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| <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>   |   |  |
|   | <b>County</b>   | <b>Comment</b>   |
| 1   | Marin   | Waste of time.   |
| 2   | Marin   | Car pool.  |
| 3   | Marin   | Allow handicapped back in high speed lanes. SMART to Cloverdale and have a bridge for handicapped, seniors and parents - use a single rail.  |
| 4   | Marin   | End Smart and its bikeway.   |
| 5   | Marin   | Improve public transit/bus for all people, not low income only.  |
| 6   | Marin   | All these transportation investment options are based on the assumption that people are going to want to move to the Bay Area in large numbers. But, first, they/we will need job opportunities to draw them with a decent wage so they can pay for all the basics: food, etc. |
| 7   | Marin   | Some residents will choose not to have a car if we have better public transit.   |
| 8   | Marin   | Encourage people to telecommute and use electric cars.   |
| <b>Policies to Reduce Driving and Emissions</b>   |   |  |
| <i>Participants commented on a variety of strategies being considered to encourage the reduction of driving and associated vehicle emissions.</i>   |   |  |

|   | <b>County</b> | <b>Comment</b>   |
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| 9   | Marin         | Manipulation.  |
| 10  | Marin         | Complete transit hubs (local and regional transit, multi-use developments, great bike and ped identities). Make local transit more user-friendly, next bus: Wi-Fi, car share gods.   |
| 11  | Marin         | Increase fuel efficiencies in cars.  |
| 12  | Marin         | Why this petrol-phobia? There's nothing wrong with automobiles.  |
| 13  | Marin         | Post No Parking signs in bike lanes. Expand Electric Vehicles: stations along 101 and Highway 5 and in adjacent communities at necessary intervals. Set speed limits in school areas (e.g. along playing fields to 30 MPH and not based on existing speeds). |
| 14  | Marin         | Build more light rail.   |
| 15  | Marin         | Charge a 1-cent fee on every public parking space in the Bay Area and use the funds for multi-modal facilities. After 5 years increase the fee to 5-cents/day on all parking spaces.   |
| 16  | Marin         | More affordable housing near jobs and public transit.  |
| 17  | Marin         | Increase public transit service for everyone (not just low-income residents).  |
| 18  | Marin         | Increase carpool lanes.  |
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| <b>Policies Regarding Public Transit</b>  |               |  |
| <i>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.</i> |               |  |
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|   | <b>County</b> | <b>Comment</b>   |
| 19  | Marin         | Wrong options.   |
| 20  | Marin         | Make Marin city safe and attractive.   |
| 21  | Marin         | Public safety at bus and train stops. Civil behavior at buses and trains.  |
| 22  | Marin         | Better lighting at stops. Security staff at big stops.   |
| 23  | Marin         | Reduced family fares and seniors/disabled.   |
| 24  | Marin         | More lines, new destinations. New rail lines.  |
| 25  | Marin         | More sense of urgency by the (bus) drivers and ability to get on it at GG Transit.   |
| 26  | Marin         | Provide more frequent bus service.   |
| 27  | Marin         | Improve reliability (and speed) in bus service -- and any other mass transportation.   |
| 28  | Marin         | The buses are empty and pollute the air. Decrease services/bus routes when services are not used.  |
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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>   |
| Marin  | 5            | Safer neighborhoods from lighting, infrastructure improvements and more eyes on the street.  |
| Marin  | 5            | Improved health through better infrastructure for walking and biking.  |
| Marin  | 1            | More retail and access to food due to larger population and pedestrian support for retail.   |
| Marin  | 4            | Increased open space and parks through planning and development impact fees.   |
| Marin  | 5            | 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  | Marin        | No.  |
| 2  | Marin        | Most people change their jobs more often than the location of their job. How can you enforce people to live where they work? There will be more telecommuting in the future resulting in less hours of transportation.   |
| 3  | Marin        | Lower VMT (with reduced GHG emissions, traffic, accidents). More walkable, calmer, pleasant communities.   |
| 4  | Marin        | My observation is that you need to educate people more. A lot of fear and misconceptions. Staff at meeting were not able to respond to questions which intensified conspiracy theorists.   |
| 5  | Marin        | Let local government make its own determinations and decisions! Local government first and foremost.   |
| 6  | Marin        | I do not support any kind of mandatory high density living. These concepts will destroy viable existing neighborhoods and create slums.  |
| 7  | Marin        | Communities should plan their own land use policies and regional area cities react. Socialism is unacceptable.   |
| 8  | Marin        | Pass and enforce a consumer protection food bill that requires supermarkets/food stores to label genetically engineered food and to label dairy and meat products that contain the growth hormone "Rbst", so the consumer knows what they are ingesting and can make an informed choice. |
| 9  | Marin        | What about rural communities? Transportation needs for medical, shopping, education opportunities?   |
| 10   | Marin        | Improved health through better infrastructure for walking and biking - not building high density.  |

