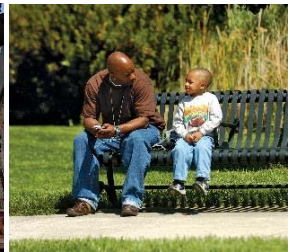


# Plan Bay Area 2040



Association of Bay Area Governments



METROPOLITAN  
TRANSPORTATION  
COMMISSION

## Spring 2015 Public Engagement Comments From Plan Bay Area Open Forum

Virtual Open House Available on [PlanBayArea.org](http://PlanBayArea.org)  
May 5, 2015 thru May 31, 2015

### Goals and Targets Station Feedback

At the virtual **Goals and Targets Station**, participants read information about the current goals and targets for Plan Bay Area, as well as the process underway to update them. Participants were asked to select their top three personal priorities from the list of current goals and targets for Plan Bay Area, and to post their thoughts about goals and targets.

Below are responses to the priority of goals when tallied across the nine open houses held throughout the region, and the tally from Virtual Open House participants.



**Question: Is there anything missing from these goals?**

COMMENT	County
Stability of housing prices.	n/a
No, the current goals are very important and good	Alameda
We need to ensure the current transportation system works well before investing elsewhere. Otherwise, the eventual cost of repairs will rise.	n/a
The Plan Bay Area goals start first with meeting regulations -- and that can be a heavy lift to frame the conversation in a way that generates shared goals that resonate for residents outside of the government/advocacy circle of usual suspects. What are the metrics for a thriving region? What if you had "regular resident" quotes about how to connect this process with quality of life? And/or small businesses talking about the three E's - and how that relates to 2040?	Marin
<p>Climate protection is about more than ghg emission reductions (plus the 15% stated does not go far enough). Climate protection must include adaptation strategies - wetland restoration, sea walls, better water infrastructure, etc. It also should include growing the green economy - equitable job opportunities assembling and installing solar, wind, and other clean technology.</p> <p>Plan Bay Area is also missing language about "Smart Growth," which would address many of the issues around preserving open space while accommodating growth.</p> <p>We need transit oriented development projects that co-locate affordable housing, mixed use development, child care centers, grocery stores, and public assets such as libraries next to transit.</p> <p>I say no to adding any road capacity for non-carpool cars. If you build it, they will come and congestion will not change.</p>	Contra Costa
<p>The MTC goal of 15% reduction in greenhouse gases (GHGs), as others have noted, is out of step with state policy and plans. We (350 Bay Area) strongly support Caltrans draft California Transportation Plan (CTP) which proposes an 80% reduction in GHGs by 2050. The CTP includes existing Sustainable Communities Strategies, which are included in Plan Bay Area. These are good plans, and they do stop the increase in GHGs, but they do not achieve the significant reductions in GHGs that are needed to avert global climate catastrophe. The CTP plan adds more aggressive pricing, transit, car sharing, biking, walking, and other strategies. Altogether these aggressive strategies result in a projected 21% reduction in GHGs, somewhat greater than the 15% proposed by MTC. The State plan goes on to practically eliminate emissive (fossil fuel driven) vehicles by assuming a mix of zero emission vehicles (electric, fuel cells, and biofuels) to get the 80% reduction goal.</p> <p>350 Bay Area has more detailed comments on the CTP here:  <a href="http://www.350bayarea.org/california_transportation_plan">http://www.350bayarea.org/california_transportation_plan</a> We urge MTC to increase its 15% goal of greenhouse gas cuts to 80%. The Bay Area is a world leader in environmental stewardship and innovation, and MTC's Plan Bay Area should be part of that.</p>	Alameda
All of the goals in Plan Bay Area are good. But we need to prioritize how to best spend limited funds and it seems fundamentally that we need to focus on bringing our current transportation system into a state of good repair. We need to address the poor condition of our streets, roads, bridges and transit systems. We need to improve the safety of rural roads that have become commute corridors, carrying heavy volumes of traffic.	Contra Costa
<p>For the Plan's \$57 billion you can cover half of the 2.5 million homes in the Bay with solar panels and give free electric cars to half as well!</p> <p>Reducing Green House gas Emission to one hundredth of the Plan and preparing us for a REALISTIC future. <a href="http://marininfo.org/Bay/MapofPlanBayArea.htm">http://marininfo.org/Bay/MapofPlanBayArea.htm</a></p>	Alameda
<p>For the Plan's \$57 billion you can cover half of the 2.5 million homes in the Bay with solar panels and give free electric cars to half as well!</p> <p>Reducing Green House gas Emission to one hundredth of the Plan and preparing us for a REALISTIC future. <a href="http://marininfo.org/Bay/MapofPlanBayArea.htm">http://marininfo.org/Bay/MapofPlanBayArea.htm</a></p>	n/a

<p>The goals should include the status of women and education. (It is hard to use this on-line format because one can't remember all the 7 goals.) Status of women includes educating disadvantaged women so they have more choices, providing the same health and family planning services that middle class women have, protecting them from abuse, and providing economic opportunities at the entry level for jobs. The population of the Bay Area needs to at least stabilize as a humane and cost-effective way to advance sustainability and real progress.</p>	Alameda
<p>Plan Bay Area is all about social engineering and forcing everybody out of their cars into inefficient public transportation. I'm surprised that they even list in the goals something about fixing and improving the roads. That is the only legitimate goal of the MTC, as I see it. And I don't count turning current lanes into HOV lanes as anything that will improve the flow of traffic or improve the quality of the air--in fact, removing lanes for most people will increase the carbon footprint. I'm OK with adding HOV lanes if they are new lanes being added to the freeways, because that will improve traffic.</p>	San Francisco
<ul style="list-style-type: none"> <li>- Diverse communities.</li> <li>- Good, equitable public schools.</li> <li>- Stronger greenhouse gas reduction targets.</li> </ul>	Alameda
<p>Hello, Where is the infrastructure of fresh drinking water for those already here and for the future influx of people there needs to be desalted water, or reclaimed waste water to keep the area in fresh water.</p>	n/a
<p>I think that there should be a special, emphasis on the safety of rural roads within the planning region. Rural conventional highways tend to have a higher proportion of severe collisions vs. the urban arterial roads and freeways. Rural roads should be given special emphasis when roadways within the planning region are considered for widening to encourage their safe recreational use by bicycles and other modes of travel.</p>	Solano
<p>MTC doesn't seem to be very serious about reducing greenhouse gas emissions, and the target is out of line with the goals set in AB32. The target for GHGs is stated in terms of per capita emissions, but population increases will cause total GHG emissions to increase.</p> <p>MTC has undertaken a number of projects that undermine its carbon emissions goal including the following: managed lane program, which will only increase GHG emissions, fourth Caldecott tunnel, other road capacity expansion projects.</p> <p>I also have not seen anything from MTC on monitoring progress of any carbon emission reduction programs that are currently in place. The GHG goals appear to be more like window dressing rather than serious policy concerns of MTC.</p>	Alameda
<p>Fiscal reform to provide incentives for housing</p>	Santa Clara
<ul style="list-style-type: none"> <li>- Outreach to public schools and educational and training goals for low- and mid-income families to be full participants in the economy, and a plan for how public schools can share in the wealth and resources of this region so that all schools will be able to provide a high quality education, regardless of tax base.</li> <li>- Specific protections for the goal to not displace low-income residents.</li> </ul>	Alameda
<ul style="list-style-type: none"> <li>- Reliable water supply, in the event of extensive periods of drought.</li> <li>- Planning for higher density living near public transport corridors.</li> <li>- Higher ambitions in terms of greenhouse gas emission reductions.</li> <li>- Higher ambitions in terms of VMT/capita reduction</li> <li>- C21Access to open areas: parks as well as wildlands</li> </ul>	Santa Clara

