

**Transportation 2035 Public Involvement
Phase Three Correspondence
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1.	November 19, 2008	Robert S. Allen	Individual
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4.	January 22, 2009	Paul Matsuoka, Executive Director	Livermore Amador Valley Transit Authority
5.	January 29, 2009	Paul W. Price, Executive Director	Napa County Transportation Planning Agency
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E-MAIL CORRESPONDENCE			
		Fredrick Schermer	Caltrans, District 4
		Catherine Sprague	Individual
	September 2, 2008	Lowell E. Grattan	Individual
	September 11, 2008	Simon (Vsevolod) Ilyushchenko	Individual
	October 6, 2008	Roderick Llewellyn	Individual
	November 18, 2008	Gail Payne	City of Alameda Public Works Department
	December 2, 2008	Erik Ostrom	Individual
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	December 19, 2008	Mark Miletich	Individual
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	December 22, 2008	Allen Tacy	Individual
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	December 22, 2008	Dustin White	San Francisco Municipal Transportation Authority – Bicycle Program
	December 24, 2008	Steve Nieman	The Tioga Group, Inc.
	January 7, 2009	Tho Do	Transportation Authority of Marin
	January 7, 2009	Dan Provence	Individual
	January 8, 2009	Julio Lacayo	Elderly & Disabled Advisory Committee
	January 13, 2009	Wayne Phillips	Individual
	January 16, 2009	Richard Burnett	Elderly & Disabled Advisory Committee
	January 16, 2009	Mark Miletich	Individual
	January 21, 2009	Susan P. Jones	U.S. Fish and Wildlife Service
	January 22, 2009	Steve Nieman	The Tioga Group, Inc.
	January 22, 2009	Andrew Casteel	Bay Area Bicycle Coalition
	January 22, 2009	Michael Baldini	Individual
	January 22, 2009	Roberto R. Morelli	Individual
	January 23, 2009	Fred Doolittle	Individual
	January 23, 2009	Betty Jo Byrne	Individual
	January 23, 2009	Wendy Hilberman	Napa County Bicycle Coalition
	January 24, 2009	Robert B. Tanner	Individual
	January 27, 2009	Frances Taylor	CMPMedica
	January 27, 2009	Sprague Terplan	Individual
	January 27, 2009	Robert Raburn	East Bay Bicycle Coalition
	January 28, 2009	Ruby Pap	California Coastal Commission
	January 29, 2009	John	Individual
	January 29, 2009	Bob Barzan	Individual
	January 29, 2009	Michelle DeRobertis	Santa Clara Valley Transportation Authority
	January 30, 2009	Bob Barzan	Individual
	January 30, 2009	Jason Patton	City of Oakland – Bicycle and Pedestrian Program
	January 30, 2009	Deb Hubsmith	Marin County Bicycle Coalition
	January 30, 2009	Fabian Favila	City of Santa Rosa
	January 30, 2009	Lynne March	Sonoma County Transportation Authority
	January 31, 2009	John	Individual
	January 31, 2009	Betty Jo Byrne	Individual
	February 2, 2009	Craig Yates	Elderly & Disabled Advisory Committee
	February 2, 2009	Chad Rathmann	San Francisco County Transportation Authority
	February 2, 2009	Dan Dawson	County of Marin
	February 2, 2009	Barry Bergman	City of Alameda Public Works Department
	February 2, 2009	Lawrence Ames	Lockheed Martin
	February 2, 2009	Roger Marquis	Roble Systems
	February 2, 2009	Rochelle Wheeler	Alameda County Transportation

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			Improvement Authority
	February 2, 2009	Dianne Steinhauser	Transportation Authority of Marin
	February 3, 2009	Timothy Rood	Community Design + Architecture
	February 3, 2009	Clark Suprynowicz	Famous Brand Music
	February 4, 2009	Gail Payne	City of Alameda Public Works Department
	February 9, 2009	Gail Payne	City of Alameda Public Works Department
	February 9, 2009	Erica Etelson	Berkeley Oil Independence Task Force
	February 9, 2009	Judith Katz	Individual
	February 9, 2009	Ed Reid	Individual
	February 11, 2009	HamatikUSA	Hamatik Printing USA

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Commissioners, Steve, Therese, Doug

for response
223 Donner Avenue
Livermore, CA 94551-4240

19 November 2008

MTC Commissioners

Re: Bay Area Integrated Rail (BAIR)

Integrating rail – public and private, freight and passenger, HSR and BART and street rail – can pay the region huge dividends at modest cost. A single 5-county rail district (Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties) with nearly six million residents would be a great start.

California voters have long approved bonds to build major public works. In depression 1930, it was \$33 million for the Golden Gate Bridge. In post-war 1962, it was \$792 million (now paid off) for BART. (Adjusted for inflation and population that would be \$16 billion today!) This month it was \$9.95 billion state-wide for HSR (High Speed Rail). Let's try a well-conceived five-county bond measure for Integrated Rail.

Our legislature in 1957 formed BART, the San Francisco Bay Area Rapid Transit District. The original five counties dwindled to three by 1962. Similar legislation could well create a new Integrated Rail district composed of the BART and Caltrain counties.

Major goals of Bay Area Integrated Rail:

- Optimize use of existing secure transportation corridors;
- Offer seamless, frequent, and reliable rail transit;
- Run heavy freight on water-level rail (i.e., via Martinez);
- Rid passenger and major freight tracks of grade crossings;
- Maximize pollution-free electric traction power.

Major Integrated Rail projects:

- Grade separate the existing Caltrain Peninsula corridor;
- Grade separate freight rail: Martinez-Oakland-Mulford-San Jose-Gilroy;
- Widen Caltrain's Peninsula corridor to at least 4 tracks: 2 bullet, 2 local;
- Extend Bullet/HSR tracks into downtown San Francisco;
- Convert local Caltrain to BART south from Millbrae;
- Convert local Caltrain to SF Muni north of Millbrae (via SFO);
- Multi-track Mulford line for Capitol Corridor/Bullet trains
- Widen East Bay freeways to allow median BART at grade
 - I-580: Dublin/Pleasanton to Greenville Road;
 - SR-4 & By-Pass: Bay Point to SR-160 or Brentwood;
 - I-80: El Cerrito del Norte to Crockett;
- * Construct BART at grade in these three freeway medians;
- * Assure completion of BART from Fremont to Santa Clara;
- * San Jose to Santa Clara, run BART by Caltrain, not in subway;
- * Acquire former WP right of way for possible rail, Alum Rock to Tamien;
- * Develop remote station staffing (RSS) for new BART stations.

①

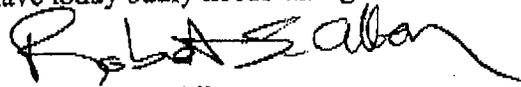
BART around the Bay and in East Bay freeways would be mostly at grade, without costly subways or aerial trackways. (At-grade BART trackway in a freeway median today runs about \$130 million/mile, given a secure, grade-separated roadbed. That includes fenced double track, traction power, train control, and communications.)

Bullet trains would also link the core cities with one another and airport people-movers. Combined with California High-Speed Rail, they could tie the region closely with the Southland and with our state capital.

Frequent, reliable, quiet electric trains on secure rights of way throughout the five counties would cut auto dependency, traffic tangles, and air pollution. Other projects to improve and extend further this basic Integrated Rail:

- A BART subway turnback in San Francisco under Oak Street;
- Extend that line to the Presidio and Golden Gate Bridge;
- Convert Caltrain to BART south of San Jose to Gilroy;
- Extend I-580 BART (using old SP/Altamont Pass Rd.) to Manteca;
- Extend BART along Rt 4 or BNSF to Stockton;
- Extend BART to Vallejo and other North Bay points;
- Construct a BART West Oakland by-pass via a new Magnolia intermodal;
- Tunnel Port Costa to Benicia to by-pass the Martinez drawbridge;
- Construct San Ramon Valley BART (I-680/Iron Horse Trail);
- Route HSR/Capitol Corridor west of I-880, Mulford to Fruitvale;
- Change BART in East Oakland from aerial structure to at grade.

I strongly urge you to work for a five-county Integrated Rail district to come up with a viable regional rail plan. The hodge-podge we have today badly needs change.



Robert S. Allen
BART Director (1974-1988)
(925) 449-1387

Cc: BART Directors
Caltrain Directors
CA HSRA Directors
UPRR - Roseville
BNSF - Sacramento
ACE Directors
Capitol Corridor Directors
SF Muni Board
VTA Directors
BAAQMD
Caltrans District 4
5-County legislators
Governor Arnold Schwarzenegger

②

Re Draft T-2095 Plan
MTC, Attn: Public Information
(910) 817-5848

223 Donner Avenue
Livermore, CA 94551-4240

29 December 2008

Re: Bay Area Rail

Elements of a better regional rail plan:

- Put governance first. Form a 5-county SF BayRail District in the BART and Caltrain counties;
- Jointly with California High Speed Rail, grade separate and widen peninsula rail for BART around the Bay, replacing Caltrain *local* trains;
- Widen I-580, SR/Bypass 4, and I-80 for median at-grade BART through Livermore and to Brentwood and Crockett;
- Extend Livermore BART later to Mountain House, Tracy, Banta, Lathrop, and Manteca subject to Central Valley participation. (Far cheaper than a tunnel!);
- Grade separate, widen, secure, and even electrify other passenger and main freight rail routes, especially UP's Mulford line;
- Plan airport rail links - like at airports elsewhere - to BART and Bullet stations;
- Run frequent Bullet trains from San Jose to downtown San Francisco, to Oakland and later Sacramento, and to airport rail stations by all three major airports.

Let the new SF BayRail District plan a bond issue to provide the major funding. Adjusted for population and inflation, an issue equal to BART's paid-off 1962 bond should yield about \$16 billion today. Let the voters decide if they like it.

Without costly structure and earth work, and depending on the bidding climate, BART trackway at grade (double track, traction power, train control, and fencing) should run about \$13.2 million/mile (2008 \$) in a freeway median and about \$12.4 million/mile along other grade-separated (13 1/2' ATR) routes. (Stations, cars, right of way, road work, structures, special trackwork, etc., are extra.)

Heavy freight to/from the Central Valley belongs at water level (i.e., via Martinez). Any other routes waste fuel and motive power and needlessly spew noxious fumes. SF BayRail should grade separate UP's A and B and the BNSF main lines in Contra Costa.

This plan should do much more for the Bay Area at less cost than your faulty Regional Rail "Plan", which I hope you will abort.



Robert S. Allen
(925) 449-1387
BART Director (1974-1988)
Retired, SP Engineering/Operations

Cc: BART
Caltrain
Caltrans, District 4

Department of
Conservation &
Development

Contra
Costa
County

Catherine O. Kutsuris
Director

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Community Development Division

County Administration Building
651 Pine Street
North Wing, Fourth Floor
Martinez, CA 94553-1229



Phone: 925-335-1201

Ashley Nguyen
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Dear Ashley:

I am writing in regard to the Metropolitan Transportation Commission's Draft Regional Transportation Plan, "Transportation 2035."

The draft plan does not include State Route 239 (Brentwood-Tracy Expressway). This project has been included in MTC's Regional Transportation Plan for a number of years, and we are about to begin work on the initial planning of the route, funded by a federal appropriation. MTC will be one of the key entities who will be asked to participate in this multi-agency project. Given the fact that planning is about to begin, we believe it is important that State Route 239 (Brentwood-Tracy Expressway) be kept in the long-range plan. In previous versions of the plan it was listed as Project # 22400.

Thank you in advance for your consideration. Please contact me if you have questions on this request.

Sincerely,

A handwritten signature in black ink that reads "John Greitzer".

John Greitzer
Senior Transportation Planner

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C: J. Bueren, Public Works Director
S. Goetz, Conservation and Development Dept.
S. Kowalewski, Public Works Dept.



Livermore Amador Valley Transit Authority

January 22, 2009

MTC

Steve Heminger
Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Subject: Comments on Draft Transportation 2035 Plan

Dear Mr. Heminger: ^{Steve}

This letter of comment is in regards to MTC's Draft Transportation 2035 Plan, or "Change in Motion". You and your staff are to be congratulated for an outstanding regional transportation plan and accompanying environmental document. The Plan will serve the region well over the coming years once it is finalized and adopted.

The Livermore Amador Valley Transit Authority (LAVTA) is proud to deliver transit services to the eastern Alameda County communities of Livermore, Dublin, and Pleasanton. Aside from the typical capital projects of bus and paratransit replacements and facility improvements, LAVTA currently has two large capital projects that are underway. One of these, our Rapid bus rapid transit project, is included in the 2035 Plan as project #230160 and titled "Tri-Valley Transit Access". We would request that the project description also include the city of Pleasanton, as our Rapid project includes improvements in that city as well as Livermore and Dublin.

In addition, our second major capital project is currently not included in the Draft 2035 Plan. This project is the satellite O&M facility that will provide for the operations, dispatch, maintenance, fueling, bus wash and parking facilities for LAVTA's fixed route services. Total project costs are estimated to be \$45.8 million, of which \$7.8 million is committed through local, state, and federal funding sources. The remaining funds are being sought through various federal and state sources, therefore, it is critical to LAVTA that the project be included in the regional Plan and in future TIPs. LAVTA respectfully requests that the Satellite O&M Facility project be added to the list of Alameda County projects in Appendix 1 of the Transportation 2035 Plan.

Thank you very much for your attention to this matter. If you have any questions, please do not hesitate to contact me.

Sincerely,



Paul Matsuoka
Executive Director
LAVTA

Cc: LAVTA Boardmembers
Ashley Nguyen, MTC Project Manager



Napa County
Transportation
Planning Agency



707 Randolph Street, Suite 100 • Napa, CA 94559-2912
Tel: (707) 259-8631
Fax: (707) 259-8638

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
101 Eight Street
Oakland, California 94607

January 29, 2009

Reference: Draft RTP comments

Dear Mr. Heminger,

After review of the draft Region Transportation Plan, the Napa County Transportation Planning Agency would like to go on record in support of the identified transportation elements to be advanced over the next several years in the Napa County Region. This support is contingent upon the addition of the Routes 12/29/Airport Interchange and Soscol Flyover/Hwy 29 improvements being amended back into the plan as agreed to by MTC staff as carry-over projects from the 2030 Plan.

The identified projects have been developed in consensus with the local jurisdictions and represent a long standing set of transportation improvements that are vital to our region. These projects are consistent with locally adopted plans and programs and are consistent with past actions on our Transportation Improvement Plans. These projects are under planning and design and as such, are projects in our development pipeline. Any modifications to these sets of improvements would impair delivery of improvements to the transportation network.

Thank you for the opportunity to review and comment on the draft Regional Transportation Plan.

Sincerely,

Paul W. Price
Executive Director

Cc: Jim Krider, NCTPA Chair
Doug Kimsey, MTC
Bill Dodd, MTC Chair



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February 2, 2009

Steve Heminger
Executive Director
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700

Dear Steve:

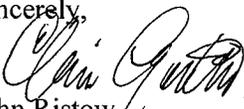
On behalf of the Santa Clara Valley Transportation Authority, I am writing to express our general support of the environmental clearance for Transportation 2035, the regional transportation plan for the Bay Area. Transportation 2035 provides a healthy mix of new investments while maintaining a commitment to "fix-it-first" in order to protect our existing transportation infrastructure. VTA staff is reviewing the document in detail and will forward MTC our specific comments prior to your March 2009 deadline.

I am also pleased to inform you that the VTA Board of Directors unanimously approved Valley Transportation Plan 2035 (VTP 2035) at its January 8, 2009 meeting. VTP 2035 is Santa Clara County's long-range transportation plan and contains a committed list of the highest priority transportation investments in the county. The list was compiled through a robust outreach process with all 15 cities as well as the County of Santa Clara. These investments will produce tremendous transportation and environmental benefits for Santa Clara County and the region as a whole. These committed lists had been had been previously forwarded to MTC for inclusion in Transportation 2035.

Furthermore, I want to compliment MTC staff and the commission for maintaining the integrity of each county's committed project list and resisting the temptation to revisit and possibly remove individual projects. It is important that work continue on these prior commitments as they are well underway and represent the will of the people within these communities. In addition, as staff and the commission recognize, these project lists are not a collection of miscellaneous investments, but rather a program of projects that are interrelated and have been vetted within each community. When built, the projects will form a transportation network that will help us achieve the goals that we are striving to reach.

To meet the challenges before us as a region, we must work together while relying on the expertise of the local communities. Transportation 2035 provides a vision for us to move forward.

Sincerely,

 FOR:
John Ristow
Chief CMA Officer



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February 11, 2009

Jennifer Yeamans
Transportation Equity Specialist
Metropolitan Transportation Commission
101 Eighth Avenue
Oakland, CA

Comments on the Draft T2035 Equity Analysis Report

Dear Ms. Yeamans,

We write to share our comments on the Draft T2035 Equity Analysis Report and our specific concerns and recommendations related to its methodology and conclusions. We also offer some recommendations for improving upon it, as well as for future RTP Equity Analyses.

