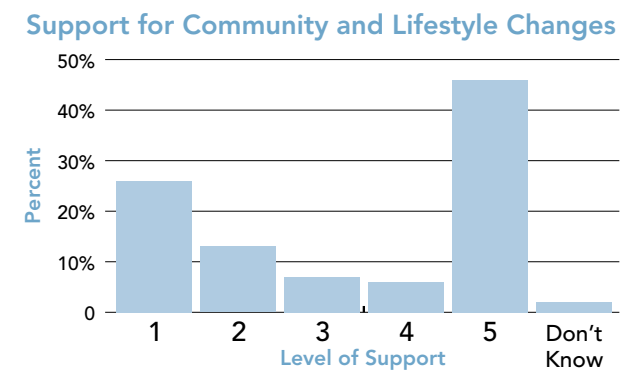
On a scale of 1 to 5, where 1 is "Support Strongly" and 5 is "Strongly Oppose," please indicate your level of support for the establishment of this type of regional plan.



### 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.

[1,288 responses]

Indicate your level of agreement or disagreement with the above statement on a scale of 1 to 5, where 1 is "Support Strongly" and 5 is "Oppose Strongly."



### 2. Why do you support or not support this type of regional plan? [1,128 responses]

(see blue box below for a sampling of responses)

#### Other/Written Comments (sampling of comments)

- It is poorly conceived and insensitive to local interests and needs. The notion of transit hubs surrounded by affordable (subsidized) housing is not what people would select if given a choice.
- This plan will help unify the region's broad housing and transportation goals and hopefully maximize the limited funding resources we have to reach those goals.
- I've always believed in smaller urban communities, and looked down on suburbs. If we lived close to everything, we wouldn't need fossil fuel.
- Top down governance of this kind rarely works in the long run.
- To maintain our quality of life including clean air, water supply, open space and community well-being as well

as being competitive economically, we need to make our region attractive for young people, seniors and in-betweens which means walkable, livable places where jobs are and short commutes (if any).

- This is an infringement of private property rights.
- We should all work together for the greater good.
- I want local planning in my community not regional planning by people that do not live in my community. I don't want to live with the consequences of their poor decisions.
- I strongly support this type of plan because I recognize the critical importance of regional planning in developing an efficient transportation, housing, commercial, industrial, recreational and environmental system.
- It seems too anti auto. Forcing people into public transportation whether they like it or not, isn't good.

## Video

### “Transportation Priorities: How would YOU invest?”

Participants were invited to watch a video tutorial on the transportation funding process, as well as an introduction to some of the tradeoffs involved in choosing investments and policies with limited resources. After watching the video, participants were invited to vote on their transportation investments and policies in the transportation tradeoffs surveys.

## Transportation Tradeoffs Surveys

### Transportation Investment Priorities [1,055 responses]

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 their own priorities into a comment box.

Rank	Percent	Priority
1	62%	D. Maintain highways and local roads, including fixing potholes
2	42%	C. Extend commuter rail lines, such as BART or Caltrain
2	42%	J. Other
3	39%	B. Expand bicycle and pedestrian routes
4	36%	I. Invest in improving speed and reliability in major bus or light-rail corridors
5	35%	E. Provide more frequent bus service
6	32%	G. Fund traffic congestion relief projects, such as adding turn lanes on roads, or reconfiguring interchanges and on-ramps on highways
7	29%	H. Increase public transit service for low-income residents who do not have access to a car
8	28%	F. Provide financial incentives to cities to build more multi-unit housing near public transit
9	16%	A. Increase the number of freeway lanes for carpoolers and bus riders

## Other/Written Comments (sampling of comments)

- Encourage infill development and supportive light rail, trolley, and commuter rail (SMART) service.
- Put in separate lanes for buses and mass transit
- Abolish commuter/HOV lanes, add more freeways, add more major roads, abolish all paid parking, increase the number of parking spaces to reduce circling to find a parking space. In short, make the bay area more car friendly!
- The limited funds we have are best spent maintaining roads.
- Create a more competitive bidding process for public projects, so that the exorbitant costs of all projects are brought in line with private sector projects. Eliminate wasteful spending and pork-barrel projects.
- Allow local communities to decide on what they need.
- Electrify Caltrain.
- More investment in infrastructure for electric vehicles (more charging stations)
- Extend BART to San Jose as was voted and approved by tax payers 15 years ago. Anything else that will cost taxpayers (that are already overtaxed already) should not be considered until the State of California can balance a budget!
- Encourage car sharing programs with incentives.

(Transportation Tradeoffs Surveys Continued)

# Virtual Workshop

## Transportation Tradeoffs Surveys (Continued)

### Policies to Reduce Driving and Emissions [1,034 responses]

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 their own priorities into a comment box.

Rank	Percent	Priority
1	54%	J. Other
2	41%	C. Expand the Safe Routes to School/Pedestrian Network
3	39%	B. Complete the Regional Bicycle Network
4	37%	G. Increase telecommuting
5	34%	E. Expand electric vehicle strategies
6	28%	A. Encourage "smart driving"
7	27%	D. Increase van pool incentives
7	27%	F. Develop commuter benefit ordinances
9	19%	H. Institute parking surcharges
10	15%	I. Set freeway speed limits at 55 mph

### Other/Written Comments (sampling of comments)

- Build more complete streets and walkable communities.
- You have no business discouraging driving - the public isn't even safe on public transportation. We don't need more government interference and social engineering.
- 1. Increase gas tax. 2. Provide incentives for purchase of smaller and/or more efficient cars.
- These "policies" are too vague. There is no way to provide intelligent answers with questions like that. In short, leave it all alone. Creating more "policies" simply grows the government, which is the opposite of what will help our state and nation.
- Implement bicycle sharing and other non carbon producing sharing transit options
- Federal and State laws, advances in technology and the market place are factors already contributing to the reduction in pollutants through more energy efficient vehicles. Mandating more regulations on top of those already in place continues to take an onerous toll on our existing business as well as our plans for any future endeavors. With the incredible layering of new rules, regulations and their corresponding fees, it is harder and harder to eke out a living today.
- Let people drive and purchase whatever vehicles they wish. If they wish to reduce emissions they will vote with their purchases. Do NOT force any strategy.
- One pass for all public transit in the Bay Area. Subsidize it enough that local transit authorities can get over their quibbling over how the fare is shared amongst agencies.
- Reducing traffic is the best way to reduce emissions. This means building new highways when needed rather than making us live with overcrowded highways.
- Things are fine the way they are! Stop putting so many blocks in my road! I don't want to be forced onto nasty public transport, nor do I want my taxpayer dollars to go into such transport.

### Policies Regarding Public Transit [1,029 responses]

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 their own priorities into a comment box.

Rank	Percent	Priority
1	49%	F. More frequent and faster transit service
2	45%	A. Better-timed connections
3	44%	I. Other
4	37%	E. Fixed-price monthly pass valid on all trains, buses and ferries
5	28%	G. Better on-time performance
6	26%	B. More real-time information
7	24%	D. Standard fare policies across the region
8	22%	H. More customer amenities, such as WiFi on buses and trains
9	20%	C. Cleaner/new vehicles and cleaner stations

(Transportation Tradeoffs Surveys Continued)



## Transportation Tradeoffs Surveys

Policies Regarding Public Transit (Continued)

### Other/Written Comments (sampling of comments)

- One organization in charge of all public transportation. We then know who is responsible.
- Develop and increase our public transit network! Also, when I worked at a large employer that had "commuter benefits," I found that they, perversely, benefitted car drivers more than public transit users or bicyclists. The car drivers got a parking benefit - why should they get that? - when there was some complication that made it so that bicyclists couldn't get the benefit unless they ONLY biked. (I think then they'd miss out on the transit benefit.) The bike/transit benefit shouldn't be either/or, and there should be NO benefits/tax savings for car parking, or anything else car-related, if we want to reduce vehicle emissions!
- Most transportation seems geared to regular commuters. It's nearly impossible to plan a bus route involving several different modes (Golden Gate/Muni/AC Transit/BART) to get anywhere. All bus services should be combined into one linked system; one pass for all; one site on the web to plan for getting from point A to point B. Preferably, public transit should be free to extremely low cost, because it DOES take longer to get somewhere using it. You have to incentivize using it by making it more affordable if it can't be faster. Additional gas taxes can subsidize it to further incentivize getting out of the car. Public transit also needs to take into account local usages, like going to the store or a doctor, not just the commuter.
- Stop ALL public subsidies for public transit. Public transit must be self supporting! Stop diverting funds (bridge tolls, gasoline taxes, etc.) to public transit projects. Use these funds to build new roads and properly maintain our existing roads for our individual cars. As VTA employees said in a visioning session I attended, the light rail is an enormous failure. I have no doubt, all mass transit projects will be enormous failures.
- Privatize public transit. Allow private transit operators to compete against the public transit monopoly.

### Slide Show

#### Quality of Complete Communities

*Participants were invited to watch a slide show on the quality of complete communities. After watching the slideshow, participants were invited to take the Land Use/Complete Communities Survey.*

Offer competition and choice. PLEASE study the San Diego bus system privatization. Costs fell 32%. Service vastly improved. San Diego's taxpayer's money got a lot more transit service for the same money.

- Regional bus service expansion incentives that consider more employees commuting east to the 680/580 corridor instead of west to SF.
- Offer public transit to North-West Marin County and other rural areas where there are no transportation services and there is a need to assist those who are all currently driving single car trips to public transportation.
- With an aging population, more ease of access: lower steps, better hand rails. Upgrade training for transit drivers and station agents: courtesy, assistance; better signage in all places: bi-lingual or multi-lingual signs, with fares, times clearly posted. Public transit can be intimidating! Especially for elderly, visually impaired, other physical impairments. Public transit can be perceived as dangerous; more staffing on lines that carry higher risk . . .
- You're taking away people's freedom of choice. This is about what the government wants and believes, not the people. Where is the tested scientific data to prove such policies are needed? SMART is this government big agenda that is not what people want for the most part.

## Land Use/Complete Communities Survey

[901 responses]

Participants were given five benefits of new development (housing) and transportation investments and asked to select their top two benefits. One option was "other" to allow participants to indicate that they disagree or have their own suggestions to enter into a comment box.

