

**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: SAN FRANCISCO COUNTY

Transportation Investment Priorities	#	%
Increase the number of freeway lanes for carpoolers and bus riders	11	3%
Expand bicycle and pedestrian routes	56	16%
Extend commuter rail lines, such as BART and Caltrain	20	6%
Maintain highways and local roads, including fixing potholes	35	10%
Provide more frequent bus service	45	12%
Provide financial incentives to cities to build more multi-unit housing near public transit	37	10%
Fund traffic congestion relief projects, such as adding turn lanes on roads, or reconfiguring interchanges and on-ramps on highways	12	3%
Increase public transit service for low income residents who do not have access to a car.	43	12%
Invest in improving speed and reliability in major bus or light-rail corridors.	49	14%
Other:	53	15%

Comments on "Other" Cards -- Transportation Investment Priorities

County	Comment
1 San Fran.	Transit: invest in speed, reliability, safety and experience (2 tokens)
2 San Fran.	Carpools/freeways: make carpool lane privileges 24 hours, not just "peak" commute hours. Congestion is no longer limited to those hours. (2 tokens)

3	San Fran.	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
4	San Fran.	Put in costs of each option (5 tokens)
5	San Fran.	Provide transp. agencies with real money to provide services and to maintain what exists
6	San Fran.	Free public transportation within cities. Significantly reduced fares for commuters.
7	San Fran.	Free public transit and eliminate enforcement (3 tokens)
8	San Fran.	Increase capacity for existing rail service such as BART and Muni (2 tokens)
9	San Fran.	Reduce the cost of public transit (2 tokens)
10	San Fran.	Add freeway lanes, generally
11	San Fran.	Make public transit like Muni more affordable
12	San Fran.	Offer jitney services in suburbia to get to BART
13	San Fran.	Fund free bus service
14	San Fran.	Modernize bus and rapid transit fleet (reduces maintenance cost, is environmentally best)
15	San Fran.	Expand the Bay Area footprint to lessen congestion
16	San Fran.	Lower cost of transit or [offer] means tested passes
17	San Fran.	Eliminate cuts to transit to low-income. Re-establish service pre-2008. Also, free service to Bay Area middle & high school students.
18	San Fran.	Increase capacity of existing BART, bus and street car lines
19	San Fran.	Implement more HOT lanes in heavily congested corridors.
20	San Fran.	Have an election process open to the citizens of SF to decide whether to do anything at all with transportation and to vote on all the choices rather than leave it to unelected officials to decide
21	San Fran.	Need "lots" of money for affordable housing, especially "work force" housing. Need equal money for affordable housing and transportation.
22	San Fran.	Work with cities on alternative funding mechanisms such as Business Improvement Districts, Community Benefit Districts
23	San Fran.	Reverse Ramp Metering -- hold cars on freeways; do not let them overwhelm surface streets. Look at Zurich.
24	San Fran.	I've said it on the other cards: If the economic rent of land remains private property, people will tend to make private benefit land use decisions. To bust this context, land rent should be socialized.
25	San Fran.	Develop incentives for necessary service clusters in each neighborhood where people can buy food, drugs, and other necessities
26	San Fran.	Create one single transit agency in SF Bay Area, like MTA in NY City (6 tokens)
27	San Fran.	Build more freeways/roads to relieve congestion
28	San Fran.	More roads/freeways
29	San Fran.	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
30	San Fran.	Ask suburban people what they want
31	San Fran.	Electrify Caltrain, which will increase service and reduce emissions
32	San Fran.	Safe routes to better/smarter bus stops tagged for jobs/services and housing available nearby

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- 33 San Fran. 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.
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- 34 San Fran. Rail (grade separated) should be "extended" but not simply by extending existing lines to exurbs. New lines should be constructed in urban core (example, 2nd transbay tube)
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- 35 San Fran. Use one of the toll or HOV lanes for carpoolers and bus riders and employer shuttles (Genentech, Facebook)
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- 36 San Fran. Vanpools in Potrero Hill Neighborhood are creating havoc. Employees drive and park in unregulated parking spaces and call van pool for pickup and delivery.
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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: SAN FRANCISCO COUNTY