Urban Habitat is a regional Environmental Justice organization that partners with grassroots, community-based organizations, social service agencies, research and advocacy groups, as well as elected officials and public servants to advance equity in transportation, land-use and housing. Our focus in transportation, for the past 5 years, has been to improve public transit services for transit-dependent populations and to increase public participation in transportation planning.

We have a long history of working on the RTP Equity Analysis starting in 2001 with our participation in the Environmental Justice Advisory Group (EJAG) that was formed by MTC to "review and assist MTC in crafting the analysis for the new 2001 RTP." Over the past year, we have been attending the Minority Citizen Advisory Committee RTP Equity Analysis Subcommittee meetings to provide analysis and recommendations. Many of the ideas we share in the enclosed document have been shared in the committee with MCAC and MTC staff.

The RTP Equity Analysis was developed as a way to assess MTC's compliance with Civil Rights and Federal and State Environmental Justice regulations that came out of President Clinton's Executive Order 12898 on Environmental Justice in 1994 (DOT Order 5610.2, 62 Fed. Re. 18,377 and FHWA Oder 6640.23). The EJ regulations require that minorities and low-income populations share equally in the benefits of transportation investments and are not disproportionately burdened by transportation investments and decisions. Thus, the Equity Analysis must be able to accurately assess the distribution of benefits and burdens of the Regional Transportation Plan package of investments, as well as should analyze alternative

packages of investments to maximize the benefits for all communities and minimize the burdens on all communities, particularly for Communities of Concern.

Please find attached our full comments on the Draft T2035 Equity Analysis Report as well as our recommendations for its improvement.

Sincerely,

A handwritten signature in black ink that reads "Juliet Ellis". The signature is written in a cursive, flowing style.

Juliet Ellis
Executive Director
Urban Habitat

Cc: Steve Heminger, Executive Director
MTC Commissioners
Carlos Castellanos, Chair, MCAC Subcommittee on the RTP Equity Analysis

Draft T2035 Equity Analysis Report Comments and Recommendations

I. Overall Feedback on Approach to Equity Analysis

One of the key, and recurring, problems with this analysis is how it aggregates all of its results, generally at a regional level and sometimes at a county-level, without providing a deeper look at the specific neighborhoods or communities. This is a problem because not all Communities of Concern or neighborhoods with low-income communities are equally well-served today by our transportation system, nor are equally benefited or burdened by the T2035 investments. In fact, a good portion of the T2035 investments are concentrated in a handful of neighborhoods where major transit expansion takes place. Thus, an analysis that lumps together all COCs hides the very real differences in transit investments across the Bay Area.

This high-level approach merely asks the questions:

- “Does the Transportation 2035 Plan improve conditions for communities of concern, relative to the No Project Scenario?” and
- “Do COCs receive similar or greater benefit compared to the remainder of the region under the Transportation 2035 Plan relative to the No Project alternative?” (page ES-2)

This is a violation of FHWA/FTA’s guidance on fulfilling Environmental Justice law that MPO’s must: “identify residential, employment, and transportation patterns of low-income and minority populations, *identify and address needs* (emphasis added), and assure that benefits and burdens of transportation investments are fairly distributed.” (page 4) No where does this analysis ‘identify and address needs,’ and there is no effort at finding the scenario that maximizes benefits for all of the regions residents, especially those most currently ‘in need’ or burdened.

As articulated in the section “Transportation Equity: A Discussion” equity is not just about the distribution of benefits and burdens, it is about the idea that “all people should be treated fairly” (page 3). This analysis fails to do so, by failing to account for how T2035 impacts all people. As an example, T2035 doesn’t discuss the likely service cuts or fare hikes on all of the major bus and train systems that is resulting from MTC’s decision to allow annual and cumulative operating shortfalls. These will have real, adverse impacts on transit-riders, particularly transit dependent people who are disproportionately low income and people of color.

Interestingly, the report recognizes that there are “pockets of low-income people and households with poor access to suitable jobs (and consequently high unemployment and/or very long commutes), and poor access to shopping, healthcare and other essential destinations.” It continues to say that these details will be elevated in the Community Based Transportation Plans (CBTPs) and dealt with through these. We object to this approach since we believe that the problem of adequate access does not just affect “pockets” of people and even if it did, MTC would still be obliged to seek these out as part of an equity analysis as inequities to address. Furthermore, the needs identified in the CBTPs are supposed to be addressed by projects funded out of the Lifeline Program, which gets its funding allocation in the RTP. Thus, as the only program committed to filling gaps in transit access of low-income communities of color, the Lifeline Program’s funding and outcomes should be

evaluated in the Equity Analysis. (In this particular RTP, Lifeline is receiving less than 1/3 of staff-estimated costs – about \$650 million out of \$2 billion - of all critical CBTP projects.)

II. Financial Analysis

- a. **COURSE ANALYSIS RESULTS IN MISLEADING AND DANGEROUS RESULTS:** The Financial Analysis comparing RTP expenditures per low-income household versus all other households concludes that each low-income household will receive, on average, \$93,900 in investments over 25 years compared to closer to \$90,700 for all other households. This suggests, obviously, that low-income households benefit from the RTP more than all other households. However, it masks the fact that the greatest share of these expenditures attributed to low-income households can be found in transit operations/maintenance and transit expansion (representing 96.8% of all of the expenditures attributed to low-income households), which, we know are incredibly unequal across transit mode and across neighborhood. **MODE:** Consider, for example, that low-income people are concentrated on urban bus systems, which, on average received a subsidy _____ compared to commuter-inter-city rail. And, these same systems, face the largest operating shortfalls, enabled by the RTP, which will result in relative declines in transportation investment in transit serving low-income households compared to transit serving higher income households. **LOCATION:** By lumping all low-income households together, there is an assumption that all low-income households equally benefit in the transit investments. This is particularly erroneous when looking at transit expansion- which is concentrated in a few major projects serving a handful of neighborhoods.
- b. This is very difficult to comprehend given that low-income households tend to be concentrated on the least well-financed transit systems (bus), or – to a lesser extent- walk and ride their bikes. In comparison, higher-income households drive personal vehicles or ride the best-financed transit systems (BART and Caltrain).
- c. The analysis itself admits to the major limitations and therefore there is no excuse for how problematic this analysis is. “As a regional scale, program level analysis, this assessment is quite coarse and has several limitations. Particularly with respect to assigning benefit from transit expansion projects to low-income households, the question arises of what kinds of services are being added, and whether the services ultimately offered would be affordable to low-income patrons or serve destinations they need” (page 30).
- d. **RECOMMENDATIONS:** For this analysis to be meaningful, it must look more like the transportation Access analysis in which outcomes are evaluated at the Community of Concern level, and, ideally, by transit operator and mode. This will give a true picture of how much investment is going to each community and then, within each community, what % on average will go toward the benefit of ‘low-income’ households compared to all other households. There is some precedence for the by-operator and by-mode investment analysis from the 2006 MTC financial analysis done order to implement EJ Principle #2. Specific questions to answer:

- What are the per-household expenditures in each county and in each community of concern? These should be broken out by mode (bus, rail, light rail, road/highway), then by maintenance and expansion.
- What are the highest investment transit and roadway expansion projects (ie: BART to San Jose, Central Subway project in SF or BART connector to the OAK airport)? Meaning, which neighborhoods are actually benefiting from the greatest NEW investment and which are not receiving any benefits? (The same could be done for operations/maintenance to account for previous and on-going high-level investments.)
- Which transit operators are facing operating shortfalls (in the next 5, 10, 15, 25 years) and therefore, which communities will be suffering from a lack of investment? Given the impact of the state budget – elimination of STA – and declining sales tax revenue, the RTP and Equity Analysis itself should account for these variables in the financial analysis.

III. Access to Jobs and to Non-Work Activities

- FLAWED MODEL:** The underlying computer model used for the Equity Analysis was never intended to measure equity. The Transportation Demand Model was designed to predict trip generation and congestion. **Assumptions:** The assumptions the model makes are too numerous to list all here. Among them are the following:
 - It assumes that low-income residents can afford to commute to jobs on high-cost transit like BART; as a result, when rail service increases, it is likely to show increased accessibility for low-income communities, even if bus service is cut.
 - It assumes that existing bus services will not be cut, even if the RTP shows inadequate funding to maintain existing service levels, as it currently does.
 - It assumes that the location of minority communities will remain geographically fixed over the 25 year period of the RTP.
 - It assumes that all trips begin and end at the “centroid” of the Travel Analysis Zone (TAZ); these TAZes range in size from a few blocks to a several square miles and there is no accounting for access to jobs and other destinations within each TAZ.
 - It uses only aggregate data and pays no attention to the cultural and socioeconomic characteristics of its trip-takers.
 - It bases access on a peak-period transit schedule, when transit service is most robust, thus overlooking how access declines during off-peak hours (such as late night/early morning hours or the weekend) when more shift and service workers (labor demographics with a higher percentage of people of color) are traveling to and from their job.
- HISTORY OF CRITIQUE:** The Minority Citizens Advisory Committee and transportation justice advocates have repeatedly (over the past 3 RTPs – 2001, 2005, and now 2009) pointed out the problems with the model and MTC has done little to address them.¹ Primary critiques include:

¹ MTC will be discontinuing the use of the Transportation Demand Model and exploring the use of an Activity-based model for future RTPs.

- The methodology (Transportation Demand Model) does not measure current, existing inequities that communities of concern face on a daily basis in transportation.
 - The methodology does not address funding inequities. (While this RTP's Analysis includes funding, we have many recommendations for how it should be improved enumerated below.)
 - The methodology is incapable of detecting inequity between bus and rail riders, and fails to take affordability into account.
- c. **LACK OF ALTERNATIVES:** The Equity Analysis only compares three basic scenarios: 1. 2006 Base Year; 2) No Project (assumes no new expansions, but includes projects from the 2005 RTP that have been "grandfathered" in, with no new analysis of their impacts) in 2035; and 3) Project (all of the expansions) in 2035. There is no comparison of different packages of transit projects and so there is no information about potentially more equitable uses of limited expansion dollars.
- d. **SAME OLD RESULTS:** Like the past two RTP Equity Analyses, the draft results for the 2035 Equity Analysis conclude that Communities of Concern (COC) will benefit at least much as all other communities from the Project scenario. COC and low-income households' access to jobs and other essential destinations improve with the Project compared to the No Project scenario and, compared to all other communities, have access to a higher number of these. These results are impossible to accept given the many flaws in the methodology, and the aggregation of results which glosses over the many low-income communities and households that suffer from poor access.
- e. **ONE BRIGHT SPOT:** One positive addition is the slide called "Narrowing the Accessibility Gap, Ratio of Accessibility by Auto and Transit." This table reveals that regardless of which community you live in, access to jobs by car is much higher than access to jobs by transit (within in 30 minute threshold). This is an important finding to highlight because it demonstrates a continuing inequity in our transportation system; those households able to afford a vehicle are at a major advantage compared to those households unable to afford a car. For example, about 70,000 jobs can be accessed by car w/in a 30 minute period compared to only 18,000 or so by transit for COCs. According to this analysis, this advantage narrows for all groups, including COCs and low-income households. Still, even these results don't account for the fact that some jobs "accessible by transit" may be out of reach to low-income residents because of the high cost of fares.
- f. **RECOMMENDATIONS:** In spite of the flaws in the methodology, the accessibility analysis would be improved if alternative packages were compared to the "2006 Base Year," "No Project", and "Project" scenarios somewhat like the Environmental Impact Report and in the Financial Analysis component of this report. Consider using the same alternatives as in the EIR and Financial Analysis such as the "Heavy Maintenance/Climate Projection Emphasis alternative" with Pricing and Land Use emphases or a more robust alternative that also includes changes to the "committed" project list.

Also, to assess the total equity impacts of the draft RTP investments, all of the yet-to-be-built projects should be analyzed. Therefore, the 2005 RTP projects that haven't been built that were placed in the "No Project" scenario should be removed and included in the "Project" scenario.

Finally, the Equity Analysis should be used to help MTC identify the package of the investments and programs that maximizes transportation benefits and minimizes transportation burdens for all communities, especially for Communities of Concern (COC). COCs deserve special attention in determining RTP investments since they are, on average, most dependent upon public transportation and most burdened by the air pollution impacts of the Bay Area's transportation.

IV. Emissions/Air Quality Analysis

a. **AN IMPROVEMENT FROM T2030:** Of all the analyses, this is most useful and most improved analysis, because it begins to provide data that can be comparable to state and federal standards. However, like the financial analysis, it falls short by aggregating the air quality for all COCs and by aggregating 3 different toxics (PM, Benzene and Butadiene).

b. **RECOMMENDATIONS:**

To be more meaningful, the analysis should:

- Break out the air quality data by zip code (since the worst air pollution is concentrated in a handful of neighborhoods);
- Give separate statistics for each pollutant; and
- Compare "hot spots" of mobile-source pollution against "hot spots" of stationary source pollution and other mobile-source pollution not monitored by MTC (based on information from the Bay Area Air Quality Management District) since mobile sources only account for about 1/3 of "chronic toxicity weighted emissions" in the Bay Area (see page 49).

MTC should be commended, as well, for stepping up to work with the Air District on mitigating mobile-sourced air pollution in the 6 priority communities – all of which are Communities of Concern. Any updates on specific actions taken by MTC in this regard should be shared with the MCAC and included in future Equity Analyses.

V. Affordability Analysis

The Affordability Analysis, while supporting the obvious fact that low-income households spend way too much of their income on housing and transportation costs, suffers from similar limitations as the Financial Analysis- the results are aggregated at a regional level, when they would be useful at a community or neighborhood level.

Questions should be answered: 1) which low-income and minority communities are most transit-dependent and how affordable and accessible is the transit for them? 2) which low-income and minority communities are most cost-burdened by transportation and what transit options are available to them? How affordable are they? Are these the communities where low-income households are buying vehicles because they have no good PT alternatives?

We are glad to see that MTC agrees with us in the general premise that an aggregated figure is inadequate and that as a next step, it will be working with the highly regarded Center for Neighborhood Technology to “develop a more detailed, location-specific evaluation of housing and transportation affordability in the Bay Area” (page 50). This analysis will hopefully help identify clear ways in which MTC can impact transportation and housing affordability with future investments, such as creating a universal, low-income discounted transit pass or beefing up transit in areas where low-income households are currently forced to buy automobiles due to the lack of transit.

VI. Recommendations for Future RTP Equity Analyses

- a. **ACTIVITY BASED MODEL:** We are encouraged the MTC is planning on changing the methodology it uses for this analysis and is currently exploring a computer-model called “Activity Based.” We look forward to learning about this model and working with MTC and MCAC to design the new methodology to avoid as many of the problems with the current model as possible.
- b. **“SNAP SHOT” ANALYSIS:** We are very supportive of the development of a separate, short-term analysis that would capture the existing conditions of today’s transportation systems. This analysis has been proposed by MCAC’s Equity Analysis Subcommittee. Unlike the future-looking RTP Equity Analysis, the “Snap Shot” would collect and synthesize data about how well the current transportation system serves the needs of Communities of Concerns compared to all other communities. We look forward to working with MTC staff, MCAC, academics, and members of the public on developing this analysis.
- c. **LIFELINE:** In discussing Lifeline on page 48, the report states that the RTP 2035 provides a \$400 million in funds to Lifeline, on top of the \$216 million allocated in RTP 2030. These amounts do not seem to account for the additional \$43 million in Prop 1B funds that were allocated to Lifeline in Spring 2006. What has happened to this substantial investment in Lifeline?

Separately, we commend MTC for committing to developing a separate analysis of the Lifeline program’s outcomes. We look forward to working with MTC staff, MCAC, academics, and members of the public on developing this analysis.

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- ⑧ **Cathy Jackson, Advisory Council**
- Document any business/industry outreach (not through non-profits!)
(For example, "Job & Housing balanced" "Job & Employee balanced")
 - Please consider commenting on how contracts will be "let" with funds being allocated. (E.g. is all \$ distributed for projects that are not "grants" being distributed to only large business entities? Or is there anticipated to be a collaborative effort with small and local business since the majority of \$ comes from local resources.
 - Please provide more detail on the \$400m allocated for Climate Change Outreach.
 - Native Am. governments & gov't agencies have laws stating their required involvement. MTC needs this to include business/industry.
 - Consider taking a survey from the attendees of the Jt. Advisory Workshops re: (content, communication & inclusivity, understanding, interpreting info. presented & whether feedback given has been well represented/incorporated based on what the current results are. This will help with future planning activities.