Rank	Percent	Priority
1	50%	F. Indicate here if you disagree or have other suggestions, and please type your comments or suggestions.
2	30%	B. Improved health through better infrastructure for walking and biking
3	25%	A. Safe neighborhoods from lighting, infrastructure improvements and more eyes on the street
4	22%	E. Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities.
5	18%	C. More retail and access to food due to larger population and pedestrian support for retail
6	16%	D. Increased open space and parks through planning and development impact fees

(Land Use/Complete Communities Survey  
Continued)

## Land Use/Complete Communities Survey (Continued)

### Other/Written Comments (sampling of comments)

- I disagree. These are LOCAL, NEIGHBORHOOD issues, not something that a "One Bay Area" organization should be able to dictate. I love my neighborhood and city, and do NOT want centralized decisions to force us to accommodate more and denser development than we, the locals, want.
- Provide developer incentives and zoning exceptions for new construction within 1/2 mile of rapid transit. Allow density to exceed the base zoning district and parking ratios to be lower when building within 1/4 mile of rapid transit.
- Communities that attract residents with a mix of incomes get worse schools. Neighborhoods which are inclusive and offer equality are not safe, regardless of how well lit; suggesting otherwise borders on fraud.
- Integration of environmental amenities such as creeks, open space, unique areas, within mixed income higher density housing. We need to stop warehousing our seniors and workers and building palaces for the wealthy. Ban on huge housing on the ridges and hills and in the outlying areas that require more money to service via infrastructure, police, fire etc.
- I have never seen a "planned" community that is inviting. Communities need to grow organically through time, allowing for diversity of uses, income levels of residents, architectural styles.
- Each community has set its standards through its General Plan process and are already requiring most the above requirements for new development. We don't need another layer of regional mandates dictating local design standards.

### Video

#### "Scenario Analysis: Opportunities for Transportation and Land Use"

*Participants were invited to watch a video about where the Bay Area has been with respect to land development in the past and where we are today. After watching the video, participants were invited to take the SF Bay Area - 2040 Survey.*

- Stop trying to pack us into crime riddled cities.
- Triangulation that makes the walking experience pleasant and interesting. Without this consideration for what walking would be like, there would be no pedestrians in a pedestrian engineered area. Pedestrian scale interest will bring people out of their homes, and slowly they will reclaim the street, put more eyes on it, and pump in economic development that will lead to greater improvements and a viable neighborhood.
- smaller grocery stores that don't require driving and parking scattered in neighborhoods so you can be walking back from the bart station or the bus stop and pick up fresh milk, produce, and bread for the day.
- Bike and walking infrastructure will put more eyes on the street and enhance safety.

## SF Bay Area – 2040 Survey

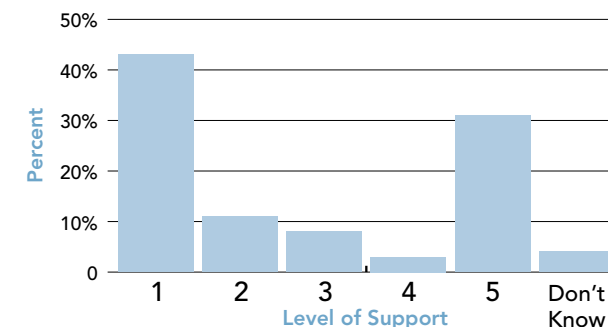
[887 responses]

Is it possible for the Bay Area's population to grow from today's 7 million people to 9 million people in 2040 without harming our region's quality of life? Participants were asked, "How should the Bay Area accommodate projected population growth?"

On a scale of 1 to 5, where 1 is "Support Strongly" and 5 is "Oppose Strongly," please 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 towns near public transit.

#### Allow Housing, Offices and Shops Near Transit



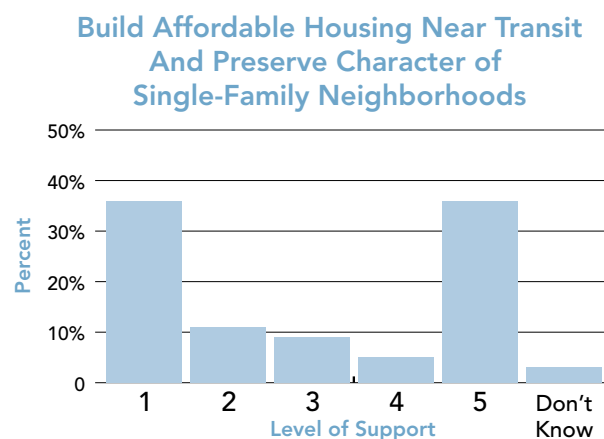
(SF Bay Area – 2040 Survey Continued)

# Virtual Workshop

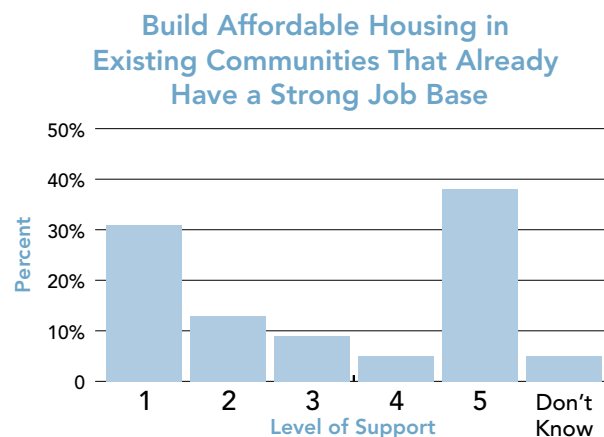
## SF Bay Area – 2040 Survey (Continued)

### 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.

On a scale of 1 to 5, where 1 is "Support Strongly" and 5 is "Oppose Strongly," please indicate your level of support for each potential option.



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



### D. If you opposed the three growth patterns above, please offer your own suggestions on how the region can accommodate projected growth.

#### (sampling of comments)

- I don't agree with preserving the character of single-family residential neighborhoods. All areas must change, not just those near transit. (And there are many single-family areas near transit as well).
- Regarding B: If housing can be accommodated on grayfields around existing transit centers, then this is great, as long as it is mixed-income housing.
- How about government just gets out of the way and let's the market work? None of the above have ever really produced what most people would call positive outcomes.
- Incentivize employers to locate where their employees already live and reduce the need for commuting in the first place. It's harder to create a "sense of community" when the long hours involved with commuting take their toll on workers forced to travel long distances, especially when they don't get back home until late in the evening.
- Let the free market determine what is "affordable" housing. There are always people who cannot afford

to buy a house, or even rent an apartment. I think those people need to learn how to manage their personal finance before the government needs to "provide" housing to them. If people cannot afford to live in the Bay Area, they will move elsewhere, and it will solve your over population concern/problem.

- Stop illegal immigration. That is where the increase in population will come from.
- Let the individual counties and city jurisdictions deal with the projected growth. This sounds like another layer of un-needed bureaucracy.
- There are so many houses being foreclosed right now, why build new housing while the existing housing needs to be addressed?
- There is no way you can predict what will occur in 30 years. Forcing communities to make unpopular choices will drive away the reason residents settled there to begin with.
- Must take into account the cost to infrastructure that new housing will require: costs for city services, maintenance, fire and police. The revenue must be there.



PUBLIC OUTREACH and PARTICIPATION PROGRAM  
Phase Three: Draft Preferred Scenario (2012)

## **APPENDIX E: MEETING MATERIALS**

### **PUBLIC WORKSHOPS**

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# BayArea **Plan**

**Help us strike the  
right balance for  
the Bay Area**

**Let's build a prosperous  
future that we can all  
be proud of**

**Attend a workshop in your community**

**PHASE THREE: 2012 SUMMARY -- Page 96**



## Attend a **Plan Bay Area** workshop in your county in January 2012.

Space is limited. Early registration is encouraged. You must register to attend. Walk-ins at the meeting will be accommodated as space allows. Refreshments will be provided.

### **San Francisco County**

**Thursday, January 5**

**5:45 p.m.**

UCSF Mission Bay Conf. Ctr  
William J. Rutter Center  
1675 Owens Street  
San Francisco

### **Sonoma County**

**Monday, January 9**

**5:45 p.m.**

Finley Community Center  
2060 West College Avenue  
Santa Rosa

### **San Mateo County**

**Tuesday, January 10**

**5:15 p.m.**

The Hiller Aviation Museum\*  
601 Skyway Road  
San Carlos

(\* Please note new location)

### **Alameda County**

**Wednesday, January 11**

**5:45 p.m.**

City of Dublin Civic Center  
100 Civic Plaza  
Dublin

### **Marin County**

**Tuesday, January 17**

**5:45 p.m.**

Marin Center  
10 Avenue of the Flags  
San Rafael

### **Santa Clara County**

**Wednesday, January 18**

**5:15 p.m.**

Santa Clara County  
Government Center  
70 West Hedding  
San Jose

### **Napa County**

**Thursday, January 19**

**5:45 p.m.**

Napa Elks Lodge  
2840 Soscol Avenue  
Napa

### **Contra Costa County**

**Monday, January 23**

**5:45 p.m.**

Richmond Convention Center  
403 Civic Center Plaza  
Richmond

### **Solano County**

**Wednesday, January 25**

**5:45 p.m.**

Solano County Events Center  
601 Texas Street  
Fairfield



**Let's plan together for a future** that enhances the economy, environment, social equity, and our communities' livability.

Last spring nearly 800 people attended public workshops in all nine Bay Area counties to learn about Plan Bay Area and offer feedback about future land development, housing growth, transportation investment options and policy initiatives.

**It's time to talk about trade-offs.** We have prepared several scenarios for what the Bay Area could look like in 2040. Now we need your help in selecting desired features among the alternative planning choices, and your help in prioritizing transportation investments.

**Plan Bay Area** — one of our region's most comprehensive planning efforts to date — is led by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC).

**For transit directions:** [511.org](http://511.org)

**RSVP** at [OneBayArea.org/workshops](http://OneBayArea.org/workshops) or 510.817.5831 (or TDD/TTY 510.817.5769). Please leave your name, address, phone number and email, and let us know which workshop you plan to attend.

**If you need** a sign language interpreter, if English is your second language and you need translation services, or if you require any other type of assistance please contact us by calling 510.817.5757 or 510.817.5769 for TDD/TTY. We require at least three business days' notice to provide reasonable accommodations.

**Si necesita** un intérprete del lenguaje de señas, si el inglés es su segundo idioma y necesita un intérprete, o si necesita cualquier otra ayuda por favor comuníquese con nosotros al número 510.817.5757 o al 510.817.5769 para TDD/TTY. Requerimos tres días de anticipación para proveer asistencia razonable.

