

# Bay Area Plan

July 2013

Strategy for a Sustainable Region



Association of  
Bay Area  
Governments



Metropolitan  
Transportation  
Commission

Public Outreach and  
Participation Program  
Volume 2  
Phase Two:  
Initial Vision Scenario (2011)

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# PI BayArea Plan

## PUBLIC OUTREACH and PARTICIPATION PROGRAM

Volume 2

Phase Two: Initial Vision Scenario (2011)

July 2013



METROPOLITAN  
TRANSPORTATION  
COMMISSION



Association of  
Bay Area Governments

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700

(510) 817-5700  
info@mtc.ca.gov  
www.mtc.ca.gov  
510.817.5769

*phone*  
*e-mail*  
*web*  
*TDD/TTY*

(510) 464-7900  
info@abag.ca.gov  
www.abag.ca.gov

## PROJECT STAFF

**Ann Flemer**

MTC Deputy Executive Director, Policy

**Bradford Paul**

ABAG Deputy Executive Director

**Patricia Jones**

ABAG Assistant Executive Director  
(Retired May 2013)

**Randy Rentschler**

Director, MTC Legislation and Public Affairs

**Ellen Griffin**

Manager, MTC Public Engagement

**Catalina Alvarado, Pam Grove,  
Leslie Lara, Terry Lee, Craig Noble,  
Ursula Vogler**

MTC Outreach Team

**Joe Curley, John Goodwin,  
Brenda Kahn, Georgia Lambert**

MTC Public Information Officers

**Kathleen Cha**

ABAG Senior Communications Officer

**JoAnna Bullock**

ABAG Senior Regional Planner

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(San Francisco, California).



Public Outreach and Participation Program

Phase Two: Initial Vision Scenario (2011)

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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 Two Overview: 2011 Initial Vision Scenario**

This report documents the Plan Bay Area public involvement activities for 2011, including a series of nine workshops held around the region in spring 2011.

This public outreach phase incorporated a number of techniques to engage a broad spectrum of residents, businesses, civic and community groups, and elected officials and planning staff from the region's nine counties and 101 towns and cities. The use of social media and a project-based website provided avenues for people to access and share information via the Internet. Working in partnership with a range of community-based organizations brought the regional agencies in touch with thousands of new constituents. Videos featuring board members and agency experts further enhanced the visibility of Plan Bay Area. These methods complemented and extended the series of face-to-face meetings held with the general public and local officials. The outreach program encompassed all nine counties of the Bay Area and included:

- Meetings with several MTC and ABAG advisory groups
- Briefings for elected officials and city and county planning directors and staffs
- A public opinion poll conducted via telephone with 1,069 individuals representing all nine Bay Area counties
- Ten county-based public workshops
- Twenty events hosted/coordinated by local community-based organizations

All of the outreach and engagement activities generated a great deal of interest in and opinions about Plan Bay Area. While many identify economic, environmental and social benefits in the convergence of land use and transportation planning, many others remain skeptical and indicate that regional planning is a threat to local control. There are divergent opinions about many issues, from the science of climate change to the rate of population growth forecast for the region, to the role of government in supporting housing and transportation choices.

Concerns about the process were raised at some public workshops. Some participants expressed the view that the process was biased toward foregone policy and investment conclusions. As a result, some declined to participate in some of the activities at the public workshops, declined to provide sign-in information and challenged the basic technical assumptions on which the discussions and the planning process were based.

The ABAG and MTC board members were kept informed about the development of the Plan via joint meetings of MTC's Planning Committee and ABAG's Administrative Committee. A summary of the comments received through these public involvement activities was presented at the June 2011 joint meeting of the MTC Planning Committee and the ABAG Administrative Committee. See Appendix A for the PowerPoint presentation to the committees.

### Initial Vision Scenario — A Starting Point in the Analyses

MTC and ABAG adopted a public participation plan that called for several phases in the development of Plan Bay Area, including three rounds of scenario analyses. In early 2011, two potential land use patterns were 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. The Initial Vision Scenario, released for public review in March 2011, provided a 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 this phase informed the development of a second set of scenarios (over the winter of 2011-12) in the next stage of the plan's development.

Maps presented Priority Development Areas (PDAs), and Growth Opportunity Areas to encourage a dialogue on where growth should be focused, while Priority Conservation Areas (PCAs) were mapped to encourage comments on open space. The public and stakeholder engagement in this early phase had as a primary objective to communicate the methodology for integrating all of these data collection and planning activities. The outreach to local elected officials and city and county planning staff in particular were designed to promote full understanding of these processes and to capture local needs and priorities early in the process.

## Public and Stakeholder Outreach Activities

The following summarizes the results of the various public and stakeholder outreach activities conducted in this phase of the planning effort.

### Advisory Group Activities

A number of advisory committees and ad hoc groups provided useful feedback to planners at key technical milestones. All of these meetings are open to the public and provide opportunities for citizens to voice their opinions and make formal public comments.

Advisory groups associated with Plan Bay Area include:

- Regional Advisory Working Group
- Regional Equity Working Group
- Regional Advisory Working Group Ad Hoc Committee on Performance Measures
- MTC's Policy Advisory Council
- ABAG Regional Planning Committee
- Housing Methodology Committee

The Policy Advisory Council and the Regional Planning Committee are ongoing advisory groups established by MTC and ABAG, respectively. The other advisory groups were established especially to assist with Plan Bay Area. Each has a particular role and responsibility for input and their meetings were open to the public. Details of specific activities of each group are described in Chapter 2.

## Briefings with Elected Officials and Local Planning Staff

MTC and ABAG conducted a series of briefings with elected officials and planning directors and their staffs in each county to present the Initial Vision Scenario and to receive feedback. Following an overview presentation of the Plan Bay Area process and the Initial Vision Scenario, officials had the opportunity to ask questions of staff and to provide comments in conversation with one another. Details are described in Chapter 3.

## Public Opinion Poll

During the months of March and April 2011, MTC and ABAG commissioned a public opinion poll of a statistically-valid sampling of Bay Area residents. A total of 1,069 individuals representing all nine Bay Area counties were reached via telephone. The survey was administered in English, Spanish and Chinese, and the results were reported to MTC and ABAG governing bodies in April. The stated margin of error was +/- 3.00%. Details are described in Chapter 4. Full results from the Plan Bay Area Survey are presented in Appendix B.

## Public Workshops

MTC and ABAG conducted 10 public workshops (one in each of the nine Bay Area counties, plus an added Oakland workshop to accommodate the high level of interest from the public). The workshops, which drew an estimated 800 participants, were geared toward developing an understanding of community values and priorities. The workshops focused on assessing participants' opinions about various issues confronting the region's future and on receiving input and ideas as to what transportation investments and land use policies should be considered to optimize key values and to preserve and enhance quality of life. Each session had as its objectives to answer the following questions:

- *What values related to land and resource allocation and conservation are most important to you?*
- *How should the region as a whole seek to accommodate growth in population and jobs?*
- *Where should the growth occur?*
- *Do you agree with the characterization of the type of growth envisioned for your community?*
- *What transportation system improvements are of greatest priority?*
- *What policy initiatives to enable the desired patterns of growth and transportation investment would you support?*

**Building on a Legacy of Leadership Publication:** MTC and ABAG developed and distributed a publication at the March 2011 workshops to provide context on Plan Bay Area and how it fits into a number of prior regional planning efforts or initiatives. Titled, "Plan Bay Area, Building on a Legacy of Leadership," the document details what is different with Plan Bay Area, defines efforts to build more sustainable communities, describes linkages between land use planning and transportation investments and provides information on how the planning process can benefit communities. It also includes a timeline of Bay Area achievements dating back to the 1960s, and gives instructions on how to get involved in Plan Bay Area. The document, which was translated into Spanish and Chinese, can be viewed in Appendix D.

**Working with Envision Bay Area:** The public workshops were conducted in partnership with a group known as Envision Bay Area, which received a grant from the John S. and James L. Knight Foundation's Community Information Challenge to promote public participation in development of Plan Bay Area. By joining with Envision Bay Area to co-sponsor the workshops in five of the nine counties, MTC and ABAG sought to leverage their resources and engage a larger audience on the subject of accommodating the region's future growth. Details of the workshop activities are described in Chapter 5 and Appendix C.

### Meetings/Surveys Hosted by Community-Based Organizations

In an effort to reach some of the communities of the Bay Area that are often underrepresented in public participation activities, MTC and ABAG solicited the support of community-based organizations (CBOs) throughout the Bay Area to help engage the public in Plan Bay Area.

Using a variety of engagement techniques — meetings, festivals and door-to-door canvassing — the CBOs worked to bring new and underrepresented voices to the Plan Bay Area table. As a result of the two-month outreach effort, the CBOs effectively engaged 1,668 Bay Area residents.

The community meetings addressed four topic areas:

- Priority Transportation Investment Strategies
- Priority Policy Initiatives
- Future Growth
- General Participant Comments

Details of the workshop activities are described in Chapter 6 and Appendix C.

# Chapter 2

## Advisory Group Activities

This section summarizes the activities of several advisory groups and committees who provide advice and comments on the Plan Bay Area process.

### Regional Advisory Working Group

The Regional Advisory Working Group was established to ensure input from a broad representation among local jurisdictions, transportation, housing, economic development, social equity and environmental interest groups in the development of Plan Bay Area. The Regional Advisory Working Group met monthly during this public involvement phase. Meetings provide an opportunity for broad discussion on issues relevant to Plan Bay Area, such as:



- Greenhouse Gas Emission Reduction Targets from the California Air Resources Board (CARB)
- 2040 Regional Growth Forecast and Housing Targets
- Priority Development Area Assessment
- Transportation Modeling
- Economic Growth Forecast

All of the group's meetings were open to the public and webcast. The audio and meeting packets can be found on the One Bay Area website: [onebayarea.org](http://onebayarea.org).

*The 2011 meeting packets can be found on the OneBayArea.org web site meeting archive page <http://onebayarea.org/regional-initiatives/plan-bay-area/meetings-events.html>*

## Regional Equity Working Group

In December 2010, MTC and ABAG staff solicited participation by members of MTC's Policy Advisory Council and the MTC/ABAG Regional Advisory Working Group in the formation of a Regional Equity Working Group, which convened for the first time in February 2011. The primary purpose of the Regional Equity Working Group was to advise MTC and ABAG staff on the development of the methodology to be used in completing a federally required Equity Analysis of Plan Bay Area, including defining communities of concern and identifying performance measures. Drawing from these two advisory bodies, MTC and ABAG brought together stakeholders from around the Bay Area representing low-income and minority communities, seniors and persons with disabilities, as well as staff from local government agencies (planning, transportation, public health).

In 2011 the Regional Equity Working Group met on 10 separate occasions to provide input on a range of topics, including reviewing equity-related performance measures for the Initial Vision Scenario and ensuring participation of low-income and under-represented communities in development of Plan Bay Area. An important part of this group's work also involved input into the consideration of equity impacts of major projects proposed for inclusion in Plan Bay Area. They also provided feedback on the proposed analysis of housing growth, jobs, schools, and transit to inform the Regional Housing Need Allocation and Alternative Scenarios.

*All Regional Equity Working Group meetings were open to the public and members of the public were encouraged to participate in the group's discussions. Meeting packets can be found on the OneBayArea.org web site meeting archive page at <http://onebayarea.org/regional-initiatives/plan-bay-area/meetings-events.html>*

## Regional Advisory Working Group Ad Hoc Committee on Performance Measures

Plan Bay Area relied upon a performance-based planning approach, utilizing quantifiable metrics to evaluate the outcomes of integrated transportation investments and land use policies. MTC staff developed a set of criteria with stakeholders and members of the public to make the targets as meaningful as possible in measuring the Plan's success. This stakeholder group, also known as the Regional Advisory Working Group Ad Hoc Committee on Performance Measures, played a critical role in identifying and evaluating the strengths and weaknesses of potential performance targets. The Ad Hoc Committee met six times in 2010, during the first phase of development of the Plan, and twice in 2011 (in January and February 2011). In January 2011, after over six months of deliberations with stakeholders, the Commission adopted Resolution No. 3987 that established the performance targets for Plan Bay Area. The targets were approved by both the MTC Commission and the ABAG Executive Board.

## MTC Policy Advisory Council

The purpose of the Metropolitan Transportation Commission's 27-member Policy Advisory Council is to advise MTC on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. The Policy Advisory Council received regular presentations regarding the development of Plan Bay Area at their monthly meetings. Each of these meetings is open to the public and audiocast; past meetings are archived on the MTC website: [mtc.ca.gov](http://mtc.ca.gov). Meetings are held during the day at MTC's offices.

*All Policy Advisory Council meetings are audiocast and archived on MTC's website. Meetings are open to the public. The 2011 meeting packets of the Policy Advisory Council can be found on the MTC web site's meeting archive page at <http://www.mtc.ca.gov/meetings/archive/2011.htm>.*

## ABAG's Regional Planning Committee

The Regional Planning Committee is a standing committee of ABAG that deliberates on Bay Area planning issues of regional concern and makes recommendations to the ABAG Executive Board on programs and activities the agency should undertake. The Committee met five times in 2011 to discuss issues related to Plan Bay Area.

The Regional Planning Committee comprises 36 members, including a minimum of 18 elected officials from the nine Bay Area Counties, representatives of the four regional agencies, and stakeholders representing business, economic development, social equity, recreation/open space, environment, public interest, housing, special districts, and labor. The Committee meets alternate months; and meetings are held during the day at ABAG's offices in Oakland. Meetings are open to the public.

## Housing Methodology Committee

Plan Bay Area must identify areas within the region sufficient to house an eight-year projection of the regional housing need. Additionally, the housing allocation plan, known as the Regional Housing Need Allocation or RHNA, must allocate housing units within the region consistent with the development pattern included in Plan Bay Area.

The Housing Methodology Committee includes local elected officials, local government staff and various interest groups who are advising staff about the appropriate methods for allocating the region's housing need to individual jurisdictions and potentially the appropriate relationship of

the Regional Housing Need Allocation to Plan Bay Area. The Housing Methodology Committee had its first meeting in January 2011 and met on eight separate occasions through early 2012.

*Meetings of the Housing Methodology Committee were open to the public. The meeting packets can be found on the OneBayArea.org web site meeting archive page at*

*<http://onebayarea.org/regional-initiatives/plan-bay-area/meetings-events.html>*

# Chapter 3

## Briefings with Elected Officials and Local Planning Directors and Staffs

A series of briefings was conducted with elected officials as well as local planning staff in each county to present the Initial Vision Scenario and receive feedback. Briefings for elected officials usually occurred in conjunction with the county congestion management agency. In some of the larger counties, such as Alameda County, briefings for elected officials were held at a sub-county level. Multiple meetings also were held in each county to present the Initial Vision Scenario to city and county planning directors and their staffs.



### Presentation

MTC and ABAG presented an overview of the Plan Bay Area process and the Initial Vision Scenario before opening up the session to questions and comments from the officials. The presentation included background information on the two pieces of legislation that form the regulatory framework for Plan Bay Area, namely Assembly Bill 32 and Senate Bill 375. A description of the performance targets and regulatory issues related to the legislation was provided, followed by an outline of the approach to developing the region's plan in accordance with these laws.

ABAG presenters offered an overview of the Initial Vision Scenario approach, reflecting key housing and job trends by county and throughout the region, as well as Priority Development Areas (PDAs) and Growth Opportunity Areas submitted by the local jurisdictions. MTC staff added information about the current regional transportation plan, known as the Transportation 2035 Plan, and opportunities for increased transit service to support focused growth.

The third part of the presentation articulated the performance targets adopted by MTC and ABAG and the initial assessment results as related to the Initial Vision Scenario. County Congestion Management Agency staff presented the focused growth efforts and PDAs identified for their county; and a description of planned and proposed transportation improvements.

## Comments

Elected officials expressed interest in better understanding how the housing numbers would be accommodated in Plan Bay Area. There also was concern about how changes in state law affecting local redevelopment agency powers and funding would impact local jurisdictions' ability to support Priority Development Areas.

Besides financing, officials also raised issues about the impact of growth on transportation and other infrastructure needs, such as water and schools.

Many comments reinforced the notion that local elected officials should remain engaged in this regional planning effort to ensure that their constituencies' needs and priorities are reflected.

# Chapter 4

## Public Opinion Poll

During the months of March and April 2011, MTC and ABAG commissioned a telephone poll of a statistically-valid sampling of Bay Area residents. A total of 1,069 individuals representing all nine Bay Area counties responded to the survey, which was administered in English, Spanish and Chinese. Poll results were reported to MTC and ABAG governing bodies in April and May 2011. The stated margin of error was +/- 3.00%. This section provides a summary of key findings; the final topline from the Plan Bay Area Survey are presented in the Appendix.

The overall goal of the survey was to obtain objective, statistically valid data on Bay Area residents' attitudes on vital issues and assess the priorities of Bay Area residents. Summary findings include these two points:

- There was strong support for more transit, walking, and biking options, even though many are not ready to give up their car.
- Carrots vs. Sticks: There was clear support for policies and programs that positively encourage change, far less for those that do so through increasing costs or rules.

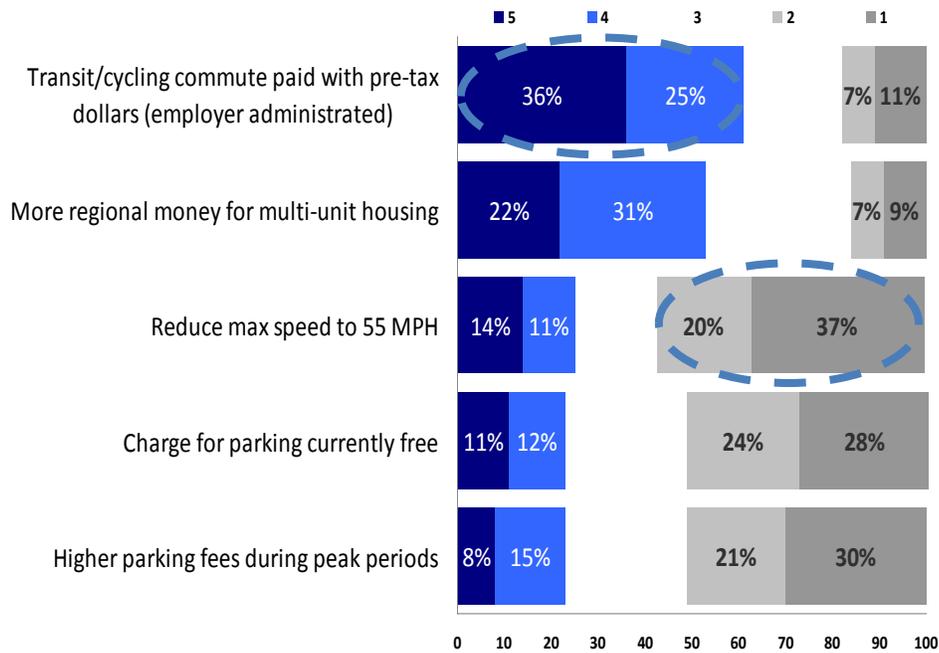
### State of the Region

In a series of questions about the state of the region, respondents gave the environment high marks — for preservation of parks and open space, as well as air quality — but their perceptions on issues such as availability of job opportunities, availability of affordable housing and traffic flow received lower marks.

### Specific Policy Issues

Respondents were most supportive of methods that would allow employees to pay for commuting by public transit, vanpool or bicycling with pre-tax dollars. They were not in favor of pricing parking to discourage driving, nor of reducing speed limits on Bay Area freeways.

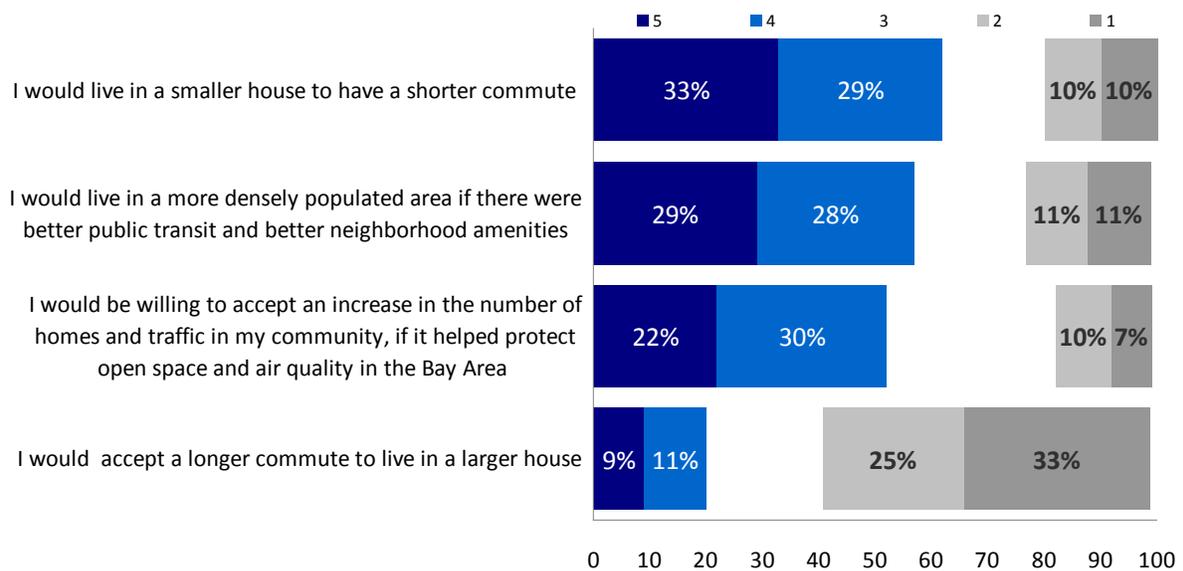
Table 1: Policy Issues



### Choosing Place to Live: Trade Offs

Other things being equal, most respondents agreed they would live in a smaller house in order to have a shorter commute; and they would live in a more densely-populated area if there were better public transit and better neighborhood amenities.

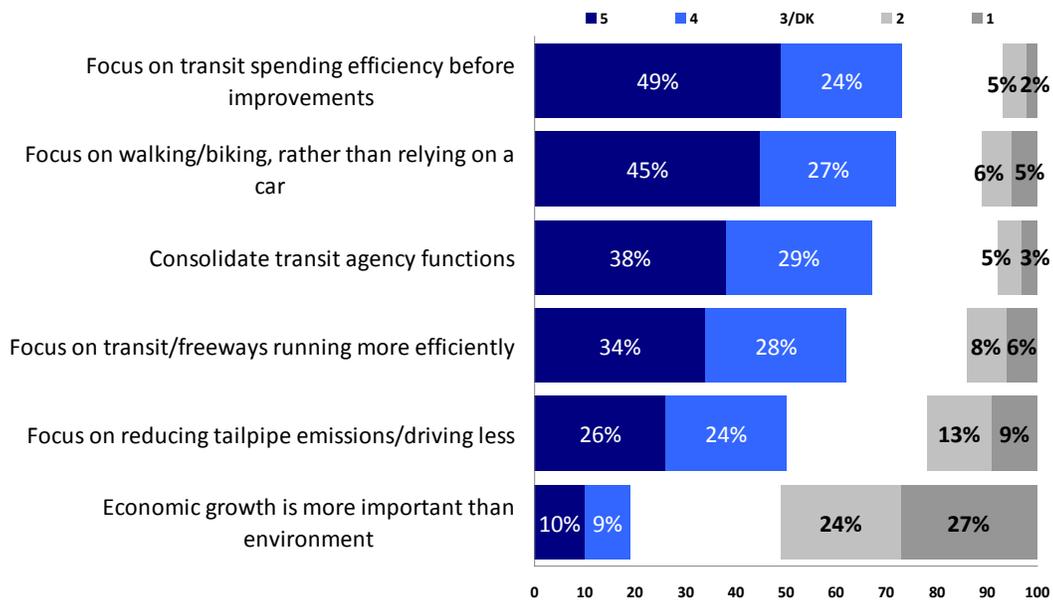
Table 2: Trade-Offs



## Attitudes: Environment and Transportation

Respondents indicated that the region should focus on being more efficient with transit spending before investing in transit improvements, and focus on walking/biking rather than relying on a car. There was strong support for improving efficiency of transit and freeway operations. Respondents did not agree that economic growth is more important than the environment.

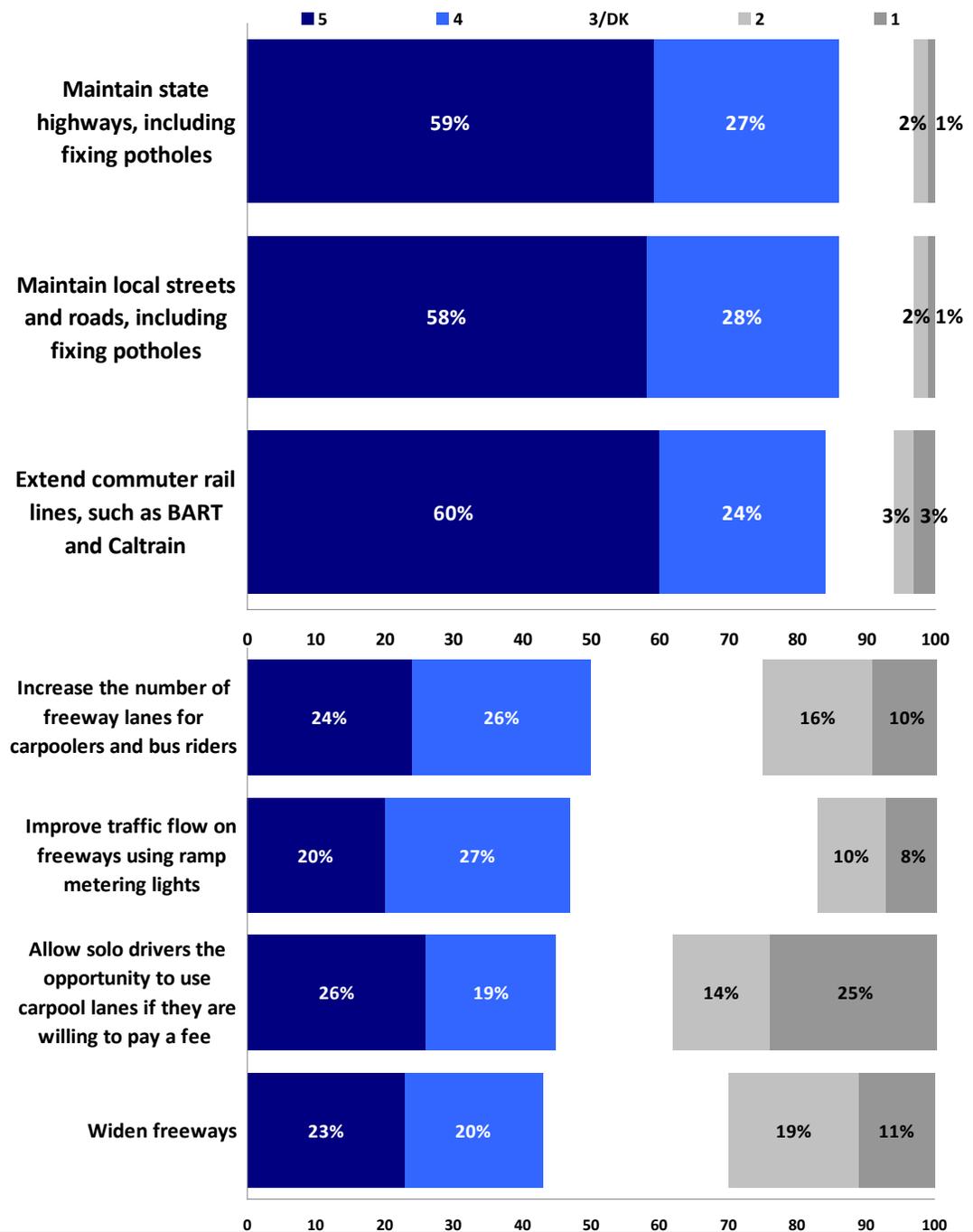
Table 3: Attitudes



## Transportation Funding Priorities

Respondents strongly emphasized maintenance and repair of freeways and local roads, as well as extending commuter rail lines, such as BART and Caltrain, as their top priorities. Allowing solo drivers in the carpool lanes for a fee was the most divisive issue among those tested, while respondents indicated a willingness to accept ramp metering lights as a way to improve freeway flow. Widening freeways received mixed support.

Table 4: Top Transportation Priorities



# Chapter 5

## Public Workshops

In the spring of 2011, MTC and ABAG conducted 10 public workshops (one in each of the nine Bay Area counties, plus an added Oakland workshop to accommodate the high level of interest from the public). The 10 forums, each two-hours in length, drew an estimated 790 participants.

### A. Overview of Process

#### Workshops Geared Toward Understanding Community Values and Priorities

The Initial Vision Scenario, released for public review in March 2011, provided a 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 Initial Vision Scenario (IVS) was developed by ABAG staff through a process by which each local jurisdiction determined the preferred land use pattern and transportation network for accommodating anticipated growth over the next 20 years. Designations of Priority Development Areas (PDAs), and Growth Opportunity Areas represented overlays to illustrate where growth would be focused, while Priority Conservation Areas (PCAs) indicated where open space would be preserved. The aggregation and synthesis of these county plans formed the basis for the IVS, which was then used as a starting point for discussion in this phase of public and stakeholder engagement.

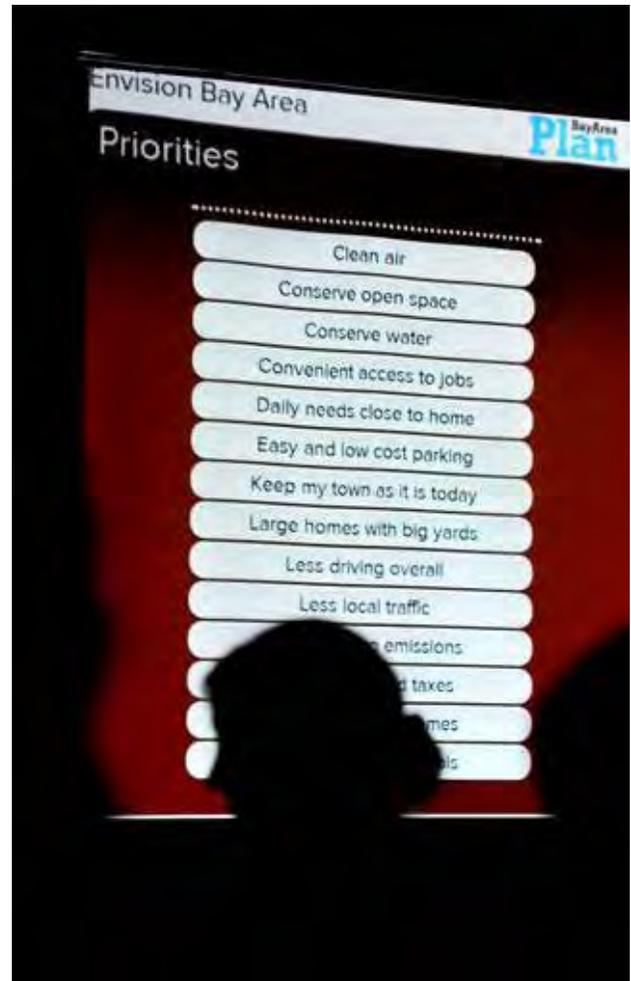


Photo by Noah Berger

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 values related to land and resource allocation and conservation are most important to you?*
- *How should the region as a whole seek to accommodate growth in population and jobs?*
- *Where should the growth occur?*
- *Do you agree with the characterization of the type of growth envisioned for your community?*
- *What transportation system improvements are of greatest priority?*
- *What policy initiatives to enable the desired patterns of growth and transportation investment would you support?*

## Working with Envision Bay Area

The public workshops were conducted in partnership with a group known as Envision Bay Area, which received a grant from the John S. and James L. Knight Foundation's Community Information Challenge to promote public participation in development of Plan Bay Area. By joining with Envision Bay Area to co-sponsor the workshops in five of the nine counties, MTC and ABAG sought to leverage their resources and engage a larger audience on the subject of accommodating the region's future growth.

According to Envision Bay Area, its purpose was to strengthen the ability of Bay Area residents and community leaders to make informed decisions about the building and growth that will shape the future environment, economy and everyday life in our communities. The group, led by the Silicon Valley Community Foundation, with assistance from KQED Public Radio, Greenbelt Alliance and others, developed an interactive, web-based simulation tool — dubbed “You Choose, Bay Area” — that graphically illustrated how various growth options and land-use and transportation decisions impact the things people value, such as greenhouse gas emissions, energy and water consumption, quality of community life, and social equity.

The Silicon Valley Community Foundation sought to engage residents throughout the region via the news media, online, and community dialogue. As part of this initiative, the Foundation planned to conduct public workshops in five Bay Area counties – Alameda, Contra Costa, Santa Clara, San Mateo and Sonoma. MTC and ABAG co-hosted the public workshops in those counties with the Foundation. A version of the web tool that walked participants through a priority-setting exercise about future land development and housing growth was adapted for use

in all 10 workshops. The regional agencies leveraged their funds by utilizing Envision Bay Area’s visualization tool during the public workshops. Discussions were held among the organizations to ensure the objectives, format and documentation of all the workshops were consistent.

In addition to using the “You Choose, Bay Area” tool, the workshops also sought public comment on proposed “place types” for locally designated Priority Development Areas, as well as on transportation investment options and potential policy initiatives.

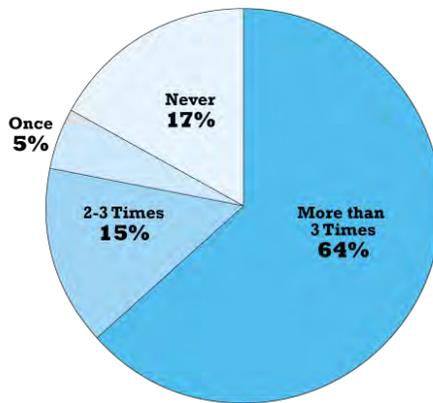
### New Publication

MTC and ABAG developed and distributed a publication at the March 2011 workshops to provide context on Plan Bay Area and how it fits into a number of prior regional planning efforts or initiatives. Titled, "Plan Bay Area, Building on a Legacy of Leadership," the document details what is different with Plan Bay Area, defines efforts to build more sustainable communities, describes linkages between land use planning and transportation investments and provides information on how the planning process can benefit communities. It also includes a timeline of Bay Area achievements dating back to the 1960s, and gives instructions on how to get involved in Plan Bay Area. The document, which was translated into Spanish and Chinese, can be viewed in Appendix E.

### Workshops Bring New Voices

Based on Electronic voting by attendees, nearly 20 percent of workshop participants indicated they had never attended a public meeting or workshop on transportation or land use issues.

**How often have you attended a public meeting or workshop on transportation or land use issues in the Bay Area in the past?**



## Who Attended the Workshops?

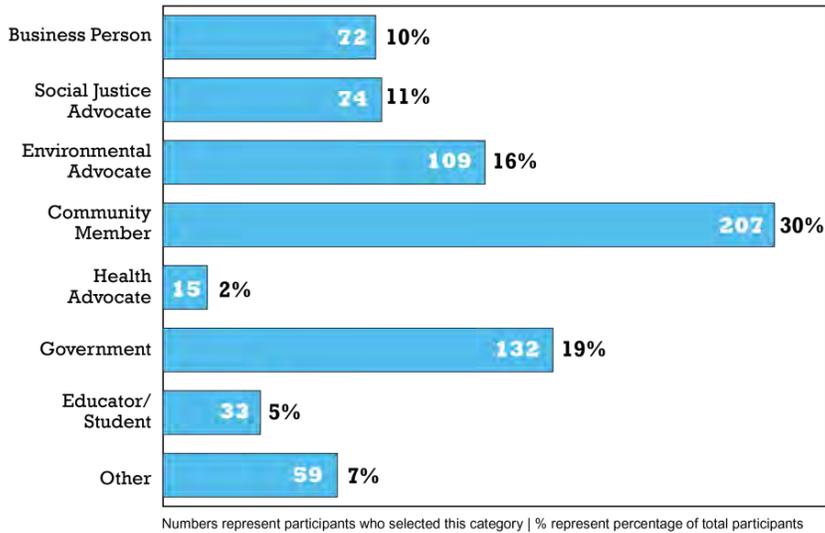


Table 5: County Public Workshops

County	Date/Time	Venue	Attendance*
<b>Alameda</b>	May 19, 2011, 5:30-8:30 pm	David Brower Center (Berkeley)	63
<b>Alameda</b>	May 24, 2011, 5:30-8:30 pm	Joseph P. Bort Metro Center (Oakland)	103
<b>Contra Costa</b>	May 7, 2011 9:00 am – 12:00 pm	Concord Senior Center (Concord)	63
<b>Marin</b>	May 11, 2011, 5:30-8:30 pm	Embassy Suites Hotel (San Rafael)	113
<b>Napa</b>	April 28, 2011, 5:30-8:30 pm	Elks Lodge (Napa)	38
<b>San Francisco</b>	April 25, 2011, 5:30-8:30 pm	Milton Marks Conference Center (San Francisco)	52
<b>San Mateo</b>	April 27, 2011, 5:30-8:30 pm	San Mateo Public Library (San Mateo)	94
<b>Santa Clara</b>	April 21, 2011, 5:30-8:30 pm	Microsoft Corporation (Mountain View)	115
<b>Solano</b>	May 4, 2011, 5:30-8:30 pm	Solano County Events Center (Fairfield)	86
<b>Sonoma</b>	May 18, 2011, 5:30-8:30 pm	The Glaser Center (Santa Rosa)	85

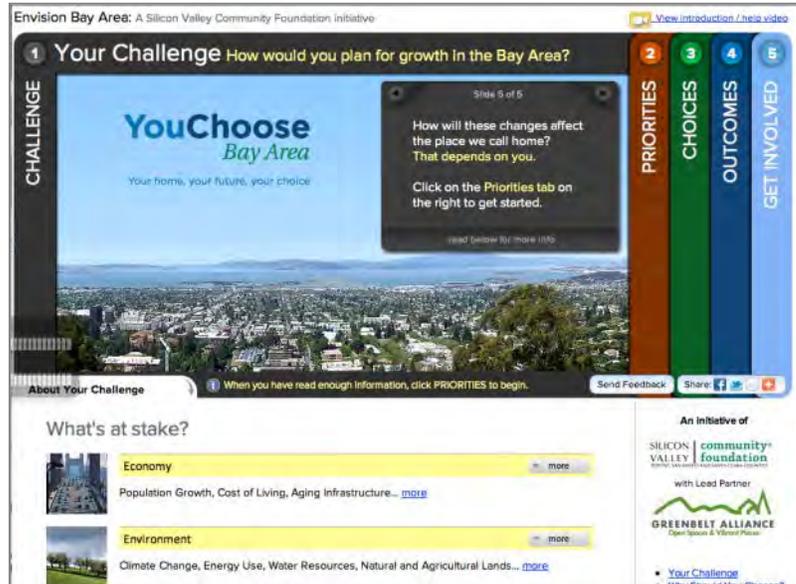
\* Note: not all who attended participated in voting during all workshop segments

## Workshop Format

The workshop began in a plenary session, followed by small group discussions at each table in the second half. The plenary session involved a welcome from a local elected official, an overview of the Plan Bay Area process, and a presentation and discussion using the “YouChoose Bay Area” tool.

The interactive YouChoose exercise took participants through the following steps, with participants using polling keypads to indicate their preferences and priorities among a set of values articulated in the tool.

- Participants were first asked to rank a set of 14 priorities programmed into the YouChoose tool. “By ranking the priorities according to what matters most to you, you’ll be able to judge the effects of your choices on the Outcomes screen,” stated the web-based tool.
- To identify how to accommodate future growth, participants were asked, “Where should we locate new homes to accommodate future growth?” Participants had two choices:
  - Export New Homes: I want to allow some homes to be built outside of the nine-county Bay Area, even if it increases the number of new in-commuters.
  - Keep Homes Here: I want people to be closer to their jobs and reduce the number of new in-commuters by accommodating all projected housing growth within the Bay Area.
- In order to discuss preferred scenarios for future growth, the YouChoose tool next asked participants “How will we grow?” Options depicted in the tool were “Business as Usual” carrying forward past development patterns, “Planned Future” reflecting adopted MTC and ABAG plans, and “More Urban” and “Most Urban” applying increasingly higher concentrations of housing and development.



The Outcomes Screen in the tool showed participants the impacts their choices might have on the set of priorities. The YouChoose tool allowed participants to distinguish links between

growth and issues such as water consumption, open space and greenhouse gas emissions. The interactive approach deepened participants' knowledge of the regional planning process and the tradeoffs associated with growth and development decisions.

To supplement the YouChoose exercise, participants had an opportunity to submit additional priority issues for consideration, and to identify those characteristics of their local neighborhoods they would identify as special and needed to be preserved into the future.

The results were used to develop an aggregate response to the YouChoose Bay Area exercise. However, some participants indicated the process was biased toward foregone policy and investment conclusions. As a result, some declined to participate in the YouChoose exercise at the public workshops and challenged the basic technical assumptions on which the discussions and the planning process were based.

The **second portion of the workshop involved small group discussions** about the types and locations of future development in communities as well as transportation investments and policy initiatives that would support preferred growth patterns. Staff facilitators assisted participants in addressing a series of topics:

- The first topic sought input on the locally-designated **Priority Development Areas (PDAs)**, including on proposed “place types” for the PDAs. Participants were given maps of the PDAs in their county.
- The second activity asked participants to consider the appropriateness of areas identified as **Priority Conservation Areas (PCAs)**. This question was added to the public workshop exercise beginning with Napa County. San Francisco, San Mateo and Santa Clara counties did not participate in this portion of the workshop.
- The third topic asked what **resources** people believed would be necessary to support growth and high-quality development in their community. Participants were given examples to aid their discussions including more transit service, more retail and more schools to accommodate growth.
- The fourth topic involved a prioritization and discussion of **transportation investment options**.
- The fourth discussion topic asked participants to prioritize and comment on a series of **potential policy initiatives**.

The agenda and format were slightly modified along the way, based on responses from participants and the project team's efforts to optimize participant satisfaction and productive outcomes. Appendix C includes all comments submitted by workshop participants, as well as a summary for each meeting. Appendix D includes meeting materials used at the workshops.

## B. What We Heard

Those attending the public workshops expressed interest not simply in the policy and investment choices presented in this first-ever integrated planning and land use approach, but in the political and technical aspects used to frame and conduct the process. Specifically, some questioned the basic population, jobs and climate change forecasts that inform the goals for the plan; others were concerned that local decision-making for community and economic development were being undermined in favor of a regional governance structure. These tensions persisted throughout the public workshop process, and indeed throughout the remainder of the Plan Bay Area process.

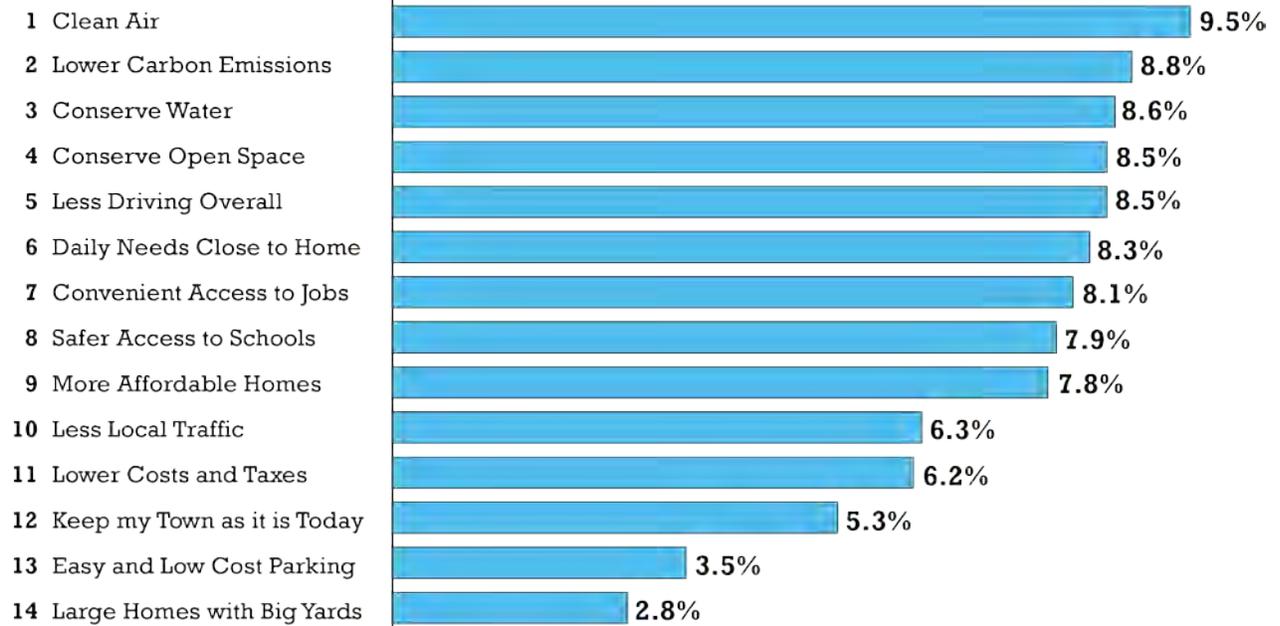
Some workshop attendees chose not to participate in the exercises designed to assess their priorities, stating that none of the choices expressed their opinion.

Participants overwhelmingly expressed the desire to accommodate future growth within the existing regional boundaries, rather than to push development outward and increase commuting. However, participants expressed a lot of concern about the costs and impacts of supporting that type of growth, such as infrastructure, schools, roads and community services.

Overall, some of the key concerns expressed in the outreach included the need to retain local community character and diversity; potential displacement of long-time residents in low-income communities; and impacts of growth on crime and recreational amenities for all, especially youth.

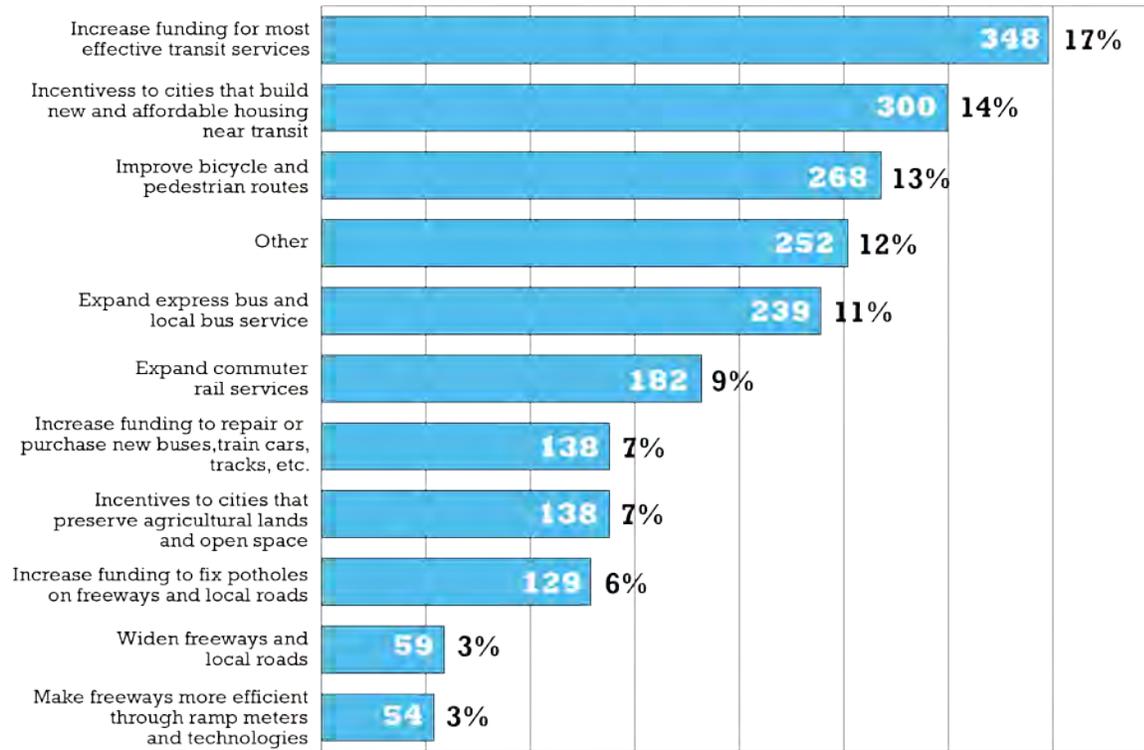
The graph on the following page shows the priorities expressed in the workshops by participants. Overall, there is a lot of commonality across the region in terms of what issues are of greatest concern: participants in the public workshops identified clean air, lower carbon emissions, water conservation, open space conservation and decreased driving as the top priorities among those listed in the exercise. But they are also concerned about a host of other issues as evidenced by the additional priorities submitted by workshop participants. Some of the topics highlighted include economic development and job creation; transit affordability and improved public transit services; public health; bicycle- and pedestrian-friendly communities; and preservation of private property rights. Specific comments from participants can be found in Appendix C.

## Priorities Expressed in Workshops



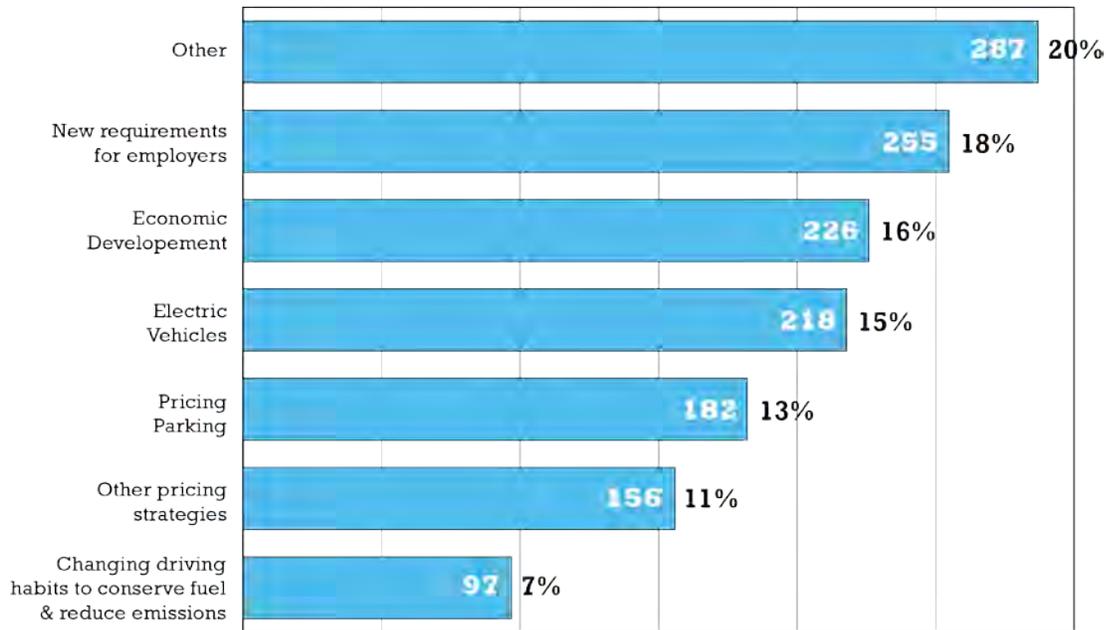
Among the transportation investment strategies presented, increased funding for the most effective transit services, incentives to cities to locate affordable housing near transit, and enhanced bicycle and pedestrian facilities received the highest support.

## Transportation Investment Strategies



On the policy side, participants supported requirements for employers to permit telecommuting and paying for commute costs with pre-tax dollars; promoting greater economic development; and encouraging the use of electric vehicles as ways to reduce greenhouse gas emissions from cars and light trucks and improve the environment.

### Priority Policy Investments



Numbers represent participants who selected this category | % represents percentage of total participants

Participants had a number of additional ideas for policies to help in this arena, such as promoting car sharing, creating more workplace shuttles, encouraging a better jobs-housing balance in each county and privatizing transit systems to increase efficiency and reduce the burden on public spending.

A summary of each workshop can be found in Appendix C, along with oral and written comments from workshop participants.

# Chapter 6

## Meetings/Surveys Hosted by Community-Based Organizations

In an effort to reach some of the typically underrepresented communities of the Bay Area, MTC and ABAG solicited the support of community-based organizations (CBOs) throughout the region to help engage the public. Through a competitive process, MTC contracted with 14 nonprofit groups to involve residents in low-income communities and communities of color in the development of Plan Bay Area. The CBOs were given the following tasks to be completed by May 2011:

- Develop creative and effective ways of engaging their respective communities;
- Gather input from their communities through survey questions about land-use, transportation spending and transportation policy, as well as solicit feedback on future planning;
- Provide a summary of the results of their outreach efforts and comments they received.

See Table 9 for a listing of the community groups and their approach to community outreach.



## A. Outreach Approach

Using a variety of engagement techniques – meetings, festivals, on-board bus interviews and door-to-door canvassing – the CBOs worked to bring new and underrepresented voices to the Plan Bay Area table. As a result of the two-month outreach effort, the CBOs effectively engaged over 1,600 Bay Area residents in their communities.

MTC and ABAG worked with the community organizations to develop a wide range of questions to solicit feedback on future transportation planning. Each CBO was asked to utilize an outreach approach that would best engage their community in the following areas:

- Identifying local priorities
- Discussing how local priorities are affected by various land use choices
- Enabling participants to gain a deeper understanding of the regional planning process and the trade-offs involved in decision-making
- Encouraging participants to provide feedback to the Plan Bay Area process and motivating them to remain engaged

Community facilitators inquired about where respondents would most like to see future growth, what their priority transportation investment strategies were, and what they considered to be their priority policy initiatives. In addition, facilitators collected opinions regarding what participants would like to keep or see changed in their local neighborhood and in the Bay Area as a whole.

The outreach techniques used by each of the community organizations, and the number of surveys each collected, is shown in the following Table 9. See Appendix E for meeting and survey materials utilized by the community groups.

Table 9: Outreach by Community-Based Organizations

<b>County City/Community</b>	<b>Organization/ Outreach Technique</b>	<b>Date/Time</b>	<b># Surveys Collected</b>
<b>Alameda</b>			
East Oakland/ West Oakland	<b>Causa Justa/Just Cause</b> Surveyed through door knocking, interviews, presentations at tenant meetings.	April & May 2011	239
Hayward/ Union City	<b>South Hayward Parish</b> Surveyed at city leadership training, community fair, food pantry and at day labor center.  Held one community meeting at Hayward Day Labor Center.	April & May 2011  May 23, 2011, 7-9 pm	167
Youth/ Public Radio	<b>Youth Radio</b> Surveyed Youth Radio staff and participants.  Produced radio commentary on Plan Bay Area; commentary broadcast three times.	May 2011  May 22, 2011	55
<b>Contra Costa</b>			
Concord	<b>Monument Community Partnership</b> Surveyed Service Network Team and at several smaller meetings.  Held one community meeting at Cambridge Elementary School.	April & May 2011  May 18, 2011 6-8:30 pm	78
Richmond/ San Pablo	<b>Opportunity West</b> Surveyed at various neighborhood & tenant council meetings, a street fair.  Held one community meeting at Nevin Community Center, Richmond.	April & May 2011  May 14, 2011 12-2 pm	193
<b>Marin</b>			
Marin City	<b>Grassroots Leadership Network of Marin</b> Surveyed through presentations at other leadership meetings.  Held one community meeting at Marguerita Johnson Senior Center.	April & May 2011  May 24, 2011 6-8 pm	103
<b>San Francisco</b>			
South of Market/ Tenderloin	<b>Asian, Inc.</b> Surveyed through door knocking and presentations at other organizational functions	April & May 2011	136
Bayview/Hunter's Point	<b>POWER</b> Surveyed through community outreach at transit hubs, on-board buses, community clinics, street festival (Sunday Streets).  Held one community meeting at POWER offices, San Francisco.	April & May 2011  May 7, 2011 11 am-1 pm	55

<b>County City/Community</b>	<b>Organization/ Outreach Technique</b>	<b>Date/Time</b>	<b># Surveys Collected</b>
<b>San Mateo</b>			
North Fair Oaks/ East Palo Alto	<b>Housing Leadership Council</b> Partnered with Peninsula Conflict Resolution Center to collect surveys and have a discussion at meetings in San Mateo County; two meetings held in the southern part of the county: <ul style="list-style-type: none"> <li>Fair Oaks Community Center, Redwood City</li> <li>Faith Missionary Baptist Church, East Palo Alto</li> </ul>	May 7, 2011, 10 am – 12 pm  May 21, 2011 10 am-12 pm	29
South San Francisco/San Bruno	<b>Peninsula Conflict Resolution Center</b> Partnered with Housing Leadership Council to collect surveys and have a discussion at meetings in San Mateo County; two meetings held in the northern part of the county: <ul style="list-style-type: none"> <li>Capuchino High School, San Bruno</li> <li>South San Francisco High School, South San Francisco</li> </ul>	May 11, 2011 6:30-8:30 pm May 19, 2011 6:30-8:30 pm	19
<b>Santa Clara</b>			
Central San Jose	<b>San Jose Downtown Association</b> Surveyed through presentations at neighborhood meetings held at libraries, community centers and at city hall in downtown San Jose	April & May 2011	114
San Jose/Milpitas	<b>Vietnamese Voluntary Foundation</b> Surveyed through presentations at various community and service meetings, a table at the CalWorks Resource Fair, and also publicized through a radio talk show.  Held one community meeting at the Foundation's offices in San Jose.	April & May 2011  May 10, 2011 10 am-12 pm	177
<b>Solano</b>			
Dixon	<b>Dixon Family Services</b> Surveyed at various food banks in the county, at a community block party, and through a presentation at a senior program.	April & May 2011	90
<b>Sonoma</b>			
Santa Rosa/ Roseland	<b>KBBF Radio</b> Hosted a table at the local Cinco de Mayo Festival in Roseland, Santa Rosa. Encouraged festival attendees to stop by the KBBF table for translation assistance to complete the surveys. Also produced and aired an interview with an MTC representative to publicize Plan Bay Area.	May 5, 2011 6 pm – 9 pm	213

## B. Overall Community-Based Outreach Results

For detailed snapshots of the community-based organization outreach efforts, please see Appendix C, where what we heard is presented by county. The overall community-based outreach results below represent the aggregated responses from over 1,600 completed surveys.

Priority Transportation Investment Strategies:

Participants were given 21 options for investing future transportation funding and asked to select their top six priorities. The ranked results are listed below:

### ***Ranked Strategies***

1. Expand commuter rail services (BART, Caltrain, etc.)
2. Invest more transportation funds to support cities that build new housing near transit that is affordable for Bay Area residents with limited income
3. More frequent service on transit routes with high ridership
4. Expand express bus and local bus services
5. More transit service to connect housing and jobs
6. Add more bike paths/bike lanes

Priority Policy Initiatives

Workshop participants were given six options for new policies that could be adopted (at the local, regional, state or federal level) and asked to select their top three.

### ***Ranked Policies***

1. New requirements for employers (e.g. allow employees to work from home one day per week; allow employees to pay for transit with pre-tax dollars, etc.)
2. Economic strategies (e.g., development strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)
3. Electric vehicles (e.g., subsidize the purchase/lease of electric vehicles and hybrids; increase availability of electric vehicle chargers)

Future Growth

Participants were asked to choose a preferred scenario for future growth, with “Planned Future” (labeled “Current Plans”) reflecting adopted MTC and ABAG plans, and “More Urban” and “Most Urban” applying increasingly higher concentrations of housing and development.

### ***Ranked Scenarios***

1. Almost half (49%) of participants selected the “Planned Future” option for the preferred scenario for future growth.
2. “Most Urban” was the second most popular option chosen by twenty-two percent (22%) of respondents.
3. Twenty percent (20%) of respondents endorsed the “More Urban” option as the preferred scenario for future growth.
4. Nine percent (9%) of participants chose “Other.”

**General Participant Comments:**

**Participants who took the survey were asked what one thing in their neighborhood (and in the Bay Area) they would like to see changed, and what one thing they would most like to keep.**

**Some participants also submitted general comments on a separate comment card. Below are the most common responses and comments in no particular order.**

- **Expand public transit options**
- **Maintain Bay Area diversity**
- **Maintain open spaces, including parks, recreational areas and playgrounds**
- **Increase job opportunities**
- **Maintain housing options for low- and middle-income communities**
- **Decrease violence and crime in local communities**



**PUBLIC OUTREACH and PARTICIPATION PROGRAM**  
**Phase Two: Initial Vision Scenario (2011)**

## **APPENDICES**

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PUBLIC OUTREACH and PARTICIPATION PROGRAM

Phase Two: Initial Vision Scenario (2011)

## **APPENDIX A:**

**SPRING 2011 PUBLIC ENGAGEMENT SUMMARY:**

**Presentation on What We Heard, June 10, 2011**

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Slide 1

# Plan BayArea

**Spring 2011  
Public Engagement**

Joint MTC Planning  
Committee/ABAG  
Administrative Committee  
June 10, 2011



Slide 2

## Innovations in Plan Bay Area Engagement

- Extensive outreach to local government
- New partnership to leverage funds and draw new participants
- New social media campaign, strong web presence
- Produced multiple videos featuring board members and agency experts
- Community-based organizations used a variety of outreach techniques
- Local cable TV coverage



**OneBayArea**

BayArea  
**Plan**

2

Slide 3

## Thousands of Bay Area Residents Give Early Input on Plan Bay Area

### Spring Meetings and Events

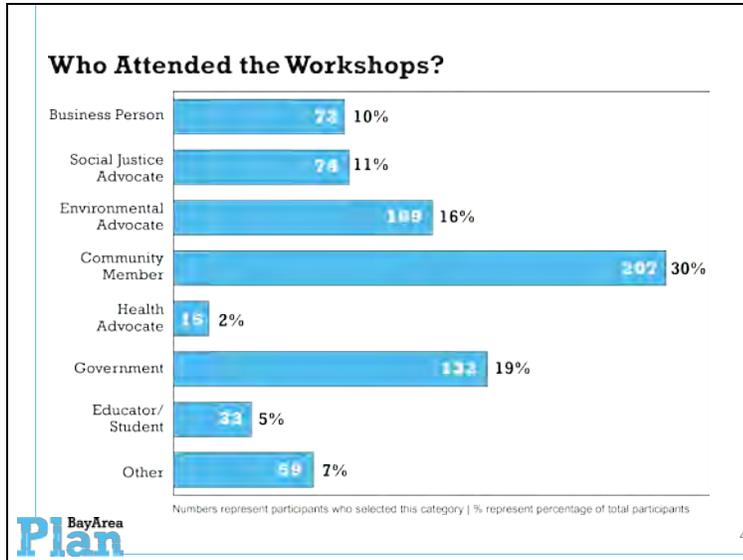
- 10 public workshops drew 790 participants.
- Partnered with 14 non-profit groups to conduct 1,600 surveys in low-income communities/communities of color (meetings, festivals, door-to-door)



BayArea  
**Plan**

3

Slide 4



Slide 5

### Thousands of Bay Area Residents Give Early Input on Plan Bay Area

#### Strong Web Presence

- 5,400 visits to “You Choose” web tool (3,600 unique visits)
- 5,700 visits to OneBayArea.org (3,200 unique visits)
- Social media, online news, other publications drew 1000s of views

**BayArea Plan**

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Slide 6

### Review of Comments From all Sources

- Tabulations from workshops, written comments, web tool, surveys from community-based organizations
- Key messages reflect opinions expressed by many participants
- Many opposing views were expressed
- Some felt outreach materials were biased to support more growth

**BayArea Plan**

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Slide 7

## Plan Bay Area Workshops

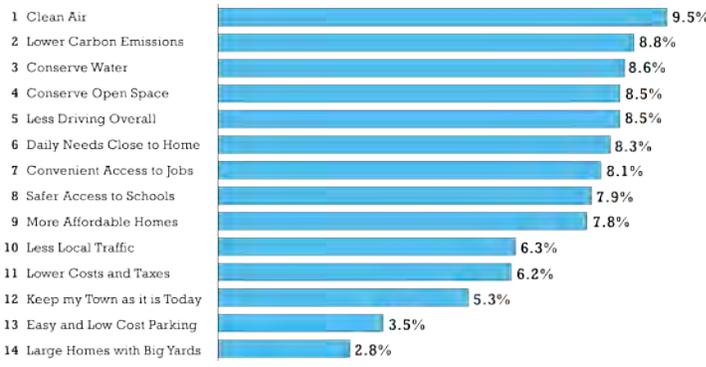
- **Interactive workshop exercise developed by nonprofits (similar to web version)**
- **Goals:**
  - Identify priorities
  - Show participants how priorities are affected by various land use choices to accommodate future growth
  - Hear the perspectives of all participants and offer the opportunity to discuss similarities or differences of opinions
  - Participants gain a deeper understanding of the regional planning process, and the trade-offs involved in decision-making
  - Participants provide feedback to the Plan Bay Area process and be motivated to remain engaged



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## Priorities Expressed in Workshops



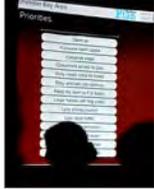
Priority	Percentage
1 Clean Air	9.5%
2 Lower Carbon Emissions	8.8%
3 Conserve Water	8.6%
4 Conserve Open Space	8.5%
5 Less Driving Overall	8.5%
6 Daily Needs Close to Home	8.3%
7 Convenient Access to Jobs	8.1%
8 Safer Access to Schools	7.9%
9 More Affordable Homes	7.8%
10 Less Local Traffic	6.3%
11 Lower Costs and Taxes	6.2%
12 Keep my Town as it is Today	5.3%
13 Easy and Low Cost Parking	3.5%
14 Large Homes with Big Yards	2.8%

**BayArea Plan** 8

Slide 9

## Additional Priorities Identified by Participants

- Economic development
- Convenient, affordable transit
- Public Health
- Bike and pedestrian friendly communities
- “None of the above”



**BayArea Plan** 9

Slide 10

### Housing Future Residents

- Most participants supported building homes within the region (versus exporting homes to outlying areas)

**Where do we build?**

Category	Percentage
Keep Homes Here	79%
Export New Homes	21%

BayArea Plan 10

Slide 11

### Preferred Land-Use Patterns

- Most workshop participants endorsed “Urban” and “Most Urban” growth scenarios
- Residents surveyed by community-based organizations supported less growth

**How will we grow?**

Category	Percentage
Most Urban	34.5%
More Urban	34.0%
Planned Future	19.7%
Business as Usual	11.7%

BayArea Plan 11

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### Priorities for Place Types

- Support for place types (by PDA) was mixed
- Locate housing near jobs
- More pedestrian- and bike-friendly communities
- Support growth with resources (for infrastructure, schools, safety, parks, urban gardens, open space)
- Conserve agricultural lands and open spaces (especially in the North Bay)

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## Priorities for Place Types

- **Concerns about . . .**
  - Accuracy of growth estimates
  - Accommodating growth of any type
  - Displacement of current residents and insufficient affordable housing
  - Suburbs will also need support for accommodating growth
  - Health impacts of in-fill development in areas near freeways





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Slide 14

## Transportation Investment Strategies

Increase funding for most effective transit services	348	17%
Incentives to cities that build new and affordable housing near transit	300	14%
Improve bicycle and pedestrian routes	268	13%
Other	252	12%
Expand express bus and local bus service	229	11%
Expand commuter rail services	182	9%
Increase funding to repair or purchase new buses, train cars, tracks, etc.	138	7%
Incentives to cities that preserve agricultural lands and open space	138	7%
Increase funding to fix potholes on freeways and local roads	129	6%
Widen freeways and local roads	59	3%
Make freeways more efficient through ramp meters and technologies	59	3%


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Slide 15

## Investing Transportation Revenues

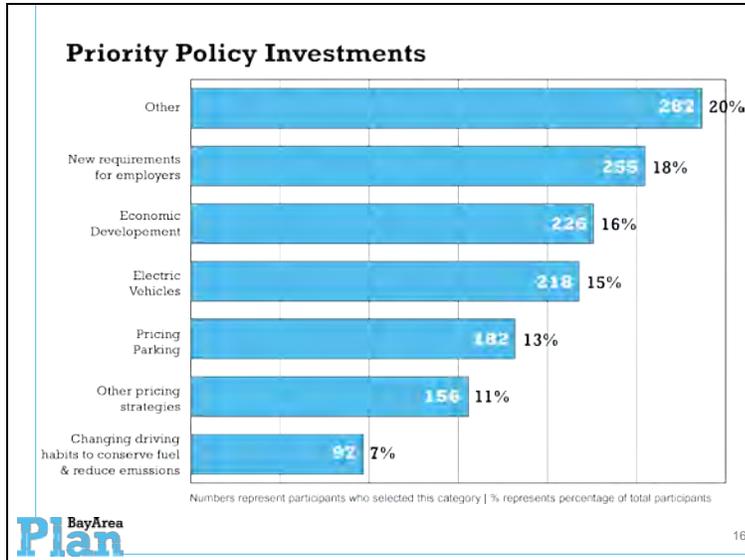
- Robust, expansive transit system is key to sustainable growth
- Support for incentives to local jurisdictions to develop or preserve lands based on local planning
- Local jurisdictions need flexibility to tailor infrastructure investments
- Support for walkable, bicycle-friendly Bay Area neighborhoods
- Invest in economic development projects (incentives for job creation, better access to local businesses, streamlined regulations)





15

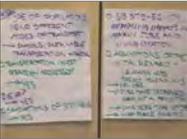
Slide 16



Slide 17

### Policies for Curbing Greenhouse Gases

- Employers have a key role, but consider incentives as well as requirements
- Support for gas tax
- Mixed support for electric vehicles and pricing
- Health issues are an important component of long-term planning
- Transit is key – robust, healthy, affordable, integrated

BayArea Plan 17

Slide 18

### Involving Low-Income Communities and Communities of Color

- 14 non profits selected through competitive bid to engage their residents/clients
- Involved some 1,600 residents (in all Bay Area counties except Napa)
- Used variety of techniques – meetings, festivals, door-to-door canvassing




BayArea Plan 18

Slide 19

## Comments From Community-Based Outreach

- Expand public transit options
- Maintain open spaces, including parks, playgrounds, and recreational areas
- Increase job opportunities
- Maintain and increase housing options for low- and middle-income communities



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Slide 20

## *Community-Based Outreach Concerns overall about...*

- Adverse impacts on long-time residents in low-income communities; potential for displacement
- Need to retain diversity and local community character
- Impacts of growth on infrastructure, schools, crime, recreational amenities for youth



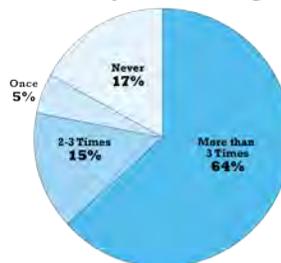
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Slide 21

## Workshops Bring New Voices

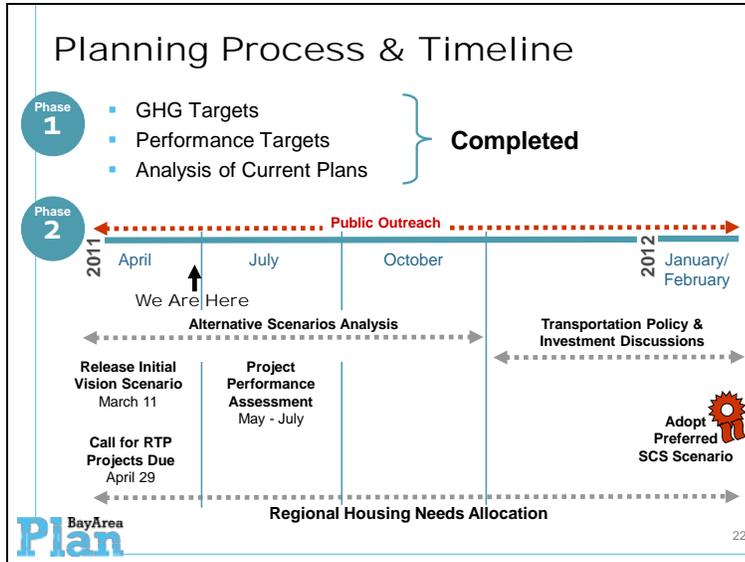
- Nearly 20 percent of participants had never attended a public meeting or workshop on transportation or land use issues

**How often have you attended a public meeting or workshop on transportation or land use issues in the Bay Area in the past?**

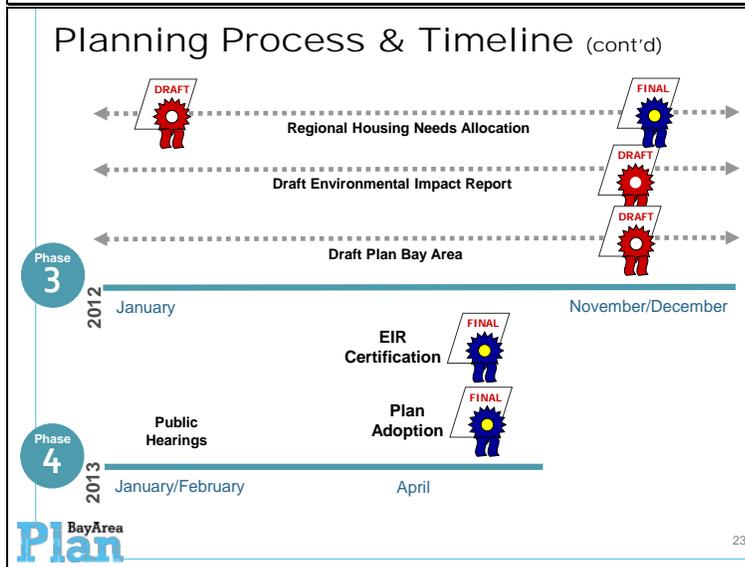


21

Slide 22



Slide 23





**PUBLIC OUTREACH and PARTICIPATION PROGRAM**  
Phase Two: Initial Vision Scenario (2011)

## **APPENDIX B: WHAT WE HEARD**

### **PUBLIC OPINION POLL TOPLINES**

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**FINAL TOPLINES**  
**MTC PLAN BAY AREA SURVEY**  
**April 2011**

N=1069; MARGIN OF ERROR: ± 3.00%

## Introduction

Hello, I'm \_\_\_\_\_ calling on behalf of the Metropolitan Transportation Commission. We are conducting an important survey with Bay Area residents. The results will be used to help make future planning decisions in the region.

*(INTERVIEWER NOTES: If necessary, explain:*

- *The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area*
- *The survey should take between 12-14 minutes to administer*
- *No selling is involved*
- *Responses will be treated in confidence*
- *If Spanish or Chinese monolingual household, flag for callback.)*

### BASE (All Respondents) N = 1069

1) About how long have you lived in the Bay Area? *(Read list if necessary)*

1	Less than one year	2%
2	One – five years	8%
3	Six – ten years	9%
4	Eleven – twenty years	18%
5	Over twenty years	63%
6	Don't know (do not read)	<1%
	<b>MEAN</b>	<b>20 Years</b>

2) Which county do you live in? *(Read list if necessary)*

3	Santa Clara	23%
1	Alameda	20%
2	Contra Costa	14%
4	San Francisco	11%
5	San Mateo	10%
9	Sonoma	6%
8	Solano	6%
6	Marin	5%
7	Napa	5%
10	Other county outside Bay Area (thank and terminate)	
11	Don't know / Refused (thank and terminate)	

**BASE (All Respondents) N = 1069****Note: Questions with a (T) are tracking from previous RTP telephone surveys.****Perceptions - General Issues**

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?

	Excellent 5	4	3	2	Poor 1	Don't know	MEAN
7) Preservation of open space and parks	20%	41%	26%	9%	3%	1%	3.68
3) Air quality.....	14%	43%	34%	7%	2%	1%	3.60
4) Quality of public transit services ....	7%	29%	35%	17%	8%	5%	3.10
9) Availability of job opportunities.....	4%	16%	36%	26%	13%	5%	2.70
6) Maintenance of roads and freeways	4%	19%	32%	25%	20%	<1%	2.63
5) Traffic flow on roads and freeways	2%	14%	41%	28%	14%	1%	2.62
8) Availability of affordable housing^.....	4%	7%	23%	34%	29%	3%	2.21

^Affordable housing = Housing that is actually affordable for a working Bay Area resident with limited income.

**BASE (All Respondents) N = 1069**

**Specific Policy Issues**

In the Bay Area, roughly forty percent of greenhouse gas emissions come from transportation sources, mostly from cars and trucks. Several strategies are being considered to reduce greenhouse gas emissions in the Bay Area. Indicate whether you would support or oppose each of the following strategies. Please use a five point scale, where 5 is support strongly and 1 is oppose strongly.

	Support Strongly		Oppose Strongly			Don't know	MEAN
	5	4	3	2	1		
<u>Climate Protection Strategies</u>							
11) Require employers to offer a plan which allows their employees to pay for the cost of commuting by public transit, vanpooling, or bicycling with pre-tax dollars .....	36%	25%	20%	7%	11%	1%	3.69
13) Charge for parking where it is currently free to discourage commuters from driving and parking, and to make more short term parking spaces available ...	11%	12%	25%	24%	28%	1%	2.52
12) Charge higher parking rates during busy periods to make more parking spaces available, and reduce the need to circle the block.....	8%	15%	25%	21%	30%	1%	2.50
10) Reduce maximum speed to 55 miles per hour on Bay Area freeways.....	14%	11%	18%	20%	37%	<1%	2.43

^ Locations may include – on-street spaces, public parking garages owned by cities and private parking garages used by employees. Will not include residential parking nor parking garages for shopping malls.

Financial Incentives

14) Cities that allow more multi-unit^^ housing to be built near public transit should get more regional transportation dollars .....	22%	31%	28%	7%	9%	2%	3.51
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^^Includes apartments, condos and townhouses

**BASE (All Respondents) N = 1069**

**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.

	Agree Strongly			Disagree Strongly		Don't know	MEAN
	5	4	3	2	1		
<u>Bay Area Region Statements</u>							
16) Transit agencies should spend money more efficiently before taxpayers invest additional funds for transit improvements .....	49%	24%	18%	5%	2%	2%	4.15
19) 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	45%	27%	17%	6%	5%	<1%	4.01
15) Transit agencies should consolidate certain functions, such as purchasing buses (and other equipment), sharing maintenance yards, and marketing ....	38%	29%	23%	5%	3%	3%	3.97
18) Transportation investments should be focused on making freeways and public transit services run more efficiently rather than building new freeways and expanding transit services <b>(T)</b> .....	34%	28%	22%	8%	6%	1%	3.77
17) There should be a focus on reducing tailpipe emissions and encouraging drivers to drive less, not on improving our ability to drive more easily around the Bay Area .....	26%	24%	28%	13%	9%	1%	3.45
<u>Individual Statements</u>							
20) Economic growth and prosperity are more important than environmental issues .....	10%	9%	29%	24%	27%	1%	2.50

**BASE (All Respondents) N = 1069**

**Choosing Place to Live - Trade Offs**

Now, I want to ask you about choosing a place to live.

Many people say they face tradeoffs when choosing a place to live – meaning that they have to give up some things in order to have other things. How do you feel about the following tradeoffs? Other things being equal: rate each of the following as individual statements using the same scale...

	Agree Strongly			Disagree Strongly		Don't know	MEAN
	5	4	3	2	1		
22) I would live in a smaller house to have a shorter commute <b>(T)</b> .....	33%	29%	18%	10%	10%	1%	3.64
21) I would live in a more densely populated area if there were better public transit and better neighborhood amenities	29%	28%	20%	11%	11%	<1%	3.53
24) I would be willing to accept an increase in the number of homes and traffic in my community, if it helped protect open space and air quality in the Bay Area <b>(T)</b> .....	22%	30%	30%	10%	7%	2%	3.51
23) I would accept a longer commute to live in a larger house .....	9%	11%	21%	25%	33%	1%	2.38

**BASE (All Respondents) N = 1069****Transportation Funding Priorities**

Now I want to ask you about transportation priorities in the Bay Area. For each, please indicate whether or not it should be a high investment priority for our region. Use a 5 point scale where 5 means a High Priority and 1 means it is Not a Priority (you may also use any numbers in between).

	High Priority			Not a Priority		Don't know	MEAN
	5	4	3	2	1		
27) Maintain state highways, including fixing potholes.....	59%	27%	11%	2%	1%	<1%	4.42
31) Maintain local streets and roads, including fixing potholes.....	58%	28%	12%	2%	1%	<1%	4.41
34) Extend commuter rail lines, such as BART and Caltrain, throughout the Bay Area.....	60%	24%	9%	3%	3%	<1%	4.35
30) Provide more frequent public transit service .....	49%	28%	16%	4%	2%	1%	4.18
33) Expand ferry service across the bay <b>(T)</b>	31%	24%	28%	9%	6%	3%	3.68
32) Expand the network of bicycle lanes <b>(T)</b>	33%	23%	23%	11%	9%	<1%	3.61
25) Improve traffic flow on freeways using ramp metering lights.....	20%	27%	34%	10%	8%	2%	3.40
28) Increase the number of freeway lanes for carpoolers and bus riders <b>(T)</b> .....	24%	26%	24%	16%	10%	1%	3.38
26) Widen freeways <b>(T)</b> .....	23%	20%	27%	19%	11%	<1%	3.24
29) Allow solo drivers the opportunity to use carpool lanes if they are willing to pay a fee <b>(T)</b> .....	26%	19%	16%	14%	25%	1%	3.05

**BASE (All Respondents) N = 1069****Funding Ratio**

Next I want to ask about transportation funding in the Bay Area.

35) First, I want to ask about how much transportation money should go to public transit versus freeways and roads. The Bay Area currently spends **two-thirds** of its transportation money on public transit, and **one-third** on freeways and roads. In the future, should the region continue to spend its money on transportation projects in these same proportions, or spend more for public transit, or more for freeways and roads?

1	Keep the same proportions	32%
2	More for public transit	28%
3	More for freeways and roads	38%
4	Don't know ( <i>do not read</i> )	2%
5	Refused ( <i>do not read</i> )	<1%

36) Now I want to ask how much transportation money should go to maintenance versus expansion. The Bay Area spends 80 percent of its transportation moneys on maintaining and operating the existing transportation system which includes public transit, freeways, and local roads. The remaining 20 percent goes toward expansion of public transit, freeways and local roads. In the future should the region continue to spend its money on transportation projects in these same proportions, or spend more for maintenance and operation, or more for expansion?

1	Keep the same proportions	35%
2	More for maintenance and operation	28%
3	More for expansion	33%
4	Don't know ( <i>do not read</i> )	4%
5	Refused ( <i>do not read</i> )	<1%

**Bicycling**

37) Do you own a bicycle or have regular access to one?

1	Yes	65%
2	No	35%
3	No Answer	<1%

38) On average, how often do you bike per week, per month, or per year?

Never	44%
1-11 times/year (<1 time/month)	13%
12-36 times/year (1-3 times/month)	15%
37-60 times/year (3-5 times/month)	10%
61-156 times/year (5-13 times/month)	12%
More than 157 times/year (more than 3 times/week)	7%

**BASE (All Respondents) N = 1069**

39) What would be the one thing that would motivate you most to ride a bicycle (or ride more often) in the future? (*Interviewer: Probe for single, specific response. Keep brief*)

**Demographics**

These next few questions are for classification purposes only.

D1) Including yourself, how many people currently live in your household?

1 person	13%
2 people	27%
3 or more people	60%
MEAN	3 people

(Ask if more than one person in household)

D2) Is anyone in your household under the age of 18?

1	Yes	41%
2	No	59%
3	Refused	<1%

**BASE (At Least One Child in the Household) N = 436**

D2a) >>>Record number \_\_\_\_\_

1 child	42%
2 children	37%
3 or more children	20%
Refused	<1%

**BASE (All Respondents) N = 1069**

D3) Including yourself, how many of the people in your household work outside the home, either on a full-time or part-time basis?

No one	16%
1 person	32%
2 people	36%
3 or more people	16%
Refused	1%

D4) How many registered vehicles are available to members of your household?

None	3%
1 vehicle	24%
2 vehicles	41%
3 or more vehicles	32%
Refused	1%
MEAN	2 vehicles

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D5) Do you own or rent your home?

1	Own	68%
2	Rent	32%
3	Other (specify) _____	<1%
4	Don't know / Refused	1%

D6) Have you used public transit in the past month?

1	Yes	47%
2	No	52%
3	Don't know	<1%

D7) May I ask your approximate age? \_\_\_\_\_

18 – 24 years old	11%
25 – 34 years old	19%
35 – 44 years old	20%
45 – 54 years old	19%
55 – 64 years old	15%
65 years old and older	15%
Refused	1%
MEAN	45 years old

**BASE (All Respondents) N = 1069**

D8) What ethnic group do you consider yourself a member of? (*If hesitates, ask*) Are you white, African American, Hispanic/Latino, Asian or some other ethnic or racial background?

(Multiple Responses Accepted)

1	White	55%
3	Hispanic / Latino	17%
4	Asian / Pacific Islander	17%
2	African American	5%
5	Other (specify) _____	5%
6	Refused	3%

D9) What is your approximate annual household income (before taxes)? (*Read responses if necessary*)

1	Under 15,000	5%
2	\$15,000 - \$25,000	8%
3	\$25,001 – \$50,000	15%
4	\$50,001 - \$75,000	15%
5	\$75,001 - \$100,000	13%
6	\$100,001 - \$150,000	15%
7	\$150,001 - \$200,000	8%
8	More than \$200,000	8%
9	Refused	14%
	<b>MEAN</b>	<b>\$93,700</b>

D10) Are you currently registered to vote?

1	Yes	78%
2	No	22%
3	Don't know / Refused	1%

**BASE (Registered to Vote) N = 829**

D11) In about how many of the past 5 elections have you voted, would you say...(Read List)

5	All 5 of the past 5 elections	69%
4	4 of the past 5 elections	9%
3	3 of the past 5 elections	7%
2	2 of the past 5 elections	6%
1	1 of the past 5 elections	5%
0	None of the past 5 elections	3%
6	Don't know / Refused ( <i>Do not read</i> )	1%
	<b>MEAN</b>	<b>4</b>

**BASE (Registered to Vote) N = 829**D12) Are you registered as a Democrat, a Republican or with some other party?

1	Democrat	52%
2	Republican	18%
3	Decline to State / Independent Registration	14%
5	American Independent	3%
4	Green Party	1%
6	Libertarian	<1%
7	Peace and Freedom	<1%
8	Other party (specify) _____	2%
9	Don't know / Refused	10%

D13) And for validation purposes, may I please have your first name...

\_\_\_\_\_

**Comments**

Those are all the questions I have.

Comments (If volunteered)

*Interviewer note: Prompt for comments only if comments mentioned during the interview.*\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_**Other**

Focus Group interest (Yes/No/Maybe)

**BASE (All Respondents) N = 1069**

Record:

D14) Gender (by observation)

1	Male	45%
2	Female	55%

D15) Language

1	English	91%
2	Spanish	7%
3	Chinese	2%



**PUBLIC OUTREACH and PARTICIPATION PROGRAM**  
Phase Two: Initial Vision Scenario (2011)

# **APPENDIX C: WHAT WE HEARD**

## **PUBLIC WORKSHOPS AND COMMUNITY OUTREACH BY COUNTY**

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**PUBLIC OUTREACH and PARTICIPATION PROGRAM**  
Phase Two: Initial Vision Scenario (2011)

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

### **PUBLIC WORKSHOPS AND COMMUNITY OUTREACH BY COUNTY**

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Alameda County

# Alameda County — Berkeley

Date: May 19, 2011

## Location/Venue:

David Brower Center  
2150 Allston Way, Berkeley

Attendance: 63

(Note: not all who attended participated in voting during all workshop segments)

## Priorities Results

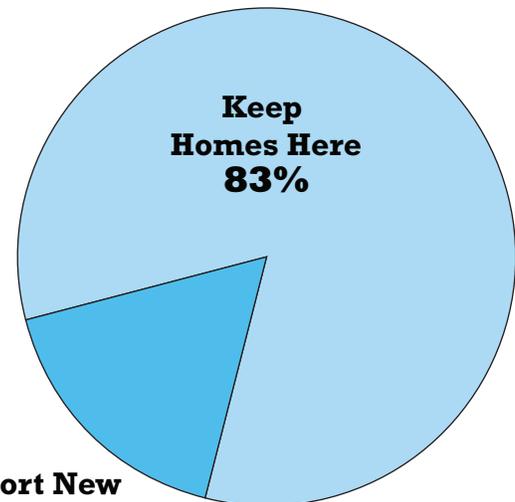
Looking to the future, participants were asked to rank their priorities:

Rank	Priority
1	Lower Carbon Emissions
2	Less Driving Overall
3	Daily Needs Close to Home
4	Clean Air
5	Convenient Access to Jobs
6	Safer Access to Schools
7	Conserve Open Space
8	More Affordable Homes
9	Conserve Water
10	Lower Costs and Taxes
11	Less Local Traffic
12	Keep my Town as it is Today
13	Easy and Low Cost Parking
14	Large Homes with Big Yards



## Where do we build?

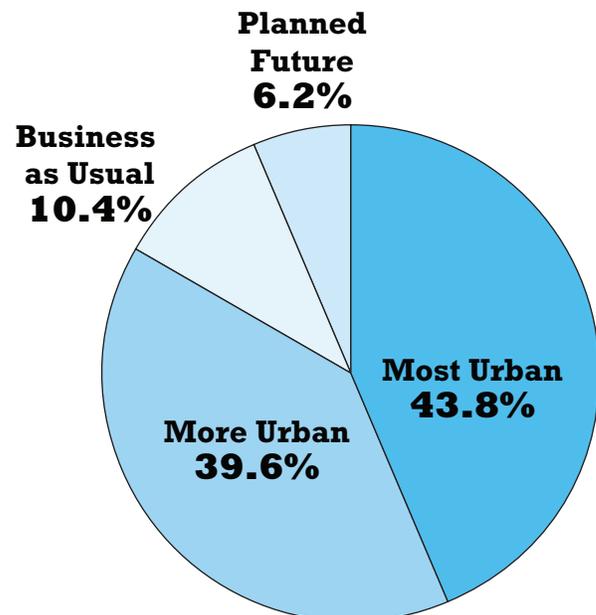
Participants were asked where to locate new homes to accommodate new growth — export new homes outside the region or build homes here?



**Export New Homes**  
**17%**

## How will we grow?

Participants were asked to choose a preferred scenario for future growth, with "Business as Usual" carrying forward past development patterns, "Planned Future" reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



**Business as Usual**  
**10.4%**

**Planned Future**  
**6.2%**

**More Urban**  
**39.6%**

**Most Urban**  
**43.8%**

# Alameda County — Berkeley (continued)

## Priority Transportation Investment Strategies

Participants were given 11 options for investing future transportation funding and asked to select their top four priorities. One option was a “wild card” to allow for priorities not already listed.

Rank	Strategy
1	Offer more transportation funds to cities that build new housing, and affordable housing, near transit in walkable neighborhoods w/ a range of amenities
2	Increase funding for most effective transit services
3	Improve bicycle and pedestrian routes
4	Wild Cards
5	Expand express bus and local bus services
6	Expand commuter rail services
7	Increase funding to repair or purchase new buses, train cars, tracks, etc.
8	Offer financial incentives to cities that preserve agricultural lands and open space
9	Increase funding to fix potholes on freeways and local roads
10	Make freeways more efficient through ramp meters and other technologies*
11	Widen freeways and local roadways*

\* zero votes

## Transportation Investment Strategies “Wild Cards” (summary of comments)

- Safety/Violence prevention so that people can walk and bike in all communities
- Make public transit safe and reliable
- Raise the gas tax
- Congestion pricing
- More schedule, route and fare information at bus stops
- Transferable development rights
- Increase funding for the most cost-effective and carbon-efficient transit (buses, not BART or ferries)
- Solve the transit operations cost problem — lower costs and reliable funding
- Fund the non-transportation infrastructure (including schools) to support Priority Development Areas and Growth Opportunity Areas

## Priority Policy Initiatives

Participants were given 7 options for new policies that could be adopted (at the local, regional, state or federal level) to reduce greenhouse gas emissions. One option was a “wild card” to allow for priorities not already listed.

Rank	Initiatives
1	Economic development (e.g., strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)
2	New requirements for employers (e.g. allow employees to work from home one day per week, allow employees to pay for transit with pre-tax dollars, etc.)
3	Pricing parking (e.g. allow employees to work from home one day per week, allow employees to pay for transit tickets with pre-tax dollars, etc.)
4	Wild Cards (for ideas not already proposed)
5	Other pricing strategies (e.g., charge tolls on new express lanes, or charge a new fee based on annual miles driven)
6	Electric vehicles (e.g., subsidize the purchase/lease of electric vehicles and hybrids, increase availability of electric vehicle chargers)
7	Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions)

## Policy Initiatives “Wild Cards” (summary of comments)

- Change speed limit to 55 mph on freeways and 20 mph in local neighborhoods
- Set aside space for local agriculture that supplies community-based, healthy food establishments
- Promote a regional, fixed-rate transit pass
- Discount transit fares for those who ride the most
- Offer fixed-fee, all-day transit passes
- Revenue sharing across the Bay Area
- Provide for tax subsidies for fuel efficiency and fewer miles driven
- Reduce local traffic congestion on major thoroughfares
- Support land-use policies that allow us to produce diverse goods and services within our own region.
- Dedicate lands for buses and bikes to calm traffic
- Unbundle parking requirements from housing developments
- Full road pricing (versus express lanes)

# Alameda County — Oakland

Date: May 24, 2011

## Location/Venue:

Joseph P. Bort MetroCenter  
101 8th Street, Oakland

Attendance: 103

(Note: not all who attended participated in voting during all workshop segments)

## Priorities Results

Looking to the future, participants were asked to rank their priorities:

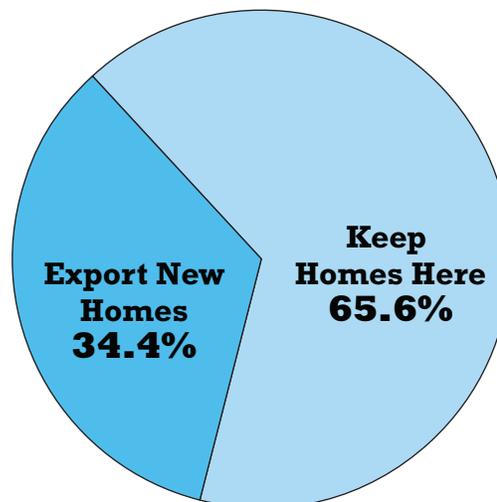
### Rank Priority

1	Daily Needs Close to Home
2	Clean Air
3	Convenient Access to Jobs
4	Conserve Water
5	Lower Carbon Emissions
6	Less Driving Overall
7	Safer Access to Schools
8	More Affordable Homes
9	Conserve Open Space
10	Lower Costs and Taxes
11	Keep my Town as it is Today
12	Large Homes with Big Yards
13	Less Local Traffic
14	Easy and Low Cost Parking



## Where do we build?

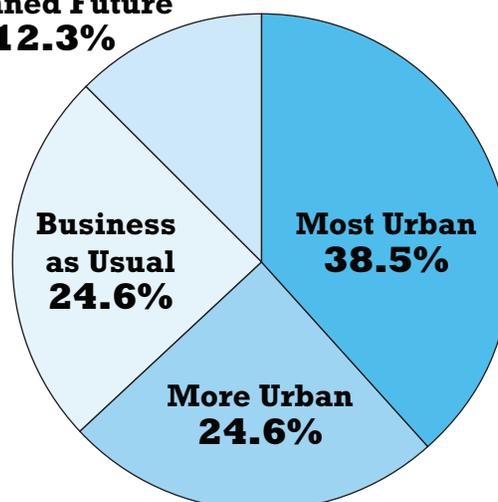
Participants were asked where to locate new homes to accommodate new growth — export new homes outside the region or build homes here?



## How will we grow?

Participants were asked to choose a preferred scenario for future growth, with "Business as Usual" carrying forward past development patterns, "Planned Future" reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.

### Planned Future 12.3%



# Alameda County — Oakland (continued)

## Priority Transportation Investment Strategies

Participants were given 11 options for investing future transportation funding and asked to select their top four priorities. One option was a “wild card” to allow for priorities not already listed.

Rank	Strategy
1	Wild Cards
2	Increase funding for most effective transit services
3	Improve bicycle and pedestrian routes
4	Offer more transportation funds to cities that build new housing, and affordable housing, near transit in walkable neighborhoods w/ a range of amenities
5	Expand express bus and local bus services
6	Increase funding to repair or purchase new buses, train cars, tracks, etc.
7	Widen freeways and local roadways*
7	Offer financial incentives to cities that preserve agricultural lands and open space*
9	Increase funding to fix potholes on freeways and local roads
10	Expand commuter rail services
11	Make freeways more efficient through ramp meters and other technologies

\* tie vote

## Transportation Investment Strategies “Wild Cards” (summary of comments)

- Have long-term parking at edge of shopping areas with clean-fuel shuttles to main street
- Increase funding of most effective transit, taking into account actual user preferences
- Improve road surfaces to resist potholes
- Monitor overweight vehicles that cause potholes
- Remove carpool lanes
- More funding for school infrastructure
- Grants to cities with major regional corridors to add street trees, widen sidewalks, create pocket parks, etc.
- Fund preservation of open space
- Use revenue to offset fees for permits and streamline development
- Charge a fee based on vehicle-miles traveled
- Free/subsidized transit to low-income households, seniors and youth
- Privatize transit

## Priority Policy Initiatives

Participants were given 7 options for new policies that could be adopted (at the local, regional, state or federal level) to reduce greenhouse gas emissions. One option was a “wild card” to allow for priorities not already listed.

Rank	Initiatives
1	Wild Cards (for ideas not already proposed)
2	Economic development (e.g., strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)*
3	New requirements for employers (e.g. allow employees to work from home one day per week, allow employees to pay for transit with pre-tax dollars, etc.)*
3	Pricing parking (e.g. allow employees to work from home one day per week, allow employees to pay for transit tickets with pre-tax dollars, etc.)*
5	Other pricing strategies (e.g., charge tolls on new express lanes, or charge a new fee based on annual miles driven)*
6	Electric vehicles (e.g., subsidize the purchase/lease of electric vehicles and hybrids, increase availability of electric vehicle chargers)
7	Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions)

## Policy Initiatives “Wild Cards” (summary of comments)

- Protect private property rights
- No restrictions for high-density development
- Lower taxes and fees, fewer regulations
- Eliminate parking minimums and set maximums
- Subsidize student transit passes using Clipper cards
- Promote location-efficient mortgages
- Incentivize new jobs, including in transit corridors
- Promote affordable housing near transit
- More parking near employment centers
- Streetcars for “last-mile” service from BART, Capitols
- More public education and events
- Transit fare discounts for frequent riders
- Renounce eminent domain
- No new requirements for employers
- Incorporate regional priorities into local land use decisions
- Tax carbon emissions, raise gas tax

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q1: Where do we build? Keep New Homes Here or Export New Homes.

List reasons why you voted the way you did.

MEETING	COMMENT
Alameda-Ber	Keep New Homes Here. This will provide more diverse housing choices Will be more environmentally and economically feasible
Alameda-Ber	Keep New Homes Here.
Alameda-Ber	Keep New Homes Here. Farmland
Alameda-Ber	Keep New Homes Here. Access of shopping and daily needs Diversity of housing - apartments, duplexes, single family homes - both rental and ownership Walk access to schools
Alameda-Ber	Keep New Homes Here.
Alameda-Ber	Keep New Homes Here. Yeah, green space! Boo big-box living.
Alameda-Ber	Keep New Homes Here. Yeah. Green space.
Alameda-Ber	Keep New Homes Here.
Alameda-Ber	Keep New Homes Here. I hate sitting in the car.
Alameda-Ber	Keep New Homes Here. Better quality of life for everyone. Better opportunity for affordable and diverse housing stock.
Alameda-Ber	Keep New Homes Here.
Alameda-Ber	Keep New Homes Here. I want to save open space I want more vibrant communities I want safer biking as a form of transit
Alameda-Ber	Export New Homes. Because it won't work, reducing excessive, unnecessary, ideologically driven hypergrowth of jobs. Oakland B'way Shuttle. TFCA Funds.
Alameda-Ber	Keep New Homes Here. These areas are already inhabited and have the space - it's best to protect the areas that are still open.
Alameda-Ber	Keep New Homes Here.
Alameda-Ber	Keep New Homes Here. Needed if we want to reduce greenhouse gases, auto use Living in walkable communities is less stressful (I think), more interactive and enables greater independence of children.
Alameda-Ber	Keep New Homes Here. People drive less when they live in cities. We get to have more open space to love and visit. We protect the agricultural sector. And it's cheaper per person to build the infrastructure for infill rather than sprawl, so we have more g
Alameda-Ber	Keep New Homes Here. Lots of paces here need more density. I want density so my transit will be better. More people in my neighborhood mean more restaurants for me!
Alameda-Ber	Export New Homes. Area could overcrowd Farms will have to be sacrificed Growing out leaves space
Alameda-Ber	Keep New Homes Here. Resources are limited, so we need to maximize existing infrastructure. Sprawl is not feasible either for the environment nor fiscally. More affordable housing, co-housing, shared work spaces.
Alameda-Ber	Keep New Homes Here. Long commutes are <u>bad</u> for environment and for people's lives.
Alameda-Ber	Export New Homes. Other parts of California need new jobs, people more Mostly want to keep homes.
Alameda-Ber	Keep New Homes Here. Stop gobbling up and paving green areas.
Alameda-Ber	I want SHARED density building and for cities that take more than their share of infill to get more parks and amenities It's not fair for Oakland + Berkeley to become denser if other communities don't take up some of the infill. Don't let richer communities opt out.
Alameda/Oak	Keep New Homes Here. SB375 <u>requires it!</u> In commuting is too much VMT

Alameda/Oak	Keep New Homes Here. As a goal I'd like to accommodate growth here to preserve open space and create a more vivid, livable urban environment
Alameda/Oak	Export New Homes. Limited choices Outside building should not be regulated
Alameda/Oak	Each <u>locality</u> has its own plan for development. Why does ABAG need this workshop?
Alameda/Oak	No selection. Too difficult to make a decision. Not enough info.
Alameda/Oak	Keep New Homes Here. Less environmental harm. Less need for infrastructure
Alameda/Oak	Let market decide.
Alameda/Oak	Keep Homes Here. We need funds to maintain, upkeep existing housing. I want revenue to stay within current cities to develop our economic base.
Alameda/Oak	Keep Homes Here. Because folks who are already here need more resources.
Alameda/Oak	Keep Homes Here. Refurbish what exists; recycle materials. Historic preservation. Preserve open space instead of developing it.
Alameda/Oak	Keep Homes Here. Improve access to existing facilities and transit. Reduces driving.
Alameda/Oak	Inappropriate question.
Alameda/Oak	Keep Homes Here. This question was too simplified.
Alameda/Oak	Keep Homes Here. Limit distance between jobs and housing.
Alameda/Oak	None of your business.
Alameda/Oak	Keep Homes Here. Building homes in suburban areas have caused more commuting, traffic congestion, carbon emissions, less worker productivity, etc.
Alameda/Oak	Keep Homes Here. Want more affordable housing and transit near jobs. Reduce greenhouse gases.
Alameda/Oak	Export New Homes. I don't want others (unelected) making choices for me or my family. I don't want to live on the new China model home!
Alameda/Oak	Should do some of both; let people decide where they want to live.
Alameda/Oak	Not enough choices.
Alameda/Oak	Keep Homes Here. Reduce GHG. Create jobs locally.
Alameda/Oak	Neither one. We already have enough people here.
Alameda/Oak	Keep Homes Here.
Alameda/Oak	No other choices.
Alameda/Oak	Keep Homes Here. Reduced traffic in central valley. I believe the U.S. needs dense housing.
Alameda/Oak	Keep Homes Here. Suburbs are nice but too energy/water intensive.

### Plan Bay Area Public Workshops (April-May 2011)

#### You Choose comment form

Q2: How will we grow? [1]-Business As Usual. [2]-Planned Future. [3]-More Urban. [4]-Most Urban.

List reasons why you voted the way you did.

MEETING	COMMENT
Alameda-Ber	More Urban. I am not convinced that we need to be as urban as the most urban - the IVS(?) in order to achieve goals.
Alameda-Ber	More Urban.
Alameda-Ber	More Urban. We have a deficit of most urban but if we <u>only</u> build that type becomes unbalanced. Redevelopment is hard sell.
Alameda-Ber	MOST Urban. Reduce GHG emissions Better access to jobs, personal business
Alameda-Ber	Planned Future. Mixed density to allow for variation. How can we keep some peace and quiet? Civility, building insulation, laws
Alameda-Ber	MOST Urban. To most influence car traffic To stop business as usual Reasons I regret high-rise development: I like being able to garden and local production of food is good. Need green roofs.
Alameda-Ber	MOST Urban. To most influence car traffic Stop business as usual But - we need places to garden. I suggest green roofs!
Alameda-Ber	MOST Urban. Make best use of infill site within developed area.

