

**Plan Bay Area
January 2012 Public Workshops**

Transportation Trade-Offs, Oral and Written Comments, submitted at the workshops

Station A: Transportation Trade-Offs

A number of potential transportation investments will be considered as part of Plan Bay Area. Not all of these items will be funded due to limited resources. At the workshop, participants who visited this station used tokens to "vote" on transportation trade-offs, or to provide their own ideas, in three areas:

- Transportation Investment Priorities
- Policies to Reduce Driving and Emissions
- Policies Regarding Public Transit

Below is the count that shows how participants ranked these potential transportation investment categories in these three areas, followed by the ideas/comments submitted via cards by participants using the "Other" option.

See the PDF titled "Workshop Written Comments" for additional comments submitted by participants for Transportation Trade-Offs.

TOKEN COUNT: ALAMEDA COUNTY

Transportation Investment Priorities	#	%
Increase the number of freeway lanes for carpoolers and bus riders	11	3%
Expand bicycle and pedestrian routes	26	7%
Extend commuter rail lines, such as BART and Caltrain	60	16%
Maintain highways and local roads, including fixing potholes	58	15%
Provide more frequent bus service	40	11%
Provide financial incentives to cities to build more multi-unit housing near public transit	43	11%
Fund traffic congestion relief projects, such as adding turn lanes on roads, or reconfiguring interchanges and on-ramps on highways	25	7%
Increase public transit service for low income residents who do not have access to a car.	52	14%
Invest in improving speed and reliability in major bus or light-rail corridors.	21	6%
Other:	39	10%

Comments from "Other" Cards -- Transportation Investment Priorities

County	Comment
1 Alameda	BART around the Bay, beyond the Altamont, and to the Golden Gate Bridges. Form a JPA of the five counties ringing San Francisco Bay to develop such a plan and bring it to the voters for approval, funding, etc. It could well succeed BART and Caltrain, bringing BART frequency and conveniences to the Peninsula and South Bay.

2	Alameda	Increase public transit service for all income level school children
3	Alameda	Disagree with process!
4	Alameda	Not enough tradeoff!
5	Alameda	Presumptions not in fact
6	Alameda	Remove commuter lanes and open traffic so traffic can move - stop and go is costly
7	Alameda	BART Agency -- with private bus systems <u>IF</u> they can cost less. Taxes in a bankrupt state harms us all.
8	Alameda	Fix it first - maintain & improve what we have before expanding.
9	Alameda	Improve local roads, <u>not</u> highways, exp. Via "complete streets" requirement
10	Alameda	Expand pedestrian options, <u>not</u> bicycles
11	Alameda	Extend BART schedule past midnight
12	Alameda	We need attention paid to thinking about what walkable means. If we want people to walk it's not good enough to increase pedestrian rules but also examine what large car driven intersections say to pedestrians (and also huge strip malls and freeway overpasses) cul-de-sacs don't encourage walking either.
13	Alameda	Convert 2 lane highways to full freeway. Save lives, save polar bears 84 & Vasco
14	Alameda	More freeways, end bus subsidies, make them accountable
15	Alameda	Convert carpool lanes to equality lanes for everyone
16	Alameda	Fix roads
17	Alameda	Expand freeway system
18	Alameda	Cut gas taxes!
19	Alameda	Retain local control
20	Alameda	Extend BART hours!!
21	Alameda	Evaluate the real costs associated with expansion. It seems that many projects have price tags that are far beyond realistic costs. Ex: High costs for concrete. Simply, isn't it dirt?
22	Alameda	I was not given enough info on OneBayArea - this is very controlling
23	Alameda	Reducing driving is <u>not</u> the only way to "reduce auto emissions". What about simply encouraging more efficient private vehicles, which will reduce green house gas emissions, even without any reduction in private driving.
24	Alameda	Encourage private solutions such as private toll roads, private toll bridges
25	Alameda	Maintain public roads
26	Alameda	Support local planning, no regional un-elected planner
27	Alameda	Increase time BART runs to and from.
28	Alameda	Free buss pass students
29	Alameda	Subsidize transit fees, cheaper mass transit
30	Alameda	Incentives to develop housing & amenities like for families
31	Alameda	Safety education for drivers, cyclists & pedestrians
32	Alameda	Maintain transit (3 chips)

Transportation Trade-Offs (continued)

Policies to Reduce Driving & Greenhouse Gas Emissions

A variety of strategies are being considered to encourage the reduction of driving and associated vehicle emissions. At the workshop, participants who visited this station used tokens to "vote" on a list of potential policies to reduce auto emissions or provided their own ideas.