如果您需要手語翻譯員，或如果英語是您的第二語言，您需要翻譯服務，或者您需要任何其他類型的協助，請致電 510-817-5757 或致電 TDD/TTY 電話 510-817-5769。我們要求獲得至少三天提前通知才能提供合理的配合安排。



METROPOLITAN  
TRANSPORTATION  
COMMISSION



Association of  
Bay Area Governments

PHASE THREE: 2012 SUMMARY Page 9





**Smart choices for  
sustainable communities**



METROPOLITAN  
TRANSPORTATION  
COMMISSION



Association of  
Bay Area Governments

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Look inside for more information  
on how to get involved

## Closing Plenary Session

Plan Bay Area is a long-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?** (Use a 5 point scale where 1 is Support Strongly and 5 is Oppose Strongly.)

\_\_\_\_\_ 1 Support Strongly

\_\_\_\_\_ 2

\_\_\_\_\_ 3

\_\_\_\_\_ 4

\_\_\_\_\_ 5 Oppose Strongly

\_\_\_\_\_ 0 No Opinion

## 2. Why is that?

[illegible]

3. Indicate your level of agreement or disagreement with this statement, using a 5-point scale where 1 is Agree Strongly and 5 is Disagree Strongly.

**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 Agree Strongly


\_\_\_\_\_ 2

\_\_\_\_\_ 3

\_\_\_\_\_ 4

\_\_\_\_\_ 5 Disagree Strongly

\_\_\_\_\_ 0 No Opinion



Other comments related to Plan Bay Area:

[illegible]

## Strategy for a Sustainable Region

# January 2012 Workshop

# Comment Booklet

Plan Bay Area is one of the San Francisco Bay Area's most comprehensive planning efforts to date. It is a joint effort led by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) in partnership with the Bay Area's other two regional government agencies, the Bay Area Air Quality Management District (BAAQMD), and the Bay Conservation and Development Commission (BCDC). All four agencies are collaborating at an unprecedented level to produce a more integrated land-use/transportation plan. And, of course, our equal partners are the nine counties and 101 cities and towns that have land-use authority in their respective jurisdictions, and transportation partners who help us to plan and manage the regional transportation network.

Thank you for attending this workshop! We are interested to know your ideas and priorities related to a number of elements addressed in the regional plan. Please use this comment booklet to record your responses to the questions below and participate in the activities at each of the three stations. You may turn in this booklet as you leave, or send it to the address on the back page.

# station



# Transportation Trade-Offs

## Transportation Investment Priorities

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. Below are several investment categories to consider for funding. **Select the five investment categories most important to you, or create your own. Place tokens in the appropriate containers.**

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

**Thank you for your participation! Please turn in this comment booklet as you leave, or send it to:  
Plan Bay Area Comments, 101 8th Street, Oakland, CA 94607**

Station A continued

Policies to Reduce Driving and Emissions

A variety of strategies are being considered to encourage the reduction of driving and associated vehicle emissions. **Select what you consider the five most appropriate policies to reduce auto emissions, or provide your own ideas. Place tokens in the appropriate containers.**

- A. Encourage ‘Smart Driving’
- B. Complete the Regional Bicycle Network
- C. Expand the Safe Routes to Schools/Pedestrian Network
- D. Increase Vanpool Incentives
- E. Expand Electric Vehicle Strategies
- F. Develop Commuter Benefit Ordinances
- G. Increase Telecommuting
- H. Institute Parking Surcharges
- I. Set Freeway Speed Limits at 55 mph
- J. Other: **(Trade in one or more of your tokens for a blank card(s) and write in your ideas.)**

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. **Select what you consider the four most important policies to improve public transit, or provide your own ideas. Place tokens in the appropriate containers.**

- A. Better-timed connections
- B. More real-time information
- C. Cleaner/new vehicles and cleaner stations
- D. Standard fare policies across the region
- E. Fixed-price monthly pass valid on all trains, buses, and ferries
- F. More frequent and faster transit service
- G. Better on-time performance
- H. More customer amenities such as WiFi on buses and trains
- I. Other: **(Trade in one or more of your tokens for a blank card(s) and write in your ideas.)**

stationB

Quality of Complete Communities

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- and moderate-income populations?

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 (2) priorities.**

- Safer neighborhoods from lighting, infrastructure improvements, and more eyes on the street
- Improved health through better infrastructure for walking and biking
- More retail and access to food due to larger population and pedestrian support for retail
- Increased open space and parks through planning and development impact fees
- 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.**
- 
- 

stationC

The S.F. Bay Area – 2040

How should the region accommodate projected growth?

**Use click voting to indicate your preferences.** On a scale of 1 to 5, where 1 is Support Strongly and 5 is Oppose Strongly, 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 towns near public transit.

1

Support Strongly

2

3

4

5

Oppose Strongly

0

No Opinion
- 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.

1

Support Strongly

2

3

4

5

Oppose Strongly

0

No Opinion
- 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

D. If you opposed the three growth patterns above, offer your suggestions on how the region can accommodate projected growth.



## FREQUENTLY ASKED QUESTIONS

### **1. What is the Metropolitan Transportation Commission, and what does it do?**

MTC is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area. The Commission's job is to make sure the regional transportation network functions as smoothly and efficiently as possible, and to plan responsibly to meet the future mobility needs of our region's growing population.

### **2. What is the Association of Bay Area Governments, and what does it do?**

The Association of Bay Area Governments (ABAG) is the regional planning agency for the nine counties and 101 cities and towns of the San Francisco Bay region.

### **3. Why is there a long-range plan?**

State and federal laws require MTC, as the metropolitan planning organization for the Bay Area, to develop a 25-year plan — based on a realistic forecast of future revenues — to guide transportation investment in the region, and to update this plan at least every four years based on new projections of population growth and travel demand. State Senate Bill 375, signed into law by then-Gov. Schwarzenegger in 2008, requires the Bay Area (and California's 17 other metro areas) to develop an integrated long-range transportation and land-use/housing plan to meet statewide targets for reductions in per-capita carbon dioxide emissions from cars and light trucks.

### **4. What kinds of forecasts must be made to develop a long-range plan?**

Since its establishment by an act of the state Legislature in 1971, MTC has been developing and updating long-term regional transportation plans for the Bay Area. This requires the use of many kinds of forecast models, including those for economic growth, financial resources, demographics, and land-use changes, among others.

### **5. How do you project 2 million additional Bay Area residents over the next 25 years?**

ABAG uses federal, state and in-house data sources to develop regional population forecasts. The rate of growth depends on several variables including age distribution, predicted birth and death rates, and estimated migration into the Bay Area.

### **6. Why should we care about greenhouse gas emissions?**

Greenhouse gas (GHG) emissions reductions are part of the state's plan to protect public health, lower energy consumption and reduce the need for driving. In addition, there are existing laws that require the plan to demonstrate attainment of federal and state air quality standards for several pollutants. Lastly, AB 32 (Nuñez), signed into law by then-Gov. Schwarzenegger in 2006, requires California to reduce GHG emissions to 1990 levels by 2020. In 2008, the Legislature adopted another climate change bill, SB 375, which requires each of the state's 18 metropolitan planning organizations to develop a long-range transportation and land-use plan that will reduce its region's carbon dioxide emissions from cars and light trucks.

### **7. How can a regional transportation and land-use plan reduce greenhouse gas emissions?**

The primary strategy is by working with local agencies to plan for more people living near their jobs and other essential services, in tandem with better access to mass transit and other transportation choices, so residents need not drive as much.

**8. Why are regional agencies such as ABAG and MTC involved in local planning?**

*See Questions 1 and 2 on reverse side.* MTC is required by state and federal law to update a long-range regional transportation plan for the nine-county Bay Area every four years. ABAG is obliged under state law to update a Regional Housing Needs Allocation every eight years, and to allocate specific housing targets to individual cities and counties. SB 375 now mandates that ABAG and MTC develop an integrated transportation and housing plan for the Bay Area.

**9. Is Plan Bay Area going to usurp local land-use control?**

No. SB 375 is explicit that neither ABAG nor MTC has the legal authority to supersede “the land use authority of cities and counties in the region.”

**10. What is a Priority Development Area?**

Priority Development Areas, or PDAs for short, are areas within existing communities that have been identified and approved by city or county governments to take on larger shares of future growth. These areas typically are easily accessible to transit, jobs, shopping and other services.

**11. Are businesses being consulted as part of the Plan Bay Area process?**

Yes. MTC met with business leaders from throughout the region at key points during development of the Initial Vision Scenario in 2010-11, and has held several meetings that included representatives from the California Building Industries Association, the Silicon Valley Leadership Group and the Bay Area Council, among other business groups. MTC and ABAG will continue to consult with businesses as development of Plan Bay Area proceeds.

**12. How are you engaging local governments and concerned organizations?**

Local officials, as well as environmental, social justice, faith-based, public-health and business leaders, are engaging in Plan Bay Area through a Regional Advisory Working Group that meets monthly to give staff detailed input on planning and policy issues before finalizing recommendations for presentation to the ABAG and MTC boards. The agencies also seek input from a range of interest groups through MTC’s Policy Advisory Council and ABAG’s Regional Advisory Committee.

**13. How is my input considered by ABAG and MTC?**

Public comments from workshops, along with written comments and correspondence, results from a telephone survey, a web survey and focus groups, will be analyzed, summarized and presented to the MTC and ABAG boards this spring (currently slated for March). A recommendation for a draft preferred land use/transportation investment scenario from staff is expected this spring, and decision-makers are expected to approve a preferred scenario by May/June 2012. A *Plan Bay Area* document and a companion environmental impact report (EIR) will be prepared for the preferred scenario over the next several months, leading to release of a draft in late 2012 and a final in spring 2013; we anticipate another round of public outreach between release of the draft Plan Bay Area/draft EIR and adoption of the final documents

**14. What is social/environmental justice?**

The federal government, which oversees the development of our regional planning efforts, states that: *“Each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.”* As a recipient of federal funds, MTC is required to incorporate environmental justice principles in all its planning efforts, including the sustainable communities strategy to be incorporated into Plan Bay Area.

### **15. How much is being spent on public outreach for Plan Bay Area?**

SB 375 (Chapter 728) requires substantial public involvement in the development of the region's Sustainable Communities Strategy. MTC's 2011-12 budget for Plan Bay Area public outreach and involvement is \$400,000. This includes funds for public meetings and Web-based activities, as well as costs associated with public events, workshops and briefings (e.g., assistance from firms with expertise in meeting facilitation, recording and review of public comments, facility rentals, food, language translations, publication design and printing, Web material development, etc.)