- ⑨ **Sherman Lewis, Advisory Council:**
- HM/CP, pricing and land-use are only described in the DEIR and thus, not in Plan. So – how can HM/CP etc. be adopted? MTC could adopt the mitigation into the Plan but – then the HM/CP etc. itself has not been evaluated for its impact (except for impact on Project impacts), nor is the HM/CP etc. as fully described as it would if it were part of the Plan.
 - Slide 8 on PM₁₀ & PM_{2.5}: seems aggregate data, not per capita – results could be interesting.
 - Need more effort to reduce empty buses – either cut service or increase riders – both highways and transit can be boondogles.

- ⑩ **Bob Planthold, Advisory Council:** Draft shows stats (on p. 68) about hazards and risks to pedestrians, but only talks of funding that will "improve pedestrian access to housing and transit." The object of the funding doesn't address the implied need: pedestrian safety.
- Further, that it is "...hard to accurately gauge the regulatory investment needed for pedestrian upgrades and safety countermeasures" is no excuse for not funding a STUDY of what is needed and how to do it.

Again, the funding doesn't address the need.

- ⑪ **Paul Branson, EDAC:** On page 25 of the Draft Plan it is acknowledged that by 2035 25% of the population will be age 65 or older. However, this acknowledgement doesn't carry forward in the Investments section of the Plan. Lifeline projects, which include mobility for seniors and the disabled, will be funded at only \$400 million vs. \$1 billion to fund the Regional Bicycle Network! We're all "seniors-in-training," even today's avid cyclists! Given the huge increase in the over 65 population that we will be seeing in the next 25 years, I think there needs to be a better balance in the Funding of Lifeline vs. the Bicycle Network.

\$400 million for the 5 year Transportation Climate Action Campaign is in theory, commendable. I understand the details will be developed as part of the Plan's implementation phase. Likewise I understand that MTC is supportive of pedestrian-oriented projects through Safe Routes to School, Safe Routes to Transit and other programs. What I don't understand, and hopefully this will come out in subsequent planning, is why the Plan doesn't explicitly make the connection between increased walking as a transportation mode and the key role this could play in getting people out of cars, thus helping to achieve the climate goals,

I hope that in the implementation of the Transportation Climate Action Campaign that the pedestrian aspect will be highlighted.

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- 12
- Richard L. Burnett (Solano County), EDAC & Emergency Preparedness Subcommittee (Chairman)**
1. Future 25-year Plans (i.e., T-2040, T-2045, etc.) should have an emergency preparedness component included, especially information that focuses on "special needs populations" and how their transportation needs are addressed in the event of major regional emergencies that affects the transportation mix and response times. EDAC Emergency Preparedness Subcommittee needs to be involved.
 2. Regional Transportation Emergency and Security Planning Report (February 2009) lacks the long-term planning, funding & implementation – no EDAC input.

- 13
- David Grant, EDAC/CAC**
1. Continued use of "cost benefit analysis" as a criteria seems, now, deliberately deceptive when it is almost exclusively based on congestion reduction – which is the only benefit
 2. Bike vs. pedestrian funding is also deceptive – to argue that expenditures in the bike plan – somehow – are comparable to "some" funds buried in – who knows where – begs to question
 3. Still no support for HOV to HOT conversion – when, as anyone can see - 101 (Marin), 80 (EB) and 101 (San Mateo) HOV lanes crawl at rush hour – where is there any support for demand which would support imaginary revenue projections – and construction budgets.

- 14
- Craig Thomas Yates/President ISC/EDAC**
- We have stated over and over Lifeline is too short on funding & bike program is too great.
 - Lifeline is ever growing 5-1 compared to bikes 1-2% population 67-76% population is Lifeline!

- 15
- William J. Allen, MCAC:**
- Draft Trans. 2035 Plan – SFO/Bay Area
- Input on item three, 45" – spent – where will these responses be reflected?
 - Cost vs. benefit Lifeline/bikes, TLC & focus not fully answered, please offer \$ difference
 - How does HOT lane affect low income transit/car drivers?
- Draft EIR
- Impact on low income not I.D.

- 16
- Jacquee Castain, MCAC:** In the Draft Plan, page 93 under Alameda County item reference #21131 the "Build a BART Airport Connector" between the Coliseum BART station and Oakland International Airport shows the "Total Project Cost as "459.0" and "Committed Funds" as the same figure (\$459.0). Have all of the funds needed for this project been raised? If so, when will the project begin construction? If not, what is the status of the project?

- 17
- Dawn V. Love, MCAC**
- We need to prioritize funding for Lifeline than Bicycle Network.
 - What is the plan for BART to Warm Springs and BART to San Jose? How much will each project cost? We want to make sure that this is doable.
 - Don't forget on the gap of low-income and communities of color.

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Woody Hastings (January 27, 2009)

Good evening, my name is Woody Hasting. I am a member of the MTC's advisory council and I chair a subcommittee for the CAC on sustainable transportation. I was also just appointed today to San Francisco's Peak Oil Preparedness Task Force (but not representing them tonight). Based on my review of the data and range of opinions of petroleum geologists, I'm concerned that MTC is significantly underestimating the future price of a gallon of gas in its Supplementary Report "Travel Forecast Data Summary" where it estimates \$7.47/gal in 2035.

I believe that the current reprieve from high fuel prices is very temporary and should not be misconstrued as some kind of sign that global petroleum supply is not facing limitations in the next two decades and beyond. That would be like misinterpreting our current cold weather snap as an indication that climate change is not a problem.

Even many of the most optimistic petroleum geologists place the peaking of global supplies well before 2035. The significance of the peak is that once we are on the downside of the peak, in a petroleum depleting universe, we will be in uncharted territory relative to the economics and pricing of petroleum fuels. Therefore, the regression models used in the report which are based on historic conditions, will not apply.

My suggestion would be to not try to predict what the price will be, but to assume 2 or 3 high price points, maybe starting at \$7.50/gal and going up from there, maybe even using a fuel price that renders gasoline effectively unavailable, and base a planning scenario with that factor in play.

This brings me to another suggestion. I commend the MTC for adopting the three Es, Efficiency, Environment, and Equity, and I think those three guiding principles cover a lot of territory, but I do believe there is something important missing. The three Es are referred to in the report as principles of sustainability, and then area further unpacked to cover maintenance and safety, reliability, efficient freight travel, security and emergency management, clean air, climate, equitable access, and livability, but it leaves out a very important thing: sustainability, and I mean sustainability in the strictest sense of the word, meaning ability to keep going business as usual. I'd like to suggest a "Fourth E," Energy. It's not that energy, mostly in the context of fuels, is not addressed in the RTP, it's that it's not emphasized to the degree I think it should be, especially considering potential petroleum fuel supply limitations and the potential for the demand for more electrification of transit systems as liquid fuels become more difficult to afford.

19

Michael Ludwig (address provided)

January 27, 2009

MTC should be lobbying for funding from Barack Obama's economic stimulus program to fill in the shortfalls in its RTP 2035.

Also, I like how MTC is trying to get higher-density development along corridors with great transit service, and would like to encourage MTC to do more of this (if at all possible).

20

Norman Rolfe (January 27, 2009)

Submitted sheet titled Doyle Drive Myths and Facts; dated December 2007.

Myth: It is seismically unsafe and generally in poor condition. Fact: Caltrans is working on it right now. Seismic bracing has been done and replacement of corroded structural members is in process, as is general work such as replacing corroded parts, scraping off rust, repainting, etc. At an October 17 public meeting, Tilly Chang of the San Francisco County Transportation Authority stated that Doyle drive is not about to

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fall down. This from someone who is part of the cabal that is pushing to convert it into a freeway through a park on the pretense of safety.

Myth: It is a dangerous roadway. It doesn't meet today's standards. Fact: Here are accident statistics obtained from the California Highway Patrol for the years 2004-2006 inclusive.

Highway Segment	Length Miles	Total Collisions	Persons Injured	Persons Killed	Deaths Per Mile Per Year
US 101 – Golden Gate Bridge Toll Plaza to Richardson Ave. – Doyle Drive	2.12	184	64	0	0
I-80 – Bay Bridge Anchorage to Junction with US 101	2.01	2279	519	5	0.83
US 101 – Junction with I-80 to San Francisco-San Mateo County Line	4.25	1529	606	5	0.39
US 101 – San Francisco-San Mateo County Line to Grand Ave. South SF	4.35	398	180	7	0.54
I-80 – Macarthur Maze to Gilman St.	3.44	2507	637	9	0.87
I-880 – Macarthur Maze to Junction with SF 238	13.27	4091	1470	23	0.58
SR 24 – East End Caldecott Tunnel to Junction with I-680	8.83	898	408	4	0.15
I-680 – Junction with SR 24 to Stone Valley Road	4.17	751	251	1	0.08
Doyle Drive	2.12	184	64	0	0

Note that the freeways that meet or come close to the "standards" they want Doyle Drive to meet are the ones killing people. Speed Kills! It certainly does on highways.

21

Janel Sterbentz (email provided)

(January 27, 2009)

The Draft Plan concentrates too much on funding highway expansion and managing an increase in traffic on freeways. While bicycle and transit projects show satisfaction of three and four goals respectively, bicycle projects are not given as much money as freeway projects, which satisfy only two goals. The plan underestimates the impact inexpensive bicycle improvements can have on reducing VMT.

800 pedestrians were injured in San Francisco last year and I don't see any money designated to pedestrian improvements. Pedestrian travel is an essential link from residences to transit; it's important for the street environment to be safe, comfortable and convenient to encourage transit use. I don't see any funding for pedestrian travel.

22

Robert S. Allen (Livermore) (address provided) (January 28, 2009)

The BART and Caltrain counties (Santa Clara, Alameda, Contra Costa, San Francisco and San Mateo) have nearly six million people, 82% of Bay Area population, and 83% of Bay Area jobs. Instead of the regional rail "plan" (really a non-plan) I urge MTC to study blending of BART and Caltrain operations. One possibility: a 5-county special district like the present 3-county BART district. Adjusted for population and inflation, bonds of such a district equal to BART's 1962 \$792 million measure today would bring in \$16 billion. Local funding like that could bring:

- BART around the Bay;
- High speed regional rail in the East Bay;
- Widened freeway medians and lower cost BART at grade at:

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- I-580 (Dublin/Pleasanton to ACE/Greenville Road in Livermore);
- at SR-4 (Bay Point to Brentwood); and
- I-80 (El Cerrito del Norte to Crockett)

- Local funding ...
 - Grade separation of passenger and most freight train road crossings. Greatly enhanced safety; much less noise; less traffic delays (road and rail)
 - Improved airport and city core access
 - Massive reduction of air pollution
 - Relief of freeway congestion
 - Easy links to adjoining counties and Sacramento

- Major Projects:
 - Grade separate rail corridors
 - Caltrain Peninsula line (joint with California High Speed Rail)
 - Mulford line (in with UP) in East Bay
 - Replace local Caltrain with two BART tracks (Peninsula)
 - Double track Mulford line; add centralized traffic control
 - Widen freeway medians per above
 - Install BART in freeway medians per above
 - BART SF Oak Street turnback and Oak-Masonic line to Presidio and Golden Gate Bridge;
 - BART West Oakland bypass and intermodal near Magnolia
 - BART over Altamont. Livermore to Mountain House, Tracy, Banta, Lathrop, Manteca (California HSR intermodal)
 - High Speed tube, Port Costa to Benicia
 - BART or high speed tube, SFO-OAK
 - BART/Capital Corridor intermodal at Coliseum instead of Union City (2 BART lines instead of one; allows Capital Corridor on L or D line)

23

Cathy Jackson (e-mail provided)

January 28, 2009

I am responding to the public hearings as a private transit user and as a small business owner. My concern is that although there have been about 9 participation meetings, the feedback and communication with business and industry is almost nil. Many have requested better participation of employers in the region. It is not a good or effective process without adequate discussion with labor, highly impacted industries and/or business in general. The Bay Area Council and other business entities currently being used are not adequate. Please consider adding better participation prior to making your final decision. I suggest a quantitative assessment also for business entities and employers as developed for residents within the region.

Consider working closely with MTC's advisory committees when developing funding for the Climate Action Campaign.

Regarding Resolution 3882 (1B funds)

MTC should truly reevaluate the issuance of \$200 million in bonds in this environment. Also, there seems to be a "procurement" preference for existing investment managers by MTC. This perception of preference may eventually become an issue as MTC subcommittees and advising committees address the inequity in procurement "processes" with MTC.

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E-mails Received During Phase 3
(August 2008 through March 2009 – by date received)

fredrick_schermer@dot.ca.gov

Dear Commission,

Let me start out saying I enjoyed reading the RTP 2035 very much. I consider it very well written, addressing close to all issues, and admitting (y)our own limitations in specific spots and with various goals. I could praise you more for this plan, but I will quickly address in this personal email (not an official Caltrans email) what I consider missing or not well-addressed yet.

Though I appreciate the thought of viewing ourselves as the current -or future- example for the rest of the world, I dearly missed the wording that asks us to view the rest of the world as the source for good examples. I briefly worked for Muni's TEP, and I was amazed that their peer review did not look any further than the peer transit operators on just this continent. World class examples on how to save money and improve service can be found elsewhere, for instance in Europe. I am certain you agree with me that this particular TEP myopia does not serve anyone, and shows a political choice to not look in specific mirrors because they know the outcome. I place this as my first comment to you here as well, because urging us to be examples to others, but then -through unmentioned words- not being interested in what others have done (for instance, in transit) makes -politely said- little sense.

In light of transit, I had the feeling you are still not comfortable addressing the political situation that exists in the Bay Area; you mention it only in very well-crafted words. Cooperation is naturally the best way to move ahead, but when local bulwarks are unwilling to move towards common goals that the entire population of California supports, then the larger governmental levels, such as MTC and the State of California, need to do more than gentle pushing. The United States Constitution was set up with a two-way sharing (pulling) of power, and currently the local governments and organizations are very much in control. Again, I mention all of this especially in light of transit.

I was very happy to see the graph on page 40, showing that Transit Efficiency ranks highest in regards to performance & addressing goals combined. I find it therefore peculiar that this did not get highlighted better in your reporting. One example, Caltrain's baby-bullet service, created a 50% increase in ridership in a little over four years time for actually little money. From information gathered at work here at Caltrans, I believe the same group of people is served with upgrading quality of transit as with creation of HOV lanes; because, especially carpoolers appear to jump into fast and reliable transit. High quality transit -of the kind we truly do not have much of in the Bay Area- helps others elsewhere in the world reach their environmental and economic goals. Percentage-wise, Americans spend twice as much as the Japanese on transportation, and one-and-a-half times as much as Western Europeans. It is not just the distance, and not just the use, but especially the efficiency of what we have -or should have- that counts in this respect.

When working for the TEP, I learned that Muni's performance is slowest in the downtown area. I investigated other cities, for instance Rotterdam, in the Netherlands, where transit operates exactly the other way around: it is actually fastest in the downtown ring. And there, the average speed slows when moving to an outer ring (with some directions still providing very fast transit). All that, while the infrastructure is not that much different (it has two metro lines, while San Francisco has a BART and a Muni tunnel). Close to no buses enter Rotterdam's downtown, they function mainly as feeder lines. Buses are per passenger very expensive to operate. On top of that, Muni operates its tunnel as a streetcar system, which is 3 to 5 times more expensive to operate than a subway system (Vukan Vuchic, in Urban Public Transportation, 1981). All that, while the tunnel is already there (the big investment has already been made). The synergy effect of having one transit leg that is fastest in a straight line from A to B makes people use transit more, including accepting that second leg on the bus or streetcar that may not be too fantastic. Muni could save money and improve service. My question: where are you? This is the place where MTC and the State of California have a very important function to fulfill. As said, I worked for the TEP for a little while. I truly like their plans for buses, but they still have not figured out the disfunctional part of their light-rail system, where the real money savings and the real improvements for transit are. To support this reasoning: while Caltrain had a 50% jump in ridership in four years time, SamTrans had just a small increase in ridership. Efficiency is it!

I have very severe problems with California's High-Speed Rail plan. While it supports many aspects addressed in SB375, it undermines various aspects of SB375 truly at the same time. Each form of transit - be it bus, BRT, light-rail, regional rail, or high-speed rail - performs best when optimizing the conditions for its own specific characteristics. A bus is not optimized in use the same way a metro is. The CHSR tries to please too many different locations (due to political reality), and will be a lesser product than portrayed and cause more sprawl than currently considered. The maximum use of HSR is therefore not delivered in this product as sketched in this plan. The train will be slower (and more costly to operate), leading more people to still take their own car. Certain aspects of each form of transit are not up for compromise, and I predict that the California high-speed rail will perform like regular rail in Europe (on average, not in specifics). That is still an improvement compared to today, but costs a very large amount of money that is going to a lower-grade project. In that light, Oakland is the heart of BART in the Northern Bay Area, and it should get a HSR station that connects straight to Sacramento and San Jose to optimize use of both HSR and BART. Oakland and San Francisco are a few minutes apart on BART, and this will create movement on BART that is in most cases different from the current peak directions on BART. Also, with having Fresno sit right on top of the heart of the HSR system as sketched, many jobs will flow towards this part of the Central Valley, undermining your very high predictions for job growth in the Bay Area.