<p>Housing requires additional facilities to work: utilities, schools and libraries, parks, grocery and other stores, etc. I understand that Plan Bay Area is concerned largely with the housing and transportation sides of area growth, but I hope that decisions won't be made without some regard to these other factors.</p> <p>I would also hope that additional housing would be built with green building practices and water and energy efficiency in mind. In addition to the usual, traditional points, housing might include facilities such as electric car charging and secure bicycle storage (often not present or not adequate, particularly in multi-family housing). An emphasis on energy efficiency in low-income housing could also save residents there money.</p> <p>The climate protection goal of reducing emissions 15% per capita for cars and trucks by 2035 seems to me a relatively small step, taken relatively slowly. Is there anything in the plan about reducing emissions through building energy efficiency? If the transportation effectiveness goals are successful, can we expect a better outcome? Are we accounting for the "long tailpipe" of the increasingly popular electric cars?</p>	Santa Clara
Adaptation and preparation for sea level rise. Create a "rainy day" fund to pay for infrastructure repairs in case of climate change-related disasters.	Alameda

**Question: What are the biggest challenges facing your community? The Bay Area? What are your ideas for solving these challenges?**

COMMENT	County
I believe that by far the biggest challenge facing the Bay Area is the lack of affordable housing. There are simply too few housing units available for the population, which affects the price of housing for sale and for rent. We certainly do not want to stop people from moving here, but if don't act soon, eventually very few people will be able to afford to live here.	Alameda
The largest challenges facing my community is housing affordability and inequity. If me and my husband lived almost anywhere else in the United States we would be able to afford to buy a home near a good school now, but even with both our incomes and no kids yet, I don't see how we'll be able to live in a walkable and transit accessible neighborhood even after saving for 4 more years. Even middle class and upper middle class are being priced out of places close to jobs. I don't want to leave the Bay Area, but other metro regions have housing that wouldn't eat up all our earnings.	Alameda
<p>Here in Milpitas, the biggest issues we face are the climate crisis and traffic congestion. Both can be mitigated with Automated Transit Networks (ATN).</p> <p>The intersection of Montague Expy. and Capitol/Great Mall Pkwy is already LOS F. Congestion will worsen when the BART station opens (12,000 daily riders), a school is built nearby, and an estimated 10,000 residents move into the Transit Area. Building a single-loop ATN system around this intersection will connect nearby areas with the BART/LRT/bus station. Major roadways, railroad tracks and a creek separate BART from high-density housing, the Great Mall, The Pines neighborhood, and a new elementary school and public park planned to serve the area. Such an ATN loop would cost about \$48M and ensure that people can easily get to and from the BART/LRT/bus transit hub.</p>	Santa Clara
Our community has a PDA that traffic from outlying parts of our community and a cul-de-sac community must traverse to get to public transportation and freeways. We need a combination of demand reducing and capacity enhancing actions to be able to develop our downtown and make it an attractive place to live and work.	n/a

<p>"Let these days be over - where a meeting consists ONLY of a presentation followed by each member of the public standing up for 2 minutes of:-- comment or asking a question with no reply or feedback.</p> <ul style="list-style-type: none"> <li>• All meetings should start with an online presentation on the web at least one week before the meeting.</li> <li>• During that week the public may make comments or ask questions on a FORUM 24/7.</li> <li>• Each forum post may garner replies. Posts and Replies can be voted UP or DOWN.</li> <li>• Each Post (including its replies) should be allotted a value of "net UPs minus DOWNS" and sorted where the highest are at the top.</li> <li>• Commissioners and Experts should actively participate in the forum!!!</li> <li>• If there are sufficient posts then Commissioners and designated Experts should add to a FREQUENTLY ASKED QUESTIONS page, gleaned from the Forum.</li> <li>• Also at sometime -- if there are sufficient posts -- an online meeting using Webex or GoToMeeting should be considered.</li> </ul>	Alameda
<p>(This web format is nicely laid out but the step by step is too clunky and not intuitive.) Here are some specifics for Hayward:</p> <p>1) Hayward has major development sites now owned by Caltrans, which is difficult to deal with. Caltrans can negotiate a sale of excess land to the City but drags its heels month after month. Caltrans is allowed to negotiate based on the land serving a "public purpose," but has not been willing to say that state laws like AB32 and SB 375 and programs like Cap and Trade for Affordable Housing, or city policies like Climate Action Plans, serve a public purpose. More info available from me.</p> <p>2) The state Tax Credit Allocation Committee uses money intended for housing (tax expenditures and rent paid by low income tenants of affordable housing) to pay for parking structures that subsidize use of cars and cause GHG, as well as taking funds from projects without structures. CA Treasurer John Chiang has not admitted that the problem exists, and as of May 2015 the process he proposed for discussion is not working. The TCAC needs serious reform of its parking policies. More details available from me, incl. why important for Bayview Village in Hayward.</p>	Alameda
<p>Bureaucrats elected to do one job by the citizens now serving in regional government positions that they were not elected for. This greatly disturbs me because they are not accountable for their decisions and mostly they rubberstamp what highly paid consultants "suggest" they do. This is not what representative government, let alone a republic, is supposed to be all about. To solve this problem, the solution is simple: dissolve the regional government, fire the consultants, and send the politicians back home to do the jobs they were elected for. By the way, how tacky to send out the email to "join the conversation" just a few days before the deadline is over on May 31--and just before a weekend too. How obvious can it be that no serious feedback was wanted with so little time allotted?</p>	San Francisco
<p>I am opposed to increased density. I find the concept of more low income housing interesting as ABAG has had requirements for this for years and the cities don't live up to them.</p> <p>Invest in roads, while transit is nice; the percentage of folks using transit has been and most likely will continue to be a low number. Why keep investing in something that the public isn't buying?</p>	n/a
<p>I am very concerned about the growing inequity in our region. The divide is large between those who are prospering and those who are not. I worry that solutions will be targeted only at the very bottom, leaving the middle without either the means or the support to flourish. I am a man in my early thirties, newly married and hoping to start a family soon. My wife and I both work well-paying full time jobs yet I don't feel like home-ownership or raising a family in a walkable, transit-served community with a good school is possible for us. I worry that we will have to leave region all-together.</p>	Alameda
<p>Getting people to live and work within 10 miles so that they can be involved in their kids activities, their community and their local government. Making life better where they live without having to move from a bad area.</p>	n/a