### **16. How can I stay involved?**

There are many ways to stay involved in the development of Plan Bay Area. Sign up to receive updates via e-mail or regular mail about additional public workshops, forums, web surveys and the like online at [www.OneBayArea.org](http://www.OneBayArea.org) or by calling 510.817.5757.



Association of  
Bay Area Governments



METROPOLITAN  
TRANSPORTATION  
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For more information on Plan Bay Area, visit [OneBayArea.org](http://OneBayArea.org)



# Policy Initiatives Under Consideration

	Per-Capita CO2 Emissions Reductions (2035)
<b>Smart Driving Campaign<sup>1</sup></b> (encourage changes to driver behavior to improve fuel economy; ~\$27 m over 5 yrs)	<b>1.4%</b>
<b>Bicycle Network</b> (build out of the regional bike network; ~\$2,200 m over 28 yrs)	<b>0.5%</b>
<b>Safe Routes to Schools (SR2S)/Pedestrian Network</b> (expansion of SR2S and continuation of MTC's Transportation for Livable Communities (TLC) program; \$500 m over 5 yrs)	<b>0.3%</b>
<b>Vanpool Incentives</b> (significant increase in the monetary incentive; ~\$37 m over 10 yrs)	<b>0.9%</b>
<b>Electric Vehicle Strategy</b> (increase consumer incentives, education, and install more charging stations to accelerate EV adoption; ~\$170 m over 10 yrs)	<b>1.0%</b>
<b>Commuter Benefit Ordinance</b> (mandatory pre-tax transit passes or employer operated shuttles; administrative cost)	<b>0.3%</b>
<b>Telecommuting</b> (no specific policies identified at this time to increase telecommuting)	<b>1.4%</b>
<b>Parking Surcharge</b> (apply a \$1/hour parking surcharge for work trips and \$1 surcharge for all other trips)	<b>1.5%</b>
<b>55 mph Speed Limit</b> (post and enforce a 55 mph speed limit on all existing 65 mph and greater highway links)	<b>5%</b>
<b>TOTAL</b>	<b>12.3%</b>

<sup>1</sup>Source: Sivak, M., and Schoettle, B., "Eco-Driving: Strategic, Tactical, and Operational Decisions of the Driver that Improve Vehicle Fuel Economy", UMTRI-2011-34, August 2011



Transportation Trade-Offs

Transportation Investment Priorities

Increase the number of  
freeway lanes for carpoolers  
and bus riders

1 of 23

BayArea  
**Plan**



Transportation Trade-Offs

Transportation Investment Priorities

Expand bicycle and  
pedestrian routes

2 of 23

BayArea  
**Plan**



Transportation Trade-Offs

Transportation Investment Priorities

Extend commuter rail lines,  
such as BART or Caltrain

3 of 23

BayArea  
**Plan**



Transportation Trade-Offs

Transportation Investment Priorities

Maintain highways and  
local roads, including  
fixing potholes

4 of 23

BayArea  
**Plan**



Transportation Trade-Offs

Transportation Investment Priorities

Provide more frequent  
bus service

5 of 23

BayArea  
**Plan**



Transportation Trade-Offs

Transportation Investment Priorities

Provide financial incentives to  
cities to build more multi-unit  
housing near public transit

6 of 23

BayArea  
**Plan**



Transportation Trade-Offs

Transportation Investment Priorities

Fund traffic congestion relief projects, such as adding turn lanes on roads, or reconfiguring interchanges and on-ramps on highways

7 of 23

BayArea  
**Plan**



Transportation Trade-Offs

Transportation Investment Priorities

Increase public transit service for low-income residents who do not have access to a car

8 of 23

BayArea  
**Plan**



Transportation Trade-Offs

Transportation Investment Priorities

Invest in improving speed and reliability in major bus and light-rail corridors

9 of 23

BayArea  
**Plan**



Transportation Trade-Offs

Transportation Investment Priorities

Other

*Place a token in the jar and write your suggestion on a blank card.*

10 of 23

BayArea  
**Plan**



Transportation Trade-Offs

Policies to Reduce Driving and Emissions

Encourage 'Smart Driving'

11 of 23

BayArea  
**Plan**



Transportation Trade-Offs

Policies to Reduce Driving and Emissions

Complete the Regional Bicycle Network

12 of 23

BayArea  
**Plan**



Transportation Trade-Offs

Policies to Reduce Driving and Emissions

## Expand the Safe Routes to Schools/Pedestrian Network

13 of 23

BayArea  
**Plan**



Transportation Trade-Offs

Policies to Reduce Driving and Emissions

## Increase Vanpool Incentives

14 of 23

BayArea  
**Plan**



Transportation Trade-Offs

Policies to Reduce Driving and Emissions

## Expand Electric Vehicle Strategies

15 of 23

BayArea  
**Plan**



Transportation Trade-Offs

Policies to Reduce Driving and Emissions

## Develop Commuter Benefit Ordinances

16 of 23

BayArea  
**Plan**



Transportation Trade-Offs

Policies to Reduce Driving and Emissions

## Increase Telecommuting

17 of 23

BayArea  
**Plan**



Transportation Trade-Offs

Policies to Reduce Driving and Emissions

## Institute Parking Surcharges

18 of 23

BayArea  
**Plan**



## Set Freeway Speed Limits at 55 mph

19 of 23

BayArea  
**Plan**



## Other

*Place a token in the jar and write your  
suggestion on a blank card.*

20 of 23

BayArea  
**Plan**



## 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.

21 of 23

BayArea  
**Plan**



## Don't 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.

22 of 23

BayArea  
**Plan**



## Other

*Write your suggestion on a blank card.*

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BayArea  
**Plan**



PUBLIC OUTREACH and PARTICIPATION PROGRAM  
Phase Three: Draft Preferred Scenario (2012)

## **APPENDIX F: MEETING MATERIALS COMMUNITY FOCUS GROUPS**





**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TTY/TDD 510.817.5769  
FAX 510.817.5848  
EMAIL [info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

*Adrienne J. Tissier, Chair*  
San Mateo County

*Amy Rein Worth, Vice Chair*  
Cities of Contra Costa County

*Tom Azumbrado*  
U.S. Department of Housing  
and Urban Development

*Tom Bates*  
Cities of Alameda County

*David Campos*  
City and County of San Francisco

*Dave Cortese*  
Santa Clara County

*Bill Dodd*  
Napa County and Cities

*Dorene M. Giacomini*  
U.S. Department of Transportation

*Federal D. Glover*  
Contra Costa County

*Mark Green*  
Association of Bay Area Governments

*Scott Haggerty*  
Alameda County

*Anne W. Halsted*  
San Francisco Bay Conservation  
and Development Commission

*Steve Kinsey*  
Marin County and Cities

*Sam Liccardo*  
Cities of Santa Clara County

*Jake Mackenzie*  
Sonoma County and Cities

*Kevin Mullin*  
Cities of San Mateo County

*Bijan Sartipi*  
State Business, Transportation  
and Housing Agency

*James P. Spering*  
Solano County and Cities

*Scott Wiener*  
San Francisco Mayor's Appointee

*Steve Heminger*  
Executive Director

*Ann Flemer*  
Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

January 2012

Dear Plan Bay Area Focus Group Participant:

Thank you for agreeing to participate in one of several Plan Bay Area focus groups being held in the San Francisco Bay Area this month.

Plan Bay Area is one of our region's most comprehensive planning efforts to date. It is a joint effort led by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) in partnership with the Bay Area's other two regional government agencies, the Bay Area Air Quality Management District (BAAQMD), and the Bay Conservation and Development Commission (BCDC). All four agencies are collaborating at an unprecedented level to produce a more integrated land-use/transportation plan. And, of course, our equal partners are the nine counties and 101 cities and towns that have land-use authority in their respective jurisdictions, and transportation partners who help us to plan and manage the regional transportation network.

As a focus group participant, we are interested in hearing your ideas and priorities related to a number of elements addressed in the regional plan. Please review the enclosed materials and use the forms to record your initial responses prior to attending the focus group. You will have a chance to finalize your responses during the meeting, but this will give you a chance to preview some of the materials and form any questions you may have.

During the meeting, you will be submitting your response via an electronic voting device, so you may keep these forms for your future records if you like. In addition to submitting your response, you will have the chance to discuss the topics further. You will also have the opportunity to sign up to receive future information on Plan Bay Area meetings and opportunities for further input.

Please do not hesitate to contact me if you have questions, and I look forward to meeting you at the focus group.

Sincerely,

Pamela L. Grove  
Project Manager  
Plan Bay Area Community-Based Outreach

/pl

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Enclosures



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TRANSPORTATION  
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San Mateo County

Enero de 2012

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Executive Director

*Ann Flemer*  
Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

Estimado participante del grupo de enfoque del Plan Área de la Bahía:

Gracias por acordar participar en uno de varios grupos de enfoque del Plan Área de la Bahía que se están realizando en el Área de la Bahía de San Francisco este mes.

El Plan Área de la Bahía es uno de los esfuerzos de planificación más completos de nuestra región hasta la fecha. Es un esfuerzo conjunto dirigido por la Asociación de Gobiernos del Área de la Bahía (ABAG) y la Comisión Metropolitana de Transporte (MTC) en alianza con otras dos agencias gubernamentales regionales del Área de la Bahía, el Distrito de la Administración de la Calidad del Aire del Área de la Bahía (BAAQMD), y la Comisión de Conservación y Desarrollo de la Bahía (BCDC). Las cuatro agencias están colaborando en un nivel sin precedentes para producir un plan más integrado de uso de suelo y transporte. Y, por supuesto, nuestros asociados igualitarios son los nueve condados y las 101 ciudades y pueblos que tienen autoridad de uso de suelo en sus respectivas jurisdicciones, y nuestros asociados de transporte que nos ayudan a planificar y administrar la red regional de transporte.

Como participante del grupo de enfoque, nos interesa saber sus ideas y prioridades con relación al número de elementos abordados en el plan regional. Por favor revise los materiales adjuntos y utilice los formularios para registrar sus respuestas iniciales antes de asistir al grupo de enfoque. Usted tendrá la oportunidad de finalizar sus respuestas durante la reunión, pero esto le dará la oportunidad de ver previamente algunos de los materiales y generar cualquier pregunta tenga.