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Transit systems have their natural capacities, yet ensuring a two-way use of a transit system is a clever increase of capacity without much need for additional investments. Investigate which parts of, for instance, the BART system have extra capacity and that are attractive system-wide, and promote that area for business. Again, Oakland could use regional promotion, while infrastructurally this would cost us the least amount of extra money. If we build a two-way system (roads, transit) why not optimize the use of both directions? We made the investments, so let's promote the best use of the investments.

Specific projects that I mentioned to my boss, but that I like to reiterate here, again, on a personal basis:

San Francisco County # 94632: Extend Third Street Light Rail from Fourth and King Streets to Bayshore Caltrain Station. This project was finished last year, except for the important last stop to Bayshore Caltrain Station (which does appear as separate project in the San Mateo list).

230409: Reconstruct and widen Harney Way to 8 lanes (6 mixed flow, 2 bus-only for BRT service) and improve bicycle lanes and sidewalks. I thought this project was shot down last year, and the main reason the last light-rail leg was not completed to connect that transit-efficiency-improving connector station at Bayshore. Here, too, MTC has a vital role to play to overcome the local political realities of two counties.

230517: Improve transit and roadway connectivity between San Francisco and San Mateo Counties. Is this about the same project 230409 but with a different name? Possibly, this is about Muni light-rail to Daly City BART station? That spot is the other transit situation showing a political reality of severe unwillingness to deliver the people of this region efficient transit.

230594: Improve San Francisco BART stations to enhance passenger safety, accessibility and capacity, improve signage and provide real time transit information. Is this just about Montgomery and Embarcadero Stations or also about BART 30th Street/Mission station? I made the point before, but Muni's functioning is not optimized in its Market Street tunnel. If Muni used this infrastructure more efficiently, then BART would be used by fewer people in this stretch of downtown, diminishing the need to adjust the Montgomery and Embarcadero BART stations. By not addressing the lack of efficient transit in one spot (Muni not using the tunnel as a cost-saving metro capable of handling 250% more people, and this number is real, not a guess), we are now required to address an additional problem for much money, while not addressing the actual cause: inefficient transit use of a neighboring organization.

Santa Clara County # 21923: Implement Bus Rapid Transit (BRT) on El Camino Real from Diridon Station to Palo Alto. This is a perfect example of redundancy in transit. With Caltrain's baby-bullet a big success, a BRT following the same length but one-to-a-few miles West of Caltrain's track, competition in what is a subsidized market leads to both forms becoming more expensive/performing less well than desired. Caltrain needs feeder line buses that are most-reliable (i.e., line not too long, not going to bottleneck locations, and preferably going to two Caltrain stations, with one a baby-bullet station). My quick overall take on transit: we have too much transit, all of a low-grade, costing us unnecessarily a very large sum of money for a product that does not attract all riders that good transit could attract. There is a segment of competition, definitively worth mentioning, in our transit product that undermines the performance/cost of both competing transit services. Focus on too many lines, and there is no real focus.

22019: Convert Bus Rapid Transit (BRT) to light-rail transit in the Santa Clara-Alum Rock corridor (Downtown East valley Phase 2). Is this an example, or a warning, that we need to be careful with BRT? Will much capital be destroyed by not immediately implementing light-rail at this location, or is the road bed the same as for light-rail, and little money is lost when converting? Should San Francisco learn something from this for their Van Ness BRT project? Are we spending money on a half-solution, making us have to spend more again in the future? With BRT quite popular among planners, we need to be careful not getting caught in the spin. Again, BRT has its own characteristics that deliver a maximized product under specific conditions. Avoid expensive experimenting with BRT, don't waste money thinking we will be the examples for the world, while creating additional problems that will cost additional money fixing, too.

I'd like to finish this email with thanking you again for what I can tell is a very professional plan. Though I highlight particularly that of which I am certain that large improvements can be made in transit thinking, I am in general very much impressed with the RTP 2035. And I am aware of certain realities (money constraints, political balkanization, two-party system leading to local monopolies). Overall, I'd say: a very good job!

Thank you very much for your time and attention.

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I was stunned and frankly appalled to hear that the MTC was even considering trying to get people out of their cars by raising prices on commuters with gas taxes and toll roads.

I work in San Jose and currently live in Los Gatos, I would like to buy a house but I can't afford anything closer than Brentwood. How, please tell me how, I can get from Brentwood to San Jose without my car. I can't take BART, it does not go from Brentwood to SJ, and San Jose's light rail does not meet up with Bart, now there's great planning.

Why don't you do something about our dismal public transportation before hit the consumer with more taxes and fees ?

Catherine Sprague
14685 oka road # 55
Los Gatos, Ca 95032
(408) 356-3140

>>> "LOWELL E GRATTAN" <lowell_grattan@prodigy.net> 9/2/2008 2:44 PM >>>

Steve,

Concerned about the direction of the new Transportation 2035 Plan.

Here is a note I sent to San Jose Planning regarding their new Envion 2040 Plan. My concerns also apply to MTC.

1. Who is doing the most Polluting, transit or cars? Which is getting better?
2. What is the future and capability of rail? .
3. Does Smart Growth really work?

Of interest, just returned from a conference in Houston. Average home price \$158,000, They have solved road congestion. The bay area does not have a clue.

Please review these experts listed below. Rail is not the answer!!!
Lowell Grattan

>>> "Simon (Vsevolod) Ilyushchenko" <simonf@simonf.com> 9/11/2008 12:08:07 AM >>>

Dear MTC officers,

I've read a memorandum that will be presented by Lisa Klein at tomorrow's meeting:

http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1133/Project_Performance_Klein2.pdf

It mentions an analysis of carbon dioxide emissions and vehicle miles traveled for several highway expansion projects.

I've been working on visualizing climate-related datasets, especially data on CO2 emissions, and I would be interested to read the full report and to see what models and inputs were used (plus, as a Bay Area resident, I'd like to understand the planning process better). The techniques that were employed could be helpful in other localities, also.

Thanks,
Simon

>>> "Roderick Llewellyn" <roderick@sanfransystems.com> 10/6/2008 8:27 PM >>>

Hello,

MTC's 2035 website has a comprehensive list of workshops held and comments gathered. What I don't see is any connection between said comments and changes to the plan. Having been a veteran of MTC planning efforts before, I've always noticed that while my comments are duly noted, they never actually appear to affect any aspect of the plan. Neither do anybody else's comments at these meetings.

What I am looking for is a list of projects that were added, eliminated, or substantially changed as a result of public participation, and a connection identified between these modifications and the public comments that triggered such modification. I'm not looking for projects that were changed because of pressure from, say, real-estate developers, SVMA, or other groups that typically do not attend these meetings but instead exert their influence in more private settings with MTC commissioners. Can you provide such a list? If you cannot, I would seriously challenge the value of these public participation forums.

In addition, several months ago I asked MTC for a list of the projects considered "committed" as compared to the proposed projects considered "uncommitted". After about a month, I was sent an email that directed me to look at your web site. This was unresponsive. What I want is not an unmanipulateable PDF file but an EXCEL file (or file easily convertible to spreadsheet format) which lists the various projects, how much they cost, which county they occur in, and whether they are considered "committed" or "uncommitted" (that is, are they part of the \$191 billion which MTC has effectively taken off the table and is therefore apparently not subject to any public criticism or modification?). I need this information in order to be able to better characterize the various projects, to help me understand which projects are "committed", and for explanation of such issues to other people.

Thank you,

Roderick Llewellyn 415-437-4718

T2035 E-mails Received During Phase 3

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>>> "Gail Payne" <GPayne@ci.alameda.ca.us> 11/18/2008 3:24 PM >>>
Great work on the draft plan update!

I am not able to locate the Oakland-Alameda Estuary Crossing project in your tables and on the Alameda County map. Was it intentionally left out? For more information on this project, please refer to the web site: www.estuarycrossing.org.

Thank you.

Regards,
Gail Payne

Gail Payne
Transportation Coordinator
City of Alameda Public Works Dept.
950 West Mall Square, Room 127
Alameda, CA 94501-7552
510-749-5918 (tel)
510-749-5867 (fax)
510-222-7538 (TDD)

> Erik Ostrom <eostrom@drowning.org> 12/2/2008 12:22 PM >>>
You've probably already caught this one, but on page 65 of the November draft of the MTC bike plan (http://www.mtc.ca.gov/planning/bicyclespedestrians/MTC_bike_plan_DRAFT_11-5-08.pdf), it says:

About \$1.9 billion is expected to be available for bicycle projects from non-Regional Bikeway Network program funds between 2008 and 2035. Since \$710 billion of expected revenue will be dedicated to the construction of the Regional Bikeway Network, about \$1.16 billion is projected to be available to fund bicycle projects and programs beyond the Regional Bikeway Network, like those discussed in the "Other Costs" section earlier in this chapter.

\$710 billion is an alarming number, so I went back and looked at the math; it looks to me like it was meant to be \$710 million, which subtracted from \$1.87 billion ("about \$1.9 billion") would leave \$1.16 billion.

--Erik Ostrom
eostrom@drowning.org

>>> <JLucas1099@aol.com> 12/19/2008 4:24:56 PM >>>
Re: MTC Draft Transportation 2035 Plan.....Where will this plan be available to be read in hard copy? What libraries will carry it?

Thank you very much.

Libby Lucas, Conservation
CNPS Santa Clara Valley Chapter
174 Yerba Santa Ave.,
Los Altos, CA 94022
*****One site keeps you connected to all your email: AOL Mail,
Gmail, and Yahoo Mail. Try it now.
(<http://www.aol.com/?optin=new-dp&icid=aolcom40vanity&ncid=emlcntaolcom00000025>)

>>> "mark miletich" <mark.miletich@gmail.com> 12/19/2008 3:59 PM >>>
Please verify accuracy of numbers in RTP.

Translink unique daily ridership = 20,000 unique riders
Translink total funding - \$400,000,000
Cost to MTC for each unique rider - \$20,000

Mark Miletich
Concord, CA

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>>> "BigWayne19" <BigWayne19@Comcast.NET> 12/19/2008 4:44:24 PM >>>
----- that excludes motorcycles be considered anything other than your
own biased-against-motorcycles view . . .

wayne phillips
524 moraga way
orinda ca 94563

925) 631-1227

ps: i've attended and commented about motorcycles not being included (or even MENTIONED) every time you put it out . what
is your not-very-hidden agenda ?

Big

...freedom isn't free: its price is eternal vigilance . . .

>>> Allen Tacy <allentac@sonic.net> 12/22/2008 9:01 AM >>>

Dear sir - A number of terms used in your Draft released December 8 need definition for this layman:

- Urban and Urban core
- Suburban and Dense suburban
- Rural and Rural suburban
- Low income and Moderate low income
- Medium income
- High income
- PM2.5 and PM10 - what produces them, what are their consequences,
and specifically are these emissions relatively higher from trucks than autos?

Allen Tacy

12/22/2008 9:13 AM

From: "Rich Tretten" <tretten@mindspring.com>

To: MTC info

Subject: Re: Draft Transportation 2035 Plan Available for Comment

Thank you for the following email about the Draft Transportation Plan 2035.

However, why are public hearings only held in SF and in Oakland? San Jose, the largest city in the Bay Area, voted for BART to San Jose in both 2000 and in 2008. Yet MTC is not willing to have a public hearing in San Jose/Santa Clara County with a population of 990,000/1.7 million? San Jose will eventually be served by High Speed Rail and BART. In 20 years, San Jose will become a major transit hub for the Bay Area. It's time for MTC to, also, hold meetings in the South Bay to communicate transit issues to Santa Clara County.

Richard Tretten
San Jose, CA

>>> "White, Dustin" <Dustin.White@sfmta.com> 12/22/2008 2:55 PM >>>

Hi Sean,

I have reviewed MTC's Draft Regional Bicycle Plan for consistency with San Francisco's Bicycle Plan. In general, the map of the regional bikeway network for San Francisco County looks consistent with San Francisco's bicycle route network, but there are a few discrepancies. The following segments are shown on the regional map, but are not shown in the San Francisco Bicycle Plan:
15th Street between Market and Harrison Streets
Pacific Avenue between Arguello Boulevard and Presidio Avenue
Fort Mason Tunnel
Path along the extreme northern edge of the Marina Green

I also took a quick look at Appendices A and B, and have some questions/corrections. I don't know what MTC considers "built" - but many of the segments listed as "built" have no facilities, while other segments listed as "unbuilt" have been completed. Below are my detailed comments.

Appendix A:

SF-2: 3rd Street - note that this route has been moved OFF OF 3rd Street ONTO Illinois/Terry Francois/Cargo for a portion of this route between the intersection of 3rd/Terry Francois and 3rd/Cargo

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SF-3: Battery East - Contact Presidio – this project may have been completed
SF-15: Presidio Promenade - Contact Presidio – this project may have been completed
SF-20: Washington Blvd. - Contact Presidio – this project may have been completed
SF-21: West Pacific - Contact Presidio – this project may have been completed
SF-22: West-Coastal Trail - Contact Presidio – this project may have been completed
SF-26: Folsom Street - This project has been completed – 0.4 miles are listed as unbuilt – unclear which portion is unbuilt – an eastbound bike lane exists on Folsom Street except one block between Spear Street and The Embarcadero
SF-27: 16th Street - This project has been completed – 0.3 miles are listed as unbuilt – unclear which portion is unbuilt – bike lanes exist on 16th Street between 3rd and Kansas Streets. Project endpoints for this project are also unclear – 16th Street does not intersect Division Street.
SF-28: 11th Street - Unclear why this is listed in Appendix A if there are no unbuilt miles.
SF-33: Broadway – Sharrows have been added to portions of Broadway between The Embarcadero and Columbus Avenue, so this project should be considered partially built.
SF-34: Broadway to Ocean Beach – The portion of this project on Lake Street should be listed as complete (bike lanes exist on Lake Street between Arguello and 28th Avenue). Also, sharrows exist on Clement Street between 34th and 43rd Avenues.
SF-38: Alemany/San Jose – 0.1 miles are listed as unbuilt – unclear which portion is unbuilt?
SF-40: 15th Street is not part of the City's existing or planned bicycle route network.
SF-43: Masonic/Presidio - Sharrows exist on Presidio Avenue between Geary Boulevard and Pacific Avenue, so this project should be considered partially built.

Appendix B:

The following Projects, which are listed in Appendix A as having partially built segments, are missing from Appendix B. If there are segments that are partially built, shouldn't they show up in Appendix B?

SF-2: 3rd Street
SF-5: Cesar Chavez Street
SF-7: Howard Street
SF-9: Market Street
SF-13: Polk Street
SF-20: Washington Blvd.
SF-22: West-Coastal Trail Multituse Path – Lincoln Blvd.
SF-25: The Wiggle
SF-26: Folsom Street
SF-27: 16th Street
SF-28: 11th Street
SF-30: Potrero Avenue
SF-37: Daily City BART to Sloat
SF-38: Alemany/San Jose
SF-40: 14th/15th Couplet
SF-41: 7th/McAllister
SF-50: Bay Trail

Here are other specific comments for Appendix B:

SF-8: Planned improvements have not been made – I would not consider this "built", although path does exist
SF-14: San Francisco Bicycle Plan recommends upgrading to Class II – should this be listed as "unbuilt"?
SF-17: The Port of San Francisco should be consulted to determine if bicycling on the Embarcadero Promenade Path is legal or not
SF-23: San Francisco Bicycle Plan recommends improvements on portions of route on Transverse and Kezar Drives – should this be listed as "unbuilt"?
SF-35: San Francisco Bicycle Plan recommends minor improvements – should this be listed as "unbuilt"?
SF-36: San Francisco Bicycle Plan recommends upgrading to Class II – should this be listed as "unbuilt"?
SF-39: San Francisco Bicycle Plan recommends minor improvements on some portions – should this be listed as "unbuilt"?
SF-42: 8th Street is one-way southbound – what about 7th Street northbound couplet?
SF-45: San Francisco Bicycle Plan recommends minor improvements – should this be listed as "unbuilt"?
SF-46: San Francisco Bicycle Plan recommends upgrading to Class II – should this be listed as "unbuilt"?
SF-47: San Francisco Bicycle Plan recommends minor improvements on some portions – should this be listed as "unbuilt"?
SF-48: San Francisco Bicycle Plan recommends minor improvements – should this be listed as "unbuilt"?

Let us know the best way for us to provide additional details, if needed.

Best,

Dustin

Dustin White
SFMTA - Bicycle Program
One South Van Ness Avenue, 7th Floor
San Francisco, CA 94103
p: 415-701-4603 | f: 415-701-4343
dustin.white@sfmta.com | sfmta.com/bikes

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>>> "Steve Nieman" <snieman@tiogagroup.com> 12/24/2008 11:15 AM >>>

Ladies and Gentlemen:

I would like to submit this comment on the content and emphasis in the section "Moving Goods in Northern California" in the draft 2035 Transportation plan.

