

## 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:

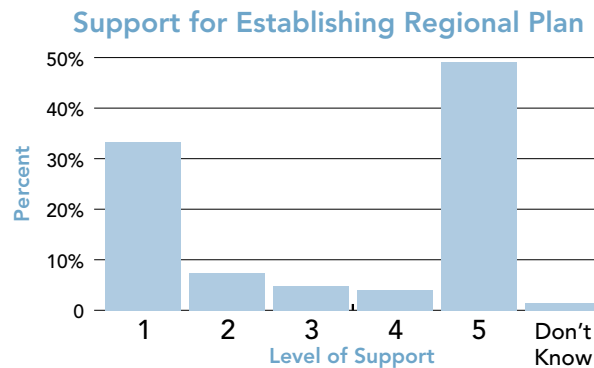
*“Plan Bay Area is a long-term strategy for the nine-county San Francisco Bay Area that is currently being developed. The idea is to accommodate the region’s housing and transportation needs for the next 30 years and reduce the region’s auto dependence. Plan Bay Area is focused on: improving the local 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]

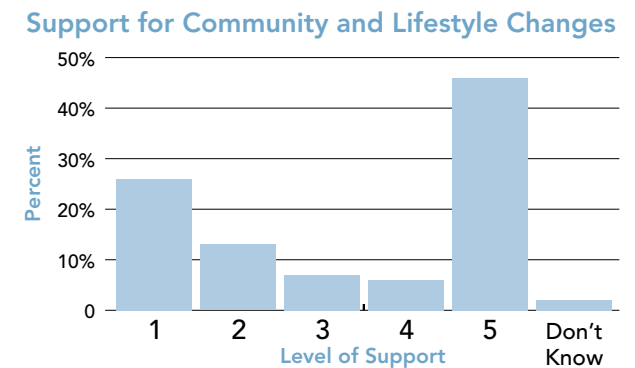
On a scale of 1 to 5, where 1 is “Support Strongly” and 5 is “Strongly Oppose,” please indicate your level of support for the establishment of this type of regional plan.



### 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.

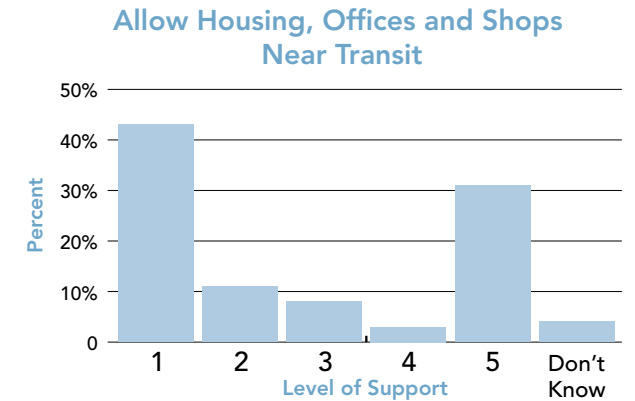
## SF Bay Area – 2040 Survey

[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.



(SF Bay Area – 2040 Survey Continued)

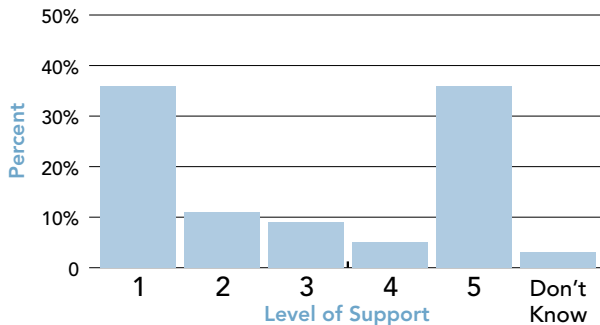
# Virtual Workshop

## 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.

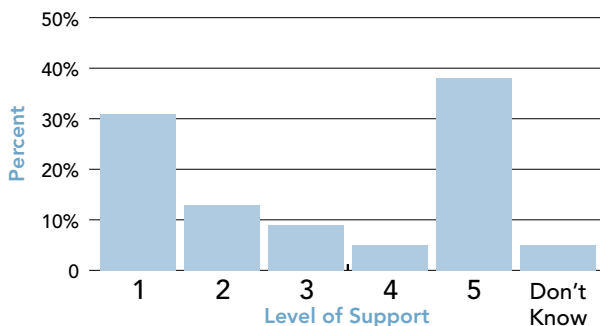
On a scale of 1 to 5, where 1 is "Support Strongly" and 5 is "Oppose Strongly," please indicate your level of support for each potential option.

**Build Affordable Housing Near Transit And Preserve Character of Single-Family Neighborhoods**



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

**Build 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.