

Date:

January 5, 2012

Location/Venue:

UCSF Mission Bay Conference Center
William J. Rutter Center
1675 Owens Street, San Francisco

Attendance: 86

(Note: not all who attended registered or participated in voting during all workshop segments)

Format: Public Workshops included an opening plenary session featuring remarks from elected officials and a short video on Plan Bay Area. Participants were then asked to rotate between three stations: Transportation Trade-offs, Land-Use/Quality of Complete Communities, and Open Comments.

Transportation Tradeoffs Priorities Results

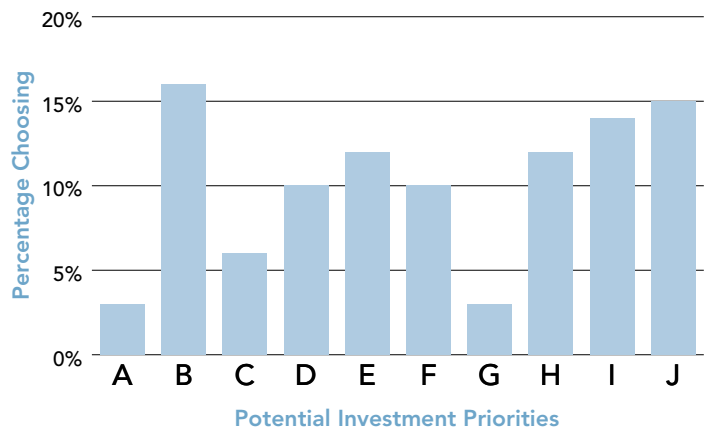
Transportation Investment Priorities

Participants were given ten options for investing future transportation funding and asked to select their top five priorities. One option was "other" to allow participants to write priorities not already listed on comment cards.

Rank	Priority
1	B. Expand bicycle and pedestrian routes
2	J. Other
3	I. Invest in improving speed and reliability in major bus or light-rail corridors
4	E. Provide more frequent bus service.
4	H. Increase public transit service for low-income residents who do not have access to a car
5	D. Maintain highways and local roads, including fixing potholes
5	F. Provide financial incentives to cities to build more multi-unit housing near public transit
6	C. Extend commuter rail lines, such as BART or Caltrain
7	A. Increase the number of freeway lanes for carpoolers and bus riders
7	G. Fund traffic congestion relief projects, such as adding turn lanes on roads, or reconfiguring interchanges and on-ramps near highways

Other/Written Comments (sampling of comments)

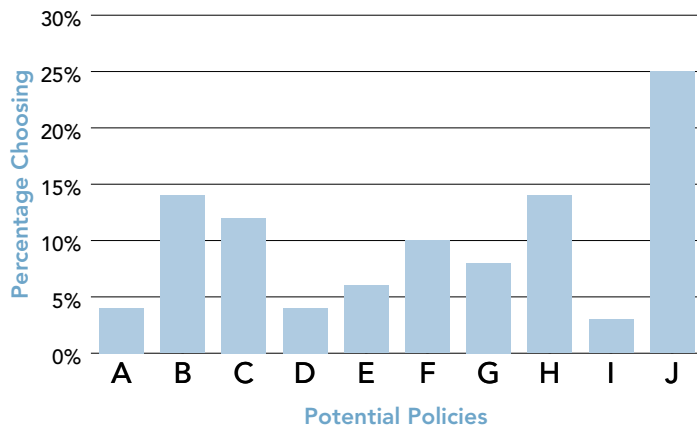
- Add freeway lanes, generally.
- Bicycling: Need to invest in increased bicycle safety, otherwise infrastructure may be underutilized. Specifically, invest in dedicated paths, vehicle barriers. Invest in driver education around sharing roads with bikes.
- More public/private dashboard feedback rewards for reducing VMT by taking the bus. A new rider jackpot/offering – you get a lottery ticket by riding the bus.
- Build more freeways/roads to relieve congestion.
- Provide transportation agencies with real money to provide services and to maintain what exists.
- Work with cities on alternative funding mechanisms such as Business Improvement Districts, Community Benefit Districts.
- Carpools/freeways: make carpool lane privileges 24 hours, not just "peak" commute hours. Congestion is no longer limited to those hours.
- Expand freeway and regional arterials so that total funding on these projects reaches a percentage of total RTP expenditures more in line with other regions in California.
- Reverse Ramp Metering – hold cars on freeways; do not let them overwhelm surface streets. Look at Zurich.
- Create one single transit agency in SF Bay Area, like MTA in NY City.



Policies to Reduce Driving And Emissions

Participants were given ten options for investing future transportation funding and asked to select their top five priorities. One option was “other” to allow participants to write priorities not already listed on comment cards.