Durante la reunión, usted presentará su respuesta mediante un dispositivo de voto electrónico, así que puede conservar estos formularios para sus expedientes si lo desea. Además de enviar su respuesta, usted tendrá la oportunidad de discutir más a fondo los temas. También tendrá la oportunidad de inscribirse para recibir información futura sobre las reuniones sobre el Plan Área de la Bahía y las oportunidades para dar más opiniones.

Por favor no dude en comunicarse conmigo si tiene preguntas, y espero verlo(a) en el grupo de enfoque.

Atentamente,

Pamela L. Grove  
Administradora del Proyecto  
Acercamiento con la Comunidad  
respecto al Plan Área de la Bahía

/pl

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Adjuntos:



# **BayArea** **Plan**

**JANUARY 2012 OUTREACH**

***Community-Based Focus Group***

# **Sample Ice Breaker 1:**

## **Do you regularly ride public transit?**

**1. Yes**

**2. No**

## **Sample Ice Breaker 2: Do you have more than one vehicle in your household?**

**1. Yes**

**2. No**

# Transportation Investment Priorities

*Rank the following 1-9 in order of importance*

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



# Policies to Reduce Driving and Emissions

*Select your top five and rank 1-5 in order of importance*

- A. Encourage “smart” driving**
- B. Complete the regional bicycle network**
- C. Expand the Safe Routes to Schools/pedestrian network**
- D. Increase vanpool incentives**
- E. Expand electric vehicle strategies**
- F. Develop commuter benefit ordinances**
- G. Increase telecommuting**
- H. Institute parking surcharge**
- I. Change freeway speed limit to 55 mph**
- J. Other**

*Please indicate whether you support or do not support the following statement, and/or offer another suggestion to make public transportation more economically sustainable or improve the service provided:*

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

- 1. Support**
- 2. Do Not Support**
- 3. Other**

*Please respond yes or no:*

**Are the jobs and housing converging in the right places in your county?**

**1. Yes**

**2. No**

*Please respond yes or no:*

**Can this convergence support greater access to jobs and housing, particularly for low- and moderate-income populations?**

- 1. Yes**
- 2. No**

**Complete communities are places where transit, jobs, schools, recreation and stores are conveniently 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.**

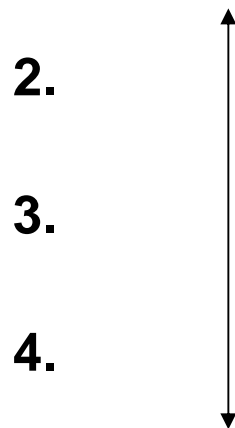
*Of the following benefits, which would be your top two (2) priorities?*

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

*Please indicate your level of support:*

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

1. Support Strongly



2.

3.

4.

5. Oppose Strongly

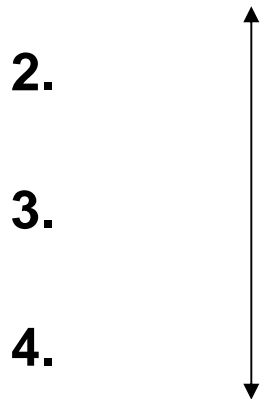
6. No Opinion



*Please indicate your level of support:*

**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.**

1. Support Strongly



2.

3.

4.

5. Oppose Strongly

6. No Opinion

*Please indicate your level of support:*

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

1. Support Strongly

2.

3.

4.



5. Oppose Strongly

6. No Opinion



# OneBayArea

For more information on Plan Bay Area,  
visit the **OneBayArea** website at:

<http://www.onebayarea.org>



# BayArea Plan

## ALCANCE COMUNITARIO DE ENERO DE 2012

*Grupo de enfoque basado en la comunidad*

# **Muestra de ejercicio para romper el hielo 1: ¿Utiliza de forma regular el transporte público?**

- 1. Sí**
- 2. No**

## **Muestra de ejercicio para romper el hielo 2: ¿Tiene más de un vehículo en su hogar?**

- 1. Sí**
- 2. No**



# Prioridades de inversión en el transporte

*Evalúe las siguientes del 1 al 9 en orden de importancia*

- A. Aumentar los carriles de autopista para autos compartidos y autobuses**
- B. Expandir las rutas para bicicletas y peatones**
- C. Extender las líneas de tren para ir hacia y desde el trabajo, como BART o Caltrain**
- D. Mantener las autopistas y los caminos locales, incluyendo la reparación de baches**
- E. Proporcionar un servicio de autobús más frecuente**
- F. Proporcionar incentivos financieros para que las ciudades construyan más viviendas multifamiliares cerca del transporte público**
- G. Financiar proyectos para disminuir el tráfico**
- H. Aumentar el servicio del transporte público para los residentes de bajos ingresos que no tienen acceso a un auto**
- I. Invertir en mejorar la velocidad y confiabilidad en los mayores corredores de tranvía o autobús**
- J. Otro**

# Políticas para reducir la cantidad de autos que se conducen y las emisiones

*Seleccione sus cinco mejores y evalúelas del 1 al 5 en orden de importancia*

- A. Alentar la conducción "inteligente"**
- B. Completar la red regional para bicicletas**
- C. Expandir las Rutas Seguras a las Escuelas / la red de caminos peatonales**
- D. Aumentar los incentivos para camionetas tipo van compartidas**
- E. Expandir las estrategias para vehículos eléctricos**
- F. Desarrollar ordenanzas de beneficios para quienes viajan hacia y desde el trabajo**
- G. Aumentar el uso de telecomunicaciones para trabajar a distancia**
- H. Instituir un recargo por estacionamiento**
- I. Cambiar el límite de velocidad en las autopistas a 55 mph**
- J. Otro**

*Por favor indique si apoya o no la siguiente declaración, y/o ofrezca otra sugerencia para hacer del transporte público un servicio más sostenible económicamente o para mejorar el servicio proporcionado:*

**Encontrar formas de mejorar la experiencia de los clientes en el transporte público y operar nuestro sistema existente de transporte público de forma más eficaz sin recortar servicios.**

- 1. Estoy a favor**
- 2. Estoy en contra**
- 3. Otro**

*Por favor responda sí o no:*

**¿Los empleos y las viviendas convergen en los lugares correctos en su condado?**

**1. Sí**

**2. No**

*Por favor responda sí o no:*

**¿Esta convergencia puede apoyar un mejor acceso a los empleos y la vivienda, particularmente para las poblaciones de ingresos bajos y moderados?**

**1. Sí**

**2. No**

**Las comunidades completas son aquellos lugares en los que las tiendas, los centros recreativos, las escuelas, los empleos y el transporte se encuentran ubicados de forma conveniente dentro de una distancia que se puede cubrir caminando, y ayudan a unir a las comunidades. Es necesario diseñar cuidadosamente las nuevas inversiones en transporte y desarrollo (vivienda) para maximizar los beneficios para los residentes. *De los siguientes beneficios, ¿cuáles serían sus dos (2) mayores prioridades?***

- 1. Vecindarios más seguros debido a mejoras en la infraestructura e iluminación, y una mayor vigilancia en las calles.**
- 2. Una mejor salud mediante una mejor infraestructura para caminar y andar en bicicleta**
- 3. Más tiendas de menudeo y acceso a alimentos debido a la mayor población, así como apoyo a los peatones para comprar al menudeo**
- 4. Más parques y un mayor espacio abierto mediante la planificación y cuotas de impacto de desarrollo**
- 5. Mejores escuelas dentro de las comunidades para que atraigan a residentes con distintos ingresos; cuotas de impacto escolar; y uso compartido de las instalaciones de la ciudad/escuela**



*Por favor indique su nivel de apoyo:*

**Permitir la construcción de nuevas viviendas, oficinas y tiendas en los centros de las ciudades y pueblos cerca del transporte público.**

1. Estoy totalmente a favor

2.

3.

4.



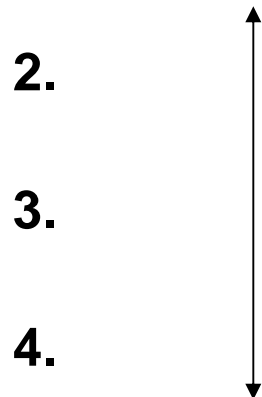
5. Estoy totalmente en contra

6. Sin opinión

*Por favor indique su nivel de apoyo:*

**Construir más viviendas económicas cerca del transporte público para residentes sin autos que dependen del transporte público, al mismo tiempo que se conserva el carácter de los vecindarios de residencias unifamiliares.**

1. Estoy totalmente a favor



2.

3.

4.

5. Estoy totalmente en contra

6. Sin opinión

*Por favor indique su nivel de apoyo:*

**Construir más viviendas económicas en las comunidades existentes que ya tienen una sólida base de empleos.**

1. Estoy totalmente a favor

2.

3.

4.



5. Estoy totalmente en contra

6. Sin opinión



# OneBayArea











Para obtener más información sobre el Plan Área de la Bahía, visite el sitio web de **OneBayArea**:

<http://www.onebayarea.org>

# 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. Below are several investment categories to consider for funding.

Rank each of the choices below as to your preference. Put a “1” by the item you feel is most important, “2” next to your second choice, etc. There are nine choices in all, unless you wish to add a tenth selection (write in that item under “other” and give it a ranking number).

	Investment Choices	Your Ranking (1-10)
	<b>A.</b> Increase number of freeway lanes for carpools and buses	
	<b>B.</b> Expand bicycle and pedestrian routes	
	<b>C.</b> Extend commuter rail lines, such as BART or Caltrain	
	<b>D.</b> Maintain highways and local roads, including fixing potholes	
	<b>E.</b> Provide more frequent bus service	
	<b>F.</b> Provide financial incentives to cities to build more multi-unit housing near public transit	
	<b>G.</b> Fund traffic congestion relief projects, such as adding turn lanes on roads or reconfiguring interchanges and on-ramps on highways	
	<b>H.</b> Increase public transit services for low-income residents who do not have access to a car	
	<b>I.</b> Invest in improving speed and reliability in major bus or light-rail corridors	
	<b>J.</b> Other:	

# Policies To Reduce Driving and Emissions

A variety of strategies are being considered to encourage the reduction of driving and associated vehicle emissions. Select what you consider the five most appropriate policies to reduce driving and auto emissions. Rank them 1 through 5 – put a “1” by the item you feel is most important, “2” next to your second choice, etc. There are nine choices in all, unless you wish to add a tenth selection (write in that item under “other” and give it a ranking number). You may ONLY select five.