TOKEN COUNT: ALAMEDA COUNTY

Policies to Reduce Driving & Greenhouse Gas Emissions	#	%
Encourage 'Smart Driving'	40	11%
Complete the Regional Bicycle Network	68	18%
Expand the Safe Routes to Schools/ Pedestrian Network	58	16%
Increase Vanpool Incentives	13	3%
Expand Electric Vehicle Strategies	28	7%
Develop Commuter Benefit Ordinances	45	12%
Increase Telecommuting	47	13%
Institute Parking Surcharges	12	3%
Freeway speeds at 55 mph	18	5%
Other:	45	12%

Comments from "Other" Cards -- Policies to Reduce Driving & Greenhouse Gas Emissions

County	Comment
1 Alameda	Increase intellectual diversity on transportation planning. Increase efficiency of each modality...explore more expressways private funded roads...
2 Alameda	Use public bus agencies to provide school bus services to reduce emissions by parents driving kids to school.
3 Alameda	BAAQMD - Indirect source rule (3 chips)
4 Alameda	Support funding for Transit Oriented Development (TOD)
5 Alameda	Support funding for mass transit
6 Alameda	BART around the Bay, beyond the Altamont, and to the Golden Gate Bridge and Carquinez Bridges. Form a JPA of the five counties ringing San Francisco Bay to develop such a plan and bring it to the voters for bond or other funding. This JPA could succeed both BART and Caltrain and bring BART service throughout the 5 counties and with their funding to neighboring counties. A bond issue equal to that for BART in 1962 adjusted for inflation and population would raise about \$16 billion.
7 Alameda	Poorly organized
8 Alameda	More local transit

9	Alameda	Expand freeways
10	Alameda	Cut gas taxes & let people keep their \$
11	Alameda	Don't try to dictate how the people should live!
12	Alameda	We need fewer regulation to encourage job growth so we can afford this in the future.
13	Alameda	Reduce transportation agencies to eliminate overlap, improve efficiency & scale costs.
14	Alameda	Encourage more or new private shuttles to compete with public transportation (e.g. SFMuni) increase taxi tokens.
15	Alameda	Reduce influence of (reform CEQA) environmental agencies/advocates on allocation of trans. Funds. Too much of transportation dollar goes to mitigation & planning -- not for purpose of improving travel.
16	Alameda	Reform CEQA & transportation approval process by establishing & enforcing deadlines (milestones). The Bay Bridge is still not finished 22 years after Loma Prieta. Too much time/\$ wasted by self interested advocates.
17	Alameda	Lobby the federal government to reduce subsidies for gasoline, so that driving reflects the true cost of extracting and refining and consuming petroleum. This will create a real incentive for people to drive less.
18	Alameda	School bus routes
19	Alameda	Ban vehicles with <20 MPG from public roads
20	Alameda	Incentives for building walkable/bikeable communities
21	Alameda	Complete streets everywhere
22	Alameda	More mixed zoning that enables more people to walk to work. Also, why are there no school buses here? I go to school on the east coast and all my friends grew up riding the bus.
23	Alameda	Affordable transportation
24	Alameda	Promote & invest in public transit instead of measures aimed directly at reducing driving
25	Alameda	Not enough info - no explanation - control
26	Alameda	Increase density @ Transit nodes and increase fuel taxes
27	Alameda	Encourage alternative work schedules - 9/80 or 4/10

Transportation Trade-Offs (continued)

Policies Regarding Public Transit

A variety of strategies are being considered to improve the customer experience on public transit and to operate our existing public transit system more efficiently. At the workshop, participants who visited this station used tokens to identify four policies important to them to improve public transit. Participants also were able to provide their own ideas under the "Other" category.

TOKEN COUNT: ALAMEDA COUNTY

Policies Regarding Public Transit	#	%
Better-timed connections	36	12%
More real-time information	16	5%
Cleaner/new vehicles and cleaner stations	17	6%
Standard fare policies across the region	27	9%
Fixed-price monthly pass valid on all trains, buses and ferries	42	14%
More frequent and faster transit service	87	29%
Better on-time performance	23	8%
More customer amenities such as WiFi on buses and trains	16	5%
Other	38	13%

Comments from "Other" Cards -- Policies Regarding Public Transit

County	Comment
1 Alameda	Include safe routes to transit
2 Alameda	Improve & expand roads, retain local control
3 Alameda	Eliminate empty buses
4 Alameda	Give local cities & counties control
5 Alameda	No top-down authority
6 Alameda	Where does the money come from. Higher taxes drive employers out of business = fewer jobs
7 Alameda	Promote nat'l gas development through tracking & keystone & exploitation of U.S. Nat'l resources - lower cost of transit, both public & private
8 Alameda	Promote natural gas vehicles (not electric!)
9 Alameda	Expand transit network
10 Alameda	More rapid transit - light rail /subway etc.
11 Alameda	BART around the Bay!

