MTC Public Information Attn: Draft Plan/Draft EIR Comments 375 Beale Street, Suite 800 San Francisco, CA 94105 via email to: info@planbayarea.org, eircomments@bayareametro.gov

To whom it may concern:

Thank you for the opportunity to review and comment upon the draft Plan Bay Area 2050 (PBA) and the draft Environmental Impact Report for the PBA.

Plan Bay Area 2050 (PBA) is important to building a future Bay Area. It lays out a vision of an equitable, diverse and potentially thriving Bay Area, including many strategies to achieve that vision. I especially appreciate the focus on transportation, a major element of PBA, as transportation is the biggest source of greenhouse gases in the Bay Area.

However, PBA should do more.

1. Public Transportation benefits as TDM strategy

While PBA discusses strategies for reducing vehicle miles traveled (VMT), I am concerned that PBA still does not include sufficient focus on restoring and enhancing the region's public transportation services.

In particular, the reduction of parking and de-coupling of parking from building requirements is encouraged as a strategy for dis-incentivizing personal vehicle use, which is good, but there should also be emphasis placed on coupling public transit benefits with new housing developments in order to help finance public transportation services. The requirement that new housing developments, especially multiunit and affordable housing developments, offer residents public transit passes or public transit discounts should be strongly encouraged across the region.

As housing is built with less accommodation for personal vehicles, the housing should be required to support public transportation. This is especially important when housing is developed at under-utilized commercial sites not currently well-served by public transportation. The region needs all housing to be well served by public transit in order to reduce VMTs, greenhouse gas emissions and repurpose public spaces to other important, non-private vehicle uses. Public transportation benefits should be strongly encouraged as a vitally important transportation demand management strategy.

2. Mitigation of urban heat impact risks

While PBA discusses mitigating sea level rise and wildland/urban interface fires, there is insufficient attention on mitigating urban land surface temperatures.

With increasing global heating, we are now experiencing localized heat waves with greater frequency, which poses significant risks to public health.

A good way to mitigate urban heat impacts is to maintain healthy urban tree canopies, and PBA should strongly encourage the maintenance and enhancement of urban tree canopies, especially in historically red-lined areas which typically suffer from higher land surface temperatures.

A requirement that new housing developments maintain an appropriate minimum tree canopy should be strongly encouraged, especially for multiunit and affordable housing developments.

Additionally, it would be appropriate to encourage attention to tree canopies for "slow streets" which are intended to facilitate active transportation modes, in order to reduce land surface temperatures in those areas.

3. DEIR alternatives

The DEIR should consider an additional "Transit Rich" alternative which is enhanced by greater emphasis on urban tree canopy maintenance, maintains urban growth boundaries, repurposes highway-widening funding to enhance affordable housing and public transit in the corridor; adds funding for slow streets and Complete Streets Networks.

Thank you very much for your work with PBA, and for considering my comments and concerns.

Sincerely,

Marjorie Alvord