Policy Choice	Description	Level of Investment	Per-Capita CO <sub>2</sub> Emissions Reduction (2035)	Your Ranking (1-5)
<b>A.</b> Encourage “smart” driving	Changing driver behavior to improve fuel economy (such as keeping tires inflated or emptying heavy items from trunk)	~\$27 M over five years	1.4%	
<b>B.</b> Complete the regional bicycle network	Build out the regional bike network	~\$2,200M over 28 years	0.5%	
<b>C.</b> Expand the Safe Routes to Schools/ pedestrian network	Expansion of the Safe Routes to Schools (SR2S) program and a continued Transportation for Livable Communities (TLC) program	\$500 M over five years	0.3%	
<b>D.</b> Increase vanpool incentives	Significant increase in the monetary incentive	~\$37 M over ten years	0.9%	
<b>E.</b> Expand electric vehicle strategies	Consumer incentives, education and install more charging stations to accelerate Electric Vehicle adoption	~\$170 M over ten years	1.0%	
<b>F.</b> Develop commuter benefit ordinances	Mandatory pre-tax transit passes or employer operated shuttles	Administrative cost	0.3%	
<b>G.</b> Increase telecommuting	No specific policies identified at this time, but are being developed	Unknown	1.4%	
<b>H.</b> Institute parking surcharge	Apply a \$1/hour parking surcharge for work trips and \$1 surcharge for all other trips	Administrative cost	1.5%	
<b>I.</b> Change freeway speeds to 55 mph	Post and enforce a 55 mph speed limit on all existing 65 mph and greater highway links	Administrative & Enforcement costs	5.0%	
<b>J.</b> Other				



# 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. Select what you consider the four most important policies to improve public transit, or provide your own ideas.

You may ONLY select four.

Policy Choice	Your Ranking (1-4)
<b>A.</b> Better-timed connections	
<b>B.</b> More real-time information	
<b>C.</b> Cleaner/new vehicles and cleaner stations	
<b>D.</b> Standard fare policies across the region	
<b>E.</b> Fixed-price monthly pass valid on all trains, buses, and ferries	
<b>F.</b> More frequent and faster transit service	
<b>G.</b> Better on-time performance	
<b>H.</b> More customer amenities such as WiFi on buses and trains	
<b>I.</b> Other	

# Quality of Complete Communities Discussion and Questions

**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- and moderate-income populations?**

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Complete communities are places where transit, jobs, schools, recreation and stores are conveniently 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, which would be your top two (2) priorities?

- ☐ **1** Safer neighborhoods such as eyes on the streets, lighting, and infrastructure improvements
- ☐ **2** Improved health through better infrastructure for walking and biking
- ☐ **3** Retail and access to food because larger population and more pedestrians support more retail
- ☐ **4** Increased open space and parks through planning and development impact fees
- ☐ **5** Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities

*During the focus group, there will be discussion of the answers.*

# The San Francisco Bay Area – 2040

## Discussion and Questions

### How should the region accommodate projected growth?

On a scale of 1 to 5, where 1 is Support Strongly and 5 is Oppose Strongly, indicate your level of support for each of the following options:

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

- ☐ 1 Support Strongly
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5 Oppose Strongly
- ☐ 6 No Opinion

**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.

- ☐ 1 Support Strongly
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5 Oppose Strongly
- ☐ 6 No Opinion

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

- ☐ 1 Support Strongly
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5 Oppose Strongly
- ☐ 6 No Opinion

**D.** If you opposed the three growth patterns listed above, offer your suggestion of how the region can accommodate projected growth.

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*During the focus group, there will be discussion of the answers.*

# 交通運輸的權衡

在規劃灣區中會考慮幾項潛在的交通投資案。由於資源有限，並非所有項目都能獲得資金。以下是幾個考慮資助的投資類別。請根據您的喜好為以下選擇排名。您認為最重要的項目請填1，第二重要的項目請填2，以此類推。總共有九個選項，除非您想添加第十項（請在「其他」之下填寫該項目，並為它排名）。

	投資選擇	您的排名 (1-10)
	A. 增加共乘車和公車的高速公路車道	
	B. 擴充腳踏車道和人行道	
	C. 延長通勤鐵路線，例如BART或Caltrain	
	D. 維修高速公路和本地道路，包括修補坑洞	
	E. 提供更頻繁的公車服務	
	F. 向城市提供財務激勵，在大眾捷運附近興建更多多住戶住房	
	G. 資助紓解交通擁擠專案，例如在道路增加轉向道或是重新設定高速公路上的交流道和匝道	
	H. 為無法用車的低收入居民增加大眾捷運服務	
	I. 投資改善主要公車或輕軌通道的速度和可靠性	
	J. 其他：	

# 減少駕駛和排放的政策

目前正在考慮各種策略來鼓勵減少駕駛和相關的車輛排放。

選擇五種您認為減少駕駛和車輛排放的最適當政策。

從1到5排名 - 您認為最重要的項目請填1，第二重要的項目請填2，以此類推。

總共有九個選項，除非您想添加第十項（請在「其他」之下填寫該項目，並為它排名）。

您只要選擇五項即可。

政策選擇	描述	投資程度	人均減少二氧化碳 排放 (2035)	您的排名 (1-5)
<b>A.</b> 鼓勵「聰明」駕駛	鼓勵駕駛人改變行為以便改善燃料經濟（例如保持輪胎充氣或是從車廂清除笨重物品）	約2700萬美元 五年內	1.4%	
<b>B.</b> 完成區域腳踏車網	建設區域腳踏車網	約22億美元 28年內	0.5%	
<b>C.</b> 擴充安全上下學道路/行人網	擴充安全上下學道路 (SR2S) 計劃以及持可生活社區交通 (TLC) 計劃	5億美元 五年內	0.3%	
<b>D.</b> 增加共乘激勵	顯著增加金錢激勵	約3700萬美元 十年內	0.9%	
<b>E.</b> 擴大電動車輛策略	增加消費者激勵和教育，並增設充電站以加速民眾採用電動車輛	約1.7億美元 十年內	1.0%	
<b>F.</b> 擬定通勤者福利法令	強制性的稅前捷運通行證或雇主經營小巴士	行政費用	0.3%	
<b>G.</b> 增加通勤	目前沒有具體政策，但是正在研擬中	未知	1.4%	
<b>H.</b> 制定停車附加費	對上班通勤收取每小時一美元停車費，其他出行則收取一美元附加費	行政費用	1.5%	
<b>I.</b> 將高速公路速限改為時速55英里	在現有時速65英里和以上的高速公路改為55英里並強制執行	行政和執法費用	5.0%	
<b>J.</b> 其他				

# 大眾捷運的政策

目前正在考慮各種策略來改善顧客的大眾捷運體驗，並使我們現有的大眾捷運系統運作更有效率。選擇四種您認為改善大眾捷運的最重要政策或是提供您自己的意見。

您只能選擇四項。

政策選擇	您的排名 (1-4)
A. 時機更恰當的轉乘	
B. 更多即時資訊	
C. 更清潔/新的車輛和更乾淨的車站	
D. 全區採行標準車資政策	
E. 固定價格的每月通行證可在所有火車、公車和渡輪使用	
F. 更頻繁更快的捷運服務	
G. 更準時	
H. 增加顧客設施，例如公車和火車上的WiFi	
I. 其他	

# 完整社區的品質 討論和問題

在您的縣內，工作和住房聚合的地點是否適當？  
這種聚合能夠支持民眾更容易獲得工作和住房，  
特別是中低收入階級嗎？

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完整的社區是指捷運、工作、學校、休閒和商店的地點方便適中，可以步行抵達，並有助於凝聚社區。新的開發案（住房）和交通投資需要審慎規劃，以便為居民謀求最大的福祉。

對於以下福利，哪兩 (2) 項是您的優先考慮？

- ☐ 1 更安全的鄰里，例如在街上安排更多巡防、照明和基礎設施修繕
- ☐ 2 透過更好的步行和腳踏車基礎設施，改善民眾健康
- ☐ 3 由於人口增多而設立零售店和食物獲取，而且行人越多就能支持更多零售業務
- ☐ 4 透過規劃和開發影響費，增加開放空間和公園
- ☐ 5 由於社區吸引各種收入的居民，而使學校品質提升；  
學校影響費，以及共用城市／學校設施

在焦點團體中，會對答案進行討論。



# 舊金山灣區 - 2040 討論和問題

## 區域如何因應預計的成長？

採用1到5的量表，5代表強烈支持，1代表強烈反對，  
註明您對以下每項意見的支持程度：

A. 允許在市鎮中心以及大眾捷運附近興建新的  
住房、辦公室和商店。

- ☐ 1 強烈支持
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5 強烈反對
- ☐ 6 無意見

B. 在大眾捷運附近為沒有車而依靠大眾捷運的  
居民興建更多平價住房，同時保留單一家庭  
住宅區的特色。

- ☐ 1 強烈支持
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5 強烈反對
- ☐ 6 無意見

C. 在已經有穩健工作族的社區興建更多  
平價住房。

- ☐ 1 強烈支持
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5 強烈反對
- ☐ 6 無意見

D. 如果您反對以上三種成長模式，請提供您對  
於區域如何因應預計成長的建議。

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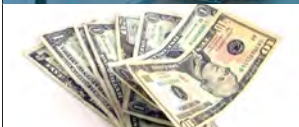




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在焦點團體中，會對答案進行討論。

# Ventajas y desventajas de las alternativas de transporte

Se considerarán varias inversiones potenciales en el transporte como parte del Plan Área de la Bahía. No se podrá financiar todas estas opciones ya que los recursos están limitados. A continuación hay varias categorías de inversión a considerar para el financiamiento. Evalúe cada una de las siguientes elecciones según su preferencia. Ponga un “1” al lado de la opción si siente que es la más importante, “2” en su segunda elección, etc. En general hay nueve elecciones, a menos que desee agregar una décima selección (escríbala bajo “otro” y asígnele un número de importancia).

Prioridades de inversión en el transporte		Su evaluación (1-10)
	<b>A.</b> Aumentar el número de carriles de autopista para autos compartidos y autobuses	
	<b>B.</b> Expandir las rutas para bicicletas y peatones	
	<b>C.</b> Extender las líneas de tren para ir hacia y desde el trabajo, como BART o Caltrain	
	<b>D.</b> Mantener las autopistas y los caminos locales, incluyendo la reparación de baches	
	<b>E.</b> Proporcionar un servicio de autobús más frecuente	
	<b>F.</b> Proporcionar incentivos financieros para que las ciudades construyan más viviendas multifamiliares cerca del transporte público	
	<b>G.</b> Financiar proyectos para disminuir el tráfico, como agregar nuevos carriles a los caminos para dar vuelta o reconfigurar los intercambios viales y las rampas de entrada a las autopistas	
	<b>H.</b> Aumentar el servicio del transporte público para los residentes de bajos ingresos que no tienen acceso a un auto	
	<b>I.</b> Invertir en mejorar la velocidad y confiabilidad en los mayores corredores de tranvía o autobús	
	<b>J.</b> Otro:	

# Políticas para reducir la cantidad de autos que se conducen y las emisiones

Se están considerando distintas estrategias para alentar la reducción de vehículos que se conducen y las emisiones asociadas con los mismos.