Alameda-Ber	MOST Urban. Cities are more fun and have better food.
Alameda-Ber	More Urban. Environmental sustainability. Quality of life
Alameda-Ber	MOST Urban. Because I live in Berkeley To get more transit, biking, walking infrastructure we will need more housing. And we don't need to build out at all. There are plenty of lower density neighborhoods in Berkeley - they don't need to change. Existing downtown can and should.
Alameda-Ber	MOST Urban. I want to save open space I want more vibrant communities I want safer biking as a form of transit
Alameda-Ber	MOST Urban. It will prevent some hypergrowth and allow less damaging growth
Alameda-Ber	MOST Urban. Urban areas are greener, more convenient and reduce everyone's carbon footprint.
Alameda-Ber	MOST Urban. Environmental impact
Alameda-Ber	MOST Urban. I think that's needed to accommodate population growth. I want to see more infill development and walkable neighborhoods.
Alameda-Ber	More urban and MOST Urban. I want to protect green space, put amenities near people, and create transit and bike infrastructure. AND/BUT I want to see increased real estate values mitigated through substantial investment in affordable housing.
Alameda-Ber	MOST Urban. As dense urban areas as possible. Preserve historic properties and greenspace, but there is lots of room for infill.
Alameda-Ber	More Urban. More places needed to accommodate growth Funds on transit needed Still need open space
Alameda-Ber	More Urban. Climate and economic changes require more urban build. Wired economy.
Alameda-Ber	More Urban. To improve environment and decrease commuting and improve people's lives.
Alameda-Ber	More Urban. Want careful attention to maximize choices. Otherwise mostly want Most Urban with careful integration of infill.
Alameda-Ber	More Urban. Public transit becomes more efficient and useable. Tract amenities for the public - restaurants, theaters, etc.
Alameda-Ber	More Urban. I believe we have to have more compact urban areas, but worry about how it will be done, e.g. Density will increase urban heat island effects. Where is the greenspace and play areas in these denser and transit corridors?
Alameda/Oak	MOST Urban. Save open space
Alameda/Oak	More Urban. I'd like to see more medium density development in Oakland - not totally high density
Alameda/Oak	Business as Usual. Concise encompassing plan not available Market forces may be more efficient
Alameda/Oak	Planned Future. I think it is important to anticipate transit and development needs. I do not understand what more urban and most urban needs.
Alameda/Oak	MOST Urban. Less environmental harm. Pleasures of urban life. Lower economic cost
Alameda/Oak	Let market decide.
Alameda/Oak	This is confusing. Planned Future and Most Urban. There seems to be more space to impact the process and it seems to prioritize some values that resonate
Alameda/Oak	Most Urban.
Alameda/Oak	Planned Future. Business as usual can cause or exacerbate more problems. Careful planning can control consequences.
Alameda/Oak	More Urban. Planning will reduce topsy-turvy growth patterns, which are inefficient in many ways. More urban seemed as ambitious as possible.
Alameda/Oak	Business as Usual.
Alameda/Oak	MOST Urban. Need to change how we plan cities to slow down global warming.
Alameda/Oak	MOST Urban. Need to focus growth near transit to maximize investment and promote transit sustainability. Provides the most diversity of housing. Allows the continuance of suburban housing options. Provides most mobility and reduces cost of transportation.
Alameda/Oak	Business as Usual. Your proposal is an offense to private property rights.
Alameda/Oak	More Urban. We can no longer grow regionally without a planned vision for more urban growth. We need infill development but it's not realistic to think this will occur in all jurisdictions.
Alameda/Oak	MOST Urban. Reduce greenhouse gases. Energy efficiency.
Alameda/Oak	Business as Usual. You have no right to plan our lives for us!

Alameda/Oak	Business as Usual. Should not have used the incendiary term "business as usual;" it has an intentionally negative connotation.
Alameda/Oak	Choices are vague/limited. (First choice is Planned Future.)
Alameda/Oak	More Urban. Would like to see reduction in GHG; increase in transportation (public), but some flexibility.
Alameda/Oak	Neither one.
Alameda/Oak	More Urban.
Alameda/Oak	Business as Usual. Did not have any other choices.
Alameda/Oak	More Urban. We need increased density. Transit is not currently reliable.
Alameda/Oak	More Urban. Need some allowances for existing 'burbs. Future/present resource scarcity requires more urbanization.

### Plan Bay Area Public Workshops (April-May 2011)

#### You Choose comment form

Q3: My Priorities

What priorities would you add for consideration?

MEETING	COMMENT
Alameda-Ber	Improve quality of urban public schools
Alameda-Ber	Provide more housing choices that are affordable for and meet needs of diverse households
Alameda-Ber	Lower costs and taxes: this is combining things that shouldn't be combined. You shouldn't be combining costs and taxes for such a broad list of things. I am willing to pay taxes for some things, but I might want to have lower costs for other things
Alameda-Ber	Less balkanization of transit agencies
Alameda-Ber	A reserve system for local government and schools that allows for regional revenue and/or cost sharing.
Alameda-Ber	Improve quality of public schools
Alameda-Ber	Housing issue is not just about household income and age, it is also about household types, individuals, families, unrelated groups, etc.
Alameda-Ber	What is missing is a differentiation between transportation funding targets and their relative efficiency in reducing carbon emissions. If buses work better than BART shouldn't we fund buses better? If ferries are comparable to cars, why shouldn't we fund more efficient measures.
Alameda-Ber	Need safe walking, biking, access not just to schools, but to jobs, shops, etc. Separate out taxes vs. transportation costs, utilities. How important are public open spaces (parks, etc.) to you?
Alameda-Ber	Diverse jobs located close to transit including industry
Alameda-Ber	Some of these priorities are only intermediate, not final outcomes. Priorities should be about ends, not means. What about funding for schools? Need to concentrate <u>jobs</u> . That has a much higher potential for reduced transit use.
Alameda-Ber	Noise pollution Community centers of all kinds. Farmer's markets, libraries, etc.
Alameda-Ber	I want better transit, both regional and local. I want better bicycle and pedestrian _____. I want fewer parking lots and structures. I want more green spaces preserved within the region and urban areas.
Alameda-Ber	Sea level rise Earthquakes Public safety/emergency preparedness/response time Transit-oriented development should not mean housing immediately on the transit corridor. It should be a block or a few blocks away with commercial on the transit.
Alameda-Ber	Sea level rise Earthquakes Emergency preparedness/public safety and response time Transit-oriented development should not put homes directly on transit corridors. 1 or 2 blocks away. Bike lane on the Bay Bridge! Both ways.

Alameda-Ber	<p>Include something about job growth.          Use Montclair Village as a good example.          "Main Street" Some small ____, multi _____ housing has unique character.</p>
Alameda-Ber	<p>More efficient transit - coordinate BART and buses.          Buses on time.          More bike amenities - parking, paths, etc.</p>
Alameda-Ber	<p>I'm having a moral problem with Marin's and San Mateo's very low growth scenarios. Seems like their decisions to forego BART are working to maintain their exclusivity.</p>
Alameda-Ber	<p>More transit options - something different in addition to what we have          More transit that runs east-west -- hills to Bay</p>
Alameda-Ber	<p>Sustainability - Less growth - a lot less          Transportation Pricing Reform - unbundling, ecopass, shared parking, SF Park technologies, short distance fast frequent free RFP-based shuttles using rapid-bus technologies in corridors with property tax and rent/</p>
Alameda-Ber	<p>I want more public transit options and more late-night service options.</p>
Alameda-Ber	<p>Add solar panels to <u>all</u> new buildings by building code.</p>
Alameda-Ber	<p>Add more on alternative transit: shuttles, intermodal transport (bike + public), car-sharing, bike-sharing</p>
Alameda-Ber	<p>Lower HH costs should be separated from lower taxes - I support robust taxation and yet I would like to see some of that funding put into affordable housing (i.e., lower HH costs for those who need it).</p>
Alameda-Ber	<p>Ped safety          Racial/ethnic parity in life expectancy (due to health)</p>
Alameda-Ber	<p>Land use structures that encourages diversity of use and innovation          More parks and public spaces for a range of public experience between social, commerce, conservation          Encourage multiple more consistent and connected transportation service to lower trans</p>
Alameda-Ber	<p>We can't overdevelop just in</p>
Alameda-Ber	<p>Affordable homes for <u>purchase</u> in TODs and ability to use Sec. 8          Planning needs to be encouraged through planning co-housing, co-work spaces and sustainable business.          Addressing "food deserts" healthy and fresh"          Examining the "start up" and green big culture and impact on job and economy.</p>
Alameda-Ber	<p>Focus on efficient and low carbon transport systems such as AC Transit and BART.          Do not invest in low-use ferry system in Berkeley.</p>
Alameda-Ber	<p>Lower (vehicles) noise pollution in high density corridors and urban areas.          Separate ____ expenses from taxes and types of taxes.          High quality/high performance (bus) transit (see VTPI, Littman).          More flexible building and zoning to allow greater range of more affordable housing (in-law/tiny/mobile homes/natural bldg.)          Auto census, 2nd car tax. Traffic calming; "city repairs," block by block opportunities for taming local traffic; air and noise impacts of growth.          Add where job growth/biz dev expected?</p>
Alameda-Ber	<p>Ranking the wish list items within two broad categories.          Self-interest ranking and community needs ranking</p>
Alameda-Ber	<p>I want <u>healthy</u> (overall) <u>communities</u> for <u>all</u> residents. I want poor, low-income, ethnic and immigrant populations to have their needs considered so that equity in the Bay Area is improved and opportunities are shared. I want jobs and sustainable <u>economic</u>.</p>
Alameda-Ber	<p>Safer communities overall - not just safe access to schools. Good quality schools for all - not just in suburbs. More diverse communities, more parks and open space.</p>
Alameda-Ber	<p>Plan for Peak oil.</p>
Alameda/Oak	<p>Rated 5: Easy and low cost parking, Large homes with big yards, Less local traffic; 4: Keep my town as it is today; 3: Clean air, Lower costs and taxes; 2, Conserve open space, Conserve water, Less driving overall, Lower carbon emissions; 1, Convenient access to jobs, Daily needs close to home, More affordable homes, Safer access to schools.          Very confusing to have high score (5) correspond to <u>high</u> priority</p>

Alameda/Oak	Ranked 1: Clean air; 2, Lower carbon emissions Reducing human exposure to air pollution that harms human health
Alameda/Oak	Public safety: (crime, natural disasters, man made disasters like terrorist attack, fire etc.) evacuation means and routes, safe water and availability, safe food and availability
Alameda/Oak	What does it cost to power an electric car? How many people already ride public transit?
Alameda/Oak	Plan communities taking into account cultural diversity. Set priority in communities to community parks (public and open) Taking into account healthy habits, foods. Less junk food businesses. Have more markets that offer fresher and more affordable fruits and vegetables.
Alameda/Oak	Marked "Y.:" Clean air, Conserve open space, Conserve water, Convenient access to jobs, Lower carbon emissions, Safer access to schools ("& jobs & shopping & recreation"). Marked "N.:" Less local traffic, Lower costs and taxes ("fantasy"). Marked "NN.:" Easy and low cost parking ("less"), Keep my town as it is today ("NIMBY"), Large homes with big yards. Daily needs close to home, More affordable homes - "Meaning?"
Alameda/Oak	Freedom. Less government. Less government planning. No propagandizing to children. No ICLEI, no Agenda 21 – disastrous central planning.
Alameda/Oak	Investment in communities – into the people that live in neighborhoods close to transit to prevent displacement. Jobs for people in the flatlands of Oakland. Strong protections to keep people housed, eviction protection, rent control and grants for emerge
Alameda/Oak	Consider housing for folks under [not legible], for low income households; homeless dwelling considerations. Youth activities
Alameda/Oak	Provide incentives for infrastructure development like schools & public spaces for new population
Alameda/Oak	Use markets & price signals to allocate resources. Show tradeoffs – clean air @ \$8/gallon or some other cost/trade off
Alameda/Oak	I'm very disappointed that we had no input. I don't think outsiders should plan for my city. Citizens are responsible for their own cities. Not enough debate & no leader answered questions to my satisfaction.
Alameda/Oak	Diversity in our communities in terms of race, nationality & income. (I feel this is a very important value). How important in our planning process is economic justice? Are we serving traditionally marginalized communities?
Alameda/Oak	Increase mobility options. Improve diversity.
Alameda/Oak	Incentivize business to stay in the area. Widen roads. Make parking easier near employment. Do not force people into urban dense housing.
Alameda/Oak	Stop sustainable development. Preserve private property rights. Stop ICLEI and Agenda 21.
Alameda/Oak	Instead of more affordable and large homes, I prefer to see more infill multi-family affordable properties built near TODs or as close to transportation as possible. If cities would prioritize affordable housing more often as a top priority many of the is
Alameda/Oak	Reduce greenhouse gas emissions from aviation.
Alameda/Oak	My priority is less government intrusion in planning our growth (lives). We are individuals who should be able to change or not based on our choices in how we live and make purchases. Stop using my tax dollars to plan my and my families lives! This is tyranny.
Alameda/Oak	Fix the roads that are so bumpy they are ruining our cars. Property owners should have a say in how their property is used. I declined to vote on the export section because the questions are too general. There was no option for "none of the above."
Alameda/Oak	Lower taxes. Stopping the stampede of employers out of the state. The higher crime rates associated with increased density housing. Repair roads and build new ones that go where people want to go.
Alameda/Oak	I want more public transportation and funding to support it so people will be able to actually get out of their cars.
Alameda/Oak	I want equity to be a major criteria for decisions made for transportation & housing for low income individuals. Create vibrant, low-income communities with access to jobs & transit & healthy housing.
Alameda/Oak	Reduce air pollution to reduce GHG and improve the public health & reduce chronic diseases & asthma.
Alameda/Oak	Stop the growth of population. Job growth for the 800,000 unemployed who already live here.
Alameda/Oak	The entire program is not open for any other thoughts or suggestions.

Alameda/Oak	Priorities: Daily needs close to home; convenient job access; less driving; more affordable homes. It would have been helpful to set the context that all would be ranked overall.
<b>Plan Bay Area Public Workshops (April-May 2011)</b>	
<b>You Choose comment form</b>	
Q4: <i>What makes your neighborhood special?</i>	
<i>What are the important characteristics of your neighborhood that need to be maintained?</i>	
<b>MEETING</b>	<b>COMMENT</b>
Alameda-Ber	Access of shopping and daily needs Diversity of housing - apartments, duplexes, single family homes - both rental and ownership Walk access to schools
Alameda-Ber	Some narrow streets where kids can play. Trees. People taking pride in safety & environment
Alameda-Ber	Quiet community
Alameda-Ber	I value some peace and quiet, normal neighborhood sounds of kids playing, people visiting and the occasional house project, the occasional train horn or BART train (one mile away).
Alameda-Ber	Art and historic preservation. Food. Flowers and trees
Alameda-Ber	Art/historic preservation. Food you can walk to. Flowers and trees.
Alameda-Ber	Convenient access to neighborhood retail. Views, clean air
Alameda-Ber	Variety of shops and restaurants Close to BART. Easy parking
Alameda-Ber	Close to shops and schools Rich and varied architecture
Alameda-Ber	Bike Blvd. Close to schools and amenities Reasonable density
Alameda-Ber	Can walk to stores and doing daily needs. Diverse (people and building form).
Alameda-Ber	Narrow street with bad pavement Low traffic. No rich people
Alameda-Ber	A grocery store! And a drugstore! SHOPS. BARS. CAFES. Friendly people who take pride in there they live.
Alameda-Ber	Chinatown - historic character
Alameda-Ber	It feels like a neighborhood, with a lot of creativity and people working together. It's pretty walkable with good public transit.
Alameda-Ber	I live in Rockridge (nice, right?). I have the local amenities, the walkability, the access to transit, the aesthetics, the mix of uses, and the density/mix of housing size and types. This neighborhood could accommodate a bit more density and NEEDS affordable housing.
Alameda-Ber	Walkable. I walk to work. Beautiful historic buildings. I see the most interesting things on my walk.
Alameda-Ber	Mixed-use - diversity of social, historic, volume of building type.
Alameda-Ber	Small businesses Diversity, culture, socio-economic Public goods - libraries, parks, schools, Main Street marketplaces
Alameda-Ber	Shops/schools/library/parks all <u>walkable</u> Trees and parks and pedestrian friendly
Alameda-Ber	Trees. Bus line. Walk/bike to cafes, downtown, grocery. Would like more diverse services
Alameda-Ber	Walkability to stores, retail businesses, safe Public transit access. Stable, inter-generational
Alameda-Ber	Walkable - can walk to many essential services (parks, food, stores, library, bus routes) Quiet + near open space (Tilden Park) + safe Not very diverse ethnically or income-wise Not enough community building activities

Alameda/Oak	Local businesses/shops Mix of housing types/sizes/prices (relatively...yes, it is expensive but there are different <u>choices</u> - apartments, condos, single family homes) Arts districts (Berkeley, Uptown, etc.)
Alameda/Oak	Diversity, walkability, single family homes, trees, safety, knowing neighbors, sense of community
Alameda/Oak	Each locality has its own plan for development. Why does ABAG need this workshop?
Alameda/Oak	Privacy maintained. No more laws saying when I can and can't use my fireplace in my neighborhood. That's how I keep warm in winter. No Nazis telling me I <u>must</u> pay for garbage service. As long as I haul it and take care of it, it's NOT my neighbors' or the city's business. No stronger, more oppressive laws in my city, please. I don't want to be forced to recycle, like they do in Santa Cruz County. I already recycle now - but I DON'T want to be forced.
Alameda/Oak	Safety. Good multimodal transit (i.e. frequent, consistent and relatively low priced) & bicycle/walking infrastructure
Alameda/Oak	Good for walking and biking Access to BART and some buses
Alameda/Oak	Low crime. Friendly people. Affluent.
Alameda/Oak	Black and Latino communities/ family connections. The mixture of various incomes. Close proximity to things I need (transportation & recreation).
Alameda/Oak	Keeping people of color. Art and culture. It has not been gentrified.
Alameda/Oak	Good public transportation especially neighborhood feeder bus lines that feed into arteries like BART or rapid lines. Parks and shops and community centers that are walkable Affordable housing.
Alameda/Oak	Schools. Walkability.
Alameda/Oak	It's perfect now and it took us 45 years to get it that way.
Alameda/Oak	Areas of exercise (Lake Merritt and path). Diverse cultures close together. Close to mass transit and daily needs.
Alameda/Oak	Accessible to transit and local shops (grocery, pharmacy, library, post office, restaurants). Affordable housing options.
Alameda/Oak	Private property ownership which is in conflict with your proposals.
Alameda/Oak	Neighbors know each other and are friendly. Some, if we do activities together – e.g., Christmas caroling, have dinner together ,kids play together, etc.
Alameda/Oak	Small independent businesses within walking distance (restaurants, bookstores, theaters, etc.). Incredibly easy access to transit (local bus, BART, commute-to-SF-bus). Easy walk to amenities/services like libraries, schools. Diversity – racial, age, income
Alameda/Oak	Free choice!
Alameda/Oak	Space between houses more than 10 feet. No stack and pack. Rural community. Small homes with large yards.
Alameda/Oak	Very low crime rate. Large back yards accommodate vegetable gardens and fruit trees – sustainable. Single-family detached homes where children can play safely.
Alameda/Oak	Diversified by jobs, skills, professionals.
Alameda/Oak	Walkable: Can get to stores, entertainment, public transit Mix of apartments, houses, businesses, parks in urban areas. Cultural diversity and access to amenities.
Alameda/Oak	Low density with some stores with parking.
Alameda/Oak	Mixed use. Parks. Neighbors.
Alameda/Oak	Diversity. Backyards for children to safely play in.
Alameda/Oak	A mix of high and low density transit in targeted neighborhoods.
Alameda/Oak	My current area isn't super special as traditional homeowner areas go, it is a transient commuter village. Lots of night life.

## Plan Bay Area Public Workshops (April-May 2011)

### You Choose comment form

Q5: What will you remember most from this meeting?

MEETING	COMMENT
Alameda-Ber	How committed libertarians are to "participating"
Alameda-Ber	Nice breakdown of neighborhood types. Thanks for letting me keep it.
Alameda-Ber	The Tea Party contingent
Alameda-Ber	The exercises are interesting but <u>no</u> time for creativity and imaginative ideas.

Alameda-Ber	Voting, everyone participate We are a very "green" group
Alameda-Ber	The beautiful color prints
Alameda-Ber	Lots of info How difficult it is to unwrap the SCS Small group discussion excellent
Alameda-Ber	There are still a lot of people to educate.
Alameda-Ber	No intellectual progress since ABAG Regional Plan of 1971
Alameda-Ber	The arguing. The voting piece was great.
Alameda-Ber	Good to be in a forum with a lot of people discussing these issues (rather than my small neighborhood urban planning group)
Alameda-Ber	The nifty participating device - fun to be able to interact and see the results immediately. When is a public meeting fun?
Alameda-Ber	My first time with the Berkeley Tea Party!
Alameda-Ber	Dialogue
Alameda-Ber	Efficient polling process
Alameda-Ber	Good questions from folks new to process.
Alameda-Ber	Lack of discussion about equity and disaggregating of population to imagine different futures.
Alameda/Oak	Surprised you were unable to respond to some questions that were the <u>same</u> as last RTP forums in Alameda County. What if question doesn't apply? What will data be used for? - etc.
Alameda/Oak	High level of disagreement
Alameda/Oak	Nobody wants to let us ask anything. But some of these presentations are confusing. I don't understand what the goal is supposed to be.
Alameda/Oak	The people who don't know how to be patient and listen
Alameda/Oak	Some - none of the above.
Alameda/Oak	The hostility of the sprawl lovers and distrusting government (T-party?) and their rudeness. Also real life climate change denier.
Alameda/Oak	Growth is controversial. Public forum audiences are antagonistic.
Alameda/Oak	The arguing amongst the wealthy white folks.
Alameda/Oak	The exercise and priorities reshuffled. The disgruntled questioners in the audience who are disruptive.
Alameda/Oak	How deluded some people are about public meeting behavior. Thanks to patient speakers.
Alameda/Oak	They shut people up.
Alameda/Oak	Small group most effective for communication. Large group not as effective. Questions were not answered adequately.
Alameda/Oak	Need to have stronger facilitation to keep process moving due to a number of very opinionated and ignorant people.
Alameda/Oak	Free speech was stifled when questions didn't conform to the speakers expectations.
Alameda/Oak	The questions were too open ended. You cannot gain good data from these questions.
Alameda/Oak	The choices were all biased toward higher density and more government control – very unfair.
Alameda/Oak	How ill prepared and vague including presenters ability to acknowledge --the presenters urgency to just make guess on economics.
Alameda/Oak	The extremes of opinion in this audience.
Alameda/Oak	Diverse opinions.
Alameda/Oak	It's fixed.
Alameda/Oak	Too many interruptions/ arguments.
Alameda/Oak	The contention and anger from white suburbanites.

## Alameda Berkeley Workshop — May 19, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(A.) Thoughts and comments about **place types** in area closest to where you live or work and

MEETING	COMMENT
Alameda/Ber	Berkeley transit corridors, for example, San Pablo - Safety, noise, green space, storm water, trees UHI mitigations, reduce impermeable surfaces, cooling elements, how to walk and bike along a transit corridor
Alameda/Ber	Lake Merritt. Mixed apartments. Older homes. Transit Route.
Alameda/Ber	Build empty lots in proportion with neighborhood. Stop building high rises, ugly buildings in downtown!
Alameda/Ber	Small-house neighborhood south of Rockridge BART is great but could be more 2, 3,4-unit buildings
Alameda/Ber	Walnut Creek - suburban and suburban center - live; work - regional center, city center
Alameda/Ber	I live work in central/west Berkeley close to San Pablo Ave. Urban mod density (cohousing) neighborhood. University Ave @ San Pablo has everything! Walkable.
Alameda/Ber	Urban variety
Alameda/Ber	Transit centers are a good idea in theory but pose environmental justice issues when applied to redevelopment of some areas. NOT GOOD ENOUGH.
Alameda/Ber	No description available of urban areas that are primarily single family homes.
Alameda/Ber	Better access for walking and biking to a nearby mixed-use place type would be good. Also a designation for a neighborhood center something more fine grained would be good.
Alameda/Ber	Place type designations don't apply well.
Alameda/Ber	Transit centers are a good idea. In theory but pose environmental justice issues when applied to redevelopment of some areas.
Alameda/Ber	Fruitvale fits the Urban Neighborhood category very well. There are at least 10 bus lines in the area, plus the BART station; most heavy traffic forms on Int'l Blvd between Fruitvale and 35th Avenues, and there is a googol of mostly Hispanic businesses. It's a second downtown Oakland!
Alameda/Ber	More mix-use in downtown Oakland.
Alameda/Ber	Treasure Island should not be developed until transit has been planned and funded! How do we account for sea level rise? Why is 29 Suburban Center? If it is because people feel more safe in cars at night, then we should fix that.
Alameda/Ber	Transit Town Center, I have nearly all my needs provided in this center. Bridge point - San Mateo. Mariner's Island.
Alameda/Ber	Yes, I live near one of the areas identified (27) and work in Uptown near (24). Both redevelopment areas are right on. I live between Piedmont Ave and Temescal. The area is already there -- upcoming and near BART. Same as with Uptown. Public transit and eyes on street are needed near Jack London Square though.
Alameda/Ber	I live near Piedmont Ave, which is a mixed-use corridor. It has a large number of amenities/services to meet daily needs. Area could definitely become more dense, esp. along Piedmont Ave. (ex. build above retail shops). McArthur BART station is a huge opportunity site for new development and density.
Alameda/Ber	Place types should include natural resources that need to be protected from development.
Alameda/Ber	Map scale is difficult. Having said this, mixed use corridor excellent for my neighborhoods, both where I live and work.
Alameda/Ber	Improving, more mixed-use being built.
Alameda/Ber	Simplistic -- some are too similar. Lack of real ped and bike network.

## Alameda Berkeley Workshop — May 19, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(B.) What are your priorities for conserving land in the county/region?

MEETING	COMMENT
Alameda/Ber	Non-expansion/annexing rural areas
Alameda/Ber	Work with East Bay Regional Parks to create more corridors adjacent to parkland. Create incentives (like Williamson Act) for greenbelt extensions. Make parks and open space more accessible to <u>all</u> people, so kids get out to nature and build support for open space BUT for all people (West Oakland, South Berkeley).
Alameda/Ber	Need more mini-parks reachable by walking paths in urban neighborhoods
Alameda/Ber	Preserve agricultural land, stop destroying the orchards and gardens. Develop where land not used, then build rapid transit there.
Alameda/Ber	1) wildlife habitat 2) farmland 3) backyards shared by a surrounding block of houses 4) urban parks 5) lots of pocket parks 6) private back yards
Alameda/Ber	Oakland Hills 13 corridor Berkeley hills - no build zones. Parks
Alameda/Ber	Make housing and retail/shops more dense but do NOT intrude on existing green areas + Berkeley Marina Park
Alameda/Ber	Conserve industrial spaces small and large. Usable green spaces - urban gardens, parks, farming and wildlife corridors. Keep wild places wild.
Alameda/Ber	Focus growth first where: -it will result in transit ridership, -It will improve J/H balance and proximity, - it will make for "sexy" areas that attract people to an urban lifestyle, especially where needed economically in Oakland. Please ensure investment in affordable housing, however, before driving up land values.
Alameda/Ber	Greenbelt
Alameda/Ber	Infill development. More intermodal and other transit (shuttles, etc)
Alameda/Ber	East Bay R Open Space District ahs done a fabulous job. I think all new or renovated developments should include parks/playgrounds for some percentage of the # of units or amount of business space. Just as a certain amount of parking is usually required, so should open space.
Alameda/Ber	Conserve open spaces that provide linkages for flora and fauna. Conserve high value ag. Invest in smaller scale open space and ag within urban areas.
Alameda/Ber	Why is this worded assuming my priority is to conserve land? Seems this presentation as a whole was designed only to give options consistent with direction the planning already being done is headed.
Alameda/Ber	EBRPD is doing a good job - but the map doesn't identify the west end of the former Alameda Air Station as open space or park, and it is nesting habitat for the Calif. Eastern.
Alameda/Ber	I would like to keep some open space. As I've been saying, open spaces provide refuge areas for relaxation, leave farmland for our food, and provide areas for silence.
Alameda/Ber	We need land conservation in addition to Bayside Fremont, in the city. In Oakland more land conservation <u>on</u> the Bay.
Alameda/Ber	Keep it in the urban core. Working small farm co-ops in East County food transported by electric rail.
Alameda/Ber	Rural land use in Alameda County is a high priority for land conservation. Transportation hubs should focus on town centers and new median density while preserving existing rural.
Alameda/Ber	The area is already urban and Oakland has some great park space in the hills. I think the addition of an urban community park here and there will get the job done.
Alameda/Ber	Create a more livable region with a strong local economy and sustainable treatment of our natural resources.
Alameda/Ber	Infill development and increased transit and active transportation.
Alameda/Ber	More density.
Alameda/Ber	Prohibit development on new land, then buy it.

## Alameda Berkeley Workshop — May 19, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(C.) What resources do you think would be needed to support growth and high-quality development in your community?

MEETING	COMMENT
Alameda/Ber	More support for AC Transit
Alameda/Ber	1) Overriding view of healthy and equitable communities in this process 2) Do health and equity assessments before adopting any final plans (HIA, Social Equity Assessments) 3) Think about jobs, social cohesion and <u>WHO</u> will be living in the Bay Area in 2035 and 2050. 4) STRONG PUBLIC ENGAGEMENT AND OUTREACH - regional and local
Alameda/Ber	Segment funds for urban/low-income neighborhoods with poor health statistics and (illegible) safe places to walk and gather
Alameda/Ber	Let the people decide - stop running their lives! People reside according to their capabilities, money available and opportunities available. Make these opportunities available!
Alameda/Ber	PDA's are a great
Alameda/Ber	Encourage - i.e., Brower Ctr Developments co-spaces - housing, working, eco-villages with more affordable sustainable business, choices, small biz. Policy for affordable housing, green business, micro-enterprise requirements, BMR 4 AMI 50,60,80,120, 80% tops
Alameda/Ber	More bus routes and service - need to subsidize AC Transit. Increase cost of parking at BART to subsidize BART fares. Better street lighting and police presence to improve pedestrian safety. Avoid big box stores.
Alameda/Ber	Ensure creative/healthy choices and options. Flexibility for small biz dev (home/work) and affordable housing. Mitigate and improve areas of higher traffic/noise pollution/low income areas where close to families and seniors, schools. More gardens. Park. Make every bus stop safe, attractive, info-rich, for what's nearby and how to connect to jobs and services. Urban should = multi-use, multi-layered/flexible (illegible) people and natural ecologies.
Alameda/Ber	Bike lanes, affordable housing, reliable bus frequencies/predictable (AC Transit is shockingly ineffective), BRT and streetcar, grocery stores
Alameda/Ber	Need congestion pricing to get revenue. Local bus. Subsidized taxi.
Alameda/Ber	My community largely built out, so issue is redevelopment, not development.
Alameda/Ber	Help in dealing with social equity EJ issues
Alameda/Ber	1) Money (pays for upgrades to streets, buildings and transportation needs) 2) Public input (opinions on what should be paid for, and what takes priority over C30; feedback helps!)
Alameda/Ber	Bikeable, walkable, too much paved/cemented streetscapes.
Alameda/Ber	Medical, Daycare, Jobs, Food, Retail, Good Multiple Transit Modes.
Alameda/Ber	We need DESIRABLE commercial options so people come to Oakland to spend \$\$ here. We also need pedestrians and eyes on the street -- more bars, cafes, things open past 7:00 pm so that "normal" people are walking around the streets and encourage safety.
Alameda/Ber	Better and more frequent public transit: BRT, street cars, busses running more frequently (weekends, during day).
Alameda/Ber	1) Green Streets: multimodal, treat storm water, amenities for safety for bikes/peds, vibrant 2) Concentrate growth around transit centers. 3) Incent property owners to increase density, reduce driving & conserve natural resources. 4) Support a diversity of small local, business, goods and services local.
Alameda/Ber	1) Good community education process to open people's minds to the change that is on its way and should be planned for. 2) Transparent and inclusive local political process to build TRUST and good results.
Alameda/Ber	Education to explain the benefits of "Place Making".... What makes mixed use and density work.
Alameda/Ber	Transportation pricing reform - see other sheet.

## Alameda Berkeley Workshop — May 19, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 2: Transportation Investment Strategies

Comments about top transportation investment strategies

MEETING	COMMENT
Alameda/Ber	Focus on making neighborhoods (poor, low-income) more walkable, bikeable, more green space and mini-parks
Alameda/Ber	There must be other choices than planning other people's lives! Don't see these choices here.
Alameda/Ber	Do not invest in transportation options that do less well than AC Transit and BART with respect to volume and carbon footprint i.e., Berkeley Ferry will use more fuel per passenger than a single passenger SUV.
Alameda/Ber	I think F is more important than I because effective service is concentrated right now. More dispersed/tributary networks (i.e. AC Transit) have poor ridership, I think, because they are not predictably <u>on time</u> or frequent enough.
Alameda/Ber	Reduce GHG emissions or there won't be a future.
Alameda/Ber	Expand express buses within current destinations. Reliable transit will go a long way to getting people out of cars. Not enough time.
Alameda/Ber	I favor increasing funding for the most <u>cost</u> -effective and carbon efficient
Alameda/Ber	Effective = efficient. DEFINE
Alameda/Ber	Why is development so heavy in Berk/Oakland and not in "South County" (Fremont/Hayward)?
Alameda/Ber	Gondola under Bay Bridge for bikes and tourists. Safer and cheaper than a bike lane.
Alameda/Ber	Equity issues. More integrated transit options, efficiency, ease of use and equitable.

**Alameda Berkeley Workshop — May 19, 2011****Plan Bay Area Participant Comment Sheet***Step 3: Policy Initiatives*

Comments about top policy initiatives

<b>MEETING</b>	<b>COMMENT</b>
Alameda/Ber	Pricing and cash payments hurt the ability to get to and from work, as well as to find work. Especially in a tight job market where looking for a job is almost. Policies need to include stronger affordable housing, green/sustainable small business.
Alameda/Ber	Economic development should emphasize mixed use live and work nearby to decrease traffic/parking.
Alameda/Ber	Warehouse and industrial - these are good jobs for less educated people, but these jobs disappear b/c of land values in urban areas. They need public investment. Otherwise the only jobs for less educated people are retail.
Alameda/Ber	Not sure what else; need more time. Agree about economic development priorities of the discussion
Alameda/Ber	Economic development - only to extent that market will support.
Alameda/Ber	Too much congestion on streets like Shattuck and Telegraph forces traffic into neighborhoods
Alameda/Ber	Need more people in the (illegible). Better public spaces. Concern about LU alone/what to do with \$. Talk about return to source. Support for Trader Joe's. Need more public spaces. Integrate conservation into infrastructure. Focus on implementation/criteria. Standardize City requirements for developer. Regulations kill economics of development.
Alameda/Ber	In terms of 5 (Other pricing strategies) would have picked it if it had read: "For example, charge tolls on all express lanes." This initiative must also be linked to Economic Development.
Alameda/Ber	Policy Initiative 5 (Other Pricing Strategies) would not be good for people priced out of SF.
Alameda/Ber	In terms of 1 (New Requirements for Employers) remove "work from home" and focus on employees paying for transit costs with pre-tax dollars. This should be required. Make sure that this is easy and encouraged. Right now the way it works is unpleasantly a \$2 charge to auto-load Clipper cards and it's harder to have a bus pass and e-cash added to a card at once than payroll deduction.
Alameda/Ber	Look at whether the industrial sites are vacant or not, whether they can be rented. Some areas are doing well, other industrial areas are vacant. Encourage employers to seek office space near transit or in central urban areas.
Alameda/Ber	Support a strong local economy, diverse & livable urban centers. Incent property owners and transit users directly, not just through individual town politics or employers.
Alameda/Ber	These policies require transit and active transportation infrastructure. Penalizing auto use without providing decent alternatives won't work!
Alameda/Ber	Change A to read "Increase funding - using land use services (rents and houses for ecopass) - for most cost effective transit services." Limit on cost per revenue operating hour percent, e.g. most over \$75/bus revenue hour. Also, ????

# Alameda Berkeley Workshop — May 19, 2011

## Plan Bay Area Participant Comment Sheet

### WILD CARDS

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

MEETING	WILD CARD — Investment Strategies	WILD CARD — Policy Initiatives
Alameda/Ber	1) SAFETY VIOLENCE Prevention so people can walk and bike in <u>all</u> communities 2) transit hubs --> shuttles to workplaces 3) all schools have safe routes to schools	Find co-benefits. Change speed limit to 55 MPH Fwy/Hwy (not individual behavior) and 20 MPH within neighborhoods.
Alameda/Ber		Local agricultural space that supplies community-based healthy food establishments. Set aside agricultural space to supply new businesses dedicated to production of healthy meals by mom-pop (live in community) healthy food store cooked and uncooked. Also transit neighborhoods.
Alameda/Ber	1) Encourage eco-villages and shared /co-housing development and working spaces 2) Incentives for small green sustainable business in transit corridors	Regional fixed rate pass!
Alameda/Ber	Make bus stops better information rich, safe routes to public amenities and neighborhoods	Lower transit charge the more you use it in a day/month. Fixed fee for a day.
Alameda/Ber	Congestion pricing	
Alameda/Ber	1) Congestion pricing 2) (illegible)	Full (illegible)
Alameda/Ber		Revenue sharing across region.
Alameda/Ber		Tax/subsidy (perhaps through gas tax) for efficiency of car & amount of fuel driven.
Alameda/Ber	Effective transit system issue specific	Reduce congestion on major thoroughfares
Alameda/Ber	Add to H (Improve Bike and Ped Route) by including on the Bay Bridge and more bikes on BART.	
Alameda/Ber	Encourage all demographics to take public transit (make it appear safe and reliable)	
Alameda/Ber		Support land use policies that allow us to produce diverse goods & services within our own region.
Alameda/Ber	Raise gas tax (or blow up interstates).	
Alameda/Ber	Transferable development rights	Dedicate lands for buses and bikes to calm traffic.
Alameda/Ber	Have more design competitions to encourage specific & repeatable innovation to link transport with conservation	Use macrowiki-nomics philosophy. It's unfortunate there are not more <20 year olds here. (I'm not in that age group).
Alameda/Ber	Continue to encourage technology coordination across modes i.e., 511, carshare, Google, etc.	No cash-upfront for discount (illegible) transit users. Discounted rides the more you ride smart card reduces charge the more you ride in a month. More equitable for low-income folks.
Alameda/Ber	Increase funding for the most cost-effective and carbon-efficient transit. Would tend to be buses, not BART or ferries.	Fixed rate transit pass for MTC regional rail/bus.
Alameda/Ber	Solve the transit operations cost problem. Less cost & better funding.	1) Allow for more flex/multi-use zoning. 2) Resident/worker/local biz/industrial (urban ag/co-housing/co-working) 3) New fee on VMT and/or # cars registered + vehicle census <u>scorecard</u> . Give us regional/local tracking systems.
Alameda/Ber	Fund the non-transportation infrastructure (including schools) to support PDAs and GOAs.	Unbundle parking from housing.
Alameda/Ber		Full pricing/not these stupid express lanes.

## Alameda Oakland Workshop — May 24, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(A.) Thoughts and comments about **place types** in area closest to where you live or work and

MEETING	COMMENT
Alameda/Oak	They are awful, too dense, will increase crime and social problems. I live in a <u>house</u> and people like houses. There is not the same pride in the home as when it is a single family home. You need a <u>mix</u> -- this plan looks like the projects.
Alameda/Oak	Prefer mixtures of single family - multi-family. Big Business for the tax base and affordable goods. Small businesses to catch the foot traffic and fill in niche markets.
Alameda/Oak	<u>Mixed use corridor</u> : good idea. Beginning to become this right now so with an infusion of funds they could be developed more and with a streetscape designs and more amenities and transportation facilities (ped and bike) would be welcomed. <u>City Center</u> : well developed right now.
Alameda/Oak	Alameda County PDA#26 - I live in a primarily single family dwelling neighborhood -- I want development along major transit corridors like International -- not Fruitvale Ave or High Street. <u>Small</u> business development along these streets like High and Fruitvale.
Alameda/Oak	I welcome Emeryville developing as a City Center to draw more activity, to be more dynamic and vibrant. I also think the areas of Berkeley developing bring more vibrant uses to the area. Maximizing use of wide roads, remnants of rail in the past, would be a good thing.
Alameda/Oak	Mixed use encourages less driving and more walking.
Alameda/Oak	Not so much for me, but for other folks -- increasing density in most bay area transit corridors requires strategies for protecting public health from vehicle emissions.
Alameda/Oak	I would want more grocery stores with fresh food and healthy foods. It should be closer to houses not far because people don't have car or money for transportation.
Alameda/Oak	#28 seems like significant planned development. I am concerned about fair distribution.
Alameda/Oak	#33 leave as only property improvements. #32 leave as only improvements
Alameda/Oak	This is unclear, I don't know how to answer.
Alameda/Oak	Place types are similar to existing. Decent representation.
Alameda/Oak	Homes -- little public transportation. Residential. No room.
Alameda/Oak	Albany, currently URBAN NEIGHBORHOOD, some (many?) will resist pressure to increase density to plan proposal of mixed use corridor. Possibly, proposed development by UCB on San Pablo may make minor change.
Alameda/Oak	The imagery focused on new development.
Alameda/Oak	West Oakland -- most of the neighborhood is zoned industrial and doesn't even allow for residential. Where will the growth grow?
Alameda/Oak	Generally makes sense, follows existing trends and development patterns.
Alameda/Oak	Area 28 - Because some of this area is hilly, walking or biking to access transit and local services is a challenge - especially for aging homeowners. I like more "neighborhoods" like Grand/Lakeshore or Park Blvd and how these build a sense of community. But the 5-10 block links are critical.
Alameda/Oak	#27. I like the transit village idea. I think including mixed-income housing is crucial to avoid gentrification and a vibrant economy.
Alameda/Oak	Fruitvale/Diamond #26 already has been developed into urban neighborhood. More housing that is affordable and keep local vendors operating. I live in the Fruitvale/Diamond District. Reviewing all the development options, ALL developments look the same. The images could be interchanged and there would be no noticeable difference -> it all looks the same.
Alameda/Oak	Pleasanton official put out information that the residences have no choice to reject. If the City Council said OK that does not mean they represent the majority of Pleasanton residences.
Alameda/Oak	My neighborhood is a PDA and it's slated for mixed-use corridor. There are areas that do need development. I am concerned about the increase in traffic, but will see how it goes. I do support the concept though.
Alameda/Oak	I live in Berkeley near the Telegraph corridor. I agree -> Telegraph is currently dead.
Alameda/Oak	I want less development in Berkeley. 34% population increase is a nightmare. We have a beautiful town spread over 3 miles. Crowding out existing residents is <u>not</u> a good plan.
Alameda/Oak	I want more of Berkeley to look like a City Center. I wish we had better BRT support, aligning with Oakland and Albany.
Alameda/Oak	Protect property rights.

**Alameda Oakland Workshop — May 24, 2011**

**Plan Bay Area Participant Comment Sheet**

*Step 1: County Growth and Place Types*

(A.) Thoughts and comments about **place types** in area closest to where you live or work and

<b>MEETING</b>	<b>COMMENT</b>
Alameda/Oak	Leave us alone. We want more freedom.
Alameda/Oak	I live an area where there are many single family homes. There were no options in these surveys for this option those who wanted to speak in favor off this issue (as well as property rights) or ask questions about this option were ignored.
Alameda/Oak	22 -> indicated as transit neighborhood. I think it is transit town center and should stay that way; just needs upkeep.
Alameda/Oak	Suburban single family homes
Alameda/Oak	I liked seeing transit town center and city centers in both areas where I work and live.
Alameda/Oak	I like the area I live in because it is residential, near grocery stores and shops. This includes Lake Merritt and 4 1/2 mile walk I do almost every Saturday. I walk out more door and I'm able to board 7 different buses at 3 locations.

## Alameda Oakland Workshop — May 24, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(B.) What are your priorities for conserving land in the county/region?

MEETING	COMMENT
Alameda/Oak	Leave Oakland, Berkeley the same - there are <u>multiple</u> urban parks that are not on the map. I think "Mother's Parks" -- i.e. a half sq block parks are more useful - big spaces you likely have to drive to.
Alameda/Oak	We have the East Bay Regional Park System - no further need for open space - it is vast for an urban area. Plus existing parks, that's enough.
Alameda/Oak	Landbanking and creation of "green belts." Urban space must be created and maintained/protected
Alameda/Oak	Where do neighborhood parks fit in to protected open spaces? Urban neighborhoods that have parks should maintain those open spaces and expand open space in urban neighborhoods where possible.
Alameda/Oak	Open space is very important and should be integrated into all new large-scale development and available to every member of the community.
Alameda/Oak	Preserve beaches, natural habitats for wildlife, areas to walk dogs, preserve or create ways to grow fresh food close to high density living areas.
Alameda/Oak	I'd like to conserve farmland and wooded canyons.
Alameda/Oak	Within reason, private property should be respected.
Alameda/Oak	Low
Alameda/Oak	Let the citizens from that city plan their own city.
Alameda/Oak	Great to conserve publicly owned space. Not great to try to require privately-owned land to be open space without buying private land to make it public.
Alameda/Oak	Infill + adaptive reuse
Alameda/Oak	1. Good to preserve/encourage local food production, natural habitat to support food production, natural habitat to support food production and mental health/biodiversity. 2. Preserve "industrial" land for manufacturing jobs.
Alameda/Oak	Preserve current parks and access to Bay.
Alameda/Oak	There is a lot of un-used land in Oakland. Development is necessary but including greenspace in areas with a tremendous amount of concrete wall will cause health problems for the community = urban heat island.
Alameda/Oak	Private lands should be preserved & public lands should be developed more into shared spaces.
Alameda/Oak	Hiking and recreation.
Alameda/Oak	Land should be conserved. Green space for a public use. WE need green space to absorb GHG too.
Alameda/Oak	Infill and open space mix/balance. Lots of parks and less roads.
Alameda/Oak	Minimizing population growth. Better zoning restrictions.
Alameda/Oak	Private property.
Alameda/Oak	Conserve private property rights!
Alameda/Oak	"Conserving land" needs better definition. Prioritize conservation of valuable natural resources and focus development on urban areas (infill development).
Alameda/Oak	Infill is the #1.
Alameda/Oak	If "conserving" means not building on undeveloped land, then restricting choices to increased density is inappropriate and too restricted.
Alameda/Oak	Conserve parks. Do not touch private property.
Alameda/Oak	More infill development will help with open space conservation.
Alameda/Oak	Make sure there is opportunity for urban or community gardens.
Alameda/Oak	Plans, I plan to come to meetings and speak about saving lands in the country/region. Alameda County needs to not develop on land set aside as an "open space." Don't build on all the open land.

## Alameda Oakland Workshop — May 24, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(C.) What resources do you think would be needed to support growth and high-quality development in your community?

MEETING	COMMENT
Alameda/Oak	1) Better bus service - small buses like the "Emery-Go-Round" vehicles 2) smaller grocery stores, hardware stores so you would not have to go to Home Depot 3) Job creation by having small shops Someone will not be "close" by definition. Everyone can't be healthy walking distance from all things.
Alameda/Oak	Low rates. Less regulations on businesses. Good law enforcement emphasis. Quality of life issues (I.e. graffiti, loitering, etc). Local control of the educational system -- parents at the top -- teachers next - unions and
Alameda/Oak	Local funding ??? For housing and education.
Alameda/Oak	Transit funding - more and better transit. Closer headways for transit.
Alameda/Oak	Large corporations should contribute their share for transit, common space and open areas. Largest income earners and property owners should contribute a proportional share in proper taxes and fees to support growth and high quality development.
Alameda/Oak	A more empowered planning function for cities/counties.
Alameda/Oak	Need high quality, reliable transit. Need of better schools -- high quality local public schools throughout all Oakland/+other
Alameda/Oak	To have vote from the people not the government because they don't like here we do so it should be our choice what we want.
Alameda/Oak	Strong connection with local business needs.
Alameda/Oak	1) Water 2) Jobs 3) Public Safety
Alameda/Oak	Respect of property rights; fewer restrictions on property USAGB
Alameda/Oak	Political backbone!
Alameda/Oak	Community!
Alameda/Oak	School infrastructure. Changes to current zoning codes and restrictions. A State gov'n't that parses adequate taxes so it doesn't need to raid local gov'n't.
Alameda/Oak	More community input and incorporation and feedback. Visualizations on what communities will look like. What does density at different levels look like: 1000pp/sqmi, 2000pp/sqmi to 100,000pp/sq (defining how dense neighborhoods will mix housing types).
Alameda/Oak	Transportation grants to cities are needed to make major street improvements so that corridors are a more desirable place to <u>live</u> (right now most are not); need more trees, small neighborhood parks, and retail along streets to attract new development and potential new residents.
Alameda/Oak	Long term planning: educate residents, more charettes. Growth: not possible infinite world - we are turning japanese/european
Alameda/Oak	Make sure dense development have lots of natural light and don't block light for others or create wind tunnels. Access-wide sidewalks if you want more pedestrians. Separate bikes for safety. Give buses "fare free" zones and bus lanes to make this mode competitive and safe. Services - delivery.
Alameda/Oak	Transportation resources. Community knowledge resources. Mixed-income housing. Recreation facilities.
Alameda/Oak	There needs to be a better development of infrastructure & preparation. Less separation between neighborhoods, less division, equal access to resources across cities from anywhere else in the system.
Alameda/Oak	1) Education system needs to be streamlined with fraud, corruption and cronyism addressed first. 2) Out of control administration of transit system costs/expenditures.
Alameda/Oak	Mixed services - public transport, community services, amenities, businesses,
Alameda/Oak	Take another look at "committed" funds for incoming \$ in regards to SB 375.
Alameda/Oak	I do not support population growth in my region. There are 800,000 unemployed. We need job creation, not the Ponzi scheme of construction.
Alameda/Oak	Mandate acceptance.
Alameda/Oak	Businesses with less mandates.
Alameda/Oak	Stop over-regulating and start encouraging businesses to come into the state/country.
Alameda/Oak	Increase in public transit scale and efficiency.

**Alameda Oakland Workshop — May 24, 2011**

**Plan Bay Area Participant Comment Sheet**

*Step 1: County Growth and Place Types*

(C.) What resources do you think would be needed to support growth and high-quality development in your community?

<b>MEETING</b>	<b>COMMENT</b>
Alameda/Oak	a) Increase funding for effective transit service b) increase funding to fix freeway c) increase funding to repair buses d) expand bus service
Alameda/Oak	Dramatic reduction in government regulations and taxes Increased police and fire protection FIX THE ROADS
Alameda/Oak	Political will by decision makers and financial resources to support more in-fill affordable housing near
Alameda/Oak	Go to Town Hall meetings, search the web for Oakland and Alameda County political leaders and representatives. Tell them to fix 880 highway, I ride in cars once or twice a month. Oakland's streets are being fixed, please keep fixing them. Thank you Mayor Quan.

**Alameda Oakland Workshop — May 24, 2011****Plan Bay Area Participant Comment Sheet***Step 2: Transportation Investment Strategies*

Comments about top transportation investment strategies

<b>MEETING</b>	<b>COMMENT</b>
Alameda/Oak	Transit, bike & pedestrian facilities should expand needs to receive more funding. People need encouragement to get out of their cars by convenient, safe and affordable alternatives.
Alameda/Oak	They should give less coast for the public transportation.
Alameda/Oak	Transit reliability.
Alameda/Oak	Wildcard is option A combined with taking into account current commuter trends and preferences.
Alameda/Oak	Encourage vehicle manufacturers with fewer regulations on production types. Allow aerotropolises in the master plan.
Alameda/Oak	Make use of transit we have to make service better.
Alameda/Oak	I am tired of all these "transportation incentives" & "investments." There's no money to "invest" with anyway. There is <b>NO</b> other way to get from Isleton to Walnut Creek then driving. I guess I'll just keep doing what I'm doing until the EPA and ABAG or whoever comes to take me away.
Alameda/Oak	City Citizens input only.
Alameda/Oak	The transit investment assumes an either or scenario: 1) pedestrian 2) transit 3) cars... and nothing that combines all views.
Alameda/Oak	Triage funding around existing most-used routes. Need to educate people more on fossil fuels & why we are now facing land-transportation issues. Can't dream/invent new oil fields.
Alameda/Oak	Choice! Not either/or. Strategies that make a difference on an incremental basis - i.e. - transit vs. SOV one/2x/week, owning one car, not 2 or 3... Economic, efficient (travel times), safe, convenient area all the criteria.
Alameda/Oak	By the presentation - there is little indication that the vision for the general public is consistent with those of the general citizenship.
Alameda/Oak	<u>Expand</u> public transportation; make it more efficient so people will want to use it. <u>Create mechanisms to fund</u> public transit, so we do not see cuts in routes/options, i.e., AC Transit. <u>Ensure housing near transit.</u> <u>Ensure jobs near transit.</u>
Alameda/Oak	Invest in active forms of transportation to reduce GHG emissions, improve health and promote physical
Alameda/Oak	Stop spending money we don't have. We have spent ourselves into oblivion and taxed ourselves into increasing poverty. We have over-regulated our businesses causing them to leave the state and/or the country.
Alameda/Oak	Investing in public transportation is fine as long as you do NOT also tax people who choose not to use it - i.e., taxing by mileage, charging higher-parking fees for those who choose to drive, or higher tolls. It is all about personal choice and individual liberties. When you over tax you interfere with these choices and liberties.
Alameda/Oak	Invest in environmentally sustainable or "green" development strategies.
Alameda/Oak	The overwhelming mode of transportation will continue to be private automobile. Less government, more individual responsibility.
Alameda/Oak	Fix potholes to improve bike facilities - safety issue.
Alameda/Oak	Would really like to see BART and/or rail lines expanded to more communities.

## Alameda Oakland Workshop — May 24, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 3: Policy Initiatives

Comments about top policy initiatives

MEETING	COMMENT
Alameda/Oak	Shift funds from freeway and suburban development and big box stores, to in-fill, denser communities with smaller businesses serving local residents and workers.
Alameda/Oak	Reduce our dependence on foreign oil. Increase public funding for electric cars and trains to make them more efficient, affordable and useable.
Alameda/Oak	On #3 -- I support the expansion of changing infrastructure but <u>NOT</u> the purchase of private autos of <u>any</u> kind. MAYBE ok to subsidize public fleets. E.g. city-owned vehicles.
Alameda/Oak	Incentives for employers to encourage telecommuting. Provide more parking facilities in urban areas.
Alameda/Oak	The day is coming for the defunding of Air Resources Board, Coastal Commission, RDA, any special districts; what then.
Alameda/Oak	I don't know what "top policies" are. But every time I come here there are pictures or comments about electric cars and no one can tell me what it costs to plug one in. Maybe someday someone on this committee can find out and can <u>tell</u> the next group.
Alameda/Oak	City Citizen input only.
Alameda/Oak	This question was confusion.
Alameda/Oak	<u>education</u> (i.e. the oil drum/TED talks for residents of suburbs and cities.)
Alameda/Oak	The key is to positively incentivize behaviors that have positive environmental/economic/social impact and to disincentivize behaviors that have negative environmental/economic/social impacts, but we need to be careful not to inappropriately punish people who are trying to do the right thing.
Alameda/Oak	This is an area that I need more data on, so any decisions may not be appropriate or based on information that shows best % of <u>reductions in GHG</u> . Focus on most efficient options for greatest reduction of GHG.
Alameda/Oak	End the Oakland airport connector, spend that money on transportation funding for underserved communities.
Alameda/Oak	Read all of the wild cards. Need to have more time for decision without stifling debate.
Alameda/Oak	Finding alternative energy sources is important but in the meantime allow drilling in US so we are not dependant on foreign oil. Regulating individuals (i.e. by mileage is NOT the way to go. This limits individual choice. The power to tax (i.e. regulate) is the power to destroy. Taxing in this way is forcing people out of their cars if they choose to live that way. It will also limit people choices in recreational plans. They will be forced to stay local rather than traveling to other areas to recreate.
Alameda/Oak	Revamp mass transit with smaller buses more frequent trips/routes; longer service hours; more intra-agency cooperation
Alameda/Oak	Other pricing is okay if done in a way that also promotes economic equality. Economic development - would depend on how you balance impact of freight emissions on health and livability of communities. <u>Saving jobs</u> is not enough.
Alameda/Oak	#1-4 - No! You will destroy business in CA.

<b>Alameda Oakland Workshop — May 24, 2011</b>		
<b>Plan Bay Area Participant Comment Sheet</b>		
<i>WILD CARDS</i>		
Step 2: Transportation Investment Strategies		
Step 3: Policy Initiatives		
<b>MEETING</b>	<b>WILD CARD — Investment Strategies</b>	<b>WILD CARD — Policy Initiatives</b>
Alameda/Oak	Have mid-street median strips with trolley to go through downtown, see Denver, CO Have long-term parking lots at edge of shopping area with CNG shuttle to main street.	#1 is not bad but it should give an incentive (i.e. tax break). It can be disruptive to very small businesses.
Alameda/Oak	Not a big fan of central planning usually ends in failure, doesn't have a very good track record historically.	Allow individual choices and free market incentives, lower tax rates, less regulations, etc.
Alameda/Oak		Set maximum parking space requirements for new development and eliminate parking minimums.
Alameda/Oak		Financial incentives to take transit or drive low emission vehicles.
Alameda/Oak		Fully fund public transit to reduce wait times on all urban routes to 10 minutes and suburban routes to no more than 20 minutes.
Alameda/Oak		Let at least students have Clipper card for buses less than it costs or even free because they are too
Alameda/Oak		Location efficient mortgages.
Alameda/Oak	Derivation of A - Increase funding of most effective transit taking into account actual user preferences (trending).	Provide more parking facilities in Urban Areas. Create incentives for employers to allow telecommuting.
Alameda/Oak	Improve road surfaces to resist potholes. Monitor overweight vehicles that cause potholes. Remove carpool lane. Stagger work.	Stagger commute drivers at work.
Alameda/Oak		Provide incentives to encourage people to live close to work and other daily commute distances.
Alameda/Oak		More new jobs.
Alameda/Oak	Better funding and increased school infrastructure.	Rethink/revise local planning rules that are designed to inhibit any growth, especially higher bldgs, multi-unit housing, low-income housing.
Alameda/Oak	Infill infrastructure for BART in the core.	Encourage/require commercial/job development in transit centers and corridors.
Alameda/Oak	Improve the streets we have: Make transportation grants to cities with major regional corridors to add street trees, widen sidewalks, create pocket parks, etc. So that corridors are a more desirable place to live and work and shop!	
Alameda/Oak		Holistic approach that has many options one size doesn't fit all.
Alameda/Oak		Provide systematic alternatives to driving to change
Alameda/Oak		More low-cost parking in town/for downtown business.
Alameda/Oak		No any regulations to mandate certain requirements to accomplish specific agenda.
Alameda/Oak	We don't have any money to spend. Protect private property rights.	Stop spending money we don't have. Pay off our debt before spending us into more debt. Ditto to all the other wild cards.
Alameda/Oak	Set aside funds for preservation of open space	Subsidize cities that set priority on bike paths and public transit. Subsidize cities that prioritize public transit service.
Alameda/Oak	Build more roads and highways. Fix potholes	1) Cut taxes 2) Reduce regulations

## Alameda Oakland Workshop — May 24, 2011

### Plan Bay Area Participant Comment Sheet

#### WILD CARDS

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

MEETING	WILD CARD — Investment Strategies	WILD CARD — Policy Initiatives
Alameda/Oak		Policy to promote housing adjacent to transit and incentive to provide affordable housing.
Alameda/Oak		More infill affordable housing near transportation and
Alameda/Oak		More parking near employment centers.
Alameda/Oak	Lower barriers to development by reducing government fees for permits and streamlining development process.	Get money by reducing salaries and benefits and tax advantages to political figures and corporate administrators. Get money closing loopholes on corporations and billionheirs rather than further burdening working class i.e. employees driving on roads and parking their cars in order to work.
Alameda/Oak	Other pricing strategies, charge for VMT	Provide streetcar for Last Mile service from BART and Capitol Corridor in high density areas.
Alameda/Oak	More Roads	More public outreach, events, ads and ridership tools to improve transit ridership. Also offer incentives for riding, such as frequent use cards with benefits, giveaways, monthly themes, beautification of bus stops.
Alameda/Oak	Remove car pool lanes	Reduce tax burden on business to entice them to stay.
Alameda/Oak	Provide free public transit to low-income households and all seniors and youth.	Remove all zoning restrictions.
Alameda/Oak	Create new jobs	Renounce eminent domain.
Alameda/Oak	<u>No</u> new "incentives" <u>against</u> driving. <u>No</u> higher "emissions standards." It is hard enough to smog my car as it is!!	<u>NO</u> new "requirements" for employers. If I don't like an employer's policy, I'll go work someplace else. And if I can't find another job I guess I'll stay where I am and be grateful cuz I obviously need my employer more than he needs me!
Alameda/Oak	Streamline Business licensing of other Transit Co.	Create new jobs.
Alameda/Oak	Privatize transit.	Keep driving habits the same. (I already drive 55 miles an hour)
Alameda/Oak	Make better use of current transportation network because that's what's already <u>THERE!</u> <u>No</u> new taxes, <u>no new</u> bike lanes or anything else cuz we are <u>BROKE!</u>	No infringements on personal freedoms.
Alameda/Oak	Rewrite policy so that funding is directed to the maintenance, and expansion of, transportation infrastructure.	Allow citizens to work with employers.
Alameda/Oak	<u>SELL!!</u> Sell bus systems and train systems to <u>private</u> companies who will run them better and <u>PAY</u> the Bay Area to do it!	Lower taxes, which will increase jobs.
Alameda/Oak	<u>No</u> parking meters. It's expensive enough to drive as it is. There is <u>NO</u> other way 4 me to get to work than to <u>DRIVE</u> there. PLEASE don't make it harder for me to <u>drive</u> .	Reduce restrictions, which will increase jobs.
Alameda/Oak	Keep single family homes in their area.	Provide systematic alternatives to driving to change transportation behavior not just tweak driving behavior.
Alameda/Oak	Growth without restrictions.	Electric cars no subsidizing not enough power plants to support does not invest American promotes foreign purchases.
Alameda/Oak	Use the funds already allocated for street repair.	Stop making it more difficult for businesses we already area hostile to Bus. We rank 50th.

## Alameda Oakland Workshop — May 24, 2011

### Plan Bay Area Participant Comment Sheet

#### WILD CARDS

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

MEETING	WILD CARD — Investment Strategies	WILD CARD — Policy Initiatives
Alameda/Oak	Repair existing roads as needed without increasing taxes. I have no idea, but I am open to something new which keeps down air pollution.	Invest in Metro Rail for the whole Bay Area like Washington DC
Alameda/Oak	Fix Inefficiencies	Allow drilling in US - so we are not so dependent on foreign oil.
Alameda/Oak	Cancel existing projects like MUNI Central Subway and BART Oakland airport connector.	No regulations by anyone as far as driving, car maintenance, parking fees.
Alameda/Oak	Protect private property rights	Economic development. Reduce government regulations especially wage/hourly rules for high tech to bring employees back to Calif.
Alameda/Oak	Protect private property rights	More control over local land use decisions by regional agencies
Alameda/Oak	Stop subsidizing patterns of land use that are killing us.	Incentives for employers to give transit passes to employees.
Alameda/Oak	Provide transit subsidies to low income residents.	Create affordable housing requirements (e.g. each city/neighborhood has to dedicate a certain percentage of housing in transit dense neighborhoods for low income residents.)
Alameda/Oak	Increase ability to work at home/satellite offices, etc.	Leave the employers alone!
Alameda/Oak	Fix pot holes, take away toll lanes.	increase park and ride areas.
Alameda/Oak	Build more roads	Allow economic development with policy that is positive for business.
Alameda/Oak	Most cost efficient per passenger mile.	Other
Alameda/Oak	Most cost efficient per passenger mile roads and buses.	Tax carbon - the coin of the (illegible)
Alameda/Oak	More roads Better roads Freeway efficiency	Most cost effective red of CO2
Alameda/Oak	More cost effective transport (cars and buses) per passenger mile	Don't legislate people's lives
Alameda/Oak	Most cost efficient transport per passenger mile.	Don't legislate people's lives
Alameda/Oak	Expand and fix roadways.	Don't legislate people's lives
Alameda/Oak	Expand roadways.	Don't choose for people
Alameda/Oak	More roads	Don't legislate for people
Alameda/Oak	More roads	Don't legislate for people
Alameda/Oak	More roads	Best cost effective reduction of CO2 per
Alameda/Oak	More	Incentives for driving
Alameda/Oak		Don't legislate people
Alameda/Oak		Don't legislate for people
Alameda/Oak		Don't legislate people's lives
Alameda/Oak		Carbon or gas tax
Alameda/Oak		Most cost effective way of reducing CO2
Alameda/Oak		Most cost effective method of reducing CO2

# Alameda County — Causa Justa Just Cause

## Plan Bay Area Community-Based Outreach

### Outreach area:

East and West Oakland, California

### Outreach description:

Outreach in April and May 2011 through door knocking, interviews, and presentations at tenant meetings

### Participants: 239

(Note: Not everyone voted in all segments of the outreach.)

### Priority Transportation Investment Strategies

Participants were given 21 options for investing future transportation funding and asked to select their top six priorities.

Rank	Strategy
1	Invest more transportation funds to support cities that build new housing near transit that is affordable for Bay Area residents with limited income
2	Expand commuter rail services (BART, Caltrain, etc.)
3	More frequent service on transit routes with high ridership
4	Expand express bus and local bus services
5	Increase funding to maintain local streets and roads
6	Improve safety of streets and intersections

### Priority Policy Initiatives

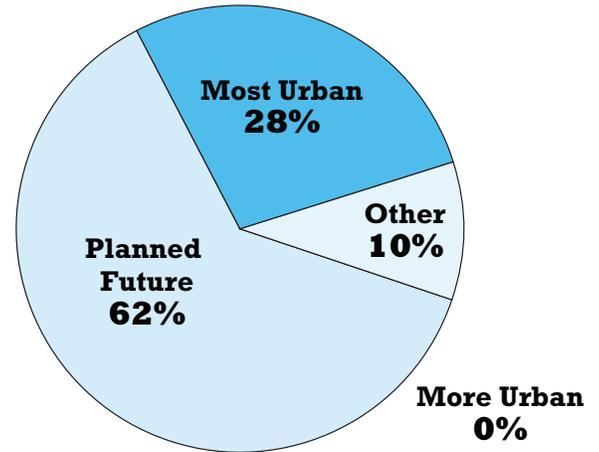
Participants were given six options for new policies that could be adopted (at the local, regional, state or federal level) and asked to select their top three.

Rank	Initiative
1	New requirements for employers (e.g. allow employees to work from home one day per week; allow employees to pay for transit with pre-tax dollars, etc.)
2	***
3	***

\*\*\* Organization did not provide survey numbers

### How will we grow?

Participants were asked to choose a preferred scenario for future growth, with "Planned Future" (labeled "current Plans") reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



### Comments

Participants who took the survey were asked what one thing in their neighborhood (and in the Bay Area) they would like to see changed, and what one thing they would most like to keep. Some participants also submitted general comments on a separate comment card. Below are the most common responses and comments in no particular order.

- Maintain trees, parks, open spaces
- Maintain ethnic diversity in the community
- Maintain wildlife conservation
- Improve community unity
- Maintain and expand bicycle and pedestrian lanes
- Improve equal access to basic necessities like grocery stores throughout Alameda County
- Expand low-income housing options
- Increase job opportunities
- Decrease crime, violence, drug use
- Expand youth programs and educational activities
- Stop gentrification
- Expand current transit options, particularly buses

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
CAUSA JUSTA JUST CAUSE — EAST AND WEST OAKLAND**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4a**

***What is the one thing in your neighborhood or community that you would most like to keep? What one thing in the Bay Area would you like to keep?***

**COMMENT**

Trees

To keep more drug stores and a place to shop

Loitering, prostitutions, drugs

Park clean and crime free

Income

The people

Crazy people

School

Why have to secu to talk about

Schools, good teachers, sports teams, and good cops

Keep parks open. For homeless people

Schools

I'd like to keep trees and parks and see them made safer to more welcoming for kids and old people

Community and diversity

Housing and schools

Keep the stores

Community

Peace

Community and hads personal

The Walgreens across the street

BART

Diversity x2

I would like to keep the people and food markets. The Bay Area would like to keep their jobs and homes.

Organizations that educate the communities

Organizations

The black people (A) and (B)

Ethnic diversity and cultural resources and natural (museums and parks)

Mini bike (little motorcycles)

Diversity in age, race, gender and sexual orientation. Safe space for all humans

Community

Culture

Parks

The park and recreation systems. The maritime school

Youth programs. Green spaces

Consistency in the neighborhood is really important to keeping everyone feeling safe. Making sure folks who have been in area a long time, have the resources to stay.

Stop cutting bus service

Help long time residents who stabilize neighborhoods and promote cohesion and community stay in the neighborhood

Diversity

Our culture and historic communities

I would love to keep my neighborhood the way it is. I'd love to keep transportation going

I'd keep the parks in my neighborhood. I'd keep the programs.

I would keep the bus services that connects East to West Oakland.

The wildlife conservation

I would like to keep long term residents in their homes. In the Bay Area, I would like to keep the libraries open.

Whatever friendly people live there. Keep BART and extend its routes.

<b>QUESTION 4a</b>
<b><i>What is the one thing in your neighborhood or community that you would most like to keep ? What one thing in the Bay Area would you like to keep ?</i></b>
<b>COMMENT</b>
In both my neighborhood and in the Bay Area, I want to keep the housing protections public transit and bike lanes we already have.
The diverse culture and arts
Keep police from fucking with people
Bus system (aside from price) is decent
Keep coming out and asking the people what they think
Historical buildings
SSI
Black people. Parks
Nothing.
In my neighborhood, I would like to keep affordable housing. In the Bay Area, also affordable housing.
Diversity (true diversity). Experiencing different cultures and ways of life all over the Bay.
Nothing
I would like to keep the diversity
Walgreens and other businesses in our neighborhoods in East Oakland.
Community welfare for seniors
More togetherness with each race.
Walgreens store/pharmacy. East Oakland youth development center. Senior housing. Churches. Libraries.
Senior
The one thing I would like to keep is the diversity.
I will like to see people that I know stay in their home without displacement. I will likes to see the Bay Area stop building technology industry that is polluting the water.
Public transportation.
Keep my house, keep me. Friendly neighborhood. Knowing that my neighbors are looking out for me and working/willing to help relationships.
The urban areas.
Jobs and bring in more
Speed bumps
More parks
Parks, libraries
Housing
Neighborhood watch, so less thefts occur to the hard working class in our society.
My house, schools
My house!
The public transportation system takes me everywhere
Public transportation. Diversity of food choices.
There are a good amount of traffic lights. I like the diverse stores and cafes. Public transportation is cool too.
Bike lanes.
Bike lanes.
I would keep the programs that are still around such as the recreation centers, etc.
The public transportation such as BART should stay and spread so most people can use it and decrease the traffic freeway use.
I would like to keep all the art around the neighborhood. I would like to keep the historic buildings around the Bay.
I would most like to keep is AC transit. I would like to keep all the schools in the Bay Area from closing.
I would like to keep the diversity.
I would like to keep the diversity.
The diversity
The trees and plants. I love the diversity and street arts
Walgreens store and senior housing.
EYDOC
The bus service is pretty good. No further reduction in bus lines. I do agree with some of the reorganization of the bus lines.

<b>QUESTION 4a</b>
<b><i>What is the one thing in your neighborhood or community that you would most like to keep ? What one thing in the Bay Area would you like to keep ?</i></b>
<b>COMMENT</b>
I would like to keep the parks, increase the community gardens and continue to celebrate our diversity
To keep more jobs that's here
A place to live
A job
All the historic housing
Parks, libraries, stores and the plants
Good folks doing surveys. More input from neighborhoods
Schools
Running bus services to BART to bus
Jobs
My people
Housing
I'd like to see the diversity stay the same in my neighborhood and community
Self help organizations. Peer-support
Non-profit organizations. Unity, diversity
I like the program. The Bay Area has great people
I like to keep the community center in my community. I like BART in the Bay Area.
Home
Job
Day care center on Holly 90th
I would love to keep the street crossing guards which help students and adults cross major intersections during school times
Personally, I would like to keep the parks and Boys and Girls club nearby.
Nearby transit for schools properties so it won't be so hard for my son to get to school
Peace
Security
NA. The few programs they do have for the youth.
Schools
Our house and family
The parks
Better or more counseling to give our youth a thorough understanding about their neighborhood and community
Diversity
Family housing
Parks
Transportation/AC transit and BART and programs and recreation centers
Noise
Giving out food on the streets
Parks, nature
"Transportation"
Community bond. Bus lines. They should not take public transit lines away from communities that need them.
Grocery store is close.
I want to keep
One thing I would like to keep would be the continuing changing "old parks" to new public places.
I want to keep everything
Youth groups like aypal
I would like to keep aypal!
Walgreens
Neighborhood restaurants in our areas in Oakland. Walgreens
Keep the bussing running in my neighborhood.
Diversity

**QUESTION 4a**

***What is the one thing in your neighborhood or community that you would most like to keep? What one thing in the Bay Area would you like to keep?***

**COMMENT**

Our community centers. The centers for the children more affordable housing.

Community centers

Apartment complexes

Open public facilities

Not really sure.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
CAUSA JUSTA JUST CAUSE — EAST AND WEST OAKLAND**

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to **change** ? What one thing in the Bay Area would you like to **change** ?***

**COMMENT**

Sidewalks, crosswalks, lights, road, freeways

Vacant house use for the poor and allow use of public lands for car dwellers like me without costs

Streets

Jobs

The sale of drugs, needs to stop. Young people killing each other. To integrate jobs, housing, transportation and schools

In my community I would like for them to have more supermarkets

Stop loitering, noise, bad language, loud cars, loud motorcycles

Neighborhood restaurants in our areas in Oakland, Walgreens

Free transit passes for you8th, students and seniors for public transportation

I would like the road to change.

People judging one another, but we're really all going through the same things.

I would like to change the...

I would like to make it more pretty

One thing that I would like to change in my community would be to get more money in education so I would spread into clubs, organizations. One thing I would like to change in the Bay6 Area would be more money for environmental organization to reduce the poverty as an environment.

I want better quality houses for better living

No

More working together. Organizing together more.

Section 8 HUD I have a three bedroom for four people and we can't get a bigger unit. We have four people and they should allow us to have four. Affordable housing. And lower the rent. And inspections on lead in homes.

Not so many liquor stores around and near schools. More housing for low income.

Liquor stores to grocery stores. Efficient buses. Arrive ON TIME.

Have youth centers.

Roads need to be fixed and the levees. Make recreation centers and schools better.

There are too many liquor stores; instead grocery stores with no liquor.

More change making things better.

Crime/drug use

Well lit streets and cleanliness.

Youth to have better teaching? And more better understand toward each other.

I want kids to feel safe walking around, I'd like more positive alternatives for kids to do after school.

You know for all people they to have a way to get to A-to-B and public transportation is a must for everybody.

Please widen streets, more speed bumps. More street lighting. Stop taking hard working family property.

NA. In the Bay Area I would like to see better schools and programs.

Lower rent

Homeless/housing.

Get these young people off the street. Need jobs.

More jobs and less potholes.

I would like more involvement with the youth and more after school programs.

People or person hanging out in the front of store. Also playgrounds selling drugs and drinking alcohol.

The damaged/pot holed streets which cause major problems for vehicles and bike riders.

Better streets.

Housing quicker.

Jobs

One thing I like to change in my neighborhood is more walkable/bikable and safe access to shops, recreations, schools and community centers. One thing for the Bay Area, more frequent access to public transportation.

Our parks and garbage. Bay Area has too much trash.

Violence, safety. Violence, gang injunctions, unemployment, homelessness.

<b>QUESTION 4b</b>
<b><i>What is the one thing in your neighborhood or community that you would most like to change ? What one thing in the Bay Area would you like to change ?</i></b>
<b>COMMENT</b>
More community involvement among neighbors. Regarding issues to improve public relations.
I would like to change the availability of jobs in my neighborhood. Have healthy environments for children to play in. See people in my community have access to healthy affordable food. Also see less trucks coming through the neighborhood and less emissions.
Busing - transportation.
Keeping it clean and safety.
Need a lot of work.
Housing
More safety in the streets
I would like to change speed bumps.
Lighting and repairing streets.
Nothing
Need jobs
Too many vacant houses not enough parks too many homeless
Better maintenance as far as keeping this City streets, sidewalk, parks, city owned property clean. Improve strategies as far securing the safety to help stop this violence.
I like a place to live at my price rent.
The housing crisis; evictions, foreclosures, abandoned homes and homelessness is a sin and a crime in the Bay Area. I would like to see neighborhood association take control of housing, be provide3d funds for creating co-housing communities with support services close at hand. Money generated, from tourism should be directed toward co-housing communities.
The number of blighted properties all over Oakland. We can convert this into decent housing for the poor.
Clean up the street corners; stop the killings
No hanging out!
Less crime drugs
Security, transportation
To make police stop harassing youth.
I would like the most of crimes to decrease.
I would like to change public transportation for the Bay Area make BART, AC Transit, Muni more affordable.
One thing I would want to change is putting more busses on the streets. One thing in the Bay Area I would change in fixing the roads.
Oakland is not good with youth programs and gang injunctions will affect us negatively.
For my community, I want to change the housing. For the Bay Area, I want to change the commute.
I would change the street and housing structure. Many houses are next to freeways and the streets are not complete roads. I would also change the educational system. It is not as adequate for schools in low-income area.
I would provide more funding for non-profits that provide places for children to be in programs that are interesting.
Education system. Increase jobs.
Less potholes. Better transportation.
Clean up the beach in Alameda.
Nicer garbage cans that encourage people not to litter. If there were more shops/restaurants that stay open later, it could encourage more lively foot traffic.
Better schools, more jobs, especially for youth.
Safety - I want to feel more safe walking to or waiting at the bus stops
Lousy neighbors; violence
Less violence, better streets
I would change the violence in the community. Same as the Bay Area.
Make the Bay Area more safe, offer more opportunities for individuals to obtain a job.
Jobs
Local jobs, better paying jobs
Local jobs
Violence, less cars on streets and highways
Crime

<b>QUESTION 4b</b>
<b><i>What is the one thing in your neighborhood or community that you would most like to change ? What one thing in the Bay Area would you like to change ?</i></b>
<b>COMMENT</b>
Jobs. No jobs around.
Drugs, dealers on the corner.
More jobs in the urban community
Stop cars from driving dust in our streets. I like to see the building of condos coming to a halt. It is causing displacement to our community.
One thing that I would change the most is the school system and the funding towards them.
Less drugs, crime, loitering.
Less crimes, prostitutes, drugs, loitering
To decrease so much loitering in the neighborhood and community. Decrease much violence.
Less crime, drugs
More protection for the community
Less crimes, drugs
Loud cars, radios, loitering on the street corners
Safety of the community and children in the schools. More teachers and more funds for students after school.
I would like buses to be on time so I could rely on public transportation more. The one thing I would like to change in the Bay Area is I would like bus and BART to be or connect every part of it.
I need a bus line and more frequent bus services. Make public transit cheaper.
That there be more surveillance around, because lately they're burning rubber very often and there are a lot of shoot-outs, and we have children to take care of.
Less reliance on those with incomes/better means to pay bills to come in and "improve" neighborhoods, thereby kicking residents out of neighborhoods they've lived in for years.
I would love to have Prop 13 repealed! As well as stronger tenant protections, extending rent control, etc. Oakland is losing the communities and people who have made Oakland great, because of gentrification.
In Oakland, need a mall
Police violence and corruption
Change things to help the visually impaired
Violence
Morale overall
Offer more jobs
Make BART a lot cheaper
More services. Soup kitchens for hungry
More low-income housing
Repair blight and offer more affordable housing. Increase safety
In both my neighborhood and in the Bay Area, I want to see an expansion of housing protections, including rent control, and an expansion of bus services.
Fill the potholes. The health condition of the City.
I would like to see my neighborhood be safe from law enforcement violence, and in the Bay Area I would like to change the way displacement of communities is happening through as a result of gentrification.
The number one thing is stopping the spread of the city (conserve the forest).
In my immediate community, I would like to increase the amount of jobs for low income peoples. In the Bay Area, I would like to change the amount of emissions that destroys me health of the younger generation
I'd like my neighborhood to be safer and take hoodlums off the streets. In the Bay Area, I'd change the education system because CA is prioritizing students.
I would like for bus stops to be safer, but I know that's a challenge. Public transportation to emit less pollution.
Stop gentrification by providing better rent control and more affordable housing.
Make it so funding for transportation is equitable and protect/expand affordable housing and more jobs with no discrimination for people who were incarcerated.
Lack of support for those suffering the impact of the current housing crisis including foreclosures and evictions by landlords.
More buses near where people live. More buses
I would like to see more alternatives for youth to gather and take pride in themselves and communities. Seeing the value of workers who allow the Bay to be what it is by allowing them to stay in their homes and communities without fear of displacement.

<b>QUESTION 4b</b>
<b><i>What is the one thing in your neighborhood or community that you would most like to change ? What one thing in the Bay Area would you like to change ?</i></b>
<b>COMMENT</b>
Less criminalization. More housing resources for low-income communities of color
More access to bus lines within walking distance of my home. Reliable and affordable busses.
More job training will definitely help the community. The minimum wage amount.
No banks.
I have more of a question. Does the offering of Section 8 in areas like Modesto, Tracy actually help our urban area? And what about the additional services for low-income like mental health - non-existent in those areas.
Healing hurt, respect, love, mental health.
Building the economic base of low-income/POC/flatland and working class communities in Oakland should be top priority. Jobs and economic opportunity now! Rich people and corporations pay taxes.
Making housing more affordable and transportation more affordable and available - more access to grocery stores in low-income areas.
Improve schools. If the schools in West Oakland were better it would be a wonderful place to live. As it is, it is only wonderful if you can find somewhere else for your kids to go to school.
Vacant buildings and housing. Foothill square is a joke. Eastmont needs more businesses.
Less crimes; drugs.
Men
The funding communities get for organizations and youth programs. The City should give out grants (good size) to organizations that strengthen and educate the community.
Not so much pollution. In the Fruitvale area, where most people live in poverty, many young ones are getting diseases such as lung problems and asthma. Having trains passing through the middle of the City is already a lot of pollution. Plus, the trucks and cars... transportation should not increase.
How we feel unsafe walking alone but that's an unchangeable issue.
Expanding BART to other cities. Having efficient busses.
A place to go shopping and a safe to place to visit.
Violence and crime in the city of Oakland.
Maintain cleanliness
More crime fighting. More activities for youth.
Get drugs off the streets
Recreation
More civic responsibilities
Get rid of vacant properties, I want to see parks and recreation centers. Keep it affordable
Job
Violence community. Gang. Drugs
More even distribution of wealth and resources and safety
Better safety
More city workers because there is so much trash. Keep Oakland clean. Also more opportunities for homeless folks
Put more companies and jobs, bars, attractions and stuff.
Everybody get along and long live god bless
Church
Crime and blight
End class warfare. Poverty add single payer health care
Remove trash from the streets
Housing
Crime, drug addiction, safe places for children to play, mandatory notice when dangerous felons are released.
Church and worship. Libraries. Senior housing.
More department stores in the area.
More nice neighborhood and cleaner Bay Area
Trash
Clean up the streets. Stop the killings. EYDOC

# Alameda County — South Hayward Parish

## Plan Bay Area Community-Based Outreach

### Outreach area:

Hayward/Union City, California

### Outreach description:

Outreach in April and May 2011 through city leadership trainings, a community fair, the food pantry at the day labor center, and one community meeting on May 23, 2011

### Participants: 167

(Note: Not everyone voted in all segments of the outreach.)

### Priority Transportation Investment Strategies

Participants were given 21 options for investing future transportation funding and asked to select their top six priorities.

Rank	Strategy
1	Expand commuter rail services (BART, Caltrain, etc.)
2	More transit service to connect housing and jobs
3	Invest more transportation funds to support cities that build new housing near transit that is affordable for Bay Area residents with limited income
4	Add more bike paths/bike lanes
5	Expand express bus and local bus services
6	Widen freeways paid for with existing sources of funds

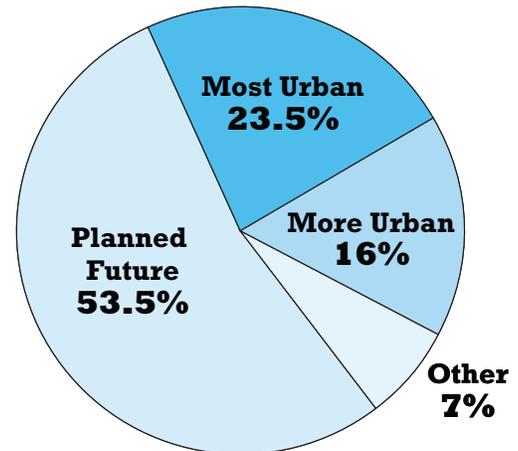
### Priority Policy Initiatives

Participants were given six options for new policies that could be adopted (at the local, regional, state or federal level) and asked to select their top three.

Rank	Initiative
1	Economic strategies (e.g., development strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)
2	New requirements for employers (e.g. allow employees to work from home one day per week; allow employees to pay for transit with pre-tax dollars, etc.)
3	Electric vehicles (e.g., subsidize the purchase/ lease of electric vehicles and hybrids; increase availability of electric vehicle chargers)

### How will we grow?

Participants were asked to choose a preferred scenario for future growth, with "Planned Future" (labeled "current Plans") reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



### Comments

Participants who took the survey were asked what one thing in their neighborhood (and in the Bay Area) they would like to see changed, and what one thing they would most like to keep. Some participants also submitted general comments on a separate comment card. Below are the most common responses and comments in no particular order.

- Maintain the current diversity and sense of community in South Alameda County
- Protect and expand open space in the form of public parks, recreation areas
- Maintain neighborhood safety; decrease crime, violence and drug culture
- Create a more pedestrian/bike-friendly community
- Streamline connection process between transportation systems
- Improve the frequency and reliability of bus service
- Expand affordable housing options
- Improve local job opportunities
- Improve streets and fix potholes
- Create locally-run shuttles to provide access to basic necessities in the community
- Organize more "Spare the Air" days

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
SOUTH HAYWARD PARISH — HAYWARD/UNION CITY**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4a**

***What is the one thing in your neighborhood or community that you would most like to keep ? What one thing in the Bay Area would you like to keep ?***

**COMMENT**

Hope redevelopment agencies in this area would focus funds to improve traffic rather than displace lower income communities into non-existence or forced into homelessness. It happens too often (Speak Newark).

Keep free mobility and less gas emissions and others.

Keep community organizations, groups connecting our interests and each other.

Keep the Bay Area as clean as it is- not a lot of trash in the streets.

The former exercise path/walkway along Mission Blvd because it encourages walking.

Open spaces.

Community parks in good condition.

Easy access to SF and Oakland (museums, etc.)

Small businesses.

Bike lanes.

Law enforcement, budget cuts have taken a toll.

BART

Parks are helpful for families and children. I feel parks are very important and should be maintained.

Parks, gyms, recreation centers, libraries.

More parks.

Bus stops.

The landmark history parks.

Bay Area: keep the city transportation (BART, Muni, AC Transit).

Funding for youth/transportation.

Kennedy Park near me with several things for children to visit. For the future of the city, it's important to keep.

Open space.

Organizations that help the homeless.

Low rents.

All parks.

Recreation, parks, schools and current housing is beneficial as is and does not need to be replaced by shopping centers.

Keep schools open.

All except the camera on the stoplight section.

Food banks.

Parks and recreation for children.

The fellowship and unity.

The A's in Oakland

Parks and pools.

The playgrounds with better play yard equipment.

School services and jobs for young people.

Waste management and garbage service.

Public parks.

Keep parks and federal land out of the private sector.

Nude beaches, parades and music.

Putting money back into schools, not into new buses.

School funding

Open spaces.

Ferry services.

I would most like to keep the strong sense of community and pride.

Parks and areas that seem safe and clean.

Keep community events and diversity.

**QUESTION 4a**

***What is the one thing in your neighborhood or community that you would most like to keep ? What one thing in the Bay Area would you like to keep ?***

**COMMENT**

Architecture and landscapes.

Trees for shade.

Spare the Air days.

Keep current bus stops.

BART, bus, cheap bus fare.

After-school programs.

Neighborhood- the nice, quiet neighborhood feeling that we have.

Community activities for good causes, like Relay for Life

The BART is perfect.

Access to park areas that are very close.

Jobs - without a way to make a living, the Bay Area will decline like other major cities have in the USA.

City parks and natural resources.

Many people who live in Hayward benefit from all the aid and community outreach.

Bike lanes are important because many Hayward residents use bikes as their only mode of transportation. Having

How people help one another.

Marina in Pittsburg, scenic roads and local parks.

Bus service.

Keep the transportation options we have. Don't take any options away.

I want to keep the fact that we are very diverse and we respect each other.

Parks and trees.

Everything is close in proximity. Right balance of commerce and residential area.

Everything that exists. Diversity and cultures.

Keep everything very clean, maintain very clean. No more pollution.

AC Transit plu locations.

Reasonable housing.

Keep the city clean.

Keep the old buildings.

Mural artwork.

The landscape and sense of community.

Tranquility and peace.

Nearby stores.

Bus transit and local stores.

Clean streets.

The privacy of each property.

Transportation.

Parks and conservation.

Maintain clean and recycle.

Keep bike lanes.

Parks and recreation.

Diversity.

Parks.

Neighborhood watch.

Natural beauty.

More affordable housing.

Parks for children and school activities.

Libraries and schools.

Keep the community workers that help the people.

BART, Caltrain, capitol corridor.

The convenience of having easy access to stores, BART, roads and freeways.

That there not be drug addiction.

Clean and recycle.

**QUESTION 4a**

***What is the one thing in your neighborhood or community that you would most like to keep ? What one thing in the Bay Area would you like to keep ?***

**COMMENT**

Surveillance.

Cleanliness.

Green parks.

Shape of community.

Keep the lights correct so it doesn't cause that much traffic.

Public transportation at a reasonable price. BART and bus routes.

Parks.

Parks, trees, sports fields.

Parks and schools.

Parks for kids and help centers.

Libraries.

Green areas. More insider places for our kids to play sports like Mark Jimenez Recreation Center.

AC transit- increase routes.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
SOUTH HAYWARD PARISH — HAYWARD/UNION CITY**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to **change** ? What one thing in the Bay Area would you like to **change** ?***

**COMMENT**

Do not replace individually-owned properties into gated communities. It disenfranchises a group of people who cannot defend themselves legally.

Hayward needs better transportation for individuals to get to work, stores, parks, etc.

Better connectivity between transportation types, AC transit, BART, ferries.

Better access to transportation for low-income individuals.

Stop the crime, violence, graffiti. Need more lighting in our streets.

Put utility and phone lines underground.

Spend less money on freeways improvements, more on BART, bus, light rail.

To change the buses to the old way because it was better.

The steady elimination of bus service. Stop expanding freeways and increase public access to transportation. Instead of "beautifying" Mission Blvd, build a light rail system through E. 19. That would be progress.

There should be more gathering like this to let the community know what's going on.

More affordable housing and public transit.

More bus service. Number of potholes in street and freeways.

Long bus routes which consist of more than one transfer. Certain trips should be made without stops to cut travel time.

More activities.

More lanes for traffic reduction.

Transportation- can it be like New York where most people have no need for personal cars.

There is a lot of work going on Mission, it has been going on for months now and causing extreme back-up, maybe having a faster time at which it should be done.

Community solidarity through focusing on downtown.

Make roads smoother. Have more lanes in freeway (92).

Fix the roads better.

More local affordable housing in the Bay Area in neighborhoods; more jobs.

Reduce transportation prices.

Many of the buses I take only run once an hour and stop early. More frequency and later hours. Empty lots that I think should be used for something like community gardens to bring people together.

Affordable mass transit, modeled after Wash, DC Metro. \$5 all day except during rush hour.

Stop littering and graffiti. Take pride, keep clean.

Need more jobs for the people.

Gang violence.

Create more jobs so people don't have to leave, use tax revenue to improve schools and police services.

People you try to help out steal your money. Stop hookers at Islander Hotel.

Stop funding projects that are not beneficial to the community. For instance, we have enough shopping centers. What we need is to preserve what we've got.

Put more speed bumps and better lighting in my neighborhood.

Bay Area: fix the streets and pot holes

Make it safer for kids.

The camera on a stop light at an intersection.

Public transportation more accessible. More BART police.

Stop the use of funding to build on to shopping center. Use funding toward educational opportunities.

Continue safe and healthy communities.

I would like to see a full-service truck stop in either West Oakland or Hayward to relieve congestion along the I-80/I-880 corridor and allow truckers a safe and regulated space to park.

Parks and pools.

Clean up the drug traffic in East Oakland. More respect from law enforcement for seniors.

More bus lines.

<b>QUESTION 4b</b>
<b><i>What is the one thing in your neighborhood or community that you would most like to change ? What one thing in the Bay Area would you like to change ?</i></b>
<b>COMMENT</b>
Rent control. More housing for elderly.
Bus, AC trans.
The smoking laws. More places for kids to do things.
I can't ride my bike on the 92 East so I have to make a long detour to get to Safeway. Major bunk.
Repair road that in really needed.
Sidewalks in Castro Valley. No incarceration of nonviolence offenders.
More attention to global warming.
One thing I would change in my neighborhood is more safety for the younger children (i.e.- crossing guards).
In Alameda County I would like to help build self-sustainability for the less fortunate.
Streets need to be maintained clean and new lighting in dark and unprotected areas.
I would like to change our ghetto stereotype. The thing I would change in the Bay Area is to be more eco-friendly.
How long it takes to get around Hayward on the AC transit.
Easier ways to get to various locations with no car.
Bay Area: freeways congestion, working on streets during commute hours.
More bike paths/possibly bike to work days.
The violence and crimes and drugs increase more parks and things for children to do. Lower rent prices.
Bigger bus stop signs so that bus drivers can see potential passengers.
When purchasing new buses, consider smaller buses for use during off-commute hours.
We need more low income housing for low income families.
Make homeless housing, jobs, transportation available.
I would like to see a cleaner and more safe community areas in the Alameda County area.
Make all buses run later into the evening.
Community: being passed over for new attractions.
Schools in Hayward have such large numbers of students in their classes, that teaching is much more limited than before. We need to prioritize funding for education and healthcare. More programs (extra-curricular) for at-risk students.
More buses running to and from the BART/university would be a great help. Parks are torn down and there is little place of recreation in the community.
I might bus to work if there was a direct bus from the Fairway Park area to 92.
Economic development (For jobs)
Continued safety. I don't want to live in the Wild West or like Mexico today.
Make BART more accessible and affordable. More public transport/maybe more light rail systems. Encourage bike safe road development.
More incentives for public to take public transportation.
Better schools teach more about life. Stop crime and more outlets for our kids.
Transit expansion.
More bike lanes and sidewalks. Widen major roads and fill potholes.
Potholes in my local roads.
Convenient ways to get through the tolls- not FasTrak.
Public transportation needs to be comfortable, safe and fast.
Widen lanes.
More money toward schools.
More bike lanes should be added in order to encourage bikers to use the street. The sidewalks became full between pedestrians and bike lanes. Too many potholes.
Street paving, fill potholes.
White lines and yellow lines refreshed (e.g. Industrial Parkway)
Improved safety in Hayward.
Improved public transportation, frequency of service. Improved cleanliness of public transportation. Improve Tennyson Road area.
Transportation via cars.
More frequent bus service and repair all the pavement.
Extend BART service from Fremont to San Jose.

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to change ? What one thing in the Bay Area would you like to change ?***

**COMMENT**

Better and more accurate bus schedules to and from the Hayward (downtown BART) location.

The disregard of esthetics of neighborhoods and business roadways.

The amount of development of open space adjacent to established neighborhoods (Hillside Development especially).

Safety.

Traffic situation.

I don't condone the redevelopment of shopping centers/buildings that would cause gentrification or closing of public schools. Having more homeless would essentially lower the economy and education is key as well.

High gas prices.

Increase bus routes, also having them more often on schedule helps with pedestrians and bikers.

Potholes.

Some trees.

Get rid of all drug addicts and gangs.

Don't allow single passenger vehicles in HOV lanes.

Change the idea that taking mass transit is for second class status.

The Bay Area is not biker friendly. Make more bike roads or widen. This would encourage others to bike.

Unsafe streets. Violence.

Let there be more safety so that there's not a lot of vandalism.

Violence would be the main thing.

I live on an open long street. I can't really say anything is ok.

I would like to see more greenways. Less violent neighborhood.

Violence in the streets.

More AC transit busses.

Decrease public transportation fares.

What I'd like to change about my neighborhood is to have more use of public transportation at better cost.

Add sidewalks.

More community centers/programs (free) for high school students.

Fix potholes the correct way.

More sidewalks and pedestrian paths.

Cost of living.

Roads and lights.

Violence- put more sub-stations.

More options to get to work.

Traffic.

Reduce crime and fix the freeways.

Violence. No drugs.

Public transit

Trimming empty lots

I would change the lack of respect for the people in the community.

Increase low-cost, no-cost transportation options for seniors.

That the city have more responsibility regarding maintenance, appearance and cleanliness in South Hayward.

More cleanliness on the streets.

Public transportation at a better cost.

Drug addiction.

There should be more police on the streets that have stop signs. When we take our children to school, we have to stop so the cars can go by and it should be the other way around. They should have to stop so that we can cross.

More green space/vegetation.

Keep our city clean.

Ease of access. Cost.

How fast they are working on Mission Blvd.

More people involved in helping troubled youth in the Bay Area.

More jobs available.

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to change ? What one thing in the Bay Area would you like to change ?***

**COMMENT**

Food and banking services more evenly distributed around communities.

Streets and front lawns cleaner.

Saving water devices/gardens.

Street safety.

More safe bike lanes and pedestrian lanes.

Outlets for youth (sports leagues, after school programs)

Safer roads

More recreation parks for kids and more help with childcare.

Emphasize carless living.

Local city-run bus shuttles that loop neighborhoods and give people access to shopping and services. Low cost or free.

# Alameda County — Youth Radio

## Plan Bay Area Community-Based Outreach

### Outreach area:

Alameda County (and broadcast areas), California

### Outreach description:

Outreach to Youth Radio staff and participants, as well as created radio commentary on Plan Bay Area (aired on May 22, 2011)

### Participants: 55

(Note: Not everyone voted in all segments of the outreach.)

### Priority Transportation Investment Strategies

Participants were given 21 options for investing future transportation funding and asked to select their top six priorities.

Rank	Strategy
1	Expand commuter rail services (BART, Caltrain, etc.)
2	More transit service to connect housing and jobs
3	Invest more transportation funds to support cities that build new housing near transit that is affordable for Bay Area residents with limited income
4	Expand express bus and local bus services
5	Add more bike paths/bike lanes
6	More frequent service on transit routes with high ridership*
6	Improve safety of streets and intersections*

\* tie vote

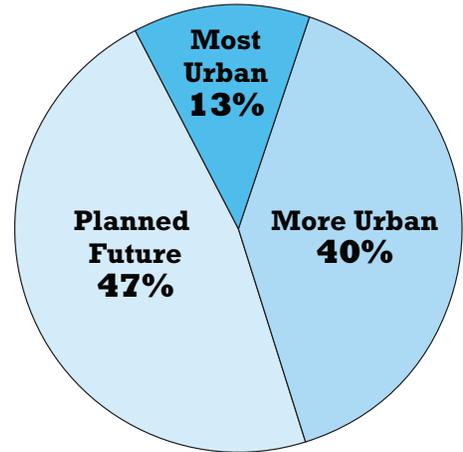
### Priority Policy Initiatives

Participants were given six options for new policies that could be adopted (at the local, regional, state or federal level) and asked to select their top three.

Rank	Initiative
1	New requirements for employers (e.g. allow employees to work from home one day per week; allow employees to pay for transit with pre-tax dollars, etc.)
2	Electric vehicles (e.g., subsidize the purchase/lease of electric vehicles and hybrids; increase availability of electric vehicle chargers)
3	Economic strategies (e.g., development strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)

### How will we grow?

Participants were asked to choose a preferred scenario for future growth, with "Planned Future" (labeled "current Plans") reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



### Comments

Participants who took the survey were asked what one thing in their neighborhood (and in the Bay Area) they would like to see changed, and what one thing they would most like to keep. Some participants also submitted general comments on a separate comment card. Below are the most common responses and comments in no particular order.

- Maintain diversity in local communities; avoid gentrification
- Keep urban green spaces including parks, trees, recreation areas and centers, and community gardens
- Improve local streets, including potholes and unsafe driving habits
- Maintain available, affordable options for homeownership in the Bay Area
- Improve the frequency and reliability of current transit options in Alameda County
- Extend BART service hours and increase bus routes and frequency
- Decrease violence and crime; expand positive community and education programs, specifically for youth
- Keep original homes and community feel
- Expand job opportunities

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
YOUTH RADIO — YOUTH/PUBLIC RADIO**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4a**

***What is the one thing in your neighborhood or community that you would most like to keep ? What one thing in the Bay Area would you like to keep ?***

**COMMENT**

Parks, public library, beauty of streets and hills, families that have lived there forever.

Parks and trees.

Diverse community.

Diversity in population. Preserve the wilderness area and focus on already urbanized areas.

Keep the ratio of housing to shops and services nearby, not change that, for my community.

Keep the parks and green areas around the Bay Area intact.

Community-sponsored events, not from public funds.

The fast speed limit.

Community: keep more public institutions open and funded.

Bay Area: keep the public transportation.

Diversity.

Diversity.

Keep everything positive.

BART station.

Keep my "do not enter" sign on my street.

The people/diversity.

Keep the roadways.

Safety.

Trees and forest on touch areas and I would like some areas to not be developed.

Keep all the original houses.

Deeply concerned about gentrification in the Bay Area. I would more like to preserve class and ethnic diversity in my community.

The community between neighbors. The beautiful events.

Housing, transportation, jobs.

Lots of daily routine like store are near.

The environment.

More money for the Bay Area.

Public transportation.

Everything in my community and dealing with transportation.

Nothing.

BART.

Community parks and community centers.

Walkability: due to safety, availability of services, near public transportation.

Farmer's Markets.

Our culture. Out way of life and diversity.

Everything.

Recreation.

The places and upkeep are wonderful. They keep the streets very clean and nice.

All of the historical places in West Oakland.

Keep the reliable public transportation. Also, keep the affordability of public transportation.

Initiative to promote green living.

The sense of community and the school of urban missions. I also believe the Bay Area is special because our youth travel around out of their neighborhoods so I hope PT remains affordable and efficient.

Open space. Rich culture and history of our neighborhoods and communities which includes small local business.

Public parks getting maintained and improved upon.

Parks and open space for both.

**QUESTION 4a**

***What is the one thing in your neighborhood or community that you would most like to keep ? What one thing in the Bay Area would you like to keep ?***

**COMMENT**

Lake Merritt should be kept clean and nice. Keep BART and AC Transit cheap.

Open spaces, parks.

The culture, the fact that it is not quiet. Diversity.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
YOUTH RADIO — YOUTH/PUBLIC RADIO**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to **change** ?  
What one thing in the Bay Area would you like to **change** ?***

**COMMENT**

- Positive community programs and services for low-income youth and families.
- Affordable housing.
- Expanded BART and buses. The Bay Area needs BART to run until 4 a.m. at least.
- The survey seems limited in the options that were available.
- The rates of public transportation in my area are really high for bus/BART. Caltrain is probably too low.
- Potholes in roads (35th Ave)
- Crime; more businesses; economic activity.
- Cost of public transportation- suggest one cost for unlimited public transit
- Neighborhood: I want to change the cost of affordable housing for sale - there's not enough to buy in Adams Point, Oakland.
- Bay Area: decrease the number of drivers in the Bay Area so that drivers use public transit.
- Better bus service- public transit. Need more to reduce driving. Urban sprawl.
- Add more bike lanes. Bikers always get in the way of cars.
- Community: reduce crime and violence.
- Bay Area: no more school budget cuts.
- The crime and drop-out rates.
- Lack of equivalent wealth distribution.
- Violence overall.
- Transportation
- I would like the BART trains to come more and I would like the staple in my street back in.
- Street lights.
- I would like to see more bike lanes and buses. I would also like to see more housing and apartments.
- More of a radically integrated neighborhood.
- More frequent buses in Vallejo and Brentwood.
- Expand BART and change fares.
- Parking laws, more street lights.
- Bay Area: change the atmosphere of the most urban areas.
- More bus service- increase frequency and expand routes.
- I would like the streets to be redone because there's a lot of potholes. Crime rate to go down.
- Effectiveness of public transportation. Reach more areas by buses, BART.
- Reduce the pricing of public transportation.
- Make public transportation more available in urban areas.
- Community: add more bus routes and frequency.
- Bay Area: add more BART stations in other areas such as Alameda.
- More quiet and less traffic.
- More preparation.org or center for youth getting in the real world.
- In my area, I would like to change the freeway on-ramps and off-ramps. They are choppy and bumpy.
- More community events.
- The housing around my community.
- Housing in urban communities.
- More buses, more trains. More trash cans.
- AC transit needs more stops.
- More kids entertainment.
- Damaged roads and empty lots all over the place.
- Reintroduce bus lines that connect to housing and jobs and ensure low-income riders are not priced out.
- Ensure neighborhoods are walkable.
- Wait time shown on bus stops.

<b>QUESTION 4b</b>
<b><i>What is the one thing in your neighborhood or community that you would most like to <b>change</b> ? What one thing in the Bay Area would you like to <b>change</b> ?</i></b>
<b>COMMENT</b>
Understanding that evolution and growth is inevitable, I would like to see a change in the way this growth occurs. The displacement of our community continues to change our way of life.
Black on black violence.
More skate parks.
The trash in the community. The drug sellers.
Bay Area: we could use better transit system. That allows more people to have more trains or buses to catch.
I would like to have more community centers for our youth and more job opportunities for the youth (16+) to have recreational jobs.
To be able to walk out of my house and not be scared of violence in my community.
Prices go down and more people have jobs.
Change the amount of stores that offer healthy foods. There needs to be better access to healthier choices especially in communities of color.
Improve public transportation, more service and lines. Subsidized fares.
My choices that was not reflected in the options within is: high density housing that reserves a significant percentage of new development for low-income residents.
I would like to change the lack of safe places for kids to play and the extremely limited transportation in and out of Sobrante Park. The 4S should come more often and money should go toward reducing fares.
Fee increases negatively impact lower wage workers and discourage use of public transportation. Decrease rates for public transportation, increase service.
Increasing trend of gentrification.
The "small school" movement which does not address the educational needs but merely class size.
Later-running and more thorough public transportation. BART stops way too early and leaves few options once you arrive back in the East Bay from the city at night.
Downtown Oakland could use more young businesses to attract economic activity and safer neighborhoods. The plethora of abandoned store-fronts are a deterrent and make for more dangerous neighborhoods. More frequent and later BART service would also help.
Bay Area is too violent.
Litter, graffiti, intersection at 20th and Broadway where the busses try to run pedestrians over.
Less violence, provide more jobs so people won't want to be drug dealers. Less crime in the Bay Area, which would have to be possible if there were more jobs.