<p>My community is primarily a rural agricultural one which draws many visitors who come for recreation at a large lake and recreational region nearby. The population within my rural area tends to be lower income than the Bay area average with many seasonal farm workers, retired fixed income people and military employees. The transportation needs as I see them are improved transit options to provide access to shopping and medical services for low income and elderly residents and improved roadways to reduce the toll of collisions that occur with greater frequency on rural low standard highways.</p>	Solano
<p>1. Greater job density. This is even more important than residential density in encouraging greater transit use.</p> <p>2. Land use in general. We don't have a growth management policy in place like the Growth Management Act in the State of Washington, let along the urban boundaries enacted in Oregon. The problem is that these are tied up with statewide issues. As long as localities are allowed to set their own zoning rules there will continue to be "fiscal zoning" that encourages cities to zone for business and retail use at the expense of residential development; Proposition 13 has greatly exacerbated this problem. California needs a statewide solution to the problem of local finance, but I don't see anybody stepping forward to take the lead.</p> <p>Some possibilities for improving on finance (obviously these need to be studied in more detail for feasibility and effectiveness):</p> <ul style="list-style-type: none"> <li>- statewide property tax</li> <li>- statewide VMT fee</li> <li>- congestion pricing on all roads (the current managed lanes are not congestion pricing by any stretch of the imagination)</li> <li>- more innovative ideas on providing greater transit coverage and access to transit</li> <li>- statewide limits on where development can occur, or possibly higher taxation for low-density residential and business development</li> <li>- reviewing all proposed new development for effects on jobs/housing balance</li> </ul> <p>At a project level, I support the following:</p> <p>1. Full benefit-cost evaluation of all proposed new transportation projects. This should include all monetizable effects, e.g., travel time, reliability, safety (accidents), noise, greenhouse gas emissions, criteria pollutants</p> <p>2. Post-implementation evaluation of all major transportation investments; i.e., did the project do what it was intended to do, and were there other positive or negative effects? Post-implementation evaluation is rare (the BART Impact Project was one of the few), but it is the only way to tell if we are spending our scarce resources wisely.</p>	Alameda
<p>The large regional housing shortage that has led to rapid increases in home prices and rents. I do not want my community to be home to only the old (bought homes long ago)</p> <p>Or the wealthy. We need more kinds of housing open to middle income families.</p>	Santa Clara
<p>The equitable distribution of resources is perhaps the greatest challenge in our community.</p> <p>Increase taxes to help distribute the wealth.</p>	San Mateo
<p>Housing affordability and displacement, uneven economic development and opportunities, inequities across all exposures and outcomes. The need for high-income cities and counties to accept and BUILD more affordable housing, the need for low-income communities in transition to have STRONG protections against displacement. The need for investment in our public education system by the vast wealth we have in this region, specifically from the tech industry that is driving much of the inequities we are experiencing. We need policy mechanisms to drive increased shifting of resources from the very wealthy to the low-income. We need jobs for mid-income workers, since we've lost our middle class in the Bay Area.</p>	Alameda

<p>Biggest challenges for the Bay Area:</p> <p><b>*Transportation:</b> The number of motor vehicles on the street needs to come down despite increases in population.</p> <p>-&gt; Potential public transport corridors, and we need to focus on making them reality. Improved possibilities to use public transport in several stages: we need to design the public transport to facilitate transfers between different bus lines / trains. Unfortunately, today it seems as access to one bus stop within a mile is deemed 'good enough', independent of whether this bus allows me to go anywhere in particular.</p> <p>-&gt; Potential bike corridors needs to be identified, instead of today's seemingly random sprinkling of small pieces of bike lane. If these bike corridors pass through residential areas, on smaller side streets, there may not even be a need for painted bike lanes, but they need to be planned to prevent larger streets from forming impassable barriers.</p> <p>-&gt; Electrification of CalTrain?</p> <p><b>*Access to water</b> (well, that's for the whole state)</p> <p>-&gt; Expand the recycled water system; strongly encourage (new) commercial buildings to use recycled water as far as possible (flushing toilets, landscaping,...)</p> <p><b>*Lack of housing:</b></p> <p>-&gt; I think we must accept denser cities, in particular along the public transport corridors.</p>	Santa Clara
<p>Certainly the most visible challenge at the moment is the high cost of housing, but that challenge and its solutions are complicated by the interplay with many other factors affecting the Bay Area. Clearly, additional housing is needed, but I do not favor building it indiscriminately. Placing it near transit and near workplaces, and building in bicycle and pedestrian access will help to mitigate the additional traffic congestion brought by additional housing. The transportation network must connect with itself, with homes, workplaces, shopping, schools, and healthcare in order to be effective. That may mean retrofitting older neighborhoods as well as building facilities into new ones.</p> <p>I also believe a range of options will be necessary, including some economical one-bedroom and studio apartments for students and younger singles just starting out. Apartments and condos should be built with an eye toward accommodating both families and older adults. And some attempt should be made to ensure that we continue to mix our diverse ages, incomes, ethnicities, etc., rather than create separate enclaves.</p> <p>Smart growth should aim to preserve open spaces and natural areas.</p> <p>Right now, our public transportation system is piecemeal. Getting from A to B may involve multiple agencies, multiple fares or tickets. Better interoperability could improve ridership. Even for facilities and resources which already exist, better information might improve their use. I am surprised when people living within a mile of our bike trail don't know it exists.</p> <p>For all of this to work, a disparate group of local, state, and regional governments and agencies will need to work together. I am hopeful that Plan Bay Area will help to unify these different entities, their approaches, and ultimately, their outcomes</p>	Santa Clara
<p>Insanely high housing prices, lack of public transit, loss of farmland and open space to more development, lack of regulation of urban water use.</p>	n/a
<p>1. The biggest challenge in my city and the Bay Area is the high cost of housing, especially rents. For the most part, recent college grads cannot even afford to rent here. Even teachers cannot afford to live in the cities where they work.</p> <p>2. Econ 101. The law of supply and demand. Build more housing!</p>	Alameda



## Transportation Station Feedback

How should we support the mobility needs of Bay Area residents now and over the next quarter-century? The virtual Transportation Station included displays about currently planned local and regional transportation projects (highways, public transit, bicycle/pedestrian, local road improvements, etc.). Participants were asked to post ideas for new projects, then to share their biggest transportation challenges and offer solutions for improving their trips.