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| 11 | Marin         |  | Keep Marin employees in Marin and will grow the Marin economy. We all will benefit!  |
| 12 | Marin         |  | What is needed is good information on income mix in communities' needs, good design models and standards for density mix, and outreach for involvement of lower income and racial mix citizens.  |
| 13 | Marin         |  | All have merit.  |
| 14 | Marin         |  | First we need the jobs so that people can afford to live here -- including the people who already live here.   |
| 15 | Marin         |  | Nonprofit housing does not pay any real estate taxes yet uses our infrastructure. They must pay into our system, specifically public schools and police. Where is the word safe in front of housing? Where is the accountability of the investor/developer for safe housing and crime . Answer = none. |
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|    |               |  | <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>   |
| 16 | Marin         |  | <i>What is a complete community?.</i>  |
| 17 | Marin         |  | We don't have centralized locations of jobs. Marin needs more jobs in the downtown areas and close to transit hubs.  |
| 18 | Marin         |  | <i>There are many second units and foreclosed homes in Novato that are not being counted toward low income available housing. These need to be taken into account.</i>   |
| 19 | Marin         |  | This is a ridiculous question. People change jobs far more often than they change the place they live. Low and moderate income citizens change jobs more often than housing just like everyone else.   |
| 20 | Marin         |  | <i>How can you justify transferring housing numbers from San Rafael to Novato where conditions and criteria for a PDA can't be met.</i>  |
| 21 | Marin         |  | We need more public housing options, including "pet-friendly" housing and most of all, more affordable public housing, especially for seniors and disabled renters.  |
| 22 | Marin         |  | <i>No, because transit is cancelled or hours are reduced if not enough for big buses. Have small buses that can also be used as school shuttles. Change schedules so school commute is not coordinated as the same time as business commuters.</i>   |
| 23 | Marin         |  | Policies to encourage jobs and housing are not sufficient to promote growth in the correct areas. We need stronger policies to promote low and moderate income housing near downtown.  |
| 24 | Marin         |  | <i>Is projected growth converging in the right places in your county? No. The Priority Development Areas are in San Rafael, however, Novato is being allocated a lot more housing and jobs in Bay Area than we want. San Rafael should have more housing and jobs.</i>                                 |
| 25 | Marin         |  | More affordable housing is needed near transportation hubs and the urban corridor near services.   |
| 26 | Marin         |  | <i>63% of employees in Marin are driving into the county to jobs in single person autos, due to the high cost of hosing here. They take their wages away and spend them elsewhere and Marin only grows poorer. This needs to change.</i>   |

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| 27 | Marin |  | There is tremendous opposition to identifying sites for affordable housing or higher density with little toward expanding single family home size. We need more public information and education on job needs and equity.   |
| 28 | Marin |  | <i>No -- high cost housing/low paying jobs</i>  |
| 29 | Marin |  | You can't make someone work where they live. High-density, low-income multifamily housing is a failed model yet a cash cow for developers and nonprofits. It causes local congestion and reduces quality of life. Focus on family planning and birth control.   |
| 30 | Marin |  | Two simple graphs showing population and job growth in Bay Area and the specific workshop county might have eliminated some silly questions/comments about jobs and housing leaving California. ABAG staff couldn't answer even basic questions. It's a shame when staff aren't able to respond to questions regarding how much growth in population and jobs has occurred in California and Marin over the past two decades. The staff couldn't even answer a question regarding size (min. acreage) of a PDA. |

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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<br>2<br>3<br>4<br>5. Oppose Strongly<br>0. No Opinion   | 1. Support Strongly<br>2<br>3<br>4<br>5. Oppose Strongly<br>0. No Opinion   | 1. Support Strongly<br>2<br>3<br>4<br>5. Oppose Strongly<br>0. No Opinion                     |
| <b>Marin County -- Count</b>  |   |   |
| 1) nine   | 1) seven  | 1) five   |
| 2)  | 2) one  | 2) one  |
| 3) one  | 3) one  | 3) four   |
| 4) one  | 4)  | 4) one  |
| 5) three  | 5) four   | 5) three  |
| 0)  | 0)  | 0)  |
| <i>If you opposed the three growth patterns above, offer your suggestions on how the region can accommodate projected growth.</i> |   |   |
| <b>Marin County Comments</b>  |   |   |
| 1   | Rigged.   |   |
| 2   | <i>There is another option that can be considered. Single driver automobiles are the most overlooked source of transportation. Let's support planned and casual carpools using modern technology.</i> |   |
| 3   | Infill on underdeveloped corridors. In San Rafael, that is Third Street/Miracle Mile, Northgate Mall and Montecito.   |   |
| 4   | <i>Local government only.</i>   |   |