PUBLIC OUTREACH and PARTICIPATION PROGRAM  
Phase Two: Initial Vision Scenario (2011)

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

### **PUBLIC WORKSHOPS AND COMMUNITY OUTREACH BY COUNTY**

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#### **Contra Costa County**

## Contra Costa County

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**Date:** May 7, 2011

**Location/Venue:**

Concord Senior Center  
2727 Parkside Circle, Concord

**Attendance:** 63

(Note: not all who attended participated in voting during all workshop segments)

**Priorities Results**

Looking to the future, participants were asked to rank their priorities:

**Rank Priority**

<b>1</b>	Convenient Access to Jobs
<b>2</b>	Clean Air
<b>3</b>	Lower Carbon Emissions
<b>4</b>	Daily Needs Close to Home
<b>5</b>	Conserve Open Space
<b>6</b>	Conserve Water
<b>7</b>	Less Driving Overall
<b>8</b>	Safer Access to Schools
<b>9</b>	More Affordable Homes
<b>10</b>	Lower Costs and Taxes
<b>11</b>	Less Local Traffic
<b>12</b>	Keep my Town as it is Today
<b>13</b>	Large Homes with Big Yards
<b>14</b>	Easy and Low Cost Parking



**Where do we build?**

Participants were asked where to locate new homes to accommodate new growth — export new homes outside the region or build homes here?

Note: This portion of the meeting was not completed at the Concord Workshop

**How will we grow?**

Participants were asked to choose a preferred scenario for future growth, with “Business as Usual” carrying forward past development patterns, “Planned Future” reflecting adopted MTC and ABAG plans, and “More Urban” and “Most Urban” applying increasingly higher concentrations of housing and development.

Note: This portion of the meeting was not completed at the Concord Workshop

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# Contra Costa County (continued)

## Priority Transportation Investment Strategies

Participants were given 11 options for investing future transportation funding and asked to select their top four priorities. One option was a “wild card” to allow for priorities not already listed.

Rank	Strategy
1	Increase funding for most effective transit services
2	Expand express bus and local bus services
3	Widen freeways and local roadways
4	Offer more transportation funds to cities that build new housing, and affordable housing, near transit in walkable neighborhoods w/ a range of amenities
5	Wild Cards (for ideas not already proposed)
6	Increase funding to repair or purchase new buses, train cars, tracks, etc.*
6	Improve bicycle and pedestrian routes*
8	Expand commuter rail services
9	Increase funding to fix potholes on freeways and local roads
10	Make freeways more efficient through ramp meters and other technologies
11	Offer financial incentives to cities that preserve agricultural lands and open space

\* tie vote

## Transportation Investment Strategies “Wild Cards” (summary of comments)

- Fund local economic development
- Use revenues to uncover waste in government
- Bike routes to BART
- Privatize transit
- Allow property owners to do what they want
- High population will already encourage private development
- Maintain and expand BART
- Promote electric buses

## Priority Policy Initiatives

Participants were given 7 options for new policies that could be adopted (at the local, regional, state or federal level) to reduce greenhouse gas emissions. One option was a “wild card” to allow for priorities not already listed.

Rank	Initiative
1	Wild Cards (for ideas not already proposed)
2	Economic development (e.g., strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)*
3	Electric vehicles (e.g., subsidize the purchase/ lease of electric vehicles and hybrids, increase availability of electric vehicle chargers)
4	Other pricing strategies (e.g., charge tolls on new express lanes, or charge a new fee based on annual miles driven)
5	New requirements for employers (e.g. allow employees to work from home one day per week, allow employees to pay for transit with pre-tax dollars, etc.)*
5	Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions)*
7	Pricing parking (e.g., charge for parking at work sites, charge higher rates during busy periods to free up more spaces and reduce vehicle idling)

## Policy Initiatives “Wild Cards” (summary of comments)

- Promote mixed-use infill development
- Reform CEQA
- Denounce eminent domain
- Look to Denmark’s bicycle-friendly policies as a model
- Promote people-centered development (not auto-centered)
- None of the above
- Promote jitneys
- Mining for lithium and using coals for electric vehicles is worse than oil
- Less taxes, regulation and planning
- Promote private development
- Protect and fund maintenance of vital resource areas
- Encourage and fund green transportation
- Eliminate zoning restrictions
- Improve fuel efficiency for all vehicles
- Pricing strategies that don’t just benefit the wealthy (like tolls on express lanes)
- Encourage, don’t require, employers to promote alternatives to driving for workers

**Plan Bay Area Public Workshops (April-May 2011)**

You Choose comment form

Q1: Where do we build? Keep New Homes Here or Export New Homes.

List reasons why you voted the way you did.

MEETING	COMMENT
CCC	Keep homes here - there is the option of NO homes to be built anywhere.
CCC	Keep homes here. Need growth to be approved and built <u>now</u> !! More housing built will lower overall housing prices. Need CEQA reform to get housing built!
CCC	Keep homes here
CCC	Keep homes here
CCC	Export New Homes.
CCC	Keep New Homes Here. Reduce VMT, reduce use of fossil fuels, provide transportation choices
CCC	Keep New Homes Here. Do not encourage growth. Housing/jobs balance
CCC	Keep New Homes Here. Homes will consume critical agriculture land
CCC	"I have no idea what this means. How do you 'export' a home?"
CCC	Keep New Homes Here. Need jobs here.
CCC	Keep New Homes Here. That was not a vote duh. There is no choice. We must have high density for our _____.
CCC	Our town is hilly and we don't want building on the hills. New jobs will not be created in Lafayette, so shouldn't build homes for people who have to commute out
CCC	Why is either my option? Where are property owners?
CCC	Keep New Homes Here. I'm against sprawl, want to conserve rural lands. Develop infrastructure. Shorten commutes.
CCC	Keep New Homes Here. We need to reduce VMT
CCC	Keep New Homes Here. I hate driving more than 40 minutes to work! I'd rather have a tiny house.
CCC	Export New Homes. Don't want suburban development. Allow property owners to keep their property.
CCC	Keep New Homes Here. Close to work, facilities and transit
CCC	Keep New Homes Here. Fewer cars on the road, emission reduction, avoid more sprawl.
CCC	Keep New Homes Here. Unfortunately, the choice isn't this simple.
CCC	Keep New Homes Here.
CCC	I don't care as long as each homeowner or shopowner decides individually. Unless I own a house or business, it's none of <u>my</u> business.
CCC	Process was derailed by advocates.
CCC	Keep New Homes Here. Reduce commuting distances.
CCC	I don't know what exporting homes means.
CCC	Keep New Homes Here. Reduce driving/air pollution. Protect open space.

**Plan Bay Area Public Workshops (April-May 2011)**

You Choose comment form

Q2: How will we grow? [1]-Business As Usual. [2]-Planned Future. [3]-More Urban. [4]-Most Urban.

List reasons why you voted the way you did.

MEETING	COMMENT
CCC	Business as Unusual - we need to change the options above.
CCC	Planned Future - certainty of growth that actually <u>gets</u> built.
CCC	Planned Future
CCC	Business as Usual
CCC	Planned Future. Sprawl alternative would be harmful. Our current growth pattern is unsustainable. We need to direct transportation funding to the best options.
CCC	Planned Future.

CCC	Planned Future. Make changes according to local needs and challenges. Don't rely on green fields. Need transit facilities.
CCC	Business As Usual. High density near transit increases cancer risk for those living near freeways. So electric vehicles powered by alternative sources, solar, hydroelectric.
CCC	Business As Usual. The money to be spent on transportation alternatives should be spent on schools. Business parks should be built first and homes will follow. I assume this. Just because you build homes does not mean business parks will follow.
CCC	MOST Urban. A lot of resistance has to be overcome so go for the best for the worst.
CCC	Both More Urban and MOST Urban. We have too much SFH (single family housing). We don't have enough apartments. More townhouses, duplex, etc. We need to live closer to work, without giving up open space and clean air.
CCC	Business As Usual. Need yards and more private open space. More privacy - 4th Amendment.
CCC	MOST urban. Close to work, facilities and transit.
CCC	More Urban. It will be easier to provide better transit service with more density, I am a big fan on transit.
CCC	More Urban.
CCC	I don't care if it's more or less "urban" as long as it's up to each homeowner or shop owner to decide individually.
CCC	More Urban. Need to make more intelligent use of our land. Seniors need places to live with services nearby.
CCC	None. Organic growth.
CCC	MOST Urban. Urban areas create social friction which are the innovation centers for society.

### Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q3: My Priorities

What priorities would you add for consideration?

MEETING	COMMENT
CCC	Halt top down development plans. Stop false option channeling. We are being given loaded options.
CCC	Economic/financial/real life scenarios for projected housing and transportation. Jobs, jobs, jobs. Business interests are addressed - no questions about "job growth"? Huh? Lower unemployment. Economic growth.
CCC	More jobs. Why isn't this on the list when it is so important to so many people? More jobs. More jobs. More jobs. More jobs.
CCC	Preserve property rights.
CCC	Curb urban sprawl, reduce vmt, cleaner air, more affordable homes, protect open space and farmland
CCC	Locally grown food, preferably organic. 80% of population should be able to walk to decent grocery stores.
CCC	Sustain operation of public transit. Maintain local streets and sidewalks
CCC	Large lots, single-family homes.
CCC	Look at each individual town, city. Don't just assign numbers.
CCC	Balance urbanization with regional parks, open space and green transportation.
CCC	Completion of your goals without government agency.
CCC	We have sprawl and we need WALKABLE (walk to jobs, walk to grocery, more mixed neighborhoods...) Our rail system is pitiful. We need more carshare at rail stops so you don't have to drive when you get to Amtrak, Bart stops. BRT or trolley should be incorporated.
CCC	I want a personal yard for my dog. End corruption city-private. No eminent domain for transit.
CCC	Keep agricultural lands agricultural. Promote health - walk and bike.
CCC	Neighborhood and regional parks accessibility to all residents. Locally grown food. Variety of housing choices.
CCC	The Constitution

CCC	Require special assessment of large project instead of EIS/EIR, act as facilitator of property's best use. Limit freeway and HOV lane construction to gap closure (e.g., Gilroy to 156.) Abandon Bay Area spur of HSR, instead extend BART to Stockton or Manteca. Abandon new Transbay Terminal. Consider 19th Ave. reliever using Sunset Blvd. and tunnels under GG park and stoat.
CCC	I don't want any "planned futures" or "planned communities" if they have to use eminent domain law. If a lot of people in my area want a different community than the one they have now, maybe they could have some fundraisers - car washes and bake sales and the like. Maybe a telethon. I would buy a car wash or a cupcake for a good cause and so would lots of other people. But I can't pay any more taxes on gas or on county roads - and I don't think anyone else can either. (And please more more parking meters!)
CCC	Build and connect bicycle infrastructure. Force cities to retrofit routes of regional significance to accommodate bicyclists. Stop wasting money on highway construction. Increase air quality. Decrease rate of human reproduction, we already have too many.
CCC	More opportunities for non-motorized transportation. (Trails and bike lanes.) Vacant land in the Monument Bl. Corridor needs to be utilized.
CCC	Less central planning. Less taxes. Respect individual rights including property rights. No regional plans.
CCC	Multimodal transportation. Planners need to tell personal stories to illustrate planning policies. Too many acronyms and really need to test presentations with people not familiar with planning.

### Plan Bay Area Public Workshops (April-May 2011)

#### You Choose comment form

Q4: What makes your neighborhood special?

What are the important characteristics of your neighborhood that need to be maintained?

MEETING	COMMENT
CCC	Neighborhood = community. Build community, not places to be.
CCC	Great schools. Thriving downtown. High priced housing (keep my home's value).
CCC	Waterfront, open nature spaces
CCC	Vibrant downtown, open spaces and parks
CCC	Tree-lined streets, walking distance to shopping and jobs (Concord park neighborhood), Costco/regional shopping walking distance to single- family and multi-family (four corners area of Concord Monument Blvd.)
CCC	CCTA
CCC	Small homes, large yards - a neighborhood. Safe for kids to roam around because we all know each other and no strangers walking back and forth walking around. A neighborhood that is not commercial or high rises with lots of strangers - safe.
CCC	Me! And a nice plaza.
CCC	Private property. Personal rights.
CCC	Not far from transit. Safe and pleasant.
CCC	Relatively affordable homes. Near grocery and other stores. Neigh neighborhood and regional parks.
CCC	Freedom
CCC	Housing, and a variety of housing types, within walking distance of BART and downtown. Walnut Creek- which has a lot of great destinations.
CCC	Our sovereignty! That needs to be maintained. I don't like when the city tows my car right out of my driveway because of smog rules and regulations I can't meet because they are unrealistic. The city took the Cadillac my dad left me. I miss that car! (Poor people can't get their cars out of impound.) When it's 31 degrees outside, I'd like to use my fireplace without fear of a \$400 fine. Fireplaces are a less expensive way to heat my home, But even if that wasn't a case, should it be my choice how to heat my house?
CCC	Bicycle access to schools, shopping, jobs, public buildings. Clean air and water. Diverse population.
CCC	Open space nearby!
CCC	Affluent, clean, friendly.
CCC	Beautiful views. Great access to regional job centers for open spaces.

**Plan Bay Area Public Workshops (April-May 2011)**

You Choose comment form

Q5: *What will you remember most from this meeting?*

MEETING	COMMENT
CCC	The total disorganization and lack of crowd control, real direction and choice.
CCC	Workshop out of control and agencies not willing to adjust presentation to the audience. Comment about this discussion not based in reality.
CCC	Seems like central planning. Very socialist leanings. Very bad.
CCC	Show of Diversity
CCC	For the property rights and anti- eminent domain groups who deliberately and negatively sought to undermine, even destroy, a good process
CCC	Wanting to kick the woman who wouldn't stop asking questions.
CCC	The clicker.
CCC	That there is a vibrant relationship between business and citizens of the area.
CCC	Disruptive rude Tea Party sabotage. Selfish property owners wanting property rights over community needs.
CCC	All views were expressed and dealt with.
CCC	Confusion over scope/level of this plan. Neighborhood was wrong level to talk about. The fact that incentives are the primary way MTC works.
CCC	How badly organized it was.
CCC	Emotions, hard to get group to focus on issues at hands, democracy in action!
CCC	The lack of civility among participants who wanted to continually hammer the same issue over and over again.
CCC	Agenda 21 is not constitutional. Progressive misery.
CCC	Tense and uncooperative public.
CCC	That nobody seemed to know what exactly they wanted to implement or how to implement it, even if they did know.
CCC	The general public doesn't know enough about planning to be able to take part in a project such as this. MTC and ABAG explaining too much at the beginning is considered "directing," yet if the people don't know what is going on, how can they vote intelligently?
CCC	Significant discord.
CCC	Hidden agenda.
CCC	Contra Costa is super diverse. West County is very progressive and our voice gets lost in Contra Costa.

## Contra Costa Workshop — May 7, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(A.) Thoughts and comments about **place types** in area closest to where you live or work

MEETING	COMMENT
CC	Transit neighborhoods need good transit in multiple <u>directions</u> .
CC	9 + 10 - Is this supposed to be plaza? BART Urban neighborhood.
CC	Need transit to open space if one expect people to live with less cars. People come to Bay Area for quality open space.
CC	Live near regional center (SF).
CC	City center
CC	Use market forces to decide where growth should be. Make sure economic interests are taken into consideration.
CC	No business input!!!
CC	Overall comment: The plans for the PDAs don't include the balance of jobs (office development) or shopping - plans seemed flawed - and will be difficult to change if EIR are done on PDAs. If office or shopping development needs to be added after the implementation of the plans, it may be impossible to add these in later. This may not decrease travel. In fact it may increase gas emissions if these uses are not included in the plans.
CC	I support them.
CC	Rural mixed use
CC	<u>No</u> high density housing. We will continue to oppose a city structure.
CC	Walnut Creek: West Downtown - It could handle higher density in close proximity to the BART station.
CC	City of San Ramon is sprawling with few centers that reflect transit village but planning is started at North Camino Ramon with resistance from local populace that lacks understanding of future potential with advantages for themselves.
CC	Cluster development where transit stops locate.
CC	Danville has no PDA. Old hotel redevelopment may be most eligible for a town transit center.
CC	Like the CoCo Co. map.
CC	We need to let people use their own property and develop based on market demand
CC	Love the Concord NWS TOD/transit village. Love the City Center at Concord BART. Jobs center at BART in North Concord. 25 DVC.
CC	Appropriate (place types close to live/work).
CC	Place types are interesting. Most developers would be interested in denser options to diversity income.
CC	CoCo County PDA/GOA map doesn't include Monument Blvd. corridor, should be?
CC	The streets need significant improvements to be a safe place for bicycles. I don't like the idea of higher bridge tolls and parking fees.

## Contra Costa Workshop — May 7, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(B.) Your priorities for conserving land in the county/region.

MEETING	COMMENT
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CC	Agriculture must be preserved. When oil disappears, local production will be essential!!
CC	Conserve open space. No development outside urban limit line. Tighter urban limit line. Infill development.
CC	Promoting infill
CC	There is plenty of open space designated compared to planned development. <u>Not an issue!</u>
CC	Business input
CC	None!!
CC	Allow private property ownership with few restrictions
CC	Wildlife habitat, ag lands, recreational
CC	Less government mandates at all levels
CC	Conserving land I presume means it is not available for development. I am against removal of land.
CC	We seem to have plenty of open space in Contra Costa County. Encourage land owners near existing open space to sell or donate that land to open space preserves.
CC	Higher elevations should be kept low density or no development.
CC	Support urban limit lines. Strong support for solar panels, electric cars.
CC	Allow privatization of land to convince owners to use land appropriately. Government is not a good steward.
CC	Hillsides, walkability, bikes, more min-corner stores, preservations
CC	High priority, especially ag. land
CC	Personal property rights must be respected.
CC	Focused density on urban cores.
CC	Persuading land owners to participate through marketing or advocacy.
CC	"Not more driving, not more lanes"
CC	Public use of open space for recreation should be expanded.

**Contra Costa Workshop — May 7, 2011**

**Plan Bay Area Participant Comment Sheet**

*Step 1: County Growth and Place Types*

(C.) What resources do you think would be needed to support growth and high-quality development in your community?

MEETING	COMMENT
CC	Need more transit service. Need expertise to do financial analysis of how to get more transit funded. Need access to world-class designers to create (end of comment)
CC	More developed transits.
CC	Economic equity
CC	CEQA reform; precise plans; certainty in development; private investment
CC	Business input
CC	Fundraising. Those are the resources we need. When I want something other people don't want that is how I get the money. It has to be funding because nobody wants more taxes - and without taxes what's CA supposed to do? (We can't print our own money, like the Federal government)
CC	Private income and initiative
CC	Better roads. Acknowledge air quality is better now than in the last 100 years. Trains are not efficient when few use them.
CC	I don't know what "High Quality Development" means. For the Alamo area I don't want to see any high density housing.
CC	Easier CEQA clearance (less time, fewer studies, more reliance on Master EIRs) but let market forces strongly dictate what, where (e.g., little government subsidies to private developers)
CC	Parking structures near BART. I can never find spaces at Orinda or Lafayette or I'd use BART much more often if available Also, bike roads-lanes going to BART station.
CC	Privatization
CC	Add in BRT; we need a formal service. Add in trolleys and parking structures. Vanpool, private and public. 40' buses don't work. Bike lanes.
CC	Small growth = small resources
CC	Eliminating zone restrictions would vary options and allow rare solutions to emerge.
CC	Money

## Contra Costa Workshop — May 7, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 2: Transportation Investment Strategies

Comments about top transportation investment strategies

MEETING	COMMENT
CC	Measure multiple benefits for transportation strategies. Pick the strategies that meet the most benefits: (1) Cost effective (2) Promote health - public safety, local economic development, traffic safety, transit ridership. Invest in low-income communities, existing communities. Allow everyone to access bulk transit passes. AC Transit's Easy Pass and VTA's Ecopass system should be available to all. It is a critical tool that is very marketable. New development in transit-rich communities should not be providing parking at the same level as suburban communities.
CC	Paul (R.), you need to step up your game. Confuzzled?
CC	Don't pass laws telling my boss what to do for me, or what kind of transportation to provide; that just makes those people close up shop and move to other states!
CC	Bike roads, not lanes
CC	Away from internal combustion engines! Move to bikes and electric.
CC	We need to let people use their own property and develop based on market demand.
CC	Allow privatization of land to convince owners to use land appropriately. Government is not a good steward.
CC	These are all terrible choices, you need (end of comment)
CC	We need property rights. Eroding property rights increases environmental destruction.
CC	Let the market decide.
CC	BRT is cool! More frequent trolley, BRT, and modular growth pattern. Safe sidewalks from neighborhoods. Safe bike walks.
CC	\$ to science-based policy. Don't lose sight of low-income needs - buses. Move away from fossil fuels and cars.
CC	Give "everyone" easy access to transit. Tax gas more.
CC	Greenbelt: documents

**Contra Costa Workshop — May 7, 2011**

**Plan Bay Area Participant Comment Sheet**

*Step 3: Policy Initiatives*

Comments about top policy initiatives

**MEETING COMMENT**

CC	Need factual metrics for how much driving new development will really create ___ in transit-rich neighborhoods. 6. (Econ. development.) Must fund local projects. Cannot go to general fund. Revenues fund local economic devt.
CC	Economic development should be <u>number 1 priority!</u>
CC	Changing driving habits would be great but I believe it would be hard to achieve.
CC	Private property rights
CC	Bikes, solar, electric
CC	We need market incentives and not government subsidies.
CC	This is too intrusive. We need to go against SB 375.
CC	Don't lose sight of apartments + buses is effective +equitable. Suburban landform = vanpool friendly!! It's missing. Redevelop + more dense, tall apartments.
CC	I feel that young families with children are ignored in this whole plan. Our kids loved living in a high-rise in SF, but after children they wanted a house with a yard. I know very few people with young children who want by choice to live in multi-family housing. These same people cannot ride bicycles to the grocery store for a week's groceries - especially with several children.
CC	Protect and maintain regional parks, open space, and other resource areas in Contra Costa and Alameda counties.
CC	New Requirements for Employers doesn't work for service workers.

## Contra Costa Workshop — May 7, 2011

### Plan Bay Area Participant Comment Sheet

#### WILD CARDS

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

MEETING	WILD CARD — Investment Strategies	WILD CARD — Policy Initiatives
CC		Aggressive promotion of mixed-use infill
CC		CEQA reform and certainty in process for growth
CC		None of the above
CC		Improve fuel efficiency of all vehicles
CC		Reject Agenda 21
CC	Use the money you have to fix potholes	Stop government unions from controlling legislation
CC	Work on finding waste in government agency	Do not legislate the local communities' freedoms away
CC	Bike roads to BART	Make us more like Denmark re: bicycles. Bike roads to BART. Bike-friendly locales and policies.
CC		Incentivize people-centered development not auto-centered housing
CC	Privatize transit	Private development
CC	Wider roads	Get rid of electric cars. Mining for lithium and using coal is worse than oil
CC	Balance additional urbanization with regional parks, open space and green transportation	Policy to protect and fund maintenance of vital resource areas
CC		Policy to encourage and fund green transportation
CC	Privatize transit systems	Eliminate zoning restrictions
CC		Safer bicycle routes on streets
CC	Bike roads (not lanes) to BART stations	Less taxes, regulation and planning.
CC	Allow property owners to do what they want. High population will already incentivize private development.	Jitneys
CC	Jitneys	Economic development - Ensure that regional/local planning efforts accurately contemplate economically feasible ways to develop property.
CC	Fix potholes without raising taxes.	Economic development - Facilitate high-quality development by providing property owners/developers with more certainty and streamlined process.
CC	Delete high-density lane.	Where is the money for all this?
CC	Expand, safe bike lanes.	Improve fuel efficiency in all vehicles.
CC	BART - maintenance and expansion	Stick with fossil fuels and move to other fuels based on private directed research. Electric cars are environmentally worse. They require land destruction for mining lithium.
CC	Widen freeways.	Variation on Pricing: Other pricing strategies, yes, but not ones that simply benefit the wealthy (like tolls on express lanes).
CC	Increase funding for BART.	Variation on #1 - Encourage employers, not require.
CC	Respect need for different solutions in different places.	Denounce imminent (sic) domain.
CC	Encourage private NGOs to persuade or lobby property owners to participate.	Develop incentives (instead of using penalties/higher prices): such as for carpools (lower or no tolls, no-cost or low-cost parking); such as tax breaks for businesses who use employee policies of pre-tax commuter benefits and carpooling and telecommuting (i.e., do not require).

## Contra Costa Workshop — May 7, 2011

### Plan Bay Area Participant Comment Sheet

#### WILD CARDS

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

MEETING	WILD CARD — Investment Strategies	WILD CARD — Policy Initiatives
CC	Electric buses and light rail	Provide incentives to employers to allow employees to work from home.
CC	Circled "Expand express bus and local bus services" on card (F).	Incentives for non-car-oriented development. People-centered, walking/community-centered, not auto-centered.
CC	Increase efficiency for most effective transit services. Potentially privatize.	Card 2 (Changing driving habits) - Crossed out "reduce maximum speeds to 55 miles per hour on Bay Area freeways" - wrote "no"
CC	Wrote "end bottlenecking. Make all equal width" on card (E).	Card 1 - Crossed out "New Requirements for" and wrote "Tax Incentives for (Employers) who..." - Also wrote "carrot, not stick" and "Incentives"
CC	Wrote a "star" on card (G) near "expand commuter rail services."	Card 6 (Economic Development) - Wrote "Private directed (economic development) with no government subsidies."
CC	Wrote "especially to BART stations" on card (H).	Card 6 (Economic Development) - Wrote "Keep industrial + add jobs" and circled "preserve warehouse and industrial sites"
CC	Wrote "capital" and "collective" on card (C).	Card 5 (Other Pricing Strategies) - "Privatize certain roads" Also wrote "Incentivize less driving by making roads a business."
CC	Circled "potholes" on card (B)	Card 3 (Electric Vehicles) - Wrote "Let them use HOV lanes."
CC	Expand roadways (E) (X'd out "widen freeways and local roadways").	Card 3 (Electric Vehicles) - Wrote "Non-fossil fuel! *Algae-based, etc." Also wrote "Car-share, van pool - private and public" and "By whom? Equity!!"
CC	Wrote "auto" on card (D)	Card 1 (New Requirements for Employers) - Circled "Requirements" and "at least one day per week," then wrote "How does this work for retail/service/healthcare"
CC	Wrote "SF/Oak on card (I)	
CC	Wrote "operations" on card (A)	
CC	Don't offer financial incentives. No corporations. Use money to pay down deficit. Use property owners' desire to make money.	

# Contra Costa County — Monument Community Partnership

## Plan Bay Area Community-Based Outreach

### Outreach area:

Concord, California

### Outreach description:

Outreach in April and May 2011 through their Service Network Team, several smaller meetings, and one community meeting on May 18, 2011

### Participants: 78

(Note: Not everyone voted in all segments of the outreach.)

### Priority Transportation Investment Strategies

Participants were given 21 options for investing future transportation funding and asked to select their top six priorities.

Rank	Strategy
1	Expand commuter rail services (BART, Caltrain, etc.)
2	Invest more transportation funds to support cities that build new housing near transit that is affordable for Bay Area residents with limited income
3	More transit service to connect housing and jobs
4	Add more bike paths/bike lanes
5	Widen freeways paid for with existing sources of funds
6	Widen major local roadways

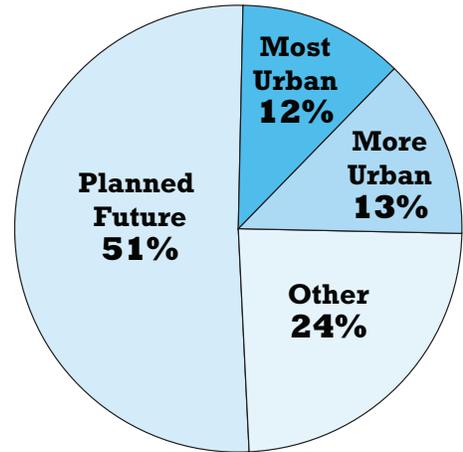
### Priority Policy Initiatives

Participants were given six options for new policies that could be adopted (at the local, regional, state or federal level) and asked to select their top three.

Rank	Initiative
1	Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions)
2	Electric vehicles (e.g., subsidize the purchase/lease of electric vehicles and hybrids; increase availability of electric vehicle chargers)
3	New requirements for employers (e.g. allow employees to work from home one day per week; allow employees to pay for transit with pre-tax dollars, etc.)

### How will we grow?

Participants were asked to choose a preferred scenario for future growth, with "Planned Future" (labeled "current Plans") reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



### Comments

Participants who took the survey were asked what one thing in their neighborhood (and in the Bay Area) they would like to see changed, and what one thing they would most like to keep. Some participants also submitted general comments on a separate comment card. Below are the most common responses and comments in no particular order.

- Need to focus on transportation and mobility needs of growing elderly population
- Increase transit services on the weekends
- Improve local transit amenities (covered bus stops, disabled pedestrian assistance)
- Need to improve community benefits like recreational facilities, lighting, more parks and open space, repairing city roads, lessening crime and violence, and reducing commercial vacancies
- If density is increased, also need to increase affordable transit, access to schools and education, and access to parks and recreation facilities

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
MONUMENT COMMUNITY PARTNERSHIP — CONCORD**

**Below are all comments received in response to the following question.**

**QUESTION 1**

***How should the Bay Area grow?***

**COMMENT**

Need definition of "already urbanized areas"

Include cities (San Ramon, Concord, etc.)

More growth in our current model of expansion as needed

No, No, No

Limited options

Not enough detail in these choices to answer accurately

More suburban

Reasoned growth, constitutionally based

None of the above

Not enough detail on each choice to determine the best choice.

I want better roads! Do not take undeveloped lands as eminent domain! I have seen this happen and it affects me directly. I don't see something desirable here. I can't even get off #1 because it scares me. How to you plan to grow undeveloped lands? Agencies took Dougherty Valley from a multigenerational farming family. (sic)

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
MONUMENT COMMUNITY PARTNERSHIP — CONCORD**

**Below are all comments received in response to the following question.**

**QUESTION 2**

***What are your top transportation investment strategies?***

**COMMENT**

Bicycles are important

No on widening freeways paid for with existing sources of funds

Re: financial incentives for preserving open space - who's "lands"? Private citizens?

Improve and expand current roads

Increase funding for most effective transit = BART

Use funds as designated; state is using for emergency purpose, which is not what (sic)

No new taxes of any kind

How are you planning increase funding?

Resurface 580 westbound

Transit should pay for itself

No new transit service to new destinations

No improvements to bicycle and pedestrian routes

No on financial incentives

No, No, No

No funds; no more taxing; disband

I wish there was something that deals with Senior transportation. As the Boomers age, there will need to be more door-to-door service.

It isn't clear if "increase funding" means increased taxes/fees or use more existing tax funds.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
MONUMENT COMMUNITY PARTNERSHIP — CONCORD**

**Below are all comments received in response to the following question.**

**QUESTION 3**

***Which initiatives would you most support?***

**COMMENT**

No on Pricing Parking

No on Other Pricing Strategies

Stagger working hours

Pre-tax dollars - how?

Reduce speed to 55 mph - good

Higher parking rates during busy periods - what do you mean? Please ask clear question

Fee based on number of miles - bad idea. So I have to spend more money for number of miles?

I'm really disappointed in these questions

None of these

No on Pricing Parking

No on Other Pricing Strategies

Get employers to schedule different starting times and when work hours ends. Stagger employment hours (start at 6 am or 7 am).

Less government

No on new requirements for employers, changing your driving habits to conserve fuel, electric vehicles, pricing parking and other pricing strategies. "Maybe" on economic strategies.

No other options appeal to me at all

All punitive measures; tax punishment

None of this - you can't force change

No on all of these (re: electric vehicles, where will the power come from?)

Lacks sufficient choices. I believe emissions would be reduced if traffic could flow on smoother, better maintained and wide-enough to keep traffic jams. (sic)

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
MONUMENT COMMUNITY PARTNERSHIP — CONCORD**

Below are all comments received in response to the following two-part question.

**QUESTION 4a**

***What is the one thing in your neighborhood or community that you would most like to keep ? What one thing in the Bay Area would you like to keep ?***

**COMMENT**

BART

Buses

Mobility, ease of transportation

Love the transportation in Alameda County; BART and AC Transit work.

I would like to keep my home. Also vehicles, transportation. I would like to keep my job.

I would keep the transportation that is near my area.

Carpools - more promotions of that.

Apartments and condominiums complex. BART and transportation.

BART / transportation.

My car. My unalienable rights.

Rural feel. Do not take our farm lands/grazing lands.

Our American tradition, drive and goals.

The beauty of the parks and open space.

Keep all teens in school to make the good people and better future to the country. (sic)

Urban feeling to encourage people to move to our city.

Tree shaded streets, walking distance to stores and parks and schools. Keep BART.

I think the person who spoke, he or she not really know about our problem, about transportation, and I think if you can focus in this we have a good community. (sic)

The space between the houses and my private yard.

My neighborhood is safe - to walk, live, drive. I want to keep that. Bay Area - keep the multicultural atmosphere.

The number 8 bus that took people to the clinic.

Keep Monument Crisis Center. Keep BART.

My neighborhood is filled with owner-occupied single-family homes. I have a garden in my back yard and have taught my children the pleasures of home grown fresh vegetables. I know all of my neighbors and we look out for each other.

Public transportation between towns. Public transportation between cities. Keep it affordable.

Safer neighborhoods to live in and go to work in a manner without hardships.

I'd like to keep my property. I'd like to keep my job.

The Michael Chavez Center for Economic Opportunity. This should be a model for serving this community. BART (extend to Antioch and Livermore).

Open space.

Nothing

I would like my community to always be clean, so we don't pollute.

Take care of parks and recreational areas to improve air quality, especially state parks in the area. And maintain our reservoirs.

The peace of mind that not many cholos come near schools and parks for our children.

Everything is fine the way it is, except we need more traffic lights at busy intersections.

The peace of mind that not many cholos come near schools and parks for our children.

The peace of mind that not many cholos come near schools and parks for our children.

1. I would like to keep open space and the large parks. 2. The same open space and non-urbanized, like Martinez.

Peace of mind, and they should build a volleyball court and fix up the park so we can walk around the entire Cambridge park. Have the opportunity to be able to have housing within our income range.

Public services, for example lighting, water and garbage collection. Your projectors and growth. (sic)

I'd like to keep the cultural richness in the US and the ease in transportation.

Nice and honest neighbors.

Change is good. The status quo is no good. Everything can always improve.

Nothing

**QUESTION 4a**

***What is the one thing in your neighborhood or community that you would most like to keep? What one thing in the Bay Area would you like to keep?***

**COMMENT**

First of all I want to tell you that this is my second meeting where I participated where the information that I've received is not clear. On the questions from the public to the presenter, and no clear answers. They just sent us to a web site. We need clarity. Presenters that are well-informed about what is happening in my city. (sic)

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
MONUMENT COMMUNITY PARTNERSHIP — CONCORD**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to change ? What one thing in the Bay Area would you like to change ?***

**COMMENT**

In my neighborhood, a shuttle to access BART

Closer freeway access

Repair roads

More affordable schools

Community focus

Plan for no funds! Disband commission.

Reducing commercial vacancies

Improved community safety

I would like all the counties to be uniformly accessible by public transportation. I travel from Oakland to Contra Costa and even into SF. It's often hard to navigate transportation into Contra Costa. I would also like to make the city more walkable.

In my neighborhood, I would like to change the population because there's too many people living in my area, but in different communities even more especially in SF. I would also like to change the violence and all the bad and messed up roads.

I would like it if BART would run longer and have buses expand their routes, and having the freeway and some parts of a city road fix. I would say less violence. (sic)

Affordable fee for public transit.

More routes more often.

Better streets conditions, with lights. Price in the public transportation. (sic)

Provide more affordable housing for lower income people.

Intrusive government no longer moored by the Constitution. (sic)

Use gas tax money to resurface roads, as it should

Stop illegal immigration and gangs.

I would like BART to extend their hours of operation on weekends. This would encourage people to take BART on weekend evenings.

Have better control of the apartment maintenance or fix the damage item from the apartments.

Get people (local residents and out of town people) to participate in getting involved. Reach out to churches, city clubs and. (sic)

More funding to maintain local streets and sidewalks; signalized intersections for pedestrian safety; more funding for bus lines and door-to-door transportation for seniors.

Better connection to job and shopping from my house. More bike paths.

I'd like to live where I could walk or bike to stores and restaurants. Bay Area - I wish it was easier to get from place to place, with better public transportation.

There are many bicycle riders on the Monument. They need a bike lane to ride in safety. An overpass people could walk over. More low-income housing is necessary.

More "personalized" transportation: senior citizens, disabled, young people. Updated information on activities, recreation, transportation schedules.

Apartment complexes filled with people who don't care about the property. While mass transit is good, we need a balance between mass transit and good public roads.

Come up with more activities for teenagers to keep them busy, out of the streets. Keep parks in a very attractive look to attract people. Keep druggies out of them (parks) so families can enjoy the outdoors.

Improve current transit - freeways, roads, bus service. Home to work BART hours. I work odd working hours - cannot take BART and get return service Saturday and Sunday. Part-time work in SF, must use car or pass on the work with price of parking. Must be available 24/7.

For as much as I pay in tolls and fuel taxes, I expect to be able to drive on well-maintained roads. When I've driven in other states, I'm amazed at how much better their roads are maintained. Our roadways are embarrassing and dangerous.

I would like to see more unrestricted funding available to non-profits that effect economic and educational change in the communities. Give abandoned properties to non-profits.

<b>QUESTION 4b</b>
<b><i>What is the one thing in your neighborhood or community that you would most like to change ? What one thing in the Bay Area would you like to change ?</i></b>
<b>COMMENT</b>
I want less laws in my neighborhood. I don't want the city towing my car out of the driveway because of expired tags. My poor car (which runs perfectly fine!) isn't hurting my neighbors or anyone - even if it can't pass smog. And I don't want people ratting me out for using my fireplace when it's freezing because of some local EPA law. People have been using fires for heat since caveman days. What's the big deal?!
There should be lighting and security.
I would like to change everything.
More public lighting. More security and the police should come sooner when called. There are two few police. We need more police at night.
I would like there to be more security for people and transportation, and there should be more security on the streets so there won't be so much crime and so many bums.
I would like to change the type of transportation and improve security on the streets, especially around schools.
There should be more protection or police to look for gangs in the Concord area, and keep the streets cleaner. Thank you.
I would like public transit to grow so we don't pollute.
Increase open space and protect existing open space. Maximize the use of eco-automobiles and fuels, like biodiesel.
Help schools. Increase security.
More security near schools and a street light on Monument and Lacy Lane. And more public lighting.
There should be more traffic lights at busy intersections to prevent accidents.
We would like to have a traffic light at Lacy Lane and Monument Blvd.
More security near schools, a traffic light at Monument and Lacy Lane, and more public lighting, and more traffic lights in the Monument community.
More security near schools, a traffic light at Monument and Lacy, more traffic lights in the Monument community, and more public lighting.
We want a traffic light at Monument Blvd. and Lacy Lane.
1. Public transit should have better schedules, for example, the bus comes by every hour and it takes an hour and a half to get to BART. Even though it's in the plans to extend BART to Antioch, it won't be complete for a long time. 2. There should be more bike lanes.
There should be more police near housing and parks. Would like to change so much youth in gangs and organize youth into sports or in jobs that attracts them.
Insecurity around my children's school, and I would like to have a traffic light at Monument and Lacy Lane.
In my community, parks, schools, streets, and the water drains. In the Bay Area, would like to improve jobs, rail transit and better stores.
I would like more security, more cleanliness, better appearance/upkeep of the streets, as well as neighborhoods, more employment, and more access to available services. In the Bay Area, more employment in general.
Change to better stores with better prices and more quality, and less pollution and better roads.
Public transit.
The bus schedule should improve so it is more frequent.
Everything.
1. Streets should be cleaner and there should be more security. 2. There should be more support for low-income people with Federal programs.
More parks and sports, and promote them. (sic)
More accessible education

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
MONUMENT COMMUNITY PARTNERSHIP — CONCORD**

**Below are all general comments received.**

**General Comments**

**COMMENT**

You should not be advocating for citizens to be punished by legislative policies to get them out of their cars.

Say no to Agenda 21!

Why is it that only government asks this (race/ethnicity) question?

Inappropriate - ethnicity has nothing to do with poor planning.

How help special transportation needs, seniors (especially new baby boomers). More flexibility, more smaller units of transportation. Any regional studies or plans for more bicycle transportation? Jobs, stores.

Seems all you're asking is where we would like to see funds spent when things overran budget. You're not going to ask us where funds will come from - you're \_\_\_\_\_ tell us! Disband. State and federal are broke!

Please consider senior citizens in attending Sunday church services. Many don't drive and therefore can't get around. Our church is right next to John Muir hospital. Seniors went to church as young people. They obtain comfort by attending. It's mental health benefit. We hate waiting one hour or more in the rain for bus.

There are only three important points that your planners should be getting across at these meetings: 1) SB375 requires regional planning to reduce GHGs; 2) the only way we can meet the mandates is to drastically reallocate development; 3) this means X, Y & Z (more development, less development, etc.) for [insert city name]. When Tea Party plants are purposefully trying to derail your meetings, you need to be concise, organized and clear. None of these points were clearly made tonight, making this meeting useless and confusing. Drop the confusing background info, have speakers more in control of the audience, and remove disruptive participants here to ruin your meeting. Otherwise you're leaving out the actual community members who have a right to know about the impacts of SB375 on their communities. \*Also, ABAG used to use a bunch of great charts explaining their projections and tying them to GHG emissions (they were showing these to cities a couple of years ago to explain the importance of reallocating RHNA numbers after SB375). The public should be seeing those charts at these meetings. Good Luck! Super excited to see how it all comes out in the SCS.

I've been playing volleyball at Cambridge Park for almost ten years. I hate to destroy the grass on the area we play, but we have fun with the kids, the wife and other families having these kind of activities. My suggestion is to make a volleyball field or court at this part to keep families like mine having fun and exercising at the same time. Please build a volleyball court at Cambridge Park. Thank you.

Thank you for this opportunity. The survey appears biased, to get us to appear to validate the high density housing at transport centers concept currently in vogue. I am concerned that that concept is today's good idea that becomes tomorrow's tenements and housing projects - victims of the "tragedy of the commons." Common areas deteriorate because they belong to everyone and no one. There is no pride of ownership. Then public transit is not utilized. People don't want to ride it. Next the stacked housing appears to be failing. Building in El Cerrito can't seem to fill the retail stage at street level. Next jobs and housing rarely occur in proximity. Lastly, the survey suggests we punish drivers with fees and taxes. Thanks for listening. I'll get more involved with positive suggestions. I'd appreciate a response.

1) Given the love affair that Americans have with their automobiles, how can you practically get from 10% mass transit ridership to most people riding mass transit without draconian measures? 2) If we don't accept GHG as a problem (and there has been a lot of faulty and fraudulent calculations to support it being a problem), then these planning sessions are being based on an unstable foundation. Driving less and restricting housing thus are limitations on our individual freedoms. Why should we go along with your plans?

The questions are skewed to support Agenda 21 and ICLEI which are supporting One World Government. The SCS plan is terrible. We want to keep our private property rights.

The form should have the comment section under each question, instead of a separate sheet.

I think we should leave people alone to build where they want. As long as no one is doing anything illegal or hurting anyone, who cares? We should be like Houston. I saw this amazing study where cities like Houston - which has almost no zoning laws - have the lowest taxes and highest prosperity. While cities like Stockton - which has excessive zoning laws, planning commissions and areas owned by public agencies - are the worst for businesses and are always in the red. Besides, there are two urban housing developments in downtown Concord - one on Clayton Road and one on Willow Pass by Safeway - which aren't even filled to capacity and they were built years ago. I met a realtor at the Willow Pass one and she said she couldn't move any of these units to save her life! (sic)

I think global warming is made up by the group of people that want to control the general public.

Bus service to church services on Sundays.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
MONUMENT COMMUNITY PARTNERSHIP — CONCORD**

**Below are all general comments received.**

***General Comments***

**COMMENT**

Thank you for coming to the Monument/Concord community to ask for the opinion of the people who use public transportation who will be affected by the changes. A lot of people would not have participated without this meeting. For my family as well as my community, it's more important to protect the environment than a small increase in taxes or in tolls.

I like the meeting a lot which gave the community the opportunity to express our needs. I would really like a traffic light at Monument and Lacy Lane.

We support the plan. There should be more public transportation, one, because it's cheaper than owning a car. Gas is expensive, and because of global warming. I also think BART's a little expensive. Also need a traffic light at Oak Grove School because there's been accidents.

I would like more homes for elderly where they can live independently without the need to end up in a convalescent home or some other institution by force. Priority: fix roads and highways in and out of the city because they're disastrous.

# Contra Costa County — Opportunity West

## Plan Bay Area Community-Based Outreach

### Outreach area:

Richmond/San Pablo, California

### Outreach description:

Outreach in April and May 2011 through various neighborhood and tenant council meetings, a street fair, and one community meeting on May 14, 2011

**Participants:** 193

(Note: Not everyone voted in all segments of the outreach.)

### Priority Transportation Investment Strategies

Participants were given 21 options for investing future transportation funding and asked to select their top six priorities.

Rank	Strategy
1	Expand commuter rail services (BART, Caltrain, etc.)
2	Invest more transportation funds to support cities that build new housing near transit that is affordable for Bay Area residents with limited income
3	More frequent service on transit routes with high ridership
4	Increase funding to maintain freeways
5	Increase funding to maintain local streets and roads
6	Expand express bus and local bus services

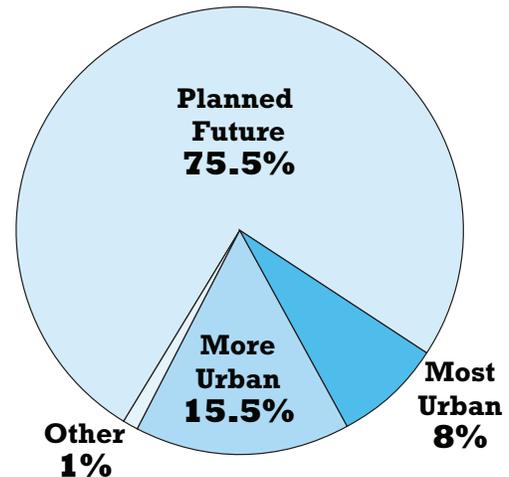
### Priority Policy Initiatives

Participants were given six options for new policies that could be adopted (at the local, regional, state or federal level) and asked to select their top three.

Rank	Initiative
1	New requirements for employers (e.g. allow employees to work from home one day per week; allow employees to pay for transit with pre-tax dollars, etc.)
2	Economic strategies (e.g., development strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)
3	Electric vehicles (e.g., subsidize the purchase/lease of electric vehicles and hybrids; increase availability of electric vehicle chargers)

### How will we grow?

Participants were asked to choose a preferred scenario for future growth, with "Planned Future" (labeled "current Plans") reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



### Comments

Participants who took the survey were asked what one thing in their neighborhood (and in the Bay Area) they would like to see changed, and what one thing they would most like to keep. Some participants also submitted general comments on a separate comment card. Below are the most common responses and comments in no particular order.

- Ensure safety on public transit through additional lighting and police patrols
- Preserve the current quality of life in Contra Costa County
- Increase job opportunities
- Maintain green spaces, community centers and services
- Increase funding for local public schools to improve quality
- Increase patrol to reduce unsafe driving habits (speeding, running lights, etc)
- Increase volunteerism and compassion for others in the community
- Maintain all current options for public transportation
- Improve pedestrian and bicycle access to get around
- Decrease violence and crime in local communities

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
OPPORTUNITY WEST — RICHMOND/SAN PABLO**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4a**

***What is the one thing in your neighborhood or community that you would most like to keep? What one thing in the Bay Area would you like to keep?***

**COMMENT**

- Green Project
- Community Center
- Compassionate people who donate their time and services to meet the needs of those in crisis
- Affordable housing. More jobs and job training
- The Nevin Center
- The grass-roots effort in the neighborhood
- Why do you want me to tell you? I didn't even want to do this, but they gave it to me.
- How it's trying to improve the most possible.
- Community unity. Recreational places and museums.
- Programs for children. Good upkeep of the parks and open spaces where children can play.
- Small town atmosphere
- Parks and existing transportation services
- Pedestrian access
- Pedestrian access
- Free parking at BART stations
- Green space
- Community programs. Programs
- Transportation of the 76 and 71M Bus line
- The Nevin Center
- Diversity in the community
- Sense of community. The new shinning building structures
- Oakland raiders
- Better bus service - why two stops at Hilltop - one for BART busses and across the mall - local busses. Why?
- Street fairs
- Keep and expand BART and other mass transit alternatives.
- St. basketball team
- Green
- BART
- Community policing
- Parks
- Grocery stores.
- Contra Costa college and UC Berkeley
- Improve education in schools
- BART
- parks
- BART
- Bike paths and trails.
- Green open space.
- Trees. Beautiful environment
- Jobs. Community centers
- The Nevin Center
- Rapid transit
- Police, fire, schools, public works
- BART/Amtrak. East Bay Center for Performing Arts (local)
- Everything except the crime and drugs and alcohol. The kindness and friendliness of our people.
- More after school programs to keep minors off the streets. Bay Area - keep roads toll free
- nothing

<b>QUESTION 4a</b>
<b><i>What is the one thing in your neighborhood or community that you would most like to keep ? What one thing in the Bay Area would you like to keep ?</i></b>
<b>COMMENT</b>
BART, bike routes, small rail
Nevin center
Recreation park, thing like non-profit agency that help community like opportunity west.
Keep Point Molate the way it is. No upgrades the land is beautiful and it should stay that way. One thing I would keep is the place itself. Keep it clean for future generations to come.
The time police spend looking after the neighborhood. The amount of spending on new resources in the Bay Area.
I would like to see our schools to stay open and receive more money for education
Do not destroy parks or green areas
There should be a way for us to know when a bus is late or not showing up
More training for young youth
More police work in the community
The residents remain in the community with funds to improve their property.
My transit routes but need to expand. My neighborhood.
The diversity. Land monuments
In the community I want to keep the parks in the Bay Area diversity
I will like to keep the open space like parks, and public areas
The grass-roots spirit in the neighborhood.
Sense of community
Open space
Open space
More services for the community to be able to leave the neighborhood.
After school programs for children.
Community unity. Keep on fighting crime.
More green open space.
I would like streets to be clean and parks to be green.
More parks, safety and lighting.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
OPPORTUNITY WEST — RICHMOND/SAN PABLO**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to **change** ? What one thing in the Bay Area would you like to **change** ?***

**COMMENT**

To have better transit. The littering and dumping.

Violence

Equal opportunity for (all) not just mothers and children

People get along and get to know each other better. Police to step-up and slow down all this violence

The crime

More funding for small business development for the neighborhood and the Bay Area

Everything. I don't care.

Repave streets. More safety. More lighting in the streets. Fight crime. More youth centers.

Violence. That streets are more clean and they should have \_\_\_\_\_. There should be more lighting. There should be more programs for youth.

The police should try to make the people feel safe in their neighborhood, and that the city complies with giving streets good maintenance.

Vacant lots; crime, mortgage foreclosure; I-80 traffic, more economic development

Provide parking areas for church, on residential areas

Fix potholes

The safety for people riding bikes and walking

More busses on SPA during high traffic hours

We need a public gym. More job opportunities

Improve roadways, encourage purchase of electric vehicles

Make more jobs

Violence and violence

Schools - better ones.

More volunteerism

Neighbors take more pride in the area. Make parents more aware of their power within the schools. Create programs to train them to become educators

Improve the streets - bad shape

Increase lighting on the streets

Local bus routes to schools-also for after school activities - some students can't stay after school - activities - no bus service (e.g. De Anza HS)

Many bus routes could be better served by using smaller bus vehicles in greater numbers. In other words, replace one large bus with two smaller ones that drive the route more frequently

Help beautify yards in neighborhood to make it possible for better assessments of property. Cooperative association work together within neighborhood.

The level of crime. Increase police and youth services. More senior housing and activities.

Asphyxiate gang members

Improve lights and education in elementary schools

Jobs.

Jobs.

Entertainment and shows

More bus stops, benches and lights to protect rider of busses

More entry level jobs for young people

Improve bus transportation

More employment opportunities. Retain jobs. More service based jobs.

More jobs for unemployed

Repair the streets. More street lighting.

New neighborhood churches

Secondary education services in the high schools

Improve medical services by reducing costs

<b>QUESTION 4b</b>
<b><i>What is the one thing in your neighborhood or community that you would most like to change ? What one thing in the Bay Area would you like to change ?</i></b>
<b>COMMENT</b>
Jobs
Repair our streets
Increase street lights. More police on our streets
More lights on our street
Violence
Need jobs
Jobs.
Jobs.
Daytime burglary because houses are vacant while people work. Traffic is horrible.
Fix streets and sidewalks
Shooting
Stop on the violence
Bus routes
More efficient bus routes on SPA - Herc and Oakland
To put more stop signs in mountain area
Cut wasteful spending. We are broke for a reason
Better roads, more businesses downtown, more grocery stores, we only have 1 (Foods Co). More alternative methods of commuting, more busses, trains, light rail, etc.
I would like to reduce the salaries of our city council members. The Bay Area I would like to see more new and thriving businesses coming in to offer people jobs (real jobs)
I would like more bike lanes for both the safety of drivers and bicyclists. I would like potholes fixed.
More public transportation
The way planning is directed
More small rail lines. More bike transportation
I like change the casino we don't we those kind of businesses around our community. It don't help the people in our community.
I would like to change the overall the peoples moods because there is too much violence and I think its due to the lack of youth programs which they I mean the government is eliminating. Bay Area needs more youth programs. That I would change.
I would change the amount of violence in the Bay. And see the streets and parks more cleaner in my neighborhood.
Making the neighborhood safer. Low the cost of everything so that families with lower incomes can support their families.
Repaving more green areas
I think we need benches at more bus stops
More events that bring the community together
Remind drivers to slow down. It's not a freeway
More security
Increase bus and transit services to this neighborhood
More businesses, better transportation, expansion
More opportunity far as jobs. Able to get to job through public transit.
More job opportunity/on time transportation. Less crime in Bay Area.
One change in the neighborhood or community is more buss stops. One thing in the Bay Area is more affordable housing
I will like the houses that are in bad condition to be rebuild
Need better funding for economic development (small businesses) for both the neighborhood and the Bay Area
Messed up streets. Violence
Better bus stop, shelter from sun, rain, wind.
European style public transit
Streets - I would like them to be better so that the city looks nicer. Repave streets.
I would like there to be and maintain lighting.
More vendors and jobs.

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to **change** ? What one thing in the Bay Area would you like to **change** ?***

**COMMENT**

Fix streets with potholes and \_\_\_\_\_ petroleum pollution.

Safety. Police should provide more surveillance and the garbage that is dumped by single family homes.

Whatever affects me and my family.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
OPPORTUNITY WEST — RICHMOND/SAN PABLO**

**Below are all general comments received.**

***General Comments***

**COMMENT**

I would like there to be more programs for family counseling, because most families are currently getting separated. I would also like Latino parents to be forced to study and participate in their children's school so that they can give their children a better example.

They should plan better control of public services. There should be more safety in transportation.

In my opinion I think that money should be invested in an airport, it would bring a lot of opportunities to the city

More transit service in our area

Expansion in transportation and housing. More jobs in the urban cities.

I would like there to be more parks and safety so that we can be safer when we walk and not be afraid to leave your house. Also better lighting. Open/undeveloped lots scare me because there could be people loitering there. And streets that are not paved so that we can walk more.



PUBLIC OUTREACH and PARTICIPATION PROGRAM  
Phase Two: Initial Vision Scenario (2011)

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

### **PUBLIC WORKSHOPS AND COMMUNITY OUTREACH BY COUNTY**

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#### **Marin County**

## Marin County

**Date:** May 11, 2011

**Location/Venue:**

Embassy Suites Hotel  
101 McInnis Parkway, San Rafael

**Attendance:** 113

(Note: not all who attended participated in voting during all workshop segments)

**Priorities Results**

Looking to the future, participants were asked to rank their priorities:

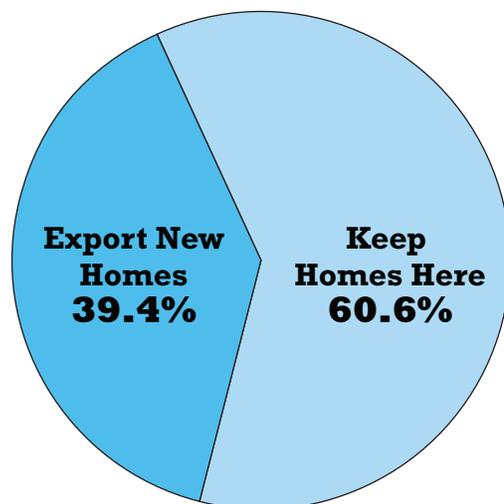
**Rank Priority**

<b>1</b>	Clean Air
<b>2</b>	Conserve Open Space
<b>3</b>	Lower Carbon Emissions
<b>4</b>	Conserve Water
<b>5</b>	Keep my Town as it is Today
<b>6</b>	Safer Access to Schools
<b>7</b>	Daily Needs Close to Home
<b>8</b>	Less Local Traffic
<b>9</b>	More Affordable Homes
<b>10</b>	Less Driving Overall
<b>11</b>	Lower Costs and Taxes
<b>12</b>	Convenient Access to Jobs
<b>13</b>	Easy and Low Cost Parking
<b>14</b>	Large Homes with Big Yards



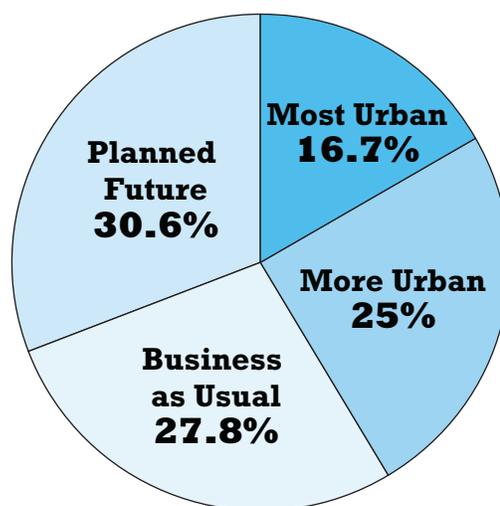
**Where do we build?**

Participants were asked where to locate new homes to accommodate new growth — export new homes outside the region or build homes here?



**How will we grow?**

Participants were asked to choose a preferred scenario for future growth, with “Business as Usual” carrying forward past development patterns, “Planned Future” reflecting adopted MTC and ABAG plans, and “More Urban” and “Most Urban” applying increasingly higher concentrations of housing and development.



# Marin County (continued)

## Priority Transportation Investment Strategies

Participants were given 11 options for investing future transportation funding and asked to select their top four priorities. One option was a “wild card” to allow for priorities not already listed.

Rank	Strategy
1	Expand express bus and local bus services
2	Increase funding for most effective transit services
3	Wild Cards (for ideas not already proposed)
4	Improve bicycle and pedestrian routes
5	Offer more transportation funds to cities that build new housing, and affordable housing, near transit in walkable neighborhoods w/ a range of amenities
6	Increase funding to repair or purchase new buses, train cars, tracks, etc.*
6	Expand commuter rail services*
8	Increase funding to fix potholes on freeways and local roads
9	Offer financial incentives to cities that preserve agricultural lands and open space
10	Widen freeways and local roadways
11	Make freeways more efficient through ramp meters and other technologies

\* tie vote

## Transportation Investment Strategies “Wild Cards” (summary of comments)

- Fund school buses, Safe Routes to School, student transit passes
- Incentives for electric car/charging stations
- Eliminate bridge tolls for 3+ carpools, promote rideshare
- Bus rapid transit
- More paratransit
- Reduce state regulations and taxes that drive businesses and jobs out of California
- Subsidize electric bikes
- Stop using extortion in the form of monies to communities that do what you want
- Turn funds back. Plan for the money we have now. No more debt.
- More parking in downtowns
- Make freeway off-ramps safer
- Privatize transportation

## Priority Policy Initiatives

Participants were given 7 options for new policies that could be adopted (at the local, regional, state or federal level) to reduce greenhouse gas emissions. One option was a “wild card” to allow for priorities not already listed.

Rank	Initiative
1	Electric vehicles (e.g., subsidize the purchase/ lease of electric vehicles and hybrids, increase availability of electric vehicle chargers)*
1	Wild Cards (for ideas not already proposed)*
3	New requirements for employers (e.g. allow employees to work from home one day per week, allow employees to pay for transit with pre-tax dollars, etc.)*
4	Economic development (e.g., strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)*
5	Pricing parking (e.g., charge for parking at work sites, charge higher rates during busy periods to free up more spaces and reduce vehicle idling)
6	Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions)
7	Other pricing strategies (e.g., charge tolls on new express lanes, or charge a new fee based on annual miles driven)

## Policy Initiatives “Wild Cards” (summary of comments)

- Reduce school-related traffic
- Local planning vs. regional mandates
- Bring back value-based vehicle reg fees
- Raise the gas tax; proceeds to reduce national debt
- Solve problems without spending money
- Mitigation fees for housing
- Reduce regulations and taxes that strangle businesses
- Impose a carbon tax
- Promote electric vehicles
- Deregulate taxis
- More transit, not more housing
- More individual choice, less bureaucrat planning
- Facilitate movement of trucks
- Tax credit for reducing vehicle-miles traveled

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q1: Where do we build? Keep New Homes Here or Export New Homes.

List reasons why you voted the way you did.

MEETING	COMMENT
Marin	Keep New Homes Here. Long commutes make people unhappy and pollute more
Marin	Export New Homes. People can't afford to live here
Marin	Keep New Homes Here. Cut transit time/commute Cut GHG More housing choice here
Marin	Keep New Homes Here. Hope for better development
Marin	Keep New Homes Here. I favor slow growth but want to limit commutes. I do not favor unlimited growth
Marin	Keep New Homes Here. Reduced community + GHG Not build on greenfields Choices are <b>absurdly</b> simplistic
Marin	Keep New Homes Here.
Marin	This question does not address my issues! Only begets answers you want
Marin	Export New Homes.
Marin	Export New Homes. People should be free to live where they can afford a home
Marin	Keep New Homes Here. Would like to see less commuting, but low density and realistic numbers of units
Marin	Neither. Use already existing second units, foreclosed homes and bank-owned homes. Use vacant military housing
Marin	The question is loaded- there is no third option of NO growth or an objective range urging NO growth
Marin	Export New Homes. There should be a third option "mixed-export and keep" Do not like high density in Marin
Marin	None of the above Use foreclosures etc. Don't need new building
Marin	Neither. Baby boomers (1960-2035) will be between 75-90 and dead or moved by 2035. This housing will then be available . Your projections are speculation. Our present problems are real now!
Marin	n/a
Marin	Export New Homes. Because there is not room here to accommodate much growth
Marin	n/a
Marin	totally biased
Marin	n/a
Marin	Export New Homes. We need quality(?) planned growth Balanced
Marin	n/a
Marin	Not a good vote, should have another
Marin	Neither, the exercise is a manipulation on ill founded assumptions
Marin	Keep New Homes Here. Less drives to work
Marin	Keep New Homes Here.
Marin	Keep New Homes Here. Reduce carbon emissions More time for families to be together Save gas and car travel
Marin	Export New Homes. Constraints of land to build: flooding and hill engineering constraints Transportation investment should ne be most priority unless smart and transit connections to primary central in Marin Flood is impossible. No neighborhood access
Marin	Keep New Homes Here. Live local Work local Shop local
Marin	Export New Homes. Some will need to be exported before people can move to Marin , but they must be spread out, not densely located in a few areas that destroys communities
Marin	n/a

Marin	Export New Homes. Do not want massive, dense new housing in Marin and dense transit corridors
Marin	Export <b>some</b> new homes Important to allow choice in home location Impossible to accommodate all new homes in county
Marin	n/a
Marin	Keep New Homes Here. More infill; reduce need for driving.
Marin	Keep New Homes Here.
Marin	n/a
Marin	n/a
Marin	Keep New Homes Here. My inference is that there will be less commuting time and distances, which has multiple pay-offs.
Marin	Keep New Homes Here. Better for the environment. Better for commuters.
Marin	n/a
Marin	Keep New Homes Here. Want to grow a larger tax base to pay for services.
Marin	Export New Homes. Don't want development -- keep Marin small.
Marin	Keep New Homes Here. Reduces traffic.
Marin	Keep New Homes Here. Reduces VMT and GHG emissions. Supports local economy. Encourages local job growth.
Marin	Nobody's business where I build. I believe in private property rights.

### Plan Bay Area Public Workshops (April-May 2011)

#### You Choose comment form

Q2: How will we grow? [1]-Business As Usual. [2]-Planned Future. [3]-More Urban. [4]-Most Urban.

List reasons why you voted the way you did.

MEETING	COMMENT
Marin	More Urban. More urban has walkability but still has trees.
Marin	More Urban. Don't build on our green perimeters Build in urban centers near transit
Marin	More Urban. Need housing that supports transit More transit - people out of cars More housing that fits jobs
Marin	More Urban. Many old neighborhoods will need to be redeveloped by midcentury. Increase density
Marin	More Urban. This means infill in already developed areas with access to stores and daily needs
Marin	Planned Future. Poor descriptors
Marin	More Urban.
Marin	Same problem
Marin	Business as Usual. Get off my land, out of my house and away from my family planning
Marin	Business as Usual. The market should determine what gets built, where!
Marin	Planned Future. Need some planning but this area is NOT urban!! Local planning - no interference by ABAG
Marin	Planned Future. Planned by local residents, NOT government agencies. ABAG is NOT a government agency. It is a private corporation. It is NOT legal for ABAG to dictate housing numbers.
Marin	"Bikeable" "Walkable" are a fiction People with jobs will need cars since there are no other reality-based transportation options
Marin	Business as Usual. Less growth.
Marin	I live in a suburban environment because I choose to. If I want Urban, I would move back to SF
Marin	Planned Future. To Stop ABAG's moronic projections. 1.2 million jobs would not exceed 6 mil households couples/financial reality
Marin	Planned Future. Plan: But keeping in mind the atmosphere/character of the community and neighborhoods
Marin	Planned Future.
Marin	Biased
Marin	Planned Future. Because we need voters planned ____ (?) futures. Representative here and everywhere don't do a good job!
Marin	MOST Urban. Preserve open space More efficient land use
Marin	Planned Future.

Marin	Planned Future. Planning important for growth Essential to meeting community and people needs Job growth needs comparable housing growth matched to income
Marin	Planned Future. Do not use housing selected site in southern Marin: Flooding, unavailable land. Future of Marin: Bay Area recreational priority of public open space: yes
Marin	Planned Future. Meet the needs of a growing senior population Can monitor and promote diversity Increase affordable housing
Marin	There has to be more planning, but it cannot be controlled by the very few and those who want something for nothing
Marin	Planning allows flexibility, responsibility to current conditions
Marin	Planned Future. Marin is not a county to be urbanized. What makes us special is its suburban environment
Marin	Planned Future. Balanced growth to avoid Greenfields and fill-in as possible in communities and neighborhoods
Marin	n/a
Marin	Planned Future.
Marin	Planned Future.
Marin	n/a
Marin	n/a
Marin	More Urban.
Marin	MOST Urban. Better for environment. More equitable. Less social isolation.
Marin	n/a
Marin	MOST Urban. We already have enough of the other choices.
Marin	Business as Usual. Don't want more development.
Marin	Planned Future.
Marin	More Urban. Ideal to concentrate development in urban areas to help conserve open space. Reduces VMT and GHG emissions. Builds better communities.
Marin	Stay out.

### Plan Bay Area Public Workshops (April-May 2011)

#### You Choose comment form

Q3: My Priorities

What priorities would you add for consideration?

MEETING	COMMENT
---------	---------

Marin	Increase <u>very low</u> income rentals that match large percentage of jobs Increase density along transit corridors and downtowns to accommodate needed housing More public transit oriented to intra-Marine
Marin	Enclaves for new urban or more urban development
Marin	Clean up bay and prevent shoreline development. Promote solar energy and conservation.
Marin	Better framing of the ideas of regional planning and envisioning a future. Use local icons (Mt. Tam, EV) to engage audience
Marin	Base your premise on truth. I.e., there is not proof of man made global warming or our contribution to climate change. Since ABAG has secured its funding by cramming SB 32 into law and making job growth illegal. If you do that we can save the tax dollars
Marin	To what extent are the population growth projections dependent on job growth, and how accurate can we expect job growth to be?
Marin	Use of homes in foreclosure, 2nd units, lower density of multi-unit. You need to focus on transportation and more input into auto efficiency standards-let's fix the auto industry!
Marin	Preserve current property values! Use foreclosed homes, bank-owned homes, second unity (already existing) instead of building more housing!
Marin	Add: I want more open space and parks (green areas) NOTE: Question on commuting assumes people commute to their jobs versus work at home. You need to add #5: work at home.

Marin	Stop high density and the Novato crime, traffic, pollution that accompanies high density. ABAG is a nightmare for Marin planners and residents. Local input is completely ignored. The EIRs are no impediments to ABAG or planners even when it shows no more
Marin	Low density housing Local control of housing-this is not what we have now
Marin	Difficult to answer questions because hard to interpret: e.g. open space. Is this to increase open space or preserve what we have?
Marin	Provide a workshop that would allow the citizens to give meaningful input. This presentation was bias to support ABAG's view and the state mandate (415) 892-5894
Marin	Lower the density numbers-climate change is a red herring to implement ABAG and MTC. It is a valid concern but not in this venue
Marin	Rebuild the middle class by creating middle income jobs and middle class housing
Marin	Remove SB 6500 JPA so voters know their right to vote in livable communities
Marin	Choice was artificial Process is bogus, lacks credibility Target areas are not based on local plans Social engineering doesn't work!
Marin	This was not a fair vote, other options were not included on housing, like apartments or other
Marin	Reduce obesity Aging population, declining relative school population should be considered
Marin	I want fewer carbon emissions from automobiles and buildings I want more safe walking, biking, and transit access to schools I want jobs and housing closer together, improved access to job centers I want more homes to meet the needs of varying income age/
Marin	Senior housing Aging in place: need local amenities Housing for caretakers and healthcare workers
Marin	Your questions were too simple to allow for true opinion gathering. The issues are more complex. For instance, Marin has a lot of open space- are you asking if we want more if we want to keep what we have.
Marin	Options presented were limited and limiting-housing and transportation. There are other ways to achieve goals. Responses need to be broken down by age, income, children in the home.
Marin	Support electric vehicle alternatives to gas driven vehicles. This would significantly improve air pollution and carbon emissions! Maintain and enhance existing quality of life
Marin	Perfect and make affordable the electric car and home solar/windmill to charge it. Adopt population control worldwide. Deport all illegal aliens so all this extra housing and jobs will not be needed.
Marin	Land use/planning supports community building; encourages increased "social capital" -- building connections across diverse sectors of the community.
Marin	Clean air; conserve water; conserve open space; lower carbon emissions
Marin	Leave the communities alone. No more planned affordable housing.
Marin	Affordable housing is a high priority connected with easy access to public transportation/transit and access to bike/walking
Marin	n/a
Marin	Sense of living in a community
Marin	n/a
Marin	Health costs overall? e.g., costs to society increased with more people driving
Marin	n/a
Marin	n/a
Marin	n/a
Marin	This is none of our business if people want big homes. More government control on the way! When will you tell us what to grow in our gardens?

**Plan Bay Area Public Workshops (April-May 2011)**

**You Choose comment form**

Q4: *What makes your neighborhood special?*

What are the important characteristics of your neighborhood that need to be maintained?

MEETING	COMMENT
Marin	Unique architecture, character, walk- and bike-ability, access to transit
Marin	Small town - close to 101, but removed and green Businesses nearby Able to drive your car and park
Marin	Families and seniors Walkable, access to transit Historic preservation - small homes with character
Marin	Bay on one side Levee needs to be raised Bayside development will be underwater late in this century
Marin	Built on wetlands in 50's. Should never have been allowed but it is a wonderful community with access to bay and shoreline.
Marin	Proximity to services, proximity to transit
Marin	My neighborhood would benefit from increased density to support retail and other services
Marin	No low income housing! No help or support for illegals!
Marin	Seclusion, quiet, safe and single family homes with sufficient roadways
Marin	That most of my neighbors have similar education and income as I do
Marin	Lower density- don't cram a bunch of multi-unit complexes w/ high density
Marin	Reflects the character of the current residents who pay taxes and care for their home (investments). These factors should not be altered by government. Government should not dictate local housing policies. ABAG has no legal right to dictate housing number
Marin	Parking Open space Old architecture
Marin	Small town character with less growth Safe and clean neighborhoods.
Marin	Open space Nature Safety
Marin	Junction of Hwy 1/101 traffic precludes any new housing. Completely disregarded assuming affordable housing would not have cars and trucks fireside has parking 10 cars in and out daily
Marin	Low density
Marin	Trees Lost coast feeling
Marin	Local Control-ABAG and State of CA butt out
Marin	Quiet Beautiful Friendly
Marin	Good middle class community, safe, clean Single family detached family oriented Easy access to parks and open space
Marin	Quality green themes Quality buildings w/ longevity
Marin	n/a
Marin	n/a
Marin	Local control Local decisions w/ the wisdom of long-term support for infrastructure
Marin	Walking paths
Marin	Access to stores, banks, services, transit Close to open space Established neighborhood Community involvement of neighbors
Marin	Existing diversity Walkable sidewalks and bike lanes that are safe Nearby shopping and services

Marin	Maintain village concept-Scale important. Gateway to Tam Valley, Almonte, west Marin, mill valley. We are NOT an urban area. Transit is focused on commuter schedules. No affordable concepts new structures on land now a floodplain. Equity is social, not an
Marin	Terra Linda Shopping for groceries and other needs Walk friendly community Recreation-Meeting places
Marin	Safety Access to open space People take care of their property and community
Marin	Open space Scenic vistas
Marin	Quiet Low density Rural Minimal traffic
Marin	Small, close to parks, open space, quiet, short drive to market, library, cleaners, easy to 101, schools. Low key
Marin	Its single family, single story residential aspect. I don't want to live next to a 10-story block house like the soviet union has.
Marin	n/a
Marin	Walkable to daily needs; not auto driven.
Marin	n/a
Marin	n/a
Marin	n/a
Marin	Convenience; social interaction; many transportation choices.
Marin	n/a
Marin	n/a
Marin	No monster homes
Marin	It is surrounded by marvelous Marin. It is quiet and pleasant.
Marin	Pedestrian friendly, walkable environment. Abundance of local-serving businesses in walking distance. Close proximity to variety of parks and open space.

### Plan Bay Area Public Workshops (April-May 2011)

#### You Choose comment form

Q5: What will you remember most from this meeting?

MEETING	COMMENT
Marin	The angry old people. (smile)
Marin	Disagreements
Marin	Comments of the participants
Marin	Concern about ABAG having too much control
Marin	The incivility of the audience
Marin	What a whitewash!
Marin	ABAG is still a government agency with preconceived plans set by folks that do not have Marin's best interest in mind
Marin	That the deck was stacked
Marin	Group think-this was rigged
Marin	Questions are loaded. No opportunity to express our true desires
Marin	Clickers are great but only if questions are objective and meaningful and reality-based
Marin	Questions were not fair!
Marin	How biased it was!
Marin	That ABAG presented its agenda not address local concerns
Marin	It was an ABAG event. Questions were limited and worded to channel answers to what ABAG already plans
Marin	It was designed to support ABAG's plan for One Bay Area
Marin	Did not relate to Marin. Why was it here

Marin	How few people showed up
Marin	Marin people non cooperative with MTC staff, sorry
Marin	The un-wise elite are out of control
Marin	Angry participants
Marin	Vehemence of some of the "anti-growth" people
Marin	The usual number of NIMBYS
Marin	Not really free input, controlled response
Marin	The audience and the unwillingness to fully participate
Marin	Who provided the food in this economy?
Marin	Technology
Marin	It had a set goal to get the answers MTC wanted
Marin	Problems with structured exercise-arouses ire over the period of the workshop
Marin	That my opinion of ABAG has not changed.
Marin	How the online exercise frustrated people with advanced knowledge.
Marin	Tough group to get to work in a positive approach. So Marin.
Marin	n/a
Marin	n/a
Marin	A collaborative effort at regionwide planning.
Marin	Cool method of public participation.
Marin	How conservative and limited your vision is in crafting this plan. It's totally ABAG "business as usual."
Marin	n/a
Marin	n/a
Marin	Rude old ladies.
Marin	"You Choose Bay Area" great tool for policymakers!

## Marin Workshop — May 11, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(A.) Thoughts and comments about **place types** in area closest to where you live or work and

MEETING	COMMENT
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Marin	Why is Novato not represented. Is that (end of comment)
Marin	Much is flood plain. Southern Marin has no plans for rail transit.
Marin	What you call rural mixed-use is what Marin should be and is. Not what is shown as transit neighborhoods. MTC has Marin wrong.
Marin	Live in Mill Valley. Place types for Southern Marin are not really "transit neighborhoods" along 101 - more like nodes. Work in San Rafael - very appropriate as City Center type. Works well: densities associated with transit, services, shopping, etc.
Marin	I live in a senior residents with 4 levels of care and living in independent living, there is Safeway Market across street, Methodist church next door, community center 2 blocks away, high school across the street, middle school just beyond the church, walkable stores available, and still 1 3/4 mile bay trail for lovely exercise walking behind.
Marin	Selected housing authority sites are in flood plain or adjoining in Southern Marin. Shoreline highway - only transit in summer mos beach shuttle to help in a small way to reduce transportation stall. If a level of service H is really F. County wide plan counts <u>did not</u> use weekend count for peak use. SSNRA does have counts.
Marin	Terra Linda works surrounded by open space. Mixed- single family - small lots, apartments, co-op apartments, local shopping center, churches, recreation center, several senior housing complexes
Marin	The place types and growth areas are a lot of foolishness - this exercise is too abstract and divorced from the real world.
Marin	Completely unrealistic, assuming affordable housing will use transit when financially they have more money to spend on a car. Housing areas designated where political and legal strength is lacking. Planning Commission, Supervisors, Builders and the famous non-profits are all totally corrupt being influence and using ABAG as their club.
Marin	Rural mixed-use corridor, middle income single-family oriented neighborhood. It
Marin	Projections not based on good methodology- assumptions are highly questionable. Too many new jobs assigned to Marin. Don't need more jobs! Existing businesses need support. We're losing jobs because they don't have enough customers (online shopping!)
Marin	Downtown has no room so I can't say.
Marin	Business's have mixed-use. Business moved to area where the people live. Close to business.
Marin	Affordable housing must be fairly dispersed in all areas - not just along corridors - to fully share the burden. Low income should not be condenses together, this propagates crime.
Marin	Limited growth should occur in Marin.
Marin	I don't want any of your "Place Types". Give me better options.
Marin	Don't like it - looks like East Bay. Novato/Marin was built as a bedroom community - you can't switch it back to the "new model" and hope that everyone will get out of their cars.
Marin	Novato was not planned as a transit corridor, and cannot successfully be turned into a high-density transit corridor without destroying property values.
Marin	They are under-developed and just fine that way.
Marin	Like the growth/dev of city center to include more family-oriented housing options + building of 101 corridor area + dev of some green space if necessary to accommodate population growth
Marin	County leave little potential. San Rafael's make sense. Novato should have 3 PDAs - North Novato, Downtown, Hamilton
Marin	County's PDAs (#1) are not realistic - wetlands, lack of access, existing single-family areas. Novato needs PDAs (Downtown, Redwood Corridor, Fireman's Fund). Hamilton should be a transit neighborhood. Larkspur Landing and ferry terminal (illegible) a PDA.
Marin	We are mostly homes in an area with much open space but very limited "services" in walkable distance.
Marin	In-fill is needed near existing transit to make it more economically feasible.
Marin	The place types generally are accurate. Some locations for additional sites: 1) Grant Ave (near SMART station). Novato (m/u). 2) Sir Francis Drake Blvd (m/u) 3) Larkspur - near SMART station (transit town center?). Growth opportunity at San Quentin - not realistic if prison still operating.
Marin	More mixed-use corridors
Marin	Too much low income in Marin City. Need equity in the County. Novato is a perfect place for development along the corridor.

## Marin Workshop — May 11, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(A.) Thoughts and comments about **place types** in area closest to where you live or work and

MEETING	COMMENT
Marin	Could be much more transit oriented dev along Miracle Mile and Sir Frances Drake Blvd all the 101 corridor - up through Novato
Marin	Downtown Novato should be a Transit Town Center. San Quentin doesn't seem to have growth opportunity unless the state buys in.
Marin	I live at the edge of the bay on filled land. The levees need to be raised.
Marin	I think the place types, while appropriate for most neighborhoods, were appropriately categorized, they are all concentrated in one area.
Marin	The goal for downtown San Rafael is not aggressive enough. Looking towards 2035, San Rafael needs to become a regional center like San Jose. Developed in a way that attracts current suburban residents to move into a more urbanized, energy efficient lifestyle.
Marin	No possibility to determine what this means to the individual. We, in Marin, want to sustain quality of our life as it - as it has grown organically.
Marin	Why no PDAs/GOAs in Novato? San Quentin would be great for affordable housing - already a lot of higher density housing, ferries, good views (why should only the wealthy get city views?)
Marin	Let's sustain Marin as a unique community that grew organically - took time to develop.
Marin	Good. Make sense. San Quentin ideal for high density.
Marin	I don't know what a place type is. I live in a rural/agricultural area. Tourism is high. Homes and rentals are <u>very</u> scarce and <u>very</u> expensive.

## Marin Workshop — May 11, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(B.) What are your priorities for conservation in the region?

MEETING	COMMENT
Marin	We <u>must</u> keep our open space and make better sue of the land we currently have developed.
Marin	Ridgелands undeveloped space. Ag land.
Marin	Reduce housing and density projections.
Marin	In Marin, <u>highest</u> priority - open space and agriculture. Serves habitat, often neglected in exercises concerning human needs. Also important throughout Bay Area. The signature qualities of the Bay Area are water (the Bay) and greenspace.
Marin	None
Marin	Conserve remaining hill and mountain tops and community parks.
Marin	to follow BCOC guidelines of not adversely and low, low, low income households while rising seas level - absolutely <u>not</u> widen roads - need bike path and pedestrian safe place.
Marin	Continue to preserve land that has been designated for conservation - there is an adequate amount.
Marin	Marin County does an excellent job on this, and has done so for many years.
Marin	Protect parks and agricultural lands. Forced re-zoning should not be allowed.
Marin	Very high priority.
Marin	High priority to conserve all open space.
Marin	Not allowing the ABAG numbers to cross county lines, i.e., Marin absorb the needs of the other counties. "Export new homes"
Marin	Make better use of existing development - don't build more shopping centers! Take jobs to where workers already live! (East Contra Costa/Solano Counties)
Marin	Very important to have some free land. I would like to live in the country (illegible).
Marin	#1
Marin	NO low income housing. Stop aiding illegals.
Marin	Keep land wide open.
Marin	Conserve
Marin	Continue pretty much as we have the last 40 years.
Marin	Should observe open space as much as possible but need to develop on limited space to keep up with growth needs.
Marin	Lands along the Bay - St.Vincents/Silvera
Marin	St. Vincents/Silvera
Marin	high priority.
Marin	With infill, we will preserve ag and open space.
Marin	Keep our ration - 89% open space/ag, 16% developed!
Marin	Hi priority for preserving our open spaces on the edges. Do infill.
Marin	Inland rural and coastal Marin are priorities. Not 101 corridor. Need high for transit food/ag workers in West Marin.
Marin	Seems reasonable. Marin County does a good job with this.
Marin	Save wetlands <u>and</u> high elevation land.
Marin	Marin already has made a religion of conservation already. If we focus growth on city centers, conservation of open space will take care of itself.
Marin	Time to use agricultural land, as developed in the pas two centuries, for organic farming and the development of real productivity as opposed to services. We already have plenty of high income service people in residence.
Marin	Save it all!
Marin	A60 zoning was for keeping 101 corridor from being developed.
Marin	Maintain open space and infill and vitalize urban areas - emphasize mixed use (combining business and residential). And I <u>Do</u> mean in Marin, I think - physically, not logistically, there is a lot of room for growth.

## Marin Workshop — May 11, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(C.) What resources do you think would be needed to support growth and high-quality development in your community?

MEETING	COMMENT
Marin	Better transportation within Marin
Marin	Money/financial incentives. Paratransit.
Marin	Change people mind set. In Marin near impossible.
Marin	Minimum density zoning for main streets housing sites and design criteria that allow multi-family development to move forward.
Marin	Recognize that coastal areas in counties trade off ABAG growth number to urban really areas with transit - Oakland, San Francisco, etc. Would really hope to have San Quentin become model village with growth and transit - water and buss around bay (emergency transit if bridges down as in LP earthquake and quality of life and health - air quality and asthma - etc, childhood learning disabilities.
Marin	Housing Trust Funds From - New Jobs, New Moderate Homes
Marin	Respect for private property rights. Respect for the free enterprise system. Respect of individual liberty. Search for market-based solutions.
Marin	I <u>do not</u> support growth. High-quality development depends on local planning commissions and Councils.
Marin	I want a change in direction. The Market takes care of the rich. Governments and nonprofits do a pretty good job of serving the low income people. The Bay Area needs to shift much more resources and planning to provide middle income jobs and middle (not subsidized) housing.
Marin	Want to maintain small town character in Mill Valley and grassroots democracy throughout Marin. Need educational resources - College of Marin, added support to CSU and UC system.
Marin	In general, I feel the assumptions already made by "Big Brother" (assembly Bill 375 and ABAG). The process narrowed discussion and did not allow us to question basic assumptions.
Marin	Lack of bias from ABAG/MIG
Marin	Funding to improve local streets. Better local bus service.
Marin	Low rent/rent control.
Marin	More school funding. More City funding for services.
Marin	A lot more money than ABAG has! Slow growth requires less resources.
Marin	Change the description to suburban - lower the density.
Marin	Thousands of individuals making their own choices.
Marin	Transit connections. Money to support development of affordable housing a enough money. Money to get SMART and pathway built.
Marin	Lots more \$ to expand transit. \$ to address local traffic congestion. \$ to subsidize affordable housing. \$ for bicycle and pedestrian infrastructure
Marin	<u>Good public transit</u> - trolleys - in order to get around efficiently without single occupancy cars. Support for Seniors and youth to get around.
Marin	Build SMART, provide safe bike/ped paths.
Marin	Transit between cities/communities within Marin. <u>Money.</u>
Marin	Education, \$
Marin	Lots of money. Planning rules that don't allow expensive, large homes to be built. Economics favors developers building high end development. They make more profit and face less development costs fighting the community. Local serving transit connecting to outside the county or within the county. to SF is working. Nothing else is.
Marin	Financing to make hsg match the service worker economy - now have big imbalance (illegible) - big homes and low-paying jobs - local serving transit has options, SMART (illegible)
Marin	Political willpower to accept demographic shift of Marin County.
Marin	More buses that link Novato and San Rafael to employment centers (SF)
Marin	Really aggressive development of transit - a la Portland hand in hand with policy thrust toward urban living, e.g. light rail/streetcars on major Marin roads. Or Bus Rapid Transit on major corridors in Marin.
Marin	Use cadastral maps to show what properties actually exist. Then, show what choices can be made without eminent domain and forced multi-family housing development along train tracks.
Marin	More housing for varying income levels - currently service jobs for outway middle and lower income housing. More local shuttles doing double-duty - seniors and school kids).
Marin	Only agricultural resources do not require high-quality development.

**Marin Workshop — May 11, 2011**

**Plan Bay Area Participant Comment Sheet**

*Step 1: County Growth and Place Types*

(C.) What resources do you think would be needed to support growth and high-quality development in your community?

**MEETING COMMENT**

Marin	More affordable housing for lower income workers. Trails and bicycle facilitate in addition to transit.
Marin	Zoning? Financial incentives to encourage development that includes affordable rentals intermingled with regular apartments and commercial

## Marin Workshop — May 11, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 2: Transportation Investment Strategies

Comments about top transportation investment strategies

#### MEETING COMMENT

Marin	Work with school districts re: transporting students
Marin	Less govt involvement is best. Local input is priceless.
Marin	New development should have electric charging facility if density is 30 units (plus 5?) per acre. Transit must be in place before occupancy of developments. 35 unit density <u>not</u> appropriate.
Marin	Complete Streets, work-friendly communities, local bus service supplemented with shuttles, volunteer driver programs for seniors, expanded paratransit, driver improvement courses designed for older adults
Marin	The government is broke. Federal, state, county, local. We need to pay down debt before borrowing money for "investments".
Marin	Tam Valley does not have the space for projects. Co planning has designated ground the same county said was unbuildable in the past. Some is sand or landfill in high flood history zones. Affordable housing once built it has no official oversight. The Fireside too 2yrs to full the vacant units. The tenant makeup changed from elderly/low income to homeless to get filled.
Marin	We need local commuter light rail.
Marin	This is a push poll! I think we need to decouple GHG emissions issue and densification from high density low income housing at the same sites. Subsidized housing needs to be accomplished by small projects dispersed throughout the community not concentrated in one or very few neighborhoods. I think ABAG has to shift direction. We need you to put your efforts to growing the middle class with an emphasis on middle income jobs and middle income housing that is NOT subsidized.
Marin	Scott - put bus lines immediately adjacent to end of SMART train. We live in a market society. Housing priorities should be allocated according to the market. However, <u>public transportation</u> leading to greenhouse gas emission reductions is a public good and needs to be publically supported.
Marin	This evening /this presentation feels to me like "Big Brother" is making decisions for the rest of us. Bring back Democracy based on <u>local</u> residents wishes and decisions. Save the air and prevent pollution through solar panels on homes...through local efforts. Diminish greenhouse gasses by supporting local gardens, farmers' markets, community gardens.
Marin	Stop the SMART (SB) Train at the Civic Center, and load the people on express buses to: Central San Rafael, Larkspur Ferry Terminal and San Francisco Financial District.
Marin	There is momentum to move in the way of ABAG regional policy rather than a non-script. This is a common complaints of this 5/11 agenda. The map Place Type indicates Open Space that is inclusive of federal lands, water district, and land slide areas (non-developable.)
Marin	Kill SMART! Kill TOD in small towns. Stop forcing development of more housing, which will only bring more cars and more greenhouse gas emissions. Stop imagining that social engineering works. People won't necessarily choose to live close to where they work! Affordable, high-density housing in Corte Madera will more likely be filled with people who work in San Francisco.
Marin	Listen to what the people are saying their ideals with their ideas - not yours, open minded. More walking areas that are safe and more lights.
Marin	Space out RHNA to every 16 years. Add more buses. Let City decide where housing should go and size to fit the City. Change Marin to be suburban not urban add more buses to existing routes.
Marin	No SMART Train - additional buses can do the same thing much cheaper. Widen freeways. Remove tolls on bridges for 2 or more per vehicle at all hours to encourage carpooling. 66 bridge won't give discount to vans that can only legally have 2 people but you need 3 people for discount.
Marin	Increased transportation should be low or <u>no</u> emissions.
Marin	Let local elected officials figure it out and let them be responsible to the voters.
Marin	Intercity bus service. Less emphasis on goods movement
Marin	We need a comprehensive network of public transportation that connects with regional transportation - electric trolleys, busses, jitneys, rail
Marin	Congestion pricing - raise \$ for transit alternatives. -More bus lines to serve workers with "non-traditional" work hours - healthcare, restaurant, etc. <u>Local bus service</u> . Connections between SMART stations and jobs/res centers they will serve. <u>Funding</u> is needed. Cities can't take on the entire burden.
Marin	Land use transportation planning connected is key. Cars pay their own way - cost roads, repair, etc.
Marin	Use taxes as incentives not penalties to encourage desirable behaviors.

<b>Marin Workshop — May 11, 2011</b>	
<b>Plan Bay Area Participant Comment Sheet</b>	
<i>Step 2: Transportation Investment Strategies</i>	
Comments about top transportation investment strategies	
<b>MEETING COMMENT</b>	
Marin	Recognize the need for a special environments district (Marin) for clearance prior to any regional options. Service area and topography too small for Bay Area compliance.
Marin	High priority should be placed on public transit and bicycle and pedestrian facilities.

**Marin Workshop — May 11, 2011**

**Plan Bay Area Participant Comment Sheet**

*Step 3: Policy Initiatives*

Comments about top policy initiatives

**MEETING COMMENT**

Marin	None worked for me! Felt this has socialist/marxist undertones. With the 'Big' Brother /Government Overview. Think Export/Import Housing.
Marin	affordable units should be required to include 2 and 3 bedroom units (studio are usual options now). Join and trade required units - just as in Marin, we are recreational open space for entire Bay Area - Bay and coastal communities. Open space in developments should not be counting decks - need central courtyard - playground equipment.
Marin	See enclosed green sheet from the Commission on Aging
Marin	Micro-managing the private sector merely drives business out of state, which increases poverty and unemployment. This entire process has been phony, manipulative, and based on highly questionable assumptions.
Marin	<u>High density</u> = crime, this is kept under the radar Novato police know. <u>Unfunded</u> is a big lie the non-profits are pirates looking to start as many projects as they can yesterday.
Marin	If you charge for parking at work sites you hurt middle class and low income people. No toll roads. The wealthy will pay - the rest of us can't afford it.
Marin	Decouple GHG transit oriented housing and low income housing. They are in conflict. Transit oriented housing is geared towards concentrating housing in a few neighborhoods. <u>Successful</u> low income housing needs to be accomplished in small <u>moderate density</u> projects <u>dispersed</u> throughout the community to avoid impacting any one neighborhood.
Marin	Keep local control where it has broad public support! Don't try to force change on our small communities. I don't believe your projections for growth area either realistic or supportable. This process lacks credibility.
Marin	Don't use open space or farms
Marin	Need more facilities for electric cars - more electric cars, less CO2 emissions if you charge them by solar/wind.
Marin	I do not want anonymous bureaucrats and background groups like "Envision" to indulge in any socialistic control planning let freely elected officials figure it out.
Marin	Can not expect Marin to grow jobs to a great extent. Therefore, priority policies should increase efficiency of transportation commuters, incentives to tele-commute, EV/hybrids, improving infrastructure (bus, express lanes) + encouraging off-peak work hours.
Marin	Option 1 confers benefits to a shrinking segment - should be offered to all taxpayers, not just large employers.
Marin	Congestion fee
Marin	Pricing strategies are key, both to change behavior and provide a funding source for circulation system improvements. There's <u>no free lunch</u> - internalize the external impacts of driving automobiles! Voluntary models - track miles actually driving.
Marin	Jobs - hsg mitigation fees. Impact fees on large homes. Overlay zones along transit corridors maximizing housing opportunity sites and focus use of resources.
Marin	Sunset many aspects of SB 32 and SB 375 before they do real harm to California.
Marin	I like policies that reward good behavior and not policies that penalize people, especially low income people.

## Marin Workshop — May 11, 2011

### Plan Bay Area Participant Comment Sheet

#### WILD CARDS

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

MEETING WILD CARD — Investment Strategies		WILD CARD — Policy Initiatives
Marin	School buses	
Marin	Incentives for electric cars/use stations	Incentives/policies to reduce school-related traffic
Marin	Fund EV vehicles	Allow for local planning vs. regional mandates.
Marin	Alternate fuel technologies, e.g., electric vehicle technologies and infrastructure	
Marin	Ongoing "cash for clunkers"	Subsidize "cash for clunker" ongoing program
Marin		Maximize use of SMART Train
Marin	Electric cars powered by decentralized local solar panels.	1) Bring back higher value registration tax - designate a portion for public transit. 2) More ferry service across bay. 3) High speed rail connecting SF to LA San Diego and Central Valley.
Marin	1) "Smart Roads" 2) Incentives for Solar Panels on house roofs	Bring back vehicle registration charges.
Marin	More places to hike.	1) More paratransit. 2) Transportation for outlying areas.
Marin		Let City's determine own housing.
Marin		Drill for more oil at home
Marin	1) Safe Routes to School 2) Expand HOV - 3 persons, hours and length - no HOT lanes	Employers should reimburse employees for transit costs if and when they take public transit.
Marin	Emissions standards	
Marin		Raise gas tax \$0.20 per year/gallon for 20 years and use proceeds to reduce national debt
Marin	1) Compulsory student bus and bike 2) Eliminate bridge tolls for 3+ people and get 3) GG Bridge salaries and unions under control	1) Less bureaucracy 2) Solve problems without spending our money.
Marin		Raise gas tax
Marin	Increased vehicle fee/value of car	mitigation fee for housing
Marin		1) Increased per vehicle fee based on value of vehicle 2) Jobs 3) Mitigation fees to help for housing near jobs
Marin		Increased per vehicle fee based on value of vehicle - pay for roads
Marin	Reduce state regulations and taxes that drive businesses and jobs out of California.	Reduce gov't regulations and taxes that strangle businesses and drive jobs out of California.
Marin	Bus rapid transit	Tax cars based on engine displacement or MPG with big incentive for very fuel efficient cars - e.g., like yellow license plates in Japan for small engine.
Marin	1) Private investment first. 2) Marin doesn't have a service area population to justify trains.	1) Visualization rather than verbalization in visioning. 2) Market analysis rather than gov policy development.
Marin		Carbon tax
Marin		Tax benefit
Marin	Support electric vehicles	Stop all parking meter and tickets
Marin	Airport knoss field	Require employees to provide EV charging capability at employee parking lots
Marin	Invest in reduced carbon vehicle and fuel technology, e.g., electric infrastructure	Promote the use of EV thru parking policies, rebates, etc.
Marin	Support electric vehicles	Develop school transit policies to reduce individual car trips
Marin	Invest in new vehicle (EV) technology	Allow for local control vs. regional mandates of how to use funding

## Marin Workshop — May 11, 2011

### Plan Bay Area Participant Comment Sheet

#### WILD CARDS

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

MEETING WILD CARD — Investment Strategies		WILD CARD — Policy Initiatives
Marin	School buses	(variation on 3) subsidize transit so all buses, etc are electric, no diesel. Subsidize by "cash for clunkers" each year - electric vehicles not home owner or service workers possibility
Marin	Buy everybody a Prius	Maximize use of the SMART train
Marin	Subsidize electric bikes	Focus on supporting basic public transportation (i.e. buses)
Marin	No housing unless transportation before occupancy (if reduced parking - other developer incentives.	Deregulate taxi licenses to allow part-time drivers who could organize their own riders via the internet. Just ask the drivers to pass a drug test and have a clean driving record. No subsidies or expensive capital investments needed!
Marin	Promote ride share	Focus on more efficient, available and affordable public transit (NOT HOUSING)
Marin	Stop using extortion in the form of monies to communities that do what you want.	Solar energy?
Marin	Increase regulation on vehicle emissions.	As I understand it, electricity is very wasteful, what about solar or other opt
Marin	Redirect transit solutions away from areas subject to future sea land rise.	1) Widen Hwy 101 N. Novato 2) maintain roadways in good repair
Marin	Avoid investment based on increasing housing next to freeways and major roads as they are (illegible) locations based on adverse health impacts.	Keep housing planning at a local level with community involvement. Do not allow jurisdictions to redistribute their housing quote to other jurisdictions without that other city's consent
Marin	Install electric vehicle infrastructure	Companies invest in a hybrid bus to pick employee's from a hub
Marin	Promote electric vehicles	Affordable housing - complete street
Marin	Turn \$ back. Plan for the money we actually have now - no more debt - so transportation is affordable. Now, local, state, and federal government are all broke. Realism first!	TOD
Marin	Follow original plan for SMART of have revote	Employers should reimburse employees for transit costs <u>if</u> and <u>when</u> they take public transit
Marin	School commute = 25% of Marin traffic - have new buses gas on elect. Student drive only eco-friendly vehicle and enhance bike and walkways where possible.	Try solving problems without spending our money
Marin	Follow Original SMART plan	More individual choices. Less bureaucrat planning and spending
Marin	Remove JPA give voters back their rights	Eliminate preferential traffic lanes for electric vehicles to facilitate movement of trucks
Marin	Free transportation cards for students with school IDs	Wider roadways for less time spent in traffic
Marin	Other incentives to companies with virtual offices and telecommuting to reduce traffic	Since I don't believe in man-made global warming, but I <u>do</u> believe in telecommuting, let employees always work off-site.
Marin	Auxiliary lanes	Gov't - stay out!
Marin	Get BART started	Jobs - hsg mitigation fees to help get hsg near jobs
Marin	Electric vehicles	Impact fees for large homes because of large # of auto trips, jobs generated.
Marin	Expand and improve express/local bus services and pedestrian / bicycle routes.	Incentify non-motorized transport to/from work

<b>Marin Workshop — May 11, 2011</b>		
<b>Plan Bay Area Participant Comment Sheet</b>		
<i>WILD CARDS</i>		
Step 2: Transportation Investment Strategies		
Step 3: Policy Initiatives		
<b>MEETING</b>	<b>WILD CARD — Investment Strategies</b>	<b>WILD CARD — Policy Initiatives</b>
Marin	Safe Routes to Schools	Fee for use of small occupancy vehicle during commute times
Marin	Transit oriented development TOD	One driving habit that conserves fuel that people don't know about is that left turns use so much more gas.
Marin	Stop SMART	Have visualization of new choice (animated and still) for a needs assessment process that can be scaled to real choices. Cut out verbalization of visioning projects.
Marin	Stop never-ending construction on Fwy near Central SR exit	Carbon tax/gas tax
Marin	Supply more parking in downtown areas	Tax benefit for reducing VMT
Marin	Widen and improve City surface streets	Tax cuts based on engine displacement or MPG with BIG (e.g., \$1000/year) incentives for fuel efficient car.
Marin	Do not spend any more money on SMART	Keep government policy makers out of company market analysis and follow the market
Marin	Make Fwy off ramps safer	Hydrogen power
Marin	Individual choices must not be compromised	Reduce MTC/ABAG/CMA's Power - devolve to cities/counties.
Marin	Stop spending until we are out of the red as a state. Pay off debt with some of these funds	Allow employees to pay for commuting costs with pre-tax dollars.
Marin	Bus Rapid Transit on Freeways and Major Roads	
Marin	Massive support for EV Tech and Infrastructure	
Marin	North Bay does not have now, nor will it have in the foreseeable future the 2 million service area population to make commuter rail viable	
Marin	No service are population to justify trains at present	
Marin	Private companies providing transportation rather than government investment	
Marin	Examine assumption that intensification really leads to less driving. "The Paradox of Intensification" says intensification creates <u>more</u> driving, <u>more</u> pollution.	
Marin	Reduce state regulations and taxes that drive businesses and jobs out of California.	

# Marin County — Grassroots Leadership Network of Marin

## Plan Bay Area Community-Based Outreach

### Outreach area:

Marin City and Canal Neighborhood in Marin, California

### Outreach description:

Outreach in April and May 2011 through presentations at other leadership meetings and one community meeting on May 24, 2011

### Participants: 103

(Note: Not everyone voted in all segments of the outreach.)

### Priority Transportation Investment Strategies

Participants were given 21 options for investing future transportation funding and asked to select their top six priorities.

Rank	Strategy
1	Expand express bus and local bus services
2	Widen major local roadways
3	More to connect housing/jobs
4	Invest more transportation funds to support cities that build new housing near transit that is affordable for Bay Area residents with limited income
5	Increase funding for more effective transit services
6	Expand commuter rail services (BART, Caltrain, etc.)*
6	Improve bicycle and pedestrian safety around neighborhood schools*

\* tie vote

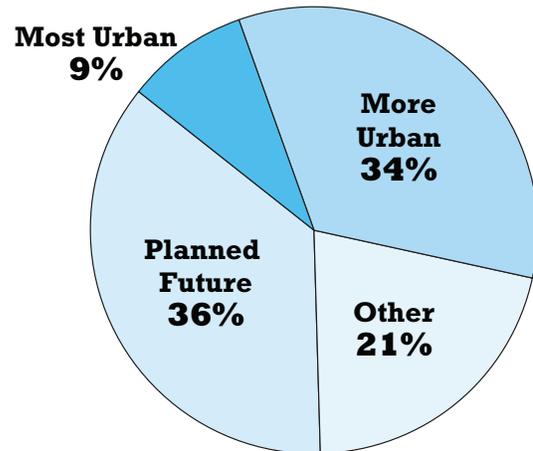
### Priority Policy Initiatives

Participants were given six options for new policies that could be adopted (at the local, regional, state or federal level) and asked to select their top three.

Rank	Initiative
1	New requirements for employers (e.g. allow employees to work from home one day per week; allow employees to pay for transit with pre-tax dollars, etc.)
2	Economic strategies (e.g., development strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)
3	Electric vehicles (e.g., subsidize the purchase/lease of electric vehicles and hybrids; increase availability of electric vehicle chargers)*
3	Changing driving habits to conserve fuel & reduce harmful emissions*

### How will we grow?

Participants were asked to choose a preferred scenario for future growth, with "Planned Future" (labeled "current Plans") reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



### Comments

Participants who took the survey were asked what one thing in their neighborhood (and in the Bay Area) they would like to see changed, and what one thing they would most like to keep. Some participants also submitted general comments on a separate comment card. Below are the most common responses and comments in no particular order.

- Expand current transit system, including options for night travel and to get to the East Bay from Marin
- Increase job opportunities
- Increase youth programs and activities
- Increase affordable housing options throughout the county
- Decrease car traffic
- Expand rail system into Marin and through other Bay Area communities/cities
- Maintain and encourage diversity
- Improve safety
- Maintain open space including parks and playgrounds
- Keep close proximity of public services and basic necessities

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
GRASSROOTS LEADERSHIP NETWORK OF MARIN — MARIN CITY/CANAL NEIGHBORHOOD**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4a**

***What is the one thing in your neighborhood or community that you would most like to **keep**? What one thing in the Bay Area would you like to **keep**?***

**COMMENT**

Housing

More jobs locally

Would like to maintain downtown from being industrialized

The recreation; summer programs; parks

The service of The Village; the closeness, friendships, etc., needs to be kept in

The schools

Having land to walk on and enjoy the land sights

Baseball field/sports/athletic (parks). Shuttle buses for seniors.

