

<b>Plan Bay Area</b>																													
<b>January 2012 Public Workshops</b>																													
<b>Participant Comments from Comment Booklets, as submitted at the workshops</b>																													
<b>Station A: Transportation Trade-Offs</b>																													
A number of potential transportation investments will be considered as part of Plan Bay Area. Not all of these items will be funded due to limited resources. At the workshop, participants who visited this station used tokens to "vote" on transportation trade-offs in three areas, or to provide their own idea:																													
	<ul style="list-style-type: none"> <li>■ Transportation Investment Priorities</li> <li>■ Policies to Reduce Driving and Emissions</li> <li>■ Policies Regarding Public Transit</li> </ul>																												
See the PDF titled "Comments on Transportation Trade-Offs " for how participants ranked the transportation investment categories in those three areas, and what "Other" ideas they offered.																													
Below are comments provided in the Comment Booklets related to these topics.																													
<b>Transportation Investment Priorities</b>																													
<i>Participants commented on investment categories important to them.</i>																													
	<table border="1"> <thead> <tr> <th>County</th> <th>Comment</th> </tr> </thead> <tbody> <tr> <td>1 Contra Costa</td> <td>Safety.</td> </tr> <tr> <td>2 Contra Costa</td> <td>Improve I-80 between Bay Bridge and Richmond.</td> </tr> <tr> <td>3 Contra Costa</td> <td>Invest in bike/ped safety.</td> </tr> <tr> <td>4 Contra Costa</td> <td>Consider elderly people.</td> </tr> <tr> <td>5 Contra Costa</td> <td>Eco bus pass for youth and seniors.</td> </tr> <tr> <td>6 Contra Costa</td> <td>Safe routes to schools: invest in long term programs.</td> </tr> <tr> <td>7 Contra Costa</td> <td>Incentive to live and work in safe communities and schools.</td> </tr> <tr> <td>8 Contra Costa</td> <td>Let free markets provide answers. Add lanes to freeways and extend freeways.</td> </tr> <tr> <td>9 Contra Costa</td> <td>Re: "Provide incentives to build more multi-unit housing"--due to void created by redevelopment agency loss.</td> </tr> <tr> <td>10 Contra Costa</td> <td>Public transit - more investment to keep fees low (or lower). Currently few incentives to take BART because of price. Buses that are reliable and frequent. Also need PR to better the image of buses and public transit.</td> </tr> <tr> <td>11 Contra Costa</td> <td>Free market - reduce taxes and fees. Policies must apply to all not elite vs. masses.</td> </tr> <tr> <td>12 Contra Costa</td> <td>Increase public transit service for low income residents who do not have access to a car: doesn't average poverty level have two cars now?</td> </tr> <tr> <td>13 Contra Costa</td> <td>Increase other transportation services such as car sharing and ferry service.</td> </tr> </tbody> </table>	County	Comment	1 Contra Costa	Safety.	2 Contra Costa	Improve I-80 between Bay Bridge and Richmond.	3 Contra Costa	Invest in bike/ped safety.	4 Contra Costa	Consider elderly people.	5 Contra Costa	Eco bus pass for youth and seniors.	6 Contra Costa	Safe routes to schools: invest in long term programs.	7 Contra Costa	Incentive to live and work in safe communities and schools.	8 Contra Costa	Let free markets provide answers. Add lanes to freeways and extend freeways.	9 Contra Costa	Re: "Provide incentives to build more multi-unit housing"--due to void created by redevelopment agency loss.	10 Contra Costa	Public transit - more investment to keep fees low (or lower). Currently few incentives to take BART because of price. Buses that are reliable and frequent. Also need PR to better the image of buses and public transit.	11 Contra Costa	Free market - reduce taxes and fees. Policies must apply to all not elite vs. masses.	12 Contra Costa	Increase public transit service for low income residents who do not have access to a car: doesn't average poverty level have two cars now?	13 Contra Costa	Increase other transportation services such as car sharing and ferry service.
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## Policies to Reduce Driving and Emissions

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

	County	Comment
14	Contra Costa	Set freeway speed limits at 60 MPH. Improve freeway for faster speed.
15	Contra Costa	Develop Commuter Benefit Ordinances: Van pool parking; buy pre-tax tickets. Build housing near transit.
16	Contra Costa	Encourage alternative transportation choices.
17	Contra Costa	Less legislation. Leave speed limit alone. Expand highways.
18	Contra Costa	Increase Vanpool Incentives: We all participated in this program: thank you.
19	Contra Costa	Congestion pricing in central cities. More days with more cars (Sundays, etc.). Implement existing local pedestrian bike plans. Promote plans in cities which do not have them.
20	Contra Costa	Gas taxes and rebates
21	Contra Costa	Better fuel economy for vehicles.
22	Contra Costa	Eliminate bottle necks, increase speed limits.
23	Contra Costa	These are based on false premises of global warming.
24	Contra Costa	Increase car sharing and bicycle sharing.

## Policies Regarding Public Transit

*Participants considered and commented on a variety of strategies being considered to improve the customer experience on public transit and to operate our existing public transit system more efficiently.*

	County	Comment
25	Contra Costa	We need transportation in hillsides.
26	Contra Costa	Have USPS, FedEx, UPS deliver to a corner store in each neighborhood -- get delivery trucks out of the way of transit.
27	Contra Costa	Transit in remote areas - hillsides.
28	Contra Costa	Only invest in transit capital projects that don't increase the per passenger operating cost of existing transit system.
29	Contra Costa	Youth passes and more transit discounts.
30	Contra Costa	Filling in the gaps.
31	Contra Costa	More access for those living off main streets.
32	Contra Costa	Commuter benefits to low income residents.
33	Contra Costa	Public transit will never work as you envision it. It won't get more than 10-20% of total population using it. Don't waste our money on projects that won't work.
34	Contra Costa	Lower cost fares plus more BART parking.
35	Contra Costa	More transit discounts. More accommodations for bikes on public transit such as bikecars like Caltrain, but more.
36	Contra Costa	Minimum 30 minute heading. 24/7 healthcare. Hospitality jobs are 24/7.
37	Contra Costa	BRT or more. Fixed rail options.
38	Contra Costa	Recognize that 90% of transportation will be by car and only fund cost efficient transit for those unable to drive.
39	Contra Costa	Make farebox provide 100% of funding.

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

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

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

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

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<b>Do you support development of Plan Bay Area?</b>			
<p><i>Plan Bay Area is along-term strategy for the nine-county San Francisco Bay Area that is currently being developed. The idea is to accommodate the region's housing and transportation needs for the next 30 years and reduce the region's auto dependence. Plan Bay Area is focused on: improving the local economy, reducing driving and greenhouse gases, and providing access to housing and transportation for everyone who needs it.</i></p>			
<b>1. In general, do you support the establishment of this type of a regional plan?</b>		<b>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.</b>	
1. Support Strongly 2 3 4 5. Oppose Strongly 0. No Opinion		1. Agree Strongly 2 3 4 5. Disagree Strongly 0. No Opinion	
<b>Contra Costa County -- Count</b>		<b>Contra Costa County -- Count</b>	
1) 27		1) 21	
2) 4		2) 5	
3) 2		3) 5	
4)		4) 1	
5) 8		5) 7	
0)		0)	
<b>2. Why it that?</b>			
1	<i>Oppose Strongly: No One Bay Area Plan.</i>		
2	<i>Support Strongly: It's idiotic not to plan cooperatively.</i>		
3	<i>Support Strongly: We need regional-level coordination and collaboration to avoid redundant investment and to pool resources for more effective use.</i>		

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



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

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