**Question: What projects are missing? What would make it easier for you to get where you need to go?**

COMMENT	County
<p>I'm glad that we've begun to look at such things as bicycle infrastructure and complete streets. The number one reason I still hear from would-be bicycle riders is concern for safety.</p> <p>I am concerned that the network is not quite as connected as it should be. I'd like to see more bikeways cross city borders and physical barriers (e.g. freeways and railroad tracks). Between San Jose and Santa Clara, the Berryessa-Hedding-Pruneridge corridor is not quite complete. Park Avenue now has a nice bike lane, which doesn't quite make it all the way to downtown SJ, nor all the way to Santa Clara. A little more coordination on these would make a huge difference. Looking at a map, the Guadalupe River trail looks on a map as though it might someday connect to the 87 bikeway and thence to trails further south. I hope there are plans to connect these dots.</p> <p>And to look at a bike map of San Jose, it's fairly clear that there are large sections of 101 lacking safe crossings.</p> <p>Many who ride bicycles actively know these things. I hope there will be attention both at local and regional levels to identify and improve upon such disconnects.</p>	Santa Clara
<p>TOAH is very good.</p> <p>Faster headway on Bart trains would be good.</p> <p>Bay Area bike share is very good.</p>	Alameda
<p>The heavy emphasis on big, expensive rail projects seems out of date when light-weight small-scale and relatively inexpensive advanced transit options are ready to implement. Specifically, instead of planning for a \$4.7B BART Phase 2 extension under San Jose to Santa Clara that provides 4 stations, consider the option of a \$2B Automated Transit Network that serves downtown plus much of the surrounding area with 100 stations as outlined at <a href="http://sunnyhillsneighborhood.org/BART-PRT-comments.pdf">http://sunnyhillsneighborhood.org/BART-PRT-comments.pdf</a></p>	Santa Clara
<p>The single project that would help the most is to unify the fare structure and eliminate transfer penalties, particularly between operators. Clipper has hidden much of the ugly parts but doesn't deal with the reality that using more than one system is too costly. It would be like Macy's charging to use their escalators because it happened to be more cost-effective for the store to be arranged on multiple floors. We don't need operator merging for this. What we need is back-end computer negotiation behind Clipper, so that each operator providing part of a trip is fairly compensated for their part, but without charging merely for the act of transferring.</p> <p>Every FasTrak customer should automatically get a Clipper card which feeds off the same account, to reduce barriers to trying transit for drivers who don't use it now. I've suggested this several times before to MTC over the last five years; no surprise, zero action has resulted, as is usually the case with publicly-generated suggestions... which always calls into question one's logic in even responding on this site.</p> <p>In general, Bay Area transit service is way too fragmented and poorly-integrated. Again, I'm not advocating operator merging as SF Muni would get looted and destroyed. Somehow, we've built roads which go where motorists actually want to go, but we don't build transit that way. Here, politics trumps common sense, so that low-productivity but easily-sellable projects get built often at enormous cost. A good example is the OAK-BART connection; pretty, but at our fairly primitive level of transit development, should have been a low priority for \$450 million.</p>	San Francisco



<p>Based on the projects show in this presentation, I feel that if these projects are completed as planned, the Bay Area will be well served. Too many projects, serving limited needs in particular neighborhoods, dilutes the common good and costs too much.</p>	<p>Contra Costa</p>
<p>We need to utilize technology more to increase capacity of existing infrastructure. We should look for ways to decrease demand while moving traffic away from what will become dense neighborhoods.</p>	<p>n/a</p>
<p>You're missing the East - West commute along the Dumbarton Bridge. There is not enough travel options for someone commuting from the East Bay to the Peninsula.</p>	<p>Alameda</p>
<p>The following projects should be studied in order to determine if they would impact the 92/101/280 commutes:</p> <ol style="list-style-type: none"> <li>1. HOV lane on 92 bridge portion</li> <li>2. Toll charge on 92 from 280 to 101 in both directions</li> <li>3. Commute lane on 92 between 280 and 101 with expansion of 1 lane in each direction.</li> <li>4. Upgrade of all on/off ramps along 92, including signalization of local arterials leading to and from highway.</li> </ol>	<p>San Mateo</p>
<p>We need more secure bike parking options. Namely, on-demand electronic bike lockers like those at BART and 24/7 bike parking rooms. All the bike parking should accept the Clipper card!</p>	<p>n/a</p>
<p>As I attend county TAC and Board meetings, it's become obvious that even with their project lists complete, and growth goals met, that GHG levels are remaining the same. None has reported a decrease that meets the targets of PBA. It's obvious to me that, despite the efforts of the MTC and partner agency not to ruffle feathers, some more radical steps must be taken, especially with regard to mode share, and especially transportation funding.</p> <p>There are a few things that would have good outcomes, GHG-wise:</p> <ol style="list-style-type: none"> <li>1. Lower speed limit to 55. Emissions increase at a high rate when vehicles are out of the 35-55 range. This alone would probably meet GHG reduction targets.</li> <li>2. Truck-to-rail freight shift. Rail is so much more efficient than trucks, plus it would alleviate some congestion, and reduce roadway damage.</li> <li>3. Electrify. Not just Caltrain, but all rail in the state possible. Hybrid-electric engines could switch to diesel when leaving electrification zones</li> <li>4. Streamline High Speed Rail construction. This will be the model system and will "spark" more HSR development around the country. We are 50 years behind the rest of the world in HSR development, but we're treating the project like a re-invented wheel.</li> <li>5. Better bike-ped facilities and planning. Look to Copenhagen.</li> <li>6. More BRT/Rapid Bus utilization. Cheaper and faster than pouring \$\$ into another BART tube.</li> <li>7. CONSOLIDATE KEY BAY AREA TRANSIT AGENCIES!! This is the obvious solution to coordinating transit schedules and payment methods, and saving money on administration. Eliminate the daunting idea that you have to deal with multiple agencies and pay multiple times to get anywhere regionally. MTC and SPUR's reluctance to move on this speaks to inefficiency, at best, and corruption, at worst. And this solution is so obvious that everyone notices and questions why it wasn't done years ago.</li> <li>8. Parking control. Enforce parking maximums. Eliminate open parking lots, both because they're space for housing, but they're heat sinks that exacerbate the warming problem, and runoff sends chemicals into out water bodies</li> <li>9. Plant big trees! As many as possible. Big canopy trees create shade, purify the air, and even calm traffic.</li> </ol> <p>It's time to play hardball if this problem is to be solved. That's all for now.</p>	<p>n/a</p>