Access to the open space. Good shopping. Great bike education & bike facilities.

I would like to see more cultural sites, theaters. Be able to walk the streets with my sweetheart and son.

The schools and keep the Gateway Shopping Center

A better connection for shopping at Market and closer to Marin

Community - Transit hub in Marin City. Bay Area - BART expansion.

More appearance of low key bicycle riding.

Recreation center.

Keep what have

Keep the doctor office, and bus stops, and fire house, and police station.

Beautiful scenery. Cross cultural, open space. Diversities - ethnically, financially, political openness, immigrant population.

Clean streets. Safety

Stores close by, parks, library, transportation

Libraries, buses, free schools

Recreation centers, entertainment centers

Maintain public transportation

The transportation on the avenues/streets and the neighborhood.

The bus, the parks.

The parks and the big/large libraries that are in each city.

Parks for the kids

The clinic for the children

The parks close to my home and the clinics (health).

I like everything in the canal.

The parks and clinic.

The commerce/stores (more), the buses (more), the schools (more).

The community support centers.

I really like the classes at Canal Alliance and the great support they give.

I like the houses and the clinics (dental) and the Canal Alliance classes.

The cleanliness. Safety.

Parks and green spaces.

The jobs/work.

Green areas, parks.

Schools

The schools

I like everything, the community clinic

Recreation parks, clean and big ones.

The bus, Canal Alliance

The medical/health center. The community center for adults.

The community clinic is close to my house

The shopping centers.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
GRASSROOTS LEADERSHIP NETWORK OF MARIN — MARIN CITY/CANAL NEIGHBORHOOD**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4a**

***What is the one thing in your neighborhood or community that you would most like to **keep**? What one thing in the Bay Area would you like to **keep**?***

**COMMENT**

The commerce in my neighborhood (we need to maintain it and improve it). The cleanliness

The help/support that is given to one in this country with food & other basic needs.

Entertainment centers; recreation & parks.

My neighbors are nice.

Respect and cooperation with the people that use bikes.

The community centers (recreation).

The women's clinic.

The educational center at Canal Alliance. The financial support for the students.

I would like the SMART project to get started.

Places that offer support like Canal Alliance.

The safety in the area. The public services that we have.

The school, recreation parks, hospitals for people with low income.

The peaceful nature of the place I live. The courses offered by Canal Alliance.

Maintain local programs in our community that help the needed. Maintain our parks and outdoor activities.

Hygiene

Parks for the kids. Free schools.

Open space.

I am satisfied where I live now.

Need more parks for children and families so they can relax and exercise. Support all activities that benefit our community.

The public transportation is very good. We should keep it.

Buses and ferries.

None.

Everything seems good. Do not need to change anything.

The water is good, clean in the Bay Area.

None.

Transportation in Marin is very good; there are bicycle lanes, buses, bridge to SF. Please keep it the way it is.

Transportation. Bicycle trails. Parks. Reservoirs.

Walking trails. Parks.

The Community Center is a great place to meet and gather for events and programs, and is also free.

Walking trails. Community swimming pools.

Seniors get discount for taking buses or going to movies.

Keep bus and ferry transit.

Parks, walking trails.

No high buildings. Keep nature surrounding our community.

Parks, walking trails.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
GRASSROOTS LEADERSHIP NETWORK OF MARIN — MARIN CITY/CANAL NEIGHBORHOOD**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to **change**? What one thing in the Bay Area would you like to **change**?***

**COMMENT**

Better Communication

More flexible bus service

The Community Center

Transit service at night; flexible transit service; more options of connection to the East Bay from Marin

Less vehicles on the roads

More activities; parts in Marin that need to have things for kids.

Job opportunities

More activities for the community to come together

Greater link to water transportation

A place to have animals; maybe space for farm animals too; also keeping natural space

Have BART come to Marin County - connect to the new smart rail system planned; cut down noise pollution of communities by freeways

More available transit/bus routes at night & more jobs; longer term stimulus & permanent employment & training. Programs for Young Adults & seniors to help assist them with transition in jobs, training, education & transportation assistance/donations to help our people in the community get self sufficient. Stipends for child care & transportation (to help also work out something for those with conditions of probation or past records who need housing from homelessness or transitional, teaching them how to complete process to get into the door. Have communities come together with ideas & share how and what works for their community successes. Affordable housing (new development). Swimming pool.

After leaving the main North South bike path it is dangerous to navigate by bike into Marin City. The multipurpose path through the tunnel as you enter Marin City goes up to an intersection not marked for bikes. There is no crosswalk to the opposite side of the road or bike lane so that you can begin to ride on the bike following the rules of the road. The route to schools should be easy for a child by bike.

More business, cultural events, run walks to know the community. BART/SMART transportation. To change the cost of living here; we are being taxed with no end in sight. Prop 13 - this is the result.

More jobs

More activities for the community to come together

The recreation center = #2. 1 - offer more jobs to youth (16-21)

More affordable housing

Community - increased access to public transit. Bay Area - increased public transit options, provided throughout the region.

Bring school buses back into regular use for all schools which would slow many problems during morning and afternoon

More jobs. More recreation

More recreation for children/teens. Tutors. Shuttle within Marin City for those who are disabled/senior citizens/no transportation. Treat Marin City equal. A meat market & grocery store.

More job opportunities

Offer more jobs. I would like for transportation to go a lot of places like making more bus stops in Marin.

More activities for the kids and teenagers.

More jobs available, bus services in late hours. More police patrol in neighborhood. People should learn how to live with each other in harmony, peacefully

Safety. Police.

Nothing

More cleanliness

Public transportation, safety, civic participation

Have more access to public transportation

Free clinics and free busses. Cheaper/lower prices

Safety of my family.

More safety on the streets

Less crimes in the community

Less discrimination

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
GRASSROOTS LEADERSHIP NETWORK OF MARIN — MARIN CITY/CANAL NEIGHBORHOOD**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to **change**? What one thing in the Bay Area would you like to **change**?***

**COMMENT**

More safety on the streets

More buses in the city. Spanish

Safety and more recreation areas for all

Help to the elderly/seniors.

More highways and more buses in the canal.

More cleanliness on the canal streets. More free programs for adults.

The education and more safety on the streets. Use community volunteer hours to avoid gangs.

Job opportunities

The car traffic

The Canal Area doesn't have recycling program. The bike paths should be expanded.

Fix the streets

More parks. More lights on the streets at night.

Protection/safety for the kids

More buses, cheaper fares

More affordable health care, more transportation.

Support for Latinos; always have jobs and safety

Less racism against Mexicans

To have more access to information about what is happening. More facilities (public) for adults.

Racism, vandalism, garbage

More security, free college, no differences.

Maybe come up with a better idea to limit parking spaces. Sometimes the canal is full of parking spaces & it is difficult to find parking at night.

More control with the speed of the drivers. More lights on the streets.

The streets could be cleaner and less violence during the evenings.

The safety system; the transportation system.

More protection (safety).

More cleanliness on the Canal streets.

More safety in the neighborhood.

More safety on the streets.

More recreation centers for youth. More transportation with low cost.

I would like a bridge from the Harbor Street over the Freeway.

A system that promotes more commerce.

More efficient public transportation.

I would like better treatment of the authorities with the Latinos, especially the police. They shouldn't be racist. I also would like more jobs around here.

Lower rents, more social & economic opportunities for immigrants.

Cities should reduce compliances on new business. More business in cities creates more jobs. Create a rail system connecting to various cities.

To offer more jobs to the Latino community

More lights on the streets. The public transportation cost.

More funds for affordable housing for Bay Area residents with limited or fixed income. The use of undeveloped land in these areas to impact this Plan.

Companies and factories should hire more local people in order to reduce traffic, air pollution and save time for the workers.

I live in a safe neighborhood with a security guard. I like the way it is because I live in a very secure neighborhood.

I would like to see the Vietnamese community have more events so they could meet and unite as a group to help each other, just like other immigrant groups living in USA.

Auto repair shops should not be allowed to operate near residential areas because of bad air pollution which makes people sick. Need more parks and walking trails.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
GRASSROOTS LEADERSHIP NETWORK OF MARIN — MARIN CITY/CANAL NEIGHBORHOOD**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to **change**? What one thing in the Bay Area would you like to **change**?***

**COMMENT**

Plant more trees. Having a sweeping club for people to join to keep the streets clean. Limit people using electronics and watching TV. Need more public laundry.

At the Laundromat, there are not enough machines - only 1 or 2. We must limit people to wash their animals' (dogs and cats) belongings because their hair sometimes sticks in the washer.

Too many people urinate on the streets between Medway and Larkspur. It smells really bad on that block. We need to fix the sanitation issue.

We need more events in the community so that people can learn new things, new cultures, new agencies, new services; and also make more connections.

I do not want to change anything at all. Life is too short, you live today and die tomorrow.

Gather people together so we can carpool at school, church or special events and field trips, etc.

Very good community. Before I used to live in SF. It was very complicated and ugly. Moving back here I really like it.

I need child care. It is a neighborhood where father and mother work. Need playgrounds where they can play football or basketball, etc. After school program. Kids stay home with me, playing games. I do not think it is good for him.

Need to provide access to those low-income families so they are able to visit other cities and learn from each other and also enjoy their trips with each other.

Need more employment in Marin. Need more sidewalks for pedestrians.

Neighbors are not friendly with each other. They don't greet or smile to one another.

When I go to the doctor, I have to wait two to two and a half hours. It makes me more sick when I am already sick. No Asian staff answering the phone - it is hard to communicate.

More mentor programs, ESL programs, workshops, community ethnic help and outreach programs.

More sense of community. People need to know each other. Better public transportation. Need healthy food store in Larkspur.

Parents should teach their kids to keep their school play yards, streets clean. Do not litter, pick up garbage on their own. Give tax deduction - 50% for people who purchase bicycles.

Need jobs in Marin. More lower rent for low-income people.

Lower fees for students taking buses. I am going to SF University. It costs me \$10 a day while I am going to school full time - no job. My mother is a single mom who is low-income.

People don't socialize. They stay in their house. People don't even know their neighbors next door.



PUBLIC OUTREACH and PARTICIPATION PROGRAM  
Phase Two: Initial Vision Scenario (2011)

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

### **PUBLIC WORKSHOPS AND COMMUNITY OUTREACH BY COUNTY**

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Napa County

# Napa County

Date: April 28, 2011

## Location/Venue:

Elks Lodge  
2840 Soscol Avenue, Napa

Attendance: 38

(Note: not all who attended participated in voting during all workshop segments)

## Priorities Results

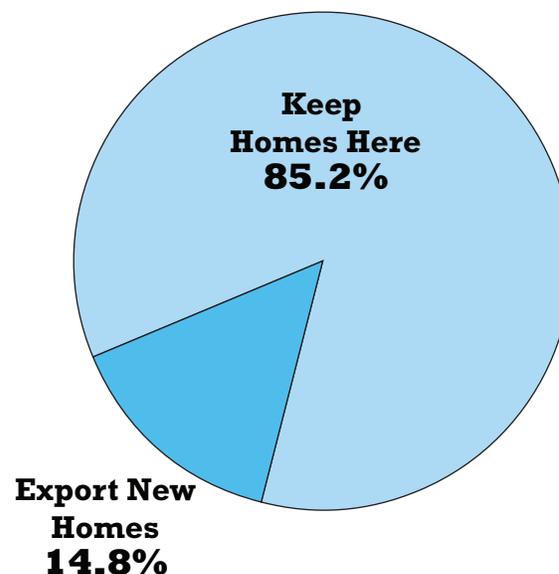
Looking to the future, participants were asked to rank their priorities:

Rank	Priority
1	Conserve Water
2	Conserve Open Space
3	Clean Air
4	Lower Carbon Emissions
5	Less Driving Overall
6	Less Local Traffic
7	Convenient Access to Jobs
8	More Affordable Homes
9	Daily Needs Close to Home
10	Safer Access to Schools
11	Lower Costs and Taxes
12	Keep my Town as it is Today
13	Easy and Low Cost Parking
14	Large Homes with Big Yards



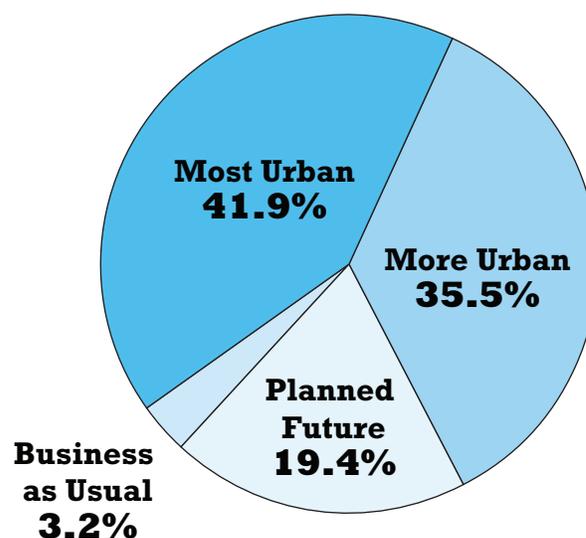
## Where do we build?

Participants were asked where to locate new homes to accommodate new growth — export new homes outside the region or build homes here?



## How will we grow?

Participants were asked to choose a preferred scenario for future growth, with "Business as Usual" carrying forward past development patterns, "Planned Future" reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



## Napa County (continued)

### Priority Transportation Investment Strategies

Participants were given 11 options for investing future transportation funding and asked to select their top four priorities. One option was a “wild card” to allow for priorities not already listed.

Rank	Strategy
1	Increase funding for most effective transit services
2	Improve bicycle and pedestrian routes
3	Offer more transportation funds to cities that build new housing, and affordable housing, near transit in walkable neighborhoods w/ a range of amenities
4	Expand express bus and local bus services
5	Increase funding to fix potholes on freeways and local roads
6	Expand commuter rail services*
6	Offer financial incentives to cities that preserve agricultural lands and open space*
6	Wild Cards (for ideas not already proposed)*
9	Make freeways more efficient through ramp meters and other technologies
10	Widen freeways and local roadways
11	Increase funding to repair or purchase new buses, train cars, tracks, etc.

\* tie vote

### Transportation Investment Strategies “Wild Cards” (summary of comments)

- More bike routes
- More pedestrian routes/improved sidewalks
- More incentives to encourage use of public transit
- The less development, the better (support incentives for conservation of ag lands and open space)
- Consolidate or unify transit agencies
- Signal priority for transit vehicles

### Priority Policy Initiatives

Participants were given 7 options for new policies that could be adopted (at the local, regional, state or federal level) to reduce greenhouse gas emissions. One option was a “wild card” to allow for priorities not already listed.

Rank	Initiative
1	New requirements for employers (e.g. allow employees to work from home one day per week, allow employees to pay for transit with pre-tax dollars, etc.)
2	Electric vehicles (e.g., subsidize the purchase/ lease of electric vehicles and hybrids, increase availability of electric vehicle chargers)
3	Wild Cards (for ideas not already proposed)
4	Economic development (e.g., strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)
5	Pricing parking (e.g., charge for parking at work sites, charge higher rates during busy periods to free up more spaces and reduce vehicle idling)
6	Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions)
7	Other pricing strategies (e.g., charge tolls on new express lanes, or charge a new fee based on annual miles driven)

### Policy Initiatives “Wild Cards” (summary of comments)

- Mandate mixed-use development
- Adopt urban limit lines to preserve ag lands and open space
- Develop policies for transportation and housing that promote public health
- Institute staggered work hours
- Pass a regional gas tax
- More policies to encourage bicycle transportation
- Encourage affordable transit-oriented development
- Not enthused about any of the proposals I’ve heard
- Adopt Business Improvement District or other assessment district to fund public transit infrastructure
- Encourage more housing near jobs
- Provide incentives for employers that locate near housing

**Plan Bay Area Public Workshops (April-May 2011)**

You Choose comment form

Q1: Where do we build? Keep New Homes Here or Export New Homes.

List reasons why you voted the way you did.

MEETING	COMMENT
Napa	Keep homes here, less vehicle miles traveled, water savings
Napa	Keep homes here, in-fill building is still possible within Napa urban areas. Given above - keep open spaces rural for habitat, ag and recreation.
Napa	Keep homes here, reduce travel to work, conserve open space, quality of life
Napa	Keep homes here. Keep jobs local within community
Napa	Keep homes here. Commuting from outside the region is crazy! We can accommodate the growth here if we do it right.
Napa	Export new homes
Napa	Export new homes. People may prefer to live further out of urban. Lessen densities.
Napa	Keep homes here. Less travel, therefore less pollution, use of gas.
Napa	Keep homes here. Sense of community, property tax.
Napa	Keep homes here. Need urbanization to support public transit to get traffic off the road.
Napa	Keep homes here. It is only fair to keep the houses here that are needed for our job growth.
Napa	Keep homes here. If you live in a community you care better for it. Less stress on trans. corridors.
Napa	Keep homes here. SF Bay Area is a strong technology and business area - want to keep people living and working here.
Napa	Keep homes here. Preserve agricultural land outside Bay. Reduce commutes
Napa	Export new homes. Bay Area is fairly densely populated and surrounding areas are not. Putting new homes of the area will not impact too many jobs.
Napa	Keep homes here. Minimizes in-commuting
Napa	Keep homes here. Limit Sprawl. Fill existing housing that remains vacant. Keep ag and open space
Napa	Export new homes. Protect local agriculture. Protect water. Reduce population increase. Reduce traffic impacts.
Napa	Export new homes. You've asked a false question that doesn't acknowledge that people currently commute into the bay area and will continue to do so. If we plan to meet 100% of the region's housing demand, we'll get 100% plus a growth in in commuting.
Napa	Keep homes here. Proximity to work. Walkable communities. Promotion of diversity. Stronger sense of community.

**Plan Bay Area Public Workshops (April-May 2011)**

You Choose comment form

Q2: How will we grow? [1]-Business As Usual. [2]-Planned Future. [3]-More Urban. [4]-Most Urban.

List reasons why you voted the way you did.

MEETING	COMMENT
Napa	More urban
Napa	Planned future - more flexibility and deep urban limit lines intact, Napa Co. has good planning in place for the future, Napa Co. will continue to protect its rural areas in any event.
Napa	Planned future for Napa, more urban for regional. More urbanized populations are more valuable.
Napa	Planned future seems to fit Napa best.
Napa	Planned future
Napa	Most urban. By planning those things we cannot change maybe neutralize. As technology-change, planning can accommodate.
Napa	More urban. Keep open space. No Daly City. Save water and water distribution.
Napa	Most urban. Ag land preservation. Open Space. Transportation Mgmt.
Napa	Most urban. Need urbanized to support public transit to get traffic off the road.
Napa	Planned future. We need to intelligently plan for the future.
Napa	Most urban. Keeping open space open. Conservation of resources.

Napa	More urban. Need to concentrate housing near transportation hubs vs. focus or sprawl development.
Napa	Most urban, though less urban in the rural cities. Preserve open space. Increase transit/ped/bike options.
Napa	More urban. Believe in infill development, but recognize that some new land must be developed.
Napa	More urban. An intensification, but not a radical change
Napa	More urban.
Napa	Most urban. Build cities with jobs in other parts of California to disperse populations.
Napa	More urban. Urban development is most responsible from a resource conservation perspective, but balance is important, so "most urban" is too extreme and unrealistic.
Napa	Most Urban. See earlier remarks - Proximity to work. Walkable Communities. Promotion of diversity. Stronger sense of community.

### Plan Bay Area Public Workshops (April-May 2011)

#### You Choose comment form

Q3: *My Priorities*

*What priorities would you add for consideration?*

MEETING	COMMENT
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Napa	Protection of open space, protection of river, watersheds and groundwater
Napa	Understanding the agricultural nature of Napa and Sonoma. More urban will likely be best for the more populated counties. Planned future would seem to take agricultural uses into consideration more.
Napa	Transit from rural areas to metropolitan areas, i.e. SF, Oakland, Greater Bay Area
Napa	Maintain existing infrastructure in good condition. Keep the small-town feel in Napa communities
Napa	Extend public transportation to some rural areas.
Napa	More transit info - given and received - does transit really make a difference? Air quality does effect agriculture. Show quality sustainable communities.
Napa	Some ability to use public transportation, i.e.. to get to SF, S Jose - in one day. Using infill to save open space. More housing integrated with businesses, like apartments above stores. Good regional health care locally, i.e., Kaiser in Napa. When de
Napa	Air. Water. Diversity. Balanced economic base.
Napa	Reduce growth as much as possible - set limits - do not overbuild. What building we do have - dense and get \$ for public transit.
Napa	Protect all agric. Land for reasons of national security.
Napa	More outdoor activities/parks/access to waterways/calm streets for walking/biking. Happiness component. More community exchange.
Napa	Public health
Napa	Distinctiveness of Napa County must be maintained.
Napa	My concern is that Napa County, due to its small size, will not compete well against the other counties with larger populations. There needs to be a special opportunity for rural counties to grow smart with financial support.
Napa	Preservation of existing building stock for reuse. Conservation of habitats, parks, open space. Traffic mitigation.
Napa	Thoughtful/planned transportation, water, food, jobs, safety, ...quality of life. Resource inventory: food producing land, water, capacity to serve needs for sanitation & waste.
Napa	Cultural diversity. Sense of connection, security. Generational diversity.

### Plan Bay Area Public Workshops (April-May 2011)

#### You Choose comment form

Q4: *What makes your neighborhood special?*

*What are the important characteristics of your neighborhood that need to be maintained?*

MEETING	COMMENT
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Napa	Almost 100% owner occupied, big trees, neighborhood events and easy walking/biking to adjacent open spaces. Active support for neighborhoods citywide (Association of Napa Neighborhoods). Provide for much more Class I bikeways (like Vine Trail) to connect
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Napa	Open space views. Park access.
Napa	Keep agricultural community intact.
Napa	Community is compact and easy to get around, homes-jobs-shopping-schools are all close together. Neighbors know each other and look out for each other
Napa	Rural - open space
Napa	mixed use. Diversity mixture - families, singles.
Napa	Enhance shopping within walking distance. Turning NAPA towards the river, clock, downtown, a vibrant recreational program.
Napa	Small enough to know most people.
Napa	It's rural.
Napa	Agriculture and open space
Napa	Diversity of households. Stable. Close and caring neighbors/involved.
Napa	Farmland I can ride my bike to, with baby lambs in the spring. Can ride my bike both to downtown and vineyards on quiet side trees. Q: Where is the projected growth coming from and why?
Napa	Bedroom community with great recreational opportunities.
Napa	Rural nature. Good water. Beauty.
Napa	Large trees, friendly people who care for each other, close to schools, work, shopping, medical facilities, and open spaces, parks, urban and rural recreation.
Napa	Agricultural is economically viable and protected as a land use.
Napa	Security. Beauty. Agreeable neighbors.

**Plan Bay Area Public Workshops (April-May 2011)**

**You Choose comment form**

*Q5: What will you remember most from this meeting?*

<b>MEETING</b>	<b>COMMENT</b>
Napa	Community awareness
Napa	Small group discussion - fantastic!
Napa	Tech piece
Napa	Lack of real community people, mostly governmental people.
Napa	The extent of agreement on priorities.
Napa	Chance to give input.
Napa	I feel comfortable with much of the planning process ahead.
Napa	The cool planning clicky technology.
Napa	Good conversation and open sharing of ideas.
Napa	Very clever analysis of voting
Napa	Interactive results. Conservation of water. Preserve open space.
Napa	Skewed group size - a) age b) ethnicity (given the population of the county).

## Napa Workshop — April 28, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(A.) Thoughts and comments about **place types** in area closest to where you live or work

MEETING	COMMENT
Napa	St. Helena, Calistoga Rural Town Center - add more affordable housing
Napa	Napa - Suburban Center - more vibrant downtown
Napa	American Canyon - yes, MUC but improve traffic flow
Napa	Downtown Napa - city center - add housing; link to AE - transit between nodes
Napa	Consider tourist traffic - through traffic -> transit - regional connection
Napa	Rural town center & rural mixed use corridor are most appropriate in Napa County given limited transit options & small communities
Napa	Transit on Hwy 29 isn't only folks traveling within American Canyon so many public transit options (streetcars, buses, etc.) may not solve problem alone
Napa	Vallejo ferry is important to consider with transit
Napa	City of Napa should have a priority development area, potentially downtown
Napa	Need to link American Canyon & downtown Napa via transit
Napa	Need link from Napa/American Canyon to Solano/Vallejo
Napa	Bring BART to Vallejo & light rail link to American Canyon
Napa	American Canyon has the components to meet the definition of a mixed use corridor, but successful implementation will require significant investment in furthering transit modes.
Napa	Downtown Napa is a logical place for a PDA and could link by transit to American Canyon
Napa	Nodes: Vallejo ferry, American Canyon, Napa
Napa	Secondary PDA in Napa
Napa	Re-message our transit: why St. Helena Vine, Napa Vine?
Napa	PDA in American Canyon
Napa	I live in open space and agriculture

**Napa Workshop — April 28, 2011**

**Plan Bay Area Participant Comment Sheet**

*Step 1: County Growth and Place Types*

(B.) What are your priorities for conserving land in the county/region?

**MEETING COMMENT**

Napa	Urban growth boundaries; low development outside them
Napa	Napa's conservation areas should be better illustrated on the maps - they encompass all agriculturally designated
Napa	The need to maintain the Ag. nature of the county is critical.
Napa	In addition, the open space and recreational opportunities in American Canyon must be maximized.
Napa	Conserving land is a great idea in Napa County
Napa	Urban centered development, infill in already developed areas or those with or near infrastructure and services
Napa	Adequate housing and mixed uses in cities
Napa	HIGH - water conservation
Napa	HIGH - view, aesthetics
Napa	Priority number 1
Napa	Continue to conserve agricultural land and other natural open spaces
Napa	Making sure the wine industry preserves its character
Napa	Making sure we have neighborhood [not legible]
Napa	Maintain open spaces
Napa	Get more tax dollars taxed for fuel used for fixing roads
Napa	Agriculture land
Napa	Open space land

## Napa Workshop — April 28, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(C.) What resources do you think would be needed to support growth and high-quality development in your community?

MEETING	COMMENT
Napa	Water
Napa	Better streets
Napa	Regional transit & transportation improvements: Vallejo transit; BART to Vallejo
Napa	Funding for transportation & infrastructure (sewer and water)
Napa	Money and visionary thinking
Napa	Small towns, such as American Canyon need support and funding to plan and implement high quality urban development. Have a concern that the small town will not complete with the <b>"big boys"</b>
Napa	Examples of how its worked in other communities
Napa	Money! But (aligning our resources with our priorities) to go along with plans
Napa	Policies to support jurisdictions ability to work together to plan and act
Napa	Involvement - broader collection of ideas
Napa	\$\$ for housing downtown for walk able
Napa	Water and roadways
Napa	Have a way to get input from all land owners of unused land. Find out why they are using their land in the way
Napa	Build a website for them (owners of unused land) to help them use their land to the best for them and all
Napa	We do not want growth. The less growth occurs the better.

**Napa Workshop — April 28, 2011**

**Plan Bay Area Participant Comment Sheet**

*Step 2: Transportation Investment Strategies*

Comments about top transportation investment strategies

**MEETING COMMENT**

Napa	Answer would be different for Napa than for whole Bay Area
Napa	Adding capacity to roads & freeways is warranted when it facilitates additional transit services or improved transit
Napa	Concerned that the city in Napa County that takes the houses will seem insignificant from a regional scale and will
Napa	How is it that the entire country of Italy (or fill in the blank European country) figure out how to invest in and
Napa	BRT - [not legible]
Napa	E. (widen freeways & roadways) should be a last resort; minimizing cars on roads should be the priority
Napa	Growth in jobs does not imply equal amount of office space. Should anticipate a % of workers will work full time out of their homes

## Napa Workshop — April 28, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 3: Policy Initiatives

Comments about top policy initiatives

MEETING	COMMENT
Napa	#4, 5 & 6 are not very familiar to us in Napa - not sure how they work or what they'd accomplish
Napa	Health
Napa	Non-punitive ideas work better -- incentivize rather than punish
Napa	Item 2 provides false options - driving 55 does not reduce emissions; driving at engine's optimal speed does,
Napa	Couple incentives with mandates; encourage employers to offer flex schedules rather than force them.
Napa	I chose EV's since we realize it's hard to change people's behavior from driving and decreasing VMTs but we can change the vehicle from gas to clean
Napa	<b>Health</b> in all policies came up at our table - I believe this is a valuable component of our planning and we should ensure this is included in any final scenario (CA Strategic Growth Council)
Napa	Health considerations
Napa	There is a lack of understanding of the need to protect agricultural and open space

**Napa Workshop — April 28, 2011**

**Plan Bay Area Participant Comment Sheet**

*WILD CARDS*

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

<b>MEETING</b>	<b>WILD CARD — Investment Strategies</b>	<b>WILD CARD — Policy Initiatives</b>
Napa		Mandate mixed use development
Napa		Preserve agriculture & open space via urban limit lines
Napa		Mixed uses
Napa		Health in all policies
Napa		Improve transit
Napa		Staggered work hours
Napa		Promote employer-based carpools
Napa	More bike routes	More bike policies
Napa	Add more bike and pedestrian routes	Regional gas tax
Napa	Incentives for people to use public transportation	Encourage/subsidize mixed use and affordable
Napa	The less development the better	Not enthused about any of these policy choices
Napa	Expand public transportation	Adopt BID or other assessment district to fund public transit and infrastructure
Napa	Improve bicycle lanes	Housing near jobs and incentives for employers that
Napa	Build more sidewalks	Mixed land uses to have proximity, less driving
Napa	Expand rail/BART	
Napa	Adopt PDA area within city of Napa	
Napa	Increase transit speed & connectivity	
Napa	Unify transit agencies	
Napa	Transit priority signals	



PUBLIC OUTREACH and PARTICIPATION PROGRAM  
Phase Two: Initial Vision Scenario (2011)

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

### **PUBLIC WORKSHOPS AND COMMUNITY OUTREACH BY COUNTY**

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San Francisco County

## San Francisco County

Date: April 25, 2011

### Location/Venue:

Milton Marks Conference Center  
455 Golden Gate Avenue, San Francisco

Attendance: 52

(Note: not all who attended participated in voting during all workshop segments)

### Priorities Results

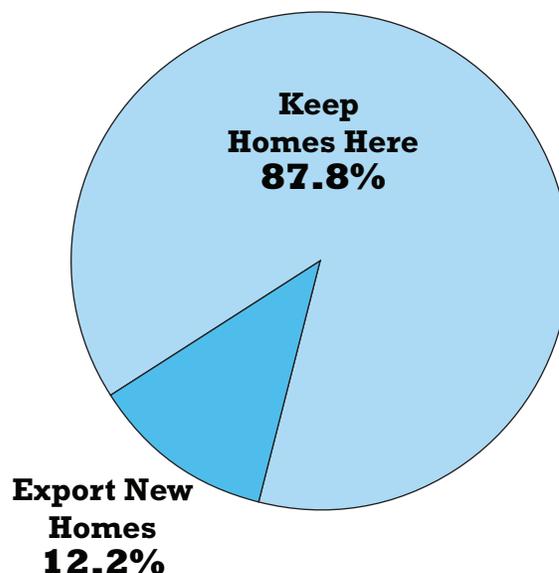
Looking to the future, participants were asked to rank their priorities:

Rank	Priority
1	Daily Needs Close to Home
2	Clean Air
3	Lower Carbon Emissions
4	Conserve Open Space
5	Less Driving Overall
6	Convenient Access to Jobs
7	Conserve Water
8	More Affordable Homes
9	Safer Access to Schools
10	Less Local Traffic
11	Lower Costs and Taxes
12	Keep my Town as it is Today
13	Easy and Low Cost Parking
14	Large Homes with Big Yards



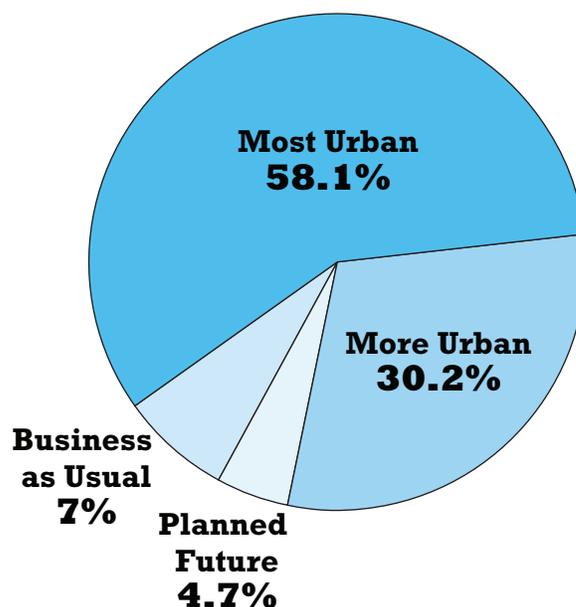
### Where do we build?

Participants were asked where to locate new homes to accommodate new growth — export new homes outside the region or build homes here?



### How will we grow?

Participants were asked to choose a preferred scenario for future growth, with "Business as Usual" carrying forward past development patterns, "Planned Future" reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



## San Francisco County (continued)

### Priority Transportation Investment Strategies

Participants were given 11 options for investing future transportation funding and asked to select their top four priorities. One option was a “wild card” to allow for priorities not already listed.

Rank	Strategy
1	Increase funding for most effective transit services
2	Offer more transportation funds to cities that build new housing, and affordable housing, near transit in walkable neighborhoods w/ a range of amenities
3	Improve bicycle and pedestrian routes
4	Increase funding to repair or purchase new buses, train cars, tracks, etc.
5	Wild Cards (for ideas not already proposed)
6	Expand express bus and local bus services
7	Expand commuter rail services
8	Increase funding to fix potholes on freeways and local roads
9	Offer financial incentives to cities that preserve agricultural lands and open space
10	Make freeways more efficient through ramp meters and other technologies
11	Widen freeways and local roadways

\* tie vote

### Transportation Investment Strategies “Wild Cards” (summary of comments)

- Provide economic development incentives
- Reduce transit fares
- Create regional transit “Czar” agency
- Engage in community zoning changes
- Eliminate Central Subway project/fund other transit
- Expand beyond ADA to improve access for people with disabilities
- Fund smaller buses and shuttles for neighborhoods
- Align funding with current job centers
- Fund no-cost transit transfers, coordinate all fares and schedules
- Extra funds for cities that rezone to minimize auto travel
- Fund “road diets” and urban freeway removal
- Extra funding to ensure no displacement of current residents
- Fund purchase of small vehicles for neighborhood transportation

### Priority Policy Initiatives

Participants were given 7 options for new policies that could be adopted (at the local, regional, state or federal level) to reduce greenhouse gas emissions. One option was a “wild card” to allow for priorities not already listed.

Rank	Initiative
1	Economic development (e.g., strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)
2	Wild Cards (for ideas not already proposed)*
2	Pricing parking (e.g., charge for parking at work sites, charge higher rates during busy periods to free up more spaces and reduce vehicle idling)*
4	Electric vehicles (e.g., subsidize the purchase/lease of electric vehicles and hybrids, increase availability of electric vehicle chargers)
5	Other pricing strategies (e.g., charge tolls on new express lanes, or charge a new fee based on annual miles driven)
6	New requirements for employers (e.g. allow employees to work from home one day per week, allow employees to pay for transit with pre-tax dollars, etc.)
7	Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions)

### Policy Initiatives “Wild Cards” (summary of comments)

- Tax corporate polluters to pay for public transit
- Gas tax/carbon tax (but offset impacts to low-income)
- Incentivize affordable housing
- Regional parking policy to reduce greenhouse gases
- Promote car sharing and carpooling
- Encourage economic development
- Convert at least one lane on all freeways to a HOT lane
- Toll all highways
- Eliminate employer-provided free parking
- Promote electric vehicles/charging stations

**Plan Bay Area Public Workshops (April-May 2011)**

You Choose comment form

Q1: Where do we build? Keep New Homes Here or Export New Homes.

List reasons why you voted the way you did.

MEETING	COMMENT
SF	less environmental impact
SF	combo residential and commercial
SF	infill of space
SF	minor expansion/minimal as possible/ use of existing infrastructure
SF	our elders need close communities
SF	want to maintain affordability for most vulnerable populations
SF	keeping people of color and lower income communities in cities
SF	preventing displacement and gentrification
SF	keeping homes here helps meet environmental goals
SF	60% urban center (in fill); 20% suburban TOD
SF	strongly support infill development and Greenfield preservation
SF	strongly support minimizing car use in the Bay Area
SF	strongly support the development of affordable housing
SF	support reducing carbon emissions by preserving and creating new agricultural spaces in the Bay Area
SF	Build in South SF to connect to Silicon Valley jobs
SF	Build in central SF, to reduce concentration on east side
SF	"Keep homes here" commuters from Central Valley to Bay Area should be minimized to reduce emissions, preserve open space, reduce need to expand infrastructure to currently undeveloped areas
SF	Earthquake and national security (dirty bomb) restrict emergency services or evacuation from such a population dense area
SF	Establish a new city properly planned with housing and jobs; we continue to shoehorn growth into existing areas
SF	Infill close to job centers is good for workers: reduces transportation times, costs and air pollution
SF	Your choice of words improperly "steers" people in understanding their choices
SF	Many new home purchasers in SF still want a home with a yard, but can only afford them IF they are out of the area
SF	Quality of life: air, family, community
SF	Jobs are concentrated in certain areas only; expand/generate jobs and you can improve everything
SF	Keep it here: can plan best as a cohesive region rather than sprawl
SF	Keep new housing near existing jobs and development
SF	Region well-defined by topography already
SF	Keep it here: people will travel to places they need to go (work, groceries, school, entertainment) in the most convenient and cost effective ways possible -- these should be local, for safety and environmental/sustainability reasons
SF	Irresponsible to export growth; retain economic opportunity of those exported households
SF	Need denser Bay Area so locate homes here
SF	People living further out = more commuting, which is bad
SF	Status quo is not working; air quality is worsening
SF	We need to get serious about reducing GHG in ways besides increasing technology
SF	Continuing sprawl seems unwise
SF	Protect open space and natural resources
SF	Preserve open space and farms by reducing sprawl; assuming less housing & jobs in SF, Alameda & SM

**Plan Bay Area Public Workshops (April-May 2011)**

You Choose comment form

Q2: How will we grow? [1]-Business As Usual. [2]-Planned Future. [3]-More Urban. [4]-Most Urban.

List reasons why you voted the way you did.

MEETING	COMMENT
SF	Most Urban with hopefully more planning and funding for better schools, lots of mixed use with less parking
SF	infill
SF	dense
SF	transit oriented
SF	walkable/bikeable
SF	I prefer dense, mixed-use development; reduces more GHG. Better lifestyle; no reliance on cars
SF	"Most urban growth" creates the potential for high quality places to live, especially if combined with good place making and transit/multimodal transport systems
SF	Not everyone wants to live in the city -- suburban living should still be an option and still be planned for (not complete urban focus only)
SF	Support the quality of life and cost effectiveness of denser development near transit
SF	Didn't choose 'most urban' because Bay Area can and should provide for many lifestyles, and not only promote most dense option
SF	Better for folks to be able to work and live closer
SF	Business as Usual' is a very poor representation of current planning efforts and where new home purchasers will actually buy a home (steering people for answers)
SF	Not everyone wants to be crammed into a small condo)
SF	A sustainable way of life that is healthy (promotes good health) for my children
SF	Density is good for keeping jobs and homes close together
SF	"Most urban" Dense, walkable, transit-oriented development, & put housing near jobs, will be most effective to reduce VMT
SF	Reduce carbon emissions
SF	We need to be socially just and responsible -- affordable housing, affordable/accessible transit
SF	We need to preserve open space to conserve water and absorb CO2
SF	A focus on urban centers lowers CO2
SF	Better transit
SF	Better local jobs and services
SF	Emissions per vehicle will drop more thru new models (EVA, )
SF	More urban is more real than most urban; it's likely neither extreme will be achieved
SF	Sprawl is bad; plenty of urban space is under-used
SF	Infrastructure exists in our cities which can be improved at a lower cost than building and maintaining new infrastructure
SF	New growth must mandate at least 25% inclusionary housing to 80 AMI and below
SF	There should be one for one replacement of all housing units demolished AT CURRENT RENT
SF	Every person will develop limitations, whether due to injury or age, and will need to have services close to home
SF	Increase condo development
SF	Infill of existing lots & older homes with higher density residential
SF	Increase commuter services (trains & BART)
SF	Keep price of gas high to lower driving

### Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q3: My Priorities

What priorities would you add for consideration?

MEETING	COMMENT
SF	Transit/local
SF	Commercial mixed with residential
SF	Electric access/stations
SF	Earthquake environmental concerns
SF	Direct freeways in SF/19th to Golden Gate and 101
SF	Housing for everyone
SF	Reliable transit

SF	Want to see density & investment in cities but no not want displacement
SF	Want strong protections for affordable housing, transit, and services
SF	Socio-economic diversity in cities
SF	Do not want to see communities of color pushed to suburbs i.e. Mission Dist displacement
SF	Improvements to public transit
SF	Reductions in spending for road and freeway expansion
SF	More accountability in planning agencies
SF	More effective use of existing infrastructure
SF	TOD
SF	BRT (bus rapid transit)
SF	EV (electric vehicles)/EVSE
SF	Do not widen highways, even for HOT
SF	20% bicycle use by 2020
SF	Regional approach to parking; MTC take lead on demand-based pricing
SF	Eliminate parking minimums in new development (and place maximums)
SF	Focus housing/jobs in SF & Oakland, much more density at train stations
SF	Choosing transit & highway projects based on whether they take us closer to or further from 15% reduction goal by 2035
SF	Increase BAAQMD oversight on parking (e.g. indirect source rule fees)
SF	Transportation, not land use, is part of MTC (Metropolitan Transit Commission); take that into consideration for the future
SF	Economic considerations, for example, build near current job centers, connect transit
SF	Business incentives
SF	Build more housing closer to current job centers
SF	Affordable, subsidized public transportation
SF	Is Treasure Island carbon neutral considering workers have to commute to work?
SF	Job creation w/ RTP investments
SF	Public transit systems
SF	Affordable transport options during commute hours (or affordable transport for workers)
SF	Financing weighted on 'complete' communities, please
SF	Choices on web tool were limited; steered to your desired results
SF	Transit - new and extensions to existing
SF	Add "increase water shortage" not just conservation
SF	Add small lot, single-family suburban master plans
SF	Where are the "tie-ins" to new job centers; "suburban" job centers
SF	Better/more transit
SF	All new development walk able and bike able
SF	Local vs. regional control of land use and housing regulations
SF	More parks & recreation accessible to new and existing development
SF	Improve disaster preparation
SF	Greater mix of land uses
SF	Defensive preparation for climate change (social, economic, ecological, environmental)
SF	Aggressive climate change, as for to eliminating GHGs as possible within planning horizon, but on target to eliminate and transition the post-carbon economy and climate collapsing world
SF	Internalizing externalities
SF	Transit, rapid transit, frequent transit
SF	Social and economic justice (need to consider regional equity)
SF	Transit oriented development
SF	Pedestrian/biking orientation
SF	Public transit
SF	Making cars obsolete
SF	Community spaces
SF	Individual health

**Plan Bay Area Public Workshops (April-May 2011)**

**You Choose comment form**

Q4: What makes your neighborhood special?

What are the important characteristics of your neighborhood that need to be maintained?

MEETING	COMMENT
SF	some yard space
SF	stability
SF	local friendly atmosphere
SF	transit rich
SF	family friendly
SF	preservation of affordability, specially present affordable housing, and transit services
SF	strong community of color, strong social ties
SF	mixed use, transit dependent neighborhood
SF	ease of access to rail-based transportation (BART, Muni Metro, street cars)
SF	lots of mixed residential and commercial space, which means shorter, walk able trips for everyday needs
SF	a sense of community which is encouraged by the walk ability and transit friendliness of the neighborhood
SF	view shed is incredible!
SF	a quiet residential neighborhood with greater density, mixed use housing with local business incorporated with housing
SF	local markets and restaurants
SF	frequent buses
SF	bicycle lanes
SF	change the Sunset District
SF	good transit, easy to walk for errands
SF	very little need for parking (70% of households with no vehicle)
SF	high housing density (highest outside of Manhattan)
SF	diversity of services, green areas, pedestrian, bike, rail friendly access (reliable, quick) to other areas
SF	infrastructure - sidewalks, light rail tracks
SF	walk ability
SF	access to jobs and schools
SF	mix of socio-economic residents (students and professionals, some blue-collar workers)
SF	daily needs met close to home
SF	safe biking facilities
SF	children!
SF	suburban master plan - single, family detached homes
SF	there should be jobs to stimulate the economy and do all the projects and transit required
SF	walkability - pervasive sidewalks, narrow streets, multiple, small scale destinations
SF	vegetation - street trees
SF	architectural diversity
SF	easy local access to necessities
SF	mixed use, local access to daily needs, multimodal transit
SF	density
SF	good urban design
SF	mixed-use development; dense retail; not much parking
SF	do not displace existing residents; make sure affordable housing is a priority
SF	sense of community
SF	not too crowded
SF	diverse population and activities (cultural - eat, shop and gathering spaces)
SF	good transit, and local shopping
SF	more density is ok with me

**Plan Bay Area Public Workshops (April-May 2011)**

You Choose comment form

Q5: What will you remember most from this meeting?

MEETING	COMMENT
SF	Lots of new insights into urban planning
SF	Highly structured activities
SF	Met many great people
SF	Being able to participate to build the future
SF	Too biased
SF	The MetroQuest question/response
SF	Disconnect between jobs and housing
SF	Factors identified indicate what policies/ideas being considered
SF	Transportation was not discussed as much as it should have been
SF	Interesting to see group's priorities
SF	The cynicism of the participants
SF	Prioritize urban density
SF	Too many editorial comments from participants
SF	Too much info to process for a well-educated, process-oriented group
SF	Too much preparation for getting input -- more than actual input
SF	Too much explanation and guidance
SF	Too little time for small group discussions
SF	Various viewpoints expressed
SF	Awareness of what's to come and planning for the future is vital

## San Francisco Workshop — April 25, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(A.) Additional comments to population distribution in your county

#### MEETING COMMENT

SF	I wish discussion was regional, not just San Francisco
SF	San Francisco is dense enough. ABAG assigns housing goals with little regard for the current residents. San Francisco is the bedroom community for Google and other Santa Clara/San Mateo county firms. Santa Clara County employment centers should be responsible for their housing quota. Encourage "company town" housing near the work site to reduce/eliminate the daily commute.
SF	We need better transportation connection between the most dense areas (e.g. Park Merced & downtown) to the less dense areas to encourage people to spread out (residence)
SF	It looks reasonable
SF	There should be more increase in density around heavy rail stations (esp. Glen park, Balboa BART; 22nd Street Caltrain) and along outer light rail (N + L trains)
SF	Map lacks central subway — why?
SF	Chinatown density increased by Central Subway. Central Subway is awful project and should be killed.
SF	I think the growth of density should be more along the rail/transit routes than it is represented on the map. Some of the dense purple areas are far from the indicated routes — unless these are mixed use developments with high walkability it appears there will still be traffic issues from people commuting to jobs and driving to other places they need to reach but can't by transit
SF	I don't see how it would be appropriate for the Bayview Hunters point neighborhood to have high density development, unless water-based transit is available in this area
SF	More density on rail; more density on BRT (bus rapid transit) (Van Ness, Geary, Geneva)
SF	Less density on waterfront (global warming = high water)
SF	Can be slightly more dense
SF	Need to make West side of San Francisco more dense, not fair to make East side of San Francisco 'take'/handle all of the density, especially around the bus rapid transit on Geary Blvd., or Van Ness corridor, but I can see that being more difficult because it's also Highway 101
SF	Seems appropriate
SF	Look at ways to incentivize additional units on single lots
SF	Burden of the Southeast neighborhoods to absorb all of the urban growth in San Francisco
SF	Strategies for diversifying mix use throughout the city
SF	More housing that is actually affordable to the average person
SF	Locate more population close to major west side transit lines including future Geary BRT with more mixed use and less parking
SF	The area I live in cannot accommodate more growth. It is already built up to capacity.
SF	How about revitalizing areas in the Sunset, surround N and K light rail lines, and 19th Avenue? These are some of the lowest density areas of the city which could become thriving mixed use TODs surrounding transit centers that <b>already exist</b> . Just because these areas have historically had negative responses to the idea of densifying, I think there is an opportunity for creative zoning reform to accommodate lower income residents (like students commuting to SFSU).
SF	The growth does not seem to be accompanied with new transit
SF	Density correlates with PDAs
SF	High density growth is already planned for East side of town, which is a good match for transit infrastructure
SF	Higher density on West side light rail lines e.g. N-Judah, L-Taraval would be good planning (albeit politically challenging)
SF	Note: map does not reflect Geary and Van Ness BART projects
SF	There is definitely more opportunities for infill growth which is not represented in the map
SF	Surprise that there is no diversification along L and N lines, no indication of any transit improvements required in PDAs
SF	I am curious about proposed density that appears to be centered along Monterey Blvd. It is a wide Blvd., but neighborhood serving retail is limited and I'm not aware of transit or planning proposals that would foster change
SF	We need a seawall or some plan for sea level rise to protect downtown, SOMA, eastern neighborhoods

**San Francisco Workshop — April 25, 2011**

**Plan Bay Area Participant Comment Sheet**

*Step 1: County Growth and Place Types*

(A.) Additional comments to population distribution in your county

**MEETING COMMENT**

SF	Population distribution: more evenly distributed along rail lines
SF	There should be a dark purple circle (high density) around every BART station and not high density where transit does not currently exist.
SF	Put all density around current transit. You have not done this on current map; all density is focused on the East.
SF	There are big projects planned in areas without transit; place types don't have much wiggle room.

## San Francisco Workshop — April 25, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(B.) Thoughts and comments about **place types** in area closest to where you live or work

MEETING	COMMENT
SF	Muni transit investment necessary into eastern neighborhoods along 16th/3rd street area
SF	The M line seems popular; lots of students & seniors rely on it, yet it is one of the worst, least frequent, shortest trains, least reliable. Schedule-wise.
SF	Instructions were incorrect. The original scenario was supposed to be region wide analysis, not county specific.
SF	Work — San Francisco Regional — expand the regional to the urban area
SF	Place types are hard to distinguish from one another! (bad print job on maps) I mean in color but also in concept. Names & pictures look too similar.
SF	For the Castro and Downtown areas I think development that's proposed is fair.
SF	Fast-track approval for in-fill TOD
SF	Modify CEQA to encourage expand downtown San Francisco Regional Center
SF	Transit Town center all along Geary & Geneva BRT
SF	Hunter's Point & Candlestick have unrealistic density
SF	Outer Richmond appointments
SF	(not legible) neighborhoods. Mixed use (not legible) major corridors.
SF	Noe Valley (my neighborhood) is already kind of mixed use, but affordability is an issue.
SF	Noe Valley could use a better variety of retail (lots of nail shops and women's clothing stores)
SF	Van Ness Avenue should be as shown City Center like as your envision. California Street should also be more urban neighborhood, as envisioned
SF	Work in downtown San Francisco — I can see further densification but I also think special attention should be paid to pedestrian environment.
SF	Mission District - Bay View Hunters Point
SF	*Main concern is gentrification. Need to problem solve the barriers for AA families and existing residents to access even "affordable" and "senior" housing - important work of Jane Jacobs.
SF	Transit is the main plus of this area
SF	Urban neighborhoods good but, if too dense people will react as caged rats!
SF	West Portal can be more dense with mixed use and less parking
SF	Regarding place types close to where live/work: this scenario does not relate to where I live
SF	I live in the Sunset and work in the Richmond. I will soon be moving to Ocean Avenue/Balboa Park area. All three of these are currently designated as 'transit neighborhoods' in the One Bay Area vision scenario. I think all of these areas are opportunities to become mixed use corridors. These areas are thirsty for greater commercial activity and already are served by light rail (though could use more effective bus service).
SF	Colors are difficult to decipher
SF	Urban neighborhood — no mention of diversity of housing types
SF	Mode share not mentioned
SF	The 'urban neighborhood' vs. 'regional centers' distinction in Northeast quadrant seems odd (e.g. Geary Blvd. and Masonic doesn't strike me as a "regional center", but more just mixed use corridor).
SF	Why is Tenderloin/Nob Hill "regional center" vs. "urban neighborhood"? They are neighborhoods, not "primary centers of economic and cultural activity".
SF	Place type distinctions are a little confusing for San Francisco. I am fine with designation of my neighborhood (upper Castro/Market)
SF	Higher density housing along transit lines
SF	Increased density — Transit Town Center should be considered, if not prioritized on Geary and West Portal. Urban Neighborhood should cross 101 to encompass San Bruno Avenue
SF	Potrero Hill generally accurate; will grow even more as Mission Bay and Pier 70 area expands
SF	Assigned place type for Northeast quadrant of SF = regional center
SF	The assigned Regional Center place type is unclear. If the Russian Hill neighborhood is considered a regional center, then its fine, but it's really a mixed use, transit oriented urban neighborhood within the Regional Center. More mixed use would be better.
SF	I live in the Mission. The area is rapidly gentrifying. If development continues, the City/region needs to be concerned about gentrification and displacement. MTC needs to seriously consider mechanisms to reduce or prevent displacement.

**San Francisco Workshop — April 25, 2011**

**Plan Bay Area Participant Comment Sheet**

*Step 1: County Growth and Place Types*

(B.) Thoughts and comments about **place types** in area closest to where you live or work

**MEETING COMMENT**

SF | I live in Hayes Valley, please develop as a regional center.

SF | I live in a central SF mixed-use neighborhood. It's close to shopping, transit; it's 3 blocks to 2 parks; has yard space.  
Great!

## San Francisco Workshop — April 25, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(C.) What resources do you think would be needed to support growth and high-quality development in your community?

MEETING	COMMENT
SF	The country is broke and financing restricted. High quality development? Why not second or third best that is affordable?
SF	Job projection
SF	Demographics (can residents afford to live there?)
SF	Develop housing that are affordable, or rental units
SF	Closer transportation to work areas
SF	Maintaining plus if possible improving transit (more frequency)
SF	Stop destruction of Chinatown. Kill the Central Subway.
SF	Space and support for local businesses to thrive
SF	More affordable housing throughout the city to create diverse neighborhoods.
SF	More outreach to each community would be needed.
SF	TOD neighborhood on rail & BRT
SF	Need superagency to fast track in-fill development
SF	Low interest loans for in-fill development
SF	Mixed use corridors → need stronger Planning Commission to stand up to local opposition
SF	City and community will & better transit (no Muni rail in Richmond District)
SF	More reliable transit (the J. Church street car, #24 bus, and #4 bus all have reliability problems)
SF	Better controls on private shuttles (Google, etc.). They get in the way of public transit, and are dangerous for bikes and pedestrians.
SF	More affordable housing options (not sure how to do that)
SF	Affordable housing
SF	Changed zoning
SF	Downtown SF: improve BART stations (modernize), street cleaning, more sidewalk usage, more truly affordable housing across housing types.
SF	Less mega development; more smaller non-profit developments
SF	Difficult to find one area where there has been a massive increase in high-density development. Need to find more examples and lift up
SF	More public housing; deeper subsidies for affordable housing
SF	More recreation and community activities. Staff Cayoga Rec Center. Open community center at old Muni office building & powerhouse
SF	More funding for BRT and transit priority streets, bus bulbs, low-floor buses; autos second, less stop signs on Muni routes
SF	We need bus bulbs and stoplights at transit stops; traffic calming must be taken seriously.
SF	Increased bus service (28 line! 29!)
SF	Make 19th Ave safe for bicyclists and pedestrians (bike lanes!)
SF	Increase mixed use development (and commercial development) surrounding N and L lines and 19th Avenue
SF	Increase parking cost, do away with parking space/unit of housing zoning requirements
SF	Financially support urban agriculture as one aspect of a "mixed use" neighborhood
SF	Coordination of transport/construction is imperative
SF	Bus bulbs, pedestrian bulbs, <b>real</b> bus only lanes East of Van Ness (e.g. Geary BRT gets 'diluted' to not-true BRT East of Gough, according to current plans, but this is insufficient)
SF	Affordable housing funding
SF	Wider side walks
SF	There are multiple resources that already exist but are not focused on and not effectively utilized. Therefore, I feel like the most important resource for high-quality development is the ability for planning agencies to think about infrastructure and how it can be put to better use.
SF	San Francisco cannot support the additional PDA densities (thou I support doing so!) in absence of greatly improved transit within SF. \$1 spent on transit in SF is much more effective than \$1 spent in Marin for example.
SF	We need to keep a diverse mix of housing, grocery stores, jobs, entertainment in regional transportation centers
SF	By nature of geography and history, SF is focused on smart growth. What is needed is funding for execution.

**San Francisco Workshop — April 25, 2011**

**Plan Bay Area Participant Comment Sheet**

*Step 1: County Growth and Place Types*

(C.) What resources do you think would be needed to support growth and high-quality development in your community?

**MEETING COMMENT**

SF	Increase density-housing in NCD's along existing transit lines; keep jobs, homes, shops, parks all within walking distance
SF	See B — Lots more affordable housing options. MTC needs to develop a <b>community equity/regional equity workgroup</b> to discuss how SCS can limit the amount of negative impacts on low income or communities of color
SF	Strong planning/design/zoning — public education.
SF	Lift zoning RH1 to RH3 and help people add units/density
SF	Senior housing close to services

## San Francisco Workshop — April 25, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 2: Transportation Investment Strategies

Comments about top transportation investment strategies

MEETING	COMMENT
SF	Fix what we currently have.
SF	The U.S. is very behind compared to other countries in terms of transit infrastructure. We need fast train, subway, and clean intratransport like Singapore. Too much policy and environmental stoppers. We need to move on as we are way behind!
SF	These are all good options. Given a 5th card, I'd select (F) Expand express bus and local bus.
SF	Stop stupid transportation funding. Stop funding Central Subway. Central Subway increases Muni deficit plus reduces Muni service.
SF	Do the right thing; Don't choose federal dollars to ...
SF	VMT peaked before the recession — MTC needs to change its assumptions
SF	15% reduction in GHG by 2035 is embarrassing. CAFÉ will lead to more.
SF	Not sure what "most effective" meant in A above; still voted for it but needs better explanation
SF	Concern that more funding may not mean better service
SF	Local transit agencies should be regionalized to improve planning. Maintaining local input is helpful if we create a regional transit agency so that local issues are not overlooked
SF	Consolidate regional transit agencies or at least have an oversight agency that can look at regional needs and have the power to move funds.
SF	ABAG and MTC need more control over land use, cannot separate from transit. Local control doesn't work. Low density areas export their problems to Bay Area.
SF	Transportation should have been one of the topics covered in the different scenarios
SF	Much investment is aimed at expansion of transit network at the deficit of existing infrastructure. This attitude should be put to rest, and more innovative uses of existing resources should be encouraged.
SF	Freeway expansion and capacity increases should be discouraged
SF	Current investment strategies reward past bad behavior (like funding related to highway miles). Eliminate those. Eliminate "past commitments" which is the main MTC excuse for inaction.
SF	Concerns about workers transportation options are reflected in these priorities. Workers need affordable and efficient transit
SF	After voting, changed commuter rail expansion to synergistic commuter rail investment with high speed rail
SF	More efficient to increase existing services along current train routes
SF	Need to improve core services of public transit, with some expanded capacity to areas with planned growth.
	Future development should encourage pedestrian orientation/public transportation around existing transit
SF	Maps of San Francisco do not reflect realistic growth/infrastructure opportunities/challenges
SF	I think the entire range of top transp. investment strategies misses the mark. The real solutions lie outside the frame. The real issue is creating and funding a total transportation that minimizes trips via land use/place making, and creates a pattern to make transit work best, and provides access to best transportation mode, including carshare, private vehicles, etc., for the type of trip that's run entirely on renewable energy not GHG emissions. How close will the pre-packaged policies within the given frame get us to meeting this ultimate need? Would it ever get us there?
SF	Supporting the development of HSR in regional investment
SF	Three priorities: 1) consider the job creation impacts of all investments. In other words, highway construction creates lots of good basic crafts jobs. But rehabilitating and expanding transit also creates jobs; 2) consider the development and maintenance of public transit systems. Invest in operations; 3) consider the affordability and efficiency of workers' transportation options. Don't increase tolls and commute hours unless these are effective regional transportation options that will get workers to their jobs.

## San Francisco Workshop — April 25, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 3: Policy Initiatives

Comments about top policy initiatives

MEETING	COMMENT
SF	Don't punish — incentivize changes you want; all 1,(2,4,5) are intended to cost commuters more.
SF	These policies are too steered to modify people/employers through higher fees
SF	Incentives — carrots may be more productive than sticks (punishing behaviors)
SF	Missing are the policies to promote/create economic development and to encourage our employers/businesses to remain in the area
SF	#6 Eco Development — Don't understand the preservation of warehouse & industrial sites if you can improve them
SF	#3 Electric vehicles — if it is cheaper
SF	I support new requirements for employers, but would prefer incentives to requirements
SF	MTC is an obstacle to intelligent decision-making. Reconstitute MTC so that it reflects an appreciation for transit (instead of politics).
SF	Incentives are preferable to disincentives/punishment
SF	Current vehicle in Bay Area 430 gCO <sub>2</sub> /mi; Prius 178 gCO <sub>2</sub> /mi. By 2040 vehicles will have 1/2 of emissions (even with 15-year turnover).
SF	50% of people work for employers with multi-locations
SF	More frequent buses; BRT and TOD
SF	#3 — needs something added re pollution generated by power plants that generate electricity for the cars.
SF	Expecting employers to force employees to make behavior change has not and will not likely lead to change
SF	Policy/zoning changes will be necessary in SF to accomplish most of the regional plan. This must somehow be incentivized if Nimbi's is not to prevail.
SF	Building types should include units/acre to be more clear
SF	No <b>new</b> HOT lanes (convert existing lanes)
SF	Regional congestion pricing/tolls and SF-focused cordon
SF	Get rid of bad projects i.e. Central subway, BART to San Jose BART to Oakland airport connector
SF	Biggest problem in Bay Area is communist-style pricing policy for road users. Without dealing with social costs (economic/environmental externalities) & internalizing those costs, all other measures are entirely useless
SF	5 — equalize price of driving
SF	Regional gas tax — was suggested after voted! But, would have gotten my vote above all others
SF	I also like carbon tax or cap + dividend strategies. We need economic incentives to encourage public transit over passenger car use = increase tolls, increase parking costs. We also need to make car shares, public transit, walking/biking the easiest and cheapest transportation option.
SF	Price all highway lanes except HOV lanes invest in place making by educating people about place making.
SF	Regional Gas Tax!
SF	In the end, the problem with these exercises is the total disconnect between the public input and MTC's output. MTC collects much public input, yet its decisions are entirely political and unscientific. MTC complains about lack of flexibility and transit funding, yet somehow Europe does more with less. The reason is that European cities simply make better choices in how they spend the funds they have. I see no evidence that MTC will choose better in the future.
SF	Employer supports for worker transportation is necessary.

## San Francisco Workshop — April 25, 2011

### Plan Bay Area Participant Comment Sheet

#### WILD CARDS

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

MEETING	WILD CARD — Investment Strategies	WILD CARD — Policy Initiatives
SF	Align transit spending with current job centers/ employer decisions	Economic incentives
SF	Work with local planners and citizens to change zoning	Reduce transit fares
SF	Prioritize buses over rail and freeways	Tax corporate polluters to pay for public transit
SF	Regional transit czar agency	Not sure but don't really like the others — Gas tax, I guess, but don't like that it's a regressive tax
SF	Prioritize bus ops. re rail-building projects	Financial incentives for TOD
SF	Use funds to engage community regarding zoning	
SF	Eliminate central subway from planned transit	Gasoline tax should be put back in public transit and bike lane development
SF	Distribute funding increase to number of existing and new parking	Reduce minimum number of required parking spaces/unit to zero
SF	ADA consideration in very plan use	Incentivize the construction and affordable housing (housing density) and the diversity of mode share
SF	Smaller buses for neighborhoods	Creative initiatives/regulations for parking i.e. MTC leadership on local incentives for good parking policy and BAAQMD oversight/fees or parking
SF	Expand urban rail transit (Geary subway)	Incentivize transportation agencies to more effectively use existing resources, and infrastructure that are under-used, without reducing service
SF	Make regional investments that support the development & implementation of high speed rail i.e.. Caltrain electrification	Region wide cap & trade system on parking! Eliminate transfer charges for transit
		Promote car sharing & car pooling, particularly with electronic vehicles
	Align transportation funds/spending with current job centers/employer decisions	Economic incentives - economic development
	No cost coordinate regional connections schedules. Avoid just missed connection	Implement a high gas tax with revenue going towards maintaining/improving public transit.
	Require one non-mechanical off-street parking space for each new residential unit in the project to maintain reasonable density.	More mixed use development that places both jobs and housing in same neighborhood
	Synchronize schedules between transit agencies	Promote economic development and new housing using environmentally sustainable methods and practices
	Bus funds prioritized over rail and freeway	Provide financial incentives for development of mixed use projects at transit centers
	Fund citizen process to give input to build support for zoning changes	Reduce transit fare
	Expand urban rail transit (as opposed to commuter/intercity)	Tax corporate polluters to pay for public transit
	Eliminate funding for central subway and bad transit	Gas tax, I guess, but I don't like that it's a regressive tax. Especially because many times the lower cost housing is further from good transit.
	Distribute funding inversely with existing and new parking	Change zoning law in neighborhoods - reduce the minimum required number of parking spaces unit of housing to zero!

**San Francisco Workshop — April 25, 2011**

**Plan Bay Area Participant Comment Sheet**

*WILD CARDS*

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

MEETING	WILD CARD — Investment Strategies	WILD CARD — Policy Initiatives
	Allocate extra funding to cities that rezones to minimize motorized trip generation, provide 5-min ped access to daily needs, and served by multi-modal transportation system...and that create a 100% jobs/housing balance within commute shed for its jobs at houses affordable to local workers.	Eliminate all parking minimums and replace with low maximums
	Road diets and removal of urban freeways	Convert at least one lane on every freeway and thoroughfare to a HOT lane
	Funding for <u>place making</u> - road diets, sidewalk, streetscapes	As for tolls, use hours as needed - like rush hours only to be more than regular tolls during the rest of the day
	Ensure no displacement of existing residents	Creative policy initiatives/regulations for parking: e.g., MTC regional leadership on local incentives for good parking policy; increase BAAQMD oversight/fees of parking
	Smaller vehicles for neighborhood transportation - use less gas, emissions, better able to use narrow streets!	Gasoline tax to be put back into public transit and bike lane development
		Toll <u>all</u> highway lanes except HOV lanes - (3+ per vehicle). Build enough HOV capacity so that express buses can go 55+. Funds pay for BRT/express bus infrastructure.
		Regional gasoline/carbon tax to pay for sustainable trans., housing, community facilities.
		Limit/eliminate minimum parking requirements in transit-rich areas.
		Implement transportation strategies discussed in exercise 3 to ensure that there are real alternatives for driving
		Prohibit employers from paying for employee parking. Reduced transit cost for employers who stay in city (SF).
		Electric vehicles: subsidize <u>and</u> increase charging stations <u>and</u> discourage other types of fuel.

# San Francisco — Asian, Inc.

## Plan Bay Area Community-Based Outreach

### Outreach area:

South of Market/Tenderloin in San Francisco, California

### Outreach description:

Outreach in April and May 2011 through door knocking and presentations at other organizational functions

### Participants: 136

(Note: Not everyone voted in all segments of the outreach.)

### Priority Transportation Investment Strategies

Participants were given 21 options for investing future transportation funding and asked to select their top six priorities.

Rank	Strategy
1	Expand express bus and local bus services
2	Expand commuter rail services (BART, Caltrain, etc.)
3	More frequent service on transit routes with high ridership
4	Invest more transportation funds to support cities that build new housing near transit that is affordable for Bay Area residents with limited income
5	More transit service to connect housing and jobs
6	Increase funding to maintain local streets and roads

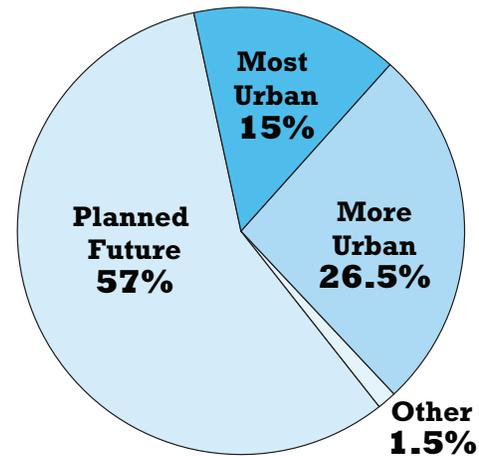
### Priority Policy Initiatives

Participants were given six options for new policies that could be adopted (at the local, regional, state or federal level) and asked to select their top three.

Rank	Initiative
1	New requirements for employers (e.g. allow employees to work from home one day per week; allow employees to pay for transit with pre-tax dollars, etc.)
2	Electric vehicles (e.g., subsidize the purchase/lease of electric vehicles and hybrids; increase availability of electric vehicle chargers)
3	Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions)

### How will we grow?

Participants were asked to choose a preferred scenario for future growth, with "Planned Future" (labeled "current Plans") reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



### Comments

Participants who took the survey were asked what one thing in their neighborhood (and in the Bay Area) they would like to see changed, and what one thing they would most like to keep. Some participants also submitted general comments on a separate comment card. Below are the most common responses and comments in no particular order.

- Keep healthy San Francisco (City of San Francisco health plan)
- Maintain and expand public transit (MUNI and BART)
- Improve safety and reduce crime
- Increase available parking
- Maintain parks, playgrounds, community centers and open space in San Francisco
- Increase job opportunities, especially for seniors
- Reduce homelessness, drug sales
- Maintain the roads in San Francisco

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
ASIAN, INC. — TENDERLOIN/SOUTH OF MARKET/CHINATOWN**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4a**

***What is the one thing in your neighborhood or community that you would most like to keep ? What one thing in the Bay Area would you like to keep ?***

**COMMENT**

- Want to keep the city clean.
- Also want to keep maintaining the roads.
- More job opportunities for people, especially for 50 to 65 year old people.
- Keep bus service.
- Keep working on the environment. Has been doing a great job on the environment .
- San Francisco health plan.
- Keep the area I live in green.
- Keep children's playground in the community.
- Keep police in the community.
- Make more job opportunities.
- Hope to have more playgrounds for the children, such as the Sunset district.
- Hope to have more visitors to bring up the economy.
- Keep street cleaning.
- Policemen are doing a great job. Keep up the good work!
- Parks, recreation centers.
- Convenience in food, gym, transportation.
- Keep quiet.
- Keep the well-trusting people who own the stores around my house.
- Easy access to food (restaurants and supermarkets).
- Keep the city parks clean.
- I wish to keep the pre-school, community center and the parks operate.
- Limit the rate increase on the rental.
- More visitors to San Francisco because of economy and job opportunities.
- I hope we increase bus lines and have less parking tickets in my area.
- This building/neighborhood/community.
- Housing opportunities/transit.
- City's health plan.
- Many stores in my area.
- Parks and open spaces for families.
- Friendliness of people.
- I would like to keep the more suburban areas the same.
- I like to keep the tall skyscrapers in the cities.
- Children's play areas and playgrounds.
- Open areas/ green areas
- Community centers
- Parking lots.
- Free public parking on residential roads.
- Diversity.
- Keep the suburban atmosphere in the community.
- Keep mass transit system in the Bay Area.
- The City Hall and main library.
- The people make my community great. I would like San Francisco to be the way it currently is.
- The families.
- Cleanliness.
- The address, the street, the building.
- A few courteous neighbors who live in this apt. The kind-hearted people who respect people and not money or fancy world.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
ASIAN, INC. — TENDERLOIN/SOUTH OF MARKET/CHINATOWN**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4a**

***What is the one thing in your neighborhood or community that you would most like to keep ? What one thing in the Bay Area would you like to keep ?***

**COMMENT**

I would like to keep bus shelters in the city.

We should keep the composting program.

Public transit.

Apartment buildings in the community.

BART.

Public transit.

Keep street cleaning.

I would like no crime in my neighborhood or community; I would most like to keep the Bay Area safe.

Keep the line that people are standing in the long line to have lunch free.

Play areas.

Coffee shops, they are the hubs.

MUNI - it has suffered cuts but is still running.

San Francisco Health Plan.

Keep public schools and parks and trees.

Playgrounds, parks, street trees.

Rent control.

Is there anything?

I would like to keep peep public schools and parks. Also trees.

The nice playground for the kids. AT&T Park.

Small business.

Safe neighborhood.

To keep in the community: good management and policies of Asian, Inc. and its associates.

To keep in the Bay Area: the local government in the handling of economic challenges.

Public transport services like Muni, BART should remain frequent.

Toll fee should be kept as is - please don't raise the toll fee anymore.

Keep the jobs in my neighborhood or community.

Keep the free parking in the Bay Area.

I would like the sidewalk kept clean like before, not like now.

San Francisco health plan is very good.

I want to keep how easy it is being close to Downtown and easy access to a lot of things.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
ASIAN, INC. — TENDERLOIN/SOUTH OF MARKET/CHINATOWN**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to **change** ? What one thing in the Bay Area would you like to **change** ?***

**COMMENT**

I would like to change all the gun shots we have been hearing in the area. The second thing would be the homelessness and drugs. Overall I don't think there's anything I want to change in the Bay Area.

The homeless and beggars.

Not enough parking.

I don't want parking meters increased. No crime in my neighborhood.

The one thing I would like to change in my neighborhood is all the drugs going on. We need to stop that.

Improve Bayview.

The one thing in my neighborhood that I would most like to change is to stop drivers from doing donuts in the intersection.

Bay Area: Stop those who are driving under the influence.

Too much traffic. No meter parking.

I want to see less homeless on the street. I want to have bike lanes for bicyclists from Oakland to San Francisco.

To change in our neighborhood: the reduction of noise in the vicinity and toxic gases.

To change in the Bay Area: homelessness.

More patrol on complicated bus schedule.

Drug use and methadone clinic.

That you could still sell items on the street. That the buses were not so crowded.

I would like less drugs, a cleaner place, more plants and less homeless because they are bad influence.

More police in the area.

Parking costs too much.

Rent is too high.

I would change so that we don't have a lot of homeless in our building and city. No smell of alcohol, smoke or marijuana. Make a new jobs.

I would like less drugs, a cleaner place, more plants, and less homeless because they are a bad influence.

We need more parking spaces.

We need a grocery store. Less people/reduce population.

All the noise about the people did it outside.

More safety and security at night.

More BART stations.

The thing in my neighborhood or community that I would most like to change is crime and no selling drugs on the street.

Parking is expensive.

More parks and public transit.

Please limit or reduce drug users, drug sellers and homeless people hang around in Tenderloin area.

Safety.

Safety and transportation.

Public transportation in the city is too costly. SRO clinics are too abundant in my neighborhood.

The one thing I would most like to change is the culture of the people in this neighborhood. They smoke drugs, drink, pee and poop, cursing and then singing, yelling, playing music out loud all night. Why should such a culture expand or grow? Change it into small groups or villages and reduce population. I know you developers hate these languages but don't forget that today's messes came from previous developers.

For neighborhood and other places should change the price and % off.

More parks, trees and security. Lower rents for parking expense meters.

Homeless people and crime.

My area is quiet and secure. Very lively neighborhood.

Clean up the street drugs. Clean up the street sidewalk. No dump trash and bra on the street at Tenderloin.

Change the community to become more neighborly.

Change the Bay Area by lowering the cost of the mass transit system by increasing its efficiency.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
ASIAN, INC. — TENDERLOIN/SOUTH OF MARKET/CHINATOWN**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to **change** ? What one thing in the Bay Area would you like to **change** ?***

**COMMENT**

- Get the homeless out of the neighborhood along with the drug dealers.
- Public urination.
- Develop multi-family housing.
- Clean up streets more often. Get homeless off of streets and drug dealers.
- Remove all of the homeless people to shelters. Remove all of the little gang wannabes. Close all of the motels in this area.
- More permits for free residential parking.
- I would like to see less homeless people in the streets.
- There should be more accessible transportation throughout the Bay Area.
- Make traffic slower. Cars go too fast.
- Reduce car and truck traffic and noise.
- Theft I see everywhere. Stop stealing rides on MUNI, BART - I see this a lot. Too many cars and streets not safe.
- More SFPD, less methadone clinics.
- MUNI is unreliable.
- Drug deals on every corner.
- I don't care that there are trees or nice, pretty bus stops. I care that I'm safe at the stop, which I do not.
- Rent is high.
- The drug addiction program building next door.
- Cleaner streets.
- More jobs.
- I wish to have the place I live at 2300 Van Ness Ave (at the front of my house) to fix the tree (Ex: give the trees a haircut. And fix the dead tree, plant some new ones)
- Hard to find a parking space during the night time.
- More parking spaces. Many homes affecting city image.
- Market Street reduce homeless; can change street image.
- I want my street to be fixed, too many potholes.
- More policeman patrol and more shopping centers close by.
- Better transportation to supermarket. More street cleaning in Chinatown.
- Change safety.
- More improvement on traffic.
- I would change in my community that there will no longer be begging homeless on the streets.
- Improve current transit services, lower fees, change driving habits.
- Safety and peace.
- Less homeless. More safe neighborhoods.
- More parking spaces/parking lots, especially between 25th Street and Irving Street in Richmond.
- More parking spaces. Less criminals (especially during night time).
- Change safety in the community and walk safety.
- Keep streets clean and safe.
- Want to have a more safe society/community.
- Hard to find a parking space in Chinatown. Hope you do something to improve on that.
- Keep the area I live in clean.
- Traffic problem, especially when get off from work.
- Wish to have more playgrounds in Sunset area because we have to drive far away to get to a playground.
- The rental is very expensive, unaffordable for us. Wish to have more affordable rental.
- Cleaner sidewalks and less gathering people on the streets.
- Change house environment.
- Want the community to be more green.
- More job opportunities for people, especially those 50 to 65-years-old.
- Increase bus lines.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
ASIAN, INC. — TENDERLOIN/SOUTH OF MARKET/CHINATOWN**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to **change** ? What one thing in the Bay Area would you like to **change** ?***

**COMMENT**

Less parking ticketing in my area.

More visitors come to the area, brings jobs and economy.

Limit the increase rate on the rental.

No meter parking.

# San Francisco — POWER

## Plan Bay Area Community-Based Outreach

### Outreach area:

Bayview Hunters Point/Mission in San Francisco, California

### Outreach description:

Outreach in April and May 2011 through surveying at transit hubs, community clinics, Sunday Streets, and one POWER community meeting on May 7, 2011

### Participants: 55

(Note: Not everyone voted in all segments of the outreach.)

### Priority Transportation Investment Strategies

Participants were given 21 options for investing future transportation funding and asked to select their top six priorities.

Rank	Strategy
1	More frequent service on transit routes with high ridership
2	More frequent service on transit routes with high ridership
4	Add more bike paths/bike lanes
3	Invest more transportation funds to support cities that build new housing near transit that is affordable for Bay Area residents with limited income
5	More transit service to connect housing and jobs
6	Expand commuter rail services (BART, Caltrain, etc.)

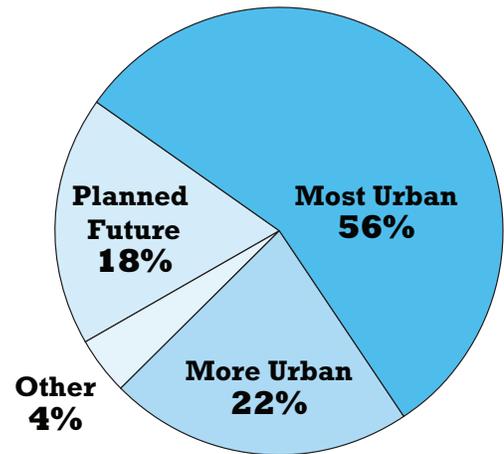
### Priority Policy Initiatives

Participants were given six options for new policies that could be adopted (at the local, regional, state or federal level) and asked to select their top three.

Rank	Initiative
1	Economic strategies (e.g., development strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)
2	Wild Cards (for ideas not already proposed): Reduce public transit fares
3	Wild Cards (for ideas not already proposed): Tax corporate polluters to fund transit
4	Other pricing strategies (e.g., charge tolls on new express lanes, or charge a new fee based on annual miles driven)

### How will we grow?

Participants were asked to choose a preferred scenario for future growth, with "Planned Future" (labeled "current Plans") reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



### Comments

Participants who took the survey were asked what one thing in their neighborhood (and in the Bay Area) they would like to see changed, and what one thing they would most like to keep. Some participants also submitted general comments on a separate comment card. Below are the most common responses and comments in no particular order.

- Favor development in urban areas that will bring more transportation dollars for urban infrastructure
- Need affordable housing
- Need to create jobs
- Expressed concern over possible displacement of low-income residents
- Expressed concern over violence and a desire to have peaceful neighborhoods
- Favor investing in transit (new, existing and most effective)
- Favor funding for commuter lines, bike lanes, and as incentives for cities to build affordable housing
- Would like to maintain cultural traditions of their neighborhood
- Value parks, open space, art and youth services

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
 PEOPLE ORGANIZED TO WIN EMPLOYMENT RIGHTS — BAYVIEW HUNTERS POINT/MISSION**

Below are all comments received in response to the following two-part question.

**QUESTION 4a**

***What is the one thing in your neighborhood or community that you would most like to **keep**? What one thing in the Bay Area would you like to **keep**?***

**COMMENT**

People

Changin - drugs same (sic)

Peacefulness

Traditions, culture

Quiet nights; parks.

Keep Sunday Streets; expand neighborhoods; keep SF street fairs

Dangerous word

More transportation stores

In Sunnydale, there are a lot of shoot-outs. I have to take a taxi.

hade (sic)

Black people

Parks, rec.

Culture and spirit of the neighborhoods

Sunshine

Everything is nearby

I like the area

Convenient airport

It's clean

It's quiet

Diversity; a lot of people of color

It's quiet

Know each other

I hardly like anything

City is a community

Culture

Homeless

Keep atmosphere of diversity

Free parking

Transportation pervaieners (sic)

Busses

Keep police on Muni

Family

Busy people, more social interaction

Programs for youth

Keep kids active

Art and culture

Violence

BART

Church

Bike lanes

People of color

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS**  
**PEOPLE ORGANIZED TO WIN EMPLOYMENT RIGHTS — BAYVIEW HUNTERS POINT/MISSION**

Below are all comments received in response to the following two-part question.

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to **change**? What one thing in the Bay Area would you like to **change**?***

**COMMENT**

Police

Economy

Violence; T-phony

Open the pool; more recreation; free recreation

Garbage and graffiti; abandoned houses homeless people

More jobs

Trashy, dirty.

Housing service in Bayview, more community

The police stop harrassing

Trains are no good

Improve streets; fix them

All these white people in Bayview need to go

Transportation is expensive

Xlo (sic)

Safety

Lack of safety

New

Cleaner; we should clean

Sanitation, public transportation

Crack, homelessness. poverty

Don't like crime, need good schools

Less drug addicts

More frequent Muni

More bus service

More buses on S4

Murders

Generous people

Frequent busses

T route used to have more 15 (sic)

Frequency of busses

Well centered

Better bike trails

26 valencia baek (sic)

Potholes

Safety

Variety of people



PUBLIC OUTREACH and PARTICIPATION PROGRAM  
Phase Two: Initial Vision Scenario (2011)

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

### **PUBLIC WORKSHOPS AND COMMUNITY OUTREACH BY COUNTY**

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San Mateo County

# San Mateo County

**Date:** April 27, 2011

**Location/Venue:**

San Mateo Public Library  
55 West 3rd Street, San Mateo

**Attendance:** 94

(Note: not all who attended participated in voting during all workshop segments)

**Priorities Results**

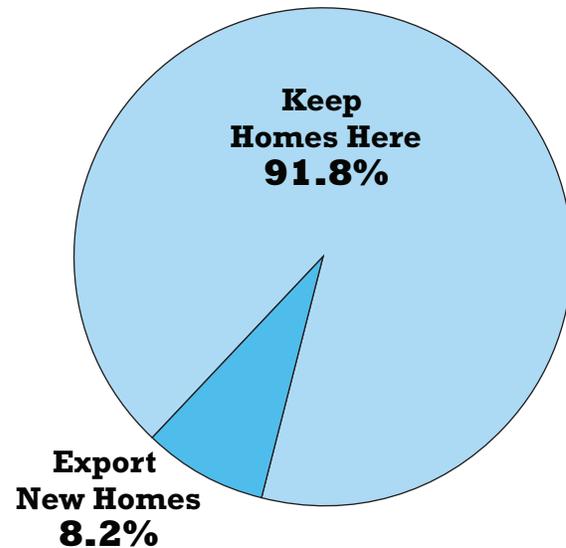
Looking to the future, participants were asked to rank their priorities:

Rank	Priority
1	Daily Needs Close to Home
2	Clean Air
3	Lower Carbon Emissions
4	Conserve Open Space
5	Less Driving Overall
6	Convenient Access to Jobs
7	Conserve Water
8	More Affordable Homes
9	Safer Access to Schools
10	Less Local Traffic
11	Lower Costs and Taxes
12	Keep my Town as it is Today
13	Easy and Low Cost Parking
14	Large Homes with Big Yards



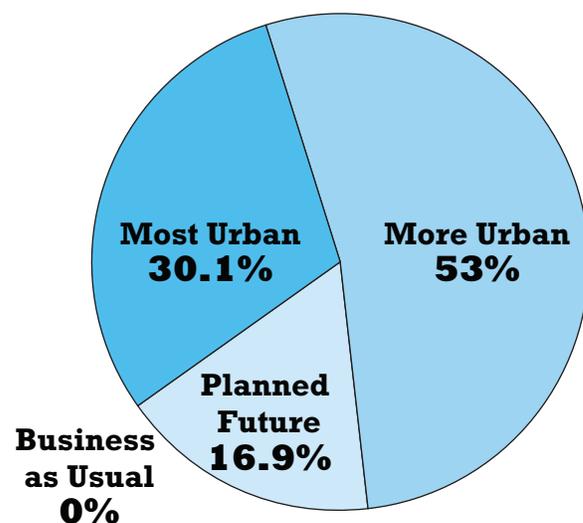
**Where do we build?**

Participants were asked where to locate new homes to accommodate new growth — export new homes outside the region or build homes here?



**How will we grow?**

Participants were asked to choose a preferred scenario for future growth, with "Business as Usual" carrying forward past development patterns, "Planned Future" reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



## San Mateo County (continued)

### Priority Transportation Investment Strategies

Participants were given 11 options for investing future transportation funding and asked to select their top four priorities. One option was a “wild card” to allow for priorities not already listed.

Rank	Strategy
1	Increase funding for most effective transit services
2	Offer more transportation funds to cities that build new housing, and affordable housing, near transit in walkable neighborhoods w/ a range of amenities
3	Improve bicycle and pedestrian routes
4	Expand express bus and local bus services
5	Expand commuter rail services
6	Wild Cards (for ideas not already proposed)
7	Increase funding to repair or purchase new buses, train cars, tracks, etc.
8	Offer financial incentives to cities that preserve agricultural lands and open space
9	Increase funding to fix potholes on freeways and local roads
10	Make freeways more efficient through ramp meters and other technologies
11	Widen freeways and local roadways

### Transportation Investment Strategies “Wild Cards” (summary of comments)

- Convert auto lanes for transit and bicycle use
- Restore creek corridors for urban agriculture (reduce freight and create jobs)
- Improve neighborhood, transit security
- More employment-related mixed-use development
- Fund childcare near transit and work sites
- Fund car sharing, more carpool lanes
- Fund workplace shuttles to transit
- Build more electric vehicle charging stations
- More funding for Safe Routes to Schools
- Stop high-speed rail at San Jose and connect to BART
- Capture the increased value from up-zoned real estate near commuter rail and intermodal nodes
- More ferry service

### Priority Policy Initiatives

Participants were given 7 options for new policies that could be adopted (at the local, regional, state or federal level) to reduce greenhouse gas emissions. One option was a “wild card” to allow for priorities not already listed.

Rank	Initiative
1	New requirements for employers (e.g. allow employees to work from home one day per week, allow employees to pay for transit with pre-tax dollars, etc.)
2	Wild Cards (for ideas not already proposed)
3	Electric vehicles (e.g., subsidize the purchase/ lease of electric vehicles and hybrids, increase availability of electric vehicle chargers)
4	Economic development (e.g., strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)
5	Pricing parking (e.g., charge for parking at work sites, charge higher rates during busy periods to free up more spaces and reduce vehicle idling)
6	Other pricing strategies (e.g., charge tolls on new express lanes, or charge a new fee based on annual miles driven)
7	Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions)

### Policy Initiatives “Wild Cards” (summary of comments)

- Unbundle the cost of parking
- Increase the gas tax
- Implement child-friendly policies for transit and development, developer fees for childcare
- Lower parking requirements for new development
- Higher taxes/fees for fuel-inefficient vehicles
- Require gas mileage indicator in all cars to show how to save fuel and curb emissions
- Implement London-style cordon pricing
- Promote 511 public information kiosks at all transit stations
- Develop sustainable funding source for efficient and convenient public transit
- More “carrots” (incentives) for employers and less “sticks” (requirements)
- Institute congestion pricing and tolls and use the revenue for free transit passes for residents in Priority Development Areas and Growth Opportunity Areas
- Subsidize car maintenance
- Promote economic development

**Plan Bay Area Public Workshops (April-May 2011)**

**You Choose comment form**

*Q1: Where do we build? Keep New Homes Here or Export New Homes.*

*List reasons why you voted the way you did.*

<b>MEETING</b>	<b>COMMENT</b>
San Mateo	Utilize existing infill opportunity Maintain existing sense of community roots Utilize existing infrastructure: Parks, Schools
San Mateo	Keep New Homes Here. n/a
San Mateo	Did not vote on this one because I think that the question has to be in the context of what this area is able to sustain according to resources that are available because that are finite (i.e.. Water)!
San Mateo	Export New Homes. Is it a "given" that we must build? Shouldn't we first figure out how far our limited resources will go (water, energy) then establish growth parameters?
San Mateo	Too much of single family dwelling that are old-need rehab and bad use of land. Less density needs and conversion is possible.
San Mateo	Keep New Homes Here. Need to fiscalize land uses Reduce service delivery costs Net zero resource use forcing
San Mateo	Keep New Homes Here. n/a
San Mateo	Keep New Homes Here. Traffic/air pollution are biggest issues and are linked. Export will exacerbate those issues
San Mateo	Keep New Homes Here. Reduce long commutes Create housing for all incomes nearer jobs base If growth must occur, then don't exacerbate environmental impacts
San Mateo	Keep New Homes Here. If we value air quality and other priorities then we... Concern: How do we protect open space in San Mateo County if we keep home here? Want open space in my county
San Mateo	Keep New Homes Here. Conserve Open Space Clean air More environmentally friendly
San Mateo	Keep New Homes Here. I'd like to preserve open space outside of the city. Sprawl creates more traffic = air pollution. Sprawl also tends to create more isolated homogenous communities. I value diversity in my communities.
San Mateo	Keep New Homes Here. Keeping homes here reduces VMT greatly Creates transit-supportive land use that maximizes transit infrastructure Keeps more home affordability w/ density of housing types locally
San Mateo	Keep New Homes Here. Car emissions Helps have better transit
San Mateo	Keep New Homes Here. Less commute distance Balanced land use Limited highway capacity
San Mateo	Keep New Homes Here. Reduce traffic congestion Quality of life: live close to work Need improved transportation infrastructure
San Mateo	Keep New Homes Here. Clean air Less commuting traffic
San Mateo	Keep New Homes Here. Although the question I had was: Where are the jobs? I assumed jobs were also here Less long commutes
San Mateo	Keep New Homes Here. Reduce auto use Lower carbon emissions Cluster home/work/shopping near transportation
San Mateo	Keep New Homes Here. To protect open space Allow people to live close to jobs and transit Make Bay Area more dynamic

San Mateo	Keep New Homes Here. There is potential for growth, lots of areas that are unused/underused, "dead zones" We need to house people near jobs, as this will improve economy Our environment would suffer by having so many people commuting in
San Mateo	Keep New Homes Here. To create vibrant, active place we need to focus activity Easily accommodated along transit corridor based on other cities in the world
San Mateo	Keep New Homes Here. The current patterns of too much parking, investment in single-occupancy vehicle roads, etc. and not enough affordable housing makes for longer commutes, less community, chronic disease, more collision injuries and fatalities. Not providing enough affordable housing and mobility options hurts us all.
San Mateo	Keep New Homes Here. Jobs and homes should be in close proximity Long commutes are not healthy or productive for many reasons
San Mateo	Keep New Homes Here. Farmland needed Air quality Diversity People more involved in our community
San Mateo	Keep New Homes Here. Reduce traffic. Improve air quality.
San Mateo	Keep New Homes Here. Lower GHG, more family time (shorter commutes), protect farmland.
San Mateo	Keep New Homes Here. Don't want more sprawl. Preserves the natural beauty.
San Mateo	Keep New Homes Here. Not a wider range of options.
San Mateo	Keep New Homes Here. Need more housing close to jobs. Need infill and denser development. Must preserve open and green space.
San Mateo	Keep New Homes Here. Wanted to be less dependant on driving a car. Want to be close to all forms of convenience and entertainment. Want to be around people and not isolated from public transportation.
San Mateo	Keep New Homes Here. Employees want to live close to work. Infrastructure for infill is cheaper than Greenfield. Reduce auto use and emissions.
San Mateo	Keep New Homes Here. Keep rural areas rural. Keep open spaces. Reduced commutes, fuel consumption.
San Mateo	Keep New Homes Here. Close to job generating corporations. Less driving from home to work. Cost efficient.
San Mateo	Keep New Homes Here. Shorter commutes hopefully. Good for overall environment. More urban environment.
San Mateo	People should live close to their work. Older adults want to age in place. More positives for homes being close to work (i.e., less driving)
San Mateo	Keep New Homes Here. Conserve water. Less new infrastructure.
San Mateo	Keep New Homes Here. Close to home/family. Limit commuting/traffic. Building/creating community.
San Mateo	Keep New Homes Here. Reduce driving
San Mateo	Keep New Homes Here. Consolidation of living and working.
San Mateo	Keep New Homes Here. Less commuting. Encourage more opportunity for public transit and connectivity.
San Mateo	Keep New Homes Here. Reduce vehicle miles travelled.
San Mateo	Export New Homes. Increased density brings problems unrelated to green solutions we are trying to address here.
San Mateo	Keep New Homes Here. Impact of cars, traffic from more people coming into area. Preserve open space.
San Mateo	Needed an option that recognized that "where the jobs are" is an important factor.
San Mateo	Do some of both. Export the jobs too. Everyone should live close to their work, but that job does not need to be in our currently dense areas.
San Mateo	Keep New Homes Here. Less commuter hours, We can improve what is already here.
San Mateo	Keep New Homes Here. Open space/agricultural preservation. Less driving. Density = walkable/bikeable neighborhoods.
San Mateo	Export New Homes. Spread out impacts decentralized employment
San Mateo	Keep New Homes Here. Conserve greenlands. Reduce pollution, less driving, everything is closer to homes and jobs.
San Mateo	Keep New Homes Here. I support dense growth.
San Mateo	Keep New Homes Here.

San Mateo	Keep New Homes Here. So my kids will be able to live near me when they grow up (if they can still stand me.)
San Mateo	Keep New Homes Here. Traffic mitigation. Air quality.
<b>Plan Bay Area Public Workshops (April-May 2011)</b>	
<b>You Choose comment form</b>	
Q2: How will we grow? [1]-Business As Usual. [2]-Planned Future. [3]-More Urban. [4]-Most Urban.	
List reasons why you voted the way you did.	
<b>MEETING</b>	<b>COMMENT</b>
San Mateo	Housing and Public Transportation Linked Opportunity for more connectivity and walkable communities
San Mateo	n/a
San Mateo	Didn't vote because I am not clear about how you are defining "planned future" and "more urban"
San Mateo	Did not vote, did not understand question. What about infill?
San Mateo	n/a
San Mateo	More Urban. Meets needs against service delivery BAU Maintains nest egg Adds eyes on street
San Mateo	More Urban. Know we need more infill Would like it if more bike and walking friendly BUT I don't want to live in SF
San Mateo	More Urban. Urbanization requires much better transit. Bay area is currently deficient so huge investment is required. C= A realistic scenario
San Mateo	More Urban. Need cities to increase densities, become more urban Density located nearby & supportive of mass transit Creating a better jobs-housing balance will make for a more sustainable San Mateo County
San Mateo	More Urban. Need to go slightly more dense if we meet top 10 priorities Encourage cities to re-plan existing neighborhoods to increase density (In-development) Mixed use development (Office, retail, housing) Keep open space this way too.
San Mateo	More Urban. Would be a good compromise between planned future versus more urban
San Mateo	More Urban. Access to transit and walkable neighborhoods will keep air clean and reduce carbon emissions=good for the world. However, I would really like a little bit of outdoor space at my own home (So I didn't choose "Most Urban")
San Mateo	More Urban. More urban takes advantage of transit infrastructure Does not tax open space and undeveloped areas as much Growth contained to already developed areas
San Mateo	More Urban. Aging population Close to services
San Mateo	More Urban. Improve support for transit Lower housing cost Create places
San Mateo	More Urban. Reduce driving Convenience/access to services Affordability
San Mateo	More Urban. Cost effective housing Less sprawl from retail business, but not like a big city
San Mateo	More Urban. Again, need more explanation of what each of these were. I would like more urban but still some garden space Need better transportation, more likely if more urban
San Mateo	More Urban. Need to focus home/work/shopping in clusters near transportation Reduce carbon emissions from auto use Consolidate and conserve resources and preserve open space
San Mateo	MOST Urban. More people makes region innovative Love more diversity

San Mateo	MOST Urban. Density increases opportunities for better walking/biking infrastructure, it works! People don't need as much as was planned for them before We need people near services and goods
San Mateo	MOST Urban. To save much of the neighborhoods as they are, focus "most urban" in a minority of the area Most urban creates vibrant spaces
San Mateo	MOST Urban. It allows us to accommodate this level of growth while preserving open space, slowing climate change and improving health and quality of life
San Mateo	MOST Urban. Hope that most urban would force greater incentives for walking and biking and public transportation use Denser populations in areas will hopefully bring in more small business providers in those areas
San Mateo	MOST Urban. Keep new growth near transit infrastructure Keep open space we have now Smaller urban developments best for clean air, development and using of resources and less construction debris
San Mateo	More Urban. Good balance of density and space (home, surroundings). Focus on public transport improvements.
San Mateo	More Urban. (Distinctions among these choices not so clear) Corrective to past problems, maximize infrastructure, preserve open space.
San Mateo	More Urban. Want to have closer neighborhoods. Don't want maximum density.
San Mateo	More Urban. Need to discuss job/housing locations!
San Mateo	More Urban. Same reasons as listed on left. Torn between more and most. Think some of aging demographic may shift that naturally - need appropriate housing for older adults which would free up some existing housing stock for families.
San Mateo	MOST Urban. Want to be able to keep housing prices affordable. Want to reduce GHG being put into the air. Want to be less dependant on the car as a means of transportation.
San Mateo	MOST Urban. Build high density near transit to reduce auto use. Preserve open space. More foot traffic near retail.
San Mateo	More of a walking environment. Proximity to retail, entertainment. Don't need a car. Rent one.
San Mateo	MOST Urban. Promotes transit oriented development. Less emissions, more public transportation. Less energy and water consumption.
San Mateo	More Urban. I want a mix of choices. I like an urban walkable environment. Less sprawl = better environment.
San Mateo	MOST Urban. Older adults need housing close to transportation, stores, etc. (mixed-use) Housing built for multi-generations (i.e., older adults, families with children) is needed for the future.
San Mateo	Planned Future. Plan for growth.
San Mateo	More Urban. Easier to walk/bike. More accessible for low incomes.
San Mateo	Planned Future. Dense or less dense has cultural implications.
San Mateo	Planned Future. Identify areas for development. Money will not be wasted on speculation. Saves government time and resources.
San Mateo	More Urban. Increase density but not too much.
San Mateo	Planned Future. Most/more urban invites crime, increased population, and fewer police and fire. Using open area for development creates unhealthy air - thus business as usual.
San Mateo	More Urban. We need to build differently to effectively and efficiently manage growth while also making public transportation use successful. Also want to maintain 'open feel' breathing spaces and not encroach too much on homes of animals.
San Mateo	Planned Future. More developed public transit options are not in the mix- why aren't we voting on increasing affordable public transit options?
San Mateo	Planned Future. There should be choices - more urban areas and more small-town areas so everyone has a choice. Our current structure is too suburban, but that doesn't mean it should be all urban either. We need choices for both.
San Mateo	Planned Future. I thought this option too most concerns into account, given our realities.
San Mateo	More Urban. I feel like this is more politically feasible to work towards.
San Mateo	More Urban. Provide a range of homes, not only the "super urban" scenario.
San Mateo	More Urban.
San Mateo	Planned Future. I am planning commissioner. I believe in a well thought out planning process, zoning.
San Mateo	MOST Urban.
San Mateo	MOST Urban. So there will be jobs, shops and services close to my home.
San Mateo	More Urban. Conserve some space, park land.

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q3: My Priorities

What priorities would you add for consideration?

MEETING	COMMENT
San Mateo	Pocket parks-Community Gardens
San Mateo	Enough water and clean water to sustain population -- what is the maximum population we could accommodate? Absolutely no building homes or retail on Baylands or salt ponds. Access to local, organic and affordable food. Open space and parks Strict limits on allowing toxins in buildings, industry, etc. (Including a ban on plastic bags and lowering/eliminating carbon emissions)
San Mateo	Preserve and restore bay front open spaces Provide "infill," below market housing development Provide neighborhood parks, like San Jose I'd like to see a new urban planning framework developed around scarce resources, constrained funding at local government level, impacts of climate change
San Mateo	Low cost delivery with existing resources Take space away from negative policy outcomes Quantify co-benefits of positive policy outcomes Unbundle costs into benefit districts for affordability Great schools, better neighborhoods limited with slow streets
San Mateo	Promote urban agriculture. See <a href="http://sfuua.org/urban-ag-zoning-proposal.html">sfuua.org/urban-ag-zoning-proposal.html</a> Promote Community Supported Agriculture (CSA) . See it in Wikipedia, and <a href="http://localharvest.org">localharvest.org</a> , choosing a CSA
San Mateo	Convenient, affordable public transit (flip of less driving) More diverse commercial areas (e.g. fewer chains, big box stores, etc.) More entertainment options Better schools Recreational opportunities (big parks, ball fields) for youth Enhanced architectural and building standards (green, aesthetically pleasing, less homogenous)
San Mateo	Childcare not mentioned, but working parents need places for kids in locations that reduce in-case/miles, # of trips. Near work, transportation, home-planning departments need to address this in permitting, planning, etc. Open space in Bay Area is priority to keep quality of life w/ clean air/water If more urban, then need space for community gardens, green space Concern about earthquake safety-planning for future growth/density. Keep building heights in Measure H standard (5-7 stories)
San Mateo	Conserve open space Lower carbon emissions More environment all around
San Mateo	Socio-economically diverse neighborhoods and schools
San Mateo	Investment in transit Investment in technology that reduces GIG emissions (e.g. hybrid vehicles, hybrid buses) Targeting employees w/ responsibility to reduce GHG emissions and VMT of employees (Incentives and regulations, "carrots and sticks")
San Mateo	Reduce congestion Increase transit ridership and carpooling Financial support for transportation infrastructure Support for Caltrain Local control
San Mateo	More park and recreation spaces
San Mateo	Cost effective new development
San Mateo	Separate large house from large yard (garden) Safe access to schools seemed odd as a major priority
San Mateo	Require green building standards Fund public transportation Incentivize carpooling

San Mateo	n/a
San Mateo	n/a
San Mateo	Give equal time and emphasis to open space-make place for nature in our lives. High-density housing must be balanced with access to aggregated open space (not jus playing fields).
San Mateo	Re-examine unfounded parking minimums to allow for higher quality, higher density and more affordable development Some people will always want their traditional single-family homes, so show them how increasing density "downtown" and around stations will help preserve that. Capture the benefits and report them, of getting out of cars, increasing transit, walking and biking, having a mix of incomes, etc.
San Mateo	Community gardens Dedicated pedestrian and bicycle transit routes to cut accidents down and encourage healthy lifestyles
San Mateo	Pacifica is different from county Preserve _____(?) and open space important
San Mateo	Engagement of citizens in their communities. Increased transit ridership. More time with families. Possibility that one's children can live here.
San Mateo	Safe, walkable neighborhoods. Close parks to all living clusters. Natural beauty (trees, flowers, beautiful sky.)
San Mateo	Commute time and cost. Proximity of desired destinations.
San Mateo	Less dependant on car transportation. Having entertainment, stores, hospitals within walking distance or a very short trip by mode of transportation. Safety. Clean air. Not over-crowded.
San Mateo	Intergenerational housing. Adapt to sea level rise. Demographic diversity. Cost-effective infrastructure. Friendly environment for business/economic growth.
San Mateo	Open space in the urban area like Golden Gate Park in San Francisco. As we grow more dense, please, please provide open space for everyone. Need more Continuing Care Retirement Complexes (CCRC's.) Grow around commuter/rapid rail stations. Highest density there. Make public transit integral to higher densities.
San Mateo	Improved public transportation by providing "lost mile" options. Developing a tax policy to support public transportation improvements. Reduce housing cost to avoid emigration of talented young professionals.
San Mateo	Historic preservation. Safety and health considerations.
San Mateo	Improved public transportation, other transportation options in lieu of driving.
San Mateo	Access for physically disabled. Convenient access for medical needs. Education opportunities.
San Mateo	Creating a more walkable community and pedestrian safety.
San Mateo	Walkability, noise mitigation, equity, reduce air particulates.
San Mateo	Cultural integration issues.
San Mateo	Clean air - no LA. Increase public transit connectivity. Help school districts buss ALL students to school. Safe bike/pedestrian paths for schools, community.
San Mateo	Safety and sustainability must go hand-in-hand. San Bruno increased high-density housing and without an increase in police and fire that has major issues. Our family does not want to see that in our new town of residence. Increase use and ease of use of transportation. Use over-communication instead of a find for yourself policy.
San Mateo	Access to daily needs and safe access to schools should include childcare, preschools in the definition. A cultural, attitudinal shift needs to be made and helped along through education. That is part of the reason I chose 'more' not 'most' urban. Affordable housing is important for allowing the Peninsula to live near where they work. Long-term rising water levels, etc.
San Mateo	Misleading- lower carbon emissions is just one way to achieve clean air - there were no other options offered. The scenarios are designed to lead us, not happy about that.
San Mateo	A sense of community- knowing your neighbors and being a part of your town. Easy access to nature - not just a park, but open, untouched nature.
San Mateo	Affordable housing. Smart growth/ smart planning transit. Housing/jobs on transit quarters. Environmental quality- air, water. More open space/preserve open space.
San Mateo	Job creation across the boards. Not everyone works for Google or Facebook.
San Mateo	Affordable housing. Supporting seniors. Transit-oriented developments around transit centers.
San Mateo	Public transportation that is convenient and affordable. Sea level rise.