Seleccione las que considere las cinco políticas más adecuadas para reducir la cantidad de autos que se conducen y las emisiones. Evalúelos del 1 al 5 - Ponga un “1” al lado de la opción si siente que es la más importante, “2” en su segunda elección, etc. En general hay nueve elecciones, a menos que desee agregar una décima selección (escribala bajo “otro” y asígnele un número de importancia). SÓLO puede seleccionar cinco.

Elección de política	Descripción	Nivel de inversión	Reducción de emisiones de CO <sub>2</sub> per cápita (2035)	Su evaluación (1-5)
<b>A.</b> Alentar la conducción “inteligente”	Alentar cambios en los hábitos de los conductores para mejorar el ahorro del combustible (como mantener los neumáticos inflados o sacar las cosas pesadas de la cajuela)	~\$27 millones en un plazo de cinco años	1.4%	
<b>B.</b> Completar la red regional para bicicletas	Ampliar la red regional para bicicletas	~\$2,200 millones en un plazo de 28 años	0.5%	
<b>C.</b> Expandir las Rutas Seguras a las Escuelas / la red de caminos peatonales	Expansión del programa Rutas Seguras a las Escuelas (SR2S) y la continuación del programa de Transporte para Comunidades Habitables (TLC) de MTC	\$500 millones en un plazo de cinco años	0.3%	
<b>D.</b> Aumentar los incentivos para camionetas tipo van compartidas	Un aumento importante en el incentivo monetario	~\$37 millones en un plazo de diez años	0.9%	
<b>E.</b> Expandir las estrategias para vehículos eléctricos	Aumentar los incentivos para los consumidores, la educación e instalar más estaciones de carga para acelerar la adopción de los vehículos eléctricos	~\$170 millones en un plazo de diez años	1.0%	
<b>F.</b> Desarrollar ordenanzas de beneficios para quienes viajan hacia y desde el trabajo	Pases de transporte obligatorios antes de impuestos o viajes operados por los empleadores	Costo administrativo	0.3%	
<b>G.</b> Aumentar el uso de telecomunicaciones para trabajar a distancia	No se identificaron políticas específicas en esta ocasión, pero ya están en desarrollo	Desconocidos	1.4%	
<b>H.</b> Instituir un recargo por estacionamiento	Aplicar un recargo de estacionamiento de \$1/hora para los viajes al trabajo, y un recargo de \$1 para todos los demás viajes	Costo administrativo	1.5%	
<b>I.</b> Cambiar el límite de velocidad en las autopistas a 55 mph	Publicar y hacer valer un límite de velocidad de 55 mph en todos los tramos existentes de autopista que tengan límite de 65 mph o más	Costos administrativos y de cumplimiento	5.0%	
<b>J.</b> Other				

# Políticas Sobre el Transporte Público

Se están considerando una variedad de estrategias para mejorar la experiencia de los usuarios del transporte público y para operar nuestro actual sistema de transporte público de una manera más eficiente.

Seleccione las cuatro políticas que usted considere más importantes para mejorar el transporte público, o dénos sus propias ideas.

SOLAMENTE puede seleccionar cuatro opciones.



Opción de Política	Su Clasificación (1-4)
A. Mejor coordinación de los horarios	
B. Más información en tiempo real	
C. Vehículos limpios/nuevos y estaciones limpias	
D. Tarifas estándar para toda la región	
E. Pases mensuales de precio fijo validos en todos los sistemas	
F. Servicio más rápido y más frecuente	
G. Mejor rendimiento de puntualidad	
H. Más comodidades para los clientes, como WiFi	
I. Otra política	

# Calidad de las Comunidades Completas

## Discusión y preguntas

¿Los empleos y las viviendas convergen en los lugares correctos en su condado? ¿Esta convergencia puede apoyar un mejor acceso a los empleos y la vivienda, particularmente para las poblaciones de ingresos bajos y moderados?

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Las comunidades completas son aquellos lugares en los que las tiendas, los centros recreativos, las escuelas, los empleos y el transporte se encuentran ubicados de forma conveniente dentro de una distancia que se puede cubrir caminando, y ayudan a unir a las comunidades. Es necesario diseñar cuidadosamente las nuevas inversiones en transporte y desarrollo (vivienda) para maximizar los beneficios para los residentes. De los siguientes beneficios, ¿cuáles serían sus dos (2) mayores prioridades?

- ☐ 1 Vecindarios más seguros debido a mejoras en la infraestructura e iluminación, y una mayor vigilancia en las calles.
- ☐ 2 Una mejor salud mediante una mejor infraestructura para caminar y andar en bicicleta
- ☐ 3 Más tiendas de menudeo y acceso a alimentos debido a la mayor población, así como apoyo a los peatones para comprar al menudeo
- ☐ 4 Más parques y un mayor espacio abierto mediante la planificación y cuotas de impacto de desarrollo
- ☐ 5 Mejores escuelas dentro de las comunidades para que atraigan a residentes con distintos ingresos; cuotas de impacto escolar; y uso compartido de las instalaciones de la ciudad/escuela

*Durante el grupo de enfoque, habrá una discusión sobre las respuestas.*

# Área de la Bahía de San Francisco - 2040

## Discusión y preguntas



### ¿Cómo debe distribuir la región el crecimiento proyectado?

En una escala del 1 al 5, donde 5 es Estoy totalmente a favor, y 1 es Estoy totalmente en contra, indique su nivel de apoyo para cada una de las siguientes opciones:

**A.** Permitir la construcción de nuevas viviendas, oficinas y tiendas en los centros de las ciudades y pueblos cerca del transporte público.

- ☐ 1 Estoy totalmente a favor
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5 Estoy totalmente en contra
- ☐ 6 Sin opinión

**B.** Construir más viviendas económicas cerca del transporte público para residentes sin autos que dependen del transporte público, al mismo tiempo que se conserva el carácter de los vecindarios de residencias unifamiliares.

- ☐ 1 Estoy totalmente a favor
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5 Estoy totalmente en contra
- ☐ 6 Sin opinión

**C.** Construir más viviendas económicas en las comunidades existentes que ya tienen una sólida base de empleos.

- ☐ 1 Estoy totalmente a favor
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5 Estoy totalmente en contra
- ☐ 6 Sin opinión

**D.** Si usted se opuso a los tres patrones de crecimiento mencionados, ofrezca su sugerencia sobre cómo la región puede distribuir el crecimiento proyectado.

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*Durante el grupo de enfoque, habrá una discusión sobre las respuestas.*



# Cân nhắc các Lựa chọn trong Giao thông

Một số những đầu tư có tiềm năng về giao thông sẽ được cứu xét như là một phần của Quy hoạch Vùng Vịnh. Không phải tất cả những mục đầu tư đó đều sẽ được tài trợ vì ngân sách có hạn. Dưới đây là nhiều loại đầu tư được cứu xét để tài trợ. Xin xếp hạng mỗi lựa chọn dưới đây theo thứ tự ưu tiên của quý vị. Ghi số “1” bên cạnh lựa chọn mà quý vị cảm thấy là quan trọng nhất, số “2” bên cạnh lựa chọn quan trọng thứ nhì và vân vân. Có tất cả là chín lựa chọn, trừ khi quý vị muốn thêm vào lựa chọn thứ mười (ghi lựa chọn đó vào mục có tựa đề là “khác” và xếp hạng cho nó).

	Lựa chọn Đầu tư	Sự Xếp hạng của Quý vị (1-10)
	<b>A.</b> Gia tăng con số làn đường trên xa lộ cho xe đi chung và xe buýt	
	<b>B.</b> Mở rộng đường dành cho xe đạp và người đi bộ	
	<b>C.</b> Mở rộng đường rầy thí dụ như BART hoặc Caltrain	
	<b>D.</b> Bảo trì các xa lộ và đường địa phương, bao gồm cả việc lấp ổ gà	
	<b>E.</b> Cung cấp dịch vụ xe buýt thường xuyên hơn	
	<b>F.</b> Cung cấp khích lệ tài chánh cho các thành phố để xây dựng thêm nhà ở nhiều hộ gần vận chuyển công cộng	
	<b>G.</b> Tài trợ cho những dự án nhằm giải tỏa nạn kẹt xe như thêm làn rẽ trên đường, hoặc xây dựng lại những giao điểm và những lối vào xa lộ	
	<b>H.</b> Gia tăng dịch vụ vận chuyển công cộng cho cư dân lợi tức thấp không có xe hơi	
	<b>I.</b> Đầu tư để cải thiện tốc độ và độ tin cậy vào các hành lang xe buýt chính hoặc xe điện	
	<b>J.</b> Khác:	



# Các Chính sách để Giảm Lái xe và Khí thải

Nhiều chiến lược hiện đang được cứu xét để khuyến khích cắt giảm việc lái xe và lượng khí thải đi kèm. Xin lựa chọn năm chính sách thích hợp nhất để cắt giảm lái xe và lượng khí thải. Xin xếp hạng chúng từ 1 đến 5 - Ghi số “1”

bên cạnh lựa chọn mà quý vị cảm thấy là quan trọng nhất, số “2” bên cạnh lựa chọn quan trọng thứ nhì và vân vân. Có tất cả là chín lựa chọn, trừ khi quý vị muốn thêm vào lựa chọn thứ mười (ghi lựa chọn đó vào mục có tựa đề là “khác” và xếp hạng cho nó). Ban CHỈ được chọn năm chiến lược MÀ THÔI.

