

**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: NAPA COUNTY**

<b>Transportation Investment Priorities</b>	<b>#</b>	<b>%</b>
Increase the number of freeway lanes for carpoolers and bus riders	6	3%
Expand bicycle and pedestrian routes	30	16%
Extend commuter rail lines, such as BART and Caltrain	18	10%
Maintain highways and local roads, including fixing potholes	38	21%
Provide more frequent bus service	7	4%
Provide financial incentives to cities to build more multi-unit housing near public transit	26	14%
Fund traffic congestion relief projects, such as adding turn lanes on roads, or reconfiguring interchanges and on-ramps on highways	13	7%
Increase public transit service for low income residents who do not have access to a car.	12	7%
Invest in improving speed and reliability in major bus or light-rail corridors.	4	2%
Other:	28	15%

**Comments on "Other" Cards -- Transportation Investment Priorities**

<b>County</b>	<b>Comment</b>
1 Napa	Electric vehicle strategies -- electricity now comes from coal, very toxic. Construct a nuclear power plant on Mare Island.
2 Napa	Mass transit is used by planning staff to promote urban development. Planners plan for growth! We oppose urbanization.

3	Napa	Two ways the state gets revenue for transportation funding are 1) gasoline taxes and 2) bridge tolls. If you get more people out of their cars to walk or ride bicycles, how will you make up for the lost revenue?
4	Napa	The input from all cities in 9 Bay Area counties does not include the 'Chamber of Commerce', a primary business entity that knows the uniqueness of its individual communities; to include the City, Hispanic, Black and Filipino chambers if they are present in the respective city.
5	Napa	Get rid of subsidies to transit and force it to thrive based on economic utility or fail if that is the economic determination.
6	Napa	Move transit from a taxpayer funded operation to a commercially based operation.
7	Napa	Too many choices of transit as the <u>only option</u> to make a determination regarding the future of people and product movement.
8	Napa	Napa County must <u>not</u> promote <u>mass</u> transit. We must stay rural.
9	Napa	Run existing bus/rail longer on weekends & holidays.
10	Napa	Reduce the need for fossil fueled transportation. Foster an economy that doesn't force moving people & goods great distances.
11	Napa	The listed choices fail to cover my
12	Napa	Provide more flexibility for cities w/ bus service (x5 chips)
13	Napa	Communities with local transportation currently in debt, fix the problem with either limited services or more condensed service to not run at a <u>loss!</u> Check your ridership -- you can't force people out of their cars.
14	Napa	First and <u>foremost</u> before funds get redistributed -- return tax funds to their original intent. Road tax & gas tax = <u>roads &amp; freeways</u> . Bridge tolls = bridge maintenance & repair.
15	Napa	Increase price of gasoline!
16	Napa	Develop <u>bicycling</u> as a <u>niche</u> in the urban transportation mix. The bicycle is the most practical means in the distance between easy walking and short-distance driving.
17	Napa	1 - more bridges and roads 2 - less gas tax

## 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: NAPA COUNTY

Policies to Reduce Driving & Greenhouse Gas Emissions	#	%
Encourage 'Smart Driving'	13	7%
Complete the Regional Bicycle Network	39	22%
Expand the Safe Routes to Schools/ Pedestrian Network	35	20%
Increase Vanpool Incentives	14	8%
Expand Electric Vehicle Strategies	12	7%
Develop Commuter Benefit Ordinances	9	5%
Increase Telecommuting	24	14%
Institute Parking Surcharges	4	2%
Freeway speeds at 55 mph	6	3%
Other:	18	10%

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

County	Comment
1 Napa	Use developer fees to <u>maintaining</u> the roadways they are impacting and <u>not</u> to put in a slush fund to create more signal lights to stop traffic.
2 Napa	Two ways the state gets revenue for transportation funding are 1) gasoline taxes and 2) bridge tolls. If you get more people out of their cars to walk or ride bicycles, how will you make up for lost revenue?
3 Napa	Van pools failed. We cannot afford this. We are stuck with cars in Napa
4 Napa	In Rural Napa County we walk <u>without</u> sidewalks. We are a rural people who oppose urban infrastructure.
5 Napa	Paratransit systems incl. subsidies for low incomes seniors & others
6 Napa	Make policies that reduce or eliminate the need for driving/transportation. Don't crutch the existing unsustainable private vehicle, long commute, fossil fuel dependent economy.
7 Napa	Set speeds at rates roads were built to accommodate. Steady speeds provides better fuel mileage. Some cars & trucks get great fuel economy at speeds greater than 70 mph.
8 Napa	Tax money should be a ballot issue. Do <u>NOT</u> take current taxes and support other systems not originally intended.
9 Napa	Get rid of commuter lanes as they are dangerous (x5)