<p>Sorry, it is too time consuming to read all of your accomplishments. I would like to see:</p> <ol style="list-style-type: none"> <li>1. Commitment to Dumbarton Rail and Altamont alignment for HSR as the most cost-effective and linked solutions for long distance access to the Bay Area and to increase trans-Bay transit capacity.</li> <li>2. Commitment to CalTrain electrification and extension to the Transbay Terminal as the most cost-effective way to increase capacity on the peninsula into The City.</li> </ol> <p>So far, politics has trumped analysis, resulting in cost increases and delay.</p> <ol style="list-style-type: none"> <li>3. Pricing reforms are by far the most cost-effective solution to congestion and parking problems. HOV lanes make the problems worse. Tolls and ramp meters and market parking charges can work. The biggest problem is the gap between knowledge that pricing reform works and implementation, caused by the total failure of MTC to understand the psychology of how to frame reforms and sell them to a skeptical and uninformed public. I have more info.</li> </ol>	Alameda
<p>I appreciate the opportunity to provide feedback and thank you for the great work done so far. I hope to see these things accomplished soon:</p> <ol style="list-style-type: none"> <li>1. Clipper card seamless use on all transit agencies in Bay Area</li> <li>2. Very clear &amp; simple HOV signs (example- Sunol Grade signs are confusing to the average driver)</li> <li>3. Support for school bussing programs like Traffix in the San Ramon Valley- this is the ultimate example of a carpool &amp; it sells out within hours/days of opening</li> </ol>	Contra Costa
<p>It seems as if the MTC has already decided how and where they are spending money on transit. The plan presents ideas and only allows people only support predetermined plans. Bike lanes across bridges is ridiculous. Commuters do not bike across bridges to commute to work. The overall plan attempts to socially engineer people into a biking and public transit lifestyle that is not of our choosing.</p>	n/a
<p>Bike lane over both spans of the Bay Bridge.</p> <p>Ferry service to/from Berkeley.</p> <p>SMART service to Larkspur terminal (not just San Rafael).</p> <p>Complete the Highway 101 widening project in Northern Marin/Sonoma.</p> <p>Bike sharing throughout the east bay (not just Oakland).</p>	Alameda
<p>The time for viable automobile-centric solutions is pretty much over. There are economic forces pressing for a "business as usual" approach to transportation planning, but these forces are single-minded on economic returns, and not on sustainability. Commuting as a lifestyle needs to begin to change now, for the Bay Area to remain viable in the future.</p> <p>As to the East span of the Bay Bridge, haven't we proven we can no longer build anything, or even manage the money for others to do so??</p>	n/a
<p>When tax collectors claim funds are for one project and divert them to another, it leaves the public with distrust. But there needs to be funds collected for the interstate 80 and San Pablo Dam Rd. overcrossing project that have not yet been put on the ballot. The shoulder disappears into a concrete wall, and the height of the overcrossing is very low.</p> <p>The Carlson off ramp from interstate 80 west bound is one lane and needs to be two.</p> <p>The Central Ave. area with I- 80 &amp; I-580 are in the planning stages, but the funds are not in sight yet.</p>	n/a
<p>If we are going to depend on improved transit to reduce congestion, then there needs to be some studies to evaluate improvements to the services that deliver people to/from these transit sites.</p> <p>I think we need to rethink transit and how to help people get to their destinations. This could be via Uber, shuttles, bicycles, ride share, etc.</p>	San Mateo

<p>The public transit projects are rail-heavy and bus-negligent.  The list of projects does not include low-income transit pass or youth bus pass, and it should.  The list does not give a sense of what the funding is for each project, but if the order of the list is in order of funding, then TOD Affordable Housing should be at the top, as well as SRTS and bike/ped infrastructure.  The highway projects should be decreased.</p>	Alameda
<p>* A modification to the Clipper system so that one can transfer between different bus lines on the same ticket (/fee).</p> <p>* For the city of Santa Clara: bike routes that pass 101. Presently, there are 4 routes past this freeway, out of which I only consider the trail to be decently safe</p> <p>** San Tomas Aquino Creek trail which is, formally, closed after sunset and definitely closed in parts during stadium events and heavy rains = not a reliable route for commuting between northern and southern Santa Clara</p> <p>** San Tomas Expressway which, as all expressways, is very far from inviting for anyone who is not already an exceptionally adept cyclist.</p> <p>** Lafayette Street which is only marginally better than the expressway</p> <p>** Great America Parkway: the bike lane suddenly disappear before the 101 overpass; where the ramps to the 101 attach to GAP makes for the scariest individual intersections that I've seen in the Bay Area. I almost prefer to use the trail above, even in darkness, despite recommendations from the SCPD not to use that trail in darkness, to pass this intersection on a bike.</p> <p>* For the city of Santa Clara: bike route/bike corridors that attach to the bike routes of the neighboring cities.</p> <p>* Electrification of CalTrain.</p> <p>* El Camino Bus Rapid Transit</p>	Santa Clara
<p>What is missing is a map of the entire bay area showing a completely interconnected protected bike lane network that effectively feeds every BART, CALTrain, Capitol Corridor, light rail, and other high-capacity mass-transit mode.</p> <p>In addition to the map, what is also missing is a vision, strategy, and plan for such a bay-area-wide protected bike lane network. No transportation option is less expensive to build or more effective at increasing network capacity per dollar. Because approximately 10 bikes fit in the space of 1 car, converting space to protected bike lanes increases network capacity and in New York, for example, has actually reduced car congestion despite removing a car lane to make room for bikes.</p> <p>A quarter century is long enough to build this "now is the time to put forth the vision and roadmap, even if the first draft endures changes. Identify the key corridors now and identify the firm criteria that it must be completely interconnected and it must be protected.</p> <p>Thank you very much for the opportunity.</p>	n/a
<p>More alternate modes of transportation across the San Mateo and Dumbarton Bridges. Not structural improvements/changes, but a great supplement would be for a ferry service from East Bay to the Peninsula. HOV/HOT lanes across the bridges. Why are people that want to take alternate modes of travel being denied the east-west movement?</p>	n/a
<p>A complete network of protected bicycle lanes.  Closing the bike lane gaps on my way to BART would make it easier for me to get where I need to go. Also, modernize BART and make it more efficient.  My family owns two cars and pays for gas. We want 100 percent of our gas tax dollars to go to building protected bike lanes and improving public transit. Thanks.</p>	Alameda