**Plan Bay Area Public Workshops (April-May 2011)**

**You Choose comment form**

Q4: What makes your neighborhood special?

*What are the important characteristics of your neighborhood that need to be maintained?*

<b>MEETING</b>	<b>COMMENT</b>
San Mateo	Walkable Green spaces, trees, pesticide free Affordability, close to shopping and public transit
San Mateo	Affordable, small single-family homes Social justice issues: North Fair Oaks is 70% Hispanic and lacks adequate voice in development/land use decisions
San Mateo	Extremely Walkable Restore creek corridors with TDR for open space connection Restore watershed for local urban agriculture
San Mateo	waterfront access
San Mateo	Traffic is reasonable Green, mature trees, houses well maintained
San Mateo	Tree-lined streets carrying appropriate traffic Ability to walk and bike to local destinations Clean and safe, well-maintained properties
San Mateo	"Relatively" affordable homes in San Mateo San Mateo County: Beautiful coastside and watershed, keep protecting land
San Mateo	Walking proximity to schools Walking proximity to downtown (San Mateo)
San Mateo	Parks/green spaces (and animals) Diversity (racial and language) Stores/restaurants within walking distance I love that all Bay Area suburbs have their own walkable downtown areas!
San Mateo	Proximity to transit Access to downtown/ density of activities-shopping, restaurants, entertainment Access to greenways/ urban open space (trails, lakes, etc.)
San Mateo	Suburban Safe Quiet
San Mateo	Know our neighbors-feeling of community Easy to travel to local points of interest
San Mateo	n/a
San Mateo	Beautiful open space
San Mateo	Close to walking and biking trails Close to grocery, hardware and library
San Mateo	Access to transit Being close to shopping
San Mateo	Trees and narrow winding roads, birds Nice place to walk
San Mateo	Vibrant mix of uses, including high density housing and parks Calmed, complete streets Great train station and bus access!
San Mateo	Easy walk to work and shopping Close to public transportation Nice family neighborhood-very diverse
San Mateo	Come to Pacifica, we will show you!
San Mateo	Trees, parks nearby, restaurants, services, retail and childcare nearby. Good access to and quality of local public schools.
San Mateo	Ethnic diversity of people. Close amenities (e.g., grocery store, medical services, post office, entertainment,) beautiful trees and other natural landscape components.
San Mateo	Good neighborhoods. Close to transit. Good city government.
San Mateo	Really a neighborhood where people know their neighbors, lots of families. Walkable and able to walk to downtown San Mateo.
San Mateo	Safety, beauty of open space surrounding it, clean air.
San Mateo	Transit access, architectural quality, diverse retail offering.
San Mateo	Focus on a neighborhood shopping/commercial area. Transit service. Green space nearby.
San Mateo	Downtown close to residences and diversified. Proximity to public transportation. Engaged community.

San Mateo	Preservation of historic buildings. Preserve/enhance pedestrian access.
San Mateo	Diverse income levels. Grammar school nearby.
San Mateo	Very diverse, community, spirit.
San Mateo	Social integration opportunities.
San Mateo	Safe bike and pedestrian ways. Improved transit/shuttle systems routes. Connecting more public transit between buses/trains.
San Mateo	Safety, open areas.
San Mateo	The neighborhood has a park, easy access to major roads and freeways. Neighborhood grocery and other stores.
San Mateo	Walking distance to untouched natural open spaces. Good schools with high participation by parents. Sense of community with very involved residents and a city that is very responsive to individual residents' needs.
San Mateo	I live in a very high density neighborhoods which grew without planning for 30 years, so now there is no parking, no green space, high density than what it can handle, etc. We need to take an abandoned lot and convert it to a local parking garage for residents and connect this to local transit.
San Mateo	Plenty of trees. Urban oasis.

### Plan Bay Area Public Workshops (April-May 2011)

#### You Choose comment form

Q5: What will you remember most from this meeting?

MEETING	COMMENT
San Mateo	Surprised by support for change and more urban outcome
San Mateo	The \$ of course, a whole dollar! I love that you gave us full-colored maps and corresponding Place Type ledger/key page The live voting was great too!
San Mateo	Vote outcomes
San Mateo	People who don't look like me may share my values
San Mateo	Polling feature was interesting and fun
San Mateo	I can have a voice in planning for the future of my beloved Bay Area
San Mateo	small group discussion
San Mateo	Diversity of participants
San Mateo	The card
San Mateo	Great coordination and resources
San Mateo	Stephanie's presentation and lesson from SF w/ Mayor Art Agnos
San Mateo	The effort it takes but-the questions were too leading. Did not really address the complex issues
San Mateo	Interesting and creative small group
San Mateo	Fun! Like minded folks
San Mateo	Good turnout, particularly among recognizable community leaders and activists.
San Mateo	Great education. Great inspiration.
San Mateo	Disappointed and concerned that Peter Calthorpe is involved with this effort. His is on the payroll of DMB and is advocating for building on Redwood City's open space salt ponds, filling in the bay and destroying 1,000 acres of wildlife habitat and restorable wetlands.
San Mateo	Voting
San Mateo	Survey. Interactive session.
San Mateo	The voting tool.
San Mateo	Housing options. Policy options.
San Mateo	Not enough time for thoughtful response.
San Mateo	Lack of diversity.
San Mateo	Well organized.
San Mateo	So many highly engaged people and learning from them. I also enjoyed Greenbelt's presentation. Ferry Plaza is a great illustration for what is possible.
San Mateo	Surprised clean air was a higher priority than housing. Happy, but surprised!

## San Mateo County Workshop — April 27, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(A.) Thoughts and comments about **place types** in area closest to where you live or work and

MEETING	COMMENT
SM	The plan designates almost entirely "mixed use development" for the entire El Camino corridor. We need more diversity not all the same. More areas with individual character. We need 6-8 "City Centers" and also some rural "Town Centers." A mix of something for everyone — NOT the "same" for everyone.
SM	City Center - love it! Promotes/builds for community. Increased use of local business. Mixed Use Corridor — Boring, terrible for pedestrians.
SM	Need more diversity of place types. Like to see more City Center. Need employment near housing. Alternative transportation.
SM	Appears that little thought has been given to development other than on the traditional transit corridor. Thought must be given to development based on employment opportunities.
SM	City Center
SM	Based on examples of current growth in those areas, higher density projects need to be dealt with differently. Too little of real life taken into consideration. In high rise condo style areas: no place for families, not enough parking, leading to no business wanting to move in.
SM	It appears that some cities will NOT be growing: Pacifica, Half Moon Bay, Woodside, Portola Valley, Atherton, Foster City, Hillsborough. It seems inequitable that these cities will be exempt from having to deal with the challenges of accommodating additional growth.
SM	I live in #31 which is projected to be mixed use corridor; however it is labeled moderate-density and it is currently high-density in many areas of #31, so moderate-density would be an improvement.
SM	Mixed-use located closest to existing transit (Caltrain, BART, Samtrans) & major freeways (380, 280, 101)
SM	Live near SR 92 and Delaware. Should be more jobs planned to guide area planning.
SM	Live — Suburban neighborhood
SM	Unclear where employment centers are located and would make a difference to me.
SM	Transit Town Center (where I live). How are we going to grow population and the need for public transit while we are currently cutting the service of Caltrain and bus? Population growth must be planned, anticipated and public transit solutions have to be built in the mean time.
SM	My neighborhood (Sunnybrae) is very concerned about implementation of transit-oriented development and its impact on lives.
SM	San Mateo — downtown — supportive of city center concept. El Camino Real — supportive of it being more of a mixed-use corridor. Glad some affordable housing being built along El Camino (e.g. at Hillsdale).
SM	SAMTRANS needs to offer transfers for short E-W connections to El Camino. It's too far to walk but don't want to pay for 2nd bus, so drive.
SM	Suburban, I would like it to be more akin to suburban center.
SM	Belmont would work as a Transit Town Center with connection across the corridors. As presently identified for a mixed use corridor it will lose identity. The city is mostly housing, it needs a job mix to reduce travel, greenhouse gases. Land use change is necessary.
SM	Areas in mixed use corridor that are near train stations should be indicated as such — as potential TOD "nodes."
SM	Space type = mixed use corridor. Seems convenient to many amenities. Concerned somewhat about crowding, lack of privacy, noise, lack of yard space. Transportation needs to be coordinated and connected.
SM	Mixed-use corridor — wider sidewalks, tree lined streets, lower speed limits. Know high rise buildings (3 stories).
SM	More pedestrian (and safer) bike access across 101 and El Camino. A regional cultural center, maybe as an upgrade or incorporated into Expo Center.
SM	Be sure to have open spaces. Lots of greenery.
SM	Good idea. Projects within PDAs should compliment each other, emphasize linkages. Strive for "Complete Neighborhood." Need green space. Areas for community gathering. Walkability important.
SM	San Carlos = mixed use corridor. I support this use. Building densities up to 50-60 units/acre are okay. Heights up to a 4-story is okay. Development needs to be "complete" neighbor, not just "transit adjacent." Neighborhoods should include retail/services/city parks/housing/offices all in one area accessible by walking, biking and transit — less dependence on automobiles. Majority of new housing should be "affordable."

## San Mateo County Workshop — April 27, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(A.) Thoughts and comments about **place types** in area closest to where you live or work and

MEETING	COMMENT
SM	Foster City (Millbrae) I work in. Transit neighborhoods most appropriate but it blends into urban neighborhood easily. City has a #6 designation which I don't think is a good job. Millbrae has a multi-modal station which can support a stronger mix of commercial, higher density residential — crease a critical mass and level of synergy.
SM	San Mateo city — mixed use is a good choice especially on El Camino corridor. More "City Centers" in cities without them (e.g. Belmont).
SM	East Palo Alto: On the map it's designated as a transit town center which I do agree with, but I'd also like to see mixed-use as part of the place type. They're in the midst of their own re-development plan and have voted the desire for mixed-use.
SM	I agree that El Camino Real should be a mixed use corridor. I think that the Caltrain station area should include an urban neighborhood in it's redevelopment of the old racetrack.
SM	City Center
SM	Mixed-use transit corridor VERY appropriate with adjoining transit neighborhoods.
SM	Mixed-use corridor and Transit Town Center — call out improved walkability/bikeability. Mixed use corridor and Town Center — need public gathering places.
SM	Safer walking/biking infrastructure needed.
SM	Like to walk to downtown — rarely use my car on weekends.
SM	I live in Pacifica — and currently work in Pacifica, but plan on working in San Francisco again. Our biggest issues are lack of public transportation and need to plan for growth focusing on transit town centers or neighborhoods or mixed use corridors. We need clustered growth in several areas of Pacifica and are in the process of updating our General Plan and drafting a Climate Action Update.
SM	1. <u>Best feature Woodside</u> : Closeness to nature. Woodside allows horses, cows, chickens, goats, deer (too many!), bobcats, coyotes, rabbits, birds — plan for accents to NATURE. 2) <u>Roads Woodside</u> : are narrow, no bikes or pedestrians can dominate. Rural feeling could be saved if density is focused in town center. 3) <u>Redwood City</u> : Make it more pedestrian — slow traffic. It would be good to have CLEAR East-West connectors along which transit to reach out and land use can be upzoned.
SM	Suburban Center. Lacks proper transportation connections.
SM	I live in Pescadero, CA and would like to see a more rural mixed-use corridor.
SM	Adequate representation of current plan for city of Redwood City.
SM	City Center (downtown San Mateo) characteristics are great in that there are houses at all income levels, a good mix of restaurants, services entertainment and I can take the train or bike to work. Need to strengthen east-west connections across county to preserve/improve access from hillside single-family neighborhoods to the El Camino Corridor.
SM	Need clear definition of "in-fill." Mixed-use corridor for sure on veterans in Redwood City. No housing/retail development on bay lands or salt ponds (hard to see on the map if this was planned) on peninsula. Mixed-use corridor good along El Camino - but thoughtfulness about integration building height with local neighborhoods (i.e. evaluating loss of sunlight on existing neighborhoods off El Camino Real).
SM	I like the place types in the area where I work and live. Employment near transit I think is very important.
SM	The PDA closest looks reasonable for the area — close to the El Camino corridor in San Mateo.
SM	Mixed Use & City Center — these types are very appropriate for the area.
SM	Pacifica doesn't but YEAH
SM	North Fair Oaks designation as "Transit Neighborhood" is not close to what is or may be land use in the future. We are low-income, no transportation hub or transit opportunities. This scenario is not logical or feasible without totally tearing down existing neighborhoods and starting over.
SM	For San Carlos, mixed-use corridor seems right. Caltrain station stop. Bus service, but declining.
SM	Menlo Park — suggest high density, 10 stories plus, on El Camino. Don't need retail under housing. Suggest retail clusters.
SM	Many of the place types are too similar and/or overlap quite a bit — especially in the pictures. Also, I don't see an example of a mixed-high density residential area — one with a mix of townhomes, attached single family, and mid-to high single family. Very common — and may not necessarily have much transit.
SM	Downtown San Mateo RR Station — higher density (i.e. taller buildings) in DT retail area.

## San Mateo County Workshop — April 27, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(A.) Thoughts and comments about **place types** in area closest to where you live or work and

MEETING	COMMENT
SM	The examples do not represent the proper density. City center density should be available in transit corridors.
SM	San Bruno, where I live, is coded as a mixed use corridor. Caltrain was considering closing the station in the city. The train would be needed for the city if it were to be truly mixed-use. Same goes for South City (closing of station and listed as a growth opportunity area). Same goes for the proposed closure of Hayward Park station in San Mateo (where mixed use is proposed).
SM	Suburban, but with shuttle to offices. Concerned about Redwood City: salt works vs. G.P., supply of water, traffic constraints/capacity. High Speed Rail: takes up TOD space San Mateo: TOD to save open space, not expand right of way for High Speed Rail Transit: shuttles (public/private partnership)
SM	I live on coast — need smart growth, "in-fill" development. More public transportation.
SM	For San Carlos, yes on Suburban Center, Transit Town Center, Transit Neighborhood, Mixed Use Corridor
SM	City Centers provide excellent opportunity for density access to public transportation and reduction of every commuter
SM	Redwood City's new General Plan had broad community support and implements the Plan Bay Area vision. This is threatened by the Salt works Project proposal. Growth should <u>not</u> occur on salt ponds which are <u>open space</u> or fill in the Bay. It's also threatened by <u>current</u> HSR plan for elevated track or expanded right-of-way.

## San Mateo County Workshop — April 27, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(B.) What resources do you think would be needed to support growth and high-quality development in your community?

MEETING	COMMENT
SM	Improve access & efficiency of public transportation in San Mateo County. Check the metro in DC area. How efficient it is and user friendly.
SM	Education + public will + funding. Many areas in San Mateo County are transit-isolated. Many unincorporated areas do not have sidewalks, which discourages pedestrian activity. Bus/train affordable passes.
SM	Increase funding for better use of transportation. Expand commuter rail services. Bike/Pedestrian resources. Offer financial incentives. Employment. Safe routes to school.
SM	Parking, grocery stores, fire and police services, transit.
SM	Parking resources, transportation resources (e.g. to get seniors just a few blocks to mixed use area), planning from high-to moderate-density.
SM	More access to cross-town shuttles for residents in hill areas for commercial and medical services. Public transit more friendly to disabled & mothers with small children. Consideration of public services (post office, library, city hall) availability.
SM	An adequate transit <u>network</u> is needed.
SM	Enhanced transit opportunity/services. It is counterintuitive to have more TODs with less or reduced services.
SM	Focus in on creating complete neighborhoods intentionally, not just density. I think most would be sold on the idea of complete neighborhoods with homes, shops, services in a walkable/bikeable distance.
SM	<u>Connected</u> transportation links (like Caltrain, more light rail) is very important.
SM	Public transit (electrified Caltrain? BART extension around the bay?). The bay area is structured so that you as a professional is likely to have meetings/professional activities between San Francisco and San Jose almost on a daily basis. A network of transportation solutions is needed, especially an efficient light rail system around the Bay.
SM	Transit needs to be seamless so that it doesn't require thought or a high degree of pre-planning to use. Transit needs to run 24/7, clean (spotless) and safe!
SM	Better transit at local end — more frequent trains and busses. Instead we are cutting.
SM	Strategic Planning, Community Commitment, Resources/\$\$ Incentives.
SM	More support for public transit so that TOD can actually work and not simply denser development that requires people to use cars only.
SM	Better transit. Improved bike and walking paths.
SM	Thoughtful economic development strategy to revitalize El Camino Real.
SM	We will need schools, recreation space sufficient to address community needs. We need approval to use large infill sites such as are found in the industrial salt works to create complete communities which can connect with the transportation corridor of the El Camino Real and Caltrain.
SM	Transit, especially buses. Great schools, better neighborhoods. Jobs sustainable within a walking footprint. Creek corridor restored. Community gardens. Bikes and elder tricycles. Economic development strategy with gas at \$20/gallon by 2050 local economies.
SM	Incentives to cities to approve TOD housing. Financial disincentives for surface parking.
SM	Better coordination of transit systems.
SM	Save tax increment financing! Retain RDAs, but reform. Monetary incentives for good growth. Emphasize precise plans.
SM	Form-based planning codes. Economic incentives for developers. Specific plan/precise plans.
SM	Better integration of uses with the Millbrae station — commercial, residential, office. The station can be leveraged better. City needs more support and assistance for planning around the station.
SM	Schools (K-12), childcare access for working families (preschool - before/after schools care), green space/parks/community gardens.
SM	Infrastructure, sidewalks = wider, traffic calming devices (crosswalks, speed humps/bumps)
SM	We need more walkable/bikeable neighborhoods and El Camino Real requires a SIGNIFICANT investment in the infrastructure. Should include safe routes to transit and schools.
SM	High quality schools — p - college. Safe neighborhoods — bike paths, good lighting. Clean neighborhoods — dumping issues. Maintain open spaces — wild and planned. Provide excellent public transportation. Incentivize employers to provide shuttle service from Caltrain.

## San Mateo County Workshop — April 27, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(B.) What resources do you think would be needed to support growth and high-quality development in your community?

MEETING	COMMENT
SM	We <u>must</u> think about joint planning for housing and schools. Housing won't work for families if the schools and day care aren't there — parks also. These are what makes higher density housing livable.
SM	More transit, east-west connectivity, walking & biking.
SM	As discussed, Pacifica needs more public transportation focused on Highway One and other transportation corridors. Mainly links to BART. Pacifica needs regional government subsidies/ assistance to invest in high-quality growth.
SM	It would be good to have CLEAR East-West connectors along which transit to reach out and land use can be upzoned. Transit connection on Woodside Rd (84) over to the ocean would allow public in high-density transit in downtown RWC and access to open space on the ocean. Allow schools to be built along transit with housing above. Allow rooftops to be used for recreation assembly (fire codes currently prevent aggregates of people using rooftops).
SM	Transportation funding for VMT & GHG reducing projects.
SM	More support from the outside world! Having more county input for the Pescadero Area!
SM	Some private sector risk-taking to develop housing to support retail growth/success. Jobs/income security for folks to be able to buy, rent, upgrade. Market toward young professionals, young families, empty-nesters.
SM	Policy guidance to encourage unbundling parking, eliminating minimums that don't make sense, and charging for parking to support other programs. Affordable housing supports/help with land acquisition, financing, etc. Intensive assistance from MTC/ABAG/BAAQMD to make sure infill is not prevented by CEQA air quality thresholds. Model policies and best practices.
SM	<u>Enough water!</u> Clean water and air, farmers markets, access to local, organic, affordable produce/food, walkable, access to affordable public transit, local parks.
SM	I live in rural suburban area. I think we really need transit feeders to the main trunk lines where transit is frequent. ECR & Caltrain. I am lucky that I can walk from a station to work but where employment centers are not as close there needs to be transit to the trunk as well.
SM	For my neighborhood (between El Camino & 101 in San Mateo close to Burlingame), we need more people and homes, so there are enough customers to keep our shopping center and businesses lively.
SM	Education for the public on creative envisioning. People are fearful of losing parking, as well as learning to travel without their cars.
SM	Better transit from coast to transit.
SM	Resources: 1) Infrastructure (water, sewer, drainage for <u>flood control</u> , water quality). 2) Money for appropriate neighborhood development, including parks & open space, child care services, health care services.
SM	More convenient links to different types of transportation. High 24/7 security for transit, meals, schools. Recognize that we are part of <u>global</u> world.
SM	Political courage.
SM	Changes in regulations — allowing lower parking requirements for high density residential and/or mixed use.
SM	More education on how high density reduces CO2, traffic, increases business.
SM	Higher density regulations.
SM	A sustainable funding stream for Caltrain. Possibly loans for businesses to be able to purchase/lease empty space in city, especially the down-town area.
SM	Station area planning to ensure TOD-compatible stations.
SM	Rail, grade separated with lowest possible impact on surrounding land use.
SM	Provide dedicated sources of funding for public transportation. Create public-private-partnerships and related policies.
SM	Transportation dollars.

## San Mateo County Workshop — April 27, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 2: Transportation Investment Strategies

Comments about top transportation investment strategies

MEETING	COMMENT
SM	The San Mateo County has very poor East/West transit connections to Caltrain and Samtrans. 50% of residential areas have <u>no way</u> to take public transit to the train or shopping areas along El Camino; we <u>have</u> to drive. Samtrans needs smaller vans to serve the suburbs.
SM	School buses would eliminate 50% of our 8 am and 3 pm traffic; parents would gladly pay not to have to drive our kids both ways daily. Safe routes to school would help too.
SM	STOP subsidizing roads and put the funding into public transit. Allocate public transit funds based on carbon savings and per-mile cost.
SM	Each city/town should have a balance of jobs and housing. Penalize cities that create employment without creating housing to go with it. And penalize cities that develop housing where the residents will all have to commute away to jobs. Don't just require all cities to build more housing — require that each city provide it's own internal balance of jobs and housing.
SM	I would use Public Transportation if it were more efficient. It costs the same for me as driving and takes 2-3 times as long to commute.
SM	Need more bike trails along transit corridor and city streets. More electric car charging stations. Regional public transit tickets.
SM	Provide school busing!! We have too many parents driving around in the morning and afternoon dropping and picking up kids. Thanks.
SM	High-speed rail to San Jose — BART only (no peninsula). Make transit agencies coordinate with each other! Why aren't local bus shuttles used in a small region in cities to supplement the less than ideal public transit?
SM	Same as previous page. Funding to expand existing services for transit.
SM	We need to provide funding on both ends of the spectrum: 1) Funding for affordable mixed-use housing near transit; 2) Funding to preserve agriculture and open space.
SM	The transportation systems need to connect and be seamless. Lines need to work as well.
SM	Sidewalks improvement in all cities/neighborhoods. I live in Hillsborough 4 blocks from El Camino Real, but since my town have no sidewalks it's super risky to walk these 4 blocks. More tax on cars/parking/HOV use but these have to be invested in needed new public transit infrastructure.
SM	I'm not clear if/how BART could use Caltrain's tracks — is that an option?
SM	Locations where compact housing, schools, parks and goods transit access can be co-located are rare and valuable and should be fully exploited.
SM	A — presumes that some entity knows what these "most effective transit services," are. Full range of alternate energy options need to be incentivized and made available. Look at the whole picture — if train access is improved to work but no shuttle is available then the person is stymied. If children don't have childcare, before and after school care options that allow parent to stay at work, then road trips are increased. Plan childcare options to mitigate trips in vehicles.
SM	Debundle parking from units, charge separately so people realize the true cost of having a car.
SM	Grade separation of train tracks.
SM	Buy back of inefficient cars to assist low income to drive more efficient cars.
SM	Incentivize carpooling and ride share programs. Provide structure to organize and communicate options. Investigate public/private shuttle service options especially for coastal and suburban areas. Otherwise not adequately served. Make allowances for small businesses which require travel and/or delivery services, and also for lower income drivers. Penalize drivers of low mileage vehicles — meaning those drivers not requiring low mileage vehicles for work purposes.
SM	1. Create a SINGLE transit agency for whole Bay; 2. Area (e.g. BART circles Bay); 3. Predictable East-West connectors from rail (e.g. buses, zip cars); 4. Connection to local transportation — bikes, stands, shuttles. TRANSPORTATION INVESTMENT: Make pedestrians TOP PRIORITY and bikes second. This will make transportation policy totally different investment.
SM	Link transportation funding to land uses that can demonstrate VMT and GHG reduction.
SM	Pretty varied/ok balance
SM	Strategies that account for comprehensive improvement acts (health, equity, etc). Our investments and policies should be based on the information that is now available to us.

## San Mateo County Workshop — April 27, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 2: Transportation Investment Strategies

Comments about top transportation investment strategies

MEETING	COMMENT
SM	A (increase funding for most effective transit service) should include making rail service along the peninsula affordable.
SM	Instead of growing residence near jobs, should also consider bringing jobs to suburban areas.
SM	I was happy to see "effective transit" got so much support.
SM	We need more short line rail routes on the peninsula.
SM	Disagree with need for security that wild cards promoted. Keep most of development along El Camino/ 101 corridors away from coast. Need better transit now!
SM	I believe that H (improve bike and ped facilities) is one of the most cost effective strategies in terms of reducing auto usage and improving safety.
SM	Need better East-West transportation. Smart buses direct to San Francisco. Electrify Caltrain.
SM	Transit needs to be supported by building in the transit corridors.
SM	It's important to have <u>green spaces, parks and open spaces</u> in our higher density suburban & urban centers, not just in the hills or in the salt flats in the Bay.
SM	Promote funding initiatives for expanded Caltrain service.

## San Mateo County Workshop — April 27, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 3: Policy Initiatives

Comments about top policy initiatives

MEETING	COMMENT
SM	School buses should be mandatory. Does not make sense having 200 cars in and out at the same time at every school. What can't school children use fixed route Samtrans buses to go to school? This was something new I learned.
SM	Improve cost benefits/incentives for public transportation. It can't be expensive to ride BART/Caltrain/buses
SM	Worried about equity-impact of #4 and #5 on low income workers in our county (and lots of self-employed folks who drive to sites for a living — landscapers, housecleaners, etc.)
SM	More incentives, connectivity and nexus between fees and programs.
SM	Collective effort. Increase the parking fee, but with the money we have to subsidize public transportation or make our cities more walkable.
SM	I voted for solutions that leave room for individual choice rather than imposing mandates. Pricing strategies do that. (But you should look out for unintended consequences).
SM	#1 — I don't know if you can require employers to allow employees to work at home, but it would help ease congestion. #2 — Slower speed limits would greatly help reduce fuel consumption (e.g. on 280) but we're all in such a hurry.
SM	Pricing strategies are like a regressive tax. It is elitist and economically discriminating.
SM	Priority should be on reducing VMT vs. air pollution (EVs, etc.)
SM	At some point need to re-visit utilizing Dumbarton Rail Project re: traffic on Dumbarton Bridge.
SM	I do not support imposing fees on people for driving when a system is not in place to allow travel by public transportation or other alternatives.
SM	Employees don't have incentives to push them to transit incentives
SM	Electric vehicles suck money out of infrastructure maintenance. No gas tax \$.
SM	Charging for parking for those who prefer to drive to work and use funds to pay for public transit passes.
SM	See So Francisco Land Use/Developer Fees (Nexus study) and ordinances that allowed for \$ millions of dollars for investment in build out of child care infrastructure. (Gene Mullin mayor when done).
SM	Social equity should've been a card.
SM	Policy should be implemented as options become available to consumers. Ex. charging for parking should not come before adequate transportation is available.
SM	Good additional ideas for subsidizing shuttles to employment sites.
SM	Incentivize/reward carpools & ride sharing programs both through employers and by investigating additional methods. Use solar panels over parking spaces to charge electric vehicles. Prioritize policy initiatives according to those that 1) reduce carbon emissions and 2) conserve resources.
SM	If we want to preserve the QUALITY & BEAUTY of the Bay Area we should concentrate growth into and along transportation corridor with nodes of the MOST URBAN type of development. MOST URBAN contrasts well with and preserves existing suburban development because it provides the opportunity for the EXCITEMENT & ACTIVITY that only a dense development can sustain, takes the least area, is GREENEST and least carbon footprint, provides places for youth to enjoy, place for seniors to live conveniently.
SM	Coordinate regional policy efforts that they do not conflict each other's goals. For example: 1) BAAQMD new guidelines, while hoping to result in better air quality, stall or kill infill affordable housing projects by requiring full CEQA review. 2) New BCDC Bay Plan may impede development of PDAs identified by SB 375.
SM	Ensure that pricing policies include exceptions/subsidies for low income.
SM	Free bikes? I think Electric Vehicles should only be linked with clean energy — solar, etc — not from coal.
SM	Try looking at County Polling results for various vehicle license fee studies. San Mateo polls showed very different priorities for transportation than poll at Plan Bay Area workshops.
SM	Incentives for cities to develop secondary transit routes north-south & east-west on the peninsula for people who have to drive but choose to do so off of the freeway (more slowly). When there was a gas shortage, people could only fill up on certain days according to their license plates. Is there a way to reward people or employees who do not use their cars on "x" days a month? i.e. voluntary designation days.
SM	Please look at wild cards!
SM	This seminar was good for input on transit-oriented development. However, this is a <u>limiting</u> scenario in that all options and solutions are defined within a "transportation" baseline structure. There are many other, equally as important, factors (affordability, social justice, environment).

**San Mateo County Workshop — April 27, 2011**

**Plan Bay Area Participant Comment Sheet**

*Step 3: Policy Initiatives*

Comments about top policy initiatives

**MEETING COMMENT**

SM	#6 (Economic Development) should improve jobs/housing balance and reduce long-distance commuting.
SM	Reduce height limit in transit corridor
SM	Transportation options need to keep in mind the current older population and the increase in the older population in the future that will no longer be able to drive or choose not to drive.
SM	Transit is the backbone of non-auto transport system and needs higher priority to biking, which is important as well.
SM	Jawbone employers rather than regulate them (#1 - New Requirements for Employers). Congestion pricing too. Make sure revenue from #4 (Pricing Parking) and #5 (Other Pricing Strategies) goes to better public transit. Create some variable tolls on San Mateo bridge as Bay Bridge. Subsidize solar panels on homes to encourage people to buy electric vehicles.
SM	Promote funding initiatives for expanding Caltrain service.

## San Mateo County Workshop — April 27, 2011

### Plan Bay Area Participant Comment Sheet

#### WILD CARDS

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

MEETING	WILD CARD — Investment Strategies	WILD CARD — Policy Initiatives
SM	1) Use pavement to take road space from cars and give it to buses, bikes and boards.	1) POMM — Program on Management Mobility like sharing.
SM	2) Restore creek corridors for urban agriculture and reduce food miles and create sustainable jobs.	2) Unbundle the cost of driving and parking and benefit districts individually
SM		3) Raising gas prices
SM	1) www.suntrain.com 2) zip car	1) Create incentives to match residence location with job location.
SM		2) Add electricity production (by solar to shade parking areas) to #3 — Electric Vehicles.
SM	24/7 High Level Security	1) Incentives to control the profit incentive so that it's supports sustainability.
SM		2) Increase incentives to use mass transit and decrease the attractiveness of solo driving.
SM	Don't forget about families with children. Change buses to light rail — I would take light rail with a young child, but I won't take a bus.	Higher taxes for low fuel efficiency vehicles.
SM	Expand emphasis on employment related development.	
SM	Have lower parking requirements for mixed use & higher density development	
SM	Have more efficient and user friendly public transportation that meets the needs of San Mateo County.	Gas mileage gauge mandatory in all cars to show lower speeds and improve gas mileage.
SM	Incent, locate, permit — childcare. Near transit; home; work.	Commercial developer fees — fund childcare infrastructure (see City of So. San Francisco [Mullin] for landuse policies and fee ordinance.)
SM	Incentives for cities that will focus on infill.	1) None of the alternatives "speak" to me as realistic or achievable. I don't have alternatives to offer.
SM		2) Implement the "London" plan — allow or dis-allow cars in city-centers on alternative days.
SM	Make transit agencies work together.	Make transit easier to use and adopt for those who are not yet using it. Create new ways to access information about taking public transport. 511 kiosks @ stations, better signage, volunteers to help people find their way around and support adoption by those who know that transit could strand them.
SM	More carpool lanes	1) Unbundle parking
SM		2) Higher taxes for low fuel efficiency vehicles
SM	Personal rapid transit.	High gasoline charge.
SM	Similar to I (offer more transportation funds to cities that build new housing), but with employment.	Interjurisdictional cooperation
SM	Stable, dedicated transit funding.	Give employers 3 choices: Fund Parking OR Subsidize Transit Pass OR Allow Telecommuting
SM	Workplace shuttles to Caltrain. Offer more charging stations for alternative fuel vehicles.	Providing sustainable funding sources for efficient and convenient public transit.
SM	SRTS - Safe Routes to Schools	1) Need more express transit from coast to transit hubs; 2) Build housing on top of suburban 1-3 story high commercial-industrial parks.
SM	"Bullet" Train to San Jose — regular train to San Francisco.	Schools must accompany development — ensure that there are sufficient schools to support the population

## San Mateo County Workshop — April 27, 2011

### Plan Bay Area Participant Comment Sheet

#### WILD CARDS

#### Step 2: Transportation Investment Strategies

#### Step 3: Policy Initiatives

MEETING	WILD CARD — Investment Strategies	WILD CARD — Policy Initiatives
SM	Stop high speed rail at San Jose & connect to BART.	All revenue from other pricing strategies should go to improve public transit; therefore create legislation to ensure this revenue.
SM	Extend BART down the peninsula. Replace Caltrain with BART.	Create and support infrastructure (especially on roof tops) solar energy that can be used to charge electric vehicles, etc. Require any new building with flat roofs have a certain percentage of solar panels on them.
SM	Force transit agencies to work together creating a seamless and simply solution that's fast and efficient.	Eco level along existing transit routes
SM	Capture the increased value from up-zoned real estate adjacent to commuter rail and intermodal nodes.	Extend transit to job areas and encourage density in such areas.
SM	Build into the gasoline tax fees that pay for insurance coverage for drivers and improvements to transportation structure.	Gas tax
SM	Street cars	Gas tax!
SM	Offer financial incentives. Offer more transportation funds to cities that build new housing & development. (e.g. improve jobs/housing balance)	In transit corridors designed for mixed-use, require developers to include housing above commercial or pay <u>large fees</u> .
SM	Invest in safe routes to school.	Incentives for employer transit programs or rider vanpools.
SM	Improve transit connectivity with trunk and local lines.	Incentives for employers to provide shuttle service from Caltrain to place of employment
SM	Schools are a center for community activity.	Incentives for TOD -- link transportation \$ to cities' approval of infill & TOD housing.
SM	Ferry Service.	Incentives to get out of cars
SM		Mandate system prohibiting SOVs on odd/even days, e.g. London city center type system of permits (forces people onto transit)
SM		More carrot (reward for employers) to promote "proper" behavior. Less sticks.
SM		New requirements for employers. Incentivize employers to pool transit \$ to
SM		Schools must accompany development — ensure that there are sufficient schools to support the population
SM		Unbundle parking from new developments/units so developers don't have the requirements and individuals are aware of the true cost of having a vehicle.
SM		Unbundled parking in residential developments so cost to park is separate from cost to rent or buy.
SM		Use the revenues from pricing to provide free or discounted transit passes along the same corridor/same area. Charge 101 commuters and use \$ to save Caltrain! Or charge for parking in San Mateo and use the \$ for a downtown shuttle.
SM		Support car sharing.
SM		We need a mix of otherwise PG&E has a stronghold on the market w/ only electric car incentives. Solar vehicles, biodiesel - subsidize the purchase/lease of solar/biodiesel vehicles in the Bay Area.
SM		15 mph networked streets for neighborhood Electric Vehicles and Bicycle Boulevards.

**San Mateo County Workshop — April 27, 2011**

**Plan Bay Area Participant Comment Sheet**

*WILD CARDS*

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

<b>MEETING</b>	<b>WILD CARD — Investment Strategies</b>	<b>WILD CARD — Policy Initiatives</b>
SM		Subsidize car maintenance.
SM		Limit State and Federal funding to transportation systems (esp fixed rail) that serve regional circulation (stop funding local road maintenance).
SM		Make employer-paid parking a taxable (income tax) benefit
SM		Require interjurisdictional cooperation/target for emissions reductions. E.g. Incentivize and reward cities/county areas that step up to the plate to take development.
SM		Economic Development but open to changing trends.
SM		Economic Development to promote housing in multiuse areas.
SM		Subsidize transit/shuttle connections to employment centers.

# San Mateo — Housing Leadership Council

## Plan Bay Area Community-Based Outreach

### Outreach area:

North Fair Oaks/East Palo Alto, California

### Outreach description:

Partnered with Peninsula Conflict Resolution Center to outreach via four meetings in San Mateo County on May 7 (Redwood City), May 11 (San Bruno), May 19 (South San Francisco), and May 21 (East Palo Alto), 2011

### Participants: 29

(Note: Not everyone voted in all segments of the outreach.)

### Priority Transportation Investment Strategies

Participants were given 21 options for investing future transportation funding and asked to select their top six priorities.

Rank	Strategy
1	Add more bike paths/bike lanes
2	More transit service to connect housing and jobs
3	Expand bus service and local bus service
4	Invest more transportation funds to support cities that build new housing near transit that is affordable for Bay Area residents with limited income
5	Offer financial incentives to cities that take on more growth and more multi-unit housing near transit
6	Expand commuter rail services (BART, Caltrain, etc.)

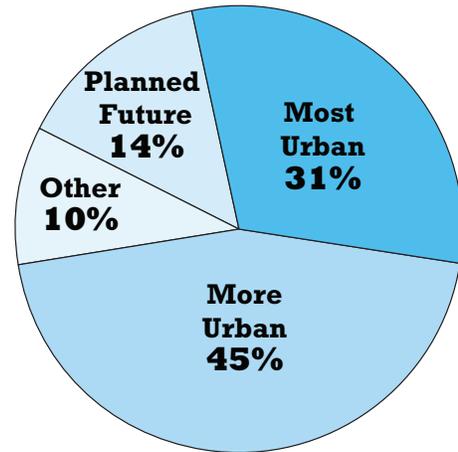
### Priority Policy Initiatives

Participants were given six options for new policies that could be adopted (at the local, regional, state or federal level) and asked to select their top three.

Rank	Initiative
1	New requirements for employers (e.g. allow employees to work from home one day per week; allow employees to pay for transit with pre-tax dollars, etc.)
2	Economic strategies (e.g., development strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)
3	Electric vehicles (e.g., subsidize the purchase/lease of electric vehicles and hybrids; increase availability of electric vehicle chargers)

### How will we grow?

Participants were asked to choose a preferred scenario for future growth, with "Planned Future" (labeled "current Plans") reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



### Comments

Participants who took the survey were asked what one thing in their neighborhood (and in the Bay Area) they would like to see changed, and what one thing they would most like to keep. Some participants also submitted general comments on a separate comment card. Below are the most common responses and comments in no particular order.

- Maintain diversity in community
- Ensure available affordable housing for current East Palo Alto residents
- Maintain open spaces and parks; create public transit options to get to open space
- Evaluate traffic patterns to assist in streamlining cross-town traffic and University Avenue traffic
- Decrease truck traffic on local roads
- Maintain and improve current public transportation systems
- Expand frequency and options for commuters on public transportation
- Create more job opportunities locally

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
HOUSING LEADERSHIP COUNCIL — NORTH FAIR OAKS/EAST PALO ALTO**

**Below are all comments received in response to the following question.**

**QUESTION 1**

***How should the Bay Area grow?***

**COMMENT**

Chose Most Urban area to keep urbanization and sprawl concentrated to a main thoroughfare. In EPA that would be University Avenue.

More Urban- take a step back. Less development. Keep family here in East Palo Alto.

To maintain open space and to keep housing, business and transportation within University Ave corridor.

Most Urban - only on the 5% P.D.A. Save the existing neighborhoods.

In between More and Most Urban.

In between More and Most Urban. Open space needs, not just SF/Oakland/SJ. Decent schools.

Without transit and sufficient open space, without good schools and changing the notion that everyone needs/wants a single-family home, going the "most urban" route is too one-dimensional. Look at this more comprehensively and then this option works.

Growth = Density?

Just for East Palo Alto, I choose More Urban, but take a step back. Less development. Keep the families here in East Palo Alto.

Most Urban - To maintain open space and to keep housing, business and transportation within University Avenue corridor.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
HOUSING LEADERSHIP COUNCIL — NORTH FAIR OAKS/EAST PALO ALTO**

**Below are all comments received in response to the following question.**

**QUESTION 2**

***What are your top transportation investment strategies?***

**COMMENT**

Most bus lines in EPA have been eliminated due to low ridership. Although city has created free shuttle bus, not available at all times. Suggest that counties/fed government offset losses of revenues that VTA, etc. is experiencing to keep lines running.

Do NOT expand roadways.

It's hard to choose only six boxes!

Policies that connect bicycling, busing and commuter rails. There are only a couple spaces for bikes on the bus, so could we make buses come/go more frequently?

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
HOUSING LEADERSHIP COUNCIL — NORTH FAIR OAKS/EAST PALO ALTO**

**Below are all comments received in response to the following question.**

**QUESTION 3**

***Which initiatives would you most support?***

**COMMENT**

Not enough incentives for employers; all businesses should encourage and give employees incentives to get out of their cars (i.e.- pay for not driving, taking transit or riding bikes).

I invented this one: Mode shift from driving to transit, biking, walking by improving transit service, infrastructure for biking and walking.

Better and positive and connected bike network and pedestrian network. It would offer options to driving.

Increase bicycle and pedestrian infrastructure.

No to electric vehicles. Producing electricity = produces GHG.

People drive what speed they want to drive with little regard to speed limits. Habits are hard to change.

You should explain how this strategy (economic development strategies to protect existing jobs) reduces emissions - correlation is not clear.

Push for local carbon tax with equitable rebates to low-income persons.

It'd be great if there were consequences of each choice listed. I feel like I'd be able to make a more informed decision.

I do not support subsidizing/leasing electric vehicles from government (believe this person supports purchase/ownership of electric vehicles only).

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
HOUSING LEADERSHIP COUNCIL — NORTH FAIR OAKS/EAST PALO ALTO**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4a**

***What is the one thing in your neighborhood or community that you would most like to keep? What one thing in the Bay Area would you like to keep?***

**COMMENT**

Lots of trees, many parks. Nearby libraries. Transport systems that are convenient like BART and Caltrain - maintain good service.

Diversity - economic and ethnic. Views of green hills and Bay.

Equitable accessibility. Diversity and environmental justice.

Walkable downtowns. Tight-knit communities.

Transportation hubs. Diversity. Walkable downtown.

Diversity - economic as well as ethnic. Economic vitality that supports the full range of incomes.

Walkable downtowns.

I love my small neighborhood park and proximity to bus stops and the grocery store. Bay Area - diversity: economic and diversity.

Community feel.

I like the population density and I'd like to keep parks and open space.

Community feel. Better cross town traffic in East Palo Alto.

Keep people that are in East Palo Alto to stay here. We don't want people moving out. Do not have outsiders move in.

Open space, more single-family homes and enforcement of overcrowding. Bart! Buses! Bikes! Environmentalist groups!

Neighborhood - trees, etc. Bay Area - green space.

We would like to enable residents to remain despite the fact Facebook is moving to Willow Road campus and their employees will want to purchase homes in East Palo Alto, many of which have been foreclosed upon and purchased by speculators, thus underscoring the need for affordable rental housing.

I would love to keep the nature untouched and keep how (sic). I would like to keep BART and Caltrain in place for transportation.

Friendly neighbors; everyone knows everyone. Diversity in food, entertainment.

Affordable housing. Mountain open spaces in East Palo Alto and Bay Area.

Maintain the socioeconomic and ethnic diversity of the community (work class, multi-racial). Keep commuter rail, BART and bus services - but integrate them better.

Open spaces for people to enjoy and make \_\_\_\_\_ big urban areas "livable."

More senior housing.

Diversity.

Local schools, bay lands, affordable housing.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
HOUSING LEADERSHIP COUNCIL — NORTH FAIR OAKS/EAST PALO ALTO**

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to change ? What one thing in the Bay Area would you like to change ?***

**COMMENT**

More compact walkable and bikeable neighborhoods with mixed-use developments near transit. More neighborhoods with grocery stores within walking distance.

Transit ring (BART or whatever - SINGLE entity) around the Bay. Access to public open space on the Bay from every town. Diversity of housing types.

Traffic - amount of cars and speeding (both local and Bay Area).

Expand BART/rapid transit.

More transportation routes. More east-west routes. More connection between transportation hubs - airport accessible.

Price parking to reflect its true cost - downtowns and office parks. Integrated transit systems.

Complete the transit circuit around the Bay - be it BART or Caltrain. Why are there so many transit systems that don't "talk" to one another? Add car and bike share points on this transit system - take people on that "last mile."

It's not walkable because it's not safe due to too many cars. No pedestrian-scale lighting. Bay Area: more areas for people to gather and play, spend the day outside, etc.

Lack of efficient transportation.

I would like it if public transportation would improve. I would like to widen bicycle and pedestrian areas for their safety.

I would like more parks in North Fair Oaks. Improve and increase cyclists' connections. And create more housing for workers.

The plan needs to emphasize public transportation.

Spread traffic impact evenly inside San Mateo County.

1. Availability for low-income families. 2. Better roads and sidewalks; better lighting system. 3. Keep the "white" or Chinese or Japanese out because more of these people have the money to buy our home.

Better transit systems available from East Bay to Silicon Valley. More commuter buses, running all the time. Currently only one exists running through Willow Road. More concerted effort to educate communities about importance of reducing fuel emissions and how.

Neighborhood -more walkable shops. Bay Area - more affordable housing and broader expanses of mass transit (shuttles, etc.).

We need greatly increased affordable rental housing, not more condos, which 80%+ of current residents cannot afford. We also need more extensive public transit to anticipate the day that people will be forced to abandon cars as the cost of gas becomes unaffordable. We also need more jobs and development for the skill sets of current residents.

One thing in my neighborhood is the improvement of roads; on my street erosion from rain destroyed a chunk of the road. I would like the Bay Area to have less regulations on businesses so it may grow and provide jobs. I also suggest promotion of businesses \_\_\_\_\_ by minors as well.

In my neighborhood - more commerce close to my home (i.e., coffee shops, restaurants, clothing boutiques). Bay Area - more transit. I'd like to use the bus or train to get to work. But driving takes me 15 minutes and public transit would take 1-1/2 hours with multiple transfers.

I'd like to see the map the community developed come to fruition just the way they planned. Better grocery stores that serve everyone. More affordable housing/rental units. More job development for residents of East Palo Alto/Bay Area. Make it more bike/pedestrian friendly - ties into healthy communities and counties.

My community - Create a downtown with local businesses, more mix-use housing development 3-5 stories, pedestrian friendly and transit accessible. Bay Area - a single transit agency that links all the disparate agencies in the 9 counties together - create a more efficient system.

Economic growth with its benefits for development and community enrichment.

A better transportation plan.

Reducing traffic on University Avenue.

Community working in community. Better regional approach to all issues. More community events with diversity camaraderie.

Pedestrian and bike paths; we need more connectivity. Maintaining the parks and open space like bay land trails to encourage exercise and health.

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to **change** ? What one thing in the Bay Area would you like to **change** ?***

**COMMENT**

Reduce traffic down University Avenue. Regarding Bay Area - allow toll money go toward cities that are being impacted by the increased traffic count.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
HOUSING LEADERSHIP COUNCIL — NORTH FAIR OAKS/EAST PALO ALTO**

**Below are all general comments received.**

***General Comments***

**COMMENT**

Better outreach (gather minority input) (Input balance: Seniors, youth included. Incentive provided for movement - want drag along.

Where and when will residents be able to have input in how MTC and A/BAG spend their moneys and resources? Now that the Governor of California wants local communities/municipalities to pay for their own, how much MTC money will our community get? Communities/municipalities that are not planning for more housing due to a perception of a lowering of property values should be proven as a myth.

Education - Community Education to make everybody aware of what it does mean each improvement and why it is important the everybody knows and participates. By working with small groups, it's possible to sum people who are crucial at this discussions. This is a very short time to think about such big issues. I would like to have more time to think about it. Local jobs creation and the use of local resources. Very important to discover key people in the community who have the motivation and willingness to make things happen. You need to help these people.

The most effective strategy against developers who are burying the minority population of East Palo Alto, especially African Americans, is the greed of Wall Street that has most recently affected the global recession. These periodic economic meltdowns have been the most effective and barriers towards displacement of the poor and disenfranchised. That is a sad indictment of the empty rhetoric about preserving affordable housing from ABAG and MTC & high cost San Mateo County. East Palo Alto has been saved at least 3 - 4 times thanks to the economy. tanking over the past 20+ years.

I support preservation of private property, but for pulic, I support implementing smart growth. I support using plugs for electric vehicles, but I do not support subsidizing electric vehicles. Incentives to attract private business hunting ranches reserved in the Bay Area.

# San Mateo — Peninsula Conflict Resolution Center

## Plan Bay Area Community-Based Outreach

### Outreach area:

South San Francisco/San Bruno, California

### Outreach description:

Partnered with Housing Leadership Council to outreach via four meetings in San Mateo County on May 7 (Redwood City), May 11 (San Bruno), May 19 (South San Francisco), and May 21 (East Palo Alto), 2011

### Participants: 19

(Note: Not everyone voted in all segments of the outreach.)

### Priority Transportation Investment Strategies

Participants were given 21 options for investing future transportation funding and asked to select their top six priorities.

Rank	Strategy
1	More transit service to connect housing and jobs
2	Add more bike paths/bike lanes
3	Expand commuter rail services (BART, Caltrain, etc.)
4	Invest more transportation funds to support cities that build new housing near transit that is affordable for Bay Area residents with limited income
5	Increase funding to repair or purchase new buses, train cars, tracks, etc.
6	Increase funding to maintain local streets and roads

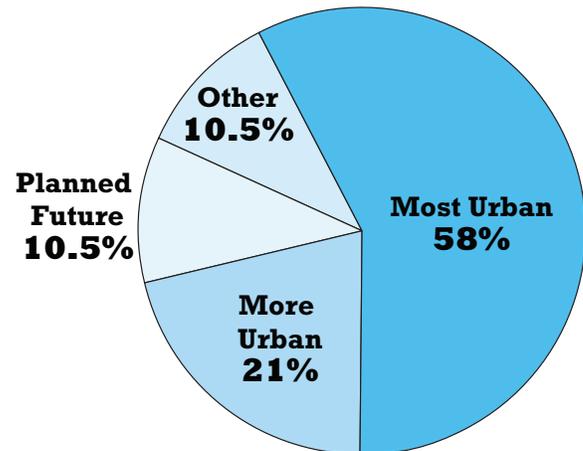
### Priority Policy Initiatives

Participants were given six options for new policies that could be adopted (at the local, regional, state or federal level) and asked to select their top three.

Rank	Initiative
1	Economic strategies (e.g., development strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)
2	New requirements for employers (e.g. allow employees to work from home one day per week; allow employees to pay for transit with pre-tax dollars, etc.)
3	Electric vehicles (e.g., subsidize the purchase/lease of electric vehicles and hybrids; increase availability of electric vehicle chargers)

### How will we grow?

Participants were asked to choose a preferred scenario for future growth, with "Planned Future" (labeled "current Plans") reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



### Comments

Participants who took the survey were asked what one thing in their neighborhood (and in the Bay Area) they would like to see changed, and what one thing they would most like to keep. Some participants also submitted general comments on a separate comment card. Below are the most common responses and comments in no particular order.

- Expand and improve current bicycle and pedestrian routes
- Improve the frequency and reliability of current transit system options in San Mateo County
- Maintain community's diversity
- Expand walkable downtown areas
- Maintain parks, green space, recreational areas
- Expand BART to San Jose
- Create a single transportation agency to serve needs of the entire Bay Area
- Increase public art and entertainment opportunities
- Eliminate bridge tolls for carpools
- Curb youth violence through additional programs and activities
- Ensure affordable housing remains for middle and low-income residents
- Decrease truck traffic on local roads

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
PENINSULA CONFLICT RESOLUTION CENTER — SAN BRUNO/SOUTH SAN FRANCISCO**

**Below are all comments received in response to the following question.**

**QUESTION 1**

***How should the Bay Area grow?***

**COMMENT**

More Bed & Breakfasts, lights, and beautification. (Chose between Current Plans and More Urban.)

More green space. More tourist friendly. (Chose between Current Plans and More Urban.)

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
PENINSULA CONFLICT RESOLUTION CENTER — SAN BRUNO/SOUTH SAN FRANCISCO**

**Below are all comments received in response to the following question.**

**QUESTION 2**

***What are your top transportation investment strategies?***

**COMMENT**

Greater transportation coordination; less transit agencies.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
PENINSULA CONFLICT RESOLUTION CENTER — SAN BRUNO/SOUTH SAN FRANCISCO**

**Below are all comments received in response to the following question.**

**QUESTION 3**

***Which initiatives would you most support?***

**COMMENT**

Congestion pricing.

Invest in a transportation system - public transit - provide a viable option for people to get around their communities without getting into their cars.

Merger and consolidation; public and private.

Merger and consolidation. Save \$. Public private partnerships. Public public partnerships. Greater coordination.

Mergers and consolidations.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
PENINSULA CONFLICT RESOLUTION CENTER — SAN BRUNO/SOUTH SAN FRANCISCO**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4a**

***What is the one thing in your neighborhood or community that you would most like to **keep** ?  
What one thing in the Bay Area would you like to **keep** ?***

**COMMENT**

Casual carpool (I live in East Bay) keep, and increase number of Spare the Air days.

Keep or maintain a mixed-use housing policy.

Green area/residential feel. Access to parks in my neighborhood.

Green spaces. Good public transit, adjacent to housing.

Maintain strong "community" feeling. Centennial Way (S. San Francisco) model for growth. Innovative thinking - the only way forward.

Diversity and neighborhood nodes. Parks.

Don't take away our parks or schools.

Don't take away our schools, and don't take away our parks.

Sense of community, walkability, new businesses, more jobs, new exciting businesses/restaurants.

The part where everybody says hello.

Our homes!

Modal transportation. Community feel.

The one thing in my neighborhood that I would most like to keep is how our community functions. We're a very developed community with many small businesses and "ma and pop" shops. One thing in the Bay Area I would like to keep is the diversity in people, arts and culture.

Night Owl buses - ways to travel during non-peak hours.

Frequent bus and train service. Frequent bicycle use.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
PENINSULA CONFLICT RESOLUTION CENTER — SAN BRUNO/SOUTH SAN FRANCISCO**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to **change**? What one thing in the Bay Area would you like to **change**?***

**COMMENT**

Connect transportation hubs to locations of employment.

Less truck traffic along local streets. Robust public transit system.

Expand rail (BART) service hours and expand routes to reach more Bay Area cities. Would like carpools to not have to pay fees on Bay Bridge - or at least carpools using hybrid vehicles.

An upgraded Caltrain station with pedestrian links to our downtown. The current car-dependent mindset.

Higher density housing near transit, as well as neighborhood nodes. Build a more robust transit system.

Rapid transit with shuttles to neighborhoods. Rapid transit throughout Bay Area.

In South San Francisco I would like that there would be more police presence toward youth, and I think that public lighting needs to be brighter. There should be more affordable housing.

I would it for youth to have more activities so that they keep busy on good things, and t hat parents and police are more attentive toward them because they've killed a lot of children and it's not fair. I hope that they stop killing youth in South San Francisco.

Need to be more specific about your meeting.

We need redevelopment that brings in new businesses: revitalizes an area. Improved lighting on El Camino Real.

More lighting along El Camino and San Mateo Avenue in San Bruno. Maybe a museum or some sort of an art wine tasting shop. More retail shops.

Reduction of crime and getting more residents involved with what's going on in the community. I'd like to see more of the officials that we voted for do more than just meet with one another. I'd like to see the community more unified and work together.

More transportation to the hills (E-W). More destinations. More walkability.

One thing I'd like to change in my neighborhood is deforestation. I've noticed that a lot of trees are being taken down to make room for more roads. One thing I'd like to change in the Bay Area is the train. I think it's too expensive.

In both my neighborhood and the greater Bay Area, I would like more public transportation lines so that I can get places without taking two and three lines.

Subsidized public transportation. Integration - economic and service. Better carpool incentives.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
PENINSULA CONFLICT RESOLUTION CENTER — SAN BRUNO/SOUTH SAN FRANCISCO**

**Below are all general comments received.**

***General Comments***

**COMMENT**

Better outreach (gather minority input) (Input balance: Seniors, youth included)

Incentive provided for movement want drag along.

Where and when will residents be able to have input in how MTC and A/BAG spend their moneys and resources? Now that the Governor of California wants local communities/municipalities to pay for their own. How much MTC money will our community get? Communities/municipalities that are not planning for more housing due to a perception of a lowering of property values should be proven as a myth.

Education - Community Education to make everybody aware of what it does mean each improvement and why it is important the everybody knows and participates. By working with small groups, it's possible to sum people who are crucial at this discussions. This is a very short time to think about such big issues. I would like to have time to think about it. Local jobs creation and the use of local resources. Very important to discover key people in the community who have the motivation and willingness to make things happen. You need to help these people.

The most effective strategy against developers who are burying the minority population of East Palo Alto, especially African Americans, is the greed of Wall Street that has most recently affected the global recession. These periodic economic meltdowns have been the most effective barriers. Cowards displacement of the poor and disenfranchised. That is a sad indictment of the empty rhetoric about preserving affordable housing from ABAG and MTC & HI Corp. - San Mateo County. East Palo Alto has been served at least 3 - 4 times thanks to the economy. thinking over the past 20+ years.



PUBLIC OUTREACH and PARTICIPATION PROGRAM  
Phase Two: Initial Vision Scenario (2011)

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

### **PUBLIC WORKSHOPS AND COMMUNITY OUTREACH BY COUNTY**

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Santa Clara County

# Santa Clara County

Date: April 21, 2011

**Location/Venue:**

Microsoft Corporation  
1065 La Avenida Street, Mountain View

**Attendance:** 115

(Note: not all who attended participated in voting during all workshop segments)

**Priorities Results**

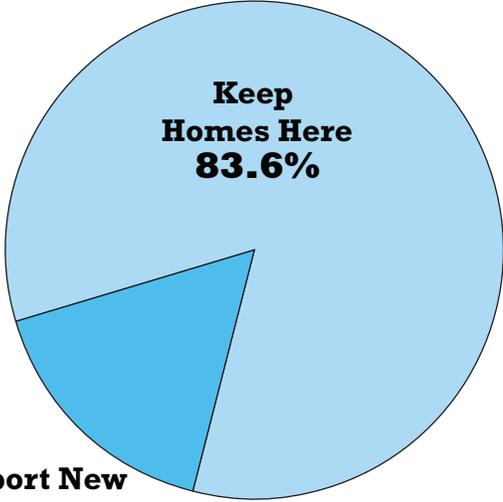
Looking to the future, participants were asked to rank their priorities:

Rank	Priority
1	Clean Air
2	Lower Carbon Emissions
3	Less Driving Overall
4	Conserve Open Space
5	More Affordable Homes
6	Convenient Access to Jobs
7	Daily Needs Close to Home
8	Conserve Water
9	Safer Access to Schools
10	Less Local Traffic
11	Lower Costs and Taxes
12	Keep my Town as it is Today
13	Easy and Low Cost Parking
14	Large Homes with Big Yards



**Where do we build?**

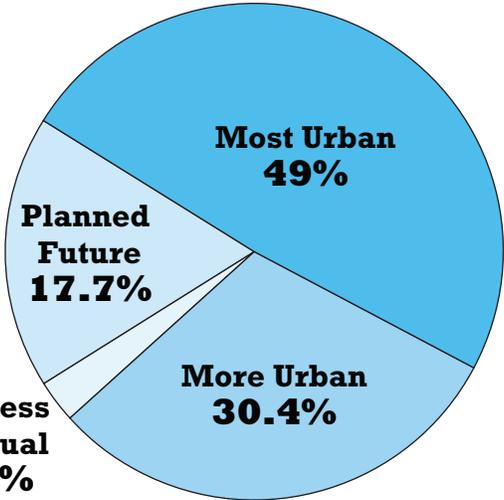
Participants were asked where to locate new homes to accommodate new growth — export new homes outside the region or build homes here?



**Export New Homes**  
**16.4%**

**How will we grow?**

Participants were asked to choose a preferred scenario for future growth, with "Business as Usual" carrying forward past development patterns, "Planned Future" reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



**Business as Usual**  
**2.9%**

## Santa Clara County (continued)

### Priority Transportation Investment Strategies

Participants were given 11 options for investing future transportation funding and asked to select their top four priorities. One option was a "wild card" to allow for priorities not already listed.

Rank	Strategy
1	Offer more transportation funds to cities that build new housing, and affordable housing, near transit in walkable neighborhoods w/ a range of amenities
2	Increase funding for most effective transit services
3	Improve bicycle and pedestrian routes
4	Wild Cards (for ideas not already proposed)
5	Expand express bus and local bus services
6	Expand commuter rail services*
6	Offer financial incentives to cities that preserve agricultural lands and open space*
8	Increase funding to repair or purchase new buses, train cars, tracks, etc.
9	Increase funding to fix potholes on freeways and local roads
10	Make freeways more efficient through ramp meters and other technologies
11	Widen freeways and local roadways

\* tie vote

### Transportation Investment Strategies "Wild Cards" (summary of comments)

- Provide more paratransit alternatives
- Fund alternative fuel transit fleets
- Fund podcar development and deployment, personal transportation
- Funding to address equity issues associated with development
- Subsidize affordable housing near transit
- Fund transportation demand management strategies
- Fund community centers, libraries, public spaces
- Fund program to reward developers who bring new infrastructure to implement public investments
- Incentivize communities that restrict parking in employment centers
- Offer transportation funds to cities that provide for increased employment near transit
- Safe areas for work, school and transit
- Build an efficient network of the most inexpensive transit (shuttles, bus, etc.)
- Financial incentives for community services in downtowns

### Priority Policy Initiatives

Participants were given 7 options for new policies that could be adopted (at the local, regional, state or federal level) to reduce greenhouse gas emissions. One option was a "wild card" to allow for priorities not already listed.

Rank	Initiative
1	Pricing parking (e.g., charge for parking at work sites, charge higher rates during busy periods to free up more spaces and reduce vehicle idling)
2	New requirements for employers (e.g. allow employees to work from home one day per week, allow employees to pay for transit with pre-tax dollars, etc.)
3	Other pricing strategies (e.g., charge tolls on new express lanes, or charge a new fee based on annual miles driven)
4	Electric vehicles (e.g., subsidize the purchase/ lease of electric vehicles and hybrids, increase availability of electric vehicle chargers)
5	Wild Cards (for ideas not already proposed)
6	Economic development (e.g., strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)
7	Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions)

### Policy Initiatives "Wild Cards" (summary of comments)

- Unbundle parking
- Regional tax sharing
- Consolidate transit agencies
- Financial incentives for carless residents/giveaway quality bikes
- Reduce minimum parking requirements on new development
- Incentives for employers, not requirements, to get workers out of cars and operate more sustainably
- Address equity issues associated with high-density development
- Promote employer car-loan programs
- Gas tax/carbon (with rebate for low-income residents)
- Increase average mpg-low carbon fuel strategies, not just electric cars
- Development fees in suburbs to fund better transit and affordable housing
- Promote "Complete Communities"
- Ease up on heavy-handed regulation; we've made progress over the years

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q1: Where do we build? Keep New Homes Here or Export New Homes.

List reasons why you voted the way you did.

MEETING	COMMENT
S Clara	Infill areas in suburbs. Build what? Residential, commercial, industrial, etc. Will assume residential
S Clara	We need to grow smarter. Realize that each location is different. Not only in urban centers, but locations that can accommodate the growth (both housing and jobs.)
S Clara	Keeping homes here reduces commuting- cleaner air.
S Clara	Save open spaces and keep development from sprawling further.
S Clara	We need to build mostly in areas we've already built.
S Clara	Keep development here, it is the only responsible way to grow.
S Clara	Need to lower carbon footprint.
S Clara	Driving is inefficient. Driving is dangerous. Driving destroyed community.
S Clara	Build here. Build near jobs and transit. Lower carbon footprint.
S Clara	Need for more urban setting for equitable distribution of housing. Preference for more walkable community. Need to move away from cars. Smaller units of housing needed for underserved and working families.
S Clara	Trying to accommodate all housing in Bay Area may degrade existing neighborhoods/quality of life. More moderate approach needed.
S Clara	Concerned about air quality and carbon emissions. Build in any abandoned lots, under utilized areas, but maintain green areas.
S Clara	I don't want to drive. I prefer proximity over parking spaces and road capacity. I want cleaner air and lower housing/transportation costs.
S Clara	Increased density is more efficient. Greater density may yield lower cost housing.
S Clara	I live between two locations one is convenient to the job, the other is convenient to everything outside of it (aka daily needs/wants.)
S Clara	Keep here! If you're going to build new homes utilize the structures that already exist here. If we can improve current housing here, that should be utilized.
S Clara	Keep homes here. Community is no fun if it's annoying and traffic is annoying.
S Clara	Reduce carbon emissions by keeping homes close to jobs.
S Clara	I think growth outside the Bay Area is good for expanding business. There are enough people here already. Less traffic. Clean air.
S Clara	Too simplistic. Realistically, you need a combination of both.
S Clara	Current communities already built up. Preserve open space in existing communities. Maintain property values.
S Clara	No building in green fields. No long commutes.
S Clara	Keep homes here. Prevent sprawl, less demand for new infrastructure, keep open spaces, makes cities/downtowns more lively and interesting.
S Clara	I want communities that meet the demand for walkable urban places where people don't need a car if they don't want them.
S Clara	Exporting homes will only increase traffic and air pollution - heavy human toll with long commute.
S Clara	I voted for keeping homes here because I feel people would want to live close to their jobs for a shorter commute. It would make it easier for people to use public transportation to get to work instead of having a long commute using transportation from far away. The carbon footprint would be reduced if people lived and worked in Santa Clara County.
S Clara	Build homes here
S Clara	Need housing diversity for vibrant economy. Concerned about job creation. Competing in global market.
S Clara	Put homes near school capacity. Concentrated jobs near existing jobs density.
S Clara	Will increase supply and reduce prices. Long commutes (absent \$ transit) have bad environmental consequences.
S Clara	I live in a small town. I like being close to environment, in already built areas.
S Clara	Depends on whether superior effective transit is developed.

SClora	Voted for export but should be planned "villages." Not a central and exurbs model. Local facilities to reduce driving, improve air quality.. Greenbelt's between "villages" for open space.
SClora	Export. Circular reasoning: massive immigration to fill jobs, more jobs for immigrants. False assumptions - separation of housing and jobs. Overcrowded environment decreases quality of life and sense of community.
SClora	Reduce commute time. Allow for housing but also need to allow for urban nature-gardens.
SClora	I voted to build in existing areas to conserve open space. Keep driving to employment, shopping, schools.
SClora	I treasure open space and nature. More urban development is efficient on state budget and natural resources. More densely situated population will balance the greater isolation and separation people experience with technology.
SClora	Western central valley. We shouldn't be doing any more development in ecologically productive or sensitive areas. Use the wastelands.
SClora	Keep homes here. The other choice means more long distance commutes and more difficult for people to use transit or bicycle or walk.
SClora	Here- infill (2)
SClora	People should be able to do what they need to do without hurting the environment. Build close to jobs and housing public transit.
SClora	Keep homes here. UGB's in 9 county Bay Area. Push homes to central valley, increases trans GHG production. Obvious reasons.
SClora	Fits along with urban chose. Keep local economy intact. Provide affordable housing and means for low income. Keep growth out of open space.
SClora	Keep homes in area. Most economical and time and resources.
SClora	Keep homes here. I want to live in a world where no one has to commute a long distance because of housing availability or affordability.
SClora	In current counties: somewhat denser better for air quality, etc.
SClora	Opportunity for urban fill and reuse of current urban space. Leaves more open space. Keeps economic growth and potential focused on Bay Area cities.
SClora	Right here, Avoid sprawl, less driving, support transit hubs, preserves open space, habitats.
SClora	Land and home costs are high in the Bay Area. Affordable homes can only be built farther out. Estimates of future growth are unreal basing need for jobs and housing on estimates are unrealistic. Instead of thinking 20th century, way to reduce commuting is with high-speed broadband so people can work at home. Electric cars will not cut emissions, CO2.
SClora	Grew up in highly urban area with transit- lots of local parks, great place! Transit and high density are symbiotic - neither works without the other.
SClora	Place for my family near me. The impacts are nominal if done right. Footprint needs to be smaller if we will address climate change.
SClora	Keep homes here. Avoid sprawl. Avoid commute traffic increase.
SClora	Stay close to home Minimize travel/GHG emissions. Keep opens space green.
SClora	Sustainability, cost.
SClora	Preserve open space, lessen commutes, enhance transit viability and walking/biking.
SClora	99% Keep homes here. Urban sprawl creates too many problems.
SClora	Housing near urban/business centers is important. Meets needs of singles mostly. Still need to accommodate a lesser degree suburban living.
SClora	To accommodate increased population while preserving green space. For walkable communities. Because I'm from NYC and that's the way we roll.
SClora	I was largely undecided. I changed my vote after learning the impacts of each "choice."
SClora	Keep homes here. Important to preserve open space, keep commutes shorter. Building near Bay requires less cooling/energy than building in central valley.
SClora	Land use issues- want open space.
SClora	Why not do both? Incentives for "new jobs" to be on the outside too. Invest in transportation. How did you come up with the indicators?
SClora	Keep homes here. I dislike sprawl. People should continue to be able to be close to their jobs and needs.
SClora	Lower emissions = climate protection. Clean air= improved health and climate protection. Less driving= cleaner air, better health and climate protection. Public health/climate protection.

SClara	Save gas since jobs are here. Families spend more time together, more open space, more public transit.
SClara	Keep homes here. We need to preserve farmland. We need to reduce vehicle miles traveled. Less VMT creates less air pollution and less CO2. Infill will preserve family life, people live closer to jobs and aren't spending family time in a car.
SClara	Need to get people out of cars. Important to preserve open space, habitat, agricultural land.
SClara	Sprawl limits choices overall. Growth outside urban footprint hard to make sustainable. Walkable cities need support.

**Plan Bay Area Public Workshops (April-May 2011)**

**You Choose comment form**

Q2: How will we grow? [1]-Business As Usual. [2]-Planned Future. [3]-More Urban. [4]-Most Urban.

List reasons why you voted the way you did.

MEETING	COMMENT
SClara	We do grow around transit hubs and downtowns. Housing is determined by the market not any agency. Enhance current locations but keep neighborhood character.
SClara	More urban- good results without changing whole character/diversity of area.
SClara	Reinvest in areas in need of rejuvenation.
SClara	I think it's unrealistic to think we can build "most urban" so I voted for "more urban." Ideally, we could grow as "most urban" but I am doubtful it can/will happen. If there was more information on how "most urban" would look, perhaps I and others could have voted for it.
SClara	The more urban option will likely allow me more variety in the types of developments and neighborhoods that will meet the diverse needs and preference of Bay Area residents.
SClara	Current "spread" is too "spread out." Proximity to service, social/interchange very relevant to fulfilling life.
SClara	I like more services, culture, community, jobs close by.
SClara	Most urban. Encourages community development if development has green spaces/ plaza where people can gather. Fewer cars- lower carbon footprint, save air, water, energy.
SClara	Value open space. Should not build out. Let future generation choose. Important to have jobs closer to homes to mitigate GHG.
SClara	Need a mix of housing and neighborhood options. Preferred a middle approach rather than one of the extremes.
SClara	Don't want super dense housing, but also don't want urban sprawl. Need a balance like to have housing separate from neighbors but with close access to jobs and amenities.
SClara	I don't want to drive. I prefer proximity over parking spaces and road capacity. I want cleaner air and lower housing/transportation costs.
SClara	Better than status quo, but incremental change.
SClara	Because those things would improve the quality of my life. Most suitable and healthy for the lifestyle I would like to have.
SClara	Most urban. Utilize what's already here. Minimize/simplify homes. Better access to needs. More public transportation/biking/walking.
SClara	Most urban. Less driving. Everything is nearby= more fun.
SClara	Concentrate development to ease mass transit, bicycling - for ease of access and reduced carbon emissions.
SClara	Better transportation. I think we need to have open space. I do not want to be overcrowded. Better public transportation. More jobs.
SClara	Realistically, you should do all four strategies depending on location.
SClara	Building so densely can create disparity between rich and poor. Most people aspire to own SF homes/ not live in dense cities.
SClara	Not all locations need to be most urbanized, although probably most should become more urbanized and walkable.
SClara	Most urban. Want more homes near transit to get to work/places. Want more walkable/bikeable communities. Keeps open spaces as result. Makes cities/downtown more lively and interesting.

S Clara	We need a balance of densities. Many people think high density is great as long as it is for someone else. High density needs to be attractive w/ lots of open space, room for gardens, etc.
S Clara	Most urban because I really value open space and use MROSD parks, county parks, and other parks in the area often. I think building into the hills and urban sprawl makes for really ugly views and I do not like seeing the hills and mountains destroyed.
S Clara	Lower dependence on fossil fuels, corporatist agendas. I like urban life, less "?" space. We don't need huge high energy homes and the lifestyle is unsustainable.
S Clara	Concerned about options for my family kids will be priced out of Bay Area. Need varied housing stock to encourage diversity.
S Clara	Planned future can maximize choice. Takes advantage of redevelopment opportunities.
S Clara	The increase in population coupled with finite resources will require restructuring our views of society and community relationships.
S Clara	Some planning, other areas poor planning. City will control 1st, regional planning 2nd. Based on auto, public transit secondary.
S Clara	If transit options remain the same, then densification will be required.
S Clara	Planned planning. Grow "organically" where jobs and infrastructure grow in balance, and geographically close to housing centers. Transit should follow a "hub and spoke" model not a "spaghetti highways" model.
S Clara	Business as usual.
S Clara	Planned. I think allows for planning of cy gardens and parks and green space. More urban means less green.
S Clara	More urban style development. To protect open and community space in each community to reduce traffic.
S Clara	Value nature and natural resources. Value fairness, efficiency with public money. Value children's access to safe good education. Value stable families and affordable housing.
S Clara	Any new growth must be highly urbanized and compact, with particular attention to energy and water efficiency, There should be an immediate moratorium on farmland development.
S Clara	More urban. Makes using transit and bicycling and walking easier and lowers pollution including carbon emissions.
S Clara	More urban/planned (C/D)
S Clara	Improve quality of life for everyone.
S Clara	More urban. Most urban does not allow any "standard" growth, still should be a minor sector of housing market.
S Clara	Makes most sense to accommodate growth if we keep folks here. Best way to accommodate affordable housing. Lower emissions. Walking neighborhoods.
S Clara	Planned future. Least expensive for "?" and public services.
S Clara	More urban. I think more urban is the densest politically feasible alternative.
S Clara	Planned future good balance between density and quality of life.
S Clara	Urban growth creates less traffic and more walkable communities. Taking into consideration the aging of the population and need to have services close to home.
S Clara	Most urban. Only way to support mass transit. More social interactions, less infrastructure, less wasted material.
S Clara	Dense urban development causes huge increases in public support cost- fire, police, schools, etc. Local governments will not be able to fund services. If people want high density urban development they can move to San Francisco and see how much public services are strained. Growth also is limited by availability of water which is under pressure and can be inadequate in 10 or 15 years.
S Clara	We have too few urban options available today. Diverse communities require diverse living situations. Higher density makes service options more available and economically feasible. Urbanization makes transit options possible.
S Clara	Most urban. Public transit may become more used. Reduce cost of city services to due sprawl. Help preserve open space.
S Clara	Elevate bicycle, ped., and transit modes. Promotes diversity. Easier to have services close to home/work. Reduce GHG emissions.
S Clara	43% Most Urban, 31% More Urban, 23% Planned Future. Concern about too high cost of housing for my adult children. Need affordable housing.
S Clara	All building need to be "?" Building should accommodate both families/individuals desiring urban and suburban living.

S Clara	To keep density away from the coast.
S Clara	Something sustainable for the future is important. I changed my vote for the interest of the room's priorities.
S Clara	More urban. Like the focus on existing areas, transit. Didn't choose most urban because I think we need to provide a range of housing options.
S Clara	Concerned about living in a very crowded environment. I want privacy.
S Clara	C and D. In outside and inside area do urban and super urban with improved transportation and jobs nearby.
S Clara	More urban. Population growth dictates a more urban way of life. Change takes times - most urban in a near future might be a more unrealistic goal.
S Clara	Concerned about air pollution, global warming and lack of alternative transportation options. Sprawl = air pollution, climate change, poor health due to physical inactivity.
S Clara	Lower cost, stronger community, better access to shops, schools. Better for seniors, an increasing percent of population.
S Clara	Most urban. Households are smaller than in the past, don't need so many large homes. Apts and condos suit many people's needs. Compact growth means we need fewer cars and makes neighborhood level stores and services and transit cost effective/viable. Compact growth can preserve urban open space it must do so in fact.
S Clara	Need to get people out of cars. It's critical for long-term sustainability of environment, economy and social equity. Makes "?" transportation possible.
S Clara	Moderate densities in most places. Selective density, more politically acceptable.

### Plan Bay Area Public Workshops (April-May 2011)

#### You Choose comment form

Q3: My Priorities

What priorities would you add for consideration?

MEETING	COMMENT
S Clara	Leading planning questions. I came for transportation issues - you loose trust. Increase roadway capacity? Infrastructure building? \$200 billion was used at the 2035 planning process.
S Clara	Consider alternative fuels and alternative vehicles to reduce GHG. Keep and maintain what we have, but look for other funds elsewhere to pursue the other things we want. Consider technology and TDM measures. Transportation \$ for transportation, incentive mixed-use development.
S Clara	Environmental justice considerations.
S Clara	Provide housing for younger and older residents.
S Clara	Appeal to high tech jobs and workers.
S Clara	Mix/diversity of population. Low-cost (free?) local transportation.
S Clara	Bike bridges over hwy 101. Bike bridges over El Camino. Ticketing motorists who don't use turn signals. Ticketing motorists who use cell phones.
S Clara	Focus on rapid transit and personal transit (Stanford project.) Encourage electric vehicles for local transit or community to jobs that are not easily accessible by public transportation. Make it easier to bike/walk/ public transportation to open spaces. Create "open spaces" near high density housing. Stop the Salt works and development/filling o Bay.
S Clara	A percentage of affordable housing for low and very low households. Housing mix for seniors. Close streets for walkable communities. Do not add any more highways, maintain what we have. Need more community gathering places like Redwood City's Plaza.
S Clara	Reduce traffic congestions. Fewer potholes/maintain pavement on roads.
S Clara	Get the electric car revolution going now! With renewable energy as the main power source. Can still provide a fair amount of driving but with minimal pollution and carbon emissions, though would be good to reduce driving somewhat.
S Clara	Protecting affordability for small businesses as development happens.
S Clara	Podcars (PRT) Research and development of computerized modes of transportation, such as podcars on a monorail grid that would replace surface transportation.
S Clara	Promote community feeling.
S Clara	Access to vibrant parks and lakes similar to the culture of Lake Merritt in Oakland.
S Clara	Developed public transportation. Job opportunities (more) in urban areas. Cheaper urban housing. Better bike laws, well lit walkways/bike paths. Sectioned-off bike lanes in all neighborhoods.
S Clara	Investment in sustainable local food. Cheaper transit (hard, I know.)

SCLara	Low food miles. (Grow food closer to those who eat it.)
SCLara	Jobs, traffic congestion, parking, stable rent, public assistance.
SCLara	Less intrusive government, positive incentives, lower costs and taxes, make transit user friendly, encourage telecommuting.
SCLara	Take money from freeways and use it on transit. Where's gas tax? Where's congestion pricing like London's? You choices are out of date!
SCLara	Connection to the community.
SCLara	Transit-convenient. Walkable, bikeable communities- safe and welcoming. Open spaces and parks. Protect ?
SCLara	Buses open spaces!! (Or otherwise easy access without having to drive to some of the more inaccessible ones.
SCLara	Find ways to listen to people who couldn't get off work to be here, and we will have difficulty framing the discussion.
SCLara	Cost to implement, impact on jobs, not everyone wants an attached home, how does it alter MTC funding for roads and maintenance.
SCLara	Focus jobs near transit centers for high job density. Focus housing where there is available excess or unused school capacity. Keep my town as it is, less local traffic, safer access to schools.
SCLara	Preserve vistas, do not subsidize underproductive ag lands, strong regional economy, cities fiscally strong (through regional tax sharing)
SCLara	Save open spaces and clean air/water. Planned growth/higher density. Happiness and planned growth. Low cost living, low/mod income. Community based/peace, low conflict oriented.
SCLara	If any significant progress is to be made, then new, disruptive transit technology is required. Replace the Bus/LRT/ train failure.
SCLara	Financial incentives for local community service businesses. Grow such that jobs and facilities are co-considered at the time housing decisions are made. Mixed-use zoning! Public transit model- hub+spoke vs. a mesh of routes. Preserve greenbelts (not just preserve current open spaces.) Centralized vs. distributed commercial + shopping districts/downtowns. Rent vs own trends and implications.
SCLara	Sense of community/know your neighbors.
SCLara	Village vs sprawl. Circular vs tangible. Proximity to housing services and business areas. Safe bike paths. Bike lanes that are physically separate from traffic and you can get out of the city to the country within walking or biking distance.
SCLara	Diversity of ages, incomes. Promote small, independent businesses. Allow for a variety of schools. Space for community, state colleges. Innovative land use, new experiments in planned communities.
SCLara	Landscape shade, trees, marshes, native plants. Protection and spaces for wildlife, birds, fish, animals. Protect and increase marsh lands for birds and for oxygen. No freeway through Mt. Hamilton! Finish BART downtown to and around South Bay area.
SCLara	Light weight, grade separated transit should be central to future planning. Freeways are ugly, expensive and there really isn't anymore room in the built areas. Traditional, linear rail systems are also expensive, must slow or slow down at any at-grade crossings. Linear rail systems are labor and maintenance intensive and are just too low-class to ever achieve significant usage.
SCLara	Less pollution overall.
SCLara	Lower emissions, water conservation are highest priorities.
SCLara	Lessen dependence on fossil fuels. Improve quality of life.
SCLara	Daily needs local to housing. This appeals to needs of youth and elderly and promotes walkability to decrease obesity. Affordable housing in 9 Bay Area counties, provides ability economically for low income residents to live here.
SCLara	Supportive housing for homeless. Access to low cost goods (groceries, etc.) Low income neighborhood community business centers. Alternative schooling/charters.
SCLara	Blighted areas, under used, rezone nonresidential land areas. Transportation corridors. Close proximity to services. Saves expanding school area. Affordable housing.
SCLara	Greenhouse gas reduction. Fiscal responsibility at all levels of government. Prepare infrastructure for electric vehicles and a "post-oil" future.
SCLara	Are you willing to move to support your choice of how we will grow.
SCLara	Multi-use, urban development. Culture shift from car based development and planning to mass and alternative transit focused development.
SCLara	Cleanliness of public spaces. Shared spaces for community - guest rooms, play rooms, game rooms, theaters, living rooms
SCLara	Repeal Prop 13 so that housing pays more of the cost of services, and so that commercial property taxes can be raised to reflect actual values. Get public transit working effectively before trying to ass transit-oriented housing. Keep it operational effectively.

SClara	Accessible urban open spaces, especially trails, Bay Area's greatest natural asset. Jobs-housing balance. Employment centers wit transit. Mechanism to financially support transit development housing.
SClara	Alternate power options. System designs and land use plans that allow water, energy and waste systems to work together as a single integrated solution.
SClara	Mass transit systems, regional and local. Clean water. Creating more walkable cities.
SClara	Culture, volunteerism, community, livability.
SClara	We talk about preserving open space, but are not placing enough emphasis on developing more urban green space. We cannot grow households without "growing" infill public space.
SClara	Facilitate alternative transportation modes (walk, bike, transit.) Social equity - access to jobs, transportation and housing.
SClara	Fast, well-connected transit throughout the Bay Area. Need much higher emphasis on making transit a compelling choice for commuting vs single occupancy car. Transit need to be much more convenient. Need to consider new technologies like POD cars and automated people movers as enhancements to transit options.
SClara	Combination high density/low density growth. Safety in urban centers. Close access (walking) to schools.
SClara	Integration of gray and green infrastructure. Neighborhood and pocket parks. Increased height concessions in return for larger setbacks to accommodate urban canopy. Transportation planning that promotes public transit to and from work (habitual trips of necessity)
SClara	Public safety.
SClara	Jobs located in new centers outside Bay Area. Options to not accept the growth numbers - decide our own numbers. What is our carrying capacity should be the starting point. Improvements to transit and freight.
SClara	Preserving land within urban and suburban areas where food can be grown - especially as we find the transport of food grown by fossil fuels to be more and more expensive.
SClara	Bicycling infrastructure, good design and public space are critical to success of density. Preserve habitat, promote local agriculture.

## Plan Bay Area Public Workshops (April-May 2011)

### You Choose comment form

*Q4: What makes your neighborhood special?*

*What are the important characteristics of your neighborhood that need to be maintained?*

MEETING	COMMENT
SClara	Long term residency creating close community. EPA is a very mixed city of color. Centered in the Bay.
SClara	Better amenities. It is very quiet, suburban.
SClara	Trees and walkability.
SClara	Balance between residential/commercial jobs.
SClara	Public school quality. Community amenities: parks, open space and library.
SClara	Clean, safe and beautiful.
SClara	I can walk to post office, drug store, grocery, train, etc.
SClara	Tree canopy/walkability. Access to daily needs within walking distance.
SClara	Keep local amenities within walking distance. Nice quiet neighborhood. Like access to bus line if needed.
SClara	Family friendly. Your children need outside play spaces at their homes, not limited to community parks so they can go outside without parents. Small yards ok.
SClara	Close to transportation routes, but quiet. Nice weather, relatively clean air.
SClara	Cultural diversity, economic diversity, unique small businesses, social networks.
SClara	Being able to conveniently access resources for daily needs and entertainment. Diverse communities so people are able to be comfortable with integrating in common areas like stores, malls, restaurants, all places of services.
SClara	Historic downtown homes that serve as multiple housing units. Restaurants in downtown (easy access.) Retail options (close proximity.)
SClara	It's safe!
SClara	Nearby shopping. Safe.
SClara	Parks, streets, schools.
SClara	I can walk to restaurants, libraries, transit.

SClara	Quiet, green, the neighbors.
SClara	Friendly- people meet and talk to each other on the sidewalk. Walkable. Open space as a social interaction focus.
SClara	Walkability. Knowing and trusting my neighbor.
SClara	Trees, kids riding bikes, proximity of transit and grocery store. \$200 billion-transportation.
SClara	Caltrain station, grocery store.
SClara	I live in a neighborhood with many old vintage homes. These buildings and the character of these neighborhoods must be preserved.
SClara	Grocery stores and library within walking distance. Bus stops within walking distance. Bike lanes on many major streets.
SClara	Safety, friendly people, green appearances.
SClara	Walkable, safe, close to shopping/parks/schools and still family.
SClara	High density, close to public transit and support services including retail sites. Density with green and multiple purpose areas i.e., schools with playgrounds, dog park, meeting rooms.
SClara	Next to open space. Low traffic. Family atmosphere. High quality of life.
SClara	Residential but walkable to stores restaurants and parks.
SClara	Greenbelts, trees, space for gardens, viewshed protection.
SClara	Long term relationships, community space for gathering.
SClara	Trees, green, bike safe and friendly community.
SClara	Palo Alto has small libraries, community centers, distributed through out the city. These distributed centers will serve walkable communities, particularly appropriate for youth and elderly.
SClara	Mountains, hills, lakes, trails, walkable. Safe, aesthetically pleasing, supportive of children and schools.
SClara	Usable space per person, both park and recreational, and industrial/commercial.
SClara	Break up the superblock I live on, more ped xings of street.
SClara	Somewhat walkable, close to some things like grocery store, restaurants, bars.
SClara	Rural, large property size (not large homes.) Sense of community, off grid/care for environment.
SClara	Safe spacious, trees, setbacks, local services, parks, low traffic, schools, libraries, etc.
SClara	Traditional walkable street grid with diverse ages and styles of homes, several min parks. Lots of things to do on Castro Street, plus a couple of small convenience stores within walking distance. Apartments, single family homes and duplexes spread nicely throughout neighborhood.
SClara	Can walk to restaurants, grocery stores, cleaners, locksmith, etc. Pretty streets, eclectic architecture, trees.
SClara	Walkable community with services and retail close. Need to not plan based on cars.
SClara	Close to transit, friendly neighbors, not too quiet (you can people watch from your window.)
SClara	Low density housing, open space, walkable, lots of trees and landscaping.
SClara	Strong sense of identity, walkability, safety.
SClara	Diversity of people.
SClara	Diversity, local business, farmer's market, nearby trails and parks.
SClara	Quiet, can walk to transit.
SClara	Walkable, quiet, safe.
SClara	Easy, safe walk to schools and local shopping. Bike paths and walking trails along rivers. Good/local parks for recreation.
SClara	Neighborhood is safe, neighborhood schools, variety (high density to single family homes) to accommodate singles to families.
SClara	Trees, storm water run off, developed urban areas that preserve natural hydrology as much as possible.
SClara	Urban canopy, safety.
SClara	Daily needs are within walking distance. Schools are walking distance and safe access. Access to trails, parks and open space - visual backdrop for open space.
SClara	Connectivity and cohesion of people. Uniqueness of residences, diversity in age, style and character. Greenery, trees, mature landscaping.
SClara	The opportunity to walk within 10 minutes to a full service grocery store and pharmacy and several small restaurants and other service businesses. Bicycle lanes everywhere (Palo Alto is flat) Caltrain is not far away. Gardens in nearby homes and small local neighborhood parks.
SClara	Large street trees, grid street infrastructure, parks nearby, somewhat mixed use.
SClara	Close to downtown, older homes.

**Plan Bay Area Public Workshops (April-May 2011)**

**You Choose comment form**

Q5: What will you remember most from this meeting?

MEETING	COMMENT
SClara	The insight from a variety of points of view.
SClara	Cool software and voting tool.
SClara	Voting technology
SClara	That the region needs to put away ego and make the Bay Area a desirable top place to live with quality of life amenities.
SClara	Nice setup and visuals. Good interaction with audience.
SClara	The creative choices, options, and opportunities to create sustainable neighborhoods.
SClara	The food.
SClara	Limited choices.
SClara	Great boxed lunch.
SClara	A little disorganized but appreciated the "?" opportunity.
SClara	Being able to get involved in the planning process of my city and county for the first time.
SClara	Crazy music during initial polling. Modeling didn't include financial impacts of the decisions. Or poll how many currently live in single family homes.
SClara	Frustrating pigeonholing of ideas. More discussion of housing in the Bay Area does not mean no sprawl outside of the Bay Area
SClara	The chaos.
SClara	Focusing on issues.
SClara	Good technology and speakers. Priorities.
SClara	The total inability of the facilitators to think outside the existing transportation box.
SClara	Intellectual dishonesty.
SClara	Many folks from smaller cities are frustrated with the source of numbers used to make policy decision.
SClara	Process feels regimented.
SClara	Air quality was 100+ attendees top priority.
SClara	Crowded, poorly planned, way too many assumptions, poorly worded questions. Typical MTC/VTA.
SClara	Surprising outcome, but maybe type of participants (but is outcome of choices right - most likely so)
SClara	Incentive based participation works.
SClara	Focus on transportation rather than housing.
SClara	Impressed that an organization is doing research like this at all.
SClara	The resources for how to get involved and the need for input from various communities.
SClara	The enthusiasm.
SClara	Presentations were organized about preferred issues. Positions, alternatives not mentioned.
SClara	The interaction with other participants prompted by the excellent organization and presentation of issues. I was really engaged in questioning my own ideas.
SClara	You are selling, not planning or polling. If you want to sell, you have to go to places where the non-buyers are.
SClara	Criticalness and timing of choices needing to be made.
SClara	Good discussions. Lack of good transit options.
SClara	Positive approach.
SClara	Very skewed sample.
SClara	That my choice of limiting growth was not offered. The ABAG #13 were considered a given.
SClara	The majority of people support most urban.
SClara	That is was fun. Enjoyed the variety of materials and types of questions to answer.
SClara	Number of people attending! No bike racks at this conference center. Lack of controversy.
SClara	Interesting, unexpected format.

## Santa Clara Workshop — April 21, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(A.) Additional comments to population distribution in your county.

Is the scale and magnitude of growth appropriate for where you live?

MEETING	COMMENT
SC	Currently, a bit too dense
SC	Yes
SC	Almost accurate. Although it should also look at job growth.
SC	Wrong. Density on El Camino corridor is inappropriate - inadequate transit.
SC	Greater use of under-developed sites by trans
SC	Blighted sites combine with smaller sites
SC	I would like to see the downtown area grow. Have more parking available
SC	High density in corridors but also have options for single family homes; need choice for life stages i.e. yuppie, family, empty nesters, and seniors
SC	Too much growth - too much impact on traffic
SC	Growth needs to account for people's preferences
SC	Yes, I like the low density nature of my community. Growth needs to be balanced with a range of diverse housing options not just high density
SC	Good where it is. Well, more density and more open space perhaps, but same overall density
SC	Need to see job growth areas to see how that matches w/population growth areas and transit services.
SC	More growth along El Camino
SC	I attended 2030 & 2035 with same growth planned. I have not seen that growth.
SC	Doesn't relate to job growth.
SC	Palo Alto should be employment center -- housing focus should be in more affordable locations (e.g., Redwood City, E. Palo Alto but accessible to train stations.
SC	Amount of (pop) growth in North Bayshore area seems out of line with city's plans.
SC	When population, services retail, jobs balance then transportation local planning needs to reflect their objective to keep transportation costs down. Example Shoreline area, Mountain View.
SC	Employment centers shouldn't exist without housing unless it is a factory, or UPS Ctr.
SC	Good idea to fill in Northern San Jose (solid purple)
SC	Very confusing -too many categories that aren't very clear-for example, what are residential density levels in each category
SC	I should be able to work in more transit neighborhoods.
SC	I would like the proposed large employment center near 101 & 237 to be a suburban center with some new housing & mixed use-only believe smaller areas should be employment centers to prevent long commute traffic. Large number of place types somewhat confusing.
SC	No (scale not appropriate)-would prefer to see more density .
SC	Curious to see why the major population growth is not focused on downtown San Jose. this scenario could only occur if BART comes to San Jose.
SC	How will density increase in Palo Alto? There are few "Growth Opportunity Areas" shown. Won't we need more apartments (and bigger schools) where we now have only single family homes?
SC	Some people beg the questions and say your growth estimates are too high. Assuming they're true, Palo Alto with grow before Atherton, Portola Valley, & Woodside, I guess. Good Luck.
SC	Overall: concern that we need to push for policies that <u>limit</u> growth rather than "accommodate" it.
SC	Suburban South Palo Alto could add a few more housing units-but it would better be (?) adding "granny units" & allowing more 2 family and coop-owned homes. in other words, increase density slightly without paving over more land or over-burdening schools & parks.
SC	A. "yes" to Is scale of growth appropriate for area where you live
SC	Need more intensity near pubic transit-both jobs and housing.
SC	Housing near transit needs to be affordable for most workers too.
SC	Too crowded, transportation situation is very bad. The scale and growth overwhelm current capacity.
SC	I would love to see more walkable, bikeable streetscape with interesting shops/restaurants/stores and parks/open spaces preserved. I would like to see 5-6 story buildings with neighbors comfortably walking down the street or taking convenient transit, balanced with greenery.
SC	Very appropriate (scale) - would be nice to have close access to public transit

## Santa Clara Workshop — April 21, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(A.) Additional comments to population distribution in your county.

Is the scale and magnitude of growth appropriate for where you live?

MEETING	COMMENT
SC	More pedestrian plazas
SC	Zoning is a big issue. multifamily or town houses will often require rezoning.
SC	I guess.
SC	Would like to see better commute options.
SC	Will show more of bordering areas in San Mateo & Alameda Counties. Example: need context for other end of Dumbarton Rail & BART to San Jose, where I live a (?)
SC	Yes.
SC	Yes-encourage high density along transportation corridors.
SC	Distribution of population growth in northern part of county seems low.
SC	A lot of the growth is projected for San Jose & Milpitas, particularly E. San Jose. Why?
SC	Some of the growth projected near freeways & other areas of elevated air pollution> how do we address this conflict?
SC	These cards are really unhelpful.
SC	Place Types did not seem to ring true/not reflect many neighborhoods.
SC	The magnitude is appropriate
SC	More growth can be accommodated in downtown San Jose, especially near Diridon.
SC	Yes, I live in rural Santa Cruz mountains and work in North downtown san José/both areas appropriate.
SC	Found the map did not have enough detail to make a good answer.
SC	There should be very high percent population density increase all along all rails & light rails.
SC	I think that scale and magnitude of growth is for the most part appropriate for where I live (Sunnyvale). Many houses in Sunnyvale are big back yard houses but I would like to see more condos, apartments, townhouses,
SC	Downtown San Jose could/should take on more density to support transit. Camino Real could densify.
SC	a) no b) yes

## Santa Clara Workshop — April 21, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(B.) Thoughts and comments about **place types** in area closest to where you live or work

MEETING	COMMENT
SC	Mixed use corridor at low scale & density
SC	The place types don't match the location where I live. My location is very suburban with little or no services.
SC	None of the pictures match; none are attractive. Mixed use corridor is closest.
SC	Mixed use corridor — more incentives from city
SC	Rural mixed use corridor
SC	Downtown, high density housing for seniors and empty nesters, and 20-30 age without children.
SC	I live in a relatively dense area and question if more density will work
SC	Work in an urban neighborhood. In this job market I have to commute to be employed.
SC	What a silly question. I want a system not a façade.
SC	A downtown or regional center may accommodate a great variety of uses & place types. Same for a major corridor plan like SBI.
SC	Shoreline Business Park shows high density of residential housing.
SC	MTC should stop spending money on EV and focus on real strategies. EV may be a sound solution to energy and air quality issues, but it won't solve the transportation and land use problems. Let's face the real problems rather than avoiding them.
SC	Palo Alto-downtown should be "employment center" not transit town center — reduce housing
SC	The place types did not include single family ranch homes that make up a lot of the Bay Area housing stock.
SC	Urban development should not be created at the price of destroying our older neighborhoods and vintage home. Preserve our history and the charm of older buildings.
SC	We are noticing considerable traffic increase as a result of housing in last 5-10 years and growth in housing in hills that comes down a few corridors to the freeway. It is becoming a serious quality of life factor.
SC	I don't think it makes sense to classify all of North San Jose as a Regional Center-It's impossible to sustain that kind of intensity over large of area. Suburban Center seems more appropriate.
SC	Need more services
SC	I live in Palo Alto and I would like it to be <u>more</u> urban
SC	Mountain View -- The photo is accurate but I would like to see more activity i.e.; businesses.
SC	Transit town center does not look like much of a town or a center, although some parts of MV are more urban.
SC	City Center-where I work.
SC	Urban Neighborhood — what I am hoping my neighborhood will develop into (mid-town San Jose near Diridon)
SC	Mountain View shoreline area is shown as a suburban center growth opportunity area. Add more housing with strong transit links to shopping center areas. <u>Include local shopping (groceries, etc.)</u>
SC	I like diverse urban neighborhoods. In Boston I lived in Jamaica Plain, Berkeley, N. Oakland mix. I don't live or work in such a space because its rarity here. Would prefer that I did.
SC	Moffet Field area. "Google area" >Mt. View east of Bayshore> currently office parks-proposed housing "suburban center" opportunity. This could be a good idea, but there isn't any rapid transit nearby. Housing intermixed with these employment places <u>could</u> reduce traffic & encourage walkable neighborhoods.
SC	What is the projected price of gas expected in the current plan?
SC	I live close to downtown/Mt. View. It's very nice in general but needs more higher density housing-why not go much higher for buildings. Way to expensive, too.
SC	Live, work commute is a nightmare.
SC	My work is a cross between rural town center & transit town center & rural mixed-use corridor. It is mostly suburban.
SC	More public transit
SC	Rural mixed (?) corridors: not to dense but close enough to public transit and available area to bike.
SC	Palo Alto seems to be trying hard to do transit oriented development. The current uncertainty is not Caltrain funding undermines this work.
SC	Cupertino Suburban-you have to drive everywhere, some bikers.
SC	The space is very appropriate. Downtown San Jose has urban housing. Also, has developed housing for low income and collage housing, museums, parks.
SC	Partner & I are both from Cupertino & it should be coded expecting to build out at new Apple Campus centered at Wolfe Rd, & I-280.

## Santa Clara Workshop — April 21, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(B.) Thoughts and comments about **place types** in area closest to where you live or work

MEETING	COMMENT
SC	Different place types & pictures seem ill defined or inconsistent.
SC	Live in Palo Alto, could see more density-now planned as a transit town center and transit neighborhood.
SC	In my neighborhood there are a lot of churches with huge parking lots-the space is under-utilized.
SC	San Jose regional center is appropriate. Mountain View downtown transit center.
SC	Regional centers & city center (for DT San Jose) appropriate
SC	This is what happens when planners have too much time! This is stupid-you're trying to give my neighborhood a place type -- it doesn't really match these cards. You can't squeeze a square peg in a round hole. Avoid the names! Why not let us describe our neighborhood without so many cards to choose from!
SC	Live in a low-density suburban neighborhood. Single family homes & some slightly higher density town houses. None of the cards (city center transit town ctr., etc.) reflect where I live. (now retired)
SC	It's a bit difficult to decide and narrow down the place types that we actually live in. Doesn't reflect entirely. I assume I live in a city center or regional center however transit isn't as developed (downtown san José)
SC	Neither the area of home or work is reflected in the visualizations. The density needs to increase. No public transit is available.
SC	Need transit oriented jobs
SC	Parts of downtown San Jose might be better classified as urban neighborhood rather than regional or urban center.
SC	Place types are fairly well balanced.
SC	Live near Saratoga Ave. in San Jose. Area could be developed into an urban neighborhood.
SC	The high rises are nice landmarks & do not seem to create traffic jam. Los Altos Hills was a very lonely neighborhood.
SC	I live off El Camino and Mary Ave. close to the downtown area. I think Sunnyvale is doing a good job for high density buildings in downtown and better for people to get around on bikes and by foot (pedestrian overpass on Mary Ave. over 280, adding bike lanes on 280) I feel like the exit and entrance ramps for freeways that are in that area could be safer for pedestrians and bikers. for example when going on El Camino over the 85 on ramp and exit ramp if you are on a bike you are pretty much stuck in the exit entrance ramp or between the exit entrance lane and the lane going straight. Also more bike lanes on Mathilda between 101 and el Camino.
SC	In Los Gatos the local transit if more frequent i.e. ea. 5-7 min might get the population out of their cars-especially kid & older people commuters could link up easier to transit/rail w/o having to park a car at the station.
SC	Urban/Mixed--Diridon/Cahill Park

## Santa Clara Workshop — April 21, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(C.) What resources do you think would be needed to support growth and high-quality development in your community?

MEETING	COMMENT
SC	More retail, groceries, shopping
SC	If cities, through general plans, are doing better zoning and providing density, then it should be supported
SC	Faster approvals, infrastructure improvement by local city, easier rules
SC	Better transit, more retail and entertainment
SC	Promote job density
SC	Don't worry about individual communities jobs/housing imbalance
SC	Encourage firms to do telecommuting
SC	Balanced jobs:housing ratio
SC	I support high-quality development, but not growth
SC	Streetscape & local road improvement may make the most difference immediately in people's daily lives. They see a real difference.
SC	Improved mass transit.
SC	Support from governments at all levels (permits & publicity). Financial support from governments and all types of forum, foundation & individuals.
SC	Schools
SC	Family-friendly services
SC	Banks to begin making construction loans.
SC	Fund Caltrain!
SC	Transportation to push some housing back to less developed areas.
SC	Walkable neighborhoods with needed resources nearby wherever neighborhood is located.
SC	Public transit to link all neighborhoods--for example-hills to (?) centers, etc.
SC	Updated general plans to reflect what must be done to reduce transportation needs.
SC	Close neighborhood street to cut-through traffic. In downtown Palo Alto, for example, this would make it safer & dissuade driving
SC	What do you mean by high quality?
SC	More transit!!! And more transit choices. South county will have rail-needs to reflect growth.
SC	Complete streets; high quality bike lanes, put streets on(?) -charge for parking; a regional parking policy should be crafted to level the playing field.
SC	Public support, Council support, Education
SC	Thought change' on how people move about. Cultural shift from individual car-based development to more mass transit, alternative transit and moving people away from cars exclusively.
SC	Tax gasoline for revenue, subsidize transit.
SC	A change of heart.
SC	1)Any infill development must be paired with access to <u>nearby</u> open space/park land/urban agriculture opportunities.
SC	2)Building a whole new regional center in the North First St. corridor of San Jose seems surprising & dangerous in light of potential sea level rise.
SC	Seeing a detailed list (benefit scenario breakdown for various types of development)
SC	Research & development of computerized modes of transportation. Cars & trans & roads are pre-computer age technologies. They are extremely time <u>inefficient</u> and roads/cars will have huge numbers of people every year. It's time to computerize transportation-no more human drivers of cars, trains, etc. Develop & deploy <u>podcars</u> (PRT)
SC	Change attitudes of community to accept more density near transit .
SC	Improve existing transit greatly.
SC	Stable funding.
SC	Transit and affordable housing highest priority.
SC	Better road, more local shops and better community centers.
SC	Community gardens & farmers market.
SC	Bus rapid transit/bicycles/walkability.
SC	Interesting grocery stores, shops, cafes, rooftop gardens or view of high buildings.

