

# 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

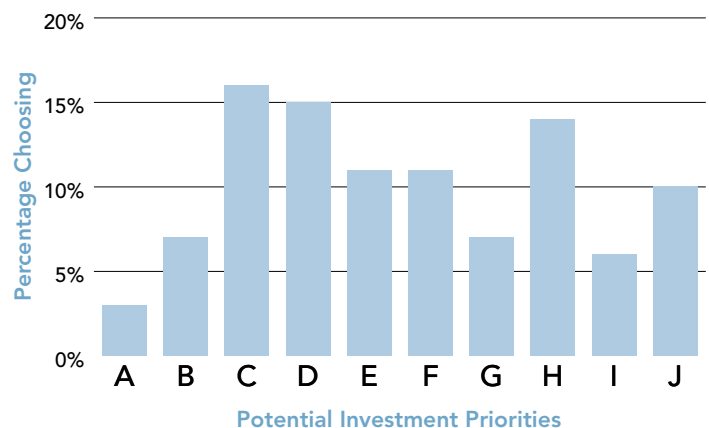
### Transportation Investment Priorities

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

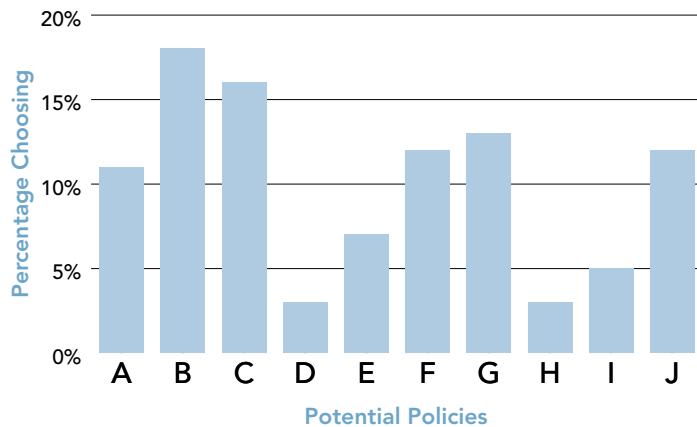


# Alameda County – Dublin (continued)

## 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)

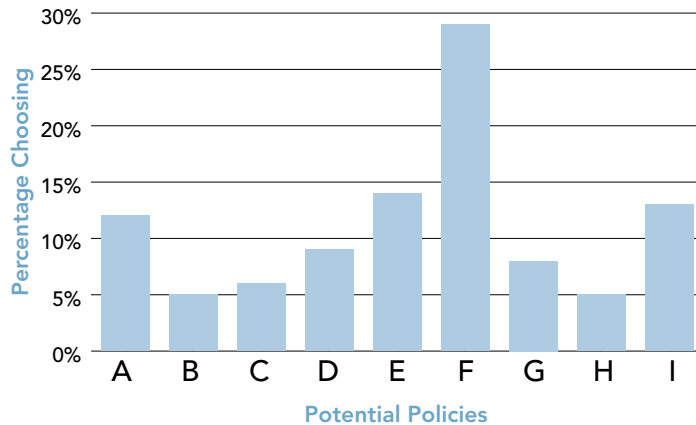
- Affordable transportation
- Encourage more or new private shuttles to compete with public transportation (e.g. SF Muni), increase taxi tokens
- Encourage alternative work schedules
- Lobby the federal government to reduce subsidies for gasoline, so that driving reflects the true cost of extracting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