**Question: What are the biggest transportation challenges in your town? In the Bay Area?  
What would make it better?**

COMMENT	County
<p>Clogged roads (a consequence of spread-out housing and workplaces) lead drivers onto "bleeder" streets, small parallel routes which should be quieter. The commute hours spread much as routes do.</p> <p>I hope that better bicycling and public transportation infrastructure, along with infill growth to improve density, especially along transit corridors, will lead more people to explore alternatives to single-driver automobiles, and allow the region to grow even as traffic diminishes.</p>	Santa Clara
<p>Our biggest challenge is our inability to maintain our own infrastructure. Both BART and our roads need more funding to keep them from falling apart. We should use maintenance as an opportunity to revisit the design of our roads and BART and make any changes we can that help, no matter how minor.</p>	Alameda
<p>The biggest transportation challenges Are the disrepair of Bart, Bart needs better headway and there needs to be more bike lanes</p>	Alameda
<p>BART needs a second transbay tube. Currently Bart has no redundancy in its system, so that if something happens either police activity, a repair or a medical emergency, all of Bart has to shut down, having a second tube will keep Bart going even in these cases. Also as more and more people take Bart, capacity needs to increase, the new trains will help, but if the rate of increase continues, and it will take a few decades to build, another transbay tube will be needed sooner rather than later.</p>	Alameda
<p>Both the San Jose International Airport People Mover and the \$4.7B Berryessa to San Jose BART Extension could be replaced with a \$2B Automated Transit Network that serves downtown, the airport, Diridon Station plus much of the surrounding area with 100 stations as outlined at <a href="http://sunnyhillsneighborhood.org/BART-PRT-comments.pdf">http://sunnyhillsneighborhood.org/BART-PRT-comments.pdf</a>. Such a network that operates 24/7 to deliver people non-stop from their origin station to destination at average speeds exceeding BART, APM or personal automobile could make a huge dent in our area's CO2 emissions and congestion by capturing far more than the 2% of commuters who actually use transit today.</p>	Santa Clara
<p>Most traffic from our and an adjacent community must pass through an inefficient road design. Most new growth will occur in this same area, exacerbating problems. We need ways to reduce demand and utilize infrastructure more effectively.</p>	n/a
<p>The whole concept of Plan Bay Area is completely flawed. It is just more of the same old worn out idea for open ended population growth and development and a scheme to perpetuate the interests of real estate and construction industry.</p> <p>Population growth is a biological phenomenon having nothing to do with economics. The projected "phenomenal" job growth must be based on continued government spending on more useless projects and hiring for administrative staffing rather than jobs that really produce something.</p> <p>Take rampant government spending out of the picture and there will be no need to plan for more people or jobs.</p>	San Francisco
<p>We don't have enough options for the last mile to the commute. Whether it be a bus service in suburban Fremont or a shuttle service to get us to the major transportation arterials such as BART. And there is a lack of available parking at BART to accommodate all of the riders. If more options were given to people to get to BART rather than driving I think they would do it.</p>	Alameda
<p>Lack of resources/priority to take care of the infrastructure we have. Poor condition of streets, roads, bridges and transit facilities. The longer we wait to address, the worse it gets and the cost continues to grow. We need to address safety on rural corridors for vehicles, bikes and peds.</p>	Contra Costa

<p>In the 94521 area of Concord and the City of Clayton, residents have no easy access to transit or highways. All traffic funnels through Treat Blvd and Ygnacio Valley Rd (including residents of Pittsburg and Antioch), which are the only two corridors providing connection to Walnut Creek/PH BART and I-680. I would like to see the local transportation authorities invest in a solution to this problem. For 20+ years the local sales tax funds have been predominantly used on projects in East Contra-Costa (Highway 4 Widening and eBART) and Southwest Contra-Costa County (Caldecott Tunnel and I-680 in San Ramon/Danville). Now is the time to invest in a transportation solution for Central County.</p> <p>On a more regional level, I see a great benefit to the "First and Last Mile" connections to mass transit. These connections provide an efficient solution to get commuters to and from their home and place of business by supplementing the mass transit service. In many cases these connections are funded by private entities for the use of their employees, exclusively. However, the growing trend of Transportation Management Associations (private non-profit organizations) has provided an opportunity for private entities to collaborate on transportation solutions, such as "First and Last Mile" shuttle services, with the benefit of sharing in the cost for such services and providing a valued service to the community. It would be good to see more of a partnership between these TMA's and local/regional public entities, particularly with regard to public funding contributions for successful TDM services established by the TMA's, which provide a benefit to the community.</p> <p>The private business community, particularly the tech industry, have a vested interest in innovating sustainable transportation solutions. Perhaps a collaborative partnership between these top leading businesses and the state and regional transportation leaders/policy makers, if it does not already exist, would enhance the vision of future transportation in the Bay Area.</p>	Contra Costa
<p>The Alameda County list of project is not organized in a way relevant for policy. Road projects that increase capacity need to be separated from maintenance and minor operational improvements. Listing projects by cost is a good idea but the list does not reveal cost. Some of the projects I know of are complete, e.g., 238 corridor and Oakland Airport Connector. The projects may list cost from lower to higher, but listing by topics does not reveal differences among all projects. You obscure the whole cost issue.</p> <p>As an "improvement" program you ignore "program" projects like pricing reforms that thus cannot compete for funds. Funding sources have restrictions but they should not crimp the analysis. Apart from cost, there is no info on cost effectiveness, so a blatantly wasteful project like ferry service pops up innocently on the list.</p> <p>You can't expect the public to have the critical info that MTC has, and denying them a framework for choice makes public comment almost meaningless. MTC should imitate Next 10 for an outstanding system of public education and consultation. The MTC format used here reinforces my opinion and that of knowledgeable advocates that MTC uses ineffective public processes to continue politically-based priorities of top staff and Commissioners. Not all of these are bad--the commitment to maintenance over new projects is helpful, but as far public comment is concerned, it is structured to have a show of consultation to hide business as usual.</p>	Alameda
<p>Roadway quality on certain designated bike routes needs to be improved to encourage bike transit (e.g. Shafter Ave connection between Berkeley/Rockridge and downtown Oakland).</p>	Alameda
<p>Unlike BART, there needs to be a way of getting from a home to a park and ride to a destination near school or work with a better distribution system with a compatible return system until people can live and work closer to home and not need 2 hours to commute each way.</p>	n/a
<p>Increase transportation taxes, increase revenues to cover new projects, redistribute the wealth by helping people get to work, school, home, etc.</p>	San Mateo
<p>Unsafe (and entirely absent in some cases) bike and pedestrian infrastructure. We need total separation of bikers from cars, and an influx of funding to incentivize biking and walking.</p>	Alameda

<p>I support public funding for mass transit including trains, buses, light rail. When I drive down main arteries such as Highway 101 or Woodside Road in Redwood City, I envision attractive human-scale trains in the median filled with riders. I think cars are obsolete and buses, trains, all forms of mass transit are the wave of the future. Let's get a petroleum tax to fund lots more public transit.</p> <p>It will be more feasible once high density transit oriented housing on major transit corridors are built. Our younger urban population will abandon their cars and demand more public transportation. Let's meet this nascent but inevitable demand now instead of placating people wedded to the outmoded suburban model.</p>	San Mateo
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## Looking Ahead Station Feedback

To plan for how best to invest in transportation and housing in the future, local agencies, regional agencies, private businesses and community organizations need information on what to expect: Who will live in the Bay area and where? Where will they work? What kinds of jobs and incomes will be available?