## Santa Clara Workshop — April 21, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(C.) What resources do you think would be needed to support growth and high-quality development in your community?

MEETING	COMMENT
SC	Local community support; more pedestrian plazas
SC	A rational plan for high speed rail in the Peninsula, which could catalyze changes towards transit oriented development all along the peninsula.
SC	Better understanding of the <u>public</u> of benefits of density (is fear of congestion) such as lowered trans costs, ability to support local commerce, aging in place, etc.
SC	Very suburban so hard to say. More mixed-use buildings or areas maybe. Better transit. I've only ridden the bus once in Cupertino.
SC	Transportation
SC	Housing
SC	Travel opportunity
SC	Schools
SC	Activities
SC	YMCA
SC	Existing transit is poorly planned and executed. Funding is inadequate to support an urban environment and reduce congestion. Transit service to major destinations is haphazard (colleges, medical centers, shopping centers, sport/entertainment venues, airport).
SC	Development needs to take into consideration infrastructure needs/schools/resources. This is often overlooked leading to excessive traffic/crowded schools etc.
SC	Compact land use planning. Focus on transit, bicycle and pedestrian-design, connection between land uses.
SC	Funds for affordable housing & helping small local businesses continue to thrive.
SC	Helping to avoid displacement with investment.
SC	More \$ for transit
SC	Resources are there, political will isn't. Height & Density restrictions impede "urbanization" as do excessive parking requirements.
SC	Transportation Hubs/access to working environment <u>and</u> residential having more options at various times. Safe pedestrian/bike routes.
SC	Linking development to less developed areas.
SC	Well lit bike paths and streets in less developed areas create safety .>encourage more walking & biking.
SC	Frequent Transit
SC	Transit
SC	Improved streetscape in downtown
SC	Resources to develop town based codes/specific plans.
SC	Resources for new kinds of bike infrastructure (use Europe as an example)
SC	Affordable housing
SC	Transportation, access to jobs/services/shopping
SC	Widen the sidewalks for walking
SC	Median with tree canopy,
SC	Bike lanes
SC	Narrow streets/street calming.
SC	The will to accept them is most important-we need funding to educate the public-more of this type of event!
SC	I'm afraid of too much emphasis being put on high quality. I watched examples of affordable housing, award winning, at an AIA convention-but the poor thing has only 16 units!!! Not even a dent in the need.
SC	Places to build high density; houses that don't contribute to urban sprawl.
SC	Community charrettes to show impacts of sprawl versus benefits of dense urban development (thoughtfully designed with green spaces) to help people accept higher density in their neighborhoods. A "you choose your community" event!
SC	Education. The pictures used in Greenbelt's talk were excellent in expanding my idea of "possible." She showed the area "today" a rendering of more development (wide sidewalks, etc.) and 3rd level w/buildings pulled up to sidewalk.
SC	Better transportation-extend BART to San Jose; Extend Light Rail

## Santa Clara Workshop — April 21, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 2: Transportation Investment Strategies

Comments about top transportation investment strategies

MEETING	COMMENT
SC	Unless adequate transit is provided and maintained, regional transit oriented development will fail
SC	Even with high density near transit centers, vast majority still will drive
SC	Hub & Spoke development allows "village urban centers" and reduces overall transit time. Also, allows the user to choose "long-haul" vs. "last-mile" independently
SC	Don't assume the technology of 2011 will be the same technology of 2030. Don't build a solution for 2020/30 assuming technology of 2010/15
SC	Also, look at demographics trends, avg. household sizes (getting smaller) and home ownership rates vs. rent (decreasing -> increased residential mobility)
SC	Support the existing system, don't build more; maintain existing infrastructure
SC	Use technologies better
SC	Make transportation and options efficient
SC	Keep transportation \$\$ for transportation; find other funds for housing
SC	Common rail tickets for all trans.
SC	Public funds needed to support affordable housing and effective transportation
SC	No more expensive light rail; bus rapid transit with shared right of way with carpools
SC	Generally, this exercise seems skewed to encourage higher density choices. Not enough detail on the process selections
SC	Assumes want higher density and that if built would somehow stop adjacent communities from building low density -> not correct
SC	Traditional rail systems, bus and highway, all have disadvantages and are inadequate transit improvement
SC	Consolidate the 27 bay area transit agencies.
SC	How will MTC handle the growth of Silicon Valley and the impact to US 101 & I280?
SC	Transportation strategies need to support how land is used. More better public transportation in a more urban environment will decrease dependencies on cars.
SC	Need to balance the needs of future growth and existing population and jobs when making transportation investment decisions.
SC	Do not combine bikes and pedestrians for transportation purpose. Bikes are moving vehicles. Tooling around in a park on a bike is very different from commuting on a bike.
SC	(G--Expand commuter rail) Including BART and light rail too!),
SC	Not sure if transportation funding should be used for this (I: Offer transp. \$ to cities that build new housing...)
SC	I chose (I) over (J) because if you focus on (I) you usually also get (J) but vice-versa it is not often true.
SC	(D) Would seem to affect traffic that don't use Freeways, such as local buses, due to backups at ramp meters
SC	(E) Seems to take us away from the goals of sustainable communities as passed by the state government; this taking us away is a bad thing.
SC	Planning>transit>lower maintenance (land use) (villaging)
SC	Change zoning ordinances in neighborhoods
SC	Need a category that calls for coordination of regional transit fares/access/etc.
SC	This is a good forum for those who are in the business or actively involved in planning or transportation, but cannot be rolled out to the general public easily. How can we make this easy for me to take to my community?
SC	Focus on first & last miles to transit; also east-west connectors- buses getting to Diridon
SC	I really don't feel that anything will work unless you tie funding to the strategies that will make positive change (i.e.; the change the majority voted for during the MetroQuest speech).
SC	Also: Bike sharing, car sharing
SC	The predicate of the discussion -- scarcity -- is a culturally constructed mythology...the front page of the Wall Street Journal). Americans can do anything they want to do. American elites (think Silicon Valley) don't want things to change very much, despite all the lip service to "innovation." Good luck getting this crowd to ... their high-energy homes, cars, privacy, jet trips, entrepreneurial lifestyles. Like courting above your station in Victorian England. Many surprises...
SC	Re A) (funding for effective transit services) Some built out areas better with more frequent, accessible & convenient routes.

## Santa Clara Workshop — April 21, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 2: Transportation Investment Strategies

Comments about top transportation investment strategies

MEETING	COMMENT
SC	Re J) Financial incentives to cities: Especially <u>within cities</u> that preserve space for urban agriculture & parks (not just in "rural" cities e.g. Gilroy, Cotati.
SC	Need "co-housing" type projects where singles & people & different family sizes/types can live together and/or nearby & share portion of their living space. For example, singles or couples could have small 1/units clustered around a shared kitchen/dining/living area.
SC	Existing systems should be improved greatly before expanding systems -- like Caltrain should have an extra track so delays can be avoided with other trains able to go around.
SC	Events that make it easy for the average Joe to have their input. Public debate is often dominated by the fringes.
SC	More on improve existing highway & local roads than building new transportation methods.
SC	The investment pay off!! Such as : saving more land for other economic purposes
SC	Give incentives to cities that build compact development near transit lines-
SC	Give incentives to cities that preserve open space/agriculture.
SC	Increase charging stations to increase purchase of electrical cars
SC	Definitely ...incentives to promote these changes; i.e., to cities that promote more public places and easy access to those places
SC	Repairing and improving current buses/trains important. Huge disincentive to ride BART or Muni when it's gross.
SC	Too expensive to expand commuter rail; invest in bus service instead
SC	Introduce price signals for automobile travel: High occupancy toll lanes or entire roads. Use money for parallel transit facilities.
SC	Really critical is improved transit-but where are the funds coming from? Funds need to be provided that come from <u>appropriate</u> sources like user fees on vehicles, e.g. parking, road tolls, gas taxes.
SC	Some choices seem very specific(?) & are less "policy" & tactics (#1 & 2)
SC	A is third choice (Increase \$ for effective transit) <b>Effective--</b> I read this as only supporting successful transit. This status quo unsuccessful. [B-8 , C-6, D-7, E-9, F-2, G-4, H-5 I-1, J-10]
SC	C.- (Increase \$ to repair or purchase new buses, etc.) Electric/Fuel Efficient purchases
SC	BRT!! Bus Rapid Transit!
SC	Smaller "cars"; motorized carts. Narrower roads.
SC	We need to prioritize transportation investments to city centers to support existing transit, especially to low income communities who cannot afford to drive. As opposed to expanding rail and new transit.
SC	I think the 3-stage slide renderings by Greenbelt were the most memorable and impactful in making urbanization attractive and palatable to nay-sayers.

## Santa Clara Workshop — April 21, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 3: Policy Initiatives

Comments about top policy initiatives

MEETING	COMMENT
SC	Grow via relatively self-contained communities. Financial incentives for "important community service" business - grocery stores.
SC	Pricing strategies will help & use the funds to enhance transit service.
SC	Subsidies for the well-off, penalties for low-wage people.
SC	Limited good options
SC	(3) Electric Vehicles - Don't subsidize hybrids.
SC	You are assuming I commute and have a choice to move my job where I own a home. In this economy you have to go where the work is. I can't sell my home and move when there is uncertainty in the job market and low equity in my home.
SC	(5) (Other Pricing Strategies) - Gas tax
SC	Give employees incentives not to drive by paying them to carpool or take public transportation -the reverse of pricing parking may work better.
SC	(1) New <i>Incentives</i> (not <i>Requirements</i> ) for Employers. 2. Changing driving habits - Not going to happen. 6. Econ. Development. - This is not clear-sounds like a labor union position. KDP: Any policy to change behavior must be accompanied by public education to change attitudes (e.g., the change in attitude towards smoking is largely a result of extensive public education based on health effects combined with new policies.
SC	<u>Incentives</u> for employers instead of <u>requirements</u> for #1. What if employers offered a place for bikers to change when they get to work.
SC	(1) New <i>Incentives</i> (not <i>Requirements</i> ) for Employers.
SC	I chose (5) (Other Pricing Strategies) over (4) (Pricing Parking) because it gives us more options. If we do #(2) (Changing driving habits) we <u>must</u> tell people the benefits of this strategy - in other words, not just <u>what</u> to do, but <u>why</u> . Otherwise it won't work. I didn't choose #(3) (Electric Vehicles) because not only does it not reduce traffic, but it might not reduce overall pollution if virtually all car users make the switch to electric - After all, I heard that in early 1900s, people liked gas-using cars, because it reduced the pollution of horse droppings/manure.
SC	Incentives. Stop real estate appreciation goals (on purpose)
SC	We cannot count on this being a true reflection of the county for two reasons: 1) Under representation of some of the communities 2) I know my community but not other cities so I don't know what is appropriate. Would somebody from Gilroy know enough about Milpitas to weigh in?
SC	The only thing that will change behavior is cost: make people pay the real cost for their actions. Ex.: Single occupancy vehicles. But policy can consider the low-income people - i.e., offer low- cost passes.
SC	Allowing employees to pay for commuting costs (for example, transit tickets) with pre-tax dollars or providing commuter options (i.e., Genentech Buses)
SC	Re: 1 (New Requirements for Employers) - Tax employers based on commutes (e.g., gas used to commute to work)
SC	(5) (Other Pricing Strategies) - Gasoline Tax
SC	The initiatives as listed sometimes include a mixed bag of options-some useful, some not-making it hard to vote.
SC	We're talking about major paradigm shifts -- most of them revolving around comfort, security, tiers of access and lifestyle choice individualism. I can't begin to understand where to begin with the social boundary issues. I don't believe that policy decisions will drive the process as much as necessity born of the collapse of unsustainable economies. We are the frogs in a slowly heating pot of water. How do we get a culture in denial to jump out?
SC	Re: (2) (Changing driving habits ...) - Yes & no. All this is a good idea but it won't be effective without legal enforcement. Educational jaw-boning efforts will be ineffective. We need law enforcement , 55 mph limit (reinstated)
SC	Re: (3) and (4) (EV & Pricing Parking) - Yes & no. Yes for "higher parking rates during busy periods to free up more spaces" because one has a choice about parking for non-work trips.
SC	Charge for parking to discourage commuters from driving, not fair without improving transit choices to get to work.
SC	Charging a fee based on the number of miles you drive not fair to poor people living in cheaper housing in more remote areas such as Tracy, etc.

**Santa Clara Workshop — April 21, 2011**

**Plan Bay Area Participant Comment Sheet**

*Step 3: Policy Initiatives*

Comments about top policy initiatives

**MEETING COMMENT**

SC	Need to require businesses to provide transit for employees and for the general public but to do this through a tax on employers that supports existing transit systems, not the private van pool systems that are provided for employees only--or sometimes which allow the public to use, but which are not publicized and can be cut out at any time when employer chooses.
SC	(5) (Other Pricing Strategies) - This brings up the need for affordable housing close to employment centers.
SC	100 years ago, NYC built their subway grid, and the city grew up around it. In other words, cities grow up around the central mode of transportation that's chosen. We need to <u>completely abandon</u> ALL human-driven engine-powered modes of transportation. Fund & develop & deploy skytran.net -- a computer-driven system of pod cars running on a monorail grid that would <u>completely replace</u> the street grid & vehicles that currently use the street grid.
SC	Until this page, there was no mention of economic development as a goal. The initial priority assessment needs to include job preservation and growth choices
SC	More affordable transit-monthly passes, etc.
SC	Disincentives for driving AND incentives to take transit.. Should ALWAYS be cheaper to take transit.
SC	(2) (Changing driving habits) - Remove the car: use transit. Take money away from freeways, give to transit! Transit comes to me. Make it so I don't even have to drive out my garage to take transit.
SC	Tax the rich to subsidize transit in low income areas & provide affordable housing near transit stations.
SC	Caltrain is <u>NOT</u> heavy rail-it is "commuter rail"- the Plan Bay Area legend needs correction!
SC	Re: last hour's group exercise -materials & questions asked need to be fine-tuned - choices not clear - not sure if these are all choices -
SC	Re: electric vehicles: As long as these required Mummy vehicles are manufactured in the region!
SC	Re: economic development: Prefer a comprehensive regional strategy to compete in a global market to include competition within the US against other states who attempt to attract our industry. Need a mix of jobs for all skill sets.
SC	Reducing driving speed limit to 55 mph could have immediate impact - up to 25% reduction - in reduced fuel - also would reduce crashes & injuries and fatalities. Reducing speeds in neighborhoods and residential areas who reduce ___ & ped/cycling injuries. Pricing parking would have big impact changing behavior>incentivize not driving.
SC	People in community (county) will have to change their view of society & the relationship among people - less homogeneity.

## Santa Clara Workshop — April 21, 2011

### Plan Bay Area Participant Comment Sheet

#### WILD CARDS

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

MEETING	WILD CARD — Investment Strategies	WILD CARD — Policy Initiatives
SC	Hybrid vehicles (50-80 mpg)	Promote mixed use development
SC	Hub & spoke transit model	Don't subsidize hybrids
SC	Take advantage and promote technological changes -- smart routes, smaller buses, telecommuting	Other pricing strategies: Gas tax
SC	Use technology to enable inexpensive transit to be effective transit	
SC	Build neighborhoods with grocery and services	
SC	No more expensive light rail. Bus rapid transit with shared right of way with carpools	
SC	Safe SF homes; Offer \$\$ employment; Transit for young people; State transit; Reg. tax sharing	
SC	Personal rapid transit	
SC	Price, price, price	Incentives for cities to approve high intensity development near transit.
SC	BRT	Reduce parking space requirements in new housing
SC	Telecommuting	Investigate ways to encourage use of public transit. Example-employer or school incentives, city incentivizes with (?)
SC	Priority-existing transit over HSR	Provide developers or employers incentivizes not requirements to build or operate more sustainability
SC		Fuel tax for transit
SC	Paratransit Alternatives, Affordability across all categories and low income families who are auto dependent cannot afford or quality for car share. Need a category that calls for coordination of regional transit fares/access etc.	Change zoning ordinances so neighborhoods can have services & jobs in them
SC	All alternatively fueled fleets for transit	Equity issues not addressed. Car share.
SC	Provide dis-incentives to cities that provide free parking. Increase service/provide low cost service on existing rail lines	Subsidize all alternative fuel not just EVs
SC		Gas Tax
SC	Subsidize affordable housing proximate to mixed-use urban neighborhoods and city centers to promote neighborhood diversity across (?) economic class.	Increase employer car loan programs. Many employees drive because they may need to make one extra trip during day. Have a loan program like Stanford or others.
SC	Podcar development & deployment (such as skytran.net) fund research into NEW COMPUTER-DRIVEN modes of transportation and a replacement for the road system (skytran type monorails should replace the street grid)	Must create mostly affordable housing
SC	Demand Management Strategies	Low income housing near job centers. Tax on gasoline with rebate for low income people who have to drive far to get to work — i.e., rebate based on income & distance to work.
SC	Better library center	Carbon Tax, Eliminate zoning rules that minimize density (such as setback rules, height restrictions, parking requirements, etc.)
SC	Better community center & libraries, public spaces.	Economic incentives for housing and jobs near transit.
SC		Incentive to take transit/not drive

## Santa Clara Workshop — April 21, 2011

### Plan Bay Area Participant Comment Sheet

#### WILD CARDS

#### Step 2: Transportation Investment Strategies

#### Step 3: Policy Initiatives

MEETING	WILD CARD — Investment Strategies	WILD CARD — Policy Initiatives
SC	Better public spaces i.e.; libraries, community centers	Incentive to take transit
SC	Better public spaces.	Allow transit users to purchase discount passes w/pre-tax dollars -not through employers (which makes the benefit exclusive to regular employees)
SC	New automated transit technology people, podcars.	Cars that use oxygen to get incentives
SC	Unbundle parking, remove parking minimum strategies	Incentive to live car free, transit pass with home/apt. charge for car parking/separate from apt. rental
SC	Reward development that brings new infrastructure to the table to compliment public investment in complete communities.	Increase Avg. MPG-Low carbon fuel strategies-not just eclectic cars
SC		Development fees in suburbs for better transit & affordable housing>jobs/housing balance
SC	Incentivize communities that restrict parking in employment areas.	complete community
SC	Reward community that restrict parking in employment hubs.	#7 complete communities
SC	Increases transit for jobs-dense communities to promote TDM measures.	Complete community
SC	Offer transportation funds to cities that provide increased employment along transit lines.	Discourage use of low-mileage vehicles -tax vehicles by environmental impact/gas tax (higher registration fees)
SC	Promote transit use among high school and college students to reduce parent car trips and promote transit culture.	Affordable housing
SC	Regional tax sharing.	Shuttle buses, shared cars, pooled bicycles
SC	Personal rapid transit network.	same as #2 with emphasis on car share/carpooling
SC	Safe areas for work, school and transit.	
SC	Safe single family homes.	Create a complete community, reduce transit's importance
SC	Consolidation of the 27 Bay Area Transit Agencies.	Price downtown and shopping mall parking
SC	Implement pricing of freeways, xway parking.	Complete communities
SC	Make better use of current transportation network. Increase funding to maintain all transportation investment we have today - transit, highways, roads, bike/ped.	Not happy with options
SC	Hub and spoke transit model.	Not happy with options
SC	Break out of standard thought process - use technology to build an efficient network of the most inexpensive transit form (Shuttle, bus, train, light rail).	Not happy with options
SC	Financial incentive for "community services" businesses in local "downtowns."	Gas tax
SC	Personal rapid transit.	Personal rapid transit network
SC	Card I+ Offer more funds to cities that build primarily affordable housing near transit in walkable neighborhoods	Allow imposition of Transportation Demand Management (TDM) measures for transit-oriented housing.

## Santa Clara Workshop — April 21, 2011

### Plan Bay Area Participant Comment Sheet

#### WILD CARDS

#### Step 2: Transportation Investment Strategies

#### Step 3: Policy Initiatives

MEETING	WILD CARD — Investment Strategies	WILD CARD — Policy Initiatives
SC	Provide financial incentives to cities for significantly reducing VAT and increasing transit ridership, walking, biking.	Carbon tax (gas tax)
SC	Personal rapid transit	Encourage jobs growth near transit corridors, where high jobs density exists
SC	Provide financial incentives for residents who do not own/rent/use car	Create incentives for workers to carpool or use public transportation.
SC	Offer financial incentive: impose parking fee to all businesses within transit (1/2 mile) station. As well as impose toll road through regional centers.	Extra vacation day raffles for sporting events, gift certificates etc.
SC	Telecommuting	Ease up on the heavy-handed over-regulation. We've drastically reduced pollution over the last 50 years
SC	Funding to retrofit areas that lack ( <i>illegible</i> ) transit	Regional tax sharing to more efficiently allocate funds to regional transportation
SC	Prioritize existing transit over HSR	Give away quality bikes
SC	Charge to park your car everywhere.	Hybrid vehicles average mpg 50-80 mpg
SC	Alternative fuel transit fleets.	Fee and dividend, National Energy Policy on local level
SC	Paratransit, etc.	Build neighborhoods with shopping services nearby the housing
SC	Increase coordination between major employers and public transit services.	Develop local public transit for schools, entertainment, shopping, etc.
SC	Affordability across all categories.	Subsidize commuters without cars to use public transit
SC	Changing zoning to not require parking lots for new development.	Government(s) to subsidize public transit to the same level as automobile usage (e.g. road maintenance)
SC	Parking management - unbundle parking and remove parking minimum standards.	Preserve existing retail, shops don't replace with housing, but mixed-use is OK.
SC	Better underground system.	Incentives for mixed-use development or taxes for part (sic) commercial/residential development.
SC	Free transit for heavy commuters.	Promote/allow more intense development around transit stations
SC	Add new automated transit technologies - people mover, pod cars, personal rapid transit.	Fuel tax for transit
SC	Subsidize/incentivize affordable housing proximate to mixed-use, urban neighborhoods and city centers to promote neighborhood diversity across socioeconomic class.	Personal transportation: outlaw any vehicle that gets less than 20 mpg
SC	Replace street grid with elevated monorail grid (skytran.net).	Shuttle buses, shared cars/other wheels, free bikes
SC	Podcars (skytran.net)	Same as number 2, with emphasis on trying to get people to carpool to work together.
SC	Increase service on existing rail network.	Prioritize/require affordable housing near urban/regional/city centers
SC	Dis-incentives to cities that provide free parking	Increase gas tax, which is at same level as 1992.
SC	Demand Management Strategic	Gas tax
SC		Establish computer centers near housing areas where people can go and telecommute rather than drive.
SC		Incentivize (large) companies to organize into multiple locations and to enable employees to work at the closest location.
SC		Appeal to hi-tech employers and employees

**Santa Clara Workshop — April 21, 2011**

**Plan Bay Area Participant Comment Sheet**

*WILD CARDS*

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

<b>MEETING</b>	<b>WILD CARD — Investment Strategies</b>	<b>WILD CARD — Policy Initiatives</b>
SC		Change zoning to require fewer parking spaces per dwelling unit, e.g., 1 BR-1 space, 2 BR-1 space, 3 BR-1 space, 4-5 BR-2 spaces, and use on-street parking more intensively.
SC		Investigate why people who live near public transit don't use it.
SC		Provide developers or employers incentives to build or operate more sustainably
SC		Car share programs
SC		Expand the equity issues, low-income, seniors, students. Etc. can't work from home, have no access to car share, etc.
SC		Subsidize all types of alternative fuel vehicles (AFVs) not just electric
SC		Revamp zoning so old neighborhoods can have shops and workplaces in them.
SC		Increase car share programs.
SC		Address the jobs/housing imbalance.
SC		Create policies that will require development fees in areas outside of transit areas which ca go to 1. improve the transit in areas that need it and 2. subsidize affordable housing.
SC		Higher gas taxes in rich areas to subsidize public transit in low-income areas.
SC		Create developer fees to dis-incentivize development outside of public transit areas.
SC		Think NO CAR at all.
SC		Low carbon fuels - more than just electric vehicles.
SC		Do a congestions charge for driving downtown as was done 10+ years ago in London. Get with it MTC.
SC		Cars that use oxygen to work and home. Drive for free and pay no meters.
SC		Residential pricing for parking. Separate apartment rental and rentals for auto parking to incentivize car-free living. Also encourage/require transit passes with apartment rentals and home purchase.
SC		Increase average miles per gallon of all cars
SC		Reward development that brings new infrastructure to table to compliment public investment in complete communities
SC		Must create mostly affordable housing.
SC		Tax on gasoline with rebates on taxes for low-income people who live far from their jobs.
SC		Low-income housing near job centers.
SC		Eliminate zoning rules that minimize density (Such as setback rules, height restrictions, free parking requirements, etc.)

**Santa Clara Workshop — April 21, 2011**

**Plan Bay Area Participant Comment Sheet**

*WILD CARDS*

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

<b>MEETING</b>	<b>WILD CARD — Investment Strategies</b>	<b>WILD CARD — Policy Initiatives</b>
SC		Subsidize/incentivize locally-owned businesses, especially: manufacturing, green economy, renewable energy, local food, local banking and currencies, health care, alternative medicine, local autonomous hubs that connect with other local technology - internet access, basic/essential/universally available computers.
SC		Encourage employer car loan programs. Get people to commute in and if they need to make an extra trip during the day have a vehicle available.
SC		Gas tax.
SC		Carbon tax.

# Santa Clara County — San Jose Downtown Association

## Plan Bay Area Community-Based Outreach

### Outreach area:

San Jose, California

### Outreach description:

Outreach in April and May 2011 through presentations at neighborhood meetings held at libraries, community centers, and at City Hall in downtown San Jose

### Participants: 114

(Note: Not everyone voted in all segments of the outreach.)

### Priority Transportation Investment Strategies

Participants were given 21 options for investing future transportation funding and asked to select their top six priorities.

Rank	Strategy
1	Expand commuter rail services (BART, Caltrain, etc.)
2	More transit service to connect housing and jobs
3	Add more bike paths/bike lanes
4	More frequent service on transit routes with high ridership
5	Widen freeways paid for with existing sources of funds
6	Invest more transportation funds to support cities that build new housing near transit that is affordable for Bay Area residents with limited income*
6	Increase funding for more effective transit services*

\* tie vote

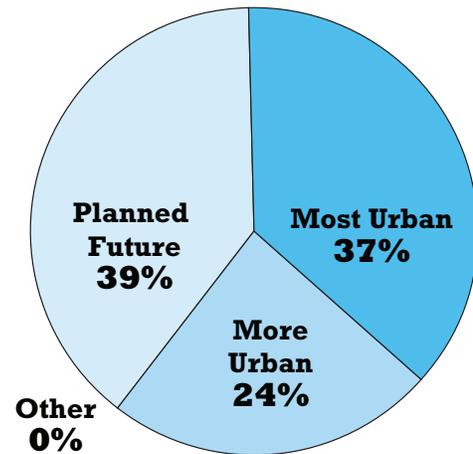
### Priority Policy Initiatives

Participants were given six options for new policies that could be adopted (at the local, regional, state or federal level) and asked to select their top three.

Rank	Initiative
1	New requirements for employers (e.g. allow employees to work from home one day per week; allow employees to pay for transit with pre-tax dollars, etc.)
2	Electric vehicles (e.g., subsidize the purchase/lease of electric vehicles and hybrids; increase availability of electric vehicle chargers)
3	Economic strategies (e.g., development strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)

### How will we grow?

Participants were asked to choose a preferred scenario for future growth, with "Planned Future" (labeled "current Plans") reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



### Comments

Participants who took the survey were asked what one thing in their neighborhood (and in the Bay Area) they would like to see changed, and what one thing they would most like to keep. Some participants also submitted general comments on a separate comment card. Below are the most common responses and comments in no particular order.

- Connect the Bay Area by rail more than by bus, including connecting BART to San Jose
- Decrease homelessness, crime, violence, drug culture
- Improve traffic congestion issues
- Expand and improve bike lanes
- Expand parks, trails, dog parks, open space in Santa Clara County
- Maintain current offerings by local senior centers
- Create easier access to public transportation
- Expand and create cheaper parking options
- Maintain the melting pot of Bay Area diversity in San Jose
- Improve current bus options
- Maintain entertainment options and positive activities in Santa Clara County

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
SAN JOSE DOWNTOWN ASSOCIATION — DOWNTOWN SAN JOSE**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4a**

***What is the one thing in your neighborhood or community that you would most like to keep ? What one thing in the Bay Area would you like to keep ?***

**COMMENT**

Trees, Creek Trail and Restaurants

Re-staff safety programs, police and fire department.

Our Evergreen Community Centers are very important to our seniors who have no place to go. And most walk, ride a bike there just so they can get a meal and share an hour or two with friends. Our center also has students that came there after school till parents can pick them up, and our staff is there to keep an eye on them.

Evergreen Community Senior Center. Our community senior center is very important to our seniors tht cannot go any where else or afford to. We would like our Center's Nutrition Center open.

Buses and train transportation. More buses and trains -- bring down the prices!

Cultural diversity, Easy and close access to recreational open space and trails, undeveloped hills and shore/bay.

Sense of old world community

Light rail, BART

Community centers

Keep the open land open. This is the only open land that San Jose has; any buildings will cause water displacement. No road from Dixon Landing Rd.

St. James Park

The diversity, not all density but a mixture of all kinds of people or housing

MHP, Oakland A's

I would like to keep the parks and recreation programs

The diversity. The openness to progressive thinking and the secure community for undocumented kids.

Keep small time feel. Do not build on the mountains of the city -- greenbelt.

Neighborhood: Our fire station, police substation and all of the open land in the Bay Area as a whole.

The weather and the people in the community

Parks and open spaces, respectively.

Green surroundings

Open space greenery through our roads

Our tax money. All suggestions say increase...perhaps we should reduce.

San Jose and Bay Area -- Wonderful melting pot of diverse people.

I like that I can walk and bike and to things. I just wish there were more good things to walk and bike to.

Community events!

Parks, open space

Open space areas

I would like to keep the dedicated bike lanes

Farmers market

The number of street \_\_\_\_\_.

I want to keep the people who make up the bay area.

Alum Rock Park

Racial diversity. Reasonable house prices.

Entertainment (theaters, museums, opera) in downtown San Jose

Emphasis on high rise condo development -- Santana Row and Valley Fair

Our neighborhood community centers and the programs they run: Senior Nutrition Programs, after school programs and all age venues for culture.

Good BART service

Services and senior programs at the community center at a reasonable cost

Quiet

Libraries and parks

Downtown's walkability

Being a relatively safe city! Keep natural beauty e.g., protected hillside reserve.

I like the amount of dedicated bike lanes and bike parking. BART.

<b>QUESTION 4a</b>
<b><i>What is the one thing in your neighborhood or community that you would most like to keep ? What one thing in the Bay Area would you like to keep ?</i></b>
<b>COMMENT</b>
Open land
Bike lanes
Transportation services
I don't like it when we develop our community too much, I would like to keep it nice and simple
Integrity of historic neighborhoods while blending in multi family housing
Parks. We have nice shops and places to visit
Keeping the senior nutrition program as it exists before the July change Please bring it back ASAP. Re-staff safety programs (police & fire departments)
Our Evergreen Community Senior Center is very important to our seniors that can not go anywhere else or afford to. We would like our senior nutrition center open.
Good schools
Libraries
Community centers
Public services
It's beautiful natural environment
Parks and libraries
Safety
De-bug our community center :)
Community parks
I would like to keep the free music events that go on downtown and the music in the park
Valco Mall
Light rail
The neighborhood bus lines
Senior center open
Diversity
Farmers market and reliable transportation
The people and activities
The parks and recreation centers. The beautiful scenery with rivers, oceans mountains etc...
Bus routes and stops

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
SAN JOSE DOWNTOWN ASSOCIATION — DOWNTOWN SAN JOSE**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to **change** ? What one thing in the Bay Area would you like to **change** ?***

**COMMENT**

- I would like more transit routes, more light rail or other rail service that doesn't have to wait on crossing traffic or is above or below grade. I would like the area to be more connected by rail rather than bus.
- Have more youth organizations and after school programs
- We need more jobs that'll boost the economy through small entrepreneurial expansion. In the Bay Area we need more houses to be affordable
- Better parking and better jobs
- More housing for the homeless
- Parking prices
- Community: Street lights, open fields to parks and festivals Bay Area: Parking (more on streets)
- I would like to change the bike lanes and the buses
- Increase health and wellness
- Expand BART
- Fix and improve roads
- I would like to change the airplane routes that fly over the residential area downtown
- All the permit parking around SJSU
- I would like to see more art in my community. I see a lot of space that could use some color. Maybe more colorful buildings.
- More environmental solutions. Affordable solar and alternative energy sources
- Smaller buses to accommodate ridership. Use of ambulances rather than large fire trucks. Roads are getting more holes.
- Nicer streets and more programs for the youth and the elderly
- More parks and open space
- St. James Park overhaul and clean up; beautification of park. Close San Pedro St. near new market center and create bicycle paths in that area and increase size of sidewalks
- Downtown San Jose
- Build more parking facilities for downtown San Jose
- Public Transit- having one system loop around the bay area. We need modern public transit that is fast, safe and efficient.
- Public transportation- In general public services
- Re-districting
- Better streets
- Better distribution of good quality business. E.g. restaurants within the Santa Clara county. Evergreen district lags behind in this respect
- Homeless, graffiti, bulldogs, speeding, traffic, lighting, marijuana clubs and liquor stores
- None
- Homeless
- Have more green space, cleaner neighborhoods. More manufacturing jobs and better schools
- San Jose DOT attitudes about traffic calming and more importantly being willing to look at other modes of transportation
- I would like cleaner streets (no littering) and more street cleaning services. I would like there to be more legal walls.
- Hmm... more advantages for commuters who use public transportation/bikes
- Better road repair and bike lanes
- Better light rail service, better management and funding for public transit Many people would take it if it were cheaper and more convenient
- Build and get people to use mass transit. Safer bike lanes
- Traffic signals that respond to bicycles or easy to activate when on a bicycle
- BART to San Jose airport, BART ringing the whole bay area. For pedestrians: bridges connecting city parks and corridors. More programming in Guadalupe park. Return 10th/11th couplets to two-way
- Less graffiti. Better control of gang activities- its increased.

<b>QUESTION 4b</b>
<b><i>What is the one thing in your neighborhood or community that you would most like to change ? What one thing in the Bay Area would you like to change ?</i></b>
<b>COMMENT</b>
Traffic, speeding, lighting and liter
Creating greater access to public transportation
Better public transportation linkage from Silicon Valley and Bay Area cities
Improve bus service on weekends
Get Bart to San Jose
Community policing, over police officer patrolling. Making community members feel ownership protecting their neighborhoods
Improve St. James Park and bring BART to downtown San Jose
More shopping and less bars and restaurants in Downtown San Jose. More smaller shops like Los Gatos, Saratoga downtown.
I like my neighborhood and would like to see one way streets changed to two-way streets. Even better air quality
East San Jose
I want new signs around my street
I would like more affordable rent
More bike lanes and smoother roads
Fixture of roads both in small road & freeway
I would like better public transit system (routes, frequency) to better encourage ridership
More frequent bus service and better bike lanes
Traffic congestion
The dog parks
Plan traffic patterns better -- one way street with lights synchronized to allow steady flow -- is ore fuel efficient if people don't have to stop at every other intersection
I'd like to see downtown San Jose become more vibrant with lots of jobs, resources, retail and cultural opportunities of interest and utilized by professionals and middle class individuals. I'd like to see the recent increases in graffiti and drug dealing under control. I feel less safe and secure in my person and belongings than I did a couple of years ago.
Bay Area Wide: More people living near where they work because housing is affordable, city to city bike routes; San Jose: Quit making excuses for reduced services due to poor appropriation of funds- fix pension programs.
City retirement plans- lower the benefit so city does not go bankrupt. Remember Adam Smith- Don't let them vote increase from our train
We need more exits from freeways into Capitol Expressway from 101. When developing add more exits from freeway into major corridors
Widen highways especially 101 exits into Evergreen Valley exits
Increased safety for cyclists. BART around the entire bay
Bay Area -- Add use of high speed buses in freeway medians. Community: address homeless issues
Would like to see BART encircle the entire bay
Make Saint James Park a great place to hang out. Free shuttle to Caltrain station. Connect BART through San Jose. High speed rail station in San Jose
Neighborhood: Dedicated police officer 24/7 in Alviso specifically. Bay Area: Traffic
Connect BART around the bay
Link all transit- light rail/ bus/ BART
Lack of community owned establishments and centers for youth
Stop the violence
More parks and more trails
Please remove homeless in the St. James park
Being treated better as a district (Alviso) by San Jose such as tree trimming, weeds, dumping of mattresses and junk. Thinking!
Limit growth
Near by grocery store
Bring Bart to Santa Clara County
Make historic preservation a priority
Garbage and blight: curbside dumping, graffiti tags, abandoned or fire damaged properties. High cost of living, extreme disparity in income vs.. service user and service providers.

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to **change** ? What one thing in the Bay Area would you like to **change** ?***

**COMMENT**

Note: Unless we reduce taxes and become business friendly this is useless.

More bike lanes and training drivers in bicycle safety rules. Less cars on the road especially gas hogs.

Senior center keeping the nutrition programs as it is before July change. Please bring it back ASAP.

Too much traffic

# Santa Clara County — Vietnamese Voluntary Foundation (VIVO)

## Plan Bay Area Community-Based Outreach

### Outreach area:

San Jose, California

### Outreach description:

Outreach in April and May 2011 through various community and service meetings, a table at the CalWorks Resource Fair, and a community meeting on May 10, 2011

### Participants: 177

(Note: Not everyone voted in all segments of the outreach.)

### Priority Transportation Investment Strategies

Participants were given 21 options for investing future transportation funding and asked to select their top six priorities.

Rank	Strategy
1	Invest more transportation funds to support cities that build new housing near transit that is affordable for Bay Area residents with limited income
2	More frequent service on transit routes with high ridership
3	Expand express bus and local bus services
4	Improve bicycle and pedestrian safety around neighborhood schools
5	Widen major local roadways
6	Improve safety of streets and intersections

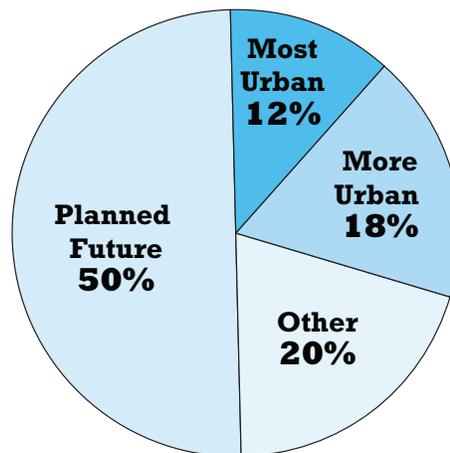
### Priority Policy Initiatives

Participants were given six options for new policies that could be adopted (at the local, regional, state or federal level) and asked to select their top three.

Rank	Initiative
1	Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions)
2	New requirements for employers (e.g. allow employees to work from home one day per week; allow employees to pay for transit with pre-tax dollars, etc.)
3	Electric vehicles (e.g., subsidize the purchase/lease of electric vehicles and hybrids; increase availability of electric vehicle chargers)

### How will we grow?

Participants were asked to choose a preferred scenario for future growth, with "Planned Future" (labeled "current Plans") reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



### Comments

Participants who took the survey were asked what one thing in their neighborhood (and in the Bay Area) they would like to see changed, and what one thing they would most like to keep. Some participants also submitted general comments on a separate comment card. Below are the most common responses and comments in no particular order.

- Affordable housing was the major concern across the board (and specifically for senior and low-income residents)
- Elderly participants expressed concern about cost of transit, since they do not drive, have limited income and depend on public transportation
- Working participants were in favor of bringing BART to San Jose and other light rail projects
- Traffic, pollution and transportation safety were also issues of concern to participants
- The need for more jobs was also expressed

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
VIETNAMESE VOLUNTARY FOUNDATION — SAN JOSE/MILPITAS**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4a**

***What is the one thing in your neighborhood or community that you would most like to keep ? What one thing in the Bay Area would you like to keep ?***

**COMMENT**

Don't want to change.

Electricity system.

Electricity system.

Let's keep whole condition right now; add, but do not decrease.

More employees for safety/security to prevent robbery. Traffic laws should be respected by everyone.

Security in the neighborhood where I currently live.

Safety/security in the neighborhood where I currently live.

Maintain the same way the city is laid out.

Security in the neighborhood.

Do not have anything to change from city suggest.

Keep community in good living.

To me, very enough, so don't want to change.

No

Prevent loitering.

I'm over 70 years old and living in a house. I want housing.

Keep everything that is already available.

No opinion because I'm older.

In this economy, I personally couldn't ask for anything more but a small room that I can live in and don't have to pay much rent. Then the Vietnamese community would be very grateful and wouldn't have to worry.

The education and sanitation is very good I the neighborhood and Bay Area.

I want the Vietnamese community to always unite.

Health insurance for the elderly and children who need it.

Health insurance and benefits for those who need it.

Health insurance and benefits for the elderly and children who need it.

To build more roads (lanes) because of the traffic hours.

Educational funding.

Parks

Current public routes.

Affordable housing and senior housing near public transportation.

Mutual support between different ethnic groups. Safety net for low-income people. Housing for seniors.

Parks; recreation areas; beaches.

Parks; city gardens.

Parks; trails.

Parks; biking trails.

Trees; nature; parks; preserving natural areas.

New BART plans to Diridon Station - YAY!

Extending BART to San Jose.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
VIETNAMESE VOLUNTARY FOUNDATION — SAN JOSE/MILPITAS**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to **change**? What one thing in the Bay Area would you like to **change**?***

**COMMENT**

Don't want to change.

Fix crosswalks. More garbage bins. Build more parks.

My suggestion is helping with traffic for safety.

Want to have more jobs, build more houses for areas with low-income.

Suggestion to fix streets that have a lot of holes, for the safety of traffic.

Fix streets. More garbage bins.

More housing for people with low-income; fix more streets that are currently being damaged.

More houses and jobs; convenience for transportation.

Traffic safety.

Sanitary conditions in neighborhood.

Sanitary conditions in neighborhood.

Do not have anything to change.

Expand traffic systems (buses) on electricity, to reduce amount of pollution. Expand and encourage priorities for people to have enough conditions to open businesses (company, corporation, with assets they currently have, etc.)

Sanitary conditions in neighborhood.

Reduce polluted air that causes pollution; advance hybrid cars. Reduce killing animals; eat vegetarian (vegetarian - no meats).

My suggestion is to make transportation more convenient and guarantee security while moving.

Leave in same condition.

Good security.

No

Need to avoid littering. The front of the house should be nice and tidy.

In my opinion is traffic safety.

Increase housing for the elderly. Increase public transportation.

Because of the rise of society.

Produce more employment in the neighborhood. Bring more companies in the neighborhood and Bay Area.

Get rid of bad stuff in society and bring down gas prices.

Get rid of all bad things in society and bring down gas prices.

Safety in the community. (illegible)

More public transportation

More new houses for low-income families, from range \$100,000-200,000.

Lots of people take advantage of the sign "Handicap Parking" and park their car everywhere. They park their cars in front of houses.

Need government to build more low-income housing.

Need government to have low-income housing.

Housing

Decrease cost of public transportation (BART).

Affordable housing. Increase minimum wage to living wage.

Extending BART service to San Jose.

More lights; more grass; less or no potholes.

Safe, accessible and affordable public transportation.

Have light rail in our neighborhood to connect to jobs and downtown. BART to San Jose.

Employment; housing; community safety.

Affordable housing units.

Traffic.

Gas prices.

Neighborhood safety/watch. Multiple burglaries in the neighborhood.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
VIETNAMESE VOLUNTARY FOUNDATION — SAN JOSE/MILPITAS**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to **change**? What one thing in the Bay Area would you like to **change**?***

**COMMENT**

More bus route expansion.

Frequency of transit at existing stops (i.e., light rail to St. Teresa now 30 minutes; would be great if one more per hour, at 20 minute intervals).

Roadblock at rush hour.



PUBLIC OUTREACH and PARTICIPATION PROGRAM  
Phase Two: Initial Vision Scenario (2011)

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

### **PUBLIC WORKSHOPS AND COMMUNITY OUTREACH BY COUNTY**

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Solano County

# Solano County

Date: May 4, 2011

## Location/Venue:

Solano County Events Center  
601 Texas Street, Conference Room A, Fairfield

Attendance: 86

(Note: not all who attended participated in voting during all workshop segments)

## Priorities Results

Looking to the future, participants were asked to rank their priorities:

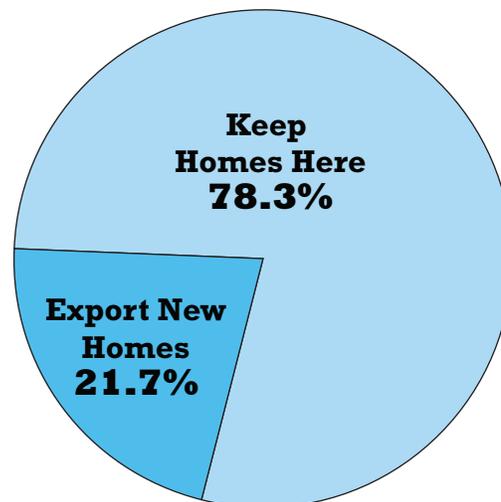
### Rank Priority

1	Clean Air
2	Conserve Water
3	Less Driving Overall
4	Convenient Access to Jobs
5	Conserve Open Space
6	Safer Access to Schools
7	Lower Carbon Emissions
8	Daily Needs Close to Home
9	More Affordable Homes
10	Lower Costs and Taxes
11	Less Local Traffic
12	Keep my Town as it is Today
13	Large Homes with Big Yards
14	Easy and Low Cost Parking



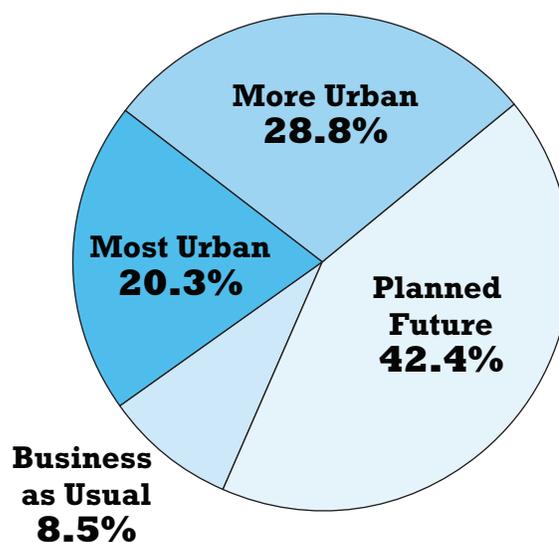
## Where do we build?

Participants were asked where to locate new homes to accommodate new growth — export new homes outside the region or build homes here?



## How will we grow?

Participants were asked to choose a preferred scenario for future growth, with "Business as Usual" carrying forward past development patterns, "Planned Future" reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



## Solano County (continued)

### Priority Transportation Investment Strategies

Participants were given 11 options for investing future transportation funding and asked to select their top four priorities. One option was a “wild card” to allow for priorities not already listed.

Rank	Strategy
1	Increase funding for most effective transit services
2	Expand commuter rail services
3	Offer more transportation funds to cities that build new housing, and affordable housing, near transit in walkable neighborhoods w/ a range of amenities
4	Offer financial incentives to cities that preserve agricultural lands and open space
5	Wild Cards (for ideas not already proposed)
6	Expand express bus and local bus services
7	Increase funding to fix potholes on freeways and local roads
8	Improve bicycle and pedestrian routes
9	Make freeways more efficient through ramp meters and other technologies
10	Increase funding to repair or purchase new buses, train cars, tracks, etc.
11	Widen freeways and local roadways

### Transportation Investment Strategies “Wild Cards” (summary of comments)

- Funds for cities that build job centers
- Solano has lots of housing, fund incentives for jobs
- Public/private partnerships
- Funding for preventive maintenance
- Fund infrastructure to support density
- Car-sharing programs at transit hubs
- Incentives to integrate regional transit fares, schedules, Clipper passes
- Fund bicycle lanes and bicycle programs
- Fund incentives for clean-fuel vehicles

### Priority Policy Initiatives

Participants were given 7 options for new policies that could be adopted (at the local, regional, state or federal level) to reduce greenhouse gas emissions. One option was a “wild card” to allow for priorities not already listed.

Rank	Initiative
1	Wild Cards (for ideas not already proposed)
2	Economic development (e.g., strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)
3	New requirements for employers (e.g. allow employees to work from home one day per week, allow employees to pay for transit with pre-tax dollars, etc.)
4	Electric vehicles (e.g., subsidize the purchase/lease of electric vehicles and hybrids, increase availability of electric vehicle chargers)
5	Other pricing strategies (e.g., charge tolls on new express lanes, or charge a new fee based on annual miles driven)
6	Pricing parking (e.g., charge for parking at work sites, charge higher rates during busy periods to free up more spaces and reduce vehicle idling)
7	Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions)

### Policy Initiatives “Wild Cards” (summary of comments)

- Increase the vehicle registration to fund roads/transit
- Research and implement alternative fuels beyond gas and electric
- Promote reuse of gray water
- New incentives, not requirements, for employers to encourage more sustainable operations and use of alternative modes of travel by workers
- Incentives for jobs over housing
- Incentives for carpooling
- Cut regulations for job-generating projects
- Change law so that revenue increases can be approved by a simple majority vote
- Reduce requirements for employers
- Increase the gas tax
- Implement new green jobs program and pay for it with a carbon tax
- Charge toll on new express lanes
- Cooperative purchasing of new, clean vehicles

**Plan Bay Area Public Workshops (April-May 2011)**

**You Choose comment form**

*Q1: Where do we build? Keep New Homes Here or Export New Homes.*

*List reasons why you voted the way you did.*

<b>MEETING</b>	<b>COMMENT</b>
Solano	Keep homes here, keep development tightly grouped, keep open space and buttes; distinctive cities
Solano	Export new homes, avoid overall growth pressures on Solano, cut sprawl internally
Solano	Keep homes here, clear (sic) obligation to host fair share of growth, culture connectivity, curtail sprawl, reduces "miles per day traveled"
Solano	Keep homes here, avoid sprawl, slow freeway traffic
Solano	Keep homes here, reduce sprawl
Solano	Keep homes here, I assume the other areas (Stockton, Lodi, etc.) have their own growth & issues to deal with.
Solano	Keep homes here; air quality — we have high asthma rates; need to maintain ag lands; could create more mix of housing stock
Solano	Keep homes here; I don't want people having to drive outside county
Solano	Keep homes here; it will conserve water, energy, and land; this will reduce GHG emissions; this makes for a better quality of life with less commuting
Solano	Keep homes here; need homes to correlate with jobs
Solano	Export new homes; limit expansion of Solano County; preserve more open space
Solano	Keep homes here; keep new homes in area
Solano	Keep homes here; 48% or more energy consumption is in buildings, fewer single family homes reduce energy costs vs. buildings — less travel
Solano	Keep homes here; if people restrict where they can build then hopefully choices will be more thoughtful! 1. land use, housing, farming; 2. open space, water use; 3. transportation
Solano	Keep homes here; concerned about urban sprawl; AB 32; SB 375; do not expand city boundary to continue business as usual!
Solano	Keep homes here; homes near jobs
Solano	Export new homes; allow for rural growth; allow for open space
Solano	Keep homes here; encourage local jobs; decrease VMT
Solano	Keep homes here; decrease commuters/distance
Solano	Keep homes here; roof tops equal retail and more retail is needed in certain cities
Solano	Keep homes here; Improve quality of life, more environmentally friendly
Solano	Keep homes here

**Plan Bay Area Public Workshops (April-May 2011)**

**You Choose comment form**

*Q2: How will we grow? [1]-Business As Usual. [2]-Planned Future. [3]-More Urban. [4]-Most Urban.*

*List reasons why you voted the way you did.*

<b>MEETING</b>	<b>COMMENT</b>
Solano	More urban; tight neighborhoods with more apartments/condos, walkable communities, smaller single lot houses
Solano	More urban; focus on new urban/transit friendly communities, cut sprawl internally
Solano	More urban; concentrated housing = more open space conserved ... more amenable to mass transit solutions, saves farmland for large food!
Solano	More urban; less traffic congestion
Solano	Planned future; people need choices, some don't like urban cores
Solano	Most urban
Solano	Most urban; Solano County has no regional park district — we need to maintain open space; public transit is very limited, even in the more urbanized areas; need more concentrated residential areas to support local businesses and to attract new business
Solano	Planned future; planned neighborhoods are the most attractive
Solano	Most urban; this has least environmental impact, this is more livable & have a good sense of community

Solano	Planned future; reflects my community electeds' direction
Solano	Planned future
Solano	Planned future; balance between urban and bus access
Solano	Most urban; conservation, community, economy, ecology
Solano	Most urban; <u>stop</u> urban sprawl, <u>protect farmland</u> , protect open space
Solano	Most urban; stop urban sprawl, contain CO2 expansion, able to use bike for practical (sic) transportation, improve health
Solano	More urban & planned future; use vacant lots vs. more sprawl, could use more public transit
Solano	Planned future; control sprawl, flexibility considerations, planning essential for too many people, reduce congestion, increase multi-modal intercommunity
Solano	Most urban; reduce emissions, reduce VMT, increase public health
Solano	Most urban; preserve open space, increase mass transit regionally, make bike/walk option
Solano	Planned future; planned development allows for strategic planning that can help reduce congestion, address traffic circulation issues, provide and incorporate new environmental resources such as wind and solar to offset and reduce pollution
Solano	More urban; improve quality of life for my family, healthier environments
Solano	More urban; infill better than Greenfield, easy access to daily needs

**Plan Bay Area Public Workshops (April-May 2011)**

**You Choose comment form**

Q3: My Priorities

What priorities would you add for consideration?

MEETING	COMMENT
Solano	Rethink zoning so that suburban single lot neighborhoods have small commercial centers with access for daily needs; develop walk/bike access so real people can walk/bike to their neighborhood center for daily purchases and services. Real designated bike lanes on major streets - biking is too dangerous on major streets as drivers don't respect bikers.
Solano	Improve jobs/housing balance internally
Solano	Balanced growth, open space, culture, silence, provision of local jobs
Solano	New job centers by existing home centers
Solano	The additional 2 million people - who are they? Immigrants? From Mexico? Asia? Where? Middle class? Low income? Who will have the children - Mexican immigrants? What do these ethnic & cultural questions have to do with planning for housing and transportation?
Solano	Fight climate change, need to consider adaptations to a changing climate
Solano	Focus needs to directed to <b>jobs</b> -transit-housing units (sic)
Solano	Jobs, incentives to bring business to our county
Solano	Increase tax incentives for bus to increase # of employees or start new bus
Solano	clean air/water, sustainable economy, green build, renewable energy & local energy production
Solano	How skewed are your responses because of make up of your audience - I saw many county & associated agency people versus non public employees in our audience; you shared valuable information — how can it be better shared to a larger audience; will information generated by these meetings be given to local newspapers; will this information be put on websites; Solano County has the smallest percentage of protected farmland & open space in the Bay Area - nothing seems to be happening to really make a change in Solano County
Solano	Transportation, jobs, clean air, water
Solano	Alternate fuels
Solano	Small homes with yards NOT all condos; sea levels; mixed use, not necessarily dense; transit to connect areas, livable communities (not necessarily urban); individual business success, fewer franchises and look-alike buildings (McMansions, Subway-type strip malls); population growth is huge issue - not clear why 10 billion is supposed to be a "plateau"
Solano	Public health considerations; affordable housing; growth of higher paying jobs — econ. dev.; reduce VMT, increase safe routes to school & incidental walking and biking trips
Solano	Bring BART to all nine Bay Area counties
Solano	Health services and affordability; transportation services — public — that connect the cities and the counties; safety — 1; industry; widen Highway 12
Solano	Jobs/housing balance; wage/housing balance; improved GRP

**Plan Bay Area Public Workshops (April-May 2011)**

You Choose comment form

Q4: *What makes your neighborhood special?*

*What are the important characteristics of your neighborhood that need to be maintained?*

MEETING	COMMENT
Solano	My neighborhood has a long, greenbelt style walkway that encourages people to walk — encourages getting to know neighbors; + small park
Solano	Suburban neighborhood next to urban/rural interface
Solano	Trees, parks, open space; orderly growth; cities are distinct & separate w/greenbelts
Solano	Open space and parks
Solano	Walkable, friendly neighbors, lots of community activities
Solano	Public safety, schools, efficient transportation
Solano	Protect rights of housewives & to protect urban areas from new development
Solano	Community centered, self-contained
Solano	I am in rural canyon that has developed slowly in the past 40 years; I totally dislike the loss of rural atmosphere; Dynamic county & city leaders who can see beyond the moment and really plan for the future that we grow productively by keeping the best & making sure that change will be for the good of the many & not self serving for the few
Solano	My school district (Travis school district)
Solano	Walkability, clean air, agriculture land
Solano	Fresh air; strong, cohesive neighborhood — clean & safe; not too much traffic; bus route centralized, but not intrusive; open space, freedom from noise/intrusion
Solano	Rural atmosphere — terrain with hills preserved; historic buildings; walkability
Solano	Can walk to bike trails, transit, grocery store, job, parks, restaurants, library, gym, etc.
Solano	Walk to employment, dining; park space; front porches

**Plan Bay Area Public Workshops (April-May 2011)**

You Choose comment form

Q5: *What will you remember most from this meeting?*

MEETING	COMMENT
Solano	Daryl Hall's presentation — impressive overview as a reminder of how much Solano has achieved; the voting tool
Solano	Robust discussion of issues
Solano	Thought the handouts were good — like the use of keypads
Solano	Working together at the tables, setting priorities and then discussing our positions
Solano	Tough choices
Solano	The table exercises
Solano	In hearing Daryl Halls presentation it "sounded" good, however, my personal experience has been a trial by fire to use public transportation to get to SF or San Ramon or ?
Solano	Meaningful topics & good discussions that will hopefully make a positive change
Solano	The discussion and thoughts
Solano	Voting gizmo
Solano	Tool "YouChoose" is limited and biased to produce a predicted result; HOV is <u>not</u> multi-modal; most are later planned for paid & tracked access; I-80 message was not strong enough on goals ID & detail; good (need more) on Capitol Corridor; interesting "suburban model" strategy (need more)
Solano	Rio Vista was not included in the regional planning because there is not a transit center located here
Solano	Economic development was hardly discussed, WTF?!; movement, esp. ag related, of goods & services not discussed

## Solano County Workshop — May 4, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(A.) Thoughts and comments about **place types** in area closest to where you live or work

MEETING	COMMENT
Solano	Transit town center
Solano	Looking at #3 seems more like a suburban center vs. transit town center
Solano	Photos on 'place types' do not represent Solano Co. well
Solano	Not all cookie-cutter condos; allow for choice
Solano	Real estate is inexpensive which attracts growth
Solano	The city is (Vallejo) bankrupt but is seeking to become solvent
Solano	The school system (Vallejo) is depressed but it is laboring to improve
Solano	If the above components of Vallejo find a positive end then Vallejo will improve dynamically
Solano	Would like to see more residential growth in the Suisun City waterfront area
Solano	Planned office and suburban residential
Solano	Fairfield-Vacaville train station — transit town center title sounds appropriate but description didn't seem to capture the reality of placing higher density residential near major transit facilities. It focused mostly on commercial, retail, and job centers.
Solano	Lack of residential density
Solano	Characteristics of neighborhoods/branded identity where appropriate
Solano	Too suburban. Not close to goods and services. Bifurcated by large roads cutting through districts. Want downtown good future focus on [not legible] and diverse work/live/play.
Solano	Suisun City is only four square miles. Residents can drive to the train/bus location for easy transfer to public transportation to go to other work places.
Solano	Area 8 — better characterized as suburban center now with potential to be transit neighborhood mixed with rural town center
Solano	Area 7 — important to make transit a priority to make it work
Solano	Area 9 — keep people close to homes, jobs in Solano County
Solano	In Vacaville, section #8 is more similar to section #7
Solano	Vacaville PDAs show unrealistic densities!!
Solano	Vacaville PDA #8 should be suburban center <b>NOT</b> transit town center
Solano	Vacaville PDA #7 → rural town center?
Solano	Benicia — downtown does seem to be a transit neighborhood. Better citywide public transportation could/would increase chance to transition to a transit town center.
Solano	Suisun City (downtown) transit town center and transit neighborhood
Solano	Fairfield downtown: suburban center
Solano	Fairfield-Vacaville train station: should be a 'transit neighborhood' — density too low
Solano	#6 — Suisun City = transit town center/transit neighborhood (downtown)
Solano	#2 — Fairfield downtown = suburban center
Solano	#3 — Fairfield-Vacaville train station = transit neighborhood
Solano	Observation: place types are <b>too skewed</b> to major urban centers
Solano	Voter's main focus is more jobs in Solano; that says it all.
Solano	Most type places shown were more urban than Solano County, which is defined by a mix of urban, suburban and <b>RURAL!</b>
Solano	FF-VV train station should be ??
Solano	Push high density variation for each option
Solano	Fairfield North Texas and West Texas Corridor: the wording mixed use corridor describes current status. There are few residential spots on both corridors. Wide dense residential infill, both areas could be stretched to become more of an urban neighborhood.
Solano	A-ok
Solano	Fairfield train station: should be Transit Neighborhood; toll roads or taxes
Solano	Transit Town Center is appropriate (#6). Adjacent PDA (#2) also could be Transit Town Center adjacent to train station.
Solano	Area 7 — Suburban Center — will not work with the existing transportation or expanded services. Hwy 80 will not be able to sustain this type of growth.
Solano	Preference keep as is or (farm land) or continue to infill

**Solano County Workshop — May 4, 2011****Plan Bay Area Participant Comment Sheet***Step 1: County Growth and Place Types*(A.) Thoughts and comments about **place types** in area closest to where you live or work**MEETING COMMENT**

Solano	1 — transit neighborhood — fine, more modes of retail would be better; 1 — urban neighborhood — like this better, move economically optimistic future
Solano	10 — there is no "there there". I did see it as a suburban center. Development should be focused "downtown" Benicia and Industrial or arsenal area
Solano	I think we should be an urban neighborhood, not a transit neighborhood. We should be encouraging retail in the downtown area as well as housing.
Solano	Benicia #10 — development in Benicia should be focused in the existing areas where Benicia is already developed. Should become urban neighborhood is ever can get a major transit station here
Solano	#10 — Benicia/Northern Gateway — adjacent to refinery. Hard to imagine suburban center, but transit hub on 780, yes.
Solano	Job opportunities in industrial park, (E) housing, nearly all large suburban houses → could use smaller homes, more density.
Solano	Entertainment?
Solano	Benicia — in agreement as employment center
Solano	I want to keep as much agricultural & open space lands. We have a finite amount of earth. Once it's built on, it will likely never revert to its natural state. Even people who live in densely populated areas go to open spaces/ parks to enjoy nature
Solano	Vacaville Area 7 — slated for suburban center — totally disagree. This will be another series of Vacaville subdivisions with and on I-80, for services that the city is finding more and more difficult to provide.
Solano	The city must work on infill and suburban development by encouraging more development of homeowner owned apartments where there are abandoned strip malls & open spaces within the city limits

## Solano County Workshop — May 4, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(B.) Priorities for conserving land in the county/region

MEETING	COMMENT
Solano	2 — should plan open space into general plan. It is a piece of quality of life.
Solano	Keep green/agriculture areas
Solano	Prevent cities in Solano County from spreading any more — use up all vacant spaces available — 'fill-in'
Solano	High (priority for conserving land); too many people is the issue
Solano	Environmental [not legible], quality of living
Solano	Keep good agriculture land and hillsides as they are
Solano	Prevent Travis Air Force Base encroachment
Solano	Save open space
Solano	Solano Land Trust & urban limit lines — have it planned and center continue with existing plan and policies
Solano	Preserve open spaces along with agriculture uses
Solano	Estimate separators/integrate into development if possible
Solano	Define edge development conditions
Solano	Urban growth/agricultural preservation boundaries
Solano	Densification of existing infrastructure
Solano	Focusing housing in cities!
Solano	Farmland; green spaces between cities
Solano	Where is the Vacaville/Dixon greenbelt?
Solano	Air quality & population needs
Solano	Vacaville-Dixon greenbelt
Solano	Vacaville-Fairfield greenbelt
Solano	Keep agricultural land
Solano	Retain open space and viable agriculture
Solano	High density & infill where possible
Solano	Concentrated development = conserve open space! Solano County is defined by its rural character. It is our highest and best quality
Solano	Preserve open space at all costs
Solano	Open space
Solano	Higher density around urban areas and new train stations
Solano	Infill
Solano	Maintain orderly growth initiative
Solano	Maintain agriculture space and scenic open space; keep visual separation between cities and urban areas
Solano	Preservation & promotion of agriculture in the region.
Solano	City limits/buffers/greenbelts
Solano	Solano County has an excellent growth initiative
Solano	Denser development, preservation of agriculture and open lands, locating jobs w/existing housing
Solano	Density infill; low cost affordable housing urban.
Solano	High (priority). Infill, using, infrastructure. Land is precious for sustainability, food production, energy projection.
Solano	High priority (for conserving land). Develop within cities first. Do infill development, utilize land that is not being used. Build high density housing, mixed use buildings. We may need farm land close to us in the future. We still do need open space for parks and community gardens in the cities.
Solano	Infill/density
Solano	Lifecycle cost analysis
Solano	Highest priority
Solano	Creation of regional park district
Solano	To conserve as much as possible
Solano	Stop the land grab by cities — a moratorium of moving city limits
Solano	Identify farm land and historical sites that will be set aside and preserved
Solano	More cooperation/discussion between the county and cities

## Solano County Workshop — May 4, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(C.) What resources do you think would be needed to support growth and high-quality development in your community?

MEETING	COMMENT
Solano	Economic development is the key to a communities survival
Solano	A lot depends on the housing market coming back up. Unfortunately the tax revenue being lost during this housing slump keeps communities from having resources they had in the past.
Solano	Planning, but with choices
Solano	Community representation & involvement
Solano	Better schools, rid city of bankruptcy
Solano	A lot more funds for schools
Solano	I live in Suisun and it is already land locked because of Travis AFB and the marshes; we do not have much to develop — so we must decide wisely i.e. higher paying jobs
Solano	More resources to maintain existing road infrastructure — need to save what we have before building more.
Solano	Support smart growth policies — encourage growth in cities, but address impacts to county areas
Solano	Regional highway and bridge and improvement with integrated transit improvement
Solano	Solano is commuter flexible with bus, bus to BART, boat/ferry to bay wide shores
Solano	Consistent and increased transportation funding
Solano	Various levels of transportation/pedestrian and bike friendly circulation
Solano	Discussed tax/funding base. Infrastructure improvement transportation options that facilitate easy multi-modal movement
Solano	Lots of federal and state grants; more redevelopment projects
Solano	Incentives for job creation in county
Solano	Incentives for density
Solano	Means to overcome economic of single family houses vs. more high density development
Solano	Efficient transit
Solano	Keep redevelopment
Solano	State/federal funding
Solano	Improvement of transit
Solano	Jobs and businesses
Solano	Adequate state and federal grants to support development
Solano	Funding for infrastructure
Solano	Job growth → economic development
Solano	Funding for affordable, high density housing
Solano	\$\$ for planning employment centers to complement existing housing and create a better jobs/housing balance
Solano	Solano has homes; develop job centers to reduce commute and VMT
Solano	Land & home values do not support higher density development (i.e. homes are still too cheap). Values don't support structural parking needed for higher density. Therefore: must keep PDAs in place to help fund projects! (Redevelopment Agencies); cut regulations that make job generating projects too difficult.
Solano	Do not eliminate redevelopment
Solano	Balance regulatory (state/federal) environment
Solano	Jobs! (economic development strategy)
Solano	Jobs — that simple.
Solano	Jobs, transportation, planning policy.
Solano	Jobs to keep the commuting to a minimum
Solano	Transportation, to provide alternatives to 1 person, 1 car commutes and trips
Solano	Planning policy to continue to keep development and the natural world in balance
Solano	Gas tax increase
Solano	Incentive for high density (re) development in existing urban limit lines
Solano	\$ for infrastructure, incentives for job creation, technical assistance for PDA development
Solano	Funding for ag preservation (subsidies), job center growth incentives
Solano	Financial incentives & funding sources, but not on the back of housing
Solano	Community involved in planning process and vote
Solano	More jobs to our area

## Solano County Workshop — May 4, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(C.) What resources do you think would be needed to support growth and high-quality development in your community?

MEETING	COMMENT
Solano	Do not build bedroom community
Solano	Federal funding
Solano	Net zero CO2
Solano	A reconsideration of what does/will drive our economy. Keeping jobs local.
Solano	Long term thinking — building for the long term
Solano	A level playing field — citizen involvement vs. developers, financial speculators
Solano	Public transportation is sorely lacking. We need more employment in Benicia
Solano	Human Resources — getting people involved/aware
Solano	Transit connections
Solano	Leadership!
Solano	Elect responsible people to city councils, who recognize the deficits of urban sprawl
Solano	Continue to bring "clean" industries to Vacaville
Solano	Encourage housing that consolidates peoples activities to a small area
Solano	Improve public transportation for people who commute within the county

## Solano County Workshop — May 4, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 2: Transportation Investment Strategies

Comments about top transportation investment strategies

MEETING	COMMENT
Solano	We are located between two major metro cities of Sac. And SF. Solano should focus transportation plan to improve connectivity along the corridor as its passes through Solano
Solano	Connectivity should apply to inter/intra city mobility for cars, bicycles, pedestrians ...
Solano	Pot holes not so bad on I-80 now, but city and county roads in Solano County are still bad
Solano	Focus on incentives, not penalties
Solano	Our local roads are in slow motion; Failure modes need to preserve our existing system
Solano	Maintain [not legible] bridges
Solano	Integration of transit: one pass, one system
Solano	Need funding for existing facilities to preserve what we have already invested in
Solano	Public private partnerships
Solano	Local jobs priority
	Emphasis on local transportation connections. Keeping jobs close to housing.
Solano	Jobs!
Solano	Transportation needs to be linked to jobs!
Solano	For almost 30 years, Solano has been "told" by ABAG through their policies to build housing — in a much greater % proportion than other bay area counties. We directed our policies to do so & planned & financed infrastructure that still has to be paid off. Now we are seeing ABAG tell us to turn around abruptly & almost halt growth. We need incentives to build jobs that balance jobs/housing and decrease transit trips.
Solano	New jobs existing near existing homes is just as important for GHG/VMT as new homes near jobs. Both need transportation infrastructure & investment.
Solano	The strategies do not include incentives for job creation. A balance of jobs and housing is essential
Solano	The plan for higher density must consider economics of these projects
Solano	Lack of job creation strategies in higher housing areas to address impacts/burdens on transportation system
Solano	In Solano County, consider public-military-private airport sharing (more cargo to Travis AFB/people in Bay Area airports)
Solano	I spoke with thousands of Fairfield voters when running for Fairfield City Council. Almost everyone would want more jobs vs. commuting
Solano	Public transportation is overly expensive
Solano	Need more support for safe routes to school
Solano	Need to decrease vehicle trips & VMT to take children to/from school — when we need to encourage them to walk & bike to school; 20% of morning vehicle trips are vehicle commutes to/from school.
Solano	MTC should be able to invest in job creation strategies, either directly or via pass through to local governments
Solano	I am really concerned at the lack of inclusion of economic development in general. Questions seemed leading.
Solano	There should be a balance of funding incentives for both housing and jobs
Solano	More mass transit — long term
Solano	Again, this is pretty 'forced choice'; the wild card was useful, but still limiting
Solano	What about the agriculture society and their expectations and need? (and challenges, and the poor)
Solano	Planners must anticipate the major changes/transitions occurring in our economy & environment. It seems to me that what is being planned for us really "business as usual" i.e. California is a service economy, small industry, agricultural. Transportation must map to our economic and environmental future
Solano	Need to get off of fossil fuels → they are killing us. This can be by improving mass transit, making it more convenient. We should also promote electric cars
Solano	We need more frequent transit so waits aren't as long. We also need longer routes. Every time you can eliminate a transfer it helps. There should be a BART extension to connect w/ Capitol corridor train and also up through Crockett, Vallejo, American Canyon and Napa.
Solano	Shifting perceptions on bus waits, cost of gas, and community
Solano	It seems that cities with higher density get the \$\$; however, they commute through our county. So it seems there needs to revenue sharing using other factors, like who gets the commuters.
Solano	Less \$\$ for widening freeways & more money to encourage people to buy fuel efficient or electric vehicles
Solano	\$\$/incentives for the development of other than "oil" fuels

## Solano County Workshop — May 4, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 3: Policy Initiatives

Comments about top policy initiatives

MEETING	COMMENT
Solano	Consider looking at other states transportation systems that are working and use them as a model
Solano	Not all policy should be focused on transportation; what about quality of life?
Solano	We are dealing now with 50 years of selfish job-hogging behavior by the City of San Francisco. Make new job development in San Francisco pay a <b>BIG</b> fee to subsidize good transit
Solano	Informed choices, not forced urbanism and cookie-cutter designs
Solano	We need to come up with a new way of funding transportation — gas tax will not work in the future as we move to electric/hybrid vehicles
Solano	No integrated economic development and GHG reduction
Solano	I'm (into) solar roof, but no incentive to R&D, manufacturing, & distribution of new panels or technology
Solano	<b>No</b> suburban strategy, only infill & urban shown on places type
Solano	Instead of 'requirements' for employers, consider it as strategies for employers.
Solano	Include incentives and educate employers of economic benefits (to them and the community) to be flexible with their workforce
Solano	Combine #4 and #6 - incentives & pay your way <i>options</i>
Solano	Incentive based policy. Don't impose more restrictions and cumbersome policy without reciprocal incentives to counteract burden
Solano	Job creation locally — VMT reduction
Solano	Job creation incentives
Solano	Policies that give preference to jobs
	Tax incentives for counties that provide housing for other counties
Solano	This policy (i.e. 1 to1 ratio) will require local bay area to develop housing. Suburban areas must develop j <b>obs</b>
Solano	From city & state: tax \$\$ incentives from businesses to employee; more [not legible] to start new business
Solano	Develop incentives for housing rich areas to create job centers nearby
Solano	Job-housing balance required for each county (1:1 ratio). This policy will require cord Bay Area to develop housing. Suburban areas must develop jobs.
Solano	Most people, if financially able, would most likely want to live close to their job. The plan must recognize this in policy directions. The Bay Area needs affordable housing and suburban areas need more jobs. A 1 to 1 ratio of jobs to housing should be implemented as a guiding principle for the plan!
Solano	Need to support job creation!
Solano	Use education to change behavior or incentives vs. mandates (like #1, #2 and #3 above)
Solano	Good planning should incorporate housing for all price points, public services, jobs, and transportation
Solano	We need to break down bedroom communities to become more complete and more dimensional communities
Solano	Again — need policies supportive of safe routes to schools
Solano	Raise gas tax — incentives for fuel efficiency; incentivize less miles travelled
Solano	Policies should favor increasing density as opposed to expanding footprint, incentivize local jobs/housing balance
Solano	Initiative for alternative short-term
Solano	Gas should not be subsidized
Solano	Alternative renewable energy must be supported
Solano	For GHG emissions, we recognize that we need a quicker technological fix, long term mass transit will get more economical & feasible as we develop transit cities, urban cities, and transit corridors
Solano	Need to move to a green economy and fund it with a carbon tax
Solano	Legislation that will force local communities to follow guidelines that impact open space, ag land, transportation
Solano	Somehow attract a broader base of participation in these meetings

# Solano County Workshop — May 4, 2011

## Plan Bay Area Participant Comment Sheet

### WILD CARDS

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

MEETING	WILD CARD — Investment Strategies	WILD CARD — Policy Initiatives
Solano	Preventative maintenance funding	Extra \$10 added to vehicle registration to help pay for roads
Solano	Incentives policies for job center <i>locations</i>	Research & implement alternative fuels, other than gas or electric
Solano	Funding for infrastructure to allow more density downtown	Vehicle registration fees to help transit
Solano	Transportation funds for cities that build job centers	Reuse of grey water
Solano	Fund investments for all types of housing/jobs by transit centers	Develop alternative fuels for vehicles
Solano	Jobs	EV/alternative fuel support for infrastructure without vehicle tax subsidies
Solano	Jobs to the population centers	New options for employees: don't make them requirements
Solano	Better local jobs need to be attracted	Jobs incentives over housing
Solano	Job growth incentives	Incentives for public transit or car/van pools
Solano	Job creation (change RDA allocation)	Incentives to employers for vanpools & flex work weeks to get trips in off-peak hours
Solano	Incentives for job creation	Incentives for job centers
Solano	Incentives for jobs/housing balance; wage/housing balance	Jobs-housing balance required for each county (i.e. 1 to 1 ratio)
Solano	Incentivize job creation	Cut regulations to job generation projects
Solano	Jobs/housing balance	Majority to increase \$\$
Solano	Build bicycle path and lanes	Require all counties to have job/housing balance
Solano	Support public/private partnerships with political will and policy changes	Alternative energy
Solano	Zip cars at transit hubs	Cut employment regulations
Solano	Funding for preventative maintenance on freeways and local roads	Price vehicle registration & licensing fees to real social costs
Solano	Funding for industrial and other jobs producing infrastructure to bet jobs where people live	Jobs in residential communities
Solano	Incentives to integrate regional transit single passes — for busses, ferry and rail	Raise gas tax
Solano	Incentives & policies for local job creation/location	Gas tax
Solano	Provide or offer more transportation funds that build diverse array of housing & jobs by transit centers (not just affordable!)	Raise gas tax; telecommuting
Solano	Transportation funds for cities that build job centers	Jobs/housing balance
Solano	Funding for infrastructure improvements to allow more density in existing downtowns and centers	
Solano	Attract (good) higher paying jobs close to housing	
Solano	Job centers vs. housing centers	Transition economy greener jobs, new energy technologies services
Solano	Offer more transportation funds to cities to develop jobs thus lessening commutes	Energy generation
Solano	Bicycle lane & service	Life long educational options
Solano	Create financial incentives for developing clean fuel for transportation	New vehicles
Solano		Implement new green jobs program (retro fitting and new renewable energy) and pay for it with a carbon tax
Solano		Real-time energy usage [not legible] to help drivers

# Solano County Workshop — May 4, 2011

## Plan Bay Area Participant Comment Sheet

### WILD CARDS

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

MEETING	WILD CARD — Investment Strategies	WILD CARD — Policy Initiatives
Solano		To research and implement alternative fuels, other than gas or electric
Solano		Education (not regulation) regarding wasted water, plus allowance for grey water re-use
Solano		(5) — Change toll on new express lanes. No to miles you drive per year
Solano		Tax car registration to support regional transit
		Extra \$10 added to vehicle registrations to help pay for roads
Solano		Increase gas taxes by \$1-\$2/gal to fund road quality and transit options
Solano		Clean fuel — build infrastructure but don't give car tax breaks
Solano		New options for employees
Solano		New options for employers
Solano		Clean fuel
Solano		Build infrastructure but don't give tax breaks
Solano		New options for employers and employees beneficial for both
Solano		Develop alternative fuels for vehicles
Solano		Fund economic development in suburban area to get jobs where people live
Solano		Provide needed CEQA for experimental research zone - wind, solar and vehicle
Solano		Buying cooperative for adoption of new technology - hybrid vehicles, solar and wind
Solano		Policies incentives that prefer job's over housing
Solano		Require <b>all</b> Bay Area counties to have job/housing balance (SF = export jobs/Solano = import jobs)
Solano		Incentivize job creation
Solano		Promote alternative energy
Solano		Incentives for employers to have vanpools & flexible work week schedules (trips to off-peak hours)
Solano		Employment regulations
Solano		Need \$\$; reduce tax/fee increases to simple majority
Solano		Cut regulations for job generating projects
Solano		Create policies to encourage each county to have a balance of jobs & housing (1 to 1 ratio)
Solano		Incentives for people to use public transit or car pool/van pool
Solano		Auto licensing policies reflective of the <b>WHOLE SOCIETAL COST</b> of care ownership and operation (don't unconsciously subsidize the automobile)
Solano		More jobs to the people, rather than people to the jobs
Solano		New car energy usage monitoring real time feedback for fuel efficiency
Solano		Transition economy
Solano		Green jobs
Solano		New energy technologies and services
Solano		Energy production

**Solano County Workshop — May 4, 2011**

**Plan Bay Area Participant Comment Sheet**

*WILD CARDS*

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

<b>MEETING</b>	<b>WILD CARD — Investment Strategies</b>	<b>WILD CARD — Policy Initiatives</b>
Solano		Life long education options
Solano		New transportation options e.g. golf cart type vehicles, new roads to accommodate
Solano		Implement new green jobs program. Do massive energy retrofit programs & renewable energy. Pay for it with a carbon tax.



# Solano — Dixon Family Services

## Plan Bay Area Community-Based Outreach

**Outreach area:**  
Dixon, California

**Outreach description:**  
Outreach in April and May 2011 through various food banks in the county, community block party, and senior program

**Participants:** 90  
(Note: Not everyone voted in all segments of the outreach.)

### Priority Transportation Investment Strategies

Participants were given 21 options for investing future transportation funding and asked to select their top six priorities.

Rank	Strategy
1	More transit service to connect housing and jobs
2	Expand commuter rail services (BART, Caltrain, etc.)
3	More frequent service on transit routes with high ridership
4	Expand express bus and local bus services
5	Widen freeways paid for with existing sources of funds
6	Invest more transportation funds to support cities that build new housing near transit that is affordable for Bay Area residents with limited income*
6	Widen major local roadways*

\* tie vote

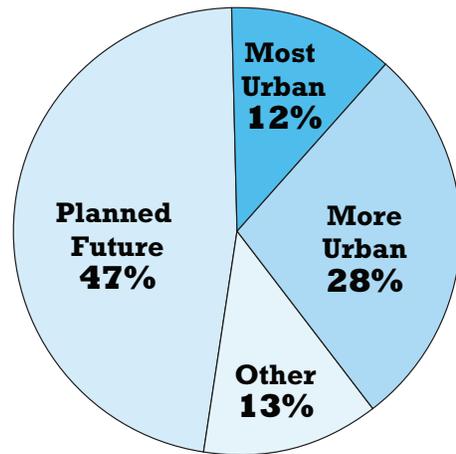
### Priority Policy Initiatives

Participants were given six options for new policies that could be adopted (at the local, regional, state or federal level) and asked to select their top three.

Rank	Initiative
1	Economic strategies (e.g., development strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)
2	New requirements for employers (e.g. allow employees to work from home one day per week; allow employees to pay for transit with pre-tax dollars, etc.)
3	Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions)*

### How will we grow?

Participants were asked to choose a preferred scenario for future growth, with "Planned Future" (labeled "current Plans") reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



### Comments

Participants who took the survey were asked what one thing in their neighborhood (and in the Bay Area) they would like to see changed, and what one thing they would most like to keep. Some participants also submitted general comments on a separate comment card. Below are the most common responses and comments in no particular order.

- Increase job opportunities within Solano County
- Expand transportation options at a low cost
- Expand light-rail (such as BART) from San Francisco to Sacramento; expand BART to Vallejo
- Maintain "small-town" feel and tranquility in the community
- Expand neighborhood watch programs within communities in Solano County
- Increase bus transportation options on the weekends
- Maintain open spaces for farm land and keep parks
- Expand ferry service around the San Francisco Bay
- Affordable housing options, especially for seniors

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
DIXON FAMILY SERVICES — SOLANO COUNTY**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4a**

***What is the one thing in your neighborhood or community that you would most like to keep ? What one thing in the Bay Area would you like to keep ?***

**COMMENT**

The small town quietness
Taxi cabs in Dixon, more jobs, better education
Carpool -- put more carpools
Dixon-Little League; Bay Area - BART system
Rent control; programs like this that help families make ends meet
Very pleasant people
Bus transportation in both areas
The stores and help
Libraries; food lockers; rivers
Calm & peaceful environment
I like the calm environment
I like the tranquility
I would like to maintain the tranquility there is now in the community
Good neighbors and a good community. Most of all I would love for everyone to trust more in the Lord.
More police patrol and firemen both in Vallejo and the Bay Area
Farm Land
Communities
Bus service
Recycle programs; rebuild community.
Our parks
Maintain the area; keep a clean community
The whole farm
Maintain the tranquility and security
Busses
Beauty of farming areas
More green spaces, more trees.
Drug dealers--homeless out of parks--patrolled - beat cop
Likes everything
Open areas and farmland
The kitty cats
The ferry service, bus systems and BART trains.
BART for both community and Bay Area
Dixon May Fair; Lamb town days; Farmers market
Financial incentives for housing
Calm and a small town
1 (In community). The city pool 2 (In the Bay Area). The MUNI buses
Light stops; food
In my area everything is good, in the Bay I would like to keep tourist part of it.
Public transit
The quiet small town feeling
The price of housing; ?
Rio Vista Community Services. Historic places
The lack of police effort
Be a united community
Keep small community
Better transportation services for young children
Restaurants areas

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
DIXON FAMILY SERVICES — SOLANO COUNTY**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4a**

***What is the one thing in your neighborhood or community that you would most like to keep? What one thing in the Bay Area would you like to keep?***

**COMMENT**

In my neighborhood - I like the small town feel in Vacaville. I hope it will not grow much larger. For the Bay Area - The diversity of the population. I enjoy the many cultures here.

In my neighborhood - Too many fast food places - let's keep/bring the higher quality restaurants. For the Bay Area - I like the restaurants in San Francisco - my son takes me to fancy Sunday brunches.

In my neighborhood - I like the trees, flowers that are used to spruce up neighborhoods. We could use more. For the Bay Area - I like all the festivals in the region. I wish I could get to them more often!

In my neighborhood - I like the Farmers' Markets and the produce stands in the region. I am a "country girl." For the Bay Area - I like it all. There is so much to see and do - especially the museums.

In my neighborhood - I like the stores and restaurants all close together in downtown. Convenient for me. For the Bay Area - I really like traveling by ferry. I think we could use more of them.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS  
DIXON FAMILY SERVICES — SOLANO COUNTY**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to **change** ? What one thing in the Bay Area would you like to **change** ?***

**COMMENT**

Add more shopping areas; less parking meters

Less drug/alcohol abuse by teenagers

Bus transportation -- need more in Dixon

The way people drive

Dixon - Small town. In the Bay Area--working in San Francisco - higher wages.

More Neighborhood Watch. In the Bay Area - the price of the bridge toll.

Nothing

I would want to change the uncontrolled traffic in both areas.

Community jobs

Having more places for help

More jobs; Lower cost housing

More vigilance/surveillance

I like how it is now.

I like the community

More sports and use less car transportation

More work

More transportation for seniors & disabled

I would love for our rent to be lowered

I am new to the area

1. The bus routes need to be where I don't have to walk as far just to get picked up! To walk almost a mile is ridiculous! 2. BART to come to Vallejo

Highway widen. Widen Lanes.

Too many cars, can't drive out of driveway

More jobs

Increase bus service in our area. Example, instead of one hour interval before the next bus comes in, it should be every 15 minutes.

Keep cost down; housing; no new build; encourage reusable & reuse

Job

Our road; potholes

I live on a farm

More public transportation

More public transportation services

Better playground and safety for everyone

Commuter bus to local cities; expanding light rail

Less leap frog development

More industrial sites to create more jobs

BART station Antioch/Brentwood, Sacramento; 4 lanes traffic starting at Highway 160

More transportation

More bike paths

Anything that will bring in revenue for Isleton.

More jobs and more frequent bus running

Mass transit expense out of pocket; Mass transit expense.

More jobs-better education-more out of town transportation for the elderly

Change bicycle lanes

More clean community

BART to be extended

Road Service; Traffic

In my area I wouldn't want to change anything but in the Bay Area I would add more parking.

More places for entertainment, ex: movie theaters

I would like to change the fact that jobs are so scarce and the over-development is so bad.

PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS DIXON FAMILY SERVICES — SOLANO COUNTY
Below are all comments received in response to the following two-part question.
QUESTION 4b
<i>What is the one thing in your neighborhood or community that you would most like to <b>change</b> ? What one thing in the Bay Area would you like to <b>change</b> ?</i>
<b>COMMENT</b>
People stay out of my business; price of bridge toll.
My neighborhood needs new pavement. Bay Area needs more police.
Less drugs
The traffic
More Work
Improving roads and toll price to make it easier for people to work across bridge.
Gas
More security for the children who walk to school
Neighborhood - Enforce speed limits. Kids are always racing up and down the street. Bay Area - Would be good to have BART in Solano county
Neighborhood - We need to see more housing that seniors can afford. We are all on fixed incomes. In the Bay Area -- I think all the Bay Area should have more senior housing. We are all getting older faster!
Neighborhood - Transportation more available on the weekends - especially Sunday. Most seniors are stuck at home and cannot enjoy weekend festivals, etc. In the Bay Area -- Definitely BART in Solano County.
Neighborhood - I think we have enough growth in Vacaville. I miss the days when it was a small town. I have lived here for 40 years. In the Bay Area -- Too much growth. Freeway always congested when we go to visit my daughter in Berkeley.
Neighborhood - Transit services on Sundays; difficult to get to church. Bay Area - Having BART in Solano County would be helpful.



PUBLIC OUTREACH and PARTICIPATION PROGRAM  
Phase Two: Initial Vision Scenario (2011)

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

### **PUBLIC WORKSHOPS AND COMMUNITY OUTREACH BY COUNTY**

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Sonoma County

# Sonoma County

Date: May 18, 2011

**Location/Venue:**

The Glaser Center  
547 Mendocino Avenue, Santa Rosa

**Attendance:** 85

(Note: not all who attended participated in voting during all workshop segments)

**Priorities Results**

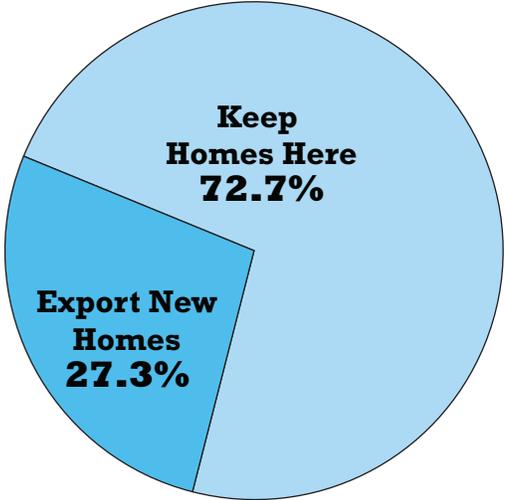
Looking to the future, participants were asked to rank their priorities:

Rank	Priority
1	Clean Air
2	Safer Access to Schools
3	Less Driving Overall
4	Conserve Open Space
5	Lower Carbon Emissions
6	Daily Needs Close to Home
7	Conserve Water
8	Convenient Access to Jobs
9	More Affordable Homes
10	Less Local Traffic
11	Keep my Town as it is Today
12	Lower Costs and Taxes
13	Easy and Low Cost Parking
14	Large Homes with Big Yards



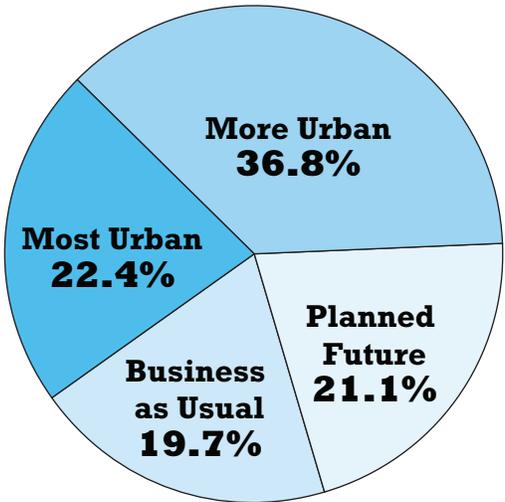
**Where do we build?**

Participants were asked where to locate new homes to accommodate new growth — export new homes outside the region or build homes here?



**How will we grow?**

Participants were asked to choose a preferred scenario for future growth, with "Business as Usual" carrying forward past development patterns, "Planned Future" reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



## Sonoma County (continued)

### Priority Transportation Investment Strategies

Participants were given 11 options for investing future transportation funding and asked to select their top four priorities. One option was a “wild card” to allow for priorities not already listed.

Rank	Strategy
1	Improve bicycle and pedestrian routes
2	Expand express bus and local bus services
3	Increase funding for most effective transit services
4	Expand commuter rail services
5	Wild Cards (for ideas not already proposed)
6	Offer more transportation funds to cities that build new housing, and affordable housing, near transit in walkable neighborhoods w/ a range of amenities*
6	Offer financial incentives to cities that preserve agricultural lands and open space*
8	Increase funding to repair or purchase new buses, train cars, tracks, etc.
9	Increase funding to fix potholes on freeways and local roads
10	Widen freeways and local roadways
11	Make freeways more efficient through ramp meters and other technologies

\* tie vote

### Transportation Investment Strategies “Wild Cards” (summary of comments)

- Incentives for carpools and vanpools
- Fund car vouchers for disabled patrons for emergency transportation on nights/weekend/holidays
- Mini-buses, shuttles for short local trips
- Appropriate road development for appropriate housing growth, especially rural
- Funding to help cities lower fees and decrease land use restrictions for builders who invest without public funds
- Fund economic development
- Free bus passes for seniors, students, certain employees
- Link all neighborhoods with bike lanes/greenways

### Priority Policy Initiatives

Participants were given 7 options for new policies that could be adopted (at the local, regional, state or federal level) to reduce greenhouse gas emissions. One option was a “wild card” to allow for priorities not already listed.

Rank	Initiative
1	New requirements for employers (e.g. allow employees to work from home one day per week, allow employees to pay for transit with pre-tax dollars, etc.)
2	Wild Cards (for ideas not already proposed)
3	Electric vehicles (e.g., subsidize the purchase/ lease of electric vehicles and hybrids, increase availability of electric vehicle chargers)
4	Economic development (e.g., strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)
5	Pricing parking (e.g., charge for parking at work sites, charge higher rates during busy periods to free up more spaces and reduce vehicle idling)
6	Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions)*
6	Other pricing strategies (e.g., charge tolls on new express lanes, or charge a new fee based on annual miles driven)*

### Policy Initiatives “Wild Cards” (summary of comments)

- Adopt policy to encourage public/private partnerships for incentivizing infrastructure and private development investment
- Incentives for fleet turnover to greener energy
- Eliminate unnecessary agencies with unelected boards
- Incentives versus requirements for many of these proposals
- Incentivize local food production
- Raise the gas tax
- Greenhouse gases don’t matter
- Less restrictions for new small businesses
- Congestion-pricing on all roads
- Gauges in all vehicles to show fuel efficiency to promote saving fuel and reducing emissions
- Promote local economic development
- Tax credits for saving energy
- Maximize use of private, nonprofit and public vehicles through “mobility management”

**Plan Bay Area Public Workshops (April-May 2011)**

You Choose comment form

Q1: Where do we build? Keep New Homes Here or Export New Homes.

List reasons why you voted the way you did.

MEETING	COMMENT
Sonoma	Keep New Homes Here. Long distance commuting will become unaffordable and unsustainable
Sonoma	We don't need more density
Sonoma	Keep New Homes Here. Growth projections are overstated Sonoma and other rural areas should not absorb as large a % of homes in the future
Sonoma	Keep New Homes Here. Minimize commuting VMT & GHG
Sonoma	Export New Homes. Moving with family business located there
Sonoma	Keep New Homes Here. Believe in living close to employment
Sonoma	This sets up 2 diametrically opposed positions that exaggerates opposing views and makes it easier to sway people's decisions toward "keep homes here". There should be a mid option to show a more balanced view - especially since the speaker said that real
Sonoma	Keep New Homes Here. Reduces car travel
Sonoma	Keep New Homes Here. Preserve open space & biological diversity develop in a more urban manner but not over 4-6 stories
Sonoma	Keep New Homes Here. Jobs/living local focus community resilience
Sonoma	Keep New Homes Here. Conserve open space & farmland develop interesting ...
Sonoma	Keep New Homes Here. I want to see slow growth and still share this beautiful area
Sonoma	Keep New Homes Here. I would like to see natural landscapes preserved as much as possible
Sonoma	Keep New Homes Here.
Sonoma	Keep New Homes Here.
Sonoma	Keep New Homes Here. We ware urban/suburban counties; while protecting our open space, we are responsible for intensifying development
Sonoma	Keep New Homes Here. We want our children to stay in the area
Sonoma	Export New Homes.
Sonoma	Keep New Homes Here. Commute time access to urban centers less energy needed for transportation
Sonoma	Keep New Homes Here. Sprawl uses more resources, crucial to maintain farmland & native ecosystems
Sonoma	Didn't understand the question - do homes include apartments?
Sonoma	Export New Homes. Opposite will cause sprawl. Encourage better transit systems. People who work inside the area but live outside can ride improved transit.
Sonoma	Keep New Homes Here. I would like to see our population density increase in some areas, but possibly not as many as ABAG wants...
Sonoma	Export New Homes. I want spaces between me and my neighbor.
Sonoma	Neither. I don't want to encourage growth unnecessarily.
Sonoma	Keep New Homes Here. It's realistic.
Sonoma	Keep New Homes Here. Urban infill -- less resources; less travel.
Sonoma	Keep New Homes Here. I did assume that jobs would still be here.

**Plan Bay Area Public Workshops (April-May 2011)**

You Choose comment form

Q2: How will we grow? [1]-Business As Usual. [2]-Planned Future. [3]-More Urban. [4]-Most Urban.

List reasons why you voted the way you did.

MEETING	COMMENT
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Sonoma	MOST Urban. Increase gasoline costs require reducing travel distances
Sonoma	Business as Usual. Our city and county are doing just fine by themselves w/out Silicon Valley and ABAG telling us how to do it
Sonoma	MOST Urban. Sprawl = bad Infrastructure is already in planned urban areas. Transit access/GHG reduction
Sonoma	Planned Future. Sonoma Co. is mostly rural.
Sonoma	Business as Usual. Change is difficult for most people.
Sonoma	Planned Future. Need to continue to have full range of choices from rural to urban. Urban living is not for everyone
Sonoma	MOST Urban. Most reduction in transport but - where are sustainable gardens on local?...
Sonoma	More Urban. Increase density while maintaining character and ... Alternative measures of transportation that are safe
Sonoma	More Urban. Less greenspace conversion More efficient building Community focus
Sonoma	More Urban. Need more density to accommodate growth but not too dense - we live here for a reason
Sonoma	Planned Future. Windsor Plains doing a great job creating a family friendly place to live.
Sonoma	More Urban. I think suburban communities can get behind the "more urban" strategy, while existing large cities can go "most urban"
Sonoma	Planned Future. Diversity Access to transit Walkability
Sonoma	More Urban. We need to have less traffic and closer access to shopping, schools, walking
Sonoma	Planned Future. Growth is coming, but where and how is crucial
Sonoma	More Urban. I want higher density living and more open areas More parks/more trees
Sonoma	Planned Future. Need more eco-friendly ideas in place More community involvement
Sonoma	Private property rights to live on rural lands
Sonoma	Planned Future. Mixed use Sustainable growth Community consensus?
Sonoma	More Urban. Most people must live close to their jobs, schools, etc but we must have space for urban food production, community gardens, parks
Sonoma	MOST Urban. Conserve open space; habitat & surrounding land of urban areas
Sonoma	MOST Urban. We need to grow up, not out. Best way to accommodate the growth that will happen. Revitalize downtowns where most of the concentrated development will occur.
Sonoma	Don't want all the development funds to go to SF. Rural to urban development is needed without being <u>Most</u> Urban.
Sonoma	Planned Future. Need a better plan for population growth.
Sonoma	Neither. Again, don't push development ahead of actual, natural growth.
Sonoma	More Urban. I grew up in apartments in Chicago and hoped to retire to a high rise on Lake Michigan, but I recognize that many other people would not be comfortable in that environment.
Sonoma	More Urban.
Sonoma	MOST Urban. Quality of life is associated with community and also the ability to find open space from time to time.

**Plan Bay Area Public Workshops (April-May 2011)**

**You Choose comment form**

*Q3: My Priorities*

*What priorities would you add for consideration?*

**MEETING COMMENT**

Sonoma	Necessary to address intersection operations to reduce pollution and GHG gasses from idling traffic (cars & trucks). Roundabouts & protective-permissive left-turn signals are two possible solutions. Improving road links between Sonoma County and I-80, SR-99, I-5 (North Bay, East-West corridor)
Sonoma	Clean air - no fly zone regarding chemical dumping upon us from planes (contrails & chem trails) We want our state parks open. We don't need bureaucratic and committees to pay with our tax money to take over freedoms. The voting was not accurate because "your" people were in the room - a majority. It is not necessary to discuss growth if we don't have jobs and some of the examples like additional parking meters hurt businesses
Sonoma	Freedom, Liberty. This is all based on bad science, AB 32. Too many assumptions you put it out like it's sound science.
Sonoma	Restoration of watersheds - the environment, riparian corridor rules - no bldg w/in 100ft. Off riparian in either direction. Protection of forest resources - carbon sinks - no timber conversion - grapes/houses Protection; continuity of habitat for fish & wildlife - make sure development does not encroach. Employer incentives for telecommuting; redirection of VMT - off bus passes, municipal incentives, waivers/offers if businesses test it, tax breaks
Sonoma	I want more incentives and encouragement for starting and maintaining businesses. I want a thriving local economy. I want to encourage the efficient and economical movement of goods and services essential for a thriving economy
Sonoma	There is definitely a bias in how the priorities are worded - saying "less driving overall" implies that I believe there is too much driving but just don't see it as a priority
Sonoma	Develop sustainable, local community, household, school gardens. Develop regional food processing plant (free) - for...heard about the transition to con movement!!! It is critical to dealing with carbon, global warming, economic crises, more light rail - electric vehicles
Sonoma	Develop a safe network of green ways to provide an alternative mode of transportation. Make downtown areas to live, work, socialize, eat, recreate; connect downtowns to neighborhoods with alternative modes of transportation
Sonoma	Increase & protect agricultural lands; collect water & protect watersheds; develop local energy sheds; increase alternative transportation options
Sonoma	Convenient access to schools; access to parks; efficient transit; bicycle and pedestrian access
Sonoma	Environmental consideration as unsuitable lands for development based on McHargian Theories Housing values please don't drop anymore water & sewer infrastructure
Sonoma	Habitat and fisheries preservation Public health (including the obesity epidemic)
Sonoma	More affordable homes Clean air Keep my town as it is today Safer access to schools
Sonoma	Maintain & improve local food supply Keep community self-governing
Sonoma	Safe transportation routes for biking/walking commuters; bike paths, bike lanes, sidewalks Public transportation, trains and busses Higher gas tax, higher parking fees
Sonoma	I want less air pollution from automobiles I want lower household transportation costs, utility bills, govt fees, taxes I want more homes to meet the needs of varying income/age groups
Sonoma	The constitution - individual rights, private property rights, government personnel accountability. Fiscal responsibility

Sonoma	Clean air More affordable homes Daily needs close to home Less local traffic Outside urban growth area Smart train activation/light rail or BART extension to north bay
Sonoma	More urban and urban fringe food production Realistic assessment of water and other essential resource availability Waste management, requiring reuse, composting, recycling, moving towards zero waste Reduce/eliminate impervious surfaces; filter rainwater & recharge groundwater
Sonoma	Habitat preservation - upland areas. Wildlife movement areas
Sonoma	Distributed energy -- self generation. Please simplify; what other priorities?
Sonoma	I want help moving my town toward a consensus or at least a commonly accepted vision. I want ABAG to change the RHNA calculation for affordable housing to include existing vacant stock (foreclosures, etc.) when they are used for affordable or low-income units. I am concerned about seniors and disabled with increased emphasis on biking and walking -- even short distances can be challenging. I am concerned that if I vote for Most Urban planning money will be directed to San Francisco rather than Santa Rosa. What if the "picked best scenario" doesn't meet the GHG goals?
Sonoma	Population control. Contamination of well water. Honest politicians. More money for schools.
Sonoma	Tax money to pay for no growth or public transportation whether used or not by general population? How do controls for costs come into play if government operated transportation? How does free market play into growth?
Sonoma	Recognizing that development/building may not be needed. Don't assume growth that may not naturally occur. Reduce government interference in our lives. There is too much regulation going on!
Sonoma	Protection of individual liberty and private property rights as our unalienable rights under our founding documents.
Sonoma	Protection of individual liberty and private property rights as our unalienable rights under our founding documents.
Sonoma	Public transportation, especially p.t. that provide efficient and timely transportation. Demographic and architectural diversity.
Sonoma	More places for people to locally exercise and enjoy sunshine (and rain) -- for exercise, weight control, and general health. Better access to parks.
Sonoma	This is staged. No private public partnership for stack and pack construction. Lower high construction city permits and land use restrictions. Learn more about what is really polluting our air. Go to toxicsky.org. This is global warming. People yelled no at my ? - about \$.

