

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.

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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.

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(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.

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(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.

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

MEETING	COMMENT
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.

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Plan Bay Area Participant Comment Sheet

Step 2: Transportation Investment Strategies

Comments about top transportation investment strategies

MEETING	COMMENT
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 NO 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.

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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.

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<i>WILD CARDS</i>		
Step 2: Transportation Investment Strategies		
Step 3: Policy Initiatives		
MEETING	WILD CARD — Investment Strategies	WILD CARD — Policy Initiatives
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

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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.

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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