At the virtual Looking Ahead Station, participants read information on how ABAG develops population and economy forecasts, as well as how past projections compared to actual numbers. Participants were asked to share their feedback on two key questions:

**Question: What concerns you about the future of your community? What possibilities most excite you?**

COMMENT	County
<p>I'm concerned that dictatorial regulations that will do little to address climate change will continue to make the Bay Area unaffordable and increasingly unlivable. Planners can fantasize that people will decide, in mass, that they want to live in high density multi-family housing, but there it isn't going to happen.</p>	Contra Costa
<p>I am very concerned with the shrinking supply of affordable housing in the bay area.</p> <p>I am excited about our investments in our public transportation system, which should help balance out the locations of both jobs and housing.</p>	Alameda
<p>I am very concerned that housing prices could rise even more and it could become unaffordable for me to continue living in the Bay Area. An expanded more upgraded BART and more bike infrastructure is very exciting</p>	Alameda
<p>The Bay Area can't even house its current population in an affordable manner. I am very concern that all the new people moving to the Bay Area will make the region even more unaffordable. Not enough is being done about this, the city centers, San Francisco, Oakland and San Jose need to start approving more housing, so that people can live where they work.</p>	Alameda
<p>To avoid dire consequences, we must move quickly to reduce GHG emissions and other adverse impact of our unsustainable culture. A major factor in both issues is our dependence upon privately-owned automobiles.</p> <p>Automated Transit Networks (ATN) that run on electricity and provide users with many of the benefits of private cars gives me hope that we can avoid a collapse of our civilization.</p>	Santa Clara
<p>We are a community at high risk for a major wildland fire. So we need to ensure we have good exit routes that are not crowded out by new development. ABAG models do not appear to consider these factors in allocating growth requirements.</p>	n/a

<p>Time constraints prevent reading the material. Based on past experience going back 40 years or so, ABAG and MTC do quantitatively sophisticated projections of trends with cultural blinders on.</p> <p>The blinders are designed to mobilize opinion in support of public spending on more infrastructure and housing to accommodate projected growth, and to avoid choices leading to sustainability.</p> <p>My analyses of local immigration policy (not national immigration policy) based on zoning to defend affluent neighborhoods has never been discussed by regional leaders, nor has my alternative for allocating housing needs based on respect for local sustainability policies balanced with preventing local governments from externalizing costs (housing, population, service workers) to the region. The projections are good, not a sin of commission. The problem is absolutely no concern for policies to change those projections to sustainability, a sin of omission. Simplistic alternative immediately run into objections from left and right, and deservedly so, and sophisticated discussion of pragmatic policies is non-existent.</p> <p>We are so preoccupied inside a culture of growth that we do not, perhaps cannot, consider my suggestions above, let alone other ideas.</p>	Alameda
<p>As our population ages in the Bay Area and migration to city centers continues, we should be thinking of safe and convenient pedestrian travel after daylight hours when our more mature citizens may be walking for health or utility purposes. This is the time when vehicles begin to move faster as the peak commute hour passes and it also a time when trip and falls increase because of the difficulty to see at night for some of our elders.</p> <p>The combination of faster traffic, dark conditions and impaired vision results in tragic incidents and this will only increase.</p> <p>We must look to Vehicle to Pedestrian (V2P) sensors, brighten crosswalk lights by occupancy and enhance security through surveillance near all major transit stops.</p>	Outside Bay Area
<p>I am excited that we are increasing density rather than sprawling outward by concentrating future growth in the existing urban footprint, near transit. This leads to more interesting, diverse, healthy and sustainable communities.</p>	Alameda
<p>Currently, there are more homes with low income individuals requiring groups of people and groups of vehicles with no parking. They park on sidewalks, lawns, or replace a lawn with unpermitted concrete that forces what little rain we receive into the storm drain instead of into the ground.</p> <p>Putting in apartments or condos without parking space requires people to fight for parking elsewhere, putting shops along the Avenues without parking limits the customer base and can cause many to go under without customer income to survive.</p>	n/a
<p>Here's my concern: I've read the recently released ABAG RHNA progress report for 2007-2014 projected v. actual building permits issued. I have a problem with the results--In my home county, San Mateo County, just 42% of the projected needs were met. Keep in mind that these projections occurred prior to the recent tech boom, so adjusted needs may have been even greater. The disparities in housing are massive. Cities in SMC managed to build 71% of above moderate housing but just 17% of very low income housing. With the loss of redevelopment agencies, where is the incentive for cities to build low income housing when they can fill their coffers with taxes from high end retail shops from techies outside of the region that pay \$3,000/month for housing?</p> <p>We know that Prop 13 was a huge blow to local revenue, so cities are increasingly relying on urban renewal tactics to boost sales revenue. What other policy options are there to ensure that cities are building housing for all income levels?</p> <p>There must be some repercussions for those cities that fall far below their requirements for low income housing, because this has a spillover effect and can impact transportation too (longer commutes when service workers are sent into exurbs).</p>	San Mateo



## Other General Feedback

Participants submitted additional comments on as shown below:

COMMENT	County
<p>The Bay Area is in dire need of affordable housing. San Francisco and the bay area is quickly becoming a playground for the rich.</p>	Alameda
<p>Meeting our housing needs is a crucial part of the Bay Area's future, housing is increasingly unaffordable and something needs to be done to solve this issue. This plan has great potential to help, but it really should be even more aggressive about meeting the housing needs of the region than the last plan Bay Area.</p>	Alameda
<p>The projected 2040 population and job growth is simply a fantasy and if it came true, it would have created a giant ant farm of zombies. Plan Bay Area removes all sense of local control and institutes an authoritarian regional ruling class of otherwise unemployable bureaucratic planners who will drain the coffers of the government in the name of public health, protecting the environmental and telling us all what is good for us.</p> <p>What this is really all about is the unholy alliance of building trades unions, general contractors, mortgage lenders, real estate peddlers, developers and knee-jerk liberals who have theirs and want to take away the right to "life, liberty and the pursuit of happiness" from the rest of us.</p>	Marin
<p>This question asking for my position yes or no had no statement explaining what I was saying yes or no about. Confusing!</p>	Marin
<p>Nobody has explained where this influx of population is coming from to justify this agenda. If it is supposedly from immigration, then that problem should be addressed at its core. The Bay Area shouldn't be permanently disfigured due to a lack of leadership to address that issue. With record numbers of Americans unemployed, taxpayers being forced to reduce water consumption, and precious resources being strained to the limit, this agenda is nothing if not crass social engineering to advance a partisan agenda. The Bay Area's infrastructure is stressed beyond capacity. The failure of leadership to address the problem at its core is the issue. The few small towns that are left in the Bay Area that are being permanently destroyed by fiat, despite having no job or transportation centers, is a dagger in the heart of diversity.</p>	n/a
<p>When Planning for growth are you planning to include reclaimed waste water and desalted ocean water to fill 90 day systems so that if there is a problem with the system it can be fixed before running low?</p> <p>Why does the system seem to make everyone live like New York and San Francisco? Crammed into apartments above a business with no parking and no way to enjoy life outside of a small community?</p> <p>People do need to stop commuting 2 hours from one area to another so that they can be involved in the lives of those around them, the PTA, community, and government.</p>	n/a
<p>The purported objective of the Plan is to promote "Smart Growth" by transforming the entire region into something called "Transit Oriented Development" (TOD) and constructing 100s of high rise, high density housing projects near mass transit. The goal is to create a Hong Kong style urban environment in which people live in 100s of high rise housing projects with most travel by mass transit.</p> <p>However, Plan Bay Area is just this region's version of a world-wide model for urban development proposed in "United Nations Agenda 21" which aims to create 100s of "Mega Cities" around the world. In Los Angeles, it's called "Re:Code LA" which promotes the exact same concept as Plan Bay Area.</p> <p>In California, cities are required to allow more housing development as mandated by state law. This is known as the "Housing Element". See the link at the bottom of this email. The Plan also lays out</p>	San Francisco