Policies to Reduce Driving & Greenhouse Gas Emissions	#	%
Encourage 'Smart Driving'	14	4%
Complete the Regional Bicycle Network	50	14%
Expand the Safe Routes to Schools/ Pedestrian Network	42	12%
Increase Vanpool Incentives	15	4%
Expand Electric Vehicle Strategies	21	6%
Develop Commuter Benefit Ordinances	36	10%
Increase Telecommuting	29	8%
Institute Parking Surcharges	49	14%
Freeway speeds at 55 mph	12	3%
Other:	89	25%

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

County	Comment
1 San Fran.	Put more housing (dense housing) and employers in City Centers (near transit and in walkable downtowns)
2 San Fran.	Increase bridge, capacity by converting to rail/carpool lanes
3 San Fran.	J. Reduce Driving & Emissions: require new housing to be part of complete communities - with jobs proportional to housing, services (schools, shops, medical/dental) within walking distance, transit 24 x 7 on usable highways.
4 San Fran.	I believe that surest way to influence people's "get to work" patterns is to have everyone pay full land rent into community coffers, thus eliminating individual benefits from mere ownership of the ultimate community resource = land.
5 San Fran.	All five tokens in "other" because focus should be on transit-oriented development & getting cars off the road.
6 San Fran.	Provide "actual bus service" before housing densification.
7 San Fran.	Raise the gas tax, vehicle registration tax, and congestion pricing for tolls & carpooling incentive. Stop the subsidization of BIG OIL.
8 San Fran.	Subject these choices to an open election rather than to a handful of bureaucrats, unelected, and not responsible for the negative effect of any of the bad choices.