## 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: NAPA COUNTY

Policies Regarding Public Transit	#	%
Better-timed connections	15	10%
More real-time information	12	8%
Cleaner/new vehicles and cleaner stations	18	13%
Standard fare policies across the region	10	7%
Fixed-price monthly pass valid on all trains, buses and ferries	16	11%
More frequent and faster transit service	32	22%
Better on-time performance	10	7%
More customer amenities such as WiFi on buses and trains	8	6%
Other	23	16%

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

County	Comment
1 Napa	Put these issues on the ballot
2 Napa	Change bus service so you have more runs during peak hours & less runs in non-peak hours when our buses run empty.
3 Napa	Public transit that actually can sustain itself!! No income redistribution. I work hard for my private property and I wish to share and do with it as I please! Private property and liberty are one and the same. Private property = time - cash property - privacy.
4 Napa	Consolidated transit system serving the downtown areas. If congestion is a problem in downtown areas, localized transit <u>might</u> lighten loads a bit, but do <u>NOT</u> charge <u>ALL</u> for a little used and <u>very</u> inefficient transport system. Freedom to move about at our leisure is first. CO2 & greenhouse global warming has proven to be junk science!
5 Napa	Two ways the state gets revenue for transportation funding are 1) gasoline taxes and 2) bridge tolls. If you get more people out of their cars to walk or ride bicycles, how will you make up for lost revenue?
6 Napa	This fails to address other transit means, i.e. taxi, zip car, individual car utilization, motorcycle.
7 Napa	Improve the movement of vehicle traffic by eliminating the rail interference of light-rail and general rail transit
8 Napa	Remove the subsidies from transit

9	Napa	Operate the transit as a commercial venture.
10	Napa	Social justice is a major premise of sustainable development. Another word for social justice, by the way, is socialism. Karl Marx was the first to coin the phrase "social justice".
11	Napa	Every effort to make it easier to live in rural areas puts addition pressure to provide housing. We can not support the world. Napa county must be conserved for Agriculture. Make the connection - less people = healthy farms & forest.
12	Napa	Expand clipper card
13	Napa	No <u>mass</u> transit in Rural Napa County - mass transit promotes urban growth - we oppose development of farm lands. No bus/no train! Keep Napa the farm of the Bay Area.
14	Napa	Do not increase taxes without popular vote 2/3. Return taxes to original intent.
15	Napa	Withdraw this nonsense envirofacist planning to BRAKE the SPIRIT and letter of our Constitution.
16	Napa	Napa County needs equal bike funds to other MTC counties, everybody comes here to ride.
17	Napa	Fix roads (x5)
18	Napa	Less government bureaucratic restrictions

### Transportation Trade-Offs, Oral Comments

	County	Comments
19	Napa	\$1 million was invested in Yountville for a bike lane that is not being used.
20	Napa	Is the plan increasing or decreasing mobility?
21	Napa	Are people being pushed into concentrated areas?
22	Napa	Not enough information to make an informed decision.
23	Napa	We are being asked to vote without information.
24	Napa	Affordable to whom?
25	Napa	Buses are running empty in this county.
26	Napa	I heard different numbers for the greenhouse gas emissions.
27	Napa	How much of the \$200 billion will go into the PDAs compared to the rest of the region?
28	Napa	Many people are voting without information.
29	Napa	This is a great process.
30	Napa	If people do not have information on their own, then it's not your problem.
31	Napa	How will incentives work for EV? What's the strategy?
32	Napa	A lot of the questions apply to the whole Bay Area and not just Napa; do we answer for Bay Area or Napa?
33	Napa	What's telecommuting?
34	Napa	There are over \$7 million people, so each person's vote counts for 8,000 people.
35	Napa	This is not our plan.
36	Napa	What are parking surcharges?
37	Napa	Did not know Napa is required to meet certain GHG reductions.

38	Napa	I support TOD (transit-oriented development).
39	Napa	Supports Safe Routes to Schools: safety issues, plenty of areas without lighting; without sidewalk, which makes it hard to walk to school.
40	Napa	I did not get enough information to make an informed decision.
41	Napa	Do you honestly think that people will drive 55 mph?
42	Napa	55 mph speed limit can happen; don't hit each other on the roads.
43	Napa	Transit systems have been designed very independently of each other.
44	Napa	Would like to see more ferries.
45	Napa	The SFOBB closure makes you realize how dependent you are on public transit.
46	Napa	Coordination between counties is important.
47	Napa	Our bus system is empty; ridership only pays 17% of the cost of running buses. Need to do something different; run buses only during peak hours.
48	Napa	Developer fees do not go toward maintaining roadways; need to redo developer fees in Napa county to fund maintenance.
49	Napa	Officials use public transit to increase urban density.
50	Napa	We do not have the population to support transit.
51	Napa	There is no housing for employees who must drive into the county.
52	Napa	I thought this was a meeting for local people.
53	Napa	This is like Hitler's Planning 101.
54	Napa	The SMART train is a land-use containment plan.
55	Napa	There are 30 people in the room and many, many more people in the county.
56	Napa	The meetings were not advertised in the papers, radio etc.