**Plan Bay Area Public Workshops (April-May 2011)**

**You Choose comment form**

*Q4: What makes your neighborhood special?*

*What are the important characteristics of your neighborhood that need to be maintained?*

**MEETING COMMENT**

Sonoma	Rural ambience, small town feel
Sonoma	It's very rural-low density already by design
Sonoma	Access in/out - I live in a ... community (roads, paths, etc.) Maintenance of utilities, trees/landscape, lighting, noise, animal catch. parking
Sonoma	Stores within walking distance Public park Nice neighbors
Sonoma	Quiet... backyard garden, easy to bike to stores, meetings, banks, etc.
Sonoma	Close to parks (walkable) We know a lot of our neighbors

Sonoma	Local economy Agricultural mix Mix stock of housing types
Sonoma	People beautiful trees close to jobs & services on a transit line
Sonoma	Safety Mix of land use Accessibility to daily needs
Sonoma	A park within walking distance A school within walking distance
Sonoma	Website
Sonoma	Easy access to shopping by walking Sense of safety Friendly
Sonoma	It is near downtown, business centers, but it's quiet and safe for walking
Sonoma	We have a depot for the SMART train Trees - open space We are creating more walkable neighborhoods We are maintaining small, open areas throughout the town and have large public parks on the periphery of town We are making our streets safer for cyclists a
Sonoma	Open spaces and greenery United community Family oriented/safe environment
Sonoma	Cultural diversity Open spaces Ethnic clothing, food choices/ Spanish language accessibility
Sonoma	I live in a semi-rural area with 5 acre minimum lot size where food can be provided. This is crucial for feeding urban centers
Sonoma	Rural community character Wildlife movement along urban fringes - essential focus & never discussed
Sonoma	The open space and conserved ag land. The quality independent school district. The local grange.
Sonoma	Walk to grocery store, restaurants, etc. Open spaces -- green spaces and parks; lots of parks. Good schools.
Sonoma	Small, no large apartment complex. Rural, farm environment.
Sonoma	Locality and not too much residential concentration. Beautiful and useful agricultural rural land.
Sonoma	I live in a 55+ community with relatively small houses on small lots. But there are many shared amenities (pools, library, trails, golf course, etc.) There is also a strong sense of community.
Sonoma	Walking to stores and shops. Nearby green space.
Sonoma	15 minutes bike ride to almost everything. More local services reduce trips by car.

**Plan Bay Area Public Workshops (April-May 2011)**

**You Choose comment form**

Q5: What will you remember most from this meeting?

MEETING	COMMENT
Sonoma	Crowd resistant to format at meeting; meeting was disrupted
Sonoma	How rigged it was, total setup
Sonoma	Sadly, disruptive participants The moderators need to be practical in crowd control Amanda from GA was great

Sonoma	The vehemence and persistence of the disruptions
Sonoma	Interacting with the electronic pad
Sonoma	The disrupters - are they from the Tea Party nay-sayers?
Sonoma	Example of removal of Embarcadero Freeway. Hand tool set was very interesting.
Sonoma	Some useful processes Interesting dissension
Sonoma	Disruptive public comments
Sonoma	The cool planning tools and professional way the meeting was handled
Sonoma	I was alarmed by the vocal groups of participants who were distrustful of govt and this process - Kudos for handling it well.
Sonoma	Open ideas and asking for input
Sonoma	The exercise Dave Biggs led wasn't useful
Sonoma	How many paranoid conspiracy theorists there were. You guys were way too helpful to those jerks
Sonoma	Interesting discussion
Sonoma	Varied opinions and response to Vision/Plan Bay Area
Sonoma	Very focused on presumption of growth which I believe is incorrect I think the more relevant question is how to make our current living patterns more sustainable
Sonoma	Ability & participate
Sonoma	The well thought out plan but poor presentation.
Sonoma	20% of people in the room were aggressive in not getting the sustainability concepts -- were afraid.
Sonoma	Computer voting, very unique.
Sonoma	The rudeness of some in the audience.
Sonoma	How voting results
Sonoma	Electronic interactivity. Disruption by idiots.

## Sonoma County Workshop — May 18, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(A.) thoughts and comments about place types in the area closest to where you live or work.

MEETING	COMMENT
Sonoma	More walkable neighborhoods, safe routes to school
Sonoma	Diverse and walkable, with access to transit
Sonoma	Vacant lands within City of Santa Rosa are future growth areas
Sonoma	Podium (?) type buildings to implement high densities envisioned for Santa Rosa North Station Area will not likely be economically viable for many years. This should not be allowed to impede development of this area at current General Plan densities in the interim.
Sonoma	Links from lag areas to central areas
Sonoma	Accessibility to neighborhood services
Sonoma	(11) While the Eighth Street corridor is appropriate for small industry, housing and/or transportation to serve that area needs to improve. (14) The area should include Sonoma proper as well.
Sonoma	The pictures are misleading and there are too many categories. Simplify.
Sonoma	Diverse areas/cities - place types vary dramatically in our county. Regional center is probably too dense, but city center appropriate in most of our cities. Some cities might still have rural town center but most accept density in landforms.
Sonoma	I live in a rural type of neighborhood 5 minutes from a suburban shopping center. It's nice!
Sonoma	Developments close to my neighborhood. (1) Mixed-use corridor
Sonoma	Wonderful parks — close to all types of parks. Not very accessible for shopping and other services. Very nice neighborhood setting.
Sonoma	My place types are rural centers.
Sonoma	To sum it up, the more transit towns in the county, the better. A light rail from Sebastopol to Petaluma, Sebastopol to Sonoma, and Cloverdale to Petaluma (SMART plan already in place).
Sonoma	OK - Sonoma as rural ??? use — so long as it includes light rail — not more cars!

**Sonoma County Workshop — May 18, 2011**

**Plan Bay Area Participant Comment Sheet**

Step 1: County Growth and Place Types

(B.) What are your priorities for conserving land in the county/region?

**MEETING COMMENT**

Sonoma	I want ranchers'/farmers' rights to continue to be respected. Eminent domain is not an acceptable way to "conserve" land.
Sonoma	Preserving local open space, state parks
Sonoma	State and county-owned land
Sonoma	Work with open space district
Sonoma	Mixed suburban/rural spaces
Sonoma	Mixed suburban/rural spaces/public parks
Sonoma	Increased dedicated agricultural land; watershed protection; increase local economic activity and jobs; develop "energy sheds" (e.g., wind, solar farms)
Sonoma	Keep our farmland and parks intact and functional.
Sonoma	Preserve agricultural land/riparian corridors/mountain tops, greenbelts.
Sonoma	Save all current farmland. Local food supply will become crucial in the future.
Sonoma	Sonoma County has several programs to preserve our rural heritage.
Sonoma	Keeping existing parks — city, regional and state
Sonoma	High priority for farmland preservation and reducing suburban sprawl.
Sonoma	Higher density development will keep our open spaces available for recreation, agriculture, protected habitat, etc.
Sonoma	Sonoma City has a large rural mixed-use area. Way too much land consumed for minimal population growth and marginal GHG reduction from this non-transit-friendly growth along Hwy. 12.
Sonoma	Vineyards are beginning to fail - convert to orchards - nuts and fruits - ___ to rocky grape growing soil.

## Sonoma County Workshop — May 18, 2011

### Plan Bay Area Participant Comment Sheet

#### Step 1: County Growth and Place Types

(C.) What resources do you think would be needed to support growth and high-quality development in your community?

MEETING	COMMENT
Sonoma	Less government. Allow business including agriculture to do their thing!
Sonoma	I would like to see some transit-centered planned communities and/or pedestrian-friendly town squares.
Sonoma	\$ for planning
Sonoma	SB 375 (circled)
Sonoma	Community level planning forums; community mapping workshops; local development/community development support/funding
Sonoma	Car-share. Employer tax break for hiring local (i.e., within 5 miles) of workplace. Employer incentives for non-driving employees, work from home, etc.
Sonoma	\$ for infrastructure for transportation, alternative transit (and operating funds), bicycle facilities/lanes/paths. Flexible in zoning to integrate jobs, services, schools and houses.
Sonoma	Build a bike pedestrian bridge that connects Santa Rosa Jr. College/East Santa Rosa to West Santa Rosa/train station.
Sonoma	SMART up and running will increase tourist trade and other businesses. Maintain existing infrastructure - roads in good shape. Accommodating growth in existing footprint.
Sonoma	Adequate infrastructure including water-sewer and energy facilities and distribution systems. Transportation alternatives and upgrade 101 north of Windsor.
Sonoma	A more educated public. We need to somehow present the process of developing the plan for the Bay Area's future in a manner that simultaneously informs the public while providing choices and minimizing the political volatility of the public forum. (I acknowledge that you appeared to be attempting this — not a bad job.)
Sonoma	Light rail — elect up

## Sonoma County Workshop — May 18, 2011

### Plan Bay Area Participant Comment Sheet

Step 2: Transportation Investment Strategies

Comments about top transportation investment strategies

MEETING	COMMENT
Sonoma	Note by C: Increase funding to repair or purchase new buses, train cars, tracks, etc. — If we had the money
Sonoma	SMART is not a good investment. It should be scrapped!
Sonoma	Get the train running! Support SMART and local transit.
Sonoma	I want my freedom! Get rid of ICLEI/SMART/sustainable development/Agenda 21 et al. I want to be free!
Sonoma	There should be some improvements to the existing transit system.
Sonoma	Fix assets in place is of utmost importance
Sonoma	Need to consider transportation system needs to support Bay Area commerce. Widening freeway (US 101) isn't only about cars and commuting — it's about movement of goods and services also.
Sonoma	Diversion/reduction of transportation
Sonoma	Prioritize local development of jobs, food, energy, water, etc.; education at all levels; community building; ride-share, shuttle services
Sonoma	Make it safer to bike/bus/walk. Make it more expensive to drive.
Sonoma	One all-transit monthly passes. Create incentives for low-income ridership. Incentivize public transport options. City Bus → County Bus → Train = one transit pass for all three
Sonoma	Move goods using rail to get trucks off the road. Maintain existing infrastructure - particularly roads.
Sonoma	Stop the expansion of highways; it takes away from the character of Sonoma County. Make Sonoma County a rail county, not highway.
Sonoma	On C: Increase funding to repair or purchase new buses, train cars, tracks, etc. — circled train cars, tracks

**Sonoma County Workshop — May 18, 2011**

**Plan Bay Area Participant Comment Sheet**

*Step 3: Policy Initiatives*

Comments about top policy initiatives

**MEETING COMMENT**

Sonoma	Again, government is too intrusive and too regulatory. Also, we need to focus on current economic issues, not future growth!
Sonoma	Transit
Sonoma	I think that employers should emphasize mass transit use and other ways of commuting!!!
Sonoma	Do not force builders of new homes to pay more fees for more initiatives
Sonoma	Linkages between the neighborhoods by the fairgrounds/southwest Santa Rosa and the future train
Sonoma	More options for specific ideas such as "New Requirements for Employers." More time should be allocated to understanding the concepts before laying the cards down in the games. Also, I would like to propose consideration of a technological platform to vote directly on these issues as we did in this forum. A Web-based app could gather real-time data to vote directly on the evolving plan.

## Sonoma County Workshop — May 18, 2011

### Plan Bay Area Participant Comment Sheet

#### WILD CARDS

#### Step 2: Transportation Investment Strategies

#### Step 3: Policy Initiatives

MEETING	WILD CARD — Investment Strategies	WILD CARD — Policy Initiatives
Sonoma	Maintain what we have	Some of these are good ideas above but they should not be mandated, but voluntary
Sonoma		Prioritize local food sources
Sonoma	Public transportation options that facilitate a car-free lifestyle	
Sonoma	Intercity-town electric light rail to whole Bay Area	Electric light rail everywhere or non-fossil fuel
Sonoma	Incentive car + vanpooling. Traffic.	Greenhouse gases don't matter much because global warming is a hoax.
Sonoma	Cab vouchers for disabled patrons for emergency night/weekend/holidays	Green building/transit mix economic with environmental
Sonoma	Discounted bus passes for disabled/students/seniors or 30-pass tickets for frequent riders	Audible sounds on electric vehicles
Sonoma	Mini-buses for neighborhood short trips	Make carpooling actually carpooling. A mom with her baby is NOT a carpool - we don't encourage people to carpool when anyone and everyone can cheat it.
Sonoma	Appropriate road development to appropriate housing growth, especially rural	Downtown parking in Santa Rosa should be discounted for government workers and business workers.
Sonoma	Enhancement of existing public transit	Lessen restrictions on new small businesses.
Sonoma	Demand transportation agencies that are already doing stuff to complete and improve the current transportation situation. Make the SMART train do what all were promised it would do.	Repeal NAFTA.
Sonoma	Realign MTC/ABAG boundaries with commute sheds, not county boundaries.	Make all freeways toll roads with congestion-based pricing.
Sonoma	Cities to lower fees and decrease land use restrictions for builders to <u>invest</u> without public funds.	Increase bridge tolls for SO vehicles and decrease bus fares to encourage transit ridership and carpooling.
Sonoma	Use collected funds to fix the roads.	We need more local jobs!!
Sonoma	Put all redevelopment areas to a vote with a full explanation of the impacts to general fund and county/state services.	Require Prius-like gauges in all cars to show people what they could save when gas reaches \$8 a gallon. They still have the option to be a cowboy but some will learn and change behavior.
Sonoma	Adopt public policy to encourage public/private partnerships for incentivizing infrastructure and private development investment.	We need alternatives that do not result in the individual worker paying for new fees, tolls or costs.
Sonoma	Create a public transportation system that supports car-free lifestyles.	Lower electric use. See Refusesmartmeters.com
Sonoma	Incentives for fleet turnover to greener energy.	Stop the geo-engineering program CO <sup>2</sup> cause
Sonoma	Eliminate unnecessary agencies that are unelected violating our Constitution.	Credits for reduction of energy; solar \$ incentives to cities for all economic classes/homeowners. Energy reduction incentives - \$ to the cities to do solar loans.
Sonoma	Don't spend money we don't have.	Economic Development - Incentivize place-based economic development in agricultural and industry to support community/lifestyle total economics.
Sonoma		Mobility Management to maximize use of private, nonprofit and public vehicles.
Sonoma		Take transportation funding to give cities grants to create car-share programs for residents with low monthly fees.
Sonoma		Prioritize local food sources; e.g., local farms, ranches
Sonoma		Free bus ridership for SRJC college students

**Sonoma County Workshop — May 18, 2011**

**Plan Bay Area Participant Comment Sheet**

*WILD CARDS*

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

<b>MEETING</b>	<b>WILD CARD — Investment Strategies</b>	<b>WILD CARD — Policy Initiatives</b>
Sonoma		Link all neighborhoods with bike lanes and greenways to create safe routes for commuting/shopping.
Sonoma		Develop inter-town/city light rail - electric - to get anywhere in the Bay Area.
Sonoma		Option #5 (Other Pricing Strategies) with following stipulation: Monies collected go 100% toward clean transportation infrastructure (light rail, fuel cell, electric, renewable grid, etc.)
Sonoma		Free bus passes for students, seniors, some employees
Sonoma		Gas tax - If GHG reduction must happen at local level, so must gas tax.
Sonoma		Build or subsidize downtown high-rise development to decrease need to drive.
Sonoma		Support small businesses. "The Mystery of Capital" by Hernando de Soto. Third-world countries remain third world because they don't have personal property rights.
Sonoma		Eliminate downtown parking meters that are destroying our local business because people now to Montgomery Village to shop because there are no parking meters.
Sonoma		Economic Development - Increase parking garages. Reduce zoning parking spaces.

# Sonoma — KBBF Radio

## Plan Bay Area Community-Based Outreach

### Outreach area:

Santa Rosa, California

### Outreach description:

Outreach through the May 5, 2011  
Cinco de Mayo Festival in Roseland

### Participants: 213

(Note: Not everyone voted in all segments of the outreach.)

### Priority Transportation Investment Strategies

Participants were given 21 options for investing future transportation funding and asked to select their top six priorities.

Rank	Strategy
1	More transit service to connect housing and jobs
2	Expand commuter rail services (BART, Caltrain, etc.)
4	Expand express bus and local bus services
3	Add more bike paths/bike lanes
5	More frequent service on transit routes with high ridership
6	Invest more transportation funds to support cities that build new housing near transit that is affordable for Bay Area residents with limited income

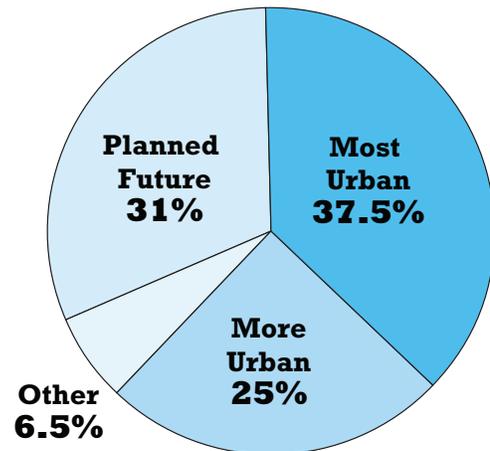
### Priority Policy Initiatives

Participants were given six options for new policies that could be adopted (at the local, regional, state or federal level) and asked to select their top three.

Rank	Initiative
1	Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions)
2	Economic strategies (e.g., development strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)
3	Electric vehicles (e.g., subsidize the purchase/lease of electric vehicles and hybrids, increase availability of electric vehicle chargers)

### How will we grow?

Participants were asked to choose a preferred scenario for future growth, with "Planned Future" (labeled "current Plans") reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



### Comments

Participants who took the survey were asked what one thing in their neighborhood (and in the Bay Area) they would like to see changed, and what one thing they would most like to keep. Some participants also submitted general comments on a separate comment card. Below are the most common responses and comments in no particular order.

- Need more and improved public transit (including a rail system) – both in the North Bay and from the north in to San Francisco
- Need to find ways to decrease local/freeway traffic (increased, reliable and affordable public transit could assist with this)
- Need more open space and parks for families and children to have a place for outdoor recreation
- Basic security is important, and gang violence is a concern
- Residents want safe streets, sidewalks and bus stops for pedestrians and transit riders, and want to see improvements in these areas
- Affordability is an issue, both for homes and for transportation (transit, parking, moving violation fees, and bridge tolls)
- Need more bike lanes and bicycle funding
- Need to keep the rural look and feel in Sonoma county

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS — KBBF**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4a**

***What is the one thing in your neighborhood or community that you would most like to keep ?  
What one thing in the Bay Area would you like to keep ?***

**COMMENT**

Sense of community with local activities.

The local markets. The local taco trucks. The trees.

I would like to keep the city bus, especially for special needs people.

The open space in my farm community.

Preserve the fairs, recreation, outdoor markets.

I like the gated area.

Parks.

I would like to keep the forest and wilderness left alone.

Parks, public transportation, biking paths.

Bike lanes.

Bicycle lanes, to encourage people to ride bikes.

Open space.

Express transit to Bay Area from Santa Rosa. City transportation plus for worker and public.

The unity.

Sense of community/family in Roseland. Keep the Bay Area moving forward to lead with green thinking/technology.

Keep funds for all Sonoma County state and city parks! No more budget cuts for all are beautiful parks that we made for 10's of years to complete visions. Stop squeezing all the fun out of Sonoma County.

The parks; open land.

No reduction in safety and law enforcement.

Keep development in urban areas, not have it expand into the green belts.

Good public transit.

Keep the greenbelt areas between cities. Same for the Bay Area.

Rural atmosphere; agriculture; vineyards; open space. Bay Area - excellent public transportation (BART, Caltrain, Capitol Corridor).

Urban areas to stay urban and undeveloped farming land and small communities to stay the same. Leave green areas green.

Stores, schools, parks.

Local jobs for local people.

Pro-bike lane streets.

Life neighborhood and cultural activities.

The ruralness of this county.

Bus service in the west county.

Peace and quiet. Keep the cost of the Golden Gate Bridge and other bridges less costly.

The beautiful scenery.

Bus service - but include holidays!

Rural character.

Keep BART! Keep SMART on track, on budget, and on time.

Hmmm...not sure.

Family environment.

Buses.

Park space in my neighborhood. Increase urban density.

Diversity.

Diversity.

Get our train. Where is it?

Open lands and natural habitats.

Any parks, open space, land trusts.

Lots of iconic busses and trolleys.

Green belts are wonderful. Let's keep our air clean.

Clean water.

Small town atmosphere.

Rural environment, open space.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS — KBBF**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4a**

***What is the one thing in your neighborhood or community that you would most like to **keep** ?  
What one thing in the Bay Area would you like to **keep** ?***

**COMMENT**

- Small, less congested.
- Open space (both local and Bay Area).
- Keep small businesses, local vendors and farmers markets.
- Accessible open space.
- Neighborhood togetherness.
- Farmers market.
- Parks and stores in walking distance.
- Affordable higher education. The tuition costs of community and state colleges have sky-rocketed recently, coinciding with typically lower wages right out of college. If someone is interested in and capable of college, they should not have to go into debt (college loans) for years afterwards. I personally have put off college because of the costs in spite of high grades in Junior College and a desire to go. It would be financially \_\_\_\_\_ to go.
- I love our creek paths and would like a bike path along the railroad tracks and connected to Howarth Park. I want to keep the feel of a smaller city with rural pockets.
- BART - lower fares. Use freeway money for better transit options and fares.
- Open space/public lands.
- No more urban development. BART and cable car.
- Pedestrian and bicycle routes safety.
- Friendly environment.
- Maintain cultural neighborhoods' character. Maintain open space.
- Keep Amtrak. Expand rail service.
- Nothing.
- Toll booths with people, not automatic at Golden Gate Bridge.
- The National parks in the area.
- Express bus service from Petaluma to San Francisco.
- Parks around neighborhood.
- The parks.
- Howarth Park.
- Local community. Fresh produce.
- The closeness. Everyone knows everybody. Politeness.
- Keep trains. Keep ferries.
- More opportunity and events, and centers for children, especially the teenagers (Jr. High, High School).
- A lot of commercial space, a lot of options to buy daily needs.
- Parks and schools.
- In my neighborhood, I would like to keep access to transit, and increase it if possible. In the Bay Area, I would like to keep and increase transit.
- Tranquility, the area is very safe for my children. Everything should stay the same.
- That it's clean.
- Open space and parks.
- Public safety.
- The peacefulness in my neighborhood, it's a very safe place.
- Tranquility.
- Affordable housing.
- Nearby schools.
- Bus service in my community. In the Bay Area, that the police stop being racist toward Latinos.
- Open space.
- Tranquility.
- I am happy with the level of safety but I want more safety.
- Parks and waterways.
- Open space.
- Increase cleanliness and reduce noise.
- Parks and open space.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS — KBBF**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4a**

***What is the one thing in your neighborhood or community that you would most like to **keep** ?  
What one thing in the Bay Area would you like to **keep** ?***

**COMMENT**

Parks and schools.

Transit around the airports and more parking in San Francisco.

Transportation.

Keep the community's familiarity, communication and safety. Keep Bay Area parks.

Parks in my community, parks, museums and recreational areas in the Bay Area.

My culture.

Parks and walking paths.

Transportation, better school location, grocery stores available within walking distance.

Transportation.

Sports complexes and family recreation areas.

My culture.

Keep my community clean, lighting, speed limit signs. Maintain roads in good condition and improve pavement signage.

Grass.

Recreational parks, clean streets and taking of public drinking water.

Stores.

Parks and wide sidewalks for walking, maintain open space.

Open space, parks and recreation areas for families are very important to the community.

I want to keep local businesses because they are the best, they are our communities and our culture, and community events, and trucks and carts selling on the street.

Open space, parks, pools, open recreation areas for families and children. Keep the tourism area in order to raise money to maintain these spaces.

I want it to be as peaceful as always.

Calmness.

Closer schools.

Open space and the people who live here.

Don't dump garbage on the streets.

Clean freeways and improve streets.

More safety. Increase communication, education and respect.

Increase unity using Spanish radio.

Improve public and medical services.

More affordable and low income housing.

Continue increasing sports and good habits in children.

More communication among neighbors.

More communication in the neighborhood.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS — KBBF**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to **change**? What one thing in the Bay Area would you like to **change**?***

**COMMENT**

Reduced traffic. Reduce crime.

I think that our neighborhood/community would be better off if people time banked - hour-for-hour time and talent exchange. Like bartering but pay it forward: [www.sonomacountytmebank.org](http://www.sonomacountytmebank.org).

More enforcement for lower speed around neighborhoods.

Less traffic, more mass transit.

Would not want to change anything in neighborhood. Work towards creating more jobs. People in control don't appreciate how much suffering there is when one loses a job.

More transit availability!!!

Less traffic.

Parents pay more attention to their children.

More bike lanes. Encourage residents to use less fuel.

More cycling, mass transit.

Police officers to control tickets given for minors.

The cost of busses.

More parks. Increase public transportation.

To be rid of potholes. For repair funds to be used all neighborhoods with housing.

For the streets to be repaired and prevent potholes, no matter what part of a city - not only the richer neighborhoods.

Affordable rent. I pay \$950 for two-bedroom in Rohnert Park.

Decrease traffic congestion on freeways.

Later route on city buses Pine and Marloth area because of later hours and work - until 9 pm or 10 pm Mon-Fri.

Have a way to improve the minds of youth; get them into college and give something to the community.

Litter and potholes in the road in Roseland.

Make Santa Rosa a safer place to raise your family. Bay Area change? Stay in the Bay Area!

The noise level - very noisy. And to pave the roads and trim the trees. Trees hang over street or block traffic signal visibility I would also like for residents to have to make sure their bushes, etc., are not growing over the sidewalk; and if they are, to have the city take ownership of this in some fashion.

Repair roads, streets. Enhance street safety for both vehicles and pedestrians. Reduce highway speed limits.

Bike paths. Fill potholes.

Some roads in the area are very congested during commute times; even on the county roads.

Intersections: More stop signs and roundabouts in country - flashing yellow arrow left-turns in city signals grade separations on intersections on major expressways-arterials.

More frequent bus services and more routes.

Garbage cleaning. Police and sheriff presence. More parks.

Make wineries that are using outside help from other counties to give their workers health care, housing and transportation.

Roseland needs a comprehensive transportation plan - added shuttle service and SMART, more bus routes, more transit development.

Bay Area: Abandon the freeway widening plans; instead push that funding into mass transit/train service to the North Bay.

Police and sheriff to be fair and equal to all people because of abuses by police and sheriff - no impoundment.

The traffic. Better public transportation, easily accessible and affordable. Affordable housing so that you won't see 20 people living in a two-bedroom apartment!

There is too much driving. People here drive more than in other metro areas (e.g., Chicago, New York). There should be more mass

TRAINS!! More outreach to multi-cultural communities.

Slow development of high-end housing and development of low-cost and affordable housing.

Protect pedestrians in Santa Rosa. Facilitate/improve public transport between Sonoma County. Santa Rosa and East Bay. The present bridge tolls - it was promised to be toll free when being built!

Decrease automobile traffic by making public transportation more available; incentives to use public transportation.

In my neighborhood, which is rural, I would like to see more bicycle lanes. In my larger community, I would like to see more bus routes and more frequent service. In the Bay Area, I would like to see more people live close to their work, and less development.

In my hood and the Bay, I want an increase in involvement and sense of ownership of the community, and decrease in dependence of Public transportation. Prices for parking tickets.

Public transportation. Prices for parking meters. More parking spaces.

Stop construction of new housing in the agricultural green lands.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS — KBBF**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to **change**? What one thing in the Bay Area would you like to **change**?***

**COMMENT**

Greater transportation connectivity. Greater resource protection.

Our education. We need and must put more funds into our less fortunate schools!

Windsor is ready for our train.

Homeless living on the Santa Rosa Creek - they need to have somewhere to go. Homelessness.

Less cars, more walking. Smart train, to avoid N-S SF commute traffic.

Conserve, conserve, conserve. Oh, and remediate, too.

Too dependent on cars. Need much more rail and light rail.

Less cars, traffic; more bikes.

More teachers for class size.

No more growth.

Affordable housing for young people.

I would like BART to San Francisco.

Increase public transit. Bus, shuttle, rail service subsidized.

We need a light rail! Cost of living!

SMART

Stop stereotyping on car clubs. Plant more trees.

Urban sprawl.

The traffic and congestion.

More funding to communities.

More transportation options.

Keep creek trails open access - no locks.

Safer walking and biking routes. More community gardens.

Here in Santa Rosa, we have been having a higher than typical frequency of car/pedestrian accidents. I would like crosswalks to be well lit at night and upgraded, enhanced crosswalks (flashing lights to alert drivers) placed in high-traffic areas.

I would like for the commuter rail to be funded and eventually high speed rails connecting SR to Southern California. I would like to develop the areas that are already developed around them. The things I would like to change are the gang levels.

Solar electric shuttles. On-demand local transit options. Vanpools from urban areas or neighborhoods to all major employers - participated in by employers.

Run the Golden Gate express buss from/to SF - Santa Rosa every 1/2 hour and all day long up to 10 pm departure from SF.

I would like to have reliable, fast and safe public transportation from the North Bay to the City.

Add public transportation, such as BART, between San Francisco/East Bay and the North and South Bay to support commuters on the major freeways like 101, 80, 880, 580, etc.

Public transportation and parking meter prices.

Need more affordable housing, parks for children, better public transportation.

More local jobs. Most people commute to other cities in the Bay Area.

Cleaner environment, safer places for young children to play at.

More sidewalks are more safe.

Easier access to public transportation.

Train service from North Bay to South Bay.

Improve sidewalks.

Better roads. Wider lanes for freeways.

More parks.

Add more speed bumps in neighborhoods that have a lot of kids (poor neighborhoods).

Less traffic - less pollution.

Improve public transportation, more urban city planning.

Trains. Safer bike stuff. Where are the trains?

More \_\_\_\_\_ activities like Flea markets where unincorporated vacant buildings.

Less cars. Less road construction. They take too long; should be paid when done - 0 hourly.

Please shorten the survey - thank you.

Increase safety, maintain freeways, there are no sidewalks.

Violence.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS — KBBF**

**Below are all comments received in response to the following two-part question.**

**QUESTION 4b**

***What is the one thing in your neighborhood or community that you would most like to **change**? What one thing in the Bay Area would you like to **change**?***

**COMMENT**

In my neighborhood, I would like to change undeveloped lands and turn them into parks, or recreation centers for children. In the Bay Area, increase roads with high-speed access to reduce traffic during rush hours.

There is nothing I would change because it is a very quiet area. Everything should stay the same.

Walking, that there won't be a lot of crime.

Conflict among gangs and racism against Hispanics.

Increase cleanliness.

There is nothing I would change because it is a very quiet area. Everything should stay the same.

Safety and vehicle's speeds.

That my neighborhood remains the same as it is now.

Safety and more transportation options.

Increase safety.

Increase bus service on the weekends and increase frequency to every 30 minutes.

Increase bus routes where there are none so that we can access our job sites.

Decrease rent costs.

Better roads and increased lighting, more safety.

More safety.

Housing and more jobs near housing, gas is very expensive.

Eliminate bureaucracy for small business in order to create jobs. Make higher education more accessible. Eliminate violence.

Affordable rents and that people don't dump their garbage on the street.

Increase transit service in my community.

Violence.

Less gangs and more police.

Prevent pollution in both areas.

More garbage.

The lack of information about available resources, lack of Internet and lack of responsibility from certain entities. In the Bay Area, I would improve public transportation in certain areas.

I don't want to change anything. Enforce driving laws more in the Bay Area.

Build more stores in my neighborhood.

Change the police's attitude.

More recreation areas for children, old buildings.

The popular atmosphere.

Change the police's attitude toward the Latino community.

Trim trees in order to protect houses, improve local house, business and building structures.

Implement sanctions on home owners who rent to people who disregard public order.

No selling of drugs, reduce ticket fines.

Reduce speed limit for cars.

The front of old buildings and quality restaurants.

Reduce gangs ...

Accessibility and better connection to the community and the Bay Area.

The horrible sidewalks, pavement and lighting.

More transportation, increase frequency of bus service. Change bus routes so they are more convenient, better routes — currently they go all over the place, there should be more direct service. Also affordable housing, like apartments and condos.

More public transit, high-speed transit, pedestrian and bicycle access.

No specific option at the moment. Use undeveloped land for recreation areas, for example, areas where you can play soccer or some

Stop gangs.

Stop gangs.

Drugs, there should be more surveillance.

Nothing.

Change the atmosphere.

I would like it if there were not a lot of garbage on the streets.

More recreational areas and more parks for children.

**PLAN BAY AREA — SPRING 2011 COMMUNITY-BASED OUTREACH COMMENTS — KBBF**

Below are all comments received in response to the following two-part question.

**QUESTION 4b**

*What is the one thing in your neighborhood or community that you would most like to **change**? What one thing in the Bay Area would you like to **change**?*

**COMMENT**

More safety in Hispanic areas.

More safety.

I would like there to be more transit service because there is only one and there is no service on Sundays.

Reduce crime, gangs and discrimination from certain authorities.

Remove drug dealers.

The police should not be rude.

## Other Future Priorities Identified by Participants

At the public workshops, participants were asked to add to a list of 14 “YouChoose Bay Area” planning priorities for the future (see below for list). The table below summarizes additional priorities, identified by county.

County	What Priorities Would You Add?
Alameda	Better schools, more affordable housing, safer communities, preservation of private property rights, local control over land use decisions, more efficient and robust public transportation, improved road maintenance
Contra Costa	More jobs, access to locally grown food, protection of ag lands, increased transit service, preservation of private property rights, more bicycle infrastructure, improved road maintenance
Marin	More low-density housing, more housing to meet needs of varying income groups, more senior housing and the ability to “age in place,” more restrictions on Bay development, support for electric vehicles
Napa	Set urban growth boundaries, protection of ag lands, more robust public transit service and calm streets.
San Francisco	More efficient and robust public transportation, more bicycle and pedestrian infrastructure, support for electric vehicles, more jobs, more economic development incentives, anti-displacement policies to keep long-time residents in their communities
San Mateo	More efficient and robust public transportation, more affordable housing, more childcare options, balance of high-density housing and open space, more locally grown food, more parks and play areas for children.
Santa Clara	Housing closer to shops, schools and parks, more bicycling infrastructure, more locally grown food, more efficient and robust public transportation, more job centers located near transit
Solano	More economic development and job creation incentives
Sonoma	Ag lands protection, protection of fisheries and watersheds, safer and more robust bicycle and pedestrian infrastructure, economic development incentives, private property rights.

The priorities identified in the “YouChoose Bay Area” tool are:

clean air, safer access to schools, less driving, open space conservation, lower carbon emissions, daily needs close to home, water conservation, access to jobs, more affordable homes, less traffic, preservation of existing communities, lower costs and taxes, convenient and affordable parking, and large homes with big yards.



**PUBLIC OUTREACH and PARTICIPATION PROGRAM**  
Phase Two: Initial Vision Scenario (2011)

# **APPENDIX D:**

## **MEETING MATERIALS:**

### **Public Workshops**

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# Let's plan together for future growth that enhances the economy, environment and social equity, and a community's livability.

You are invited to participate, to comment, to help innovate, as our region begins a public discussion on how to accommodate future growth. **Plan Bay Area** is a joint effort to create a prosperous, sustainable future by producing an integrated land-use/transportation plan looking forward to 2040.



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# BayArea Plan

## Help build the Bay Area's blueprint

for sustainable communities and a prosperous future

Marin

Contra Costa

Attend a workshop in your county. >>>

**Attend a Plan Bay Area/YouChoose Bay Area workshop in your county.** Participants will use a fun, interactive web-based simulation to outline priorities, consider different growth options and see future consequences. Space is limited. Early registration is encouraged. **Refreshments will be provided.**

**Thursday, April 21, 2011**

**5:30-8:30 p.m.**

**Santa Clara County\***

Microsoft Corporation  
1065 La Avenida Street  
Mountain View

**Monday, April 25, 2011**

**5:30-8:30 p.m.**

**San Francisco County**

Milton Marks Conference Center  
455 Golden Gate Avenue  
San Francisco

**Wednesday, April 27, 2011**

**5:30-8:30 p.m.**

**San Mateo County\***

San Mateo Public Library  
55 West 3rd Street, San Mateo

**Thursday, April 28, 2011**

**5:30-8:30 p.m.**

**Napa County**

Elks Lodge  
2840 Soscol Avenue, Napa

**Wednesday, May 4, 2011**

**5:30-8:30 p.m.**

**Solano County**

Solano County Events Center  
601 Texas Street,  
Conference Room A, Fairfield  
(Entrance on Union Avenue side)

**Saturday, May 7, 2011**

**9 a.m.-12 p.m.**

**Contra Costa County\***

Concord Senior Center  
2727 Parkside Circle, Concord

**Wednesday, May 11, 2011**

**5:30-8:30 p.m.**

**Marin County**

Embassy Suites Hotel  
101 McInnis Parkway, San Rafael

**Wednesday, May 18, 2011**

**5:30-8:30 p.m.**

**Sonoma County\***

The Glaser Center  
547 Mendocino Avenue  
Santa Rosa

**Thursday, May 19, 2011**

**5:30-8:30 p.m.**

**Alameda County\***

David Brower Center  
2150 Allston Way, Berkeley

*\*Also a YouChoose Bay Area workshop.*

**For more information: [www.OneBayArea.org](http://www.OneBayArea.org)**



**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) in partnership with the Bay Area's other two regional government agencies, the Bay Area Air Quality Management District, and the Bay Conservation and Development Commission.



The regional agencies are partnering with Envision Bay Area, a strategic initiative led by the Silicon Valley Community Foundation and a group of nonprofits working to promote public participation in the development of Plan Bay Area. An online tool—YouChoose Bay Area—helps residents to understand some of the challenges and trade-offs associated with the housing and transportation needs of our growing region. Visit the online tool at: [www.youchoosebayarea.org](http://www.youchoosebayarea.org).

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

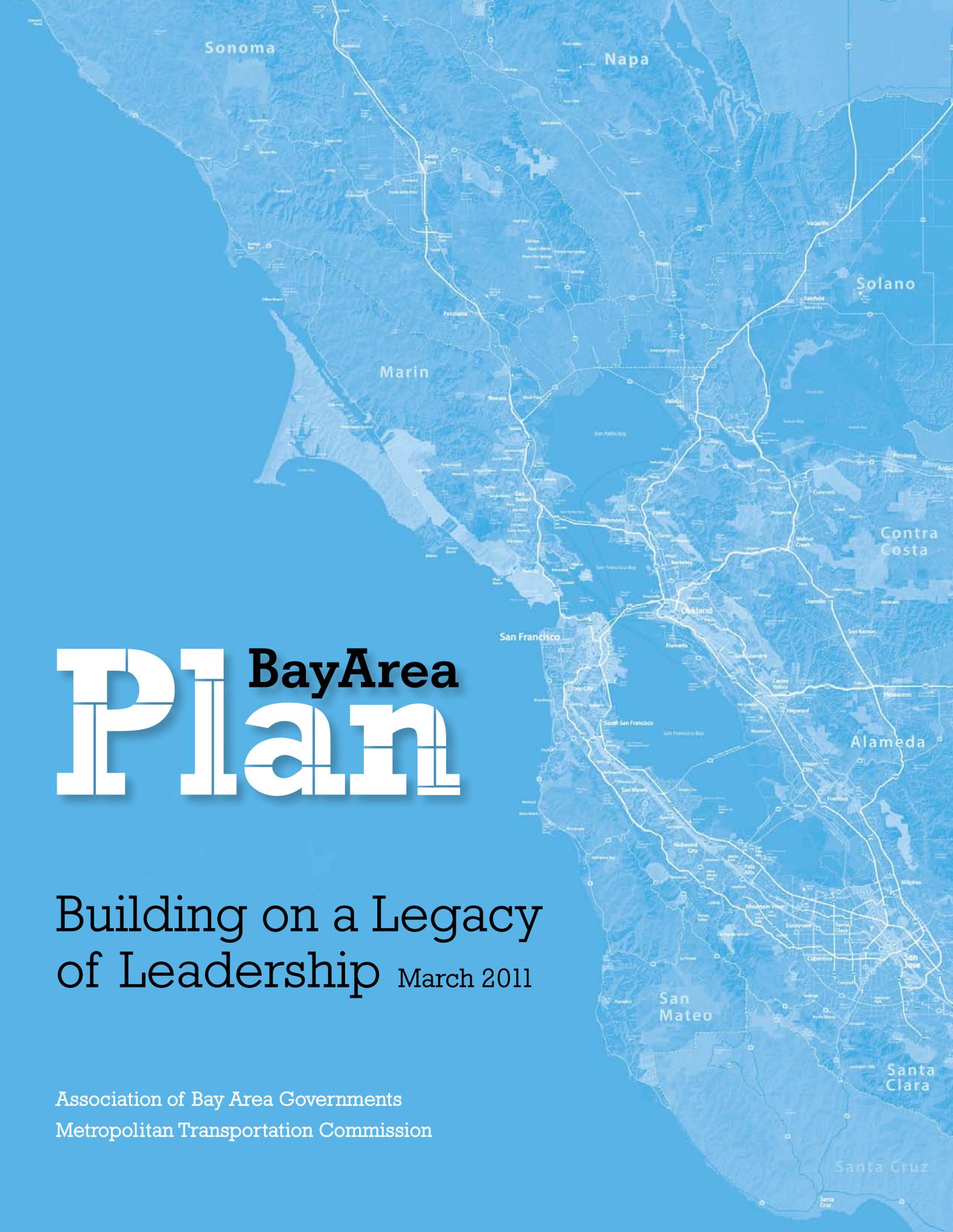
**RSVP** at [www.onebayarea.org/plan\\_bay\\_area/workshops.htm](http://www.onebayarea.org/plan_bay_area/workshops.htm) or 510.817.5831 (or TTY/TDD: 510.817.5769). Please leave your name, address, phone number and email, and let us know which workshop you plan to attend.

**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 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。





# BayArea Plan

Building on a Legacy  
of Leadership March 2011

Association of Bay Area Governments  
Metropolitan Transportation Commission



JEFF CHEN KUO CHIH, WWW.VISTAPOINTSTUDIO.COM

## Change Is Coming

**Plan BayArea** You are invited to participate, to comment, to help innovate, as we launch Plan Bay Area for a sustainable, prosperous future.

The 7 million of us who call this nine-county region home have a strong interest in protecting the wealth of features that make it a magnet for people and businesses all over. The plan we build over the next two years will look forward to 2040 with a sustainable pattern of regional growth that will help preserve the Bay Area's unique quality of life. It will meet the requirements of California's climate law (Senate Bill 375, Steinberg) to decrease transportation-related greenhouse gas emissions and accommodate all needed housing growth within our region's borders.

The Bay Area is, after all, the world's 19th-largest economy. The natural beauty of San Francisco Bay and the communities surrounding it, our Mediterranean climate,

extensive system of interconnected parks and open space, advanced mass transit system, top-notch educational institutions, and rich cultural heritage continue to draw investments and people from around the globe who seek better opportunities.

Yet we cannot take for granted that we will be able to sustain and improve our quality of life for current and future generations. Our population is projected to grow to about 9 million people by 2040. That is like adding another two cities the size of San Jose, or about four Oaklands. To accommodate this growth while creating vibrant, sustainable communities will require shared vision, planning and cooperation.

This collaboration is what Plan Bay Area is all about, but we can't do it without you. We hope the information that follows will be a conversation starter, as you join us in this exciting new endeavor.

## A New Kind of Plan

**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 an 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 numerous transportation partners who help us to plan and manage the regional transportation network.

Over the years, the Bay Area has produced and implemented transportation and land-use development plans. We have projected future employment and housing needs and planned infrastructure upgrades and expansions that accommodate our growing population, including people from all backgrounds and income groups. From an environmental standpoint, we have protected air quality by controlling pollution emissions, and we have begun reversing decades

of damage to the wetlands that are essential to maintaining a healthy bay.

Plan Bay Area is the next step in a natural progression. It covers the time period through 2040, and, in addition to integrating transportation and land-use development plans, it inaugurates a new process: the development of a Sustainable Communities Strategy. Transportation and land use must work together to promote sustainability if we're going to leave a better Bay Area for our children and grandchildren. After all, we are all in this together. We take pride in each of our individual communities, as well as the one Bay Area that we all call our home.

### A Legacy of Bay Area Achievements | 1934–2010

Most of us are accustomed to saying that we live in "The Bay Area." That simple phrase speaks volumes. It shows we already share a regional identity. We owe this to past leaders who recognized the Bay Area is greater than the sum of its parts. This big-picture thinking has resulted in a legacy of achievements that have contributed to our prosperity and quality of life. Consider our vast system of interconnected parks and open space. The East Bay Regional Park District and

the Golden Gate National Recreation Area protect thousands of acres throughout the region. Our transportation network, including public transit like BART and Caltrain, also crosses county lines. Our entrepreneurial spirit and culture of speaking up have put us on the cutting edge of everything from microchips to social movements. On the following pages, we highlight major milestones that have shaped our collective identity and put the Bay Area on the map as a region.



## A Legacy of Leadership

**The Bay Area has made farsighted regional planning a top priority for decades.**

In fact, one of the main reasons our region is so livable today is because of the actions of past leaders. Previous generations recognized the need for a mass transit system, including regional systems such as BART and Caltrain that have helped make the Bay Area the envy of other metropolitan regions. Our transbay bridges also add cohesion to our regional transportation system by connecting communities across the bay. Likewise, we owe our system of parks and open space to past generations of leaders who realized that a balance between urbanized areas and open space was

essential to a healthy environment and livable communities. For example, ABAG's pathbreaking efforts in the 1960s and '70s led to the Bay Area's first open space, coastal protection and environmental management plans.

Plan Bay Area is about building on our legacy of leadership. It means doing more of what we've done well and figuring out how to do better in the face of new challenges. Most importantly, it's about partnering with elected officials, planners, community organizations representing the environment, economy and social equity, and the public in each jurisdiction to ensure that we plan appropriately for both our region and the communities in which we live and work.

“ At the simplest level, sustainability means meeting the needs of current generations without harming the ability of future generations to meet their needs too. ”

## What's Different?

**Plan Bay Area is different because of its focus on sustainable communities.**

Senate Bill 375 (Steinberg, 2008) requires California's 18 metropolitan regions to incorporate a Sustainable Communities Strategy in their federally mandated regional transportation plans. The law also requires that planning for future housing be

consistent with the Sustainable Communities Strategy. In other words, sustainability is now a required overlay to transportation and land-use planning. At the simplest level, sustainability means meeting the needs of current generations without harming the ability of future generations to meet their needs too.

While we work to implement SB 375, Plan Bay Area offers an opportunity

to address other goals. SB 375 aims to reduce greenhouse gas emissions from cars and light trucks, which is critically important in the fight against climate change, but the benefits of sustainable communities extend beyond stabilizing our climate. Sustainability is inextricably connected to a robust and prosperous economy, livable communities and quality of life.



### Sustainability Snapshot | North Bay



In Sonoma County, the city of Santa Rosa has developed a community-based vision for the downtown area. The plan will help make Santa Rosa a sustainable community by creating a transit-supportive environment in and around the planned commuter rail station downtown. The plan promotes a mixture of residential, retail, office and open space in a pedestrian-friendly urban environment, including 3,250 new residential units, 296,000 square feet of new commercial/retail space, and 197,000 square feet of new civic/office use.

### A Legacy of Bay Area Achievements | 1934–1955

Formation of the East Bay Regional Park District, the largest urban regional park district in the country.



1934



Stanford classmates Bill Hewlett and Dave Packard launch Hewlett-Packard, laying the foundation for Silicon Valley and the high-tech revolution.

1939

Creation of the Bay Area Council, the region's business-sponsored, public-policy advocacy organization.



1945



Bay Area Air Quality Management District (BAAQMD) created to regulate air pollution.

1955

East Bay voters create California's first special transit district, the Alameda-Contra Costa Transit District (AC Transit), which provides regional bus service.



1955

# What Are Sustainable Communities?



**Sustainable communities are places where people want to live and work, now and in the future.**

They meet the diverse needs of existing and future residents, including housing and transportation, are sensitive to their natural environment, and contribute to a high quality of life. They are safe and inclusive, well-planned and constructed, efficiently operated, and offer equal opportunity and access to services for all. Sustainability is about creating vibrant,

complete communities that help our residents live in closer-knit neighborhoods and spend less time driving by promoting development of jobs, housing and services close to public transit.

Here in the Bay Area, the generations that came before us gave us a head start in creating sustainable communities. Building on that legacy are newer efforts, such as the regional agencies' FOCUS initiative. This regional development and conservation strategy promotes a compact land-use pattern through the designation of Priority

Development Areas (PDAs) in existing urban areas served by transit. Also identified are Priority Conservation Areas (PCAs), regionally significant open spaces for which there exists a broad consensus for long-term protection. Supporting FOCUS is MTC's Transportation for Livable Communities Program (TLC), which provides funding for projects that are developed through an inclusive community planning effort, provide for a range of transportation choices, and support connectivity between transportation investments and land uses.

# Benefiting Communities

**The "three E's" that underlie sustainability are economy, environment and equity.**

We need all three, and they are not mutually exclusive. A strong economy benefits a healthy environment and vice versa. Likewise, a strong economy helps ensure equal opportunity for everyone. People need jobs to afford housing, and the region needs a diversified economy to accommodate different skills and education levels.

For example, a community is not sustainable if people who provide essential services, such as police and firefighters, cannot afford to live there and have to commute by car from far away, raising transportation costs, congesting our roads, polluting the air and wasting time that could be spent with their families.

Making sustainable communities an integral part of Plan Bay Area offers the chance to promote a range of livability factors:

## Quality of Life

Planning for sustainable communities will lay the groundwork for creating better places to live and work, now and for future generations.

## Access and Mobility

People will have more transportation choices, making it easier to get around, whether commuting, going to school, shopping, recreating, or visiting friends and family.

## Public Health

With compact development, people do not have to travel as far, reducing the need to drive. This means less pollution, cleaner air, and a more physically fit population as more people of all ages and physical abilities choose to walk or bicycle to their destinations.

## Vibrant Communities

Compact communities where transit, jobs, schools, services and recreation are conveniently located near people's homes are not just more livable; they are also safer and engender a stronger sense of community.



## Sustainability Snapshot | East Bay



The first phase of the Fruitvale Transit Village, around Oakland's Fruitvale BART Station, was completed in 2004. It includes 47 apartments, over 30,000 square feet of retail space, 60,000 square feet of office space, a health clinic, a community resource center and a library. Phase II will include up to 450 mixed-income residential units that will replace a 3.5-acre BART surface parking lot. The new units will feature state-of-the-art green building and energy saving systems.

## A Legacy of Bay Area Achievements | 1961-1970



The Association of Bay Area Governments is formed to bring together the collaborative efforts of Bay Area cities, towns and counties.

1961

Bay Area voters approve funding to start construction of the Bay Area Rapid Transit system.



1962



Students launch the Free Speech Movement at UC Berkeley.

1964

California Legislature creates the San Francisco Bay Conservation and Development Commission (BCDC).



1965



State Legislature passes AB 363, by Assemblyman John Foran, creating the Metropolitan Transportation Commission (MTC).

1970

# A Vision for Getting From Here to There

## Planning for the Bay Area's future takes cooperation and shared vision.

We do not claim to have all the answers, and there is no guarantee of success. The public's participation and input will be critical to creating a shared vision for our region.

One of the first steps is to craft an "Initial Vision Scenario." This scenario is intended to prompt public discus-

sion about how and where to place future jobs and housing, and how to ensure that future development is supported by our regional network of roadways, transit, and bicycle and pedestrian facilities. It will begin to articulate the Bay Area's vision of future land uses and demonstrate how changes in land use, when integrated with transportation improvements, perform relative to statutory greenhouse gas and housing targets, as well as other voluntary performance

targets. It will serve as a starting point for the development, analysis and discussion of a range of detailed planning alternatives.

Local jurisdictions and citizens are strongly encouraged to participate at public workshops throughout the region in spring 2011. The input and data collected from these workshops will provide the basis for developing detailed sustainable communities strategy alternatives.



## Sustainability Snapshot | South Bay



In Santa Clara County, the city of Sunnyvale is redeveloping its downtown to make the community more livable, compact and sustainable. In addition to enhancing the city's mix of commercial and residential space, the plan calls for creating pedestrian connections to link the area into a unified downtown. Transit options include a Caltrain station and a variety of bus routes.

# Strengthening the Housing and Transportation Connection

## When it comes to creating sustainable communities, housing and transportation go hand in hand.

Yet our long-range plans haven't always made that link strong enough. Plan Bay Area will join these elements to meet the needs of our growing population.

### Housing

Housing is an integral part of Plan Bay Area. ABAG must identify areas within the region sufficient to house an eight-year projection of the regional housing need. This legal requirement is known as the Regional Housing Need Allocation (RHNA). The areas identified must be consistent with the development pattern in the Sustainable Communities Strategy, which will specify areas sufficient to house all economic segments of the population over 25 years.



In keeping with the call for sustainable communities, new housing plans will likely emphasize compact neighborhoods for all income groups close to mass transit. Providing residents with more transportation choices and easy access to amenities and services will create more community cohesion. And since people won't have to drive as much, they will save money at the gas pump and help reduce tailpipe pollution.

### Transportation

MTC adopted its latest regional transportation plan, called *Transportation 2035 Plan: Change in Motion*, in April 2009. The plan's name, Change in Motion, anticipated and included many elements of Plan Bay Area's increased focus on housing and sustainable communities.

A performance-based approach will help us focus on measurable outcomes. Plan Bay Area will apply four important lessons from the Transportation 2035 process: 1) new infrastructure investments we can afford produce only modest benefits at the regional level; 2) road pricing and land-use strategies are more effective than infrastructure investments alone; 3) technology is key to increasing efficiency and reducing congestion; and 4) individuals must change their personal behaviors to help achieve sustainability goals.

## A Legacy of Bay Area Achievements | 1972-1998

Congress creates the Golden Gate National Recreation Area, in Marin, San Francisco and San Mateo counties.



1972



Activists, led by Ed Roberts, found the Center for Independent Living in Berkeley, the first such center run by and for people with disabilities.

1972

Steve Jobs and Steve Wozniak found Apple Computer in Cupertino, California.



1976



Bay Area voters approve Regional Measure 1, raising bridge tolls to \$1 for bridge and transit improvements.

1988

MTC launches Transportation for Livable Communities to fund small improvements with a big impact, such as streetscapes, lighting and bike paths.



1998

# Planning Challenges

**Even the best planners do not have crystal balls.**

So while we know the Bay Area will look much different in the middle of the 21st century, there are still challenges and uncertainties.

## Growth

Even though the Bay Area's growth rate is among the lowest in California, a projected increase from 7 million to 9 million people means accommodating nearly a 30 percent increase in population by 2040.

## Greenhouse Gas Targets

The California Air Resources Board set ambitious emissions reduction targets for the Bay Area. Relative to a base year of 2005, the targets represent a 10 percent per-capita reduction by 2020 and a 15 percent per-capita reduction by 2035.



## Infill Development

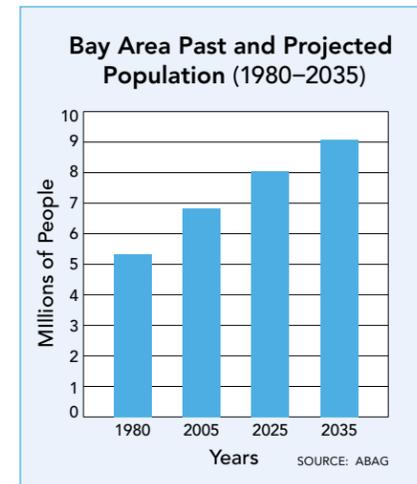
The best opportunities for compact development are in urbanized areas, but many such places lack infrastructure funding for new services. Likewise, since infill usually adds population density, new communities must be designed to protect quality of life for current residents and newcomers.

## Health and Safety Imperatives

Many potential infill areas are located close to freeways where there is more tailpipe pollution. The risks from breathing toxic gases and sooty particles must be mitigated.

## Land-use Authority

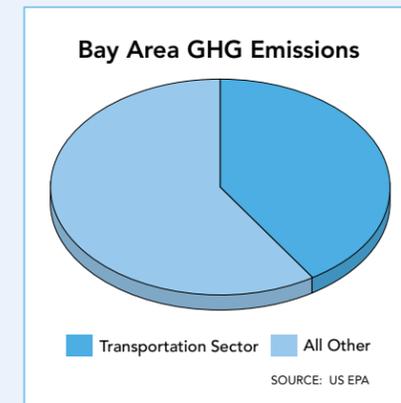
Local governments have sole authority to create and implement land-use plans. Each of the nine counties and 101 cities in the region must decide for themselves what is best for their citizens. A culture of cooperation is needed to ensure that we all do our part to make individual communities and our region more sustainable for current and future generations.



# Climate Change

Climate change refers to changes in the Earth's weather patterns, including the rise in the Earth's average temperature due to an increase in carbon dioxide and other heat-trapping "greenhouse gases" (GHGs) in the atmosphere. Climate scientists agree that global warming is a man-made problem caused by the excessive burning of fossil fuels like petroleum and coal. Transportation accounts for about 40 percent of the Bay Area's GHG emissions.

Climate change is expected to significantly affect the Bay Area's public health, air quality and transportation infrastructure through sea level rise and extreme weather. Rising temperatures related to climate change will result in more smoggy days and associated respiratory and heart illnesses. Melting



glaciers are predicted to cause sea level rise, which may flood much of the transportation infrastructure in low-lying areas of the region, including San Francisco and Oakland international airports. Climate change also threatens our fresh drinking water supply and is expected to increase the frequency and severity of wildfires like the 1991 Oakland-Berkeley firestorm.

# Our Shared Future

Plan Bay Area by itself will not reduce greenhouse gas emissions on a global scale. But if it is innovative and appealing, we can lead by example. Just as the Bay Area's culture of innovation created the high-tech and biotech revolutions, spreading computers and cures around the world, so we can do the same in the burgeoning clean-tech sector.

Make no mistake: We can make the world a better place, but the benefits start at home. Consider clean energy innovations, such as the electric vehicles being built at the former NUMMI plant in Fremont, and photovoltaic panels being built by multiple Bay Area companies. These technologies won't just help fight climate change; they can attract investment, new companies and jobs to ensure the Bay Area's continued prosperity, and promote sustainable communities and a high quality of life.

## Sustainability Snapshot | Peninsula



The 83-acre former Bay Meadows racetrack site is being developed as part of the Rail Corridor Transit-Oriented Development (TOD) area in the city of San Mateo. The city has approved site and architectural plans for the development of 1,066 housing units, 747,000 square feet of office space, 93,000 square feet of retail space, and 18 acres of new park and open space land. This project is located directly adjacent to the Hillsdale Caltrain station.

## A Legacy of Bay Area Achievements | 2002-2010

ABAG and sister regional agencies release their Smart Growth Strategy as part of the Regional Livability Footprint Project.



2002



Bay Area voters approve Regional Measure 2, raising bridge tolls by \$1 for mass transit and highway improvements.

2004

MTC adopts its Transit-Oriented Development policy, which promotes construction of new housing units along the region's major new transit extension projects.



2005

## FOCUS

FOCUSING OUR VISION

ABAG and MTC launch the FOCUS program to focus growth in Priority Development Areas near transit and to protect regionally significant open space in Priority Conservation Areas.

2006

Bay Area regional agencies found OneBayArea at a regional summit on Earth Day to coordinate regional environmental initiatives.

## OneBayArea

2010

# How to Get Involved

**In 2010, the regional agencies adopted an extensive Public Participation Plan.**

The document lays out the steps the agencies will take to involve residents in decisions affecting Bay Area transportation and land-use policies.

Plan Bay Area workshops are being scheduled in all nine counties in spring 2011, and there will be additional opportunities for public engagement in the fall and through adoption of Plan Bay Area in 2013.

The OneBayArea website is updated regularly with notices and agendas of upcoming meetings, hearings and workshops, and other content.



For more information, contact us:

[www.OneBayArea.org](http://www.OneBayArea.org)  
[info@OneBayArea.org](mailto:info@OneBayArea.org)  
510.817.5757

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## OneBayArea

Launched by four regional agencies — ABAG, MTC, BAAQMD and BCDC — in 2010, OneBayArea is an acknowledgment that we are stronger when we join together — all 101 cities, nine

counties and 7 million of us! Through this campaign we hope to address environmental and economic challenges by harnessing our joint creativity, resources and force of will.

The first collaboration under the OneBayArea umbrella, Plan Bay Area starts the conversation on how to integrate land use and transportation.



Association  
of Bay Area  
Governments



METROPOLITAN  
TRANSPORTATION  
COMMISSION



BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT



Bay Conservation  
and Development  
Commission





# PI BayArea Plan

Construyendo sobre un Legado  
de Liderazgo Marzo de 2011

Asociación de Gobiernos del Área de la Bahía  
Comisión Metropolitana de Transporte



## Un cambio se aproxima

### BayArea Plan

Se le invita a participar, comentar, ayudar a innovar, mientras lanzamos el Plan Área de la Bahía para un futuro próspero y sostenible.

Los 7 millones de personas que llamamos hogar a esta región de nueve condados tenemos un gran interés en proteger la integridad de las características que la convierten en una atracción para personas y negocios de todas partes. El plan que crearemos en los próximos dos años es con miras a 2040, con un patrón sostenible de crecimiento regional que ayudará a preservar la calidad de vida única en el Área de la Bahía. Éste cumplirá con los requisitos de la ley del clima de California (proyecto de ley 375 del Senado, Steinberg) para disminuir las emisiones de gases del efecto invernadero relacionadas con el transporte y albergar todo el crecimiento de viviendas necesario dentro de los límites de nuestra región.

El Área de la Bahía, es, después de todo, la economía número 19 más importante del mundo. La belleza natural de la Bahía de San Francisco y las comunidades que la rodean, nuestro clima mediterráneo, el extendido sistema de

parques interconectados y espacios abiertos, el sistema de transporte colectivo avanzado, las instituciones educativas de primer nivel, y la rica herencia cultural siguen atrayendo inversiones y personas de todo el mundo quienes buscan mejores oportunidades.

Aún así no podemos dar por sentado que podremos sostener y mejorar nuestra calidad de vida para las generaciones actuales y futuras.

Se espera que nuestra población crezca hasta cerca de 9 millones para 2040. Esto es como agregar otras dos ciudades del tamaño de San Jose, o cerca de cuatro Oaklands. Para albergar este crecimiento al mismo tiempo que creamos comunidades vibrantes y sostenibles, requeriremos una visión compartida, planificación y cooperación.

Esta colaboración es de lo que trata el Plan Área de la Bahía, pero no podemos hacerlo sin usted. Esperamos que la información siguiente sea un buen desencadenante de conversaciones, para que usted se nos una en esta emocionante empresa nueva.



JEFF CHEN KUO CHIH, WWW.VISTAPOINTSTUDIO.COM

## Un nuevo tipo de plan

**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 integral de uso de suelo / 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 numerosos asociados de transporte que nos ayudan a planificar y administrar la red regional de transporte

Con el paso de los años, el Área de la Bahía ha producido e implementado planes de desarrollo de uso de suelo y de transporte. Hemos hecho una proyección de las necesidades futuras de empleo y vivienda, y planificamos actualizaciones y expansiones de infraestructura que alberguen nuestra población en crecimiento, incluyendo a personas de todos los grupos de antecedentes e ingresos. Desde un punto de vista ambiental, hemos protegido la calidad del aire al controlar las emisiones de contaminantes, y hemos comenzado

a revertir décadas de daño a los pantanos que son esenciales para conservar una bahía saludable.

El Plan Área de la Bahía es el siguiente paso en una progresión natural. Cubre el periodo de tiempo hasta 2040, y, además de integrar los planes de desarrollo de uso de suelo y transporte, inaugura un nuevo proceso: el desarrollo de una Estrategia de comunidades sostenibles. El transporte y el uso de suelo deben trabajar juntos para promover la sostenibilidad si vamos a dejar una mejor Área de la Bahía para nuestros hijos y nietos. Después de todo, estamos juntos en esto. Nos enorgullece cada una de nuestras comunidades, así como el Área de la Bahía que llamamos nuestro hogar.

## Un legado de logros en el Área de la Bahía | 1934–2010

La mayoría de nosotros está acostumbrada a decir que vivimos en el "Área de la Bahía". Esa sola frase dice muchas cosas. Esto muestra que ya compartimos una identidad regional. Debemos esto a nuestros líderes del pasado, quienes reconocieron que el Área de la Bahía es más grande que la suma de sus partes. Este pensamiento de perspectiva amplia ha resultado en un legado de logros que han contribuido con nuestra prosperidad y calidad de vida. Considere nuestro vasto sistema de parques interconectados y espacio abierto. El Distrito Regional de Parques de East Bay y el Área

Nacional de Recreo de Golden Gate protegen miles de acres en toda la región. Nuestra red de transporte, incluyendo el transporte público como BART y Caltrain, también cruza límites de condados. Nuestro espíritu empresarial y nuestra cultura de expresarnos nos han puesto a la vanguardia en todos los sentidos, desde los microchips hasta movimientos sociales. En las siguientes páginas resaltamos los puntos clave más importantes que han dado forma a nuestra identidad colectiva y han colocado el Área de la Bahía como una región en el mapa.

1934

2010 ▶



## Un legado de liderazgo

**El Área de la Bahía ha hecho de las planificaciones regionales a largo plazo una prioridad desde hace décadas.**

De hecho, una de las principales razones por las que nuestra región es un buen lugar para vivir hoy en día, se debe a las acciones que los líderes emprendieron en el pasado. Las generaciones anteriores reconocieron la necesidad de un sistema de transporte colectivo, incluyendo sistemas regionales como BART y Caltrain que han ayudado a hacer del Área de la Bahía una envidia para otras regiones metropolitanas. Nuestros puentes de transbahía también agregan cohesión a nuestro sistema regional de transporte al conectar comunidades por encima de la bahía. De la misma forma, le debemos nuestro sistema de parques y espacios abiertos a las generaciones pasadas de líderes, quienes se dieron cuenta de que para tener un ambiente

saludable y comunidades en las que se puede vivir es esencial un equilibrio entre áreas urbanizadas y espacios abiertos. Por ejemplo, los pioneros esfuerzos en las décadas de 1960 y 1970 llevaron a los primeros planes de administración ambiental, protección costera y espacios abiertos en el Área de la Bahía.

El Plan Área de la Bahía trata sobre construir con base en nuestro legado de liderazgo. Esto significa hacer más de lo que ya hemos hecho bien y descubrir cómo hacerlo mejor ante nuevos desafíos. Y aún más importante, trata sobre asociarnos con los funcionarios electos, planificadores, organizaciones comunitarias que representan equitativamente al ambiente, la economía y la sociedad, y el público en cada jurisdicción para garantizar que hagamos un plan apropiado tanto para nuestra región como para las comunidades en las que vivimos y trabajamos.

“ En el nivel más simple, sostenibilidad significa cumplir con las necesidades de las actuales generaciones sin dañar la capacidad de las futuras generaciones para también cumplir con sus necesidades. ”

### Vista rápida de la sostenibilidad | North Bay



En el Condado de Sonoma, la ciudad de Santa Rosa ha desarrollado una visión comunitaria para el área del centro. El plan ayudará a hacer de Santa Rosa una comunidad sostenible, creando un ambiente que apoye el transporte público dentro y en los alrededores de una estación de tranvía para pasajeros habituales en el centro de la ciudad. El plan promueve la mezcla de espacios residenciales, comerciales, de oficinas y abiertos en un ambiente urbano diseñado para el peatón, que incluya 3,250 nuevas unidades de vivienda, 296,000 pies cuadrados de espacio nuevo para comercios/tiendas, y 197,000 pies cuadrados de nuevo espacio para uso cívico/de oficinas.

# ¿Qué es diferente?

## El Plan Área de la Bahía es diferente ya que se enfoca en comunidades sostenibles.

El proyecto de ley 375 (Steinberg, 2008) del Senado requiere que las 18 regiones metropolitanas de California incorporen una Estrategia de comunidades sostenibles en sus planes regionales de transporte federalmente ordenados. La ley también requiere que la planificación de viviendas en el futuro sea consistente con la Estrategia de

comunidades sostenibles. En otras palabras, la sostenibilidad ahora es parte de la planificación de transporte y uso de suelo. En el nivel más simple, sostenibilidad significa cumplir con las necesidades de las actuales generaciones sin dañar la capacidad de las futuras generaciones para también cumplir con sus necesidades.

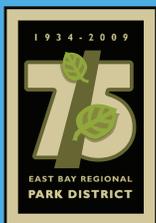
Mientras trabajamos para implementar el proyecto de ley 375 del Senado, el Área de la Bahía ofrece una oportunidad para abordar otras

metas. El proyecto de ley 375 del Senado pretende reducir las emisiones de gases del efecto invernadero por parte de autos y camionetas, lo cual es importantísimo en la lucha contra el cambio climático, pero los beneficios de las comunidades sostenibles se extienden más allá de estabilizar nuestro clima. La sostenibilidad está conectada de forma inextricable con una economía fuerte y próspera, con comunidades en las que se puede vivir y con una calidad de vida.



## Un legado de logros en el Área de la Bahía | 1934–1955

Formación del Distrito Regional de Parques de East Bay, el distrito regional de parques urbano más grande del país.



1934



Los compañeros de clase en Stanford, Bill Hewlett y Dave Packard lanzan Hewlett-Packard, preparando los cimientos para Silicon Valley y la revolución tecnológica.

1939

Creación del Consejo del Área de la Bahía, la organización patrocinada por negocios de la región para la defensa de políticas públicas.



1945



Se crea el Distrito de Administración de la Calidad del Aire en el Área de la Bahía (BAAQMD) para regular la contaminación en el aire.

1955

Los votantes del Área de la Bahía crean el primer distrito especial de transporte de California, el Distrito de Transporte de Alameda-Contra Costa (AC Transit), el cual proporciona servicios regionales de autobús.



1955

# ¿Qué son las Comunidades Sostenibles?



**Las comunidades sostenibles son lugares en los que las personas desean trabajar y vivir, ahora y en el futuro.**

Éstas cumplen con diversas necesidades para los residentes actuales y futuros, incluyendo vivienda y transporte, son sensibles con su ambiente natural, y contribuyen a una mejor calidad de vida. También son seguras e inclusivas, bien planificadas y construidas, operadas de forma eficiente, y ofrecen oportunidades equitativas y acceso a servicios para todos. La sostenibilidad se trata de crear comunidades vibrantes y completas que ayuden a nuestros

residentes a vivir en vecindarios más compactos y a pasar menos tiempo conduciendo, al promover el desarrollo de empleos, viviendas y servicios cerca del transporte público.

Aquí, en el Área de la Bahía, las generaciones que estuvieron antes que nosotros nos dieron un gran punto de partida para la creación de comunidades sostenibles. Con base en ese legado, existen nuevos esfuerzos como la iniciativa FOCUS de las agencias regionales. Esta estrategia regional de desarrollo y conservación promueve un patrón compacto de uso de suelo mediante la designación de Áreas Prioritarias

de Desarrollo (PDAs) en áreas urbanas existentes que tienen servicio de transporte público. También se identifican las Áreas Prioritarias de Conservación (PCAs), espacios abiertos importantes para la región sobre los cuales hay un consenso generalizado para su protección a largo plazo. El apoyo a FOCUS es el Programa de Transporte para Comunidades Habitables (TLC) de MTC, el cual proporciona fondos para proyectos que se desarrollan mediante un esfuerzo comunitario inclusivo de planificación, proporcionan un rango para opciones de transporte, y apoyan la conectividad entre las inversiones en transporte y usos de suelo.

## Vista rápida de la sostenibilidad | East Bay



La primera fase de Fruitvale Transit Village, en los alrededores de la Estación BART de Fruitvale en Oakland, fue terminada en 2004. Esta incluye 47 apartamentos, más de 30,000 pies cuadrados de espacio comercial, 60,000 pies cuadrados de espacio abierto, una clínica de salud, un centro de recursos comunitarios y una biblioteca. La Fase II incluirá hasta 450 unidades residenciales para distintos niveles de ingresos que reemplazarán una superficie de estacionamiento de BART de 3.5 acres. Las nuevas unidades tendrán edificios ecológicos de vanguardia y sistemas de ahorro de energía.

# Para beneficiar a las comunidades

Los tres principios en los que se basa la sostenibilidad son economía, ambiente y equidad.

Necesitamos los tres, y no son mutuamente excluyentes entre sí. Una economía fuerte beneficia a un ambiente saludable y viceversa. De la misma forma, una economía fuerte ayuda a garantizar oportunidades equitativas para todos. Las personas necesitan empleos para poder pagar sus viviendas, y la región necesita una economía diversificada para dar cabida a distintos niveles de habilidades y educación.

Por ejemplo, una comunidad no es sostenible si las personas que proporcionan servicios esenciales, como la policía y los bomberos, no pueden pagar por vivir ahí y tienen que viajar habitualmente en auto desde muy lejos, elevando los costos de transporte, congestionando nuestros caminos, contaminando el aire y desperdiciando tiempo que pudieran pasar con sus familias.

El hacer de las comunidades sostenibles una parte integral del Plan Área de la Bahía ofrece la oportunidad de promover un rango de factores para vivir bien:

## Calidad de vida

El planificar comunidades sostenibles se convertirá en el trabajo base para crear mejores lugares para vivir y trabajar, ahora y en las futuras generaciones.

## Acceso y movilidad

Las personas tendrán más opciones de transporte, facilitando su llegada a otros lugares, ya sea para ir al trabajo, a la escuela, de compras, de paseo o para visitar a familiares y amigos.

## Salud pública

Con el desarrollo compacto, las personas no tienen que viajar tan lejos, reduciendo así la necesidad de conducir. Esto significa menos contaminación, aire más limpio, y una población físicamente con mejor condición, ya que las personas de todas las edades y capacidades físicas eligen caminar o andar en bicicleta para ir a sus destinos.

## Comunidades vibrantes

Las comunidades compactas en las que el transporte público, los empleos, los servicios y los centros de recreación están ubicados convenientemente cerca de los hogares de las personas, no sólo son mejores para vivir; también son más seguras y generan un sentido más fuerte de comunidad.



## Un legado de logros en el Área de la Bahía | 1961–1970



Se forma la Asociación de Gobiernos del Área de la Bahía para juntar los esfuerzos colaborativos de los condados, pueblos y ciudades del Área de la Bahía.

1961

Los votantes del Área de la Bahía aprueban el financiamiento para comenzar con la construcción del sistema de Transporte Rápido del Área de la Bahía.



1962



Algunos estudiantes lanzan el Movimiento de Libertad de Expresión en la Universidad de California, Berkeley.

1964

La Legislación de California crea la Comisión de Conservación y Desarrollo de la Bahía de San Francisco (BCDC).



1965



La Legislatura Estatal aprueba la ley 363, del congresista John Foran, la cual crea la Comisión Metropolitana del Transporte (MTC).

1970



# Una visión para llegar de aquí a ahí

## La planificación para el futuro del Área de la Bahía necesita de cooperación y de una visión compartida.

No decimos que tenemos todas las respuestas, y no hay una garantía de éxito. La participación y opiniones del público serán cruciales para crear una visión compartida para nuestra región.

Uno de los primeros pasos es crear un "Escenario inicial de la visión". Este escenario tiene la finalidad de iniciar discusiones públicas sobre cómo y dónde colocar futuros empleos y

viviendas, y cómo garantizar que el desarrollo futuro sea apoyado por nuestra red regional de carreteras, transporte público y centros para bicicletas y peatones. Éste comenzará a articular la visión del Área de la Bahía sobre futuros usos de suelo y demostrará cómo los cambios en el uso de suelo, cuando se integren con las mejoras en el transporte, se desempeñarán en cuanto a los objetivos por estatutos en gases de efecto invernadero y vivienda, así como en otros objetivos voluntarios de desempeño. Servirá como un

punto de partida para el desarrollo, análisis y discusión de un rango de alternativas detalladas de planificación.

Las jurisdicciones locales y los ciudadanos son alentados energicamente para que participen en talleres públicos de toda la región en el verano de 2011. Las opiniones y los datos recolectados en estos talleres proporcionarán la base para desarrollar alternativas detalladas para la estrategia de comunidades sostenibles.



## Vista rápida de la sostenibilidad | South Bay



En el condado de Santa Clara, la ciudad de Sunnyvale redesarrolla su centro para hacer la comunidad más habitable, compacta y sostenible. Además de mejorar la mezcla de espacio comercial y residencial de la ciudad, el plan hace un llamado para crear conexiones para peatones que vinculen el área en un centro unificado. Las opciones de transporte público incluyen una estación de Caltrain y una variedad de rutas de autobús.

# Para fortalecer la conexión entre vivienda y transporte

**Cuando se trata de crear comunidades sostenibles, la vivienda y el transporte van de la mano.**

Aún así, nuestros planes para largo plazo no siempre han hecho este vínculo lo suficientemente fuerte. El Plan Área de la Bahía juntará estos elementos para cumplir con las necesidades de nuestra población en aumento.

## Vivienda

La vivienda es una parte integral del Plan Área de la Bahía. ABAG debe identificar áreas dentro de la región suficientes para albergar la proyección a ocho años de la necesidad regional de viviendas. Este requisito legal es conocido como la Asignación regional ante la necesidad de vivienda (RHNA). Las áreas identificadas deben ser consistentes con el patrón de desarrollo en la Estrategia de comunidades sostenibles, la cual especificará áreas suficientes para dar vivienda a todos los sectores económicos de la población en un plazo de 25 años.



Conforme al llamado por comunidades sostenibles, los nuevos planes para vivienda probablemente enfatizarán en vecindarios compactos para todos los grupos de ingresos y que estén cercanos al transporte colectivo. Proporcionar a los residentes más opciones de transporte y un fácil acceso a servicios públicos, creará una mayor cohesión comunitaria. Y dado que las personas no tendrán que conducir mucho, ellos ahorrarán dinero en la gasolina y ayudarán a reducir la contaminación del tubo de escape.

## Transporte

El MTC adoptó su último plan regional de transporte, llamado Plan de Transporte 2035: Cambio en Movimiento, en abril de 2009. El nombre del plan, Cambio en Movimiento, anticipó e incluyó muchos elementos del enfoque creciente que tiene el Plan Área de la Bahía en vivienda y comunidades sostenibles.

Un enfoque basado en el desempeño nos ayudará a enfocarnos en resultados mensurables. El Plan Área de la Bahía aplicará cuatro importantes lecciones del proceso de Transporte 2035: 1) las nuevas inversiones en infraestructura que podemos pagar producen sólo beneficios modestos a nivel regional; 2) las estrategias de precios de las carreteras y de uso de suelo son más eficaces que las inversiones aisladas en infraestructura; 3) la tecnología es clave para aumentar la eficacia y reducir el congestionamiento; y 4) las personas deben cambiar sus conductas personales para ayudar a lograr las metas de sostenibilidad.

## Un legado de logros en el Área de la Bahía | 1972–1998

El Congreso crea el Área Nacional de Recreo de Golden Gate, en los condados de Marin, San Francisco y San Mateo.



1972



Algunos activistas, liderados por Ed Roberts, fundan el Centro para Vida Independiente en Berkeley, el primer centro de su naturaleza atendido por y dirigido para personas con discapacidades.

1972

Steve Jobs y Steve Wozniak fundan Apple Computer en Cupertino, California.



1976



Los votantes del Área de la Bahía aprueban la Medida Regional 1, elevando la cuota del peaje a \$1 para hacer mejoras en puentes y transporte público.

1988

MTC lanza Transporte para Comunidades Habitables, con el fin de financiar pequeñas mejoras con un gran impacto, como mejorías en los paisajes de las calles, iluminación y caminos para bicicletas.



1998

# Desafíos de la planificación

## Ni siquiera los mejores planificadores cuentan con bolas de cristal.

Así que a pesar de saber que el Área de la Bahía se verá muy diferente a mediados del siglo XXI, aún hay desafíos e incertidumbres.

### Crecimiento

Aunque la tasa de crecimiento del Área de la Bahía se encuentra entre las menores de California, un aumento proyectado de 7 a 9 millones de personas significa dar albergue a un aumento de cerca del 30 por ciento de la población para 2040.

### Objetivos para gases de efecto invernadero

El Consejo de Recursos Aéreos de California establece objetivos ambiciosos para la reducción de emisiones en el Área de la Bahía. En relación al año de referencia de 2005, los objetivos representan una reducción del 10 por ciento per cápita para 2020 y una reducción del 15 por ciento per cápita para 2035.

### Desarrollo de áreas internas

Las mejores oportunidades para desarrollo compacto están en las áreas urbanizadas, pero muchos de esos



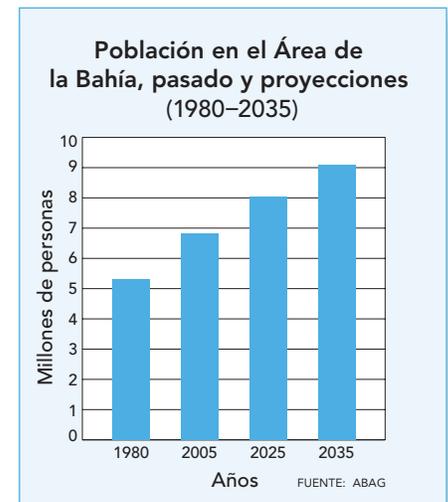
lugares carecen de financiamiento de infraestructura para nuevos servicios. De la misma forma, debido a que el desarrollo de áreas internas conlleva un aumento en la densidad de la población, las nuevas comunidades deben estar diseñadas para proteger la calidad de vida de los residentes actuales y futuros.

### Imperativos de salud y seguridad

Muchas áreas internas potenciales para desarrollo se ubican cerca de carreteras en las que hay más contaminación por tubos de escape. Los riesgos de respirar gases tóxicos y partículas de hollín deben ser mitigados.

## Autoridad de uso de suelo

Los gobiernos locales tienen la autoridad única para crear e implementar planes de uso de suelo. Cada uno de los nueve condados y 101 ciudades en la región deben decidir por sí mismos sobre qué es lo mejor para sus ciudadanos. Se necesita de una cultura de cooperación para garantizar que todos hagamos nuestra parte mientras hacemos que nuestras comunidades individuales y nuestra región sean más sostenibles para la generación actual y las futuras.



## Vista rápida de la sostenibilidad | Península

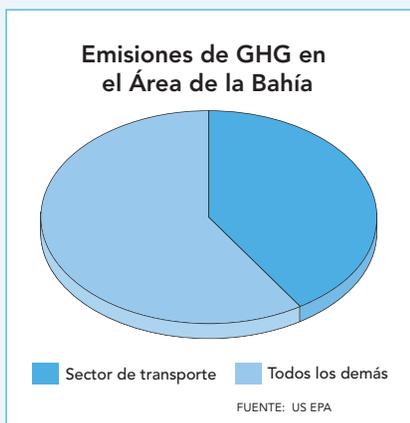


Lo que antes fue el hipódromo Bay Meadows de 83 acres ahora es desarrollado como parte del área de Desarrollo Orientado al Transporte (TOD) en el Rail Corridor de la ciudad de San Mateo. La ciudad ha aprobado los planes para el sitio y arquitectura del desarrollo de 1,066 unidades de vivienda, 747,000 pies cuadrados de espacios para oficinas, 93,000 pies cuadrados de espacio para comercios, y 18 acres de nuevas tierras para espacio abierto y parques. Este proyecto está ubicado directamente al lado de la estación Hillsdale de Caltrain.

## Cambio climático

El cambio climático se refiere a cambios en los patrones climatológicos de la Tierra, incluyendo el aumento en la temperatura promedio de la Tierra, provocado por un aumento en el dióxido de carbono y otros "gases del efecto invernadero" (GHGs) que atrapan calor en la atmósfera. Los científicos especializados en el clima están de acuerdo en que el calentamiento global es un problema provocado por el hombre gracias a la excesiva quema de combustibles fósiles como el petróleo y el carbón. El transporte contribuye con cerca del 40 por ciento de las emisiones de GHG en el Área de la Bahía.

Se espera que el cambio climático afecte de forma importante la infraestructura de transporte, calidad de aire y salud pública del Área de la Bahía mediante un aumento en el nivel del mar y un clima extremo. El aumento en temperaturas relacionado con el cambio climático resultará en días



con más smog y enfermedades respiratorias y cardíacas asociadas. Se predice que el derretimiento de los glaciares provoque un aumento en el nivel del mar, lo cual pudiera inundar una gran parte de la infraestructura de transporte en las áreas bajas de la región, incluyendo los aeropuertos internacionales de San Francisco y Oakland. El cambio climático también afecta nuestro suministro de agua potable y se espera un aumento en la frecuencia y gravedad de incendios forestales como la tormenta de fuego de Oakland-Berkeley en 1991.

## Nuestro futuro compartido

El Plan Área de la Bahía por sí mismo no reducirá las emisiones de gases del efecto invernadero a escala mundial. Pero si es innovador y atractivo, podemos dirigir poniendo el ejemplo. Al igual que la cultura de innovación del Área de la Bahía creó las revoluciones tecnológica y biotecnológica, disseminando las computadoras y las curas por todo el mundo, podemos hacer lo mismo en el floreciente sector de tecnología limpia.

No cometer errores: Podemos hacer del mundo un mejor lugar para vivir, pero los beneficios comienzan en casa. Considere las innovaciones de energía limpia, como los vehículos eléctricos que se fabrican en la que fue la planta NUMMI en Fremont, y los paneles fotovoltaicos que se fabrican por distintas compañías del Área de la Bahía. Estas tecnologías no sólo ayudarán a combatir el cambio climático; también pueden atraer inversiones, nuevas compañías y empleos para garantizar la prosperidad continuada del Área de la Bahía, y promover comunidades sostenibles y una alta calidad de vida.

## Un legado de logros en el Área de la Bahía | 2002–2010

ABAG y las agencias hermanas regionales dan por iniciada su Estrategia de Crecimiento Inteligente como parte del Proyecto Regional de Huella para Habitabilidad.



Los votantes del Área de la Bahía aprueban la Medida Regional 2, elevando la cuota del peaje en \$1 para hacer mejoras en transporte colectivo y autopistas.

MTC adopta su política de Desarrollo Orientado para el Transporte Público, el cual promueve la construcción de nuevas unidades a lo largo de los nuevos proyectos más importantes de extensión de transporte público de la región.



### FOCUS

FOCUSING OUR VISION

ABAG y MTC lanzan el programa FOCUS para enfocar el crecimiento en las Áreas Prioritarias de Desarrollo cercanas al transporte público con el fin de proteger los espacios abiertos regionalmente importantes en las Áreas Prioritarias de Conservación.

Las agencias regionales del Área de la Bahía fundan OneBayArea en una cumbre regional sobre el Día de la Tierra para coordinar iniciativas regionales sobre el ambiente.

**OneBayArea**

2002

2004

2005

2006

2010

# Cómo participar

**En 2010, las agencias regionales adoptaron un extensivo Plan de Participación del Público.**

El documento delinea los pasos que las agencias emprenderán para involucrar a los residentes en las decisiones que afectan el transporte en el Área de la Bahía y las políticas de uso de suelo.

Los talleres del Plan Área de la Bahía están programados en los nueve condados para verano de 2011, y habrá oportunidades adicionales para la participación pública durante el otoño y durante la adopción del Plan Área de la Bahía en 2013. El sitio de OneBayArea es actualizado regularmente con avisos y agendas de reuniones próximas, audiencias y talleres, así como de otros contenidos.



Para obtener mayor información, comuníquese con nosotros:  
[www.OneBayArea.org](http://www.OneBayArea.org)  
[info@OneBayArea.org](mailto:info@OneBayArea.org)  
510.817.5757

**Síguenos:**  
[facebook.com/OneBayArea](https://facebook.com/OneBayArea)  
[twitter.com/OneBayArea](https://twitter.com/OneBayArea)



## OneBayArea

Lanzado por cuatro agencias regionales — ABAG, MTC, BAAQMD y BCDC — en 2010, OneBayArea es un reconocimiento de que somos más fuertes cuando nos juntamos ¡Las 101 ciudades, nueve condados y 7 millones

de personas que somos! Mediante esta campaña esperamos abordar los desafíos ambientales y económicos al juntar nuestra creatividad, recursos y fuerza de voluntad.

Como primera colaboración bajo la estela de OneBayArea, el Plan Área de la Bahía comienza la conversación sobre cómo integrar el uso de suelo y el transporte.



Association  
of Bay Area  
Governments



METROPOLITAN  
TRANSPORTATION  
COMMISSION



BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT



Bay Conservation  
and Development  
Commission





# BayArea Plan

傳承  
領袖風範

2011年3月

灣區政府協會  
大都會交通運輸委員會



## 改變即將到來

### BayArea Plan

在我們為建設可持續發展與繁榮的未來推出規劃灣區計劃之際，我們邀請您參與，發表您的觀點並提出創新意見。

對於這一700萬人稱之為家的九縣灣區，我們非常希望能保護其特色財富並使它不斷吸引更多商業與人氣。我們在未來兩年制定的計劃將會以可持續區域發展模式展望2040年，旨在保護灣區獨特的生活質量。此計劃符合加州氣候法要求，會減少與交通相關的溫室氣體排放並在本地區範圍內納入所有必要的住宅增長需求。

灣區畢竟是全世界第19大經濟體。三藩市海灣自然風光和周圍的社區、地中海式氣候、廣闊並且相互連接的公園和露天場地、先進的公共交通系統、一流的教育機構以及豐富的文化遺產將繼續吸引投資和世界各地尋求更好機會的人。

但是，我們不能理所當然地認為我們能夠為當代人和後代人保持並改善我們的生活品

質。預計我們的人口到2040年將增長到約九百萬人。這相當於增加兩座聖何塞規模的城市或約四座奧克蘭規模的城市。為了適應這一增長，同時創建具有生機、並且可持續發展的社區，我們需要有一致的遠景目標、規劃和合作。

這一合作正是規劃灣區計劃的宗旨，但是沒有您的幫助，我們無法實現這一目標。我們希望下面提供的資訊將成為您參加這一激動人心的新計劃的討論起點。



## 一項新計劃

**規劃灣區計劃是本地區迄今為止最全面的一項規劃。**

這是灣區政府協會（ABAG）和大都市交通運輸委員會（MTC）與灣區另外兩個地區政府機構——灣區空氣品質管理區（BAAQMD）和海灣保護與開發委員會（BCDC）——合作領導的一項聯合專案。所有四個機構在前所未有的水準上進行合作，制定一項綜合土地使用/交通的規劃。當然，我們的合作夥伴還包括我們的九個縣和在各自的司法管轄區設立土地使用管理機構的101個城鎮以及幫助我們規劃和管理地區交通網路的無數交通合作夥伴。

多年來，灣區制定和實施了交通和土地使用發展計劃。我們預測了未來的

工作和住宅需求，並對基礎設施的升級和拓展做出了規劃，以容納不斷增長的人口，包括不同背景和收入的群體。從環境角度出發，我們透過控制污染排放保護空氣品質。我們已經開始逆轉對濕地數十年來的破壞，因為濕地對保持健康的灣區至關重要。

規劃灣區計劃是自然進程的下一個步驟。該項計劃期限到2040年。除了包括交通和土地使用發展計劃外，該項計劃還納入了一個新的程序：開發可持續社區戰略。如果我們希望為我們的子孫後代留下更美好的灣區，交通和土地使用必須共同促進可持續性。歸根結底，這關係到我們每一個人。我們對我們的每一個社區以及我們稱為家園的整個灣區感到自豪。

## 灣區成就傳承 | 1934 - 2010年

我們大多數人已經習慣於說我們住在「灣區」。這個簡單的詞語具有豐富的內涵。它顯示我們已經具有共同的區域特徵。我們要感謝那些認識到整個灣區比其組成成分總和分量更重的歷代領導人。這種廣闊的思維方式為我們帶來了代代相傳的成果，這些成果使我們的生活更加繁榮。想一想我們廣泛的相互連接的公園和露天場地系統。東灣區區域公園區和金門國家休閒區保護了本地區成千上萬英畝的土地。我們的交通網路（包括BART和Caltrain公共交通系統）將各縣貫通在一起。我們的創業

精神和大膽建議的文化使我們在每一個領域都處於領先地位，從微晶片到社會活動無所不包。我們在下文中將著重講述主要發展裏程碑，正是他們構成了我們的共同特徵並使灣區成為地圖上的一個整體地區。



## 領袖精神的傳承

幾十年來，灣區一直將制定地區遠景規劃視為首要的任務。

事實上，本地區今天之所以如此適合居住的一個主要原因是由於以前的領導人採取的行動。我們的前輩認識到公共交通系統的需求，包括BART和Caltrain等地區系統，這些公共交通系統使灣區受到其他都市地區的豔羨。我們的海灣大橋將海灣兩岸的社區連成一體，為我們的地區交通系統增添了凝聚力。同樣，我們也要為我們所擁有的公園和露天場地系統感謝以前的領導者，他們認識到都市地區與露天場地之間的平衡對於健康的環境和適合居住的社區至關重要。例如，ABAG在二十世紀六十年代和七十年代開展的開創性工作產生了灣區第一批露天場地、海岸保護與

環境管理計劃。

規劃灣區計劃創建於領袖精神傳承的基礎上。這意味著擴大我們現有的業績，並且探討如何在面臨新挑戰時改進我們的工作。最重要的是，我們需要與當選官員、規劃者、代表環境、經濟和社會公正的社區組織以及每個司法管轄區的公眾合作，以確保為我們生活和工作所在的地區和社區制定適當的規劃。

「在最基本的層面，持續性意味著滿足當代人的需求，但同時不損害後代人滿足他們需求的能力。」

### 可持續性簡介 | 北灣區



索諾馬縣 (Sonoma) 的聖羅莎市 (Santa Rosa) 制定了以社區為主的市中心商業區遠景規劃。該項計劃將透過在規劃的通勤火車站市中心商業區和周圍地區營造具有公共交通系統支持的環境，從而幫助聖羅莎市成為可持續社區。該項計劃促進了在適宜步行者居住的社區環境中創建居民、零售、辦公樓和露天場地混合區域，包括3,250套新居住單元、296,000平方英尺的新商業/零售場地以及197,000平方英尺的新民用/辦公場地。

# 有哪些區別？

規劃灣區計劃因注重可持續社區而與其他計劃不同。

《375號參議院法案》(Steinberg, 2008年) 要求加州的18個都市地區在各自的聯邦規定的地區交通計劃中納入可持續社區戰略。該項法律還要求未來住宅規劃必須與可持續社區戰略保持一致。換言之，可持續性目前是交通和土地使用計劃的附加要求。在最基本的層面，持續性意味著滿足當代人的需求，但同時

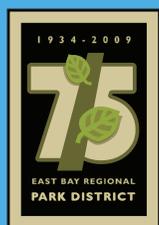
不損害後代人滿足他們需求的能力。

當我們在實施《375號參議院法案》(簡稱「SB 375」) 時，規劃灣區計劃提供了實現其他目標的機會。SB 375旨在減少汽車和輕型卡車的溫室氣體排放，這對於改變氣候變化至關重要，但可持續社區的益處不僅限於保持氣候的穩定。可持續性與健康繁榮的經濟、適合居住的社區以及優良的生活品質密不可分。



## 灣區成就傳承 | 1934 - 1955 年

全美規模最大的城市地區公園區 — 東灣區地區公園區的形成。



斯坦福校友Bill Hewlett和Dave Packard推出Hewlett-Packard計劃，為矽穀和高科技革命奠定了基礎。

創建該地區企業贊助的公共政策倡導機構 — 灣區委員會。



創建監管空氣污染的灣區空氣品質管理區 (BAAQMD)。

東灣區選民創建了加州第一個特別公共交通區 — 提供地區公交車服務的阿拉米達-孔特拉科斯塔 (Alameda-Contra Costa) 公共交通區 (簡稱「AC公共交通區」)。



1934 年

1939 年

1945 年

1955 年

1955 年 ▶

# 什麼是可持續社區？



**可持續社區是人們現在和未來希望生活和工作的地區。**

這些地區符合當前和未來居民的多元化需求（包括住宅和交通），注重自然環境，並有利於保持優質的生活品質。這些地區應當安全、包括所有的設施、經過良好的規劃和建設、有效地經營、並為所有的人提供平等的機會和服務。可持續性注重創建生機勃勃和完整的社區，透過發展在公共交通附近的工作、住宅和服務，幫助我們的居民在更緊密的社區中生活，花費較少的時間開車。

在灣區，我們的前輩已經為創建可持

續社區為我們提供了良好的開端。

我們在這些傳承的基礎上開展新工作，例如地區機構的FOCUS計劃。這項地區開發和保護戰略透過在現有公共交通服務的都市地區劃分重點開發區（PDA），倡導緊密的土地使用模式。另外還確定了重點保護區（PCA），此為廣泛認可的需要獲得長期保護的重要地區露天場地。FOCUS是大都市交通委員會（MTC）的適合居住社區交通計劃（TLC），該項計劃為透過全面社區規劃工作開發的專案提供資金、為各種交通選擇方法提供贊助、並支持將交通投資與土地使用聯繫在一起。

## 可持續性簡介 | 東灣區



位於奧克蘭（Oakland）弗魯特韋爾（Fruitvale）BART車站周圍的弗魯特韋爾公交村第一期工程於2004年竣工。這期工程包括47套公寓、30,000多平方英尺的零售場地、60,000平方英尺的辦公場地、一個診所、一個社區資源中心和一座圖書館。第二期工程將最多包括450個多種收入居住單元，用於取代占地3.5英畝的BART地面停車場。新住宅單元將配備先進的綠色建築和能源節約系統。

# 為社區牟利

構成持續性基礎的三個E是「經濟、環境和公正。」

我們需要所有三個方面，這三個方面並非相互排斥。強勁的經濟會使健康的環境受益，反之亦然。同樣，強勁的經濟有助於確保每個人獲得公平的機會。人們需要有工作才能負擔得起住宅，本地區需要有多元化的經濟，以便利用不同的技能和教育水準。

例如，如果提供重要服務的人（例如警察和消防隊員）無法負擔得起所在社區的住宅、而必須從很遠的地方開車通勤，那麼這樣的社區不是可持續的社區，因為這樣會提高交通費用、使我們的道路堵塞、污染空氣和浪費可用來與家人相處的時間。

使可持續社區成為規劃灣區計劃的不可分割的一部分提供了促進各種適合居住因素的機會：

## 生活品質

為可持續社區進行規劃將為當代人和後代人創建更好的生活和工作場所奠定基礎。

## 通行和流動

人們將有更多的交通選擇，使無論是通勤、上學、購物、娛樂還是看望朋友和家人變得更加容易。

## 公眾健康

透過集中開發方案，人們不再需要長途旅行，從而減少了開車的需求。這意味著較少的污染、更清潔的空氣和更健康的人群，因為將有更多的各種年齡的人和各種身體狀況的人選擇步行和騎自行車前往目的地。

## 充滿活力的社區

公共交通、工作、學校、服務和娛樂設施位於住宅區附近的緊密社區不僅更適合居住，而且更安全，並會使人們形成更強的社區意識。



## 灣區成就傳承 | 1961 - 1970 年



灣區政府協會的建立是為了綜合灣區各城鎮和各縣的力量。

灣區選民批准開始建設灣區捷運系統的資金。



學生在加州大學伯克萊分校開展自由言論運動。

加州立法機構建立了三藩市海灣保護與開發委員會（BCDC）。



州立法機構通過了眾議員John Foran提議的《363號眾議院法案》（AB 363），成立都市交通委員會（MTC）。

1961 年

1962 年

1964 年

1965 年

1970 年 ▶

# 交通遠景規劃

## 為灣區的未來制定規劃需要合作和共同的遠景規劃。

我們並不聲稱已經獲得了所有的答案，並不能保證取得成功。公眾的參與和意見對於形成本地區的共同遠景目標至關重要。

其中一個步驟是設計「初始遠景規劃方案」。該方案旨在促進公眾對如何為未來的工作和住宅定位以及如何確保未來的發展能夠得到本地區的道路、公共交通、自行車和行人設施支援展開討論。該方案將開始設計灣區未來的土地使用

遠景規劃，並顯示如果土地使用變更與交通改善結合在一起，在法定溫室氣體排放和住宅目標以及其他自願性能目標方面會產生何種效果。該方案將成為一系列詳細規劃替代方案的制定、分析和討論的起點。

我們極力鼓勵地方司法管轄機構和公民參與2011年春季在各地舉辦的公眾專題討論會。從這些專題討論會搜集的意見和資料將為制定詳細的可持續社區戰略替代方案奠定基礎。



## 可持續性簡介 | 南灣區



聖克拉拉縣 (Santa Clara) 的森尼韋爾市 (Sunnyvale) 正在重新開發市中心商業區，使社區更適合居住、更緊密和更具有持續性。除加強本市的商業和居民區混合特色外，該項計劃要求建立行人交通連接點，將本地區連接成統一的市中心商業區。公共交通選擇包括一個Caltrain車站和多條公交車路線。

# 加強住宅與交通之間的聯繫

在創建可持續社區的過程中，住宅與交通是兩個緊密關聯的問題。

儘管我們的長期規劃並非總是使這兩個問題緊密聯繫在一起。規劃灣區計劃將使這兩個因素聯繫在一起，以滿足我們不斷增長的人口需求。

## 住宅

住宅是規劃灣區計劃不可分割的一部分。ABAG必須在本地區確定足以容納地區住宅需求八年預測量的地區空間。這一法律要求稱為「地區住宅需求分配」(RHNA)。所確定的地區必須與可持續社區戰略中的開發模式保持一致，規定足以容納逾二十五年後所有經濟層次人口的區域。

為了符合可持續社區的要求，新住宅計劃很可能會強調建立讓所有收入群體住在臨近公共交通設施的密集型社區。更多的交通選擇和更方便的前往便利設施和服務設施將形成更強的社區凝聚力。此外，因為人們無需長時間駕車，他們可節省汽油費，並幫助降低汽車排氣造成的污染。



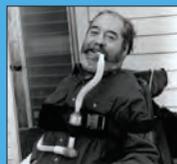
## 交通

MTC於2009年4月制定了最新地區交通計劃，稱為「2035年交通計劃：正在發生的變化」。該項計劃的名稱「正在發生的變化」預測和包括了規劃灣區計劃加強注重住宅和可持續社區的多種因素。

基於業績的方法將幫助我們注重可衡量的結果。規劃灣區計劃將應用從「2035年交通計劃」程序中獲得的四個重要的啟示：1) 我們能夠負擔的新基礎設施投資僅在地區層面產生最基本的利益；2) 道路定價和土地使用策略比上述基礎設施投資更有效；3) 技術是提高效率和降低擁堵的關鍵；以及 4) 個人必須改變自己的習慣，幫助實現可持續性目標。

## 灣區成就傳承 | 1972 - 1998 年

國會在馬林縣 (Marin)、三藩縣 (San Francisco) 和聖馬特奧縣 (San Mateo) 建立了金門國家休閒區。



Ed Roberts領導的社會活動家們在伯克萊創建了「獨立生活中心」——第一個由殘障人士運營和為殘障人士服務的此類中心。

Steve Jobs和Steve Wozniak在加州球帕蒂諾 (Cupertino) 創建了蘋果電腦公司。



灣區選民批准了「1號地區議案」，將橋梁通行費提升為1美元，用於橋梁和公共交通改善。

MTC開展「適合居住社區交通」活動，為具有巨大影響力的小型改善項目提供資金，例如街道景觀、照明和自行車道。



1972 年

1972 年

1976 年

1988 年

1998 年 ▶

# 規劃挑戰

即使是最優秀的規劃者也無法預測到所有的情況。

因此，儘管我們知道灣區的面貌到二十一世紀中期將有很大的變化，過程中仍然會存在挑戰和不確定因素。

## 增長

儘管灣區的人口增長率是加州增長率最低的地區之一，預計從七百萬人口增長到九百萬人意味著到2040年需要容納近30%的人口增長。

## 溫室氣體目標

加州空氣資源委員會為灣區規定了雄心勃勃的降低溫室氣體的目標。與2005年基準年相比，這些目標規定到2020年人均降低10%的溫室氣體排放量，到2035年人均降低15%溫室氣體排放量。

## 填充開發區

密集型開發的最佳機會在都市化地區，但很多此類地區缺乏建立新設施的基礎設施資金。同樣，因為填充開發區通常會增加密度，新社區必須設計為保護現有居民和以後居民的生活品質。



## 健康與安全的必要條件

很多可能的填充開發區臨近高速公路，這些地區面臨更多的車輛排氣污染，需要降低吸入有毒氣體和煙塵的風險。

## 土地使用管理機構

地方政府擁有制定和實施土地使用計劃的專有管理權。本地區的九個縣和101個城市均需自行決定對本區公民最適合的方案。我們需要創建合作的文化，以確保我們能履行自己的職責，使每個社區和本地區成為適合當代人和後代人居住的更具有持續性的地區。



## 可持續性簡介 | 半島

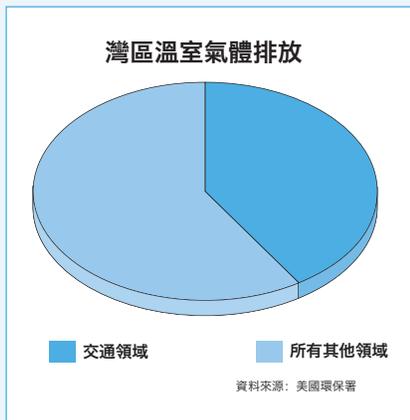


佔地83英畝的前海灣草地賽馬場目前正在作為聖馬特奧市 (San Mateo) 鐵路交通主幹道公共交通導向發展 (TOD) 區的一部分被開發。聖馬特奧市已經批准開發1,066套住宅單元、747,000平方英尺辦公場地、93,000平方英尺零售場地和18英畝新開發區和露天地帶的場地建築計劃。該項目緊鄰Hillsdale Caltrain車站。

# 氣候變化

氣候變化指地球天氣模式的變化，包括因空氣中二氧化碳和其他吸熱「溫室氣體」(GHG)的增加導致地球平均溫度升高。氣象學家承認全球變暖是因大量燃燒汽油和煤等化石燃料人為造成的問題。交通佔灣區GHG排放的約40%。

預計氣候變化會透過海平面上升和極端氣候嚴重影響灣區的公眾健康、空氣品質和交通基礎設施。與氣候相關的氣溫升高將導致更多的煙霧天數以及呼吸道和心臟疾病。預計冰川融化會造成海平面升高，從而淹沒本地區很多低窪地區的交通基礎設施，包括三藩市和奧克蘭國際機場。氣候變化還會威脅我們的淡水飲水供應系統，預計會增加如同1991年奧克蘭-伯克萊風暴大火等野火的發生頻率和嚴重程度。



# 我們共同的未來

規劃灣區計劃本身不會在全球範圍內降低溫室氣體排放。但如果該項計劃具有創新性和引人注目之處，我們能夠為其他人樹立榜樣。如同灣區的創新文化帶來的高科技和生物技術革命使電腦和治療方法傳播到世界各地一樣，我們也能在迅速發展清潔技術領域取得同樣的成果。

毫無疑問：我們能夠使世界變得更加美好，但利益從我們自己的國家開始。想一想清潔能源創新，例如，正在弗里蒙特 (Fremont) 前NUMMI工廠建造的電動車輛，以及灣區多家公司正在生產的光伏電池板。這些技術不僅有助於抵禦氣候變化，而且能夠吸引投資、新公司和工作，確保灣區的持續繁榮，並發展可持續社區和優質生活品質。

## 灣區成就傳承 | 2002 - 2010 年

ABAG以及姊妹地區機構發展了「智能發展戰略」，此項戰略是區域適合居住地區專案的一部分。



灣區選民批准《2號地區議案》，將橋梁通行費提升1美元，用於公共交通和高速公路改善。

MTC採納以公共交通為主導的開發政策，該項政策促進沿本地區主要新公共交通擴大專案地帶建造新住宅單元。



## FOCUS

FOCUSING OUR VISION

ABAG和MTC開展了FOCUS計劃，將發展集中在臨近公共交通的重要開發區，並在重要保護區保護具有地區重要性的露天場地。

灣區地區機構在地球日的一次地區峰會上創建了OneBayArea，以便協調地區環境計劃。

## OneBayArea

2002 年

2004 年

2005 年

2006 年

2010 年

# 如何參與

2010年，地區機構採納了一項廣泛的公眾參與計劃。

該文件為各個機構規定了詳細步驟，講述了如何使居民參與到那些影響灣區交通和土地使用政策的決策。

灣區九個縣已經安排於2011年春季召開規劃灣區計劃專題討論會，公眾還有機會在2011年秋季以及2013年通過規劃灣區決議之前參與決策過程。OneBayArea網站會定期更新，公布即將召開的會議、聽證會和專題討論會通知以及其他內容。



詳情請聯系：

[www.OneBayArea.org](http://www.OneBayArea.org)  
[info@OneBayArea.org](mailto:info@OneBayArea.org)  
510.817.5757

請追蹤我們的進展狀況：

[facebook.com/OneBayArea](https://facebook.com/OneBayArea)  
[twitter.com/OneBayArea](https://twitter.com/OneBayArea)



## OneBayArea

OneBayArea是由四個地方機構 — ABAG、MTC、BAAQMD和BCDC — 在2010年開展的一項活動，這是對團結起來我們會更強大這一觀念的認可

— 所有101個城市、九個縣和七百萬居民！我們希望透過開展這項活動，利用我們共同的創造力、資源和意志力，解決環境和經濟方面的挑戰。規劃灣區計

劃是透過OneBayArea開展的第一項合作行動，這項計劃使我們開始對綜合土地使用和交通發展開展對話。



Association  
of Bay Area  
Governments



METROPOLITAN  
TRANSPORTATION  
COMMISSION



BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT



Bay Conservation  
and Development  
Commission



Zip code: \_\_\_\_\_

## My Comments

As part of the YouChoose process, identifying your thoughts on following priorities will help to show some of the trade-offs that need to be made when planning for future growth. Each priority below is tied to quantitative metrics in the YouChoose tool to help illustrate the impacts of different growth scenarios.