Lựa chọn Chính sách	Mô tả chính sách	Mức đầu tư	Giảm lượng khí thải CO2 trên đầu người (2035)	Sự xếp hạng của quý vị (1-5)
<b>A.</b> Khuyến khích lái xe một cách “khôn ngoan”	Thay đổi cung cách lái xe để tăng tiết kiệm nhiên liệu (như bơm căng bánh xe và không chứa những đồ vật nặng trong cốp)	~\$27 Triệu trong năm năm	1.4%	
<b>B.</b> Hoàn thành mạng lưới đường dành cho xe đạp trong vùng	Xây dựng mạng lưới đường dành cho xe đạp trong vùng	~\$2,200 Triệu trong 28 năm	0.5%	
<b>C.</b> Mở rộng Đường đi An toàn đến Trường/mạng lưới đường dành cho người đi bộ	Mở rộng chương trình “Đường đi An toàn đến Trường (SR2S)” và tiếp tục chương trình “Giao thông cho những Cộng đồng Sống được (TLC)” của Ủy ban Giao thông Đô thị (MTC)	\$500 Triệu trong năm năm	0.3%	
<b>D.</b> Gia tăng kích lệ đi chung xe van	Gia tăng đáng kể kích lệ tài chánh	~\$37 Triệu trong mười năm	0.9%	
<b>E.</b> Mở rộng chiến lược xe chạy bằng điện	Khích lệ cho người tiêu dùng, giáo dục và lắp đặt thêm nhiều trạm nạp điện để đẩy nhanh tốc độ chấp nhận Xe hơi Điện	~\$170 Triệu trong mười năm	1.0%	
<b>F.</b> Thiết lập quy định có lợi cho khách thông hành	Bắt buộc áp dụng chính sách trước thuế cho thẻ vận chuyển hoặc xe chạy đường ngắn do chủ thuê điều hành	Chi phí Hành chánh	0.3%	
<b>G.</b> Gia tăng làm việc từ nhà	Chưa có chính sách cụ thể trong thời điểm này nhưng đang được thiết lập	Chưa biết	1.4%	
<b>H.</b> Thiết lập phụ phí đậu xe	Áp dụng phụ phí đậu xe \$1/giờ cho những chuyến đi làm và \$1 cho những chuyến khác	Chi phí Hành chánh	1.5%	
<b>I.</b> Đổi tốc độ trên xa lộ xuống 55 dặm một giờ (mph)	Treo bảng và thi hành giới hạn tốc độ 55 mph trên xa lộ hiện có giới hạn 65 mph và các đường nối xa lộ lớn	Chi phí Hành chánh và Thi hành	5.0%	
<b>J.</b> Khác				

# Các Chính sách Liên quan đến Vận chuyển Công cộng

Nhiều chiến lược hiện đang được cứu xét để cải thiện kinh nghiệm của hành khách với vận chuyển công cộng và để vận hành hiệu quả hơn hệ thống vận chuyển hiện có. Xin lựa chọn bốn chính sách mà quý vị cho là quan trọng nhất để cải thiện vận chuyển công cộng, hoặc cung cấp ý kiến riêng của quý vị. Quý vị CHỈ được chọn bốn chính sách MÀ THÔI.

Lựa chọn Chính sách	Sự Xếp hạng của Quý vị (1-4)
<b>A.</b> Định thời gian hợp lý hơn cho các tiếp nối	
<b>B.</b> Thêm thông tin theo thời gian thực	
<b>C.</b> Phương tiện vận chuyển mới/sạch sẽ hơn và các trạm sạch sẽ hơn	
<b>D.</b> Chính sách về giá vé chuẩn cho khắp vùng	
<b>E.</b> Giá vé đi hàng tháng cố định và hiệu lực cho tất cả các xe lửa, xe buýt và các phà	
<b>F.</b> Dịch vụ vận chuyển thường xuyên và nhanh chóng hơn	
<b>G.</b> Đạt thành tích đúng giờ cao hơn	
<b>H.</b> Thêm tiện nghi như WiFi cho hành khách xe buýt và xe lửa	
<b>I.</b> Khác	

# Phẩm chất của những Cộng đồng Hoàn chỉnh

Các công ăn việc làm và nhà ở có hội tụ lại những điểm đúng trong quận hạt của quý vị không? Sự hội tụ này có hỗ trợ cho một sự tiếp cận rộng lớn hơn đến công ăn việc làm và nhà ở, đặc biệt cho những dân số có lợi tức thấp và trung bình không?

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Những cộng đồng hoàn chỉnh là những nơi mà sự vận chuyển, công ăn việc làm, trường học, nơi giải trí và cửa hàng nằm ở những địa điểm thuận tiện, trong khoảng cách có thể đi bộ và giúp cộng đồng lại gần với nhau. Đầu tư phát triển những khu nhà ở mới và giao thông cần phải được thiết kế để tận dụng tối đa lợi ích cho cư dân. Trong những lợi ích sau đây, cái nào là hai ưu tiên đầu của quý vị?

- ☐ 1 Khu xóm an toàn hơn nhờ những cải thiện về ánh sáng, hạ tầng cơ sở và có nhiều con mắt ở ngoài đường hơn
- ☐ 2 Cải thiện sức khỏe nhờ hạ tầng cơ sở tốt hơn cho việc đi bộ và đạp xe
- ☐ 3 Có thêm nhiều cửa hàng bán lẻ và dễ tiếp cận đến thực phẩm hơn nhờ sự ủng hộ của một dân số cao và của nhiều người đi bộ
- ☐ 4 Gia tăng không gian mở và công viên qua quy hoạch và qua phí tác động môi trường của sự phát triển
- ☐ 5 Trường học tốt hơn qua những cộng đồng thu hút các cư dân có mức lợi tức khác nhau; qua phí tác động môi trường của trường học; và qua việc xử dụng chung các cơ sở của thành phố/trường học

Sẽ có phần thảo luận về các câu trả lời trong buổi họp của nhóm tập trung.

# Vùng Vịnh San Francisco - 2040

## Thảo luận và các Câu hỏi

**Bằng cách nào mà vùng của chúng ta có thể thích nghi với sự tăng trưởng được dự kiến? Theo thứ tự trình độ từ 1 đến 5, với 5 là ủng hộ mạnh mẽ và 1 là chống đối mạnh mẽ, xin cho biết mức ủng hộ của quý vị cho mỗi lựa chọn sau đây:**

**A.** Cho phép xây dựng nhà ở mới, văn phòng và cửa hàng trong trung tâm thành phố và thị xã, gần phương tiện vận chuyển công cộng.

- ☐ 1 Ủng hộ mạnh mẽ
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5 Chống đối mạnh mẽ
- ☐ 6 Không có ý kiến

**B.** Xây dựng thêm nhà ở với giá phải chăng gần phương tiện vận chuyển công cộng cho cư dân không có xe hơi và tùy thuộc vào vận chuyển công cộng nhưng vẫn giữ được tính cách của một khu xóm những nhà dành cho một gia đình.

- ☐ 1 Ủng hộ mạnh mẽ
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5 Chống đối mạnh mẽ
- ☐ 6 Không có ý kiến

**C.** Xây dựng thêm nhà ở với giá phải chăng trong những cộng đồng hiện có và đã có nền tảng công ăn việc làm vững chắc.

- ☐ 1 Ủng hộ mạnh mẽ
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5 Chống đối mạnh mẽ
- ☐ 6 Không có ý kiến

**D.** Nếu quý vị chống đối cả ba mô hình tăng trưởng liệt kê ở trên thì xin cung ứng đề nghị của quý vị về phương cách mà vùng của chúng ta có thể thích nghi với sự tăng trưởng được dự kiến.

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*Sẽ có phần thảo luận về các câu trả lời trong buổi họp của nhóm tập trung.*



PUBLIC OUTREACH and PARTICIPATION PROGRAM  
Phase Three: Draft Preferred Scenario (2012)

## **APPENDIX G:**

### **NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR PLAN BAY AREA**

# **Get involved in the environmental planning process**



Notice of Preparation of a Draft Environmental Impact Report for Plan Bay Area

## **Tell us what we should consider in the analysis**

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**Wednesday, June 20, 2012**  
**6:00 p.m. to 8:00 p.m.**

Joseph P. Bort MetroCenter  
MTC Auditorium  
101 Eighth Street  
Oakland, CA 94607

**Thursday, June 21, 2012**  
**10:00 a.m. to Noon**

Dr. Martin Luther King, Jr.  
Library, Rooms 255/257  
150 East San Fernando Street  
San Jose, CA 95112

**Tuesday, June 26, 2012**  
**10:00 a.m. to Noon**

San Francisco Planning +  
Urban Research (SPUR)  
Public Assembly Hall  
2nd Floor  
654 Mission Street  
San Francisco, CA 94105

**Wednesday, June 27, 2012**  
**1:30 p.m. to 3:30 p.m.**

Embassy Suites Hotel  
Novato/Larkspur Room  
101 McInnis Parkway  
San Rafael, CA

# Plan Bay Area: Environmental Impact Report

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are about to begin work on a Draft Environmental Impact Report (EIR) for Plan Bay Area, the region's long-range land-use and transportation plan. Plan Bay Area aims to sustain the Bay Area's economy, accommodate future growth and meet state requirements to reduce greenhouse gas emissions by focusing new housing and jobs around transit. The environmental impacts of these proposed land-use changes and transportation investments will be analyzed in the EIR. Please attend one of four public meetings to comment on the scope and content of the environmental information that will be evaluated in the Plan Bay Area EIR.

## Topics

- > What environmental issues should be analyzed?
- > Are there alternatives that should be evaluated?
- > What mitigation measures would help avoid or minimize any negative impacts?
- > How can local jurisdictions and other agencies use this EIR?

## Comments

Comments may also be submitted in writing by July 11, 2012, to:

Ashley Nguyen, EIR Project Manager

Metropolitan Transportation  
Commission

101 Eighth Street  
Oakland, CA 94607

Email: [eircomments@mtc.ca.gov](mailto:eircomments@mtc.ca.gov)

Fax: 510.817.5848

**If you need** a sign language interpreter, if

English is your second language and you need translation services, or if you require any other type of assistance please contact us by calling 510.817.5757 or 510.817.5769 for TDD/TTY.

We require notice of at least three business days to provide reasonable accommodations.

**Si necesita** un intérprete del lenguaje de señas, si el inglés es su segundo idioma y necesita un intérprete, o si necesita cualquier otra ayuda por favor comuníquese con nosotros al número 510.817.5757 o al 510.817.5769 para TDD/TTY. Requerimos tres días de anticipación para proveer asistencia razonable.

如果您需要手語翻譯員，或如果英語是您的第二語言，您需要翻譯服務，或者您需要任何其他類型的協助，請致電510-817-5757或致電TDD/TTY電話510-817-5769。我們要求獲得至少三天提前通知才能提供合理的配合安排。



Association of  
Bay Area Governments



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