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| 9 | San Fran. | These policies suspiciously add up (as seen in the meting materials released on Dec. 9) to the exact deficit we face in reaching our GHG targets by 2035 for the scenarios. What's worse is they are based on off-modeling; so we don't know how accurate these are. We should form a policy task force that decides upon the most feasible policies to reduce GHG. |
| 10 | San Fran. | Vehicle reg fees & insurance based vehicle miles traveled (exemptions for delivery biz) and 3rd vehicle taxes per household . More feedback public, personal dashboards on HH performance. |
| 11 | San Fran. | Involve school districts on re-[not legible] plans, long range forecasting. |
| 12 | San Fran. | Charge drivers full cost to society. Simple as that! |
| 13 | San Fran. | Expand the foot print of the Bay Area to relieve congestion. |
| 14 | San Fran. | Children need mini vans |
| 15 | San Fran. | Your transit vision will drive families away. |
| 16 | San Fran. | There is no support for family life and mobility in this project. |
| 17 | San Fran. | How are suburban regions supported? There's no vision here. |
| 18 | San Fran. | Choices are too limited and not all inclusive. All choices should be available to us. |
| 19 | San Fran. | Compact development ordinances & open space acquisition/preservation incentives |
| 20 | San Fran. | Repeal SB 187 |
| 21 | San Fran. | Support land use changes that increase access that reduce trips, that increase densities, that support local retail, public transit, and local public finance. Link plan to development of regional renewable energy for shift to Eves including buses, rail, etc. |
| 22 | San Fran. | Put in costs of each option (5 tokens/cards) |
| 23 | San Fran. | Reduce driving; Encourage bicyclists to obey rules of the road. |
| 24 | San Fran. | Reduce driving. Provide free bicycles for people to use and leave for friends (European model) |
| 25 | San Fran. | 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. |
| 26 | San Fran. | Develop a better pedestrian network - not just sidewalks - trails, paths, stairs, to various places. |
| 27 | San Fran. | Enforce current limits. This would actually require money investment for enforcement staff or infrastructure (two tokens) |
| 28 | San Fran. | Freeway toll lanes on open lanes (not HOT) |
| 29 | San Fran. | Full lane road pricing (not HOT lanes) |
| 30 | San Fran. | Open lane road pricing/tolling (not HOT lanes) |
| 31 | San Fran. | Open lane road tolling/pricing (not HOT) |
| 32 | San Fran. | Open land road pricing/tolling (not HOT) |
| 33 | San Fran. | Cordon congestion pricing in San Francisco |
| 34 | San Fran. | Congestion pricing (6 tokens) |
| 35 | San Fran. | Make all major highways toll roads |
| 36 | San Fran. | Keep traffic moving, improve road network. Choices don't take into account long distance commuting from suburban single family homes. |
| 37 | San Fran. | More roads/freeways, less congestion, less time sitting in traffic |
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38	San Fran.	If you had more and better roads/freeways, there would be less time burning fuel.
39	San Fran.	Too much time in traffic - help cars, build more roads.
40	San Fran.	increase/encourage telecommuting for sectors that are lagging i.e. gov't staff
41	San Fran.	MTC should develop an employer TDM template that they can use and if they decide to take on 2 or 3 programs, then they receive more funding.
42	San Fran.	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).
43	San Fran.	Incorporate into drivers license exams and drivers ed courses - make some smart driving elements required e.g. tire pressure check during smog check.
44	San Fran.	Stop limiting parking spaces. Transit great for work, but not for appointments, after school activities, shopping, church, etc..
45	San Fran.	Reduce driving: Find out community transit needs and offer free transit.
46	San Fran.	Lower cost for transit.
47	San Fran.	Reduce fares to increase ___ accessibility and encourage more riders on transit.
48	San Fran.	Reduce fares. (x2)
49	San Fran.	Use variable pricing on BART, Muni, Caltrain.
50	San Fran.	Reduce the cost of public transportation (more subsidies to public transport.)
51	San Fran.	Create one single transit agency in SF Bay Area, like MTA in NY City (5 tokens)
52	San Fran.	Make public transit more affordable.
53	San Fran.	Make public transit free.
54	San Fran.	No cost to ride transportation within the city. Reduced cost for commuters.
55	San Fran.	Free public transit and eliminating fare enforcement. (x3)
56	San Fran.	Expanding & improving existing public transit (x2)
57	San Fran.	Expand service, public transit.
58	San Fran.	Make public transit more affordable.
59	San Fran.	Make public transit more accessible.
60	San Fran.	Reduce fares of Muni. (x2)

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 were asked whether they support or do not support finding ways to improve the customer's experience on public transit and to operate our existing public transit system more efficiently without cutting service. Participants also were asked to provide their own ideas under the "Other" category.

TOKEN COUNT: SAN FRANCISCO COUNTY

Policies Regarding Public Transit

Find ways to improve the customer's experience on public transit and to operate our existing public transit system more efficiently without cutting service.

Support	54
Don't Support	7
Other	15

Note: This question was revised and expanded for subsequent meetings.

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

County	Comment
1	San Fran. The question is too ambiguous -- you need to supply specifics & costs. Also, watching dozens of MTC & Caltrans people vote -- that is unethical as they stand to profit.
2	San Fran. It's a public service. No user fees. Fares discriminate against the poor.
3	San Fran. Too vague. Too general a comment. What is agenda behind it?
4	San Fran. Public transit isn't useful for soccer moms.
5	San Fran. Dependability & reliability of transit improves customer experience.
6	San Fran. Decisions about supporting or not supporting are impossible to make without adding or mentioning cost of support. Really stupid question.
7	San Fran. Dedicate right-of-way in major transit streets and dedicate funding source based on performance.