<b>PRIORITIES</b>	Clean air	- I want less air pollution from automobiles.
	Conserve open space	- I want less open space and farmland converted to urban uses.
	Conserve water	- I want less water used inside homes and for landscaping.
	Convenient access to jobs	- I want jobs and housing closer together; improved access to job centers.
	Daily needs close to home	- I want schools, shops, jobs and daily needs closer to where I live.
	Easy and low cost parking	- I want more free and low cost parking where I shop and work.
	Keep my town as it is today	- I want to maintain the size, density and character of the place I live.
	Large homes with big yards	- I want to increase the availability of larger homes on large lots.
	Less driving overall	- I want shorter automobile trips and more alternative transportation options.
	Less local traffic	- I want to divert growth away from my town to maintain traffic levels.
	Lower carbon emissions	- I want fewer carbon emissions from automobiles and buildings.
	Lower costs and taxes	- I want lower household transportation costs, utility bills, govt. fees, taxes.
	More affordable homes	- I want more homes to meet the needs of varying income/age groups.
	Safer access to schools	- I want more safe walking, biking, and transit access to schools.

**My Priorities:** What priorities would you add for consideration? Please add your thoughts on any metrics your suggestions can be informed by to help us improve the tool and this process.

- 
- 
- 
-

<p><b>Where do we build?</b> Which option did you select?</p> <p><input type="checkbox"/> Export New Homes    <input type="checkbox"/> Keep Homes Here</p> <p>Why did you vote the way you did?</p> <ul style="list-style-type: none"> <li>•</li> <li>•</li> <li>•</li> </ul>	<p><b>How will we grow?</b> Which option did you select?</p> <p><input type="checkbox"/> Business as Usual    <input type="checkbox"/> More Urban <input type="checkbox"/> Planned Future    <input type="checkbox"/> Most Urban</p> <p>Why did you vote the way you did?</p> <ul style="list-style-type: none"> <li>•</li> <li>•</li> <li>•</li> </ul>
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**What makes your neighborhood special?**  
When planning for the future, what are the most important characteristics of your neighborhood that need to be maintained?

- 
- 
- 

**How did you hear about this forum?**  
*(Which organization or form of communication?)*

**What will you remember most from this event?**

**Do you have any suggestions on improving this forum or other comments to add?**

*Use blank sheet (found on tables) if you need more space.*

**Voluntary Personal information Survey**

**What is your highest level of education attained?**

- |   |  |
|---|--|
| <input type="checkbox"/> Less than high school (no h.s.diploma) | <input type="checkbox"/> Associate's degree (occupational or academic) |
| <input type="checkbox"/> High school graduate (or equivalent)   | <input type="checkbox"/> Bachelor's degree                             |
| <input type="checkbox"/> Some college (1-4 years, no degree)    | <input type="checkbox"/> Master's, Professional or Doctorate degree    |

**What is your household income?**

- Less than \$50K   
 \$100 – \$150K 4 of 27   
 \$50 – \$100K   
 \$150K +

### Regional Center

Regional centers are primary centers of economic and cultural activity for the region. They have a dense mix of employment, housing, retail and entertainment. They are served by a rich mix of transit modes.

Examples: San Francisco, and Oakland



### City Center

City centers contain a mix of residential, employment, retail, and entertainment uses. They are less dense than regional centers, and serve as commuter hubs to the region. They are served by multiple transit options.

Examples: Berkeley, Redwood City, Santa Rosa



### Suburban Center

Suburban centers are similar to city centers but currently have lower densities, less transit, and more parking. Suburban centers envision a mix of residential, employment, retail and entertainment uses. They are served by a mix of transit services connected to the regional network.

Examples: Downtown Walnut Creek, Downtown Dublin



### Transit Town Center

Transit town centers are local-serving centers of economic and community activity. A variety of transit options serve transit town centers, with a mix of origin and destination trips, focusing primarily on commuter service to major employment centers.

Examples: Hercules, Downtown South San Francisco



### Urban Neighborhood

Urban neighborhoods are primarily residential areas that are well-connected to regional or city centers. They have moderate-to-high densities, and usually feature local-serving retail mixed in with housing. Employment is often limited to small businesses or historically industrial uses.

Examples: Fruitvale District (Oakland), Mission Bay (SF)



### Transit Neighborhood

Transit neighborhoods are primarily residential areas that are served by rail service or multiple bus lines that connect at one location. They have low-to-moderate densities, and the transit stations are often a minor focus of activity. They may have small nodes of retail activity.

Example: Whisman Station (Mountain View)



### Mixed-Use Corridor

These encompass a mix of moderate-density buildings housing services, retails, employment, and civic or cultural uses. Streetcars, light rail, bus rapid transit, or high-volume bus corridors can serve Mixed-Use Corridors.

Examples: San Palo Avenue, El Camino Real



### Employment Center

Employment centers are significant centers of economic activity that do not have a mix of housing integrated in the area. These areas are served by a variety of transit options for commuters and can be enhanced by local-serving retail.

Examples: Moffett Park, North Concord BART area



### Rural Mixed-Use Corridor

Rural mixed-use corridors have a local focus of economic and community activity surrounded by agricultural lands. They integrate a mix of uses and provide access to transit, and the ability to walk or bike along the corridor.

Example: The Springs area (Sonoma)



### Rural Town Center

Rural town centers are local centers of economic and community activity surrounded by agricultural lands. They have the opportunity to integrate moderate-density housing and supporting local-serving retail while retaining scale and improving bicycle and pedestrian access.

Example: Penngrove Urban Service Area (Sonoma C)



## Step 2: Key Discussion Points (continued)

In the space below, record any additional comments you may have about top transportation investment strategies:

## Step 3: Policy Initiatives Key Discussion Points (continued)

In the space below, record any additional comments you may have about top policy initiatives:

# BayArea Plan

## Accommodating Preferred Growth in Our County Participant Comment Sheet

---

Workshop Location: \_\_\_\_\_ Facilitator: \_\_\_\_\_

Date: \_\_\_\_\_ Growth Scenario: \_\_\_\_\_ Table Number: \_\_\_\_\_

*Use this form to tell us more about your thoughts, ideas and priorities. Please return it to the facilitator at the end of the meeting.*

### Step 1: County Growth and Place Types

A. In the space below, record your thoughts and comments about place types in the area closest to where you live or work.

B. What resources do you think would be needed to support growth and high-quality development in your community? Record your thoughts and comments in detail.

## Step 2: Transportation Investment Strategies

The investment strategies listed below are the same as those on your cards. Check the box next to the **4** cards that you choose to play in the group activity.

### MAKE BETTER USE OF CURRENT TRANSPORTATION NETWORK

- A. Increase funding for most effective transit services.
- B. Increase funding to fix potholes on free ways and local roads.
- C. Increase funding to repair or purchase new buses, train cars, tracks, etc.
- D. Make freeways more efficient through ramp meters and other technologies.

### EXPAND ROADWAYS

- E. Widen freeways and local roadways.

### NEW TRANSIT SERVICE TO NEW DESTINATIONS

- F. Expand express bus and local bus services.
- G. Expand commuter rail services.

### IMPROVE THE BICYCLE AND PEDESTRIAN NETWORK

- H. Improve bicycle and pedestrian routes.

### OFFER FINANCIAL INCENTIVES

- I. Offer more transportation funds to cities that build new housing — including affordable housing — near transit in walkable neighborhoods that offer residents a range of amenities.
- J. Offer financial incentives to cities that preserve agricultural lands and open space.

Wild Card

Wild Card

## Key Discussion Points

In the space below, record any additional comments you may have about top transportation investment strategies (*for more space/additional comments please use back page*):

## Step 3: Policy Initiatives

The policy initiatives listed below are the same as those on your cards. Check the box next to the **3** cards that you choose to play in the group activity.

### PRIORITY INITIATIVES

- 1. **New Requirements for Employers:** For example, allowing employees to work from home at least one day per week; or allowing employees to pay for commuting costs (for example, transit tickets) with pre-tax dollars.
- 2. **Changing your driving habits to conserve fuel and reduce harmful emissions.** For example, reduce maximum speeds to 55 miles per hour on Bay Area freeways; or educate drivers on how to drive to conserve fuel and reduce emissions (drive at even speeds, remove heavy objects from car's trunk).
- 3. **Electric Vehicles.** For example, subsidize the purchase/lease of electric vehicles and hybrids in the Bay Area; or increase availability of electric vehicle chargers.
- 4. **Pricing Parking.** For example, charge for parking at work sites to discourage commuters from driving; or charge higher parking rates during busy periods to free up more spaces and reduce the number of cars circling the block.
- 5. **Other Pricing Strategies.** For example, charge tolls on new express lanes; or charge a new fee based on the number of miles you drive each year.
- 6. **Economic Development.** For example, implement economic development strategies to protect existing jobs; or preserve warehouse and industrial sites and create new jobs.
- Wild Card
- Wild Card

## Key Discussion Points

In the space below, record any additional comments you may have about top policy initiatives (*for more space/additional comments please use back page*):

Workshop Location: \_\_\_\_\_ Facilitator: \_\_\_\_\_

Date: \_\_\_\_\_ Growth Scenario: \_\_\_\_\_ No. of participants: \_\_\_\_\_ Table Number: \_\_\_\_\_

*Record participants' preferences and key discussion points on this sheet, and return it at the end of the workshop.*

### Step 1: Place Types

Working in pairs, participants will choose the place type card that illustrate the most appropriate place type in the area closest to where they live or work. In the space below, record key topics and points made by participants during the discussion:

- 
- 
- 

Following the Place Type discussion, ask participants what resources they think would be needed to support growth and high-quality development in their community. Record the key topics and themes of the discussion below.

- 
- 
- 

### Step 2: Transportation Investment Strategies

Each deck of cards includes 12 cards that identify potential transportation investment priorities for the Bay Area. Participants will choose **4** from the deck that they feel are the preferred priorities for the region to support their preferred growth pattern.

In the spaces below, record **how many of each policy card** are chosen by the group. Write a zero in spaces where no one has chosen a particular priority.

#### MAKE BETTER USE OF CURRENT TRANSPORTATION NETWORK

- A. Increase funding for most effective transit services.
- B. Increase funding to fix potholes on free ways and local roads.
- C. Increase funding to repair or purchase new buses, train cars, tracks, etc.
- D. Make freeways more efficient through ramp meters and other technologies.

#### IMPROVE THE BICYCLE AND PEDESTRIAN NETWORK

- H. Improve bicycle and pedestrian routes.

#### OFFER FINANCIAL INCENTIVES

- I. Offer more transportation funds to cities that build new housing -- including affordable housing -- near transit in walkable neighborhoods that offer residents a range of amenities.
- J. Offer financial incentives to cities that preserve agricultural lands and open space.

#### EXPAND ROADWAYS

- E. Widen freeways and local roadways.

- Wild Card

#### NEW TRANSIT SERVICE TO NEW DESTINATIONS

- F. Expand express bus and local bus services.
- G. Expand commuter rail services.

- Wild Card

## Key Discussion Points

In the space below, record key topics and points made by participants during the group's discussion about top transportation investment strategies:

- - 
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## Step 3: Policy Initiatives

Each deck of cards includes 9 cards that identify potential transportation policy initiatives to reduce emissions from cars and trucks, and improve the environment. Participants will choose **3** from the deck that they feel are the preferred priorities for the region to support their preferred growth pattern.

In the spaces below, record **how many of each policy card** are chosen by the group. Write a zero in spaces where no one has chosen a particular priority.

### PRIORITY INITIATIVES

**1. New Requirements for Employers:** For example, allowing employees to work from home at least one day per week; or allowing employees to pay for commuting costs (for example, transit tickets) with pre-tax dollars.

**2. Changing your driving habits to conserve fuel and reduce harmful emissions.** For example, reduce maximum speeds to 55 miles per hour on Bay Area freeways; or educate drivers on how to drive to conserve fuel and reduce emissions (drive at even speeds, remove heavy objects from car's trunk).

**3. Electric Vehicles.** For example, subsidize the purchase/lease of electric vehicles and hybrids in the Bay Area; or increase availability of electric vehicle chargers.

**4. Pricing Parking.** For example, charge for parking at work sites to discourage commuters from driving; or charge higher parking rates during busy periods to free up more spaces and reduce the number of cars circling the block.

**5. Other Pricing Strategies.** For example, charge tolls on new express lanes; or charge a new fee based on the number of miles you drive each year.

**6. Economic Development.** For example, implement economic development strategies to protect existing jobs; or preserve warehouse and industrial sites and create new jobs.

Wild Card

Wild Card

## Key Discussion Points

In the space below, record key topics and points made by participants during the group's discussion about top policy initiatives:

- - 
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  - 
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- - 
  - 
  - 
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  - 
  - 
  -



1

### New Requirements for Employers

For example, allowing employees to work from home at least one day per week; or allowing employees to pay for commuting costs (for example, transit tickets) with pre-tax dollars.



1

### New Requirements for Employers

For example, allowing employees to work from home at least one day per week, or allowing employees to pay for commuting costs (For example, transit tickets) with pre-tax dollars.



1

### New Requirements for Employers

For example, allowing employees to work from home at least one day per week, or allowing employees to pay for commuting costs (For example, transit tickets) with pre-tax dollars.



1

### New Requirements for Employers

For example, allowing employees to work from home at least one day per week, or allowing employees to pay for commuting costs (For example, transit tickets) with pre-tax dollars.



2

**Changing your Driving Habits to conserve fuel and reduce harmful emissions**

For example, reduce maximum speeds to 55 miles per hour on Bay Area freeways; or educate drivers on how to drive to conserve fuel and reduce emissions (drive at even speeds, remove heavy objects from car's trunk).



2

**Changing your Driving Habits to conserve fuel and reduce harmful emissions**

For example, reduce maximum speeds to 55 miles per hour on Bay Area freeways; or educate drivers on how to drive to conserve fuel and reduce emissions (drive at even speeds, remove heavy objects from car's trunk).



2

**Changing your Driving Habits to conserve fuel and reduce harmful emissions**

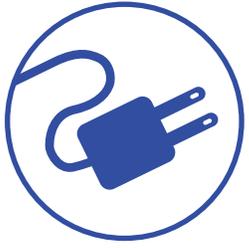
For example, reduce maximum speeds to 55 miles per hour on Bay Area freeways; or educate drivers on how to drive to conserve fuel and reduce emissions (drive at even speeds, remove heavy objects from car's trunk).



2

**Changing your Driving Habits to conserve fuel and reduce harmful emissions**

For example, reduce maximum speeds to 55 miles per hour on Bay Area freeways; or educate drivers on how to drive to conserve fuel and reduce emissions (drive at even speeds, remove heavy objects from car's trunk).



3

### Electric Vehicles

For example, subsidize the purchase/lease of electric vehicles and hybrids in the Bay Area; or increase availability of electric vehicle chargers.



3

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4

### Pricing Parking

For example, charge for parking at work sites to discourage commuters from driving; or charge higher parking rates during busy periods to free up more spaces and reduce the number of cars circling the block.



4

### Pricing Parking

For example, charge for parking at work sites to discourage commuters from driving; or charge higher parking rates during busy periods to free up more spaces and reduce the number of cars circling the block.



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4

### Pricing Parking

For example, charge for parking at work sites to discourage commuters from driving; or charge higher parking rates during busy periods to free up more spaces and reduce the number of cars circling the block.



5

### Other Pricing Strategies

For example, charge tolls on new express lanes; or charge a new fee based on the number of miles you drive each year.



5

### Other Pricing Strategies

For example, charge tolls on new express lanes; or charge a new fee based on the number of miles you drive each year.



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5

### Other Pricing Strategies

For example, charge tolls on new express lanes; or charge a new fee based on the number of miles you drive each year.



6

### Economic Development

For example, implement economic development strategies to protect existing jobs; or preserve warehouse and industrial sites and create new jobs.



6

### Economic Development

For example, implement economic development strategies to protect existing jobs; or preserve warehouse and industrial sites and create new jobs.



6

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For example, implement economic development strategies to protect existing jobs; or preserve warehouse and industrial sites and create new jobs.



6

### Economic Development

For example, implement economic development strategies to protect existing jobs; or preserve warehouse and industrial sites and create new jobs.

**Wild  
Card**

**Wild  
Card**

**Wild  
Card**

**Wild  
Card**

Transportation Investment Strategies



*Make Better Use of the Current Transportation Network*

**A**

Increase funding for most effective transit services.

Transportation Investment Strategies



*Make Better Use of the Current Transportation Network*

**A**

Increase funding for most effective transit services.

Transportation Investment Strategies



*Make Better Use of the Current Transportation Network*

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Transportation Investment Strategies



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Transportation Investment Strategies



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Transportation Investment Strategies



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Increase funding for most effective transit services.

Transportation Investment Strategies



*Make Better Use of the Current Transportation Network*

**A**

Increase funding for most effective transit services.

Transportation Investment Strategies



*Make Better Use of the Current Transportation Network*

**A**

Increase funding for most effective transit services.



*Make Better Use of the Current Transportation Network*

**B**

Increase funding to fix potholes on freeways and local roads.



*Make Better Use of the Current Transportation Network*

**B**

Increase funding to fix potholes on freeways and local roads.



*Make Better Use of the Current Transportation Network*

**B**

Increase funding to fix potholes on freeways and local roads.



*Make Better Use of the Current Transportation Network*

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*Make Better Use of the Current Transportation Network*

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*Make Better Use of the Current Transportation Network*

**B**

Increase funding to fix potholes on freeways and local roads.



*Make Better Use of the Current Transportation Network*

**B**

Increase funding to fix potholes on freeways and local roads.

Transportation Investment Strategies



*Make Better Use of the Current Transportation Network*

C

Increase funding to repair or purchase new buses, train cars, tracks, etc.

Transportation Investment Strategies



*Make Better Use of the Current Transportation Network*

C

Increase funding to repair or purchase new buses, train cars, tracks, etc.

Transportation Investment Strategies



*Make Better Use of the Current Transportation Network*

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Transportation Investment Strategies



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Transportation Investment Strategies



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Transportation Investment Strategies



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Transportation Investment Strategies



*Make Better Use of the Current Transportation Network*

C

Increase funding to repair or purchase new buses, train cars, tracks, etc.

Transportation Investment Strategies



*Make Better Use of the Current Transportation Network*

C

Increase funding to repair or purchase new buses, train cars, tracks, etc.



*Make Better Use of the Current Transportation Network*

**D**

Make freeways more efficient through ramp meters and other technologies.



*Make Better Use of the Current Transportation Network*

**D**

Make freeways more efficient through ramp meters and other technologies.



*Make Better Use of the Current Transportation Network*

**D**

Make freeways more efficient through ramp meters and other technologies.



*Make Better Use of the Current Transportation Network*

**D**

Make freeways more efficient through ramp meters and other technologies.



*Make Better Use of the Current Transportation Network*

**D**

Make freeways more efficient through ramp meters and other technologies.



*Make Better Use of the Current Transportation Network*

**D**

Make freeways more efficient through ramp meters and other technologies.



*Make Better Use of the Current Transportation Network*

**D**

Make freeways more efficient through ramp meters and other technologies.



*Make Better Use of the Current Transportation Network*

**D**

Make freeways more efficient through ramp meters and other technologies.



*Expand  
Roadways*

**E**

Widen freeways and  
local roadways.



*Expand  
Roadways*

**E**

Widen freeways and  
local roadways.



*Expand  
Roadways*

**E**

Widen freeways and  
local roadways.



*Expand  
Roadways*

**E**

Widen freeways and  
local roadways.



*Expand  
Roadways*

**E**

Widen freeways and  
local roadways.



*Expand  
Roadways*

**E**

Widen freeways and  
local roadways.



*Expand  
Roadways*

**E**

Widen freeways and  
local roadways.

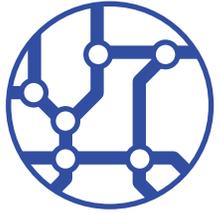


*Expand  
Roadways*

**E**

Widen freeways and  
local roadways.

Transportation Investment Strategies

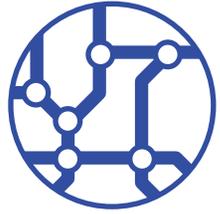


*New Transit Service to New Destinations*

**F**

Expand express bus and local bus services.

Transportation Investment Strategies

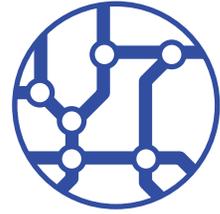


*New Transit Service to New Destinations*

**F**

Expand express bus and local bus services.

Transportation Investment Strategies

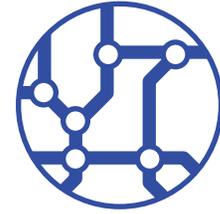


*New Transit Service to New Destinations*

**F**

Expand express bus and local bus services.

Transportation Investment Strategies

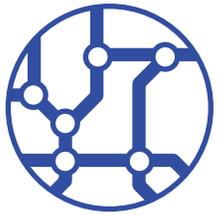


*New Transit Service to New Destinations*

**F**

Expand express bus and local bus services.

Transportation Investment Strategies

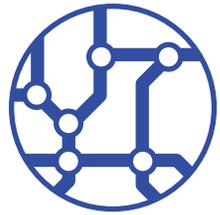


*New Transit Service to New Destinations*

**F**

Expand express bus and local bus services.

Transportation Investment Strategies

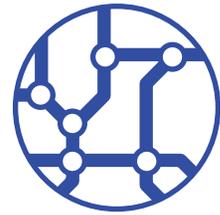


*New Transit Service to New Destinations*

**F**

Expand express bus and local bus services.

Transportation Investment Strategies

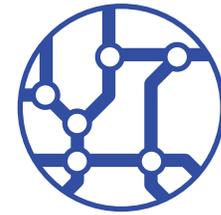


*New Transit Service to New Destinations*

**F**

Expand express bus and local bus services.

Transportation Investment Strategies

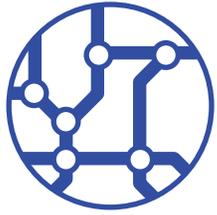


*New Transit Service to New Destinations*

**F**

Expand express bus and local bus services.

Transportation Investment Strategies

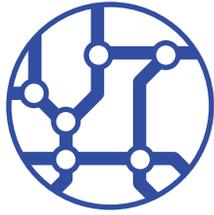


*New Transit Service to New Destination*

**G**

Expand commuter rail services.

Transportation Investment Strategies

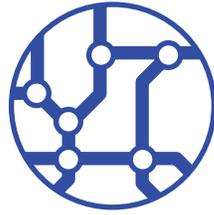


*New Transit Service to New Destination*

**G**

Expand commuter rail services.

Transportation Investment Strategies

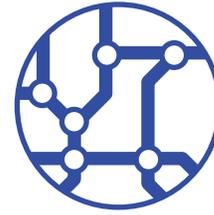


*New Transit Service to New Destination*

**G**

Expand commuter rail services.

Transportation Investment Strategies

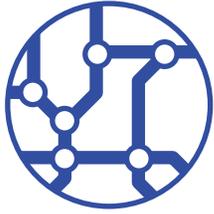


*New Transit Service to New Destination*

**G**

Expand commuter rail services.

Transportation Investment Strategies

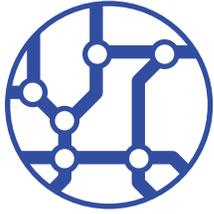


*New Transit Service to New Destination*

**G**

Expand commuter rail services.

Transportation Investment Strategies

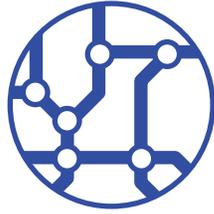


*New Transit Service to New Destination*

**G**

Expand commuter rail services.

Transportation Investment Strategies

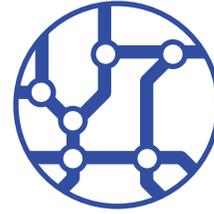


*New Transit Service to New Destination*

**G**

Expand commuter rail services.

Transportation Investment Strategies



*New Transit Service to New Destination*

**G**

Expand commuter rail services.

Transportation Investment Strategies



*Improve the Bicycle and Pedestrian Network*

H

Improve bicycle and pedestrian routes.

Transportation Investment Strategies



*Improve the Bicycle and Pedestrian Network*

H

Improve bicycle and pedestrian routes.

Transportation Investment Strategies



*Improve the Bicycle and Pedestrian Network*

H

Improve bicycle and pedestrian routes.

Transportation Investment Strategies



*Improve the Bicycle and Pedestrian Network*

H

Improve bicycle and pedestrian routes.

Transportation Investment Strategies



*Improve the Bicycle and Pedestrian Network*

H

Improve bicycle and pedestrian routes.

Transportation Investment Strategies



*Improve the Bicycle and Pedestrian Network*

H

Improve bicycle and pedestrian routes.

Transportation Investment Strategies



*Improve the Bicycle and Pedestrian Network*

H

Improve bicycle and pedestrian routes.

Transportation Investment Strategies



*Improve the Bicycle and Pedestrian Network*

H

Improve bicycle and pedestrian routes.

Transportation Investment Strategies



*Offer Financial Incentives*

Offer more transportation funds to cities that build new housing -- including affordable housing -- near transit in walkable neighborhoods that offer residents a range of amenities.

Transportation Investment Strategies



*Offer Financial Incentives*

Offer more transportation funds to cities that build new housing -- including affordable housing -- near transit in walkable neighborhoods that offer residents a range of amenities.

Transportation Investment Strategies



*Offer Financial Incentives*

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Transportation Investment Strategies



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Transportation Investment Strategies



*Offer Financial Incentives*

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Transportation Investment Strategies



*Offer Financial Incentives*

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Transportation Investment Strategies



*Offer Financial Incentives*

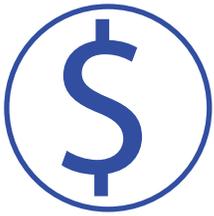
Offer more transportation funds to cities that build new housing -- including affordable housing -- near transit in walkable neighborhoods that offer residents a range of amenities.

Transportation Investment Strategies



*Offer Financial Incentives*

Offer more transportation funds to cities that build new housing -- including affordable housing -- near transit in walkable neighborhoods that offer residents a range of amenities.



*Offer Financial Incentives*

J

Offer financial incentives to cities that preserve agricultural lands and open space.



*Offer Financial Incentives*

J

Offer financial incentives to cities that preserve agricultural lands and open space.



*Offer Financial Incentives*

J

Offer financial incentives to cities that preserve agricultural lands and open space.



*Offer Financial Incentives*

J

Offer financial incentives to cities that preserve agricultural lands and open space.



*Offer Financial Incentives*

J

Offer financial incentives to cities that preserve agricultural lands and open space.



*Offer Financial Incentives*

J

Offer financial incentives to cities that preserve agricultural lands and open space.



*Offer Financial Incentives*

J

Offer financial incentives to cities that preserve agricultural lands and open space.



*Offer Financial Incentives*

J

Offer financial incentives to cities that preserve agricultural lands and open space.

**Wild  
Card**



**PUBLIC OUTREACH and PARTICIPATION PROGRAM**  
Phase Two: Initial Vision Scenario (2011)

# **APPENDIX E:**

## **MEETING MATERIALS:**

### **Community Outreach**

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## **CBO Tool Kit**

### **Public Outreach and Informational Tools**

- Survey for Intercept Interview Format
- PowerPoint Presentation for Meeting/Workshop Format\*
- One Bay Area Fact Sheet
- Plan Bay Area Fact Sheet
- Introduction Card for Interviewers (to be mailed directly to your office)

### **CBO Staff Educational/Informational and Reporting Tools**

- FAQs/Glossary Booklet
- Plan Bay Area Legacy Brochure (see [www.onebayarea.org](http://www.onebayarea.org))
- Plan Bay Area Initial Vision Scenario Overview (see [www.onebayarea.org](http://www.onebayarea.org))
- Outreach Summary/Report Form

### **Other Resources Available to CBOs for Meetings**

- Facilitator's Guide (to be developed for specific event)\*
- PowerPoint Script (to be developed for specific event)\*
- Electronic Voting Tool\*
- MTC Facilitation\*

\*Please let Pam Grove ([pgrove@mtc.ca.gov](mailto:pgrove@mtc.ca.gov)) know immediately if you would like to use any of these resources. We will work with you to tailor these tools for your specific meeting/event.

**Step 4: Please tell us about your overall priorities for your community and the Bay Area.**

What is the one thing in your neighborhood or community that you would most like to change?  
 What one thing in the Bay Area would you most like to change?

What is the one thing in your neighborhood or community that you would most like to keep?  
 What one thing in the Bay Area would you most like to keep?

**Optional**

Please indicate your race/ethnicity (mark all that apply):

- White
- Hispanic/Latino
- Asian Indian
- American Indian/Alaskan Native
- Black/African American
- Japanese
- Filipino
- Chinese
- Vietnamese
- Other Asian/Pacific Islander
- Other Race

Please indicate your age:

- Under 25
- 25-44
- 45-64
- Better than 65

What county do you live in? \_\_\_\_\_

Want to receive updates from us? Please provide your contact information here:

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

email \_\_\_\_\_

Telephone \_\_\_\_\_

**The Challenge: How Would You Plan for Growth in the Bay Area?**



**Step 1: How should the Bay Area grow?**

The Bay Area is expected to grow by 30 percent over the next 25 years. Where should new development occur to support the population growth – in already urbanized areas or on undeveloped, “greenfield” land at the region’s edges?

Which land-use pattern would you most support? Three growth patterns shown below are increasingly denser levels of development in urbanized areas.

**Current Plans**  
 I want **more** housing and jobs in already urbanized areas near public transit, with **some** growth on undeveloped lands at the edges of the region and beyond, as being planned now by cities and regional agencies.



**More Urban**  
 I want **a lot more** of the growth directed in already urbanized areas and **a lot less** growth on undeveloped lands at the edges of the region and beyond.



**Most Urban**  
 I want **most** of the growth within already urbanized areas, with **very little to no** growth on undeveloped land at the edges of the region and beyond.



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Continued

## Step 2: What are your top transportation investment strategies?

Shown below are six categories of potential transportation investments, each with two or more options under each category. **Check six (6) boxes** from any of the categories to show your top transportation investment priorities. Depending on your preference, you may check all or no boxes under any category, but no more than six in all.



### Improve Current Transit Service

- More frequent service on transit routes with high ridership
- More frequent service on existing routes
- More transit service to connect housing and jobs



### Make Better Use of the Current Transportation Network

- Increase funding to maintain freeways (for example, resurface roadways, fill potholes)
- Increase funding to maintain local streets and roads
- Increase funding to repair or purchase new buses, train cars, tracks, etc.
- Make freeways more efficient through ramp meters and other technologies
- Increase funding for most effective transit services



### Expand Roadways

- Widen freeways paid for with existing sources of funds
- Widen freeways by charging new tolls on motorists who drive alone
- Widen major local roadways



### New Transit Service to New Destinations

- Expand commuter rail services such as BART, Caltrain, and Capitol Corridor
- Expand ferry service
- Expand express bus and local bus services



### Improve Current Bicycle and Pedestrian Routes

- Add more bike paths/bike lanes
- New or widened sidewalks
- Improve safety of streets and intersections
- Improve bicycle and pedestrian safety around neighborhood schools



### Offer Financial Incentives

- Invest more transportation funds to support cities that build new housing near transit that is affordable for Bay Area residents with limited income
- Offer financial incentives to cities that take on more growth and more multi-unit housing (such as apartments, condos, lofts, and townhouses) near transit
- Offer financial incentives to cities that preserve agricultural lands and open space

## Step 3: Which initiatives would you most support?

Choose your top three (3) transportation policy strategies that you most support to help our region reduce emissions from cars and trucks and improve the environment.



- New Requirements for Employers:** For example, allowing employees to work from home at least one day per week; or allowing employees to pay for commuting costs (for example, transit tickets) with pre-tax dollars.



- Changing your driving habits to conserve fuel and reduce harmful emissions:** For example, reduce maximum speeds to 55 miles per hour on Bay Area freeways; or educate drivers on how to drive to conserve fuel and reduce emissions (drive at even speeds, remove heavy objects from car's trunk).



- Electric Vehicles:** For example, subsidize the purchase/lease of electric vehicles and hybrids in the Bay Area; or increase availability of electric vehicle chargers.



- Pricing Parking:** For example, charge for parking at work sites to discourage commuters from driving; or charge higher parking rates during busy periods to free up more spaces and reduce the number of cars circling the block.



- Other Pricing Strategies:** For example, charge tolls on new express lanes; or charge a new fee based on the number of miles you drive each year.



- Economic Strategies:** For example, implement economic development strategies to protect existing jobs; or preserve warehouse and industrial sites and create new jobs.

Continued

**4º Paso: Por favor díganos sobre sus prioridades en general para su comunidad y el Área de la Bahía.**

¿Qué es lo que más le gustaría cambiar de su vecindario o comunidad?  
 ¿Qué es lo que más le gustaría cambiar del Área de la Bahía?

¿Qué es lo que más le gustaría mantener de su vecindario o comunidad?  
 ¿Qué es lo que más le gustaría mantener del Área de la Bahía?

**Opcional**

Por favor indique su raza/origen étnico (marque todo lo que aplique a usted):

- Blanco(a)
- Hispano(a)/Latino(a)
- Indio(a) de Asia
- Indio(a) de América/Nativo(a) de Alaska
- Negro(a)/Afro-Americano(a)
- Japonés(a)
- Filipino(a)
- Chino(a)
- Vietnamita
- Asiático(a) otros/Islas del Pacífico
- Otra raza

Por favor indique su edad:

- menor de 25 años
- 25 a 44 años
- 45 a 64 años
- mayor de 65 años

¿En que condado vive? \_\_\_\_\_

¿Quiere que le enviemos informes?

Por favor díganos a donde enviarle información:

Nombre \_\_\_\_\_

Domicilio \_\_\_\_\_

Ciudad/Estado/Código Postal \_\_\_\_\_

Correo electrónico \_\_\_\_\_

Numero de teléfono \_\_\_\_\_

**El Desafío:  
 ¿Cómo Planearía el Crecimiento en el Área de la Bahía?**



**1er Paso: ¿Cómo debe crecer el Área de la Bahía?**

Se espera que el Área de la Bahía crezca un 30 por ciento durante los próximos 25 años. ¿Dónde debe ocurrir el desarrollo para soportar el crecimiento de la población — en lugares ya urbanizados o en lugares subdesarrollados o “terrenos verdes” (“greenfield”) en las afueras de la región? ¿Qué patrones de uso del suelo más apoyaría? Tres de los patrones de crecimiento mostrados abajo tienen niveles de desarrollo más denso en áreas urbanas.

**Planes Actuales**  
 Quiero **más** viviendas y trabajos dentro de las áreas ya urbanizadas cerca al transporte público, con **algo** de crecimiento a la orilla y más allá de la región, así como están planeando ahora las ciudades y las agencias regionales.



**Más Urbano**  
 Quiero que **mucho más** crecimiento sea dirigido a las áreas ya urbanizadas y **mucho menos** desarrollo en lugares subdesarrollados a la orilla y más allá de la región.



**Máxima Urbanización**  
 Quiero **la mayor parte** del crecimiento dentro de las áreas ya urbanizadas, con **muy poca o nada** de crecimiento en áreas subdesarrolladas a la orilla y más allá de la región.



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Continua

## 2º Paso: ¿Cuáles serían las estrategias más importantes para usted en cuanto a la inversión en transporte?

Abajo se encuentran seis categorías de posibles inversiones en transporte, cada una seguida por dos o más opciones en cada categoría. **Marque seis (6) cuadros** de cualquier categoría de acuerdo a sus prioridades de inversión en el transporte. Dependiendo en su preferencia, puede marcar todos los cuadros bajo cualquier categoría, pero no marque más de seis en total.



### Mejorar el Servicio del Transporte Público Actual

- Servicio más frecuente en rutas de tránsito de alto uso
- Servicio más frecuente en rutas existentes
- Más servicio de transporte público que conecte las viviendas a los trabajos



### Darle Mejor Uso a la Red de Transporte Actual

- Aumentar fondos para darle mantenimiento a las carreteras (por ejemplo, repavimentar los caminos, arreglar los baches)
- Aumentar fondos para darle mantenimiento a las calles y caminos locales
- Aumentar fondos para reparar o comprar autobuses nuevos, vagones, vías, etc.
- Hacer las carreteras más eficientes usando semáforos de control del flujo de tráfico a las entradas y otras tecnologías
- Aumentar fondos para maximizar la eficiencia del transporte público



### Ampliar Caminos

- Ensanchar carreteras usando fuentes actuales de fondos
- Ensanchar carreteras con fondos recaudados de peajes que se le cobren a los conductores que viajan solos
- Ensanchar los caminos locales más importantes



### Nuevos Servicios de Transporte Público a Nuevas Destinaciones

- Ampliar los servicios del transporte público ferroviario como el BART, Caltrain, y Capitol Corridor
- Ampliar el servicio de transbordador/ferry
- Ampliar los servicios de autobuses express y de rutas locales



### Mejorar Rutas Actuales para Ciclistas y Peatones

- Añadir más carriles y caminos para bicicletas
- Hacer nuevas o ensanchar banquetas
- Mejorar la seguridad de calles y cruces
- Mejorar la seguridad de ciclistas y peatones alrededor de las escuelas



### Ofrecer Incentivos Económicos

- Invertir más fondos de transporte para apoyar a ciudades que construyan viviendas cerca al transporte público que sean asequibles para los residentes con ingresos limitados del Área de la Bahía
- Ofrecer incentivos económicos a las ciudades dispuestas a aceptar más crecimiento y más viviendas de unidades múltiples (tal como departamentos, condominios, lofts, y casas adosadas) cerca al transporte público
- Ofrecer incentivos económicos a las ciudades que conserven tierras agrícolas y descampados

## 3er Paso: ¿Qué iniciativas más apoyaría?

Elija las tres (3) estrategias de política del transporte **más importantes** para usted y que más apoyaría para ayudar a nuestra región a disminuir las emisiones de contaminación de los automóviles y camionetas y mejorar el ambiente.



- Nuevos Requisitos para Empleadores:** Por ejemplo, permitir a los empleados que trabajen desde su casa por lo menos un día a la semana; o permitir que los empleados paguen sus costos de ida y vuelta al trabajo (por ejemplo, boletos del transporte público) usando dólares libres de impuestos.



- Cambiar sus hábitos de conducir para ahorrar combustible y reducir las emisiones de contaminación:** Por ejemplo, reducir el límite de velocidad en las carreteras del Área de la Bahía a 55 millas por hora; o enseñar a los conductores tácticas de conducir que ayudan a ahorrar combustible y reducir las emisiones (no manejar agresivamente — evitar acelerones y frenazos, sacar cosas pesadas de la cajuela del auto).



- Automóviles Eléctricos:** Por ejemplo, dar subsidios para comprar/arrendar automóviles eléctricos e híbridos en el Área de la Bahía; o aumentar la disponibilidad de cargadores para automóviles eléctricos.



- Tarifas por Estacionarse:** Por ejemplo, cobrar el estacionamiento en sitios de empleo para desanimar a los conductores de manejar al trabajo; o cobrar tarifas más altas de estacionamiento durante horas de alto uso para desalojar más espacios y reducir el número de automóviles dando vueltas a la manzana.



- Otras Estrategias de Tarifas:** Por ejemplo, cobrar peajes en nuevos carriles express; o cobrar una tarifa basada en la cantidad de millas que conduce su automóvil cada año.



- Estrategias Económicas:** Por ejemplo, implementar estrategias de desarrollo económico para así proteger los empleos actuales; o conservar bodegas y sitios industriales y crear nuevos trabajos.

Continúa

**Hakbang 4: Mangyari lamang na sabihin sa amin ang tungkol sa inyong pangkalahatang mga prayoridad para sa inyong komunidad at sa Bay Area.**

Ano ang isang bagay sa inyong komunidad o sambayanan na pinakahihigit ninyong nais na baguhin?  
Ano ang isang bagay sa Bay Area na pinakahihigit ninyong nais na baguhin?

Ano ang isang bagay na nasa inyong komunidad o sambayanan na pinakahihigit ninyong nais panatilihin?  
Ano ang isang bagay sa Bay Area na pinakahihigit ninyong nais na panatilihin?

**Opsiyonal**

Mangyari lamang na ilagay ang inyong lahi/etnisidad (markahan ang lahat ng naaangkop):

- Puti
- Hispanic/Latino
- Asian Indian
- American Indian/Alaskan Native
- Black/African American
- Japanese
- Filipino
- Chinese
- Vietnamese
- Iba pang Asian/Pacific Islander
- Iba pang Lahi

Mangyari lamang na ilagay ang inyong edad:

- mababa sa 25
- 25 hanggang 44
- 45 hanggang 64
- 65 pataas

Saang county kayo nakatira? \_\_\_\_\_

Nais ba ninyong tumanggap ng napapanahong impormasyon mula sa amin?  
Mangyari lamang na ilagay ang inyong kontak na impormasyon dito:

Pangalan \_\_\_\_\_

Tirahan \_\_\_\_\_

Lungsod/Estado/Zip \_\_\_\_\_

email \_\_\_\_\_

Telepono \_\_\_\_\_

**Ang Hamon: Paano Ninyo Gagawin ang Plano para sa Pag-unlad ng Bay Area?**



**Unang Hakbang: Paano nararapat umunlad ang Bay Area?**

Ang Bay Area ay inaasahan na umunlad ng 30 porsiyento sa loob ng susunod na 25 taon. Saan ba dapat maganap ang bagong pagpapaulad upang masuportahan ang pagdami ng populasyon — sa mga lugar na maunlad na o sa hindi pa debelop, sa “greenfield” (luntiing bukirin) na lupain sa mga gilid ng rehiyon?

Aling uri ng paggamit sa lupain (land-use pattern) ang inyong higit na susuportahan? Ang tatlong uri ng kaunlaran (growth pattern) na ipinapakita sa ibaba ay ang tumataas na mas makapal na mga antas ng kaunlaran sa mga lugar ng mauunlad na lungsod.

**Kasalukuyang mga Plano**

Gusto ko ng **mas maraming** pabahay at trabaho sa mga lugar na maunlad ng lungsod na malapit sa pampublikong sasakyan, na **may ilang** pag-unlad sa hindi pa debelop na mga lupain sa mga gilid ng rehiyon at sa dako pa roon, na pinaplano na sa ngayon ng mga lungsod at mga ahensiyang panrehiyon.



**Mas Maunlad nang Lungsod**

Gusto ko ng **lalong mas maraming** pag-unlad na inuukol na sa mauunlad ng mga lugar at **lalong mas kaunting** kaunlaran sa hindi pa debelop na mga lupain sa mga gilid ng rehiyon at sa dako pa roon.



**Karamihan na Pag-unlad ng Lungsod**

Gusto ko na **karamihan** sa pag-unlad ay sa loob ng mauunlad ng mga lugar, at **mas kakaunti hanggang sa walang** pag-unlad sa hindi pa debelop na mga lupain sa mga gilid ng rehiyon at sa dako pa roon.



**Ipagpatuloy**

## Hakbang 2: Ano ang inyong nauunang mga estratehiya sa pamumuhunan sa transportasyon?

Ipinapakita sa ibaba ang anim na kategorya ng mga potensiyal na pamumuhunan sa transportasyon, na bawat isa ay may dalawa o higit pang opsiyon sa ilalim ng bawat kategorya. **Lagyan ng tsek ang anim (6) na kahon** mula sa anumang mga kategorya upang ipakita ang inyong nauunang mga prayoridad sa pamumuhunan ng transportasyon. Depende sa inyong higit na nagugustuhan, maari ninyong tseken ang lahat o wala sa mga kahon sa ilalim ng anumang kategorya, ngunit hindi hihigit sa anim sa kabuuan.



### Bagong Serbisyo ng Pampublikong Sasakyan sa Bagong mga Destinasyon

- Paramihin ang mga serbisyo ng commuter rail gaya ng BART, Caltrain, at Capitol Corridor
- Paramihin ang serbisyo ng ferry
- Paramihin ang mga serbisyo ng ekspres bus at lokal na bus



### Pagbutihin ang mga Kasalukuyang Ruta ng Bisekleta at Taong Naglalakad

- Dagdagan pa ng mas maraming mga daanan para sa bisekleta
- Bago o pinalawak na mga bangketa
- Pagbutihin ang kaligtasan sa mga kalsada at kanto o sangang-daan
- Pagbutihin ang kaligtasan ng bisekleta at mga taong naglalakad sa paligid ng mga paaralan sa komunidad



### Maghandog ng mga Insentibong Pinansiyal

- Higit na mamuhunan sa pondo ng transportasyon upang tulungan ang mga lungsod na nagtatayo ng bagong pabahay na malapit sa pampublikong sasakyan na makakaya ng mga residenteng may limitadong kita sa Bay Area
- Maghandog ng mga insentibong pinansiyal sa mga lungsod na tumatanggap ng mas higit na kaunlaran at nagtatayo ng pabahay na may maraming yunit (gaya ng mga apartment, condo, loft, at townhouse) na malapit sa pampublikong sasakyan
- Maghandog ng mga insentibong pinansiyal sa mga lungsod na nangangalaga sa mga lupaing agrikultura at bukas na mga espasyo



### Pagbutihin ang Kasalukuyang Serbisyo ng Pampublikong Sasakyan

- Mas maraming madalas na serbisyo sa mga ruta ng pampublikong sasakyan na may mataas na bilang ng sumasakay
- Mas maraming madalas na serbisyo sa kasalukuyang mga ruta
- Mas maraming serbisyo ng pampublikong sasakyan para pag-uugnayin ang mga lugar ng pabahay at trabaho



### Gawin ang Mas Mabuting Paggamit sa Kasalukuyang Network ng Transportasyon

- Dagdagan ang pondo upang mantinihin ang mga freeway (halimbawa, paibabawang muli ang mga kalsada, takpan ang mga lubak)
- Taasan ang pondo upang mantinihin ang mga lokal na kalsada at lansangan
- Taasan ang pondo sa pagkumpuni o pagbili ng bagong mga bus, tren, riles, atbp.
- Gawing mas episyente ang mga freeway sa pamamagitan ng mga ramp meter at iba pang mga teknolohiya
- Dagdagan ang pondo para sa pinaka-epiktibong mga serbisyo ng pampublikong sasakyan



### Palawakin ang mga Lansangan

- Palawakin ang mga freeway gamit ang mga kasalukuyang pinagmumulan ng pondo
- Palawakin ang mga freeway sa pamamagitan ng paniningil ng bagong mga toll ng mga motorista na mag-isang nagmamaneho
- Palawakin ang mga pangunahing lokal na mga kalsada

## Hakbang 3: Anong mga pagkukusa ang inyong pinakahihigit na itataguyod?

Piliin ang nauunang tatlong (3) estratehiya sa polisiya ng transportasyon na inyong pinakahihigit na susuportahan upang tulungan ang ating rehiyon na bawasan ang mga emisyon o pagbuga ng usok mula sa mga kotse at trak at pabutihin ang kapaligiran.



- Bagong mga Pangangailangan para sa Employer:** Halimbawa, payagan ang mga empleyado na magtrabaho sa bahay nila kahit isang araw kada linggo; o payagan ang mga empleyado na magbayad para sa mga halaga ng pagbibiyaha (halimbawa, mga transit tiket) na may pre-tax dollar.



- Pagbabago ng inyong pag-uugali sa pagmamaneho upang magtipid sa gasolina at bawasan ang mga nakaka-pinsalang emisyon o pagbuga ng usok:** Halimbawa, bawasan ang sukdulang bilis ng pagtakbo ng sasakyan sa 55 milya kada oras sa mga freeway ng Bay Area; o turuan ang mga drayber kung paano magmamaneho para makapagtipid sa gasolina at bawasan ang emisyon o pagbuga ng usok (magmamaneho ng pantay na bilis, alisin ang mabibigat na mga bagay sa trunk ng kotse).



- Electric na mga Sasakyan:** Halimbawa, tumulong ang pamahalaan sa pagbili/pag-upa ng mga electric na sasakyan at hybrid sa Bay Area; o dagdagan ang mga electric vehicle charger.



- Halaga ng Bayad sa Paradahan ng Sasakyan:** Halimbawa, sumingil para sa paradahan ng sasakyan sa mga lugar ng trabaho upang himukin ang mga bumibiyahe na huwag magdala ng sasakyan; o sumingil ng mas mataas na bayad sa pagparada ng sasakyan sa oras na maraming tao upang malibre ang mas maraming espasyo at mabawasan ang bilang ng mga kotseng umiikot sa bloke.



- Iba pang mga Estratehiya ng Paglalagay ng Presyo:** Halimbawa, sumingil ng mga bayad sa mga bagong ekspres na daanan; o sumingil ng bagong bayarin ayon sa bilang ng mga milyang inyong minamaneho bawat taon.



- Mga Estratehiyang Pang-ekonomiya:** Halimbawa, ipatupad ang mga estratehiya sa pag-unlad ng ekonomiya upang ipagtanggol ang kasalukuyang mga trabaho; o pangalagaan ang mga lugar para sa bodega at industriya at lumikha ng mga bagong trabaho.

Ipagpatuloy

**Bước 4: Xin vui lòng cho chúng tôi biết về toàn bộ những ưu tiên của bạn đối với cộng đồng và Vùng Vịnh.**

Về một điều gì mà bạn rất muốn thay đổi trong khu xóm hoặc cộng đồng?  
 Về một điều gì mà bạn rất muốn thay đổi trong Vùng Vịnh?

Về một điều gì mà bạn rất muốn giữ lại trong khu xóm hoặc cộng đồng?  
 Về một điều gì mà bạn rất muốn giữ lại trong Vùng Vịnh?

**Không bắt buộc**

Xin vui lòng cho biết về chủng tộc/sắc tộc của bạn (đánh dấu tất cả những gì áp dụng):

- Da Trắng
- Tây ban Nha/La tinh
- Ấn độ
- Thổ dân Mỹ/Alaska
- Mỹ gốc Phi châu
- Nhật bản
- Phi luật tân
- Trung hoa
- Việt nam
- Á châu khác/Cư dân Đảo Thái bình dương
- Chúng tộc khác

Xin vui lòng cho biết tuổi tác của bạn:

- Dưới 25
- Từ 25 đến 44
- Từ 45 đến 64
- Hơn 65

Bạn sinh sống ở quận hạt nào? \_\_\_\_\_

Bạn có muốn nhận được những cập nhật của chúng tôi không? Xin vui lòng cung cấp thông tin liên lạc ở đây:

Tên họ \_\_\_\_\_

Địa chỉ \_\_\_\_\_

Thành phố/Tiểu bang/Mã Zip \_\_\_\_\_

Địa chỉ điện thư \_\_\_\_\_

Điện thoại \_\_\_\_\_

**Mối Thử thách:  
 Bạn sẽ Quy hoạch Tăng trưởng  
 cho Vùng Vịnh như thế nào?**



**Bước 1: Vùng Vịnh phải tăng trưởng như thế nào?**

Dự kiến Vùng Vịnh sẽ tăng trưởng 30 phần trăm trong 25 năm tới đây. Xây dựng mới sẽ phải thực hiện ở đâu để đáp ứng cho dân số gia tăng – tại những vùng đã đô thị hóa hay tại những vùng chưa phát triển, trên đất đai của những “cánh đồng xanh” ở vùng biên?

Bạn ủng hộ mô hình sử dụng đất đai nào nhiều nhất? Ba mô hình phát triển dưới đây cho thấy mức độ gia tăng khác nhau về mật độ trong những vùng đã đô thị hóa.

**Những Quy hoạch Hiện tại**  
 Tôi muốn có **thêm** nhà ở và công việc làm tại những vùng đã đô thị hóa, gần phương tiện vận chuyển công cộng, và **một số** tăng trưởng trên đất đai chưa phát triển ngoài biên của vùng và xa hơn nữa, như hiện đang được quy hoạch bởi các cơ quan thành phố và cơ quan vùng.



**Tập trung vào Đô thị Nhiều hơn**  
 Tôi muốn **có nhiều** tăng trưởng **hơn** trong những vùng đã đô thị hóa và **ít** tăng trưởng **hơn** trên đất đai chưa phát triển ngoài biên của vùng và xa hơn nữa.



**Gần như hoàn toàn tập trung vào Đô thị**  
 Tôi muốn **phần lớn** tăng trưởng được thực hiện trong những vùng đã đô thị hóa, với **rất ít hoặc không có** tăng trưởng trên đất đai chưa phát triển ngoài biên của vùng và xa hơn nữa.



METROPOLITAN  
 TRANSPORTATION  
 COMMISSION



Association of  
 Bay Area Governments



Tiếp theo

## Bước 2: Chiến lược đầu tư hàng đầu của bạn về giao thông?

Dưới đây là sáu hạng mục đầu tư tiềm năng về giao thông, bao gồm hai hoặc nhiều lựa chọn cho mỗi hạng mục. **Xin yêu cầu bạn đánh dấu sáu (6)** ô trong bất cứ hạng mục nào để thể hiện những ưu tiên hàng đầu của bạn về đầu tư cho giao thông. Tùy thuộc vào sở thích, bạn có thể không đánh dấu hoặc đánh dấu tất cả các ô dưới bất cứ hạng mục nào, miễn là tổng cộng không quá sáu ô.



### Dịch vụ Vận chuyển Mới đến các Điểm Đến Mới

- Mở rộng Dịch vụ Đường Sắt như BART, Caltrain và Capitol Corridor
- Mở rộng dịch vụ phà đò
- Mở rộng dịch vụ xe buýt tốc hành và xe buýt địa phương



### Cải thiện Đường đi cho người sử dụng Xe máy và Bộ hành

- Thêm những lối đi/làn đường cho xe máy
- Xây mới hoặc mở rộng làn đường
- Cải thiện sự an toàn trên các đường và giao lộ
- Cải thiện sự an toàn cho người đi xe máy và bộ hành gần các trường học trong vùng



### Cung ứng những Khuyến lệ về Tài chính

- Đầu tư thêm vào những quỹ giao thông để hỗ trợ cho những thành phố nào xây dựng nhà ở mới gần phương tiện vận chuyển, có giá cả phù hợp cho những cư dân Vùng Vịnh với lợi tức giới hạn
- Cung ứng những khuyến lệ về tài chính cho những thành phố nào nhận phát triển thêm và xây nhà nhiều đơn vị (như các căn hộ, nhà công quản, nhà nhiều tầng và nhà liền kề) gần phương tiện vận chuyển
- Cung ứng những khuyến lệ về tài chính cho những thành phố nào bảo tồn đất nông nghiệp và không gian trống



### Cải thiện Dịch vụ Vận chuyển Hiện tại

- Dịch vụ thường xuyên hơn trên các tuyến vận chuyển với số lượng người sử dụng cao
- Dịch vụ thường xuyên hơn trên các tuyến vận chuyển hiện có
- Thêm dịch vụ vận chuyển từ nhà ở đến chỗ làm



### Sử dụng Hiệu quả Hơn Mạng lưới Vận chuyển Hiện có

- Gia tăng tài trợ để bảo trì các xa lộ (thí dụ như rải nhựa lại mặt đường, trám các ổ gà)
- Gia tăng tài trợ để bảo trì đường xá địa phương
- Gia tăng tài trợ để sửa chữa hoặc mua xe buýt, xe lửa
- Tăng hiệu quả của các xa lộ bằng những máy đo tại các nhánh ra vào và bằng những công nghệ khác
- Gia tăng tài trợ cho những dịch vụ vận chuyển có hiệu quả nhất



### Mở rộng Làn đường

- Mở rộng làn đường các xa lộ với các nguồn tài trợ hiện có
- Mở rộng làn đường các xa lộ bằng phí thu từ những người lái xe một mình
- Mở rộng làn đường các lộ chính ở địa phương

## Bước 3: Bạn ủng hộ đề xướng nào nhiều nhất?

Xin hãy chọn ba (3) chiến lược về chính sách giao thông mà bạn ủng hộ nhiều nhất để giúp làm giảm khí thải từ xe hơi và xe tải, và để cải thiện môi trường.



- Những Đòi hỏi mới cho những Chủ thuê:** Thí dụ như cho phép nhân viên làm việc tại nhà ít nhất một ngày trong một tuần; hoặc cho phép nhân viên trả phí đi lại hằng ngày bằng tiền lương chưa chịu thuế (thí dụ như vé vận chuyển).



- Thay đổi tập quán lái xe để tiết kiệm nhiên liệu và làm giảm lượng khí thải độc hại:** Thí dụ như giảm tốc độ tối đa xuống 55 dặm một giờ trên những xa lộ trong Vùng Vịnh; hoặc giáo dục người lái về cách tiết kiệm nhiên liệu và làm giảm lượng khí thải (giữ đều tốc độ, lấy đi những vật nặng trong cốp xe).



- Xe chạy bằng Điện:** Thí dụ như trợ cấp việc mua/thuê xe chạy bằng điện hoặc hỗn hợp xăng điện tại Vùng Vịnh; hoặc gia tăng những trạm nạp điện cho xe.



- Thu phí đậu xe:** Thí dụ như thu phí đậu xe tại nơi làm việc để làm nản lòng người lái; hoặc thu phí đậu xe đắt hơn vào những giờ cao điểm để giải tỏa thêm chỗ đậu và làm giảm số lượng xe chạy quanh phố.



- Những Chiến lược Thu phí khác:** Thí dụ như thu phí trên những làn đường tốc hành; hoặc thu một loại phí mới căn cứ trên số dặm lái hàng năm.



- Những Chiến lược Kinh tế:** Thí dụ như triển khai những chiến lược phát triển kinh tế để bảo vệ những công việc làm sẵn có; hoặc bảo tồn những nhà kho và địa điểm kỹ nghệ, và tạo thêm công việc làm mới.

Tiếp theo

## 步驟 4: 請告訴我們您認為自己的社區和灣區的總體重點是什麼。

在您所在的社區您最希望改變的一件事是什麼？在灣區您最希望改變的一件事是什麼？

在您所在的社區您最希望保持的一件事是什麼？在灣區您最希望保持的一件事是什麼？

### 選擇回答問題

請說明您的種族/民族（請標選所有適用的項目）：

- 白人
- 西裔/拉丁裔
- 印度裔
- 美洲印第安人/阿拉斯加本土人
- 黑人/非裔美國人
- 日本人
- 菲律賓人
- 中國人
- 越南人
- 其他亞裔/太平洋群島人
- 其他種族

請說明您的年齡：

- 25歲以下
- 25 - 44歲
- 45 - 64歲
- 65歲及以上

您住在哪個縣？ \_\_\_\_\_

您希望收到我們的最新資訊嗎？請在此提供您的聯絡資訊：

姓名 \_\_\_\_\_  
 地址 \_\_\_\_\_  
 城市/州/郵遞區號 \_\_\_\_\_  
 電子郵件 \_\_\_\_\_  
 電話 \_\_\_\_\_

## 挑戰： 您如何為灣區的增長進行規劃？

### 步驟 1: 灣區應當如何增長？

預計在今後二十五年內灣區將增長30%。新的發展區域應當在哪些地點，以便支援人口的增長 — 是在已經都市化的地區還是在位於本地區邊緣地帶未開發的「綠地」上？

您最支持哪一種土地使用模式？以下三個發展模式顯示都市化地區發展日益密集的水準。

- 當前的計劃**  
 我希望在鄰近公共交通的已經都市化地區有**更多**的住宅和工作，並按照目前市區和地區機構的規劃，在本地區的邊緣地帶和更遠地區的未開發土地上有一些發展。



- 更多的都市發展**  
 我希望在已經都市化的地區有**更多**的發展，在本地區邊緣地帶和更遠地區的未開發土地上有**少**得多的發展。



- 大多數發展在都市地區**  
 我希望**大多數**發展在已經都市化的地區，在本地區邊緣地帶和更遠地區的未開發土地上有**很少或沒有**發展。



(續)

## 步驟 2: 您的最重要的交通投資策略是什麼?

以下是六個可能的交通投資類別，每一個類別下方有兩個或更多的選項。請從任何類別中勾選六個 (6) 方框，顯示您的最重要的交通投資重點。取決於您的優先選擇，您可以勾選任何一個類別下方的所有方框或不選擇任何方框，但勾選的方框總數不得超過六個。



### 在新地點提供新的公共交通服務

- 擴大通勤鐵路服務，例如 BART、Caltrain 和 Capitol Corridor
- 擴大渡運服務
- 擴大直達公交車和地方公交車服務



### 改善當前的自行車路線和人行道

- 增加更多的自行車路線/自行車車道
- 增設新的人行道或拓寬人行道
- 改善街道和十字路口的安全性
- 改善社區學校週圍的自行車和行人的安全



### 提供經濟激勵

- 投資更多的交通資金，用於支持在公共交通設施附近建造使灣區有限收入居民更容易負擔得起的新住宅的城市
- 向在公共交通設施附近增加發展和建造更多的多單元住宅 (例如公寓、共管公寓、頂樓和連體屋) 的城市提供經濟激勵
- 向保護農田和露天場地的城市提供經濟激勵



### 改善當前的公共交通服務

- 在有很多乘客的公交路線上增加服務頻率
- 在現有公交路線上增加服務頻率
- 更多連接住宅與工作的公共交通服務



### 更好地利用當前的交通網路

- 增加維護高速公路的資金 (例如，重新鋪設路面、填補路面上的凹坑)
- 增加維護地方街道和道路的資金
- 增加修理或購買新公交車、火車車廂、軌道等的資金
- 透過匝道控制和其他技術提高高速公路的效率
- 增加最有效的公共交通服務的資金



### 拓寬道路

- 拓寬用現有資金來源付款的高速公路
- 透過對單人駕駛者增收新通行費的方法拓寬高速公路
- 拓寬主要地方道路

## 步驟 3: 您最支持哪一項計劃?

選擇您最支持的三 (3) 項幫助本地區減少汽車和卡車廢氣排放以及改善環境的交通政策策略。



- 對雇主的新要求:** 例如，允許雇員每週至少在家中工作一天；或者雇員用稅前收入支付通勤費 (例如，公交車票)。



- 改變您的駕車習慣，以節省汽油和減少有害廢氣排放:** 例如，將在灣區高速公路上駕車的最高車速降低到每小時 55 英里；或教育駕車人在駕車時如何節省汽油和減少廢氣排放 (按照勻速駕駛、從汽車的後車廂內將重物取出)。



- 電動車輛:** 例如，對在灣區購買/租賃電動車輛和混合動力汽車提供津貼；或增設電動車輛充電器地點。



- 收取停車費:** 例如，對工作場所停車收費，不鼓勵通勤者開車上班；或在繁忙時段收取較高的停車費，以便騰出更多的停車位，減少在街區繞行尋找停車位的車輛數目。

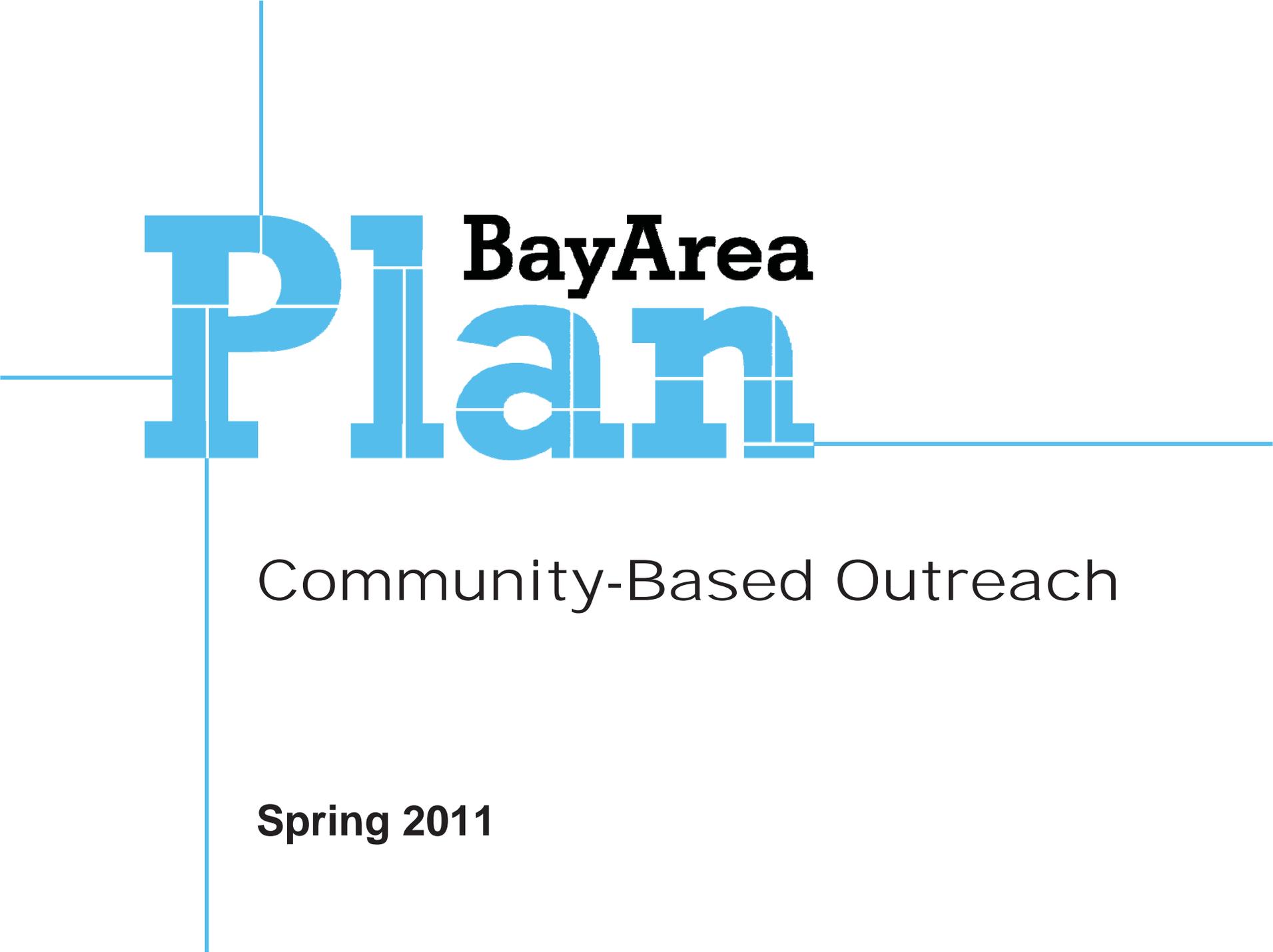


- 其他定價策略:** 例如，在新快車道上收取通行費；或根據您每年駕駛的里程收取新的費用。



- 經濟策略:** 例如，實施保護現有工作的經濟發展策略；或保護倉庫和工業場地，並創造新工作。

(續)



# **PI BayArea** **Plan**

Community-Based Outreach

**Spring 2011**

# San Francisco Bay Area

- **Nine counties**
- **101 cities and towns**
- **19th largest economy**
- **Current Population = 7 million**
- **Population in 2040 = 9 million**



# Four Regional Government Agencies





BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

## Bay Area Air Quality Management District

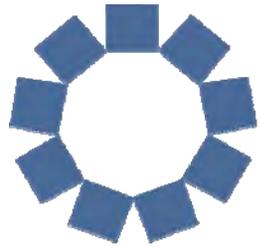
- First regional air pollution control agency in the country (1955)
- Protects and improves air quality and the climate
- Works to create a healthier breathing environment



# Bay Conservation and Development Commission

## **Bay Conservation and Development Commission**

- **Created in 1965 to address public concern about the San Francisco Bay**
- **Made up of appointees from local government and state and federal agencies**
- **Regulates filling and dredging in the Bay**
- **Works to preserve its shoreline and wildlife**



# **Association of Bay Area Governments**

## **Association of Bay Area Governments**

- **Formed in 1961 as a collaboration of the Bay Area's cities, towns and counties**
- **Plans for the region's future housing needs**
- **Works with other regional governments to help build complete communities**



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

## **Metropolitan Transportation Commission**

- **Created in 1971**
- **Transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area**
- **Is the regional transportation planning agency, a state designation**
- **Is the region's metropolitan planning organization (MPO), a federal designation**
- **Updates the Regional Transportation Plan**
- **Oversees state and federal grant requests from local agencies for transportation projects**

## What is Plan Bay Area

**Senate Bill 375 – requires region to create a Sustainable Communities Strategy to:**

- Decrease transportation-related greenhouse gas emissions
- Accommodate all needed housing growth within the region's borders

# The Plan Bay Area Challenge: How Would You Plan for Growth in the Bay Area?

**The Bay Area is expected to grow by 30 percent over the next 25 years. Where should new development occur to support the population growth – in already urbanized areas or on undeveloped, “greenfield” land at the region’s edges?**

## Question 1:

# How Should the Bay Area Grow?

### **Which land-use pattern would you most support?**

Three growth patterns shown on the next slide are increasingly denser levels of development in urbanized areas.

**Pick one of the following three:**

## Question 1: (continued)

### How Should the Bay Area Grow?

- **Current Plans**

I want more housing and jobs in already urbanized areas near public transit, with some growth on undeveloped lands at the edges of the region and beyond, as being planned now by cities and regional agencies.

- **More Urban**

I want a lot more of the growth directed in already urbanized areas and a lot less growth on undeveloped lands at the edges of the region and beyond.

- **Most Urban**

I want most of the growth within already urbanized areas, with very little to no growth on undeveloped lands at the edges of the region and beyond.

## Question 2:

What are Your Top Transportation Investment Priorities?

**On the next slide are six categories of potential transportation investments, each with a few options under each category.**

**Select a total of six (6) from any of the categories** that best reflect your top transportation investment priorities. Depending on your preference, you may check all or no boxes under any category, but no more than six in all.

**Pick six from the following list of priorities:**

## Question 2: (continued)

### **Improve Current Transit Service**

- More frequent service on transit routes with high ridership
- More frequent service on existing routes
- More transit service to connect housing and jobs

### **Make Better Use of the Current Transportation Network**

- Increase funding to maintain freeways (for example, resurface roadways, fill potholes)
- Increase funding to maintain local streets and roads
- Increase funding to repair or purchase new buses, train cars, tracks, etc.
- Make freeways more efficient through ramp meters and other technologies
- Increase funding for most effective transit services

### **Expand Roadways**

- Widen freeways paid for with existing sources of funds
- Widen freeways by charging new tolls on motorists who drive alone
- Widen major local roadways

### **New Transit Service to New Destinations**

- Expand commuter rail services such as BART, Caltrans and Capital Corridor
- Expand ferry service
- Expand express bus and local bus services

## Question 2: (continued)

### **Improve Current Bicycle and Pedestrian Routes**

- Add more bike paths/bike lanes
- New or widened sidewalks
- Improve safety of streets and intersections
- Improve bicycle and pedestrian safety around neighborhood schools

### **Offer Financial Incentives**

- Invest more transportation funds to support cities that build new housing near transit that is affordable for Bay Area residents with limited income
- Offer financial incentives to cities that take on more growth and more multi-unit housing (such as apartments, condos, lofts, and townhouses) near transit
- Offer financial incentives to cities that preserve agricultural lands and open space

## Question 3:

What Initiatives Would You Most Support?

- **Choose your top three (3) transportation policy strategies that you most support to help our region reduce emissions from cars and trucks and improve the environment.**

**Pick three of the following six:**

## Question 3: (continued)

- **New Requirements for Employers:** For example, allowing employees to work from home at least one day per week; or allowing employees to pay for commuting costs (for example, transit tickets) with pre-tax dollars.
- **Changing Your Driving Habits to Conserve Fuel and Reduce Harmful Emissions:** For example, reduce maximum speeds to 55 miles per hour on Bay Area freeways; or educate drivers on how to drive to conserve fuel and reduce emissions (drive at even speeds, remove heavy objects from car's trunk).
- **Electric Vehicles:** For example, subsidize the purchase/lease of electric vehicles and hybrids in the Bay Area; or increase availability of electric vehicle chargers.
- **Pricing Parking:** For example, charge for parking at work sites to discourage commuters from driving; or charge higher parking rates during busy periods to free up more spaces and reduce the number of cars circling the block.
- **Other Pricing Strategies:** For example, charge tolls on new express lanes; or charge a new fee based on the number of miles you drive each year.
- **Economic Strategies:** For example, implement economic development strategies to protect existing jobs; or preserve ware house and industrial sites and create new jobs.

## Question 4:

**What is the one thing in your neighborhood or community that you would most like to change?**

## Question 5:

**What one thing in the Bay Area would you most like to change?**

## Question 6:

**What is the one thing in your neighborhood or community that you would most like to keep?**

## Question 7:

**What one thing in the Bay Area would you most like to keep?**

Please indicate your race/ethnicity  
(select all that apply):

- White
- Hispanic/Latino
- Asian Indian
- American Indian/Alaskan  
Native
- Black/African American
- Japanese
- Filipino
- Chinese
- Vietnamese
- Other Asian/Pacific Islander
- Other Race

# Please Indicate Your Age:

Under 25

45-64

25-44

Over 65

Please Indicate What County You Live in:

Alameda

San Mateo

Contra Costa

Santa Clara

Marin

Solano

Napa

Sonoma

San Francisco

Other

If you would like to receive updates from MTC, please provide us with the following contact information:

- **Name**
- **Address**
- **City/State/Zip**
- **Email**
- **Telephone**



## OneBayArea

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

<http://www.onebayarea.org/>

# OneBayArea

**9 Counties...**  
**101 towns and cities...**  
**7 million people...**  
**ONE BAY AREA**

The 7 million of us who call this diverse region home have a historically strong interest in protecting the features that make it one of the most beautiful and livable areas in the country. With the San Francisco Bay Area population expected to grow to 9 million by 2040, ensuring vibrant, sustainable communities is a priority and requires shared vision, planning and cooperation. We must join together to address issues like climate change, sustainable growth and development, transportation, and protection of our air and water.

One Bay Area is a recent initiative to coordinate efforts among all of the Bay Area's counties and cities to create a more sustainable future. A collaboration of four regional agencies, One Bay Area was, fittingly, founded at a summit on Earth Day — April 22, 2010. Through this initiative, we hope to harness the creativity, resources and force of will to build a better Bay Area today, and for future generations.



## **ABAG**

The Association of Bay Area Governments (ABAG) is the regional planning agency for the San Francisco Bay region. [www.abag.ca.gov](http://www.abag.ca.gov)



## **MTC**

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating and financing agency for the nine-county Bay Area. [www.mtc.ca.gov](http://www.mtc.ca.gov)



## **BAAQMD**

The Bay Area Air Quality Management District (BAAQMD) is a public agency that regulates the stationary sources of air pollution in the Bay Area. [www.baaqmd.gov](http://www.baaqmd.gov)



## **BCDC**

The San Francisco Bay Conservation and Development Commission (BCDC) is a state agency dedicated to the protection, enhancement and responsible use of the Bay. [www.bcdc.ca.gov](http://www.bcdc.ca.gov)

## **LET'S JOIN TOGETHER!**

One Bay Area is an acknowledgment that we can do this — all nine counties, 101 cities and 7 million of us! One challenge for our region is to develop a Sustainable Communities Strategy called for in 2008 California state legislation (SB 375). This law calls upon our region and the other metropolitan areas throughout California to reduce transportation-related greenhouse gas emissions. We invite you to join in the dialogue to make our region a better, more sustainable place!

## **LEARN**

[www.OneBayArea.org](http://www.OneBayArea.org)

## **CONTACT**

[info@OneBayArea.org](mailto:info@OneBayArea.org)  
510.817.5757

## **CONNECT**

[facebook.com/OneBayArea](https://facebook.com/OneBayArea)  
[twitter.com/OneBayArea](https://twitter.com/OneBayArea)

# OneBayArea

**9 Condados...**

**101 pueblos y ciudades...**

**7 millones de personas...**

**UNA ÁREA DE LA BAHÍA**

Los 7 millones de nosotros que llamamos hogar a esta diversa región tenemos en común un fuerte interés en proteger las cualidades que hacen de este lugar uno de los más hermosos y habitables del país. Se espera que la población del Área de la Bahía de San Francisco crezca a 9 millones para el año 2040, asegurar que la creación de comunidades sustentables y vibrantes sea una prioridad requiere una visión común, planificación y cooperación. Debemos unirnos para enfrentar temas como el cambio climático, el crecimiento y desarrollo sustentable, el transporte, y la protección de nuestra agua y nuestro aire.

One Bay Area es una iniciativa reciente para coordinar los esfuerzos de todos los condados y ciudades del Área de la Bahía para crear un futuro más sustentable. Tras una colaboración de cuatro agencias regionales, One Bay Area fue fundada en una cumbre el Día de la Tierra — el 22 de abril del 2010. A través de esta iniciativa, esperamos aprovechar la creatividad, los recursos y las ganas de construir una mejor Área de la Bahía hoy, y para futuras generaciones.



## **ABAG**

La Asociación de Gobiernos del Área de la Bahía (ABAG, por sus siglas en inglés) es la agencia de planificación regional para la región del Área de la Bahía de San Francisco. [www.abag.ca.gov](http://www.abag.ca.gov)



## **MTC**

La Comisión Metropolitana de Transporte (MTC, por sus siglas en inglés) es la agencia para la planificación, coordinación y el financiamiento del transporte para los nueve condados del Área de la Bahía.

[www.mtc.ca.gov](http://www.mtc.ca.gov)



## **BAAQMD**

El Distrito de la Administración de la Calidad del Aire del Área de la Bahía (BAAQMD, por sus siglas en inglés) es la agencia pública que regula las fuentes fijas de contaminación en el Área de la Bahía.

[www.baaqmd.gov](http://www.baaqmd.gov)



## **BCDC**

La Comisión para el Desarrollo y la Protección de la Bahía de San Francisco (BCDC, por sus siglas en inglés) es una agencia estatal dedicada a proteger, mejorar y fomentar el uso responsable de la Bahía.

[www.bcdc.ca.gov](http://www.bcdc.ca.gov)

## **¡HAY QUE UNIRNOS!**

One Bay Area es un reconocimiento que sí podemos — ¡todos los nueve condados, las 101 ciudades y los 7 millones de nosotros! Uno de los desafíos para nuestra región es desarrollar una Estrategia para Comunidades Sustentables requerida por una ley estatal del 2008 (SB 375). Esta ley requiere que nuestra región y otras áreas metropolitanas de California reduzcan las emisiones de gases de efecto invernadero relacionadas con el transporte. ¡Los invitamos a unirse al dialogo para hacer de nuestra región un mejor lugar y un lugar más sustentable!

## **INFÓRMATE**

[www.OneBayArea.org](http://www.OneBayArea.org)

## **COMUNÍCATE**

[info@OneBayArea.org](mailto:info@OneBayArea.org)

510.817.5757

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## **CONÉCTATE**

[facebook.com/OneBayArea](https://facebook.com/OneBayArea)

[twitter.com/OneBayArea](https://twitter.com/OneBayArea)

# OneBayArea

## 一個灣區

9個縣……

101個市鎮……

700萬人口……

一個灣區

我們700萬人以這個多采多姿的地區為家，歷史上一向積極保護本地的特色，使她成為全國最美麗和宜居的地方。預計到2040年，三藩市灣區人口將增加到900萬，我們需要優先確保各社區的活力和永續性，並需要有共同的願景、規劃與合作。我們必須攜手努力，解決氣候變化、永續成長和發展等問題，保護我們的空氣和水資源。

「一個灣區」(One Bay Area)是一項近期倡議，旨在協調整個灣區各縣市的努力，創造更永續的未來。「一個灣區」是四個區域性機構的合作組織，因應時宜於2010年4月22日的地球日高峰會上成立。透過這項倡議，我們希望匯聚創意、資源和意志力，為今天和子孫後代建設一個更美好的灣區。



**ABAG**

灣區政府協會 (ABAG) 是三藩市灣區的區域規劃機構。 [www.abag.ca.gov](http://www.abag.ca.gov)



**MTC**

大都會交通委員會 (MTC) 是灣區九縣的交通規劃、協調和融資機構。 [www.mtc.ca.gov](http://www.mtc.ca.gov)



**BAAQMD**

灣區空氣品質管理局 (BAAQMD) 是監管灣區固定空氣污染源的公共機構。

[www.baaqmd.gov](http://www.baaqmd.gov)



**BCDC**

三藩市灣保護與開發委員會 (BCDC) 是州立機構，專職保護、改善海灣及負責任利用。

[www.bcdc.ca.gov](http://www.bcdc.ca.gov)

**讓我們攜手同心！**

「一個灣區」是一項確認，表明我們全部九個縣、101個市和700萬人能夠做到這一點！我們地區的一項挑戰是擬定加州2008年立法 (SB375) 要求的永續社區策略。這部法律要求我們地區和整個加州的其他都市區減少交通相關的溫室氣體排放。我們邀請您加入這場對話，讓我們地區成為更美好、更永續的地方！

**瞭解**

[www.OneBayArea.org](http://www.OneBayArea.org)

**聯繫**

[info@OneBayArea.org](mailto:info@OneBayArea.org)  
510.817.5757

**聯絡**

[facebook.com/OneBayArea](https://facebook.com/OneBayArea)  
[twitter.com/OneBayArea](https://twitter.com/OneBayArea)

# OneBayArea

## Một Vùng Vịnh

9 Quận hạt...

101 thị xã và thành phố...

7 triệu người...

### MỘT VÙNG VỊNH

Bảy triệu người chúng ta đã chọn cái vùng đa dạng này làm nhà và có mối quan tâm lớn lao đến việc bảo vệ những đặc tính làm cho nơi này là một trong những vùng ở được nhất và đẹp nhất nước. Với dân số Vùng Vịnh San Francisco dự kiến tăng đến 9 triệu người vào năm 2040, việc đảm bảo những cộng đồng được sống động và bền vững là một ưu tiên và đòi hỏi có sự chia sẻ về tầm nhìn, quy hoạch và sự cộng tác. Chúng ta phải cùng tham gia giải quyết những vấn đề như thay đổi khí hậu, tăng trưởng và phát triển bền vững, giao thông, và bảo vệ không khí và nguồn nước.

Một Vùng Vịnh là một khởi xướng gần đây để phối hợp những nỗ lực của tất cả các quận hạt và thành phố của Vùng Vịnh, để có thể tạo nên một tương lai bền vững hơn. Một Vùng Vịnh, một kết quả của sự cộng tác giữa bốn cơ quan địa phương đã được thành lập rất phù hợp vào ngày của Trái Đất, tức là ngày 22 tháng 4 năm 2010. Qua khởi xướng này, chúng ta hy vọng sẽ khai thác được sự sáng tạo, tài nguyên và sức mạnh ý chí để xây dựng một Vùng Vịnh tốt đẹp hơn cho hôm nay và các thế hệ tương lai.



#### ABAG

Hiệp hội những Chính quyền Vùng Vịnh (ABAG) là cơ quan hoạch định địa phương cho vùng Vịnh San Francisco.  
[www.abag.ca.gov](http://www.abag.ca.gov)



#### MTC

Ủy ban Giao thông Đô thị (MTC) là cơ quan hoạch định giao thông, phối hợp và tài trợ cho chín quận hạt của Vùng Vịnh.  
[www.mtc.ca.gov](http://www.mtc.ca.gov)



#### BAAQMD

Sở Quản lý Chất lượng Không khí Vùng Vịnh (BAAQMD) là cơ quan quy định những nguồn gốc không di chuyển của sự ô nhiễm không khí tại Vùng Vịnh. [www.baaqmd.gov](http://www.baaqmd.gov)



#### BCDC

Ủy ban Bảo tồn và Phát triển Vịnh (BCDC) là cơ quan của tiểu bang, chuyên bảo vệ, nâng cao và khai thác có trách nhiệm Vịnh.  
[www.bcdc.ca.gov](http://www.bcdc.ca.gov)

### TẤT CẢ HÃY CÙNG THAM GIA!

Một Vùng Vịnh là một sự công nhận rằng chúng ta có thể làm việc này-tất cả chín quận hạt, 101 thành phố và 7 triệu người chúng ta! Một thử thách cho vùng của chúng ta là phát triển một Chiến lược Cộng đồng Bền vững đã được quy định vào năm 2008 bởi lập pháp tiểu bang California (SB375). Đạo luật này kêu gọi vùng của chúng ta và những khu vực đô thị khác khắp California cắt giảm khí thải liên quan đến giao thông. Chúng tôi mời các bạn tham gia vào cuộc đối thoại để làm cho vùng của chúng ta tốt đẹp và bền vững hơn!

#### TÌM HIỂU

[www.OneBayArea.org](http://www.OneBayArea.org)

#### LIÊN LẠC

[info@OneBayArea.org](mailto:info@OneBayArea.org)

#### KẾT NỐI

[facebook.com/OneBayArea](https://facebook.com/OneBayArea)

510.817.5757

[twitter.com/OneBayArea](https://twitter.com/OneBayArea)

# Plan BayArea

**Collaborating for a sustainable, livable and vibrant Bay Area**

## **DID YOU KNOW?**

- By 2040, the Bay Area's population is expected to grow to 9 million people
- There are nine counties and 101 cities and towns in the region
- The Bay Area is the world's 19th largest economy
- A 2008 Senate Bill requires each of the state's 18 metropolitan areas to reduce greenhouse gas emissions produced by cars and light trucks

With all of this in mind, ensuring we continue to improve the quality of life of our residents for generations to come is a priority and requires shared vision, planning and cooperation. By joining forces across the many individual communities we take pride in, we can address issues like climate change, sustainable development patterns, transportation needs, and protection of our air and water.

## **PLANNING FOR A SUSTAINABLE FUTURE**

Plan Bay Area is one of our region's most comprehensive planning efforts to date to develop a land-use and transportation plan for the Bay Area. It is a joint effort by four regional government agencies – the Association of Bay Area Governments (ABAG), Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), Bay Conservation and Development Commission (BCDC).

The Plan Bay Area initiative realizes that transportation, land-use and housing development must work together to promote sustainability. Additionally, coordinating efforts among the Bay Area's diverse counties and cities ensures we plan appropriately for both our region and the communities in which we live and work.

Plan Bay Area will incorporate an unprecedented Sustainable Communities Strategy to ensure the development of communities with a range of livability factors including quality of life, access and mobility, and public health.

## **SUSTAINABLE COMMUNITIES FOR CONTINUED PROSPERITY**

Plan Bay Area will address new requirements from California's 2008 Senate Bill 375 (Steinberg) to reduce greenhouse gas emissions. The mechanism for achieving these reductions will be a Sustainable Communities Strategy that promotes compact, mixed-use commercial and residential development that is walkable and bikable and close to mass transit, jobs, schools, shopping, parks, recreation and other amenities. If successful, Plan Bay Area will give people more transportation choices, create more livable communities and reduce the pollution that causes climate change.

## **GET INVOLVED**

An Initial Vision Scenario was released in March 2011 that forecasts growth throughout the Bay Area and ways to address it. Throughout the course of this initiative, workshops and meetings will take place in each Bay Area county to hear feedback, and additional opportunities to get involved will be available through the adoption of the plan in 2013.

### **LEARN**

[www.OneBayArea.org](http://www.OneBayArea.org)

### **CONTACT**

[info@OneBayArea.org](mailto:info@OneBayArea.org)  
510.817.5757

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[twitter.com/OneBayArea](https://twitter.com/OneBayArea)



## Colaboración para lograr una Área de la Bahía sostenible, habitable y vibrante

### ¿SABÍA USTED?

- Para el año 2040, se espera que crezca la población del Área de la Bahía a 9 millones de personas
- Hay nueve condados y 101 ciudades y pueblos en la región
- El Área de la Bahía es la economía número 19 del mundo
- Un Proyecto de Ley del Senado de 2008 requiere que cada una de las 18 áreas metropolitanas del estado reduzca las emisiones de gases de efecto invernadero producidas por los automóviles y camiones ligeros.

Considerando todo lo anterior, el asegurarnos de que continuemos mejorando la calidad de vida de nuestros residentes para las generaciones futuras es una prioridad y requiere de una mutua visión, planificación y cooperación. Al unir fuerzas a través de las muchas comunidades individuales de que nos enorgullecemos, podemos abordar cuestiones como el cambio climático, los patrones de desarrollo sostenible, las necesidades de transporte, y la protección de nuestro aire y agua.

### PLANIFICACIÓN PARA UN FUTURO SOSTENIBLE

*Plan Bay Area* es una de las iniciativas de planificación más completas en nuestra región hasta la fecha para desarrollar un plan integral de uso del suelo y de transporte para el Área de la Bahía. Se trata de un esfuerzo en conjunto de cuatro agencias públicas regionales - la Asociación de Gobiernos del Área de la Bahía (ABAG), la Comisión Metropolitana de Transporte (MTC), el Distrito de Administración de la Calidad del Aire del Área de la Bahía (BAAQMD), y la Comisión de Conservación y Desarrollo de la Bahía de San Francisco (BCDC).

La iniciativa *Plan Bay Area* reconoce que el transporte, el uso del suelo y el desarrollo de viviendas deben trabajar juntos para promover la sostenibilidad. Además, al coordinar esfuerzos entre los diversos condados y ciudades del Área de la Bahía, nos aseguramos de planificar de forma apropiada tanto para nuestra región como para las comunidades en que vivimos y trabajamos.

*Plan Bay Area* incorporará una estrategia de comunidades sostenibles sin precedentes para garantizar el desarrollo de las comunidades con una serie de factores de habitabilidad como la calidad de vida, el acceso y la movilidad, y la salud pública, entre otros.

## **COMUNIDADES SOSTENIBLES PARA LA PROSPERIDAD PERMANENTE**

*Plan Bay Area* se ocupará de los nuevos requisitos del Proyecto de Ley 375 (Steinberg) del Senado de California del año 2008 para reducir las emisiones de gases de efecto invernadero. El mecanismo para lograr estas reducciones será una estrategia de comunidades sostenibles que promueva el desarrollo de complejos compactos de uso mixto comercial y residencial, que sean transitables a pie como en bicicleta, y que estén cerca de transporte público, empleos, escuelas, tiendas, parques, recreación y otros servicios. Si tiene éxito, *Plan Bay Area* brindará a la gente más opciones de transporte, creará comunidades más habitables y reducirá la contaminación que causa el cambio climático.

## **PARTICIPE**

Un Escenario de Visión Inicial fue lanzado en marzo de 2011 que pronostica el crecimiento en todo el Área de la Bahía y sugiere algunas formas de abordarlo. A lo largo de esta iniciativa, se llevarán a cabo talleres y reuniones en cada condado del Área de la Bahía para recabar opiniones, y habrá más oportunidades para participar durante el intervalo que precede la adopción del plan en 2013.

APRENDA  
[www.OneBayArea.org](http://www.OneBayArea.org)

CONTACTE  
[info@OneBayArea.org](mailto:info@OneBayArea.org)  
510.817.5757

CONÉCTESE  
[facebook.com/OneBayArea](https://facebook.com/OneBayArea)  
[twitter.com/OneBayArea](https://twitter.com/OneBayArea)

# Plan BayArea

## 規劃灣區

協力建設永續、宜居和活力的灣區

### 您知道嗎？

- 預計到2040年，灣區的人口將增加到900萬
- 該地區有九個縣和101個市鎮
- 灣區是世界第19大經濟體
- 2008年一項參議院法案規定加州的18個都會區減少汽車和輕型卡車產生的溫室氣體排放

鑒於所有這些情形，我們需要優先確保繼續改善子孫後代的生活品質，這需要共同的願景、規劃和合作。透過匯聚我們引以為榮的眾多社區的力量，我們能夠解決氣候變化、永續發展模式和交通需要等問題，保護我們的空氣和水資源。

### 規劃永續的未來

「規劃灣區」(Plan Bay Area)是我們地區迄今為止最全面的規劃舉措，旨在制定灣區的土地利用和交通規劃。它是灣區政府協會(ABAG)、大都會交通委員會(MTC)、灣區空氣品質管理局(BAAQMD)、海灣保護與開發委員會(BCDC)這四個區域性政府機構的共同努力。

「規劃灣區」倡議認識到，欲促進永續發展，必須一起進行交通、土地利用和住房開發。此外，協調灣區各種不同縣市的行動，能確保我們的規劃既適合本地區，也適合我們生活和工作的社區。

「規劃灣區」將採用前所未有的永續社區策略，確保開發具有一系列宜居因素的社區，包括生活品質、出入與通行，以及公共衛生。

### 建設持久繁榮的永續社區

「規劃灣區」將實現加州2008年375號參議院法案(斯坦伯格法案)的新要求，減少溫室氣體排放。實現減排的機制是永續社區策略，促進緊湊型、住商混合的開發案，既可步行也可騎自行車，而且靠近公共交通站點、學校、購物場所、公園、休閒和其他便利設施。如果獲得成功，「規劃灣區」將帶給民眾更多的交通選擇，創造更宜居的社區，並減少導致氣候變化的污染。

### 一同參與

2011年3月發佈「初始願景情境」，預測整個灣區的發展及其解決途徑。在本倡議的過程中，將在灣區各縣舉行研討和會議以聽取回饋意見，並提供更多的參與機會，直到在2013年規劃通過為止。

### 瞭解

[www.OneBayArea.org](http://www.OneBayArea.org)

### 聯繫

info@OneBayArea.org  
510.817.5757

聯絡

facebook.com/OneBayArea  
twitter.com/OneBayArea



## Kế hoạch cho Vùng Vịnh

Cộng tác cho một Vùng Vịnh bền vững, có tính ở được và sống động

### BẠN CÓ BIẾT RẰNG:

- ☒ Dân số Vùng Vịnh dự kiến sẽ tăng đến 9 triệu người vào năm 2040
- ☒ Sẽ có 9 quận hạt và 101 thành phố và thị xã trong vùng
- ☒ Vùng Vịnh đứng thứ 19 trong danh sách các nền kinh tế thế giới
- ☒ Đạo luật của Thượng viện Tiểu bang năm 2008 đòi hỏi cắt giảm lượng khí thải do xe hơi và xe tải nhẹ trong 18 khu vực đô thị

Với sự nhận thức về các điều trên, việc đảm bảo chúng ta tiếp tục cải thiện chất lượng cuộc sống cho nhiều thế hệ cư dân là một ưu tiên và đòi hỏi sự chia sẻ về tầm nhìn, quy hoạch và sự cộng tác. Bằng sự kết hợp sức mạnh của các cộng đồng riêng biệt mà chúng ta tự hào, chúng ta có thể giải quyết những vấn đề như thay đổi khí hậu, khuôn mẫu phát triển bền vững, nhu cầu giao thông, và bảo vệ không khí và nguồn nước.

### QUY HOẠCH CHO MỘT TƯƠNG LAI BỀN VỮNG

Kế hoạch cho Vùng Vịnh là một trong những nỗ lực quy hoạch toàn bộ nhất cho đến nay, để thành lập một kế hoạch sử dụng đất và giao thông cho Vùng Vịnh. Đây là một nỗ lực chung của bốn cơ quan chính quyền địa phương – Hiệp hội những Chính quyền Vùng Vịnh (ABAG), Ủy ban Giao thông Đô thị (MTC), Sở Quản lý Chất lượng Không khí Vùng Vịnh (BAAQMD), Ủy ban Bảo tồn và Phát triển Vịnh (BCDC).

Kế hoạch cho Vùng Vịnh nhận thức được là giao thông, sử dụng đất và phát triển nhà ở phải cùng ăn khớp với nhau để có thể được bền vững. Ngoài ra, việc phối hợp những nỗ lực của những quận hạt và thành phố khác nhau trong vùng đảm bảo rằng chúng ta sẽ quy hoạch thích đáng cả cho vùng lẫn cho cộng đồng mà chúng ta sống và làm việc.

Kế hoạch cho Vùng Vịnh sẽ kết hợp một Chiến lược Cộng đồng Bền vững chưa từng có để đảm bảo sự phát triển của các cộng đồng, với một loạt những yếu tố thuộc về tính ở được, bao gồm chất lượng cuộc sống, sự tiếp cận, tính di động và y tế công cộng.

### NHỮNG CỘNG ĐỒNG BỀN VỮNG CHO SỰ THỊNH VƯỢNG LÂU DÀI

Kế hoạch cho Vùng Vịnh sẽ đề cập đến những đòi hỏi mới của Đạo luật 375 của Thượng viện California năm 2008 về sự cắt giảm khí thải. Kỹ thuật để đạt được những sự cắt giảm này sẽ là một Chiến lược Cộng đồng Bền vững, khuyến khích sự phát triển của những khu hỗn hợp thương mại và nhà ở, có thể đi bộ và đạp xe và gần phương tiện vận chuyển công cộng, việc làm, trường học, cửa hàng, công viên, giải trí và những phương tiện khác. Nếu thành công, Kế hoạch cho Vùng Vịnh sẽ cung ứng cho dân chúng nhiều lựa chọn hơn về vận chuyển, tạo thêm những cộng đồng có tính ở được và cắt giảm ô nhiễm gây ra thay đổi khí hậu.

### HÃY THAM GIA

Một Kịch bản về Tầm nhìn Ban đầu đã được công bố trong tháng 3 năm 2011 dự đoán sự tăng trưởng của toàn Vùng Vịnh và đề ra những phương án để giải quyết. Trong suốt tiến trình của khởi xướng này, các cuộc hội thảo và hội họp sẽ được tổ chức tại mỗi quận hạt của Vùng Vịnh để lắng nghe những phản hồi, và để tạo ra những cơ hội tham gia cho đến khi kế hoạch được thông qua vào năm 2013.

### TÌM HIỂU

[www.OneBayArea.org](http://www.OneBayArea.org)

### LIÊN LẠC

[info@OneBayArea.org](mailto:info@OneBayArea.org)

510.817.5757

### KẾT NỐI

[facebook.com/OneBayArea](https://facebook.com/OneBayArea)

[twitter.com/OneBayArea](https://twitter.com/OneBayArea)

# Got a minute to talk about the quality of life in your community?



Got a minute? We have a few questions about what makes your community a good place to live and what could use improvement. What will your neighborhood look like 25 years from now? Will there be enough jobs, housing and transit options for everyone? Your answers will help shape Plan Bay Area, a long-range plan for land use, housing and transportation for the nine-county Bay Area region being developed by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC). Thank you for spending a few minutes with our interviewer. For more information, see our contact information below.

# Plan BayArea

[www.OneBayArea.org](http://www.OneBayArea.org)

[info@onebayarea.org](mailto:info@onebayarea.org)

510.817.5757

**¿Tiene un minuto para hablar sobre la calidad de vida en su comunidad?**

¿Tiene un minuto? Tenemos algunas preguntas sobre que es lo que hace a su comunidad un buen lugar para vivir y que necesita mejorar. ¿Cómo será su comunidad en 25 años? ¿Habrá suficientes trabajos, viviendas y opciones de transito para todos? Sus respuestas ayudaran a desarrollar el Plan Bay Area (Plan del Área de la Bahía), un plan a largo plazo del uso del suelo, la vivienda y el transporte en la región de los nueve condados del Área de la Bahía que está siendo desarrollado por la Asociación de Gobiernos del Área de la Bahía (ABAG, por sus siglas en inglés) y la Comisión Metropolitana de Transporte. Para más información, vea nuestra información de contacto abajo.

能抽出一分鐘時間討論您所在社區的生活品質問題嗎？能抽出一分鐘時間嗎？能抽出一分鐘時間嗎？我們想提出幾個有關哪些因素使您所在的社區適合居住以及哪些方面有待改進的問題。從現在起25年後，您所在的社區會是什麼樣？能夠向每個人提供足夠的工作、住宅和公共交通服務嗎？您的回答將幫助我們制定「規劃灣區」計劃，這是灣區政府協會 (ABAG) 和都市交通委員會 (MTC) 正在制定的一項有關灣區九縣地區的土地使用、住宅和交通的長期計劃。感謝您抽出時間接受我們的訪談。詳情請參閱以下聯絡資訊。

**Bạn có vài phút để nói về chất lượng cuộc sống trong cộng đồng của bạn không?**

Bạn có vài phút rảnh rỗi không? Chúng tôi có một số ít câu hỏi về những gì đã làm cho cộng đồng của bạn là một nơi tốt để sinh sống, và những gì cần được cải thiện. Khu phố của bạn sẽ giống như thế nào trong 25 năm nữa? Liệu sẽ có đủ công việc làm, có đủ lựa chọn về nhà ở và giao thông cho tất cả mọi người không? Những trả lời của bạn sẽ giúp hình thành Kế hoạch cho Vùng Vịnh, một kế hoạch dài hạn về việc sử dụng đất, về nhà ở và giao thông cho chín quận hạt của Vùng Vịnh, hiện đang được thành lập bởi Hiệp hội các Chính quyền của Vùng Vịnh và Ủy ban Giao thông Đô thị. Chúng tôi xin cảm ơn bạn đã dành ít phút cho người phỏng vấn của chúng tôi. Để có thêm tin tức, xin hãy xem thông tin liên lạc dưới đây.

**Mayroon ba kayo kahit isang minuto upang pag-usapan natin ang tungkol sa kalidad ng buhay sa inyong komunidad?**

Maaari ba kayong makausap kahit isang minuto lamang? Mayroon kaming ilang katanungan tungkol sa kung ano ang katangian ng inyong komunidad bilang isang magandang lugar na tirahan at ano ang maaaring gawin upang mapagbuti ang paninirahan dito. Ano ang anyo ng inyong komunidad 25 taon mula ngayon? Magkakaroon ba ng sapat na mga trabaho, pabahay at mga opsiyon ng sistema ng sasakyang pampubliko para sa lahat? Ang inyong mga sagot ay makakatulong sa paghubog ng Plan Bay Area (Plano para sa Bay Area), isang pangmatagalang plano para sa paggamit ng lupain, pabahay at transportasyon para sa siyam na county sa rehiyon ng Bay Area na binubuo ng Association of Bay Area Governments (ABAG) (Samahan ng mga Pamahalaan sa Bay Area) at ng Metropolitan Transportation Commission (MTC) (Komisyon ng Transportasyong Panlungsod). Maraming salamat po sa paglalaan ng ilang minuto para sa aming tagapanayam. Para sa higit na impormasyon, tingnan sa ibaba ang impormasyon kung paano makipag-ugnayan sa amin.

# Metropolitan Transportation Commission

## Management Staff

**Steve Heminger**  
*Executive Director*

**Ann Flemer**  
*Deputy Executive Director, Policy*

**Andrew B. Fremier**  
*Deputy Executive Director,  
Operations*

**Adrienne D. Weil**  
*General Counsel*

**Brian Mayhew**  
*Chief Financial Officer*

**Ken Kirkey**  
*Director, Planning*

**Alix Bockelman**  
*Director, Programming and  
Allocations*

# Association of Bay Area Governments

## Management Staff

**Ezra Rapport**  
*Executive Director*

**Patricia Jones**  
*Assistant Executive Director*

**Kenneth K. Moy**  
*Legal Counsel*

**Miriam Chion**  
*Planning and Research Director*





**Association of  
Bay Area  
Governments**

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4707

510.464.7900 PHONE  
info@abag.ca.gov EMAIL  
www.abag.ca.gov WEB



**Metropolitan  
Transportation  
Commission**

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700

510.817.5700 PHONE  
510.817.5769 TDD/TTY  
info@mtc.ca.gov EMAIL  
www.mtc.ca.gov WEB