My overwhelming thought deals with the first sentence in the second paragraph on page 73, which starts "In Northern California, trade primarily occurs along two major trade corridors connecting." While the statement is partially true, starting this section with such an orientation creates an emphasis for the entire section that is misplaced for at least two reasons. (I say "partially true" because surely MTC would agree that there is a third trade corridor in Northern California that runs north-south along I-5 and USH 99). First, what goes on within the MTC nine-county region is far more important than what involves the rest of California or the rest of our nation. That is because only about 20-30% of the truck trips in the MTC nine-county region leave the region; that is, 70-80% of the truck trips (both trip ends) stay within the region because they have a trip length of 100 miles or less according to the VIUS reports from the federal government (which defines the region slightly larger). That is, for the MTC, the more appropriate emphasis for goods movement should be within its region first. Unfortunately, this draft of this section minimizes that consideration. Secondly, while it is appropriate and necessary for MTC to coordinate goods movement policies and action plans with other MPOs, particularly those adjacent to it, and the State of California, that topic is the jurisdiction of the State (of course, with active input from affected MPOs). Hence, in this document, it seems to me, that to speak only to two major trade corridors is to forsake MTC's primary jurisdiction, overlook a primary opportunity for action plans, and invite a critique to the effect that MTC does not sufficiently concern itself with goods movement within its own territory.

On a very positive note, I would strongly commend MTC for recognizing that land use policy and decisions have, in the past, and are today, adding unnecessary miles to many of the truck trips to, from and within the region. That topic has not received the emphasis that it deserves, but now it should, particularly with MTC being so keenly aware and active on the topic. Also, MTC is to be commended for taking a lead, active, and insightful role on freight matters amongst its neighboring MPOs and the CTC.

Steve Nieman
Principal
The Tioga Group, Inc.
Phone: 925/935-9838
Email: snieman@tiogagroup.com

>>> "Do, Tho" <ThoDo@co.marin.ca.us> 1/7/2009 11:15:22 AM >>>

Lady/Gentlemen,

Would you please let me know when will MTC's Final Transportation 2035 Plan be adopted?

Thanks,

Tho

Tho X. Do, P.E.
Associate Civil Engineer
Transportation Authority of Marin (TAM)
750 Lindero St. - Suite 200
San Rafael, CA 94901
Phone: (415) 226-0826
Fax: (415) 226-0816

Email Disclaimer: <http://www.co.marin.ca.us/nav/misc/EmailDisclaimer.cfm>

1/7/2009 5:17 PM

Below is the result of your feedback form. It was submitted by
() on Wednesday, January 7, 2009 at 17:04:19

PRE-TITLE: Mr.

FIRST NAME: Dan

LAST NAME: Provence

EMAIL: mikesbrother@hotmail.com

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COMMENTS: Please consider reversible lanes so that only half of the widening is necessary. Places like Highway 1 in Pacifica do not need 6 lanes, but there is a need for more capacity for a few hours in one direction depending on the time of day. A reversible lane would address the need, keep costs down and create less of a barrier to the community.

Please change "bypass" to "tunnel" regarding the Devil's Slide item.

Consider a roundabout option for the Highway 1/Manor overpass.

Several places mention adding road capacity. There also appear to be areas where road space can be reduced/reallocated to allow for other uses like cycling. Please make this a clear priority.

SEND: SUBMIT

>>> "Lacayo, Julio A." <JLacayo@DMV.CA.gov> 1/8/2009 1:59:51 PM >>>

On behalf of EDAC and advisory council, please keep in mind our growing senior and disabled communities. As we all know, our senior population is living longer, average age will be 85 years + and the baby boomers are right behind them. During our January 7th meeting, someone mentioned the need for "attractive alternatives" and that is exactly what MTC needs to keep in mind as it relates to our senior drivers who will eventually make the "transition" from driving to using our public transportation system. We need to provide a safe, affordable, flexible and attractive public transportation system for all. If we fail to do so, we will continue to experience much difficulty convincing our senior drivers to give up the keys. A common MTC goal should be to reduce the use of the private automobile by 30% and not expect a 30% increase by 2035.

Thank you Ursula and MTC for allowing me the privilege to network with such a fine staff of leaders and community advisors and provide input to improve our "common" senior driver mobility issues and challenges.
Regards,

Julio A. Lacayo
Community Outreach Senior Ombudsman
Law Enforcement Outreach Representative
Licensing Operations Division/Bay Area Counties
303 Hegenberger Rd. Ste 400
Oakland CA, 94621
(510) 563-8998 FAX (510) 563-8903
jlacayo@dmv.ca.gov

1/13/2009 4:26 PM

From: "BigWayne19" BigWayne19@Comcast.NET

To: MTC info

Subject: RE: MTC Scoping Meetings for Transportation2035EnvironmentalImpact Report

----- looks like you-all still don't mention motorcycles or scooters .

..

Big

ps: convert 20% of existing traffic to motorcycles/scooters and you won't need a new bore for the caldecott tunnel .

1/16/2009 7:30 AM

From: "Richard L. Burnett" burnett.richardl@gmail.com

To: Radiah Victor

Subject: Performance Objective - MTC Emergency Management & Security Report

January 16th, 2009 @ 7:20 AM PST

RE: Performance Objective - MTC Emergency Management & Security Report

Dear Radiah:

As you know, EDAC members who attended the Joint Advisors Workshop on January 7th received their copies of the Draft Transportation 2035 Plan, where we were all asked to comment on it before the MTC deadline and final approval from the MTC Commissioners.

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Reviewing the Draft Transportation 2035, I would like to propose the following statements for the Performance Objective (page 13) for the Emergency Management & Security Report section listed under the Three Es as TBD or To Be Determined.....

1. Minimum Response-To-Recovery Standards
2. Improved Life Safety for Special Needs

Since the timeline for MTC Commissioners to adopt the Draft T-2035 Plan is scheduled for March 2009, EDAC Emergency Preparedness Subcommittee members would like to weigh in on this issue before the Plan is adopted. I am scheduling a Subcommittee meeting on February 5th, 2009, for that purpose, for Subcommittee projects to be discussed, and also for you to give us an update on the upcoming January 28th Workshop that you would have attended at that time. Thank you.

Yours,
Richard L. Burnett
MTC EDAC Member, Solano County
Emergency Preparedness Subcommittee (Chairman)
PHONE: 1-707-342-4927
E-MAIL: burnett.richardl@gmail.com

1/16/2009 8:34 AM
From: mark miletich mark.miletich@gmail.com
To: Ursula Vogler
Cc: Randy Rentschle
Subject: Draft RTP - TransLink question

Dear Ursula:

Thank you for taking the time to respond to my RTP question about TransLink® funding.

I suggest that you do more research about projects before you try to explain them to the public. In this particular case, your public (that would be me) has spent 19 years developing the TIP at MTC and so I am aware that approximately \$350,000,000 of the \$408 million in the RTP are funds already spent and/or programmed to TransLink. So your comment that:

This amount (referring to the \$408 million) will go to operate and maintain > the TransLink system over the next 25 years.

could be construed as misleading, or worse.

As you may, or may not, know, I have been barking up the TransLink tree for many years now, both when I worked at MTC and since my retirement. I am just frustrated as hundreds of millions of dollars continue to be poured into this poorly managed boondoggle of a project.

Thanks again for taking the time to address my issues.

Mark Miletich
Concord, CA

cc: RR

>>> <Susan_P_Jones@fws.gov> 1/21/2009 3:36:57 PM >>>

I had no idea what transportation plan you were talking about -- Merced County? Madera County?

I think your outreach is great, but it would be best if you would remove me from your mailing list - I do not deal with stuff in your geographic area.

Thanks.

Susan Jones, San Joaquin Valley Branch Chief
U.S. Fish and Wildlife Office, 2800 Cottage Way, W-2605, Sacramento, CA
95825
916/414-6600, fax 916/414-6713

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1/22/2009 1:01 PM
From: "Steve Nieman" <snieman@tiogagroup.com>
To: Carolyn Clevenger
Subject: RE: Comment on "Draft Transportation Plan 2035: Change inMotion"

Carolyn:

Thank you very much for a personal reply. Your attitude and actions are to be commended.

Steve Nieman
Principal
The Tioga Group, Inc.
Phone: 925/935-9838
Email: snieman@tiogagroup.com

>>> Andrew Casteel <andrew@bayareabikes.org> 1/22/2009 2:15 PM >>>
Hello MTC,

BABC's comments on the 2008 Regional Bicycle Plan are attached.

Sincerely,
Andrew Casteel
Executive Director
Bay Area Bicycle Coalition
Phone (510) 250-0909
Fax (510) 250-0906
www.bayareabikes.org

>>> Michael Baldini <michaelbaldini@yahoo.com> 1/22/2009 3:58 PM >>>
Good afternoon/good morning:

Bay Area Region / Multi-County
230550 Transportation Climate Action Campaign -- Save the money \$400.0, we are not so ignorant, we understand, give the taxpayers a break... spend it on rail/hwy grade separation projects?

Napa County
The existing railroad between St. Helena & Vallejo must be upgraded for heavy rail passenger... Connect with the Vallejo/San Francisco Ferry...

230508 Solano Ave does not intersect Dry Creek Rd...

San Francisco County
21503 Traffic Calming Program -- Save the \$\$\$ -- It is cheaper to spend it on Psychologists... Give the taxpayers a break... Anger management should be a condition of a CDL, not after issuing the license...

San Mateo County
21624 An Incentive Program for transit oriented developments -- A \$20 million bribe - NO! Let the free market & zoning do it...

Sonoma County
Recommend funds for a traffic circle in Schellville for the intersection of CA HWY 116 and CA HWY 121...

21908 Port Sonoma Ferry feasibility study -- \$20 million!!! What a waste, it is an obvious NO! Check the route(S) and distance of the net necessary to capture the critical mass to support the ferry! Raise the levees, increase the allowable watercraft speed on the Petaluma River... Place the terminal at the intersection of U.S. HWY 101 & S.M.A.R.T & on the Petaluma River!!!...

Thank you!

Michael J. Baldini
2430 Flagstone Drive
Napa, CA
707.254.7040

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>>> "Roberto R. Morelli" <morelli@mmlambretta.com> 1/22/2009 6:18 PM >>>

Dear MTC,

After seeing the news regarding your plans/idea on increasing cost of driving four fold I have to say you are all crazy !!

So I am going to be punished and basically forced out of business because your view is to force everyone onto mass transit no matter what. What are we supposed to do for our business ? Haul our cargo on the buses ? Are you going to have busses, trains and other mass transit going to all outlying areas that we have to travel to ?

All you are going to do with this proposal is force what is left of business out of California to other states where it is cheaper to operate. We are getting very close at selling everything in California and move elsewhere. California and our employees will loose, not us if we leave.

Reconsider your proposal and look at it from the little people !!

Mr. Morelli

1/23/2009 10:59 AM

From: Fred Doolittle <fredrickdoolittle@yahoo.com>

To: ahalsted@aol.com; atissier@co.sanmateo.ca.us; aworth@ci.orinda.ca.us; bdodd@co.napa.ca.us; bijan_sartipi@dot.ca.gov; blumacjazz@aol.com; dave.cortese@bos.sccgov.org; deanjchu@yahoo.com; dist5@bos.cccounty.us; district1@acgov.org; Dorene Giacomini; jimzspering@sbcglobal.net; jrubin@pencoalition.com; ken.yeager@bos.sccgov.org; mayor@ci.berkeley.ca.us; MTC info; skinsey@co.marin.ca.us; slempert@rcn.com; Thomas W. Azumbrado@HUD.GOV

Subject: Feedback on MTC Transportation 2035 Plan

Dear MTC,

Thank you for the opportunity to comment on the MTC Transportation 2035 plan. I've attached my comments in a word file to use formatting to make it easier to read and to add diagrams. Please let me know if you have any difficulty opening or accessing the file. I would welcome discussion if you have questions or comments.

Best Regards,
Fred

>>> Betty Jo Byrne <bjb5@earthlink.net> 1/23/2009 11:35 AM >>>

I gave input on the last round of planning, but missed being involved in 2035.

I just reviewed the 2035 plan. The one thing that I didn't see, may have missed, wonder about the the feasibility of, is using trains to move goods instead of trucks. Yes, that would probably mean a lot of reconfiguration, new building, etc., but in the long run, intuitively it would seem to lessen congestion and air pollution.

I'm glad the high speed rail was approved by the voters, no matter when the funds are available to build it. It seems to me that high speed rail needs to replace or at least supplement a lot of air and freeway travel across our large nation.

Lots of work and thinking went into this, which I appreciate. I'm now going back into your data base to see what I can for a bike route map.

Truly,
Betty Jo Byrne

>>> <NCBCHilberman@comcast.net> 1/23/2009 11:39 AM >>>

Dear Sean Co, the Napa County Bicycle Coalition has attached a comment letter regarding the Regional Bikeway Plan (RBP). For any questions regarding this letter, please feel free to contact me. Thank-you for your time and consideration of our input.

--
Wendy Hilberman, Executive Director
Napa County Bicycle Coalition
707-486-5648

>>> "robert tanner" <robertbtanner@att.net> 1/24/2009 10:33 PM >>>

To: MTC

I have taken the time to review the 2035 Plan. I agree with such things as the FOCUS plan, as this is needed to help develop transit corridors, such as the SMART train in Sonoma County. I also approve the development of the HOT lane system, not only to help the freeway system, but to expand the opportunity for express bus service.

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Although the freeway system is mature within the central core, I would like to see if the HOT lane system could be used to expand the freeway network in the North Bay.

I would like to see the HOT lane system expanded to include the Hwy 37 corridor between Novato and Vallejo as it would help the cost of eliminating the two traffic signals on that road as well as the needed widening and raising the roadbed to avoid flooding. (I do not think we will be able to avoid the sea level rise as projected.) I am also contemplating proposing an express bus line from the future Novato SMART station to Vallejo, Martinez and Pittsburg-Bay Point BART in that corridor.

I would also like to see the HOT lane system extended up Hwy 29 between Vallejo (Hwy 37) and Napa to help fund the upgrading of that highway to freeway status. Napa Vine buses would benefit from increased speed in the HOT lanes in that corridor.

I also want to see the Hwy 4 Bypass in Brentwood, extended to the 580/205 interchange in Tracy with HOT lanes in its center divider. There are many commuters out of Brentwood that would use those lanes, also commuters from the Central Valley to the industrial areas along Hwy 4 would use them as well. Also, there are Tri-Delta transit buses that would also use the HOT lanes.

The main reason I advocate freeways, is that on far too many surface arterials, there are huge, wide intersections with multi lanes and four separate left-turn phases or single movement split-phases. These intersections are a HUGE source of pollution and GHG from all the dead-stopped, idling vehicles that are waiting for signals that can take up to 90 seconds between green lights. This idling vehicle pollution and GHG source is ongoing, even during non-peak hours. We have numerous intersections like this all over the Bay Area, especially in the Suburban areas. This makes any attempt to speed up traffic with sophisticated traffic control systems next to impossible, as any attempt to favor one corridor results in increased delay to the intersecting corridor. Bottom line: Nothing is improved.

Worse than that, these slow-signalized intersections massively slow down bus schedules, reducing their attractiveness. Also, such intersections are a HUGE disincentive to pedestrian or bicycle travel, virtually killing those options.

In the Manual on Uniform Traffic Control Devices (MUTCD), in Section Four, my concern about traffic signals is addressed in the latter part of Sec. 4B.03. In the next Section, 4B.04, a list of alternatives is presented, including Roundabouts and All Way Stop sign control.

The Federal Highway Administration is trying to reduce accidents by advocating Roundabouts. They are also trying to improve efficiency and safety at signalized intersection by developing the new Flashing Yellow Arrow (FYA) Protective-Permissive left-turn signal, or PPLT. At this time Caltrans is working on making this signal safer by a slight adjustment of the phases. Contact Mr. Ahmad Rastengarpour at Caltrans HQ in Sacramento as he was working on it.