12	Alameda	Maintain transit (2 chips)
13	Alameda	Enhance connectivity between transit stations and the community they support.
14	Alameda	Fix it first before expanding
15	Alameda	More frequent transit, not faster
16	Alameda	Cheaper fares, need not be "standard"
17	Alameda	Poorly organized
18	Alameda	Need to minimize freight transportation neighborhood communities. Health assessment need to happen before projects
19	Alameda	I'm from Fremont/Newark: Public transit (i.e. the bus) in my area usually serves low income groups that don't own vehicles. In other ways it is indirectly stigmatized and never seen as a middle class option. I didn't get my license until I was 17 1/2 and yet my parents never encouraged me to learn public transit. I think if it was possible to rebrand public transit as something convenient, cheap, safe and easy to learn for anyone that did not have access to a car, this might encourage more people to take advantage and see the ____
20	Alameda	I'm offended / This is a major control tactic. We have no right to vote for Ala Co Citizens.
21	Alameda	Extended transit hours
22	Alameda	Increase user friendliness of public transit such as in Europe where stops are lighted on a route map as you travel.
23	Alameda	Increase public car share availability
24	Alameda	Free bus passes for youth & low-income seniors
25	Alameda	BART around the Bay, beyond the Altamont, and to the Golden Gate Bridge and Carquinez Bridges. Form a JPA of the five counties ringing San Francisco Bay to develop such a plan and bring it to the voters for bond or other funding. This JPA could succeed both BART and Caltrain and bring BART service throughout the 5 counties and with their funding to neighboring counties. A bond issue equal to that for BART in 1962 adjusted for inflation and population would raiser over \$16 billion.
26	Alameda	Transit for all areas, not just from one urban area to another like Oakland to S.F. Consider transit for more suburban areas as well to get to X town and to neighboring towns.

Transportation Trade-Offs, Oral Comments

	County	Comments
27	Alameda	What is smart/ eco- driving?
28	Alameda	Explain "more real time information."
29	Alameda	What is One Bay Area? How can we vote when there's no information about what it means?
30	Alameda	Are we voting for all the people of Alameda county?
31	Alameda	What are parking surcharges? I already pay for BART parking so I don't clog up the bridge. How does that make sense?
32	Alameda	I don't have enough information to vote.
33	Alameda	This is America; you guys have to stop this.
34	Alameda	City council members and planners shouldn't be participating in the meeting.

35	Alameda	At last spring's workshops, four of the people at my table were city planners; that is undemocratic.
36	Alameda	We need to place more people close to work or transit (so they can take transit to work) to reduce driving.
37	Alameda	I would place an emphasis on extending rail lines; we need rail to combat air pollution, especially BART.
38	Alameda	I put several tokens for bike/pedestrian improvements; I biked here tonight and the streets are lonely; not many cyclists in this area.
39	Alameda	We need one five-county agency that could issue its own bonds to raise money.
40	Alameda	We need one body to regulate the 26 transit agencies; it doesn't make sense to have 26 agencies.
41	Alameda	This is like Christmas as if we can afford everything. What are the costs of the options? We can't vote without costs.
42	Alameda	I worry it takes money from cities to fix potholes. The cheapest form of transportation is cars. Our gas taxes are for cars
43	Alameda	Of \$68 billion, how much is for capital funds vs. operational costs?
44	Alameda	What are greenhouse gas emissions? 74% of greenhouse gases are water vapor.
45	Alameda	What are safe routes to school?
46	Alameda	We need BART around the Bay. We need one transit agency.
47	Alameda	Very concerned about climate change and sea level rise.
48	Alameda	Regionalize BART around the Bay. Consolidate and privatize the bus systems.
49	Alameda	I-580 is a parking lot. How does San Joaquin County get into the game?
50	Alameda	Voted for bikes & pedestrian infrastructure and transit access for low-income riders in order to reduce emissions and give people options.
51	Alameda	Improve bike lanes as an option for commuters.
52	Alameda	Real-time information and better connections helps riders.
53	Alameda	Extend hours and connections to San Francisco from Oakland.
54	Alameda	Cuts to bus lines need to stop and routes need to be restored.
55	Alameda	Improve the reliability of buses.
56	Alameda	Improve facilities for active transportation. It can save lives due to improved health.
57	Alameda	Increase bus frequency and educate drivers about how to use transit.
58	Alameda	Make it easy to pay with regional fare cards.
59	Alameda	Add more street lights to improve safety.
60	Alameda	Faster transit and better-timed connections are essential.
61	Alameda	Consolidate the transit agencies.
62	Alameda	Reach out to the youth since this plan is for them: use youth radio, go to schools.
63	Alameda	Disruptive behavior makes it hard to be heard.
64	Alameda	Build more 3-bedroom or larger condos for people who don't want single-family homes, but want families.