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| 5  | The free market will supply housing that people actually want if government allows the free market to function. Government public housing projects (rebranded as "affordable housing") are disasters for everyone, especially the residents. Chicago, my hometown, has never recovered from the "projects" of the 1950's.  |
| 6  | <i>Each community should determine its own housing needs and answers.</i>  |
| 7  | No offices or shops - public housing only.   |
| 8  | <i>Recognize Marin as a gateway to the region's recreational area and international visitor opening. Police west Marin roads to posted speed limits. Do not put dense housing on Los F arterials.</i>  |
| 9  | Re-phrased Option B: Build more affordable housing near public transit for everyone to encourage use of public transit. Let go of single family neighborhoods as the opportunity arises and as local communities plan. Middle income "affordable housing" in Marin should be for all who work in Marin. People should have an attractive place to live and choose if they prefer a car or not. |
| 10 | <i>Give incentives to homeowners to build -- or create in their existing structure -- a second unit they can rent. All three of the above ideas (A, B &amp; C) are really plans to support developers. I believe that your projected growth number are inflated.</i>   |
| 11 | Birth control and family planning services. We need law-abiding citizens. The growth is projected because of immigration. Uphold our laws for legal immigration. We appreciate legal immigrants. This housing is about developers and nonprofits making \$ off the backs of the poor under the guise of being sustainable and green.   |

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| <b>Do you support development of Plan Bay Area?</b>  |  |  |
| <p><i>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.</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<br>2<br>3<br>4<br>5. Oppose Strongly<br>0. No Opinion  |  | 1. Agree Strongly<br>2<br>3<br>4<br>5. Disagree Strongly<br>0. No Opinion  |
| <b>Marin County -- Count</b>   |  | <b>Marin County -- Count</b>   |
| 1) three   |  | 1) two   |
| 2) one   |  | 2) one   |
| 3)   |  | 3) two   |
| 4) one   |  | 4)   |
| 5) four  |  | 5) three   |
| 0)   |  | 0)   |
| <b>2. Why it that?</b>   |  |  |
| 1  | Support Strongly: Regional planning is needed to incentivize development in locations served by transit and services and provide sufficient transit service to such areas. |  |



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| 2  | <i>Support: I lack information. The presentations were very high level and so many questions/comments were outraged reactions that no one responded to. I don't know what I think. I learned a little tonight other than there a lot of angry people.</i>  |  |
| 3  | Oppose Strongly: Local government only.  |  |
| 4  | <i>Oppose Strongly: Regional planning guts the authority of local towns and county elected officials. On paper, it appears that our votes still matter. In reality, actual authority shifts to unelected planners who are insulated from the voters. This kind of over-centralized authority morphs into soft tyranny, even if the original intentions are good.</i>   |  |
| 5  | Support: Would still like the option of driving as well as good public transportation.   |  |
| 6  | <i>Support: In order to impact large issues such as greenhouse gas emissions or even traffic, we must plan on a regional basis. We work, live and play in the region, so we need to plan together.</i>   |  |
| 7  | Support Strongly: If we don't hang together, we may all hang separately.   |  |
| 8  | <i>Start over at the local level.</i>  |  |
| 9  | Support Strongly: An integrated, coordinated regional approach is imperative to accomplishing our goals. Regional plans should serve as guides and vehicles for coordination. Decisions should stay in the cities and counties.  |  |
| 10 | <i>Support: I am delighted to have guidance and input from the bigger regional organizations. We have huge problems to face with climate change, recession, modifications along 101 to protect transit rich communities from sea-level rise, poor economy, flight of money from Marin with employees driving from elsewhere and taking their dollars home at the end of the day. I believe a regional plan can best address and mend these big issues.</i> |  |