If we are to really address the issue of Climate Change and traffic congestion, we have to address the issue of intersections! These are our options:

- 1) ALL-WAY STOP SIGN CONTROL: Some communities could go this way, at least in part. Advantages are:
 - a) Gives advantage to pedestrians and bicyclists, encouraging these modes.
 - b) Less expensive to maintain (Many communities could use the savings to catch up on their pavement maintenance.)
 - c) Far safer for motorists, pedestrians and bicyclists.
 - d) Less potential for liability claims against a governmental entity.
 - e) Makes downtowns more attractive to shoppers. (like Downtown Martinez.)
- 2) ROUNDABOUTS: Excellent for rural areas and areas in town with enough room. Advantages are:
 - a) Can handle more traffic than Stop Signs. Also does well in situations where there is a lot of turning movements
 - b) Traffic more or less keeps moving, reducing idling vehicle pollution and GHG.
 - c) Far SAFER than lights, as traffic is slowed to about 20 MPH, and if accidents occur they are slow speed sideswipes and NOT deadly high-speed broadside collisions.
 - d) More attractive than wide, complex intersections. Far less visual impact on rural areas. Ideal for isolated two-lane road intersections in rural areas or two-laned 'Road Dieted' corridors in towns.
 - e) Can be more friendly to pedestrians than forcing them to wait at a light, pounding a push button. Same for bicyclists. (Could be made safer with pedestrian safety signals)
 - f) Reduced water runoff issues as center of roundabout can be landscaped.
- 3) PROTECTIVE-PERMISSIVE LEFT-TURN SIGNALING (PPLT) Can be used with single left-turn lane only. Advantages are:
 - a) Allows retention of signals, if other options not available, but improves efficiencies.
 - b) Lower speed limits required improves safety. (Requires speeds less than 40 MPH)
 - c) Improves traffic flow at relatively low cost, enhances ITS operations.
 - d) Reduces delay, and idling vehicle pollution and GHG.
 - e) Use of Flashing Yellow Arrow (FYA) is easier for drivers to interpret, improving safety.
- 4) COMPACT INTERCHANGE: This is designed to fit within the existing right-of-way with only the center lanes going up and over a flyover or down and under a diveunder. The curb lanes continue to the cross street, providing access. Suitable for MAJOR multi-lane arterial intersections only, as costs limit application. Advantages are:
 - a) Maximum enhancement of traffic capacity, reduces or eliminates need for road widening or building additional roads.
 - b) Maximum reduction of pollution and GHG at intersection from idling vehicles.
 - c) Reduction of delay at cross street, reducing its congestion as well.
 - d) Less delay for bicyclists and pedestrians crossing major arterial.

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- e) Bicyclists and pedestrians can still use arterial, as curb lane and sidewalks remain.
- f) Transit buses can still service arterial by using curb lanes and passing through intersection.
- g) Allows ITS systems to actually improve traffic throughput on other portions of major arterial.

That is my comment on the Change in Motion Transportation 2035 Plan. Until we deal with these dreadfully slow multi-phased signalized intersections, we will not begin to grapple with the very real issue of Global Climate Change. I've been reviewing this issue for twenty years. I even drove to Sacramento to meet with Caltrans officials there to discuss this on July 18, 2007. I met with Mr. Isif Haq, Mr. Jeff McCrae and Mr. Ahmad Rastengarpour. It was Ahmad that suggested I take up traffic consulting. I've been attending the the Board and TAC meetings of the SCTA in Sonoma County ever since. If you want more people to walk, bicycle, or take public bus transit, we've got to grapple with the problem as to what to do with intersections! I've offered four options. You will need to use them all, wherever each is most appropriate.

I appreciate your extending to me the opportunity to comment.
Thank you for your time.

Robert B. Tanner
P.O. Box 77
Rio Nido, CA 95471-0077

1/27/2009 9:08 AM
From: "Taylor, Frances" <frances.taylor@cmpmedica.com>
To: MTC info
Subject: comment on RTP

This plan is very short-sighted as currently written. Expanding highway capacity to foreclosed homes while starving bursting urban transit systems is insanity. Why support sprawl and the attendant problems of obesity, global warming, and dependence on oil when you can support smart growth and reduction of vehicle usage? Please come to your senses and revise the RTP now.

Sincerely,

Frances Taylor

frances.taylor@cmpmedica.com

2982 26th St., San Francisco, CA 94110

1/27/2009 1:34 PM
From: Sprague Terplan <spragueterplan@yahoo.com>
To: MTC info
Subject: Draft 2035 Transportation Plan Comment

Draft 2035 Transportation Plan Comment

I am unable to attend the public hearings, therefore I respectfully submit this comment:

I strongly support a carbon or vehicle-miles traveled tax, congestion pricing (especially in car-clogged San Francisco), parking surcharges and a regional gas tax. All of these fees should provide ample revenue for decades to come and they should profoundly influence individual behavior to discourage (solo) driving. We must be saved from ourselves. Voluntary programs calling for reducing one's "carbon footprint" or "Spare the Air" do not make enough of a difference when there is no financial incentive for treading lightly. Furthermore, mass-rail projects that utilize existing right-of-way should be funded, especially when other mass

transit options (ie. BART extensions) take longer to be operable and are more expensive to build. More should be done to make transit a speedier option. This should include more bus lanes and more express services (at off-peak hours, too). Thank you for including such proposals in your plan.

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>>> "Robert Raburn" <robertraburn@ebbc.org> 1/27/2009 3:12 PM >>>

Please see the attached comment letter.

-Robert Raburn, Executive Director

East Bay Bicycle Coalition www.ebbc.org
PO Box 1736 tel:510-533-7433
Oakland, CA 94604 fax:510-533-7432
Fruitvale Village, 3301 E12th, Suite 143

"Promoting bicycling as an everyday
means of transportation & recreation"

>>> "Ruby Pap" <rpap@coastal.ca.gov> 1/28/2009 5:03:23 PM >>>

Hi Ashley,

I am reading the Draft 2035 Plan and I have a question. This is NOT a comment on the DEIR. In Appendix 1, Projects, each project is listed by reference number. Can you direct me to where I can find more info about a project, using the reference number? I am curious San Mateo projects, specifically #230349 (Improve local access to NPS lands in SMCO) and #22268 (Provide countywide shuttle service between Caltrain stations and major activity centers). Thanks! -Ruby

>> "Happyfeet" <[REDACTED]> 1/29/2009 1:54:16 PM >>>

Dear Ashley,

Hello? I'm one of attendants at the past public hearing. Again I appreciate MTC efforts for everything related to Transportation 2035! Could you do me a favor? I'm assuming MTC has a brief report or note about what elements in detail are advanced, compared to prior RTP 2001 and Transportation 2030. Some sentences here and there in the Transportation 2035 indicates such progress, but it would be much helpful for the public if there is a separate summary note about that so that we can conveniently investigate progresses and challenges. Would you please advice any reference?
Thanks!

John

>>> Bob Barzan <bbarzan@yahoo.com> 1/29/2009 3:29:02 PM >>>

Dear Ashley Nguyen,

In looking over the Transportation 2035 Plan a couple of things seem missing. Although the Central Valley is mentioned here and there, for the most part, the plan reflects a world-view that isolates the Bay Area from the rest of the state, especially the three large population centers immediately east of the Bay Area; Sacramento, Stockton, and Modesto, and to a lesser extent Merced.

Right now these cities have a combined metro population of about 3.5 million people, about the size of Los Angeles, right on the proverbial doorsteps of the Bay Area. By 2035 there will be nearly twice that number. Not including these areas undermines the credibility of the entire study because the impact of the transportation needs between the Bay Area and the Central Valley will be major, much more so than transportation needs within some areas of the Bay Area.

Access to workers, jobs, goods, airports, manufacturing facilities, recreational facilities will require large number of people and things to move back and forth between these two huge population centers. Thought the plan mentions that this will be the case, it does not address how to best move forward and include the Central Valley. I think the plan needs to include more study of how the Bay Area and the Central Valley can and will relate to each other.

As an example, the Central Valley is woefully under served with passenger airline service. Stockton and Modesto, though among the 100 largest cities in the country are the worst for passenger airline service. They not only lack service to their own airports, but residents must travel farther to find service than any other of the 150 largest cities in the country. As a result, 1000s of people a day travel to and from Bay Area and Sacramento airports. I saw no recognition of this in the report.

On page 149 the plan acknowledges the need for addition airport system capacity, but not in the context of how expansion of capacity in the Central Valley could alleviate congestion at Bay Area airports and serve the eastern portions of the Bay Area.

Despite these short comings, I am excited to see the plan and grateful that planning is happening.

Thank you for your good work,

Respectfully,

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Bob Barzan

Bob Barzan
bbarzan@yahoo.com

>>> "DeRobertis, Michelle" <Michelle.DeRobertis@vta.org> 1/29/2009 5:23 PM >>>

Thank you for the opportunity to comment on the Regional Bike Plan. The following are VTA 's comments.

VTA Comments on the Draft Regional Bike Plan
1/28/09
Chapter 5 and Appendix A

We are very happy to read in Chapter 5 that:

"All existing and unbuilt links of the San Francisco Bay Trail spine are included in the RBN and are, therefore, reflected in Table 5.1."

However in Appendix A for Alameda County, ALA-2 has an endpoint of Ardenwood Blvd in Union City when in reality there is a significant gap just north of the Santa Clara County Border. To complete the connection to Santa Clara County, a bridge over the existing Alameda County Flood Control Channel is needed along with a trail along the levee to continue south to connect to the existing Bay Trail in Santa Clara County, (which is along the levee on the east side of Coyote Creek beginning at Dixon Landing Road). Please ensure that this approximately 2/3 mile project is included as either a separate link or by extending the limits of ALA-2 to the Santa Clara County border. We understand that the City of Fremont has funds to conduct a feasibility study for this project.

Also regarding the Bay Trail, The Bay Trail Gap Analysis Study, 2005, (on the Bay trail website) identified 15 remaining miles of Bay Trail to be built in Santa Clara County. Currently Appendix A indicates that the Bay Trail has 25 miles of built trail and 25 miles of unbuilt trail in Santa Clara County. VTA suggests that Appendix A be consistent with the aforementioned study in terms of unbuilt trail miles unless there is more recent or more accurate data. If so, please share it with us for our records. We will assume the 25 miles of built trail is accurate, since we do not have independent information on that statistic.

The Countywide Bicycle Plan, adopted in August 2008 has revised and expanded our cross county bicycle corridor network. Some alignments have changed and the number of routes has expanded from 16 roads /trail corridors to 24 roads and seven transportation-oriented trails (17 trails in all). Consequently, the bikeway mileage of these routes total 700 compared to the 423 miles included in the RBP, a 50% increase. (Note this does not include the approximately 300 miles of trails that are not transportation-oriented, which we will concede are not appropriate for the RBP.)

Given the scale of the mapping, it is difficult to tell how close the RBP alignments are to our newly adopted CBP alignments. It is also difficult to tell, in the corridors where we have both a roadway and a trail, whether the RBP included the road or the trail. Therefore VTA requests that:

- Where the VTA CBP identifies two alignments within one corridor, both are included in the RBP. For example we identify San Tomas Expressway and San Tomas Aquino Trail between SR 237 and SR 17.

- That all seven of our regional transportation-oriented trails be included:

(We can provide the built and unbuilt mileage of these trails). Bay Trail SR 237 trail - parallels/directly adjacent to SR 237 San Tomas Aquino Trail - north south route parallel to two expressway Stevens Creek Trail- parallels/directly adjacent to SR 85 Guadalupe River Trail- connects directly to downtown San Jose Los Gatos Creek Trail- connects directly to downtown San Jose Coyote Creek Trail

- Where the specific alignment of the RBP roadway route differs from the adopted CBP, that the CBP alignment prevails.
- That all the needed ped/bike overcrossing/undercrossings and freeway interchange modifications needed to fully implement the route are included.

Appendix F- The Santa Clara Countywide Bicycle Plan was adopted by the VTA Board of Directors in August 2008.

Appendix G - Page 129-130 Discussion of MUTCD and the MUTCD California Supplement is not entirely accurate. The CA supplement applies throughout the entire document; also it is not merely to make it consistent with the HDM. In short, in California, we use the "MUTCD California Supplement" and not the "MUTCD".

Appendix G -Page 132 The website for the VTA Bicycle Technical Guidelines is incorrect.

It is http://www.vta.org/schedules/bikeways_program.html

Or you can simply put our home page: www.vta.org (<http://www.vta.org/>)

Credits :Page 135 Michelle DeRobertis' name is spelled wrong, it is "De" not "Di".

Thank you.

Michelle DeRobertis P.E.
Senior Transportation Planner
Santa Clara Valley Transportation Authority (VTA)
408-321-5716

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>>> Bob Barzan <bbarzan@yahoo.com> 1/30/2009 8:55:17 AM >>>
Ashley,

Thank you for your interesting and welcome reply. I was not aware of the federal restrictions, bummer, but I am glad to know that your day to day planning includes the greater area.

I wish you the best,

Happy Weekend,

Bob Barzan

Bob Barzan
bbarzan@yahoo.com

>>> "Patton, Jason" <JPatton@oaklandnet.com> 1/30/2009 9:01 AM >>>

Greetings,

Please find below comments on the draft Regional Bicycle Plan.

Sincerely,

Jason Patton, PhD
Bicycle and Pedestrian Program Manager
City of Oakland, Community and Economic Development Agency
Transportation Services Division
250 Frank Ogawa Plaza, Suite 4344
Oakland, CA 94612
510-238-7049 (phone)

DRAFT REGIONAL BICYCLE PLAN COMMENTS, 30-JAN-09

- (1) (Background, pp 12-13) The analysis of trip-making trends would be improved by considering data from the American Community Survey for 2005, 2006, and 2007. Data from the US Census 2000 and BATS 2000 does not capture the growing interest in bicycling in the current decade. For example, Oakland has seen a 42% increase in bicycle mode share for journey-to-work from 2000 to 2006 (based on a comparison of US Census 2000 to a three year weighted average of the ACS data for 2005, 2006, and 2007).
 - (2) (Next Steps, pp 67-75) What are the next steps with respect to MTC staffing? The 0.5 FTE currently dedicated to bicycle projects is inadequate for plan implementation. At least one full-time staff person is needed for regional coordination, support, and oversight. MTC staffing of bicycle projects is not proportionate to the bicycle mode share of the region. Until some level of parity in staffing is achieved, bicycle transportation will remain second class.
 - (3) (Next Steps, p 67, 2b) What is the mechanism for updating the Regional Bikeway Network between Plan updates? Clear expectations and a transparent process are needed for local jurisdictions to work effectively with the CMAs and MTC.
 - (4) (Next Steps, p 69, 7b, Signage): Replace the included paragraph with the following: Many cities throughout the Bay Area provide wayfinding signage for their local bikeways. Most use the signs included in the California Manual on Uniform Traffic Control Devices: Bicycle Route Guide Signs (D11-1) or the Bicycle Route Number Marker Signs (SG45). Other cities, including Berkeley, have developed special programs using distinctly local signs. These multiple approaches to signage may create issues with continuity at jurisdictional boundaries. They may also complicate efforts to include region-wide information in a uniform manner (e.g. signage for BART stations). Efforts to sign routes of countywide or regional significance like the San Francisco Bay Trail may also create issues with consistency and uniformity. Keep the following paragraph as is that begins with It would be valuable to interview agencies... Add images of the D11-1 and Berkeley boulevard signs to complement the SG45 image already included.
 - (5) (Next Steps, p 69, 7b, Bicycle lockers) Replace ...Oakland and Palo Alto are beginning to install with Alameda, El Cerrito, Oakland, Palo Alto, Richmond, and Sunnyvale have installed...
 - (6) (Next Steps, p 70, 8d) Following ...criteria for bicyclists, pedestrians or public transit, add the following sentence: The underlying cause is the widespread use of level of service (LOS) as the primary threshold of significance for measuring transportation impacts and identifying mitigations under the California Environmental Quality Act (CEQA).
 - (7) (Next Steps): In general, this section puts an overemphasis on funding as a major barrier to plan implementation. The more significant barriers are (a) the lack of staff resources for bicycle projects; and (b) the lack of integration of bicycle projects into existing projects, particularly with local streets and roads.
 - (8) (Next Steps, p 74, Innovative policies on the horizon) Replace the last sentence with the following: As more jurisdictions adopt innovative policies, such as quantitative performance measures for all modes, conditions for bicyclists should improve. This distinction is subtle but important. CEQA reform may move towards replacing LOS with vehicle miles traveled or automobile trips generated, rather than multimodal LOS. The multimodal analysis needs to happen, but it may be more effective if it isnt part of CEQA analyses.
 - (9) (Resources, p 133) The Bicycle Safety Index may have been superseded by NCHRP Report 616, Multimodal Level of Service Analysis for Urban Streets. I have yet to use this report, but its getting a lot of buzz. Consider including it as an additional entry, or replacing the entry for the Bicycle Safety Index.
-

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>>> "Deb Hubsmith" <debhub@iqc.org> 1/30/2009 4:58 PM >>>

Sean,

The Marin County Bicycle Coalition and Transportation Alternatives for Marin are pleased to provide you with a copy of our joint-comments on MTC's Regional Bike Plan. If you could confirm receipt, we'd greatly appreciate it.

Please keep us updated on your evaluation of our comments, and subsequent revisions to the Plan.

Thank you for your hard work to improve bicycling in the Bay Area.

Best, Deb

Deb Hubsmith, Advocacy Director
Marin County Bicycle Coalition
P.O. Box663
Fairfax, CA 94978
(415) 454-7430
debhub@iqc.org

>>> "Favila, Fabian" <FFavila@srcity.org> 1/30/2009 6:55 PM >>>

Hello Sean,

Attached are Santa Rosa's project list revisions/additions. Please contact me if you have any questions.

