

Draft PBA 2050 Comment Form submission

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Tue 7/20/2021 4:56 PM

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Submitted on July 20, 2021 Submitted values are: *Name* Kate Powers *Email* kpmarin@yahoo.com [1] *Zip Code* 94903-3345 *Affiliation* I am a member of Marin Conservation League tracking transportation, however these comments are my own. *Topic* Environment *Comment* I think it's important that the 35 strategies are implemented in an integrated way and consistently look for multi-benefit opportunities not only under their same core element but in all core elements and with all other strategies. I hope that MTC and ABAG will approach the adoption of PBA 2050 as the beginning of the work to be done. I think the implementation document is a good start. However, how the plan works in practice will require documentation, reassessment with stakeholders and partners, plan changes and broad communication and sharing with agencies, jurisdictions, partners and stakeholders. We all will be invested in seeing this very broad, top down planning effort indeed be implemented and also effective in achieving its admirably stated goals. That said, from my perspective, the environment is at the heart of creating sustainable (which by definition must be equitable) communities. It provides the infra-structure and resources on which housing and transportation and economy depend. Environmental planning should be integrated into all planning and implementation decision making and should no longer be thought of as a "review" that comes after and that must be mitigated for, but one that coincides with and informs throughout all related project planning. We are doomed if not, whether in terms of growing climate change impacts, loss of biodiversity, watershed and water quality, etc. Environment cannot be placed below economy and growth. Its beat must go on :) I also think that the success of PBA 2050 will depend ultimately on the success of the transportation strategies. Without equitable, seamless mobility options that serve all populations, including the transit-dependent efficiently and effectively, increasing density by the percentages required by the recent RHNA allocations will be a recipe for disaster. As a Marin resident, I feel this will be especially true. With no truly large population centers or large job centers, fixed route transit like the SMART train offer minimal solutions. Golden Gate bus and ferry service serves many but not enough to meet the needs of potentially thousands of new households in the Marin growth geographies in combination with the predicted loss of jobs. Marin Transit currently mostly serves those that are transit-dependent - those without cars due to income, age or disability. In order for the PBA 2050 to be successful in Marin, the success of the transportation strategies for all potential users will be key. The problem with PBA 2050 strategies is that they are one size fits all. Successful implementation will be dependent on local context and it's not clear to me how that works within this Plan. Growth areas in Marin are constrained by the baylands that will be impacted by sea level rise to the east and protected open space and the wildland urban interface that is highly vulnerable to wildfire to the west. Most of the growth must occur along the one main North South highway (101) that has no viable alternate routes. Transportation efficiency and dependability along this corridor and to and from it from locations mostly west will be the critical factors. I'm looking forward to the implementation of T9, the advancement of a regional Vision Zero Policy. I think it will be an essential part of creating successful walkable communities. I appreciate the funding included in EN1 but fear it is far too little. I do appreciate however the collaboration with BCDC and the Bay Adapt effort. A regional funding source will be needed to leverage other funding. Supporting and funding collaboration and coordination between regional planning and local jurisdictions implementing specific solutions will be needed for

any successful outcomes. Finally, I think EN6 should explicitly include expanding and modernizing parks within walking distance, planting trees, and prioritizing green infrastructure in underserved and new communities in order to reduce urban heat islands and possible flooding increased by densification of the built environment, support urban wildlife, and make communities healthier and happier. Thank you for the incredible amount of work that has been put into this planning effort and thank you for your consideration of these comments. [1] <mailto:kpmarin@yahoo.com>