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| 11 | Support Strongly: Regional planning is essential to manage growth that happens whether one likes it or not. Traffic over the Richmond Bridge to Marin that has increased 5 times between 1995 and 2005 is unacceptable with greenhouse gas increase and also time away form families, especially for lower-income job commuters. Wealthier and bigger homes increase service jobs and we have a less diverse and equitable society. |  |  |
| 12 | <i>Oppose: Too top down. Local planning is very important. Need "carrots" not "sticks" to get a good result. A long-range education process is necessary.</i>   |  |  |
| 13 | Oppose Strongly: I believe each city, town or village should be free to make its own rules and regulations. This regional plan seems like Big Brother telling us what to do.  |  |  |
| 14 | <i>Oppose Strongly: Because it reduces the quality of life, creates local congestion and housing projects are a failed model and increase crime. The projects don't put money into the system because of the tax breaks, yet the people in the projects deserve social programs. This is about building walls and walking away. Unfair to the people you claim to want to help.</i>   |  |  |
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| <b>Other Comments</b>  |                |  |
| <i>Participants were asked to provide any other comments related to Plan Bay Area:</i> |                |  |
| <b>County</b>  | <b>Comment</b> |  |
| 1  | Marin          | We need to focus on getting people to carpool to work and to do errands, to go to doctor appointments, to go to social activities (movies, music, etc.) schools and college. We need to also focus on telecommuting. We need to provide for our service workers to live in our community.  |
| 2  | Marin          | <i>The Bay Area is great in no small part due to its incredible parks and natural resource areas. Land conservation and open space agencies such as Marin County Parks are committed to partnering with MTC and ABAG to both protect vital natural resource areas and find effective and meaningful financial incentives to meet the requirements of SB375. Thank you for all of your work on Plan Bay Area and for working to make the Bay Area such an incredible place.</i> |
| 3  | Marin          | One meeting to get input to represent 7 million Bay Area citizens is inadequate.   |
| 4  | Marin          | <i>Facilitators were not effective, it would have been better to have knowledgeable ABAG staff. Also, should have asked speakers to identify where they lived.</i>   |
| 5  | Marin          | The ultimate basis of quality of life is individual liberty and the free market economy. Over-centralization through excessive land use planning abolishes the free market in real estate and therefore controls individual lifestyle choices.   |
| 6  | Marin          | <i>Quality of life in Novato already exists. Local government only.</i>  |
| 7  | Marin          | I lack information. The presentations were very high level and so many questions/comments were outraged reactions that no one responded to. I don't know what I think. I learned a little tonight other than there a lot of angry people. See my comment from previous page (comments included). Need more answers to questions and more education. The fact that MTC/ ABAG staff don't respond to allegations aggravates the lack of dialogue.                                |
| 8  | Marin          | <i>Pull out of ICLEI! Keep states and local control and not abdicate planning to the UN and their agenda. Jobs not bike lanes that aren't used just because they are P.C. Agenda 21 should not rule our planning. Climate change is always happening and it's not because I don't use curly light bulbs and drive a SUV. It's a hoax.</i>  |
| 9  | Marin          | Pull out of ICLEI and Agenda 21! Vote this garbage down.   |
| 10   | Marin          | <i>This is garbage. This is a farce.</i>   |
| 11   | Marin          | We do not want this plan. We want local government control.  |
| 12   | Marin          | <i>Stay in ICLEI!</i>  |

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| 13 | Marin | I'm already biking for transport as often as possible. We need to complete the north-south greenway and make biking for transport as inviting as possible by supporting it in every way: bike sharing, rentals at ferries, repairs, excellent safe multiuse paths running in spines throughout Marin. Safe parking at airports. Transit needs to show respect to middle class employed riders with real-time info and a sense of urgency.  |
| 14 | Marin | <i>I can't see that change is radically different than changes we consistently deal with. However, state and regional planning is essential to meeting needs and planning, as so many people only get involved at a point that may or does directly affect them -- without pre-knowledge -- or at the point caring about anyone else or an overall situation.</i>  |
| 15 | Marin | My special concern is how we are going to meet the needs of the growing older population -- housing and senior workers. I thought the meeting was a disaster.  |
| 16 | Marin | In general, and overall, I feel that Plan Bay Area is driving some already-made decisions down people's throats. I attended both meetings. Neither one offered opportunities for ideas from participants, or for healthy debate. You say that Plan Bay Area is a long-term strategy that is currently being developed for the nine-county Bay Area. It would seem to be developed without input from current residents. The two meetings I attended precluded input. I question your assumptions and am very leery about your process. I would prefer to have any decisions about changes in my community made on the local level, not the regional level. P.S. I would like to have some of the money being spent on Plan Bay Area used right now to support housing and services for the people who are homeless in Marin right now. |
| 17 | Marin | Our community needs to provide safe housing in our low income projects and our local and state politicians have chosen not to do that . Other than the projects not paying into our police and public schools, etc. (and the developer is making millions a year) our community is fine. Focus on Habitat Homes -- however, those are not profitable to developers. Habitat homes are successful models. The concentration of poverty is cruel and prejudice.  |