Fabian

From: Lynne March [<mailto:lmarch@sctainfo.org>]
Sent: Friday, January 30, 2009 1:54 PM
To: 'Sean Co'
Cc: Favila, Fabian; Babauta, Mona; Janet Spilman
Subject: Sonoma County's Comments of the Regional Bicycle Plan

Sean,

The review of the draft *Regional Bicycle Plan* for the San Francisco Bay Area proved to be more complex than initially anticipated. Many differences were discovered when the maps and lists in the draft were compared to current maps and lists for Sonoma County's jurisdictions.

Map and List Update:

SCTA concluded that the most comprehensive approach was to ascertain from each jurisdiction what they considered to be their EXISTING and PROPOSED parts of the SF Bay Area REGIONAL BICYCLE NETWORK. This list is attached. SCTA requests that the map and lists in the approved Regional Bicycle Plan incorporate the changes as provided.

The list has been extracted in most cases from recently adopted bicycle & pedestrian plans. Cloverdale, Healdsburg, Windsor, Sebastopol, Sonoma, Cotati, and Rohnert Park have adopted plans as part of the *SCTA Countywide Bicycle & Pedestrian Master Plan*. Petaluma also has an adopted bicycle & pedestrian plan. For the County of Sonoma the list is the most current arising from planning efforts that are anticipated to culminate in an adopted plan early this year. Each jurisdiction was requested to validate this list.

Most of the jurisdictions provided costs for proposed segments of the network. Where not assigned, unit costs could be assigned. It should be noted. However, that the costs shown in the draft were judged to be in many cases significantly and unrealistically low. It is recommended that the averaged costs per mile be higher. In Sonoma County's more rural environments, bicycle projects may involve drainage issues, heritage trees, environmental mitigations, and right-of-way constraints, all of which can drive implementation costs upward. In many cases also the less costly, easier-to-construct projects were the first built, thus the remaining segments might be comparatively more costly.

Other comments:

Goal 3 addresses bicycle safety and has the stated goal of reducing bicycle injury and fatal collisions by 25 percent, however, the plan does not provide data on the number of injury and fatal collisions that have occurred in the region and by county. It is suggested that data on the number of injury and fatal collisions be presented by total and collisions per population in a summary table by county. Without this data for a base year we will not be able to measure our success at meeting this goal in future updates of the plan.

Santa Rosa:

The update for Santa Rosa has not yet been received. Santa Rosa staff have been asked to send their information directly to you when it becomes available.

Thank you for this opportunity to update our county's information.

Sincerely,
Lynne March
Transportation Planner
Sonoma County Transportation Authority
490 Mendocino Avenue, Suite 206

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Santa Rosa, CA 95401
707-565-5376
lmarch@sctainfo.org
www.sctainfo.org

>>> "Happyfeet" <[REDACTED]> 1/31/2009 4:38 PM >>>

Dear John,

Thank you for the answer. Can I ask one more question? I'm reading the Final T2030 Public Outreach & Involvement Evaluation Report. In Page 10, the following said:

All letter writers who commented on the Transportation 2030 Plan received a specific letter in reply from MTC. In addition, participants who commented through workshops and the Web sit could track results in three ways: overview mailing, attending Commission meetings, and reviewing the MTC Web site. Every correspondent was sent a response from a commissioner or a staff member.

Here is my question. Is there any report regarding what specific response for each comment was made? How can we confirm whether public comments at meetings have been accepted or rejected? Would you please advice? Please feel free to share any useful information that you think I might be intereted in.
Thanks!

John

>>> Betty Jo Byrne <bjb5@earthlink.net> 1/31/2009 8:38 PM >>>

Dear Carolyn,

Thanks so much for your reply/clarification. I'm grateful we're on the same thinking re: rail.
You're all doing a great job, I appreciate it.
Betty Jo Byrne

>>> <CTY44@aol.com> 2/2/2009 11:27 AM >>>

3.2 Support local government efforts to improve bicyclist safety by encouraging enforcement of the California Vehicle Code for motorists and cyclists alike. Examples include diversion training programs and reduced fines for errant cyclists so police officers will be more willing to cite them. (Diversion training allows motorists and cyclists who break traffic laws to avoid having citations documented in exchange for attending traffic safety classes.)

Dear Senator Leno and Steve Heminger MTC,

Bicyclists training to include a License to ride and operate bikes safely for everyone's safety. We need a license to govern our actions in all operations; so be Bicyclists to date are in need of such licensing so they are held accountable for their actions when operating a bike. To date; there is no such required licensing for operators of bikes, in being how can one ID a bicyclists when they are confronted with violations or accidents?

Example:

Bicyclists and vehicular operators very often these days run through red lights and stop signs. This action creates accidents many times deaths occur from such violations. Vehicles many times can't escape said violations, but bicyclists do all the time; causing injuries to pedestrians and others in operating of a vehicle or fellow bicyclists.

I'm presenting this request to State Senators and MTC for this 2035 plan; the funds allocated for Bicyclists is extremely sufficient to carry on with this program of required licensing for bikes and operators of bikes no matter bike operators age.

Sincerely,

Craig Thomas Yates
President ISC CA chapter
Chair MCCOD

Stay up to date on the latest news - from sports scores to stocks and so much more (<http://aol.com?ncid=emlcntaolcom00000022>).

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>>> "Chad Rathmann" <chad.rathmann@sfcta.org> 2/2/2009 2:52 PM >>>
Sean,

Please find attached a scanned copy of the Authority's comments on the Draft Regional Bicycle Plan--2008 Update. Please contact me if you have any questions.

Thank you,

Chad Rathmann
Transportation Planner

San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102
415.522.4825
chad.rathmann@sfcta.org
www.sfcta.org (<http://www.sfcta.org/>)

>>> "Dawson, Dan" <DDawson@co.marin.ca.us> 2/2/2009 4:00 PM >>>
Hi Sean,

Attached please find Marin County's comments on the draft Regional Bike Plan. A hard copy will be following via snail mail.

Please let me know if you have any questions.

Thanks,

Dan

Email Disclaimer: <http://www.co.marin.ca.us/nav/misc/EmailDisclaimer.cfm>

>>> "Barry Bergman" <BBergman@ci.alameda.ca.us> 2/2/2009 4:07 PM >>>

There are two projects that were included in the 2001 Regional Bicycle Plan that have not been included in the 2008 draft plan:

Alameda Bay Trail - While portions of the Bay Trail in Alameda are indicated on the network map, the proposed trail at Alameda Point is not included.

Oakland/Alameda connection - Would connect Oakland to Alameda across the estuary in the vicinity of the Webster and Posey Tubes. This is a critical connection for Alameda, and the City is in the process of completing a feasibility study for the project.

The City would like to see these projects included in the 2008 plan as well. Please contact me if you need any additional information. Thank you.

Barry Bergman

Barry Bergman
Transportation Coordinator
City of Alameda Public Works Dept.
950 West Mall Square, Room 110
Alameda, CA 94501-7552

510-749-5916 (tel)
510-749-5867 (fax)
510-222-7538 (TDD)

>>> "Ames, Lawrence" <lawrence.ames@lmco.com> 2/2/2009 4:07 PM >>>

Hi,

As an avid bicyclist, I am pleased to see the work that has gone into planning for the maintenance and enhancement of the regional bike network.

After a quick review, I noticed that a key missing piece does not appear to be addressed: What's missing is a bike connection along the I-80 corridor between Fairfield (and the nearby bike-friendly region around Davis) and Vallejo (and the San Francisco Bay Trail network). Trails and quiet roadways connect from Red Top Rd. at I-80 near Cordelia,

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following along the old US 40 alignment, all the way up to Lake Tahoe; at the other end is a nice off-road bike path along Interstate 80 from the next exit south that goes into Vallejo, but the short stretch in between along I-80 in the American Canyon is inaccessible. Detailed maps of the area show a connecting frontage road, McGary Rd., but it is closed and fenced off.

My recommendation: include a small amount of money to provide a gate in the McGary Rd. fence at Red Top Road, some funds for pavement repair and crack sealing of the closed road, and also provide for striping and signage.

I would be pleased to provide additional information (maps and photos) if desired.

~Larry Ames
1218 Willow St., San Jose, CA 95125
408/742-1798

>>> Roger Marquis <marquis@roble.com> 2/2/2009 4:57 PM >>>

Three years ago I gave Beth Walukas a list of the top 40 or so roads and intersections that negatively impact the safety and accessibility of bicyclists traveling to, from, and across Alameda County. I did this as a member of the ACTIA Bicycle and Pedestrian Advisory Commission in hopes these bicycle arterials would be incorporated into the RBN.

Reading through the Nov 14, 2008 Draft Regional Bicycle Plan for the Bay Area, however, I see no mention of most of the routes or intersections outlined (which are all de-facto bicycle arterials) much less most of the other bicycle arterial safety and accessibility bottlenecks outside of the East Bay. In place of some of the listed roadways the Plan instead includes Class I paths, not bike paths but multi-use paths. In many of these cases the paths are not equivalent in terms of accessibility to their parallel roadways, will exacerbate the safety problems of those roadways, and will not even be viable cycling routes due to their location, poor integration with existing roadways and destinations, and issues with congestion, particularly the paths with significant pedestrian utilization.

Further, many of the "Existing Regional Bikeway Network Links" are simply route designations, often without shoulders, bike lanes, sharrows, signal triggers, or other bicycle accommodations.

If this RBN is "nearly half complete, as the Draft indicates there will still be very large gaps between destinations and bicyclists will have been poorly served when it is complete. The monies spent completion of this plan will have a very low ROI when measured in rider-mileage increases.

It appears the drafters of this document were primarily focused on short trips (less than 5 miles) to transit hubs. Those large number of cyclists traveling more than 5 miles, in contrast, were apparently not well studied and will not see much improvement when the estimated \$1.4B has been spent to complete the RBN.

Having lived and cycled extensively in European and Asian countries where bicyclists are far better accommodated than they are here in California I cannot help but be disappointed by both the quality and scope of this draft document. Given the increase in population and traffic expected in the coming decades it is clear that bicycling will be more difficult in the future, in large part because of a lack of outreach to all but a select few bicycling groups and a substantial misunderstanding of who is bicycling and where they would if they could.

As I indicated to Ms Walukas, I am always available to help anyone in the MTC identify underserved bicyclists and bicyling groups, the arterials they use or would like to, and rank those routes in terms of safety and accessibility problems.

Sincerely,
Roger Marquis
marquis@roble.com, 510-229-4552

Daily Bay Area bicyclist since 1973.
USCF coach since 1978.
Past president of 3 local cycling clubs and the U.C.Berkeley cycling team.
USCF International team coach and assistant Junior Worlds coach.
Author of numerous articles in local and national cycling publications.
Instructor of a number of cycling skills clinics.
Past member of SVBC, SMCBC, MCBC, ACTIA BPAC and numerous municipal bicycle advisory committees.

>>> "Rochelle Wheeler" <rwheeler@actia2022.com> 2/2/2009 8:16 PM >>>

Hi Sean,
Attached are my comments on the Draft Regional Bike Plan. I hope that your Feb 2nd deadline meant midnight and not 5pm!

The Plan looks terrific and is a big improvement from the last one – the goals and policies are concise; the data is reliable and relevant, the network is much more easily understood; and it's beautifully laid out. Good job! I only wish I could have had more time to review it. If any of my comments are off-base, or I've suggested adding something that is already in the plan, I do apologize. I gave it a quick read.

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Thanks for the opportunity to comment!

-Rochelle

Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator
AlamedaCountyTransportation Improvement Authority
1333 Broadway, Suite 300
Oakland, CA 94612
Tel: 510-267-6121
Fax: 510-893-6489

>>> Dianne Steinhauser <DSteinhauser@tam.ca.gov> 2/2/2009 9:40 PM >>>
Greetings,

I believe this was supposed to be sent to you by Friday, but ask for you to still consider it today. Thanks

2/3/2009 3:32 PM
From: "Timothy Rood" <tim@community-design.com>
To: MTC info
Subject: Public Information - Comment on Draft RTP

To Whom it May Concern,

The draft version of the Regional Transportation Plan includes unprecedented funding for programs and projects that support transit, walking, bicycling, smart growth - and a huge step forward in the Bay Area's commitment to fighting climate change. But even with these new investments and commitment, the Metropolitan Transportation Commission's own modeling shows that the RTP won't meet the critical new global warming, pollution reduction, and affordability goals. We can do better.

The draft RTP reflects positive movement in terms of funding sustainable transportation in the Bay Area. The final RTP should include these unprecedented commitments to programs that create and sustain alternatives to personal vehicle use, including doubling funding for the Transportation for Livable Communities (TLC) program, new funding for Safe Routes to Transit and Safe Routes to Schools, a Transit Priority Program, and a transportation climate program.

A major impediment to meeting the 2013 goals will be the continued practice of having a preponderance of projects considered "committed", even if they do not meet regional goals and are nowhere near their construction phase. The final RTP should include a commitment to begin work immediately with the county congestion management agencies to identify projects, and to identify and evaluate alternative investments in these corridors. This process must begin now so that MTC, the counties, and members of the public may have a transparent process to define committed projects in advance of the next RTP update.

MTC's own modeling found that land use and pricing do the most to help us achieve many of the key regional goals. In the Final RTP, the section entitled "Building Momentum for Change" does not include any discussion of the critical land use policies that will move us towards these targets. For example, the Final RTP should include a policy that prioritizes allocation of Transportation for Livable Communities funds, and prioritizes these TLC funds, as well as Local Streets and Roads, and new Safe Routes to Transit funding for designated Priority Development Areas.

Thank you for the opportunity to comment.

Timothy Rood AICP LEED

Timothy Rood, AICP Architect
LEED Accredited Professional
Principal
Community Design + Architecture
Region + City + Neighborhood + Design
350 Frank Ogawa Plaza
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2/3/2009 4:14 PM
From: Clark Suprynowicz <clark@famousbrandmusic.com>
To: MTC info
Subject: Public Information

As a longtime fan and supporter of Transform, I wanted to voice my enthusiasm for a transit plan - one they have championed - that gives maximum attention to transit, walking, bicycling & smart growth.

Clark Suprynowicz
1723 Stuart St.
Berkeley, Ca.
94703

2/4/2009 9:37 AM
From: "Gail Payne" <GPayne@ci.alameda.ca.us>
To: BikePlan BikePlan
CC: MTC info; Sean Co
Subject: Re: Estuary Crossing project

Sean,

The estuary crossing project has been the highest priority bicycle project in the City of Alameda since the Bicycle Master Plan was adopted in 1999. This project also is listed as a priority in the City of Oakland Bicycle Master Plan, the San Francisco Bay Trail Plan, the City of Alameda Pedestrian Plan and the Alameda Countywide Bicycle Plan. The existing Posey Tube path should have been part of the 2001 regional bicycle network. When will MTC be amending the regional bicycle network? What does the City of Alameda need to do to ensure that the estuary crossing is listed as part of the regional bicycle network?

Please let me know.

Thank you.

Regards,
Gail Payne

Gail Payne
Transportation Coordinator
City of Alameda Public Works Dept.
950 West Mall Square, Room 127
Alameda, CA 94501-7552
510-749-5918 (tel)
510-749-5867 (fax)
510-222-7538 (TDD)

2/9/2009 9:01 AM
From: "Gail Payne" <GPayne@ci.alameda.ca.us>
To: BikePlan; MTC info; Sean Co
CC: Barry Bergman; lucy@bikealameda.org; Obaid Khan
Subject: Fwd: Re: Estuary Crossing project

Sean,

Please see the below email from the BikeAlameda Executive Director - Lucy Gigli. Why was the estuary crossing (project 51) taken off the regional bicycle network? The attached Appendix A shows that it was part of the regional bicycle network at one point (seventh row from the top). Is the estuary crossing project still included in the update and we are not finding it? Please let us know the status of this project / segment.

Thank you.

Regards,
Gail Payne

Gail Payne
Transportation Coordinator
City of Alameda Public Works Dept.
950 West Mall Square, Room 127
Alameda, CA 94501-7552

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510-749-5918 (tel)
510-749-5867 (fax)
510-222-7538 (TDD)

>>> Lucy Gigli <lucy@bikealameda.org> 2/8/2009 9:59 PM >>>
Gail,

This was driving me crazy, because i was at the meetings where this was originally put into the Regional Bike Plan. I found Appendix A. It is listed very clearly on the 7th line down. Project 51 as it is called in the countywide bike plan. In the new Appendix A, there is nothing.