8	San Fran.	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.
9	San Fran.	I would like to see a clear link between community revenue and land use. Land rent should, in my opinion, be the primary source of revenue for building public infrastructure. Society can choose its mode of transportation from its revenue source -- land rent.
10	San Fran.	Create one single transit agency in the SF Bay Area, like MTA in NY.
11	San Fran.	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.
12	San Fran.	I support finding ways to improve without cutting cost or raising fares and eliminating fare enforcement officers that harass riders.
13	San Fran.	Keep our autos.
14	San Fran.	And make public transit free with expanding existing service.
15	San Fran.	Fund free bus service
16	San Fran.	Without costs this session is meaningless. Put in costs of each option.
17	San Fran.	Policy: Find out needs of community and design a free transit system to address those needs.
18	San Fran.	Without costs this session is meaningless. Put in costs of each option.

Transportation Trade-Offs, Oral Comments

	County	Comments
19	San Fran.	What evidence is there that smart driving works?
20	San Fran.	Suggests lowering the cost of riding transit.
21	San Fran.	Should we assume parking is part of commuter benefits?
22	San Fran.	Need more time for Q&A period to fully understand what we're voting for.
23	San Fran.	Regarding carpool/bus lanes -- are we talking about expansions or lane conversions?
24	San Fran.	What's meant by smart driving and commuter benefit ordinance?
25	San Fran.	Question 3 (regarding priorities for public transit) is a pretty general statement. I don't know how to vote on that.
26	San Fran.	The vast majority of people in the Bay Area live in single-family houses. That's the elephant in the room. It's foolish not to address how the majority of people live.
27	San Fran.	How are we to decide without information on cost per mile, or any cost whatsoever? You can't make an informed decision without cost. This is just a propaganda session. If you have a cost, you have to give it to us.
28	San Fran.	Regarding increasing the capacity of transit: people already can't get on the buses. If focusing growth around transit stations, then expand rail capacity. We can't get a seat on BART now.
29	San Fran.	What is smart driving?
30	San Fran.	Need a policy choice to make public transit more affordable.

31	San Fran.	Regarding question 3 (priorities for public transit): Are you talking about serving lattes at BART stations? It's too ambiguous, I don't know what it means.
32	San Fran.	Concerned that we include basic maintenance & operations in "investments." This should be a requirement of cities.
33	San Fran.	Where does revenue come from?
34	San Fran.	Land values should be socialized and produce revenues.
35	San Fran.	None of the choices emphasized density and development patterns as a way of addressing transportation needs.
36	San Fran.	Pricing make less desirable modes more expensive.
37	San Fran.	Display vehicle miles traveled [in vehicles] to reward people and show them their reductions.
38	San Fran.	There should be a tolling option -- this is an important choice.
39	San Fran.	Fix-it first is a fallacy. The region is funding BART's Oakland Airport Connector at the expense of bus service for poor people.
40	San Fran.	Are we building or converting carpool lanes?
41	San Fran.	What about rest of \$ beyond \$68 million? We need more transparency.
42	San Fran.	The scenarios fail at reaching 15% reduction; we are choosing between losing strategies.
43	San Fran.	Consider consolidating public transit agencies. We need to unify into one single agency. Why isn't that being talked about?
44	San Fran.	Suggests reverse ramp metering -- hold cars on the freeway so the local surface streets aren't overwhelmed.
45	San Fran.	Restore public transit to 2008 levels; don't reduce bus service. Give students free "ecobus" passes as part of the "safe routes to school" program.
46	San Fran.	Need more education for the public regarding lifestyle choices.
47	San Fran.	I don't think a regional, multi-modal system is being planned. It is easy to get to major destinations, but the last mile is very difficult.
48	San Fran.	Public transit continues to be a huge waste of time and money. Carpools are the only answer. When buses come through only once an hour with one rider, it's a huge waste of resources.
49	San Fran.	I'm in real estate and "how long it takes to get to work or how I'll get to work" is the last thing people think about. Consideration
50	San Fran.	I'm a single urban dweller and transit access is the prime concern for me.
51	San Fran.	I work with people who live in Reno so they can provide a nice house for their family; they sleep here 1-2 nights a week.
52	San Fran.	Alternative work schedules is an option that should be included; a lot of jobs could tolerate a 9/80 schedule.