<p>Priority Development Areas (PDAs) which are near transit and eligible for developer subsidies from the MTC. However, developer financing is not based on market forces alone and it relies heavily on subsidies from the MTC which acquires money collected from bridge tolls, gas taxes, and other auto related fees. It's also an interesting (and rather ironic) coincidence that all the areas in San Francisco that are experiencing skyrocketing rent, tech buses, displacement, and gentrification are also located in PDAs! Are tech companies cashing in on Plan Bay Area and they have formed real estate investment trusts to buy up land in PDAs? The Plan is supported by the real estate and construction industry who are some of the big money interests in Sacramento.</p> <p>I suspect they have created the smoke screen of a tech boom in order to make Plan Area acceptable to the public who would otherwise reject the idea of a Hong Kong style stack and pack approach to urban planning. To make matters worse, the city is proposing something called "Tax Increment Financing" in which cities issue bonds for housing construction and the debt will be paid off with increased tax revenue from the development. In November, there will be a \$500 Million housing bond on the ballot in San Francisco. This is a convoluted scheme which is sure to crash and require a huge taxpayer bailout. Investors (more like gamblers) are snapping up shares in these ventures in the hope their inflated value will climb even further, and they hope to bailout before the bubble bursts. In summary, the conditions for another economic collapse are well in the making and the next downfall will be even worse than in 2008. I have attempted to get my research published in the main stream media such as SF Examiner, SFGate, etc. However they absolutely refuse to publish anything that runs counter to the propaganda from the business interests.</p>	
<p>I continue to be disappointed with the lack of regional planning for this area. Everything is focused by county and there is not a lot of cross county initiatives unless it involves San Francisco. While from a housing perspective that might be ok, it is definitely not ok from a transportation perspective. If someone needs to get from Berkeley to Stanford, they spend half the day getting there. And it costs a lot because every agency charges differently and you have to get a separate ticket for every agency.</p> <p>You should be looking at regional options for people to get from one part of the bay to another even when it doesn't include San Francisco.</p>	Alameda
<p>These broad goals are worthy but in tension with each other and hide the reasons why they will be difficult to accomplish. Specific policies may not effectively achieve the goals, which requires looking at the next topics.</p> <p>My evaluation at the end could be misleading. For example, I said I did not learn much, but that was because I didn't have the time to read your stuff. A huge amount of work as gone into this website, and much of it works, but on the whole I would guess relatively few people have the determination and skills to make it through.</p> <p>I don't have time for detailed suggestions, so I will only repeat a comment I made somewhere else, which is that Next 10 is a model for public education and consultation, by using succinct expert summaries and realistic choices.</p>	Alameda
<p>Now we know what the progressives think we should think about.</p>	Santa Clara
<p>Why is the MTC not involved in water needs for those that are already here and for those projected to be here in the future.</p>	n/a
<p>No examples. Just mission statements.</p>	San Francisco
<p>The information was adequate, but I find this interface unfriendly.</p>	Alameda
<ul style="list-style-type: none"> <li>- More transit orientated development</li> <li>- More (protected) bike lanes</li> <li>- So long as we build cities for cars, we will be building ourselves into a traffic jam</li> <li>- Aim for Vision Zero</li> </ul>	n/a
<p>I say no way!</p>	Alameda
<p>We've done a good job identifying what our PDAs are. Now we need to actually follow through on developing them.</p>	Alameda

<p>Yes they [priority development areas] are a good idea. There needs to be more housing and more dense housing in priority development areas</p>	Alameda
<p>While PDAs are a great idea, not enough is being done get more housing growth in them. The city of Alameda seems to be a long way off of approving any large amount of housing in its PDA. The small amount that is approved doesn't seem adequate to house the growing area.</p>	Alameda
<p>I am confused as to what you are asking for with a yes or no answer. I think the concept of PDA's as a way to identify areas to focus infill, transit, bike and ped projects and to encourage more density in urban areas and less sprawl is good. But it ignores issues in the rural areas of our county and creates inequity in the distribution of resources. Our rural and agricultural communities are important to the economic vitality of the region. Improving the condition and safety of our rural roads that support farm to market transportation is critical. It is also important to recognize the rural county highways that provide connectivity to our communities - they seem to be ignored when PDA's become the criteria for funding decisions.</p>	Contra Costa
<p>Yes what? I lost track of the question. Or no. Or maybe. Anyway, Hayward has more PDA's on your map than I remembered, which I could see just before a big blue line and a big green 4 covered them up. The wonderful hype for PDA's is aimed at getting people to like multiples, but only works because detached is too expensive and three story over parking works. PDAs are another term for Smart Growth, which is better than sprawl but still builds anti-economic parking, bundles parking, increases parking, and has little if any analysis of density over area for short walking distances and TDM, especially parking management, zoning-forced parking deregulation, easy-pay market parking charges used for local improvements (Old Pasadena), and fast, frequent, free short corridor shuttles using land-based finance and RFPs. I have more info, actually, as usual, a lot more info. I'll go with maybe.</p>	Alameda
<p>Before we have a success in terms of downtown San Jose PDA, we need to deal with the downtown homeless, and blatant drug use/traffic in the area. It will take more than policing.</p>	n/a
<p>This is a fantastic, simple presentation of the most important figures.</p>	Alameda
<p>For Marin, Plan Bay Area doesn't work. It categorically fails to take into account Marin's extremely limited infrastructure. The local Roads are routinely choked with deadlocked traffic. The local sewer agencies routinely have spills because of dilapidated equipment and undersizing of the plants. Most of the towns in Marin have a single (often) single lane road going through the town. Most towns in Marin are locked in valleys that are built out and the hill tops are typically locked up in open space districts. Marin's mass transit (ie: golden gate transit) has seen it's bus ridership on a steady decline for the last 10 years (except for the year where gas prices hit a new high).</p> <p>Marin's water supply is severely limited and geographically isolated. Marin's water agency is also required to release millions of gallons per day to sustain salmon habitat. Marin needs to be opted out of ABAG's requirements. The infrastructure simply doesn't have the physical capacity to handle additional growth and further the local governments don't have the funds available to make the massive transit/infrastructure improvements necessary to accommodate Plan Bay Area's requirements.</p>	Marin