2/9/2009 9:05 AM
From: "Erica Etelson" <ericadavid@earthlink.net>
To: MTC info
Subject: Public Information

Dear MTC:

The Draft Plan is a great start toward a sustainable transportation infrastructure for the Bay Area. However, much more can and must be done if we hope to avert climate chaos and withstand the depletion of global oil reserves.

a.. The final plan should include commitments to programs that support transit, biking, and walking, including doubling funding for the Transportation for Livable Communities (TLC) program, new funding for Safe Routes to Transit and Safe Routes to Schools, and a transportation climate program.

a.. The Metropolitan Transportation Commission should work with county and local transportation and land use agencies to ensure that the region's investments and policies are on track to meet greenhouse gas emissions targets.

a.. Many unsustainable transportation projects in the plan were considered "committed", even if they do not meet regional goals and are nowhere near their construction phase. The final plan should include a commitment to identify and evaluate more sustainable investments in these corridors that will help us reduce reliance on cars.

a.. The Metropolitan Transportation Commission's own modeling found that land use and pricing do the most to help us achieve many of the key regional goals, but the plan is still weak on key land use policies. The final plan should include a policy that prioritizes allocation of funding for programs such as Transportation for Livable Communities and new Safe Routes to Transit funding for designated Priority Development Areas.

Thank you for considering my comments.

Sincerely,

Erica Etelson
Berkeley Oil Independence Task Force

2/9/2009 9:13 AM
From: Judith Katz <judithkatz@yahoo.com>
To: MTC info
CC: Kirsten
Subject: Public Information

Greetings:

My name is Judith Katz and I am writing with regard to the draft Regional Transportation Plan. I urge you to adopt a final plan that supports public transit, biking, and walking, doubled funding for the Transportation for Livable Communities (TLC) program, new funding for Safe Routes to Transit and Safe Routes to Schools, and a transportation climate program.

The Metropolitan Transportation Commission should work with county and local transportation and land use agencies to ensure that the region's investments and policies are on track to meet greenhouse gas emissions targets.

The final plan should include a commitment to identify and evaluate more sustainable investments in these corridors that will help us reduce reliance on cars.

The final plan should include a policy that prioritizes allocation of funding for programs such as Transportation for Livable Communities and new Safe Routes to Transit funding for designated Priority Development Areas.

Thank you for your time and kind attention. I look forward to hearing your positive response.

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Sincerely

Judith Katz
PMB 572
2425 Channing Way
Berkeley, CA 94704
650-303-4237

2/9/2009 10:08 AM
From: Ed Reid <reidworld@yahoo.com>
To: MTC info
Subject: Public Information

Metropolitan Transportation Commission:

It is important that the Regional Transportation Plan make the Bay Area a leader in climate protection and fossil-free transportation.

The Regional Transportation Plan must include new investments but with these new investments, according to the Metropolitan Transportation Commission's own modeling, the plan will not meet the critical new global warming, pollution reduction, and affordability goals.

The draft Regional Transportation Plan shows progress in funding sustainable transportation in the Bay Area. The final plan should include these commitments to programs that support transit, biking, and walking, including doubling funding for the Transportation for Livable Communities (TLC) program, new funding for Safe Routes to Transit and Safe Routes to Schools, and a transportation climate program.

The Metropolitan Transportation Commission should work with county and local transportation and land use agencies to ensure that the region's investments and policies are on track to meet greenhouse gas emissions targets.

Many unsustainable transportation projects in the plan were considered "committed", even if they do not meet regional goals and are nowhere near their construction phase. The final plan should include a commitment to identify and evaluate more sustainable investments in these corridors that will help us reduce reliance on cars.

The Metropolitan Transportation Commission's own modeling found that land use and pricing do the most to help us achieve many of the key regional goals, but the plan is still weak on key land use policies. The final plan should include a policy that prioritizes allocation of funding for programs such as Transportation for Livable Communities and new Safe Routes to Transit funding for designated Priority Development Areas.

Edward Reid
Berkeley, CA

2/11/2009 10:04 AM
From: "Hamatik Printing USA" hamatikusa@theinet.com
To: MTC info
Subject: Pedestrian safety

It is no secret that the volume of pedestrian accidents is alarming. There are no arguments that something must be done to stop sending people to their graves regardless of their age or status. Steps must urgently be taken to reduce this annual fiasco of over 6,000 mothers, fathers, brothers, sisters, sons, daughters, friends and relatives who's lives are being snuffed out each year thus leaving family and friends grieving, As well as more then 15,000 severely wounded, never to recover. The question is can that frightening predicament be solved? The answer is 90 percent of these calamity's can be avoided. Many accidents earns unjustified the term "accident" but should rather be called homicide. A substantial amount of accidents can be credited to bad traffic laws. As a driver for 10 years who is constantly on the road, and as a "safety" activist who wrote many articles in various newspapers regarding "safety" matters, I would like to share my opinions. I strongly urge everyone who has the authority, to help enforce my suggestions, thus saving countless lives.

One of the most crimes on our world is the fact that a pedestrian has no right to cross the street. The sign may say walk, but a vehicle comes speeding from the other street and turns in. it won't be exaggerated to say, that, (in smaller streets) it is safer to cross in the middle of the street then by the corner. By the corner you have no control whatsoever what is going on in the other street. The law is very dry. "If the pedestrian is on the road the vehicle must stop", but parked vehicles are blocking the whew, and the only time the driver of that vehicle gets to know that he must stop is only when he gets to the intersection and he sees the pedestrian. Should a law like this be called, "a protection for pedestrians?" that a driver who runs a 3,000 pound of metal and plastic at a speed of 25 M.P.O. should be told to stop at a range on 10 - 20 ft. (only by bigger avenues, the light will be red for both sides of the street while pedestrians are crossing.) I am shocked to see on the internet one accident after the other from vehicles that turned into a street and knocked down a pedestrian in the crosswalk. The driver claimed that the pedestrian wasn't in the

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middle of the road when he arrived at the intersection, and the pedestrian is dead and doesn't say anything, and the joke goes on. What it's worrisome, is the fact that even if the driver of the turning vehicle is careful, hazards will remain. Consider that one. Here is a two-way street and a driver wants to make a left turn, so he waits for a gape in the lane of the opposite direction. Traffic is busy and let the anxious driver wait for a while thus holding up a huge line of cars (and many times there horn honking is like a big orchestra) who are making his nerves dissolving. Finally some gape is created. The anxious driver accelerates frantically and makes his turn. In the same time a pedestrian is in the crosswalk. What is going to happen? Will signs on the street urging drivers to "stop for pedestrians" prevent anything? I myself had recently such awful story when I once made a left turn from a two-way street. I always use extra caution so I still managed to stop, but many drivers would already hit the two girls who were on there way home from school.

The concern is even further, people feel that they are not safe in the crosswalk, so they end up jaywalking which decreases safety and increases accidents. We must make crosswalks really safe so a responsible lady or gentlemen have a choice to cross the street safely.

There are some laws, that, although they are vital, they are never heeded by drivers. As a school bus driver, I always look at other school buses as they pull out of a parking by the school and must back up, that they aren't going to the back of the bus to see if somebody is behind. The law in the book is very firm not to back without doing this procedure. In the mid of December '08, a lady was crushed to dead because of that. One most not be very smart to understand that backing a large vehicle while relying just on the side-view mirrors is like driving half blind. You never know what's behind you. It is not school buses who commit this crime, from all of the many thousands larger vehicles who fill the streets in New York, you won't found even 1 percent who will go out to make sure nobody is behind. The question is why the law is not issuing tickets to such violators. The only thing which scares drivers, is, tickets. People who got killed don't matter. Yung kids, who will be left in a coma for their entire life, won't make people change their driving habit, the silly 150\$ will do it, it seems that this vital rule (to walk to the back before reversing) is just a mere recommendation.

Most laws which are written in the driver's manual are essential for "safety". These laws are supposed to refrain those fast moving heavy pieces of metal and plastic, from destruct whatever comes in their way. Hence it is no question regarding the necessity of traffic laws, what needs to be challenged, is, the enforcement of these regulations. I see all kinds of violations not on daily bases, but on minute bases. From passing school buses to, passing a street light. From entering a bike lain (to pass other vehicles) to backing out from one street to another. From being engrossed in a hand-cellphone Conversation, to riding at 40 M.P.O. in 20 M.P.O. zone. Why is all this happening? Perhaps, the law enforcement should be multiplied. A) It seems that it must be 5 times the amount of traffic officers, and maybe things will start to get in place. The money to finance that huge army can be driven from the ticket itself. (Plus penalty charges for not paying the ticket in time) I also suggest that instead of issuing so many parking tickets, moving violations should be the priority. The slightest moving violation is doing more harm then most of parking violations. B) Cameras should be installed at many intersections. C) False cameras which is not expensive should be seen everywhere, to scare reckless drivers.

Please read my suggestions about the subject written above, plus other safety points.

Crosswalks

1) Lights at intersections must give a minute for "safe pedestrian crossing". This means, that it must be red for vehicles of both sides of the street when the pedestrian has walk. (or should a law be passed that every vehicle must come to a full stop before turning regardless if a pedestrian is in the crosswalk or not.)

1-A) The time of pedestrian's right of way should be estimated by elder people. The sign should say walk as long as it takes an 80 year old men to cross that street.

2) In a crosswalk where it already happened an accident, a bump on the road should be build, sufficient enough to force vehicles physically to slow down. If several accidents occurred in the same crosswalk, the crosswalk should be removed from the intersection @ be placed in the middle of the street.

3) Wide crosswalks where people have to cross more then four lanes should have a 4 ft. wide platform in the middle.

4) A road without a sidewalk is a potential danger. In a residential area it shouldn't be a road without sidewalk at least 4 ft. wide.

(Bumps on the road are extremely safety-friendly, and should always be considered and encroached in residential places.)

5) Many motorists are waiting at red lights in the crosswalk. A substantial amount of motorists don't acknowledge the crosswalk as a place designated exclusively for pedestrians. I suggest to ticket such drivers.

School bus safety

1) The laws regarding school bus safety must be reconsidered. Too many drivers are passing school buses. The law of "stopping for a school bus with the lights on," is containing some unnecessary abuse to the traffic which causes to reduce the respect towered school buses. For example, to keep up a whole line of cars while loading-unloading an entire bus with dozens of children when they don't have to cross the street will only make matters worse. (However, this must be considered carefully. I had plenty times that kids have darted out in the gutter which wasn't a pleasant experienced.)

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2) If the child is waiting on the opposite side of the street (the child will have to cross the street), then the bus should position in an angle to block the street before picking up or letting down. To rely upon the red flashers means jeopardizing the life of the child! Cars keep on passing school buses with the red flashers on, willingly or while being distracted. Only the frame of the bus will protect the children.

3) Never should a driver stay at a bus stop with his lights off. When a child sees the bus, he/she will come running. A driver shouldn't think he had trained the children not to come before signaling. If he is running early, he should pull aside 100 ft. before the stop and wait for the exact time. Staying at a stop with the lights off is a mortal danger. It's the worst mistake a school bus driver can make.

4) Many motorists would stop for school buses but cant withstood the honking horns from cars behind. Honking a horn on a driver who stops for a school bus is the same sin as passing, and should be handled so.

5) A bus driver can't show for cars to pass. The child interoperates it as a signal to come. It also takes away the authority of police officers. Many times when a police officer tickets someone for passing a school bus the passer claims that the bus driver signaled him to pass. The bus driver who knows the passer and don't want to buy an enemy will agree to the arbitration. I personally know several of such incidents. The law which permits for drivers to signal for cars to pass is a mistake.

6) Every bus must be equipped with a stop arm. It will reduce the number of violators to half.

7) As of now, the law doesn't require from school buses to have a stop arm. Many drivers that are passing school buses are just distracted. A stop arm reduces school-bus-passers, and should therefore be a must.

8) Power doors are not safe in school buses. The bus driver must have the option to open the stop arm (to stop oncoming vehicles) without opening the door, which will cause the children to come before the traffic is stopped. (As of now, drivers are trying to stop traffic with the yellow flashers, but that only causes the opposite. Cars are speeding up to still-make it before the stop arm opens up. Many kids were killed when they dart out in the gutter on their way to the bus, and the stop arm wasn't open. I had two bad near-accidents where the child almost got killed. I had my lesson. I always release the latch of the door before I come to a full stop, [you can't do that with power doors] so the arm comes out. By the time the child sees the bus stopped, traffic is stopped to. [I also position the bus in an angle to block traffic physically. It may not comply with the law, but it surely complies with those kids who got killed by cars that passed the school bus while they were getting on-of the bus.]

Other safety tips

1) Tinted windows don't add to safety. Whenever a man puts his feet on the gutter, he must know if the driver seat (of the parked vehicle he must go in front [or behind]) is occupied. I myself had 5 cases where I let down children from my bus, and all of a sudden the vehicle in front started to back. One time he stopped just when he was about to hit the child. I always try to look inside the vehicle the kids will have to go behind, but the windows that were tinted like paint, denied any view.

2) As of now, a motorist who kills a person while driving reckless, will get a ticket... The biggest crime in the universe is driving reckless, This is truly homicide. A driver who is submitting to he's anxiousness and does reckless things while maneuvering he's 2-3 thousand pound of metal and plastic, is a far more danger to the universe then a man who robes a bank. It is an earthshaking transgression, that one can kill innocent people while committing a reckless act, and will be punished with a 150\$ fine. Will g-od forgive us for that? A law of making the committing a reckless act, equivalence to pulling a trigger of a gun, must be passed.

3) As mentioned above, there are laws that are written in the driving manual, but violators are not subject to tickets if they violate it. I require enforcing all those laws in a way that drivers should be ticketed for violating them.

4) A law should be passed, that no vehicle is allowed to park double 50 ft. close to a crosswalk. Double parked vehicles, block the sight of pedestrians from seeing oncoming traffic, as well as the sight of oncoming traffic from seeing crossing pedestrians. (You can always see delivery trucks that solve the parking problem by parking in the crosswalk, thus blocking entirely the way for pedestrians. Where are the ticket writers? They are not to be found. You will only find them by street cleaning violations, not by things regarding safety.)

5) The new technology of vehicle who ride very silent (older vehicles' are more nosy), cause people not to hear the sound of a backing vehicle. A law should be past that every vehicle regardless of the size, most have an installed backing-alarm.

6) Every driver must take a 6 our "pedestrian safety" class each and every year. The lessons should contain all sorts of hazards involving pedestrians. The class should be followed by a written test.

7) Police officers who fight crimes aren't sufficient enough to fight traffic violations. A special unit, made out of a huge army of trained official's who's only task should be traffic crimes, will do the job. The finance source can be the money that the tickets will bring in.

9) When you go to wallmart, you will see people who think they are driving in an open highway. A parking lot must be equipped with bumps at every 100 ft.

10) The maximum speed limit in the U.S. and perhaps in the world is 65 M.P.O., why should vehicles be build to a maximum riding of over 100 M.P.O.? Emergency vehicles should need special permission for additional speed capacity.

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10-A) Vehicles shouldn't have the capacity of backing more than 1 mile per hour. Backing is always dangerous; let that hazard be reduced to a minimum.

11) Those racing cars as corvette, e.t.s., belong in a racing car field. Why should vehicles have the capacity of rising from zero to 60 M.P.O. in 6 seconds? A pedestrian can be in the middle of the street and suddenly an excited youngster who just got his new toy wants to get the full satisfaction of his investment, and presses down on the gas. The poor pedestrian is running back to the sidewalk and gets killed by an other vehicle. The happy youngster doesn't have the time to attend to the victim and zooms off..

12) Many sanitation truck drivers are extremely reckless. They feel as though they are protected because they are working for the city. No police officer wants to ticket them and they just do what ever they want. Passing lights - passing school buses - making u turns in a crosswalk while the light is red. (Is the best time to do it, Cars are stopped..) - in a small street they will turn in, in the wrong direction to be able to get to the next street without having to circle the street. Talking on a hand sel. While backing fast. Sanitation drivers must be educated on safe driving.

13) Cameras should be installed at intersections in substantial amounts. The money should be funded from the tickets.

14) In the winter, all vehicles must be equipped with snow tires. (All year tires are not really effective. Only snow tires will do the job.

15) Every car has a feature that locks the wheels unless the key is in the ignition. It's ironic that a school bus which always has children on board lays free for every vicious child to release the parking brakes and to let this 25,000 lb. bus rolling freely. A law of installing this brake-lock feature on new @ older buses should be passed

Laws for pedestrians

1) Every pedestrian must wear a reflector from 8 a clock at night.

2) Crossing the street while talking on a hand sel. Is the same hazard (for him and for the husband of his wife @ the father of his children. [In many cases they also endanger the motorists who try to avoid them]) as driving with a hand sel. And should be treated the same.

3) Once crosswalks will be safe, it will be justified to force people to use it.

The efficiency of the current system of crosswalks we had already seen. A number that ranges between 5 @ 6 thousand fatalities and approximate 70,000 wounded per year is far more than a waking call to look for a different solution. If it will be hard to bring forth all the recommendations mentioned above, at least let's start to steer in that direction.