Rank	Policy
1	J. Other
2	B. Complete the Regional Bicycle Network
2	H. Institute Parking Surcharges
3	C. Expand the Safe Routes to School/Pedestrian Network
4	F. Develop Commuter Benefit Ordinances
5	G. Increase Telecommuting
6	E. Expand Electric Vehicle Strategies
7	A. Encourage “Smart Driving”
7	D. Increase Vanpool Incentives
8	I. Set Freeway Speeds at 55 mph



Other/Written Comments

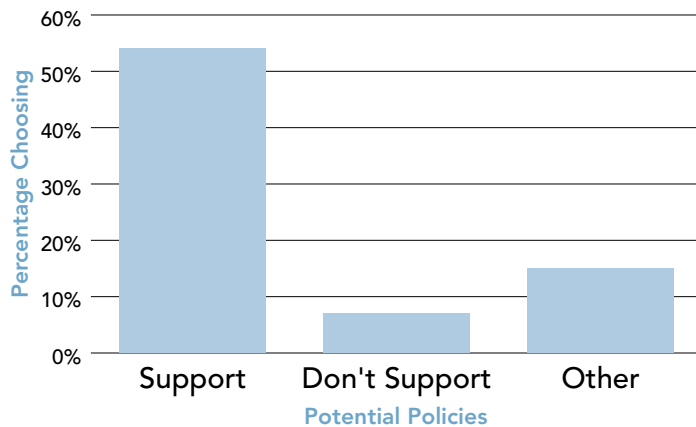
(sampling of comments)

- This may be included in the Commuter Benefits Ordinance, but I would like to see more alternative work schedules, especially for heavy commute areas with little transit (e.g. Silicon Valley).
- Improve accommodation of bicycles on transit: more bikes onboard Caltrain, no blackout period on BART, more bus bike racks. A bike onboard allows a fast trip, greening the first and last mile.
- Develop a better pedestrian network – not just sidewalks – trails, paths, stairs, to various places.
- Reduce driving: Provide free bicycles for people to use and leave for friends (European model).
- Increase bridge capacity by converting to rail/ carpool lanes.
- Raise the gas tax, the vehicle registration tax, and congestion pricing for tolls and carpooling incentive. Stop the subsidization of BIG OIL.
- Put more housing (dense housing) and employers in City Centers (near transit and in walkable downtowns).
- Stop limiting parking spaces. Transit great for work, but not for appointments, after school.
- Congestion pricing
- Too much time in traffic – help cars, build more roads.

Policies Regarding Public Transit

Participants were asked whether they “support,” “don’t support,” or “other” in response to the following statement: “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.”

Rank	Policy
1	Support
2	Other
3	Don’t Support



Other/Written Comments (sampling of comments)

- Keep our autos.
- Provide transit agencies with real funding to provide and improve what exists and to maintain the system. Support the customer or there will be no customer.
- Focus on the inherent specialties each form of transit has; explore the specific benefits of bus, light rail, bus rapid transit and regional rail better, and recognize the link to each economic surplus these specific forms of transit can bring to specific spots/alignments.
- Create one single transit agency in the SF Bay Area, like MTA in NY.
- Dedicate right-of-way in major streets and dedicate funding source based on performance.
- Policy: Find out needs of community and design a free transit system to address those needs.
- Dependability & reliability of transit improves customer experience.
- I support finding ways to improve without cutting cost or raising fares and eliminating fare enforcement officers that harass riders.
- It’s a public service. No user fees. Fares discriminate against the poor.
- Public transit isn’t useful for soccer moms.

Land Use/Complete Communities

Complete communities are places where transit, jobs, schools, recreation and stores are located within walking distance and help bring the community together. New development (housing/land use) and transportation investments need to be designed carefully to maximize benefits for residents. Workshop participants discussed the quality of complete communities, whether jobs and housing are converging in the right places in their counties and whether this convergence can support greater access to jobs and housing, particularly for low- and moderate-income populations.

Sampling of Comments

- Too much of the new housing built in San Francisco near transit modes is market-rate luxury housing condos sold to highly-paid commuters (e.g., Silicon Valley). Low or moderate-income workers, families and minorities are being priced out (SF has the highest displacement of African Americans in the country outside of post-Katrina New Orleans). Most renters could not afford to live here without rent control.
- New low-income housing is too often infill or built in areas far away from transit, often low-lying and subject to flooding as sea level rises (e.g., Bayview-Hunters Point).
- Need to accommodate jobs other than retail and office, which would require changes in acceptable zoning mixes to allow more mixed-use.
- Do not include wording that allows neighborhoods to stay restrictive. Single-family neighborhoods often try to ban conversion of large multi-family homes into group/board and care housing.
- Health impacts and economic/environmental justice need to be considered, particularly noise and other health impacts from living near transit. Higher density living will also affect air quality.
- Transit is too expensive to have any effect on driving; high density development has worse traffic. Build apartments adjoining shopping with good walking communication, provide adequate parking.
- More rigid cap on maximum parking in PDAs.
- Some participants also expressed concerns regarding property rights, preserving the character of their communities and affordability/